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# Top Scientist Confirms . . . UFO Terrorizes and Burns Three in Car

By DENNIS NEELD and BOB PRATT

"The whole thing's burning up — oh, my God! It's coming closer! We're going to burn up . . . I know we are!"

"Lord help me. I'm burning up!"

A hypnotized Vickie Landrum was reliving her horrifying encounter with a blazing UFO on a deserted Texas road December 29 — a searing hell on earth that left Vickie, her 7-year-old grandson and a friend suffering the symptoms of radiation poisoning.

Incredibly, in the weeks following their terrifying 15-minute encounter with the huge, fire-belching UFO, all three developed severe burns and blisters, diarrhea, headaches, nausea and severe eye problems — and Vickie's friend, who was burned the worst of the three, spent almost four weeks in a hospital.

To get the complete, horrifying details — and verify the absolute authenticity of her story — The ENQUIRER had Vickie hypnotized by a university professor at her home in Dayton, Tex., in the presence of a top engineer at NASA, who emerged convinced that she's telling the truth.

"There's no doubt in my mind," the engineer declared afterward. "This was genuine! She was reliving the truth."

Under hypnosis, Vickie recalled driving after sunset on a desolate stretch of road about 20 miles northwest of Dayton.

Suddenly Vickie, 57, her grandson Colby and her friend Betty Cash, 52, noticed a glowing object in the sky.

"It's lighting up the whole sky, a long way up, and traveling fast," Vickie said, reliving the experience. "Sometimes we can't see it, the trees are in the way."

Several minutes later, the object suddenly appeared in front of them and hovered over the road.

Betty, who was driving at the time, brought the car to a screeching halt.

The massive, blue and diamond-shaped object was at treetop level, about 100 feet away, with huge red flames shooting from its bottom to the road below.

"We can't get through — it's blocking the road!" Vickie gasped under hypnosis. "It's bigger than a water tower. And it's making a sound like beeping. Long



**ORDEAL:** Vickie Landrum holds grandson Colby, who went berserk and tried to run from the fiery UFO.

beeps . . . beep, beep, beep."

As she recalled the terrifying close encounter, Vickie clutched compulsively at the front of her blouse, screwing the material into her fist. Her features contorted with fear as she brushed sweat away from her face.

"Long red flames are coming out of the bottom, like a rocket!"

Even though it was just 40 degrees outside, the intense heat from the UFO made the automobile's interior sweltering hot.

Gripped with terror and unable to think clearly, Betty jumped out of the car and into the night air in an attempt to escape the heat, never taking her eyes off the mysterious craft.

"Betty — don't get out! Oh, my God, come back! It's hot, hot!"

"We'll burn up! My eyes — it's hurting my eyes!"

Startled by the UFO, little Colby went berserk. Scream-



**DESOLATE** stretch of Texas road where diamond-shaped, fire-belching UFO hovered over car.

heard a loud rushing sound, like air brakes on a truck, as more flames shot toward the road.

Each time the flames shot downward, the object moved up a bit, then settled lower.

"It's going to fall! No — it's lifting, thank God! There's fire at the bottom. It's so hot."

Finally, the object suddenly took off — rising into the air and then zipping away at an incredible speed.

Then came the long ride home. Vickie was convinced they should not tell a soul about anything that had happened.

"Don't tell nobody about it, Colby — they'll think we're crazy. Oh, Betty, they'll think we're crazy . . ."

Almost immediately after returning to Dayton less than an hour later, the three witnesses started to feel sick.

All suffered painful burns, and Vickie's optometrist, Dr. Steve Chandler, reported her eyes were "burned, swollen and extremely irritated."

In the weeks following the terrifying encounter, both the women lost huge amounts of hair.

The agonizing symptoms soon forced Betty to enter Parkway Hospital in Houston, where she remained for almost four weeks.

Hospital records confirm

Betty's mysterious illness and report "she witnessed very intense fire-like material" in the sky.

In addition, the hospital records show Betty suffered "bumps under her skin," "hair loss of the scalp" and "very swollen" face.

"The doctors and nurses kept asking me if I was a burn victim," Betty recalled. "Skin was peeling off my face and arms and legs."

"I was blistered all over. My ears and eyes were swollen. My own family did not recognize me."

Since that mind-boggling night, little Colby has suffered digestive problems.

"A radiologist who examined the medical records said they apparently were suffering from the symptoms of radiation poisoning," says John Schuessler, an aerospace engineer at NASA studying the case for VIS, an independent UFO investigating organization.

Schuessler was present at the spine-tingling hypnosis session.

Dr. Leo Sprinkle, Ph.D., who conducted the session, said he's convinced the terrifying details of Vickie's ordeal are for real.

"She had a real expertise and I believe the craft was under intelligent control," said Dr. Sprinkle, a professor of counseling services at the University of Wyoming, who has hypnotized scores of UFO eyewitnesses.

Several other witnesses living around Dayton also reported seeing a huge, bright diamond-shaped flying object that night.

"I consider this a very important case providing physical evidence of the existence of UFOs," declared Schuessler.

"It is one of the most interesting and significant cases that I've ever investigated."



**RADIATION** burns on Vickie Landrum's hand.

# CASH-LANDRUM RADIATION CASE

By John F. Schuessler

1980

(Note: This follow-up report is based on a presentation to the Sept. 1981 CUFOS UFO Conference. The case was initially reported in the Apr. 1981 issue, No. 158.)

The problem of radiation sickness caused by UFOs is defined by these brief examples:

October 24, 1887: Venezuelan family exposed to a brightly lit unidentified flying object (UFO) and suffered burns, vomiting, hair loss, and extensive swelling.

May 20, 1967: Canadian prospector Stephen Michalak encountered a landed UFO and suffered burns, nausea, vomiting, swelling and an extended illness.

October 3, 1973; Missouri truck driver exposed to an extremely bright UFO, blinded for days, and had vision impairment for a year.

These and hundreds of similar incidents indicate that UFOs are seriously affecting people. How can these people be helped? What can we learn about UFOs by studying these human effects?

A small team of engineers, scientists, and medical specialists have formed Project VISIT (Vehicle Internal Systems Investigative Team), to be a clearinghouse for all UFO incidents involving medical injury or alleged entry into a UFO. VISIT members collect and analyze data on the physical effects of UFOs on people. This scientific and medical data is then examined to discover the probable mechanisms of the UFO.

The latest entry into the VISIT data base occurred on December 29, 1980, when three Texans encountered a UFO and suffered severe medical consequences. Betty Cash (51), Vickie Landrum (57), and Vickie's grandson Colby Landrum (7), were driving home to Dayton, Texas, on the Cleveland-Huffman road just north of Lake Houston. It was 9 o'clock at



Artist's Rendition of the Sighting  
(By Kathy Schuessler)

night and the road was deserted. The first indication of something unusual was the presence of a very intense light several miles ahead just above the pine trees. Betty remarked about the unusual brightness, but temporarily lost sight of it due to the many trees along the road.

Suddenly, hovering over the road only a short distance ahead was an enormous diamond shaped object. "It was like a diamond of fire," Vickie said. The glow was so intense they could barely stand to look at it. Vickie at first thought it was the fulfillment of biblical prophecy and expected Jesus to come out of the fire in the sky.

In addition to lighting the whole area like daytime, the UFO periodically belched flames downward. Fearing they would be burned alive Betty stopped the 1980 Oldsmobile Cutlass without leaving the road. They all got out of the car to get a

better look at the UFO. Colby was terrified and dove back into the car, begging his grandma to get back in, too. Vickie did and comforted Colby.

Betty stood momentarily by the driver's door and then walked forward to the front of the car. After much pleading by Vickie, Betty finally returned to the car. The door handle was so hot she used her leather coat as a hotpad to open the door. Although the winter night air had been about 40°F, the heat from the UFO caused the witnesses to sweat and feel so uncomfortable that they turned on the car's air conditioner.

Each time the object would shoot flames downward it would rise. As the flames stopped it would drop in altitude. The intense glow, however, never changed. In addition, the threesome heard an irregular beeping sound throughout the sighting.

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## Radiation, Continued

Finally, the flames stopped, the object rose to the south-west, and was lost from sight. Vickie and Colby commented that several helicopters could be seen above and beyond the UFO. Vickie said with relief, "we're safe and we're sound, but I'm burning and it's so hot."

Betty was directly exposed to the object 5 to 10 minutes, Vickie 3 to 5 minutes, and Colby only a minute or so. As Betty raced homeward she turned right on FM 2100. Five minutes had lapsed and just ahead was the UFO and a large number of helicopters. "The sky was full of helicopters," Betty said. Some were near the object and others lagged behind. She feared the helicopters would collide. They were dazzled as they counted more than 20 helicopters. According to Vickie, "The helicopter roar was like a tornado."

They sped onward towards home, turning on to the Huffman-Eastgate road, then to FM 1960. By this time the object had been in sight, climbing into the night sky, for another 5 minutes. On FM 1960 the threesome were going away from the UFO, but could still observe it as a diminishing bright light for 2 or 3 more minutes.

## Unusual Medical Effects

Betty dropped Vickie and Colby in Dayton and arrived home at 9:05 p.m. where her friend Wilma was waiting. Vickie said as she left the car, "My head hurts, I'm sick." Betty felt even worse. In addition to a terrible headache and nausea, her neck began to swell and red blotches appeared on her face and head.

December 29th was a turning point in the lives of Betty and Vickie. Betty, an unusually energetic woman, had plans to open a new restaurant. The sickness that followed ruined those plans. For the next four days Betty's health degraded. Her eyes swelled closed, the red blotches became blisters of clear fluid, and she was weak with diarrhea and nausea. The headaches never ceased. Because Betty was unable to function, Vickie was afraid she would die and set out to locate her doctor.



Sighting Location; l. Alan Holt; r. Vickie Landrum



Betty Cash Showing Hair Loss

After a number of telephone calls a doctor instructed Vickie to take Betty to the hospital emergency room where the staff received and treated her as a burn patient. Over the next several days Betty lost patches of skin on her face and about 50% of her hair fell out.

After 12 days in the hospital Betty went home, even though she had shown little improvement. Her condition again degraded to the point

where she returned to the hospital for 15 more days. During the weeks that followed the incident, Vickie treated herself and Colby with baby oil to stop the burning of their faces. Their stomach pains and diarrhea stopped after a couple of weeks but their eyes are apparently permanently damaged and treatment continues. Colby had nightmares for weeks and was ex-

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## \* Radiation, Continued

tremely frightened by bright lights in the night sky or by helicopters anytime.

### SUMMARY OF THE MEDICAL EFFECTS

#### Colby Erythema (reddening of the skin)

- Eyes swollen and watery
- Stomach pains
- Diarrhea
- Anorexia (loss of appetite)
- Some weight loss
- Increase in tooth cavities

#### Vickie Erythema

- Photophthalmia (eyes swollen, watery, and painful)
- Vision greatly diminished
- Stomach pains
- Diarrhea
- Anorexia
- Ulceration on the arms, resulting in scarring and loss of pigmentation
- Karatin affected resulting in fingernail damage
- Hair loss
- Hair regrowth of a different texture

#### Betty Erythema

- Acute photophthalmia (eyes swollen closed, painful, watery)
- Vision impaired
- Stomach pains
- Vomiting, diarrhea
- Anorexia
- Loss of energy, lethargy
- Scarring and loss of skin pigmentation
- Excessive hair loss
- Hair regrowth of a different texture

The electromagnetic spectrum is divided into groups according to wavelengths. X-rays and gamma rays have very short wavelengths; ultraviolet radiation, visible light, and infrared have increasingly longer wavelengths. Since the regions overlap, an exposed person may suffer effects of more than one region — x-ray and ultraviolet for example.

Exposure to ultraviolet radiation can produce photophobia, photophthalmia (arc-eye), edema of the eyelids, and erythema of the skin. Exposure to gamma and x-radiation can provide a strong general weakness, anorexia, nausea, vomiting, apathy, severe headache, sleeplessness, and dizziness.

The symptoms provide a clue to the type of radiation exposure. The degree of illness depends upon the type and energy of the radiation, the



Vickie Landrum: Photophobia Eye Condition



Vickie Landrum: Sores Persist After 8 Months

dose, amount of exposure, and a number of other variables. However, there is no type of radiation that is not potentially dangerous to the eye. Certainly most of the listed symptoms can be found in the Cash/Landrum incident.

### The Helicopters

All the witnesses were interrogated separately for information about the helicopters. They all agreed there

were at least 20. Illumination from the glowing object clearly showed details of the helicopters even though the night was dark and the moon was in the third quarter. At least two different helicopter models were present, but they referred also to the one large thing amidst the helicopters.

Through use of helicopter identification charts one model was clearly identified as the Boeing CH-47

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## Radiation, Continued

Chinook. Another was identified as being similar to the Bell Huey model, but not positively identified as such.

Each of the witnesses not only identified the shape and main characteristics of the Chinook, they also pointed out details such as the wheels, lighting pattern, and sounds.

Contact with the Houston International Airport FAA representative provided the following:

- 350-400 helicopters operate commercially in the Houston area.
- All are single rotor types (no Chinooks).
- Helicopter traffic flies Visual Flight Rules (VFR), consequently they do not contact the tower.
- Beyond 15 miles from the airport they must stay below 1,800 feet.
- The Houston radar is limited to 2,000-2,200 feet around Lake Houston due to the location of antenna.

Contact with military installations was of little help. Fort Polk, Fort Hood, Dallas Naval Air Station, and England AFB stated they did not fly into the Houston area that evening. The unit operating out of Ellington AFB in Houston had landed before the sighting time. Robert Gray Field had 100 helicopters come in from the field at one time "for effect," but claimed to have avoided the Houston area. Hence, no one claims the helicopters that filled the Huffman area sky that winter night.

## Conclusion

This incident clearly points up several serious conditions. First, when a person is involved in a close encounter with a UFO they find it nearly impossible to obtain immediate assistance. The police, newspapers, and even doctors receive their plea for help with tongue in cheek. The doctors, being unprepared for a bizarre account like Betty's, spend a lot of time trying to determine what is wrong, as a standard treatment method has never been defined.

Second, military organizations could better serve the citizens of the



Distinctive Silhouette of CH-47 Helicopter

United States if they were prepared to relate the nature of objects such as the one at Huffman and others where public safety is at stake. Betty and Vickie have never said the Huffman UFO was a flying saucer with little green men. They believe it was a government-sponsored operation of some kind. Others that saw and heard the helicopters that evening have the same feeling.

Third, UFO organizations usually do not cooperate to the fullest to help the witnesses. The Huffman incident is an exception. The Mutual UFO Network of Seguin, Texas, the Center for UFO Studies of Evanston, Illinois, and the Aerial Phenomena Research Organization of Tucson, Arizona, all cooperated in a responsible manner to

assist the Houston-based Project VISIT to conduct the investigation by providing consultants, recommendations, and data pertaining to similar cases. Such cooperation is in the best interest of all parties involved.

The investigation continues. The future health state of Betty, Vickie, and Colby is yet to be determined. However, several radiation specialists have given freely of their time and talents to establish a program of rehabilitation and care. Full treatment is still lacking because the data on the source of the problem, the UFO, is still not available.

Project VISIT members are available on call for consultation. The address of VISIT is Post Office Box 877, Friendswood, Texas 77546.

*(Photographs provided by John Schuessler)*

## MEDICAL NETWORK

Project UFOMD — a network of doctors to intensively study UFO-related injury cases — has been organized by radiologist Richard C. Niemtow. Before being called to active duty in the Air Force, Dr. Niemtow was active in MUFON and Project VISIT in the Houston, Texas, area. Doctors in the MUFON network are invited to contact Dr. Niemtow and offer their services.

Over about a 2-year period he hopes to investigate and assess a minimum of 12 cases dealing with medical injuries incurred during UFO close encounters, and possibly pro-

duce a catalogue correlating the resulting data. Investigators aware of such cases are urged to have the witness consult a physician of their own choice, and Dr. Niemtow will be available as a consultant to the primary physician. Clinical and laboratory tests should be conducted on the witness in each case.

Interested physicians, including doctors working with patients reporting UFO-related injuries, should contact Dr. Niemtow at (707) 446-5050 or write to him at 532 Merchant St., Vacaville, CA 95688.

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EL PROBLEMA NUMERO UNO DE LA CIENCIA MODERNA

## El testigo lesionado

por J. Antonio Huneus  
USA

**Uñas muertas y caída de pelo,  
tras un encuentro en Texas**

1.980

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Ya cuando los escépticos y los descalificadores profesionales de la ufología empezaban a cantar victoria por la aparente falta de "buenos" avistamientos últimamente, un incidente en el estado de Texas demolió los argumentos de aquellos que dicen, o creen, que los OVNI's ya no hacen suficiente ruido en los Estados Unidos. Desafortunadamente para los testigos —dos señoras de cincuenta y tantos años y un niño de siete años— la importancia del caso tejano está basada en los efectos físicos retroactivos que sufrieron los testigos después de ver un objeto luminoso con forma de diamante que emitía una oleada de calor insoportable. El incidente ocurrió en un camino desolado a pocos kilómetros de Houston, centro financiero del rico estado de Texas y una de las ciudades más importantes de los Estados Unidos.

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Betty Cash, la testigo que estuvo más cerca del OVNI, sufrió las peores quemaduras y malestar general en el cuerpo. A la hora del encuentro, la señora Cash tuvo que acostarse, sin poder levantarse por cuatro días, hasta que finalmente ingresó en un Hospital en Houston como víctima de quemaduras. Hay otros detalles que complican, o quizás explican, este misterioso y nefasto incidente investigado profesionalmente por un ingeniero de la NASA, John Schuessler, y un equipo de colaboradores. Por ejemplo, está la aparición de una flotilla de helicópteros militares que parecían seguir o rodear al OVNI.

¿Podría tratarse de un vehículo experimental super-secreto norteamericano que quizás tuvo un desperfecto y quemó a dos señoras y un niño sin intención? Las bases del Ejército y la Guardia Nacional en el área de Houston y Dayton dicen oficialmente que sus registros indican que no hubo helicópteros volando en la noche del 29 de diciembre de

1980, fecha del incidente. Sin embargo, un oficial de policía de la zona donde ocurriera el encuentro cercano, recuerda haber visto varios helicópteros alrededor de esa fecha. En todo caso, existe amplia evidencia médica de que los testigos sufrieron quemaduras en la piel, pérdida del cabello, náusea, problemas a la vista, deshidratación y otros síntomas similares a los contraídos por efecto de la radiación atómica. Para determinar este último punto, la Oficina de Control de Radiación del Departamento de Salud del Estado de Texas abrió una investigación oficial del asunto más de seis meses después del incidente, pero sus resultados no han sido divulgados todavía. Conviene estudiar el caso en forma detenida para ver qué conclusiones —y advertencias— sobre los OVNI's podemos extraer.

### 15 minutos fatales

El 29 de diciembre de 1980, alrededor de las

9 de la noche, las señoras Betty Cash, 52 años, y Vicky Landrum, 56 años, y el nieto de ésta Colby, de 7 años, estaban manejando un auto marca Dodge en un camino desolado a pocos kilómetros de las ciudades de Houston y Dayton en Texas. Las señoras observaron primero un objeto luminoso volando rápidamente en el cielo que descendió a la altura de los árboles a unos 40 metros de distancia del automóvil. La señora Landrum describió posteriormente el objeto como *"con forma de diamante y tan alto como una torre de agua. Tenía un color gris metálico opaco y estaba flotando"* sobre el camino. Los testigos estaban atónitos y aterrorizados, sin saber qué hacer. El OVNI emitía *"un sonido poderoso como un lanzamiento,"* según Vicky Landrum, *"intercalado con pitos agudos. Tenía un olor inflamable como gas de encendedores."*

La situación era insoportable para los testigos debido al calor extremo que despedía el objeto. Según la señora Landrum, *"el brillo iluminó los contornos y era como si todo el bosque estuviera quemándose."* Tal como explicaron posteriormente al investigador John Schuessler, la señora Cash se bajó del auto y permaneció afuera hasta que el OVNI emprendió vuelo. La señora Landrum estuvo fuera del auto por sólo 2 o 3 minutos, por lo menos la mitad del tiempo que la señora Cash, y el niño Colby permaneció escondido adentro del Dodge. El avistamiento duraría unos 15 minutos en total. La cercanía de los testigos con el OVNI tendría una relación directa de causa y efecto con las quemaduras y malestares generales que sufrirían después del avistamiento. Betty Cash, que estaba manejando el auto, explicó posteriormente que *"sentía que me estaba quemando por dentro. La luz me cegaba tanto que no era capaz de ver para mover el auto hacia atrás, y tenía miedo de moverlo adelante más cerca del objeto."* En un esfuerzo desesperado por escapar del calor, Betty Cash se bajó del auto, acto del que después se lamentaría. En esos momentos, los testigos, o más bien víctimas, recordarían también haber visto una flotilla de helicópteros grandes de dos rotores persiguiendo o escoltando al OVNI. ¡Contarían hasta 23 helicópteros! Cuando el OVNI finalmente emprendió vuelo, los testigos siguieron camino a la casa de Betty Cash en Dayton, prometiéndose que no hablarían a nadie del avistamiento. Aunque bajo alta tensión psicológica, no sabían todavía que en menos de una hora empeza-



rían a sufrir una serie de síntomas y malestares agudos. *"Estábamos muertas de sed"*, recordó la señora Cash, *"no nos contentábamos con nada y no podíamos meternos en un baño caliente. Durante semanas después del avistamiento, sólo podía darme un baño frío. Tampoco podía estar cerca del horno en la cocina o comer comida caliente."* La señora Cash tuvo que acostarse y no se levantaría por cuatro días, en que finalmente ingresó en el Hospital Parkway de Houston para tratarse de una serie de quemaduras en el cuerpo, ampollas, debilidad general, diarrea, dolores de cabeza, problemas agudos de la vista, y caída del pelo. Aunque en menor grado, la señora Landrum también sufrió problemas en la vista y caída del pelo y tuvo que ser hospitalizada tres semanas después del incidente. El niño Colby también tuvo problemas en la vista, aunque no tan dramáticos, pero sin embargo tendría pesadillas durante varias semanas después del avistamiento.

Debido a los síntomas que estaban sufriendo, las señoras decidieron romper el silencio cuando buscaron la ayuda de los médicos. También informaron del incidente al jefe de policía en Dayton, Tommy Waring, quien explicaría posteriormente a un reportero del diario *Houston Chronicle* que había conocido a la señora Landrum por unos 30 años y que, *"después de haber escuchado su historia por unos 35 o 40 minutos, supe que estaba describiendo lo que creyó haber visto. Se la veía sumamente nerviosa y molesta"*.

### **Odisea médica**

Desafortunadamente para las víctimas pero

conveniente para la investigación del caso, el hecho de que las señoras hayan buscado ayuda médica permite documentar en detalle los efectos de este avistamiento. Por ejemplo, el Dr. P.B. Patil, especialista en cardiología y medicina interna, explicó que él y sus colegas hospitalizaron a la señora Cash dos veces en el hospital Parkway de Houston por un total de tres semanas y media. *"Definitivamente"*, explicó el Dr. Patil al *Houston Chronicle*, *"ella tenía malas quemaduras en su cara y su cabello se estaba cayendo en pedazos en dos o tres áreas en la cabeza"*. Se consultó a varios especialistas, continuó el Dr. Patil, *"pero no podíamos asegurar qué había causado las quemaduras; tampoco podíamos descartar la posibilidad de que hubieran estado expuestas a radiación"*. Registros del hospital confirman el testimonio de Betty Cash de que *"fue testigo de un material muy intenso como fuego"*.

El Dr. Steve Chandler, un optometrista, examinó los ojos de la señora Landrum, explicando que *"tenía bastante irritación y una hinchazón colorada causada por algún tipo de quemadura alrededor de los ojos, aunque no sé qué fue lo que la causó"*. El Dr. Chandler explicó que quemaduras de este tipo podrían haber sido causadas por radiación, o por alergia a algún tipo de agentes químicos. Colby, el nieto de 7 años de Vicky Landrum, también tuvo problemas en los ojos, aunque menores. Sin embargo, al parecer Colby ha experimentado un crecimiento del pelo debajo del brazo y en la espalda mayor que el normal para un niño de su edad, y esto preocupa a sus familiares y expertos médicos. Por otro lado, Colby experimentó problemas traumáticos como pesadillas durante dos o tres semanas después del avistamiento, sin que pudiera contener sus necesidades en la cama ya que estaba aterrorizado de levantarse, y los investigadores están preocupados de los posibles efectos a largo plazo que el incidente pueda tener en el crecimiento del niño.

Una comparación simple de los síntomas y malestares sufridos por los tres testigos arroja el hecho incontestable que la mayor cercanía al OVNI trajo como consecuencia la mayor cantidad de problemas y enfermedades. Una confirmación de esto fue que Vicky Landrum mantuvo cuatro dedos de su mano izquierda apoyados sobre el techo del auto durante el avistamiento. Según el Dr. Richard Niemtow, que colaboró en la investigación del caso, las uñas de estos cuatro dedos

desarrollaron líneas de tejido muerto en forma similar a lo que ocurre con los pacientes de cáncer tratados con quemoterapia. En otras palabras, según los médicos, las líneas en las uñas, la caída del pelo y la diarrea son todos síntomas de que el cuerpo de las víctimas estuvo expuesto a un agente externo, probablemente uno que emitía algún tipo de radiación. Como veremos más adelante, esta incógnita llevó finalmente a la Oficina de Control de Radiación del Departamento de Salud del Estado de Texas a abrir una investigación oficial sobre el incidente del 29 de diciembre de 1980.

### **Investigación profesional**

El caso ha tenido más peso que otros por la investigación seria y completa de que fuera objeto. La investigación estuvo a cargo de John Schuessler, ingeniero de la Corporación McDonnell Douglas trabajando actualmente como administrador de proyecto de operaciones de vuelo del "Shuttle" de la

**"Sentía que me estaba quemando por dentro"**

NASA. El Dr. Schuessler pertenece a varias organizaciones ufológicas norteamericanas; es director asociado de MUFON, investigador para APRO, y presidente de un grupo de estudios ufológicos altamente profesional llamado VISIT. En un breve artículo sobre el caso tejano publicado en la revista *Science Digest*, John Schuessler describió el Proyecto VISIT (Vehicle Internal Systems Investigative Team —Equipo Investigativo de Sistemas Internos de Vehículos), como *"un grupo de doce científicos que buscan aprender más sobre los OVNIS al estudiar misterios médicos"*, como el descrito en este artículo. El Sr. Schuessler agregó que *"el equipo impresionante de voluntarios de VISIT —de los cuales la mitad están asociados con la NASA— representa una variedad de especialidades"*. Schuessler explicó también que en casos como éste, *"VISIT recomienda expertos médicos a las víctimas y recolecta toda la información médica y científica en un esfuerzo para entender cómo funcionaba el OVNI"*.

Como parte de la investigación, Schuessler



y su equipo de colaboradores ubicaron a una serie de testigos adicionales que habían visto el OVNI en la noche del 29 de diciembre. Por ejemplo, Angie Stanley, funcionaria de la oficina de correos en Dayton, observó "una luz distante brillante en el cielo" mientras manejaba a su casa. Jerry McDonald, un trabajador petrolero, también observó desde su casa una aparición extraña en el cielo esa noche. "Era una especie de forma triangular o de diamante", explicó McDonald, pensando primero que podría tratarse de uno de los dirigibles de la Goodyear. Sin embargo, cambió de parecer cuando observó que el objeto tenía "dos antorchas paralelas que despedían llamas azuladas en la parte trasera." Otros testigos confirmaron el avistamiento. El caso del oficial de policía de Dayton, L.L. Walker, es interesante porque, aunque no vio el OVNI mismo, si recuerda haber notado alrededor de esa fecha varios helicópteros grandes volando en formación. Volveremos a este detalle más adelante.

El caso tejano recibió además otro tipo de verificación cuando Vicky Landrum fue sometida a dos sesiones de hipnosis conducidas por el Dr. R. Leo Sprinkle, sicólogo de la Universidad de Wyoming. El Dr. Sprinkle es sin duda el ufólogo que ha hipnotizado más testigos de OVNI en los Estados Unidos. El Dr. Sprinkle ha hipnotizado a unas 250 personas en 20 años y sus estudios y opiniones aparecen citados frecuentemente en la prensa y televisión. El Dr. Sprinkle explicó que en las dos sesiones con Vicky Landrum, que fueron presenciadas por John Schuessler también, la paciente "mostró sus sentimientos en forma muy dramática a medida que revivía el encuentro. Ella apretaba la blusa y movía su brazo como si estuviera protegiendo a Colby. Ella pensó que era el fin del mundo y que Jesús iba a salir de la luz." El Dr. Sprinkle explicó después que, basado en su larga experiencia con hipnosis, ésta no puede demostrar categóricamente que un caso ocurrió, pero sí de que "es su verdad, lo que el individuo cree que es verdad".

### Participación militar

La aparición de la flotilla de helicópteros junto al OVNI reduce la incógnita básicamente a dos teorías, según John Schuessler: 1) El Objeto era una nave extraterrestre o de origen desconocido, y los helicópteros estaban tratando de interceptarlo. 2) El ob-



El perfil derecho de Betty Cash, mostrando el área en que perdió el pelo.

jeto era un vehículo super-secreto de las fuerzas armadas norteamericanas, y los helicópteros estaban escoltándolo. Tal como los describieron los testigos, los 23 helicópteros parecían ser helicópteros de dos rotores del tipo CH47 Vertol Chinooks de la Boeing, usados por el Ejército para transportar tropas. Sin embargo personal de las bases del Ejército, la Fuerza Aérea y la Guardia Nacional que tienen este tipo de helicópteros en los alrededores de Houston (la base Grey Field en Houston, por ejemplo, tiene cien de estos helicópteros), aseguraron que sus registros indicaban que no había habido helicópteros volando en la noche del 29 de diciembre.

## Los testigos contaron hasta 23 helicópteros de persecución

Para esclarecer este misterio, Peter Gersten, el abogado newyorquino que ha conseguido a través del Acta de Libertad de Información la declassificación de miles de documentos secretos del gobierno norteamericano sobre los OVNI como representante legal de grupos tales como Ground Saucer Watch (GSW) y Citizens Against UFO Secrecy (CAUS), inició trámites legales recientemente para que la Fuerza Aérea y la Guardia Nacional revelaran más información sobre los acontecimientos del 29 de diciembre. No cabe duda

de que, como de costumbre, el gobierno norteamericano está ocultando algo aquí. Las fuerzas armadas no han respondido aún a su pedido, y hasta que no lo hagan, John Schuessler concluyó que el caso tiene que ser catalogado como "un objeto desconocido que tuvo un encuentro con helicópteros militares". Por otro lado, Schuessler explica que resulta poco probable que el gobierno norteamericano estuviera experimentando con vehículos altamente nocivos cerca de áreas densamente pobladas donde civiles pudieran ser injuriados, como precisamente ocurrió en este caso.

En un esfuerzo por saber realmente qué fue lo que las afectó tan dramáticamente en la noche del 29 de diciembre de 1980, las víctimas han pedido a su abogado William Shead que demande al gobierno ante las cortes civiles. Shead explicó que esperaban que el gobierno abriera sus registros sobre el incidente o explicara porqué no podía hacerlo, en cual caso la corte tendría que decidir la disputa. Shead explicó igualmente que sus clientes esperaban que el gobierno les indemnizara el alto costo incurrido en el hospital y el hecho de que no habían podido trabajar debido al encuentro y su secuela de efectos nefastos a su salud física y síquica. Hasta la fecha, el caso sigue discutiéndose en la corte y el gobierno rehusa conocer públicamente de que está metido hasta el cuello de una manera u otra.

Sin embargo, el caso ha recibido más publicidad que ningún otro avistamiento en tiempos recientes, incluyendo artículos en periódicos locales y nacionales y un reportaje especial para la televisión. Todo esto llevó al representante estatal Larry Bowder a pedir formalmente que la Oficina de Control de Radiación del Departamento de Salud del Estado de Texas emprenda una investigación oficial del caso. Personal del Departamento de Salud Pública de Houston explicó al *Houston Chronicle* que la investigación iba a ser difícil porque, "llegamos al caso en forma bastante tardía." Ciertos tipos de radiación como luz ultravioleta, luz infrarroja y rayos X de baja energía, no dejan vestigios después de un tiempo, explicó el funcionario. Los resultados de la investigación no han sido revelados aún mientras escribimos este informe especial para MD.

### Otros casos similares

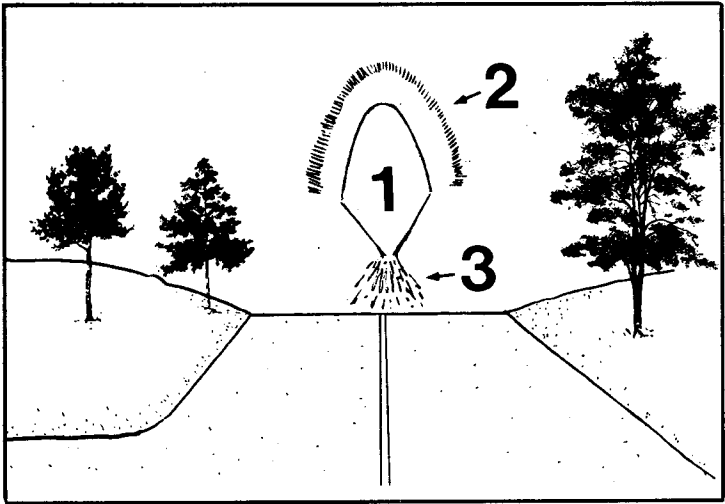
Aunque el caso de Houston sigue siendo un

misterio en lo que concierne a qué fue realmente lo que causó las quemaduras en las señoras Cash y Landrum y el niño Colby, un aspecto resulta evidente. Los OVNI, o por lo menos el tipo de OVNI como el presenciado por estos tres testigos, resulta peligroso si uno está a corta distancia del objeto, y si el sistema de propulsión del vehículo está en marcha, despidiendo gases o llamas altamente nocivas para el organismo humano. La literatura ufológica tiene evidencia de varios incidentes similares, algunos más dramáticos y con consecuencias más nefastas que otros. En su artículo publicado en *Science Digest*, John Schuessler menciona el caso de un buscador de minas canadiense que sufrió quemaduras, náuseas, vómitos, inflamación y enfermedades extendidas como resultado de haberse aproximado a un objeto metálico con forma de disco que había aterrizado cerca de él. Otro caso mencionado por Schuessler es el de un chófer de camiones de Missouri que estuvo ciego por varios días después de haber visto un OVNI extremadamente brillante. Un caso más es el famoso encuentro en el Fuerte Itaipú en Brasil el 4 de noviembre de 1957, en que dos

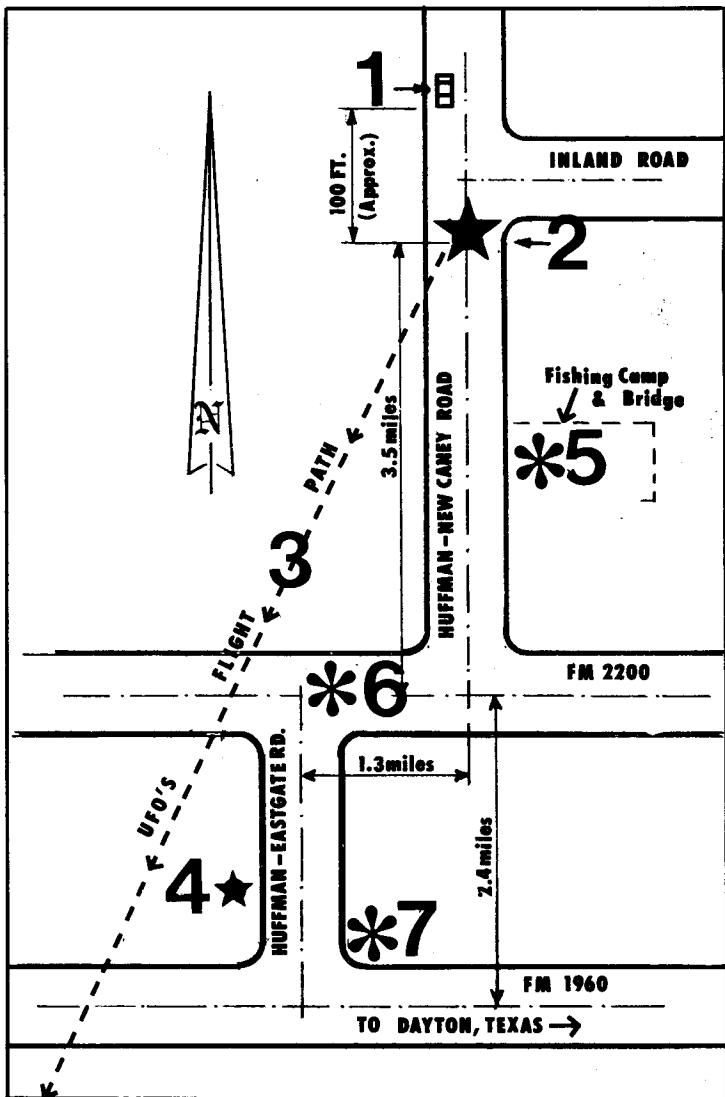
**"Durante las semanas siguientes no pude comer nada caliente"**

centinelas fueron gravemente heridos cuando un OVNI los atacó con algún tipo de rayo luminoso.

Hablando de encuentros con OVNI que terminaron en fatalidades, uno no puede dejar de mencionar el incidente clásico entre un disco volador y un reactor F-94 "Starfire" de la Fuerza Aérea norteamericana que ocurrió el 1 de julio de 1954 sobre el pueblo de Walesville en el estado de Nueva York. En esa oportunidad, equipos de radar de la Base Griffis de la Fuerza Aérea detectaron un OVNI, ordenando inmediatamente el "scramble" de un F-94. Guiado por el radar en el avión, el piloto se acercó al disco volador sólo para sentir una oleada de calor insoportable que lo obligó a él y al operador de radar a saltar en paracaídas. El avión se estrelló en el centro de Walesville, chocando contra un edificio y matando a cuatro personas. La Fuerza Aérea se apresuró a declarar el caso secreto, emitiendo un comunicado público de que el



1 = Objeto grande;  
2 = halo; 3 = fuego.



1 = coche; 2 = encuentro inicial;  
3 = dirección de vuelo del OVNI;  
4 = torre de radio; 5, 6 y 7 = paradas  
realizadas por los testigos para  
observar el alejamiento del OVNI.

accidente se había debido a un desperfecto técnico en el avión. La comparación de la oleada de calor experimentada por el piloto resulta obvia con aquella ocurrida en el encuentro en el camino tejanao.

Existe aún otro caso fatal que llegó recientemente a mis manos. Se trata de un artículo publicado en Ecuador sobre un caso acaecido en los años sesenta en Colombia, y basado en un informe escrito por el general (R) Raúl González Alvear, publicado en el N. 41 de la Revista de las Fuerzas Armadas Ecuatorianas del 24 de mayo de 1970. El informe relata el avistamiento de un OVNI en la finca "Tocarena" en el municipio de La Florida, departamento de Cundinamarca, Colombia. El dueño de la casa, Don Arcesio Bermúdez, y numerosos miembros de su familia y trabajadores de la finca observaron un objeto "amarillo-anaranjado con un aro de luz como cinturón" que sobrevoló la propiedad. Don Arcesio se acercó a la zona alumbrada por el OVNI, donde pudo observar a uno de sus ocupantes. Exactamente 8 días después del incidente, el testigo principal se moría sin que los médicos pudieran salvarlo. El artículo explicaba que los síntomas de "hiperexcitabilidad, ataxia, descoordinación muscular, trastornos respiratorios, estupor intermitente, vómito, náusea, diarrea, deshidratación incontenible, etc." son los síntomas clásicos de "una dosis letal de rayos Gamma", como si la víctima hubiera recibido "de 1.000 a 5.000 rens de los fatales rayos". Como los médicos no creían en los platillos voladores, no se halló ninguna explicación lógica para la muerte de Don Arcesio Bermúdez. Sin embargo, sesiones hipnóticas con la esposa de la víctima y otros familiares, confirmaron que todos habían visto, o creían haber visto, un OVNI a unos 50 metros de la casa, que apagó y encendió después sus luces antes de alzarse y volar hacia Bogotá.

No queremos asustar a los lectores con esta lista de casos dañinos y hasta fatales en que la cercanía a un OVNI afectó parcial o letalmente a un testigo. La mayoría de nosotros recordamos el shock desconcertador que experimentamos en nuestra infancia cuando tocamos sin saber un enchufe eléctrico. Naturalmente que nuestro limitado conocimiento científico nos impedía saber que esos tres hoyitos en la pared iban a traer semejante descarga física. Cualesquiera que sea el origen de los OVNI, la analogía viene al caso. Los OVNI han demostrado que pueden

quemar el terreno cuando aterrizan y su campo energético ha sido fotografiado en más de una oportunidad. No sabemos si estos casos fueron intencionados por parte de los ocupantes de los OVNI, o si su responsabilidad puede ser atribuida a la mala suerte del testigo/víctima, tal como el hombre no es responsable de que un animal sea electrocutado por acercarse a una reja electrificada. Pero la moraleja final se reduce a una advertencia: No se acerque a un OVNI si ve uno. Los OVNI pueden ser peligrosos para su salud.



## 1º CONGRESO LATINOAMERICANO DE PARAPSIKOLOGIA

## y 2º CONGRESO ARGENTINO DE PARAPSIKOLOGIA

Buenos Aires, Argentina, 1-3 octubre 1982

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## RADIATION SICKNESS CAUSED BY UFOs

John F. Schuessler, M.S.

1980

### ABSTRACT

Throughout modern history UFOs have been blamed for numerous types of injuries to humans and animals. Most of these cases have been inadequately investigated because of pre-determined opinions about the existence of UFOs held by doctors, investigators, writers, and military people. The Cash-Landrum case is representative of a number of past cases, with one main exception - the victims have allowed a select team to delve into the details of the incident. The result is a well-documented record of injuries sustained by the victims; injuries that could have been caused by exposure to a radiation source.

### INTRODUCTION

October 24, 1887: Venezuelan family exposed to a brightly lit unidentified flying object (UFO) and suffered burns, vomiting, hair loss, and extensive swelling. (Reference 1)

May 20, 1967: Canadian prospector Stephen Michalak encountered a landed UFO and suffered burns, nausea, vomiting, swelling and an extended illness. (Reference 2)

October 3, 1973: Missouri truck driver exposed to an extremely bright UFO, blinded for days, and had vision impairment for a year. (Reference 3)

These and hundreds of similar incidents indicate that UFOs are seriously affecting people. How can these people be helped? What can we learn about UFOs by studying these human effects?

A small team of engineers, scientists, and medical specialists have formed Project VISIT (Vehicle Internal Systems Investigative Team), to be a clearinghouse for all UFO incidents involving medical injury or alleged entry into a UFO. VISIT members collect and analyze data on the physical effects of UFOs on people. This scientific and medical data is then examined to discover the probable mechanisms of the UFO. (Reference 4)

**John F. Schuessler, M.S.**

A founding member of the Mutual UFO Network, Inc., Mr. Schuessler is presently the Deputy Director for Administration, a Consultant in Astronautics and a member of the Board of Directors of MUFON. As a staff member, he has written numerous articles for SKYLOOK and The MUFON UFO JOURNAL since 1967. John has been a featured speaker at MUFON symposiums at Peoria, IL in 1970, Quincy, IL in 1972, Kansas City, MO in 1973, and Clear Lake City, TX in 1980. He is an associate for the Center for UFO Studies (CUFOS) and serves on their Scientific Board of Consultants. John is a special consultant to the Aerial Phenomena Research Organization (APRO). He is the current president of Vehicle Internal Systems Investigative Team (VISIT) and a member of their Board of Directors. Mr. Schuessler is a founding member and past president of the UFO Study Group of Greater St. Louis.



Mr. Schuessler is employed by McDonnell Douglas in the capacity of Project Manager for Space Shuttle Flight Operations. He is a member of the American Institute of Aeronautics and Astronautics (AIAA) and a board member of the McDonnell Douglas Management Club where he also serves as their newsletter editor. John is a consultant to the Houston Area Universities in the NASA Student Experiment Get Away Special (GAS) Program. He is a member of the World Future Society.

In connection with the Cash-Landrum Radiation Case, John appeared on the nationally televised ABC-TV program "That's Incredible" and the NBC-TV program "Good Morning America" with Betty Cash, Vickie Landrum, and Colby Landrum. John's wife Kathy has illustrated several UFO cases in watercolor. His mailing address is P.O. Box 58485, Houston, TX 77258.



THE LATEST INCIDENT

The latest entry into the VISIT data base occurred on December 29, 1980, when three Texans encountered a UFO and suffered severe medical consequences. Betty Cash (age 51), Vickie Landrum (age 57), and Vickie's grandson Colby Landrum (age 7), were driving home to Dayton, Texas, on the Cleveland-Huffman road just north of Lake Houston. It was nine o'clock at night and the road was deserted. The first indication of something unusual was the presence of a very intense light several miles ahead just above the pine trees. Betty remarked about the unusual brightness, but temporarily lost sight of it due to the many trees along the road. (References 5 and 6)

Suddenly, hovering over the road only a short distance ahead was an enormous diamond-shaped object. Vickie said "it was like a diamond of fire." The glow was so intense they could barely stand to look at it. Vickie at first thought it was the fulfillment of biblical prophecy and expected Jesus to come out of the fire in the sky.

In addition to lighting the whole area like daytime the UFO periodically belched flames downward. Fearing they would be burned alive Betty stopped the 1980 Oldsmobile Cutlass without leaving the road. They all got out of the car to get a better look at the UFO. Colby was terrified and dived back into the car, begging his grandma to get back in, too. Vickie did and comforted Colby.

Betty stood momentarily by the driver's door and then walked forward to the front of the car. After much pleading by Vickie, Betty finally returned to the car. The door handle was so hot she used her leather coat as a hotpad to open the door. Although the winter night air had been about 40°F the heat from the UFO caused the witnesses to sweat and feel so uncomfortable that they turned on the car's air conditioner.

Each time the object would shoot flames downward it would rise. As the flames stopped it would drop in altitude. The intense glow, however, never changed. In addition, the threesome heard an irregular beeping sound throughout the sighting.

Finally, the flames stopped, the object rose to the southwest, and was lost from sight. Vickie and Colby commented that several helicopters could be seen above and beyond the UFO. Vickie said with relief, "we're safe and we're sound, but I'm burning and it's so hot."

Betty was directly exposed to the object 5 to 10 minutes, Vickie 3 to 5 minutes, and Colby only a minute or so. As Betty raced homeward she turned right on FM 2100. Five minutes had lapsed and just ahead was the UFO and a large number of helicopters. Betty said "the sky was full of helicopters." Some were near the object and others lagged behind. She feared the helicopters would collide. They were dazzled as they counted more than 20 helicopters. Vickie said "the helicopter roar was like a tornado."



They sped onward towards home, turning on to the Huffman-Eastgate road, then to FM 1960. By this time the object had been in sight, climbing into the night sky, for another five minutes. On FM 1960 the threesome were going away from the UFO, but could still observe it as a diminishing bright light for two or three more minutes.

### UNUSUAL MEDICAL EFFECTS

Betty dropped Vickie and Colby in Dayton and arrived home at 9:50 PM, where her friend Wilma was waiting. Vickie said as she left the car, "my head hurts, I'm sick." Betty felt even worse. In addition to a terrible headache and nausea, her neck began to swell and red blotches appeared on her face and head.

December 29th was a turning point in the lives of Betty and Vickie. Betty, an unusually energetic woman, had plans to open a new restaurant. The sickness that followed ruined those plans. For the next four days Betty's health degraded. Her eyes swelled closed, the red blotches became blisters of clear fluid, and she was weak with diarrhea and nausea. The headaches never ceased. Because Betty was unable to function, Vickie was afraid she would die and set out to locate her doctor.

After a number of telephone calls a doctor instructed Vickie to take Betty to the hospital emergency room where the staff received and treated her as a burn patient. Over the next several days Betty lost patches of skin on her face and about fifty percent of her hair fell out. (References 7 and 8)

After 12 days in the hospital Betty went home, even though she had shown little improvement. Her condition again degraded to the point where she returned to the hospital for 15 more days. During the weeks that followed the incident Vickie treated herself and Colby with baby oil to stop the burning of their faces. Their stomach pains and diarrhea stopped after a couple of weeks, but their eyes are apparently permanently damaged and treatment continues. Colby had nightmares for weeks and was extremely frightened by bright lights in the night sky or by helicopters anytime.

### SUMMARY OF THE MEDICAL EFFECTS

Colby	Erythema (reddening of the skin) Eyes swollen and watery Stomach pains Diarrhea Anorexia (loss of appetite) Some weight loss Increase in tooth cavities
Vickie	Erythema Photophthalmia (eyes swollen, watery, and painful) Vision greatly diminished





Stomach pains  
Diarrhea  
Anorexia  
Ulceration on the arms, resulting in scarring and loss of  
pigmentation  
Keratin affected resulting in fingernail damage  
Hair loss  
Hair regrowth of a different texture

Betty Erythema  
Acute photophthalmia (eyes swollen closed, painful, watery)  
Vision impaired  
Stomach pains  
Vomiting, diarrhea  
Anorexia  
Loss of energy, lethargy  
Scarring and loss of skin pigmentation  
Excessive hair loss  
Hair regrowth of a different texture

#### KNOWN RADIATION EFFECTS

The electromagnetic spectrum is divided into groups according to wavelengths. X-rays and gamma rays have very short wavelengths; ultraviolet radiation, visible light and infrared have increasingly longer wavelengths. Since the regions overlap, an exposed person may suffer effects of more than one region -- x-ray and ultraviolet for example. (Reference 9)

Exposure to ultraviolet radiation can produce photophobia, photophthalmia (arc-eye), edema of the eyelids and erythema of the skin. Exposure to gamma and x-radiation can provide a strong general weakness, anorexia, nausea, vomiting, apathy, severe headache, sleeplessness, and dizziness. (References 10 and 11)

The symptoms provide a clue to the type of radiation exposure. The degree of illness depends upon the type and energy of the radiation, the dose, amount of exposure, and a number of other variables. However, there is no type of radiation that is not potentially dangerous to the eye. Certainly most of the listed symptoms can be found in the Cash/Landrum incident.

#### THE HELICOPTERS

All the witnesses were interrogated separately for information about the helicopters. They all agreed there were at least 20. Illumination from the glowing object clearly showed details of the helicopters even though the night was dark and the moon was in the third quarter. At least two different helicopter models were present, but they referred also to the one large thing amidst the helicopters.

Through use of helicopter identification charts one model was



clearly identified as the Boeing CH-47 Chinook. Another was identified as being similar to the Bell Huey model, but not positively identified as such.

Each of the witnesses not only identified the shape and main characteristics of the Chinook, they also pointed out details such as the wheels, lighting pattern and sounds.

Contact with the Houston Intercontinental Airport FAA representative provided the following: (Reference 12)

350-400 helicopters operate commercially in the Houston area.

All are single rotor types. (No Chinooks)

Helicopter traffic flies Visual Flight Rules (VFR), consequently they do not contact the tower.

Beyond 15 miles from the airport they must stay below 1800 feet.

The Houston radar is limited to 2000-2200 feet altitude around Lake Houston due to the location of the antenna.

Contact with military installations was of little help. Fort Polk, Fort Hood, Dallas Naval Air Station, and England AFB stated they did not fly into the Houston area that evening. The unit operating out of Ellington AFB in Houston had landed before the sighting time. Robert Gray Field had 100 helicopters come in from the field at one time "for effect", but claimed to have avoided the Houston area. Hence, no one claims the helicopters that filled the Huffman area sky that winter night.

#### FOLLOW-UP

The investigation has not ended. We have maintained contact with the witnesses on a weekly basis for well over a year. This has resulted in a vast accumulation of information. The health status of the victims has been the most interesting result and the helicopter investigation the most frustrating.

Colby experienced an increase in tooth decay, loss of appetite, weight loss, periodic stomach pains, unusual hair growth on various parts of the body, and vision degradation. His health state did not start to improve until about December 1981.

The year was especially difficult for Mrs. Landrum. Not only did she have a personal health problem; but she worried continuously about Colby. His immediate problems were bothersome, but the possibility of long term effects such as leukemia weigh heavily on her mind. On the positive side, she sustained nearly total regrowth of her hair. On the negative side she has experienced severe fatigue, appetite loss, cyclic outbreaks of large sores, pulmonary problems, swelling of the legs and arms, increased susceptibility to infections, and extreme degradation of eyesight.



Mrs. Cash has been totally unable to work due to her health state. She has been hospitalized seven times and three of those were in intensive care units. Skin eruptions, headaches, pulmonary infections and brittleness of bones have plagued her throughout this period.

Both Mrs. Cash and Mrs. Landrum have been 100% cooperative and have aided in the investigation in every way we have asked. I hope others will follow their fine example.

The helicopter part of the investigation has been another story. Early attempts to identify the source of the helicopters were futile. About the only serious reply we could get from Washington, D.C. was from Texas Senators John Tower and Lloyd Bentsen. They suggested that the victims submit a claim against the U.S. Government. That is now being done.

After media exposure through Science Digest, Omni, That's Incredible, and Good Morning America, a few other officials have become interested. Captain Jenny Lampley of the U.S. Air Force Liaison office in Washington, D.C. did a brief investigation and concluded that the Air Force probably was not involved since they do not fly CH-47 helicopters. (Reference 14)

The most active investigator has been Lt. Colonel George Sarran of the U.S. Army Inspector General Office. He has called a number of military installations to ask if they were involved, but without success. (Reference 15)

Major Dennis Haire of the 136th Transportation Unit at Ellington Air Force Base in Houston, Texas, has contributed a lot of information about the capability of the CH-47 helicopters stationed there and of the newer models stationed at Fort Hood. (Reference 13)

They all have the speed and the range to be involved in an event like the case at hand, but all claim non-involvement.

At this point it would be easy to provide an extensive listing of false and misleading information provided by a number of other military people, but since it was easily exposed, it would be counter-productive to say any more.

#### CONCLUSION

This incident clearly points up several serious conditions. First, when a person is involved in a close encounter with a UFO they find it nearly impossible to obtain immediate assistance. The police, newspapers, and even doctors receive their plea for help with tongue in cheek. The doctors, being unprepared for a bizarre account like Betty's spend a lot of time trying to determine what is wrong, as a standard treatment method has never been defined.

Second, military organizations could better serve the citizens of



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the United States if they were prepared to relate the nature of objects such as the one at Huffman and others where public safety is at stake. Betty and Vickie have never said the Huffman UFO was a flying saucer with little green men. They believe it was a government sponsored operation of some kind. Others that saw and heard the helicopters that evening have the same feeling.

Third, UFO organizations usually do not cooperate to the fullest to help the witnesses. The Huffman incident is an exception. The Mutual UFO Network of Seguin, Texas, the Center for UFO Studies of Evanston, Illinois, and the Aerial Phenomena Research Organization of Tucson, Arizona, all cooperated in a responsible manner to assist the Houston-based Project VISIT to conduct the investigation by providing consultants, recommendations, and data pertaining to similar cases. Such cooperation is in the best interest of all parties involved.

### **ONLY THE BEGINNING**

The investigation continues. The future health state of Betty, Vickie, and Colby is yet to be determined. However, several radiation specialists have given freely of their time and talents to establish a program of rehabilitation and care. Full treatment is still lacking because the data on the source of the problem, the UFO, is still not available.

Project VISIT members are available on call for consultation. The address of VISIT is Post Office Box 877, Friendswood, Texas 77546.



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Figure 1 Betty Cash, age 51, Dayton, Texas



Figure 2 Betty Cash, side view showing loss of hair.



Figure 3 Betty Cash, after being released from Parkway Hospital in Houston, Texas



Figure 4 Betty Cash, back of head showing approximately 50% loss of hair



Figure 5 Left to right: Colby Landrum age 7, Vickie Landrum age 57 after experience near Huffman, Texas



Figure 6 Vickie Landrum seven months after the event. The texture of her hair changed when it grew back. Compare to Figure 5 (Photo credit: Ron Zimmerman)





Figure 7 Left to right: Alan C. Holt, MUFON Investigator and Vickie Landrum at scene of sighting on Huffman-New Caney Road FM 1485

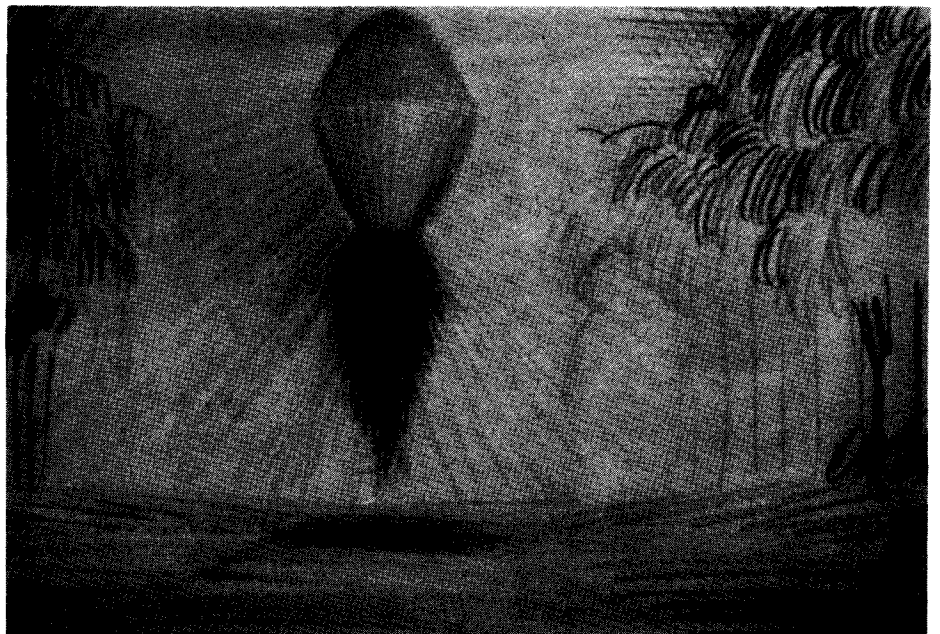


Figure 8 Artist's concept of diamond shaped object hovering over highway FM 1485 as described by Betty Cash, Vickie Landrum and Colby Landrum. (Courtesy of Kathy Schuessler)



Figure 9 Artist's rendition of object hovering as helicopters immersed upon the scene.  
(Courtesy of Kathy Schuessler)



Figure 10 Photo of Boeing CH-47 Chinook helicopter.  
One of the type of helicopters identified by the three witnesses.



Figure 11 Vickie Landrum suffered from photophthalmia (eyes swollen, watery and painful). She now must wear glasses at all times.



Figure 12 Vickie Landrum. A sore on the back of her left hand which has not healed.



Figure 13 Photograph made during the filming of the ABC-TV program "That's Incredible", July 1981. Left to right: Betty Cash, Colby Landrum, and Vickie Landrum. (Photo credit: Ron Zimmerman)



Figure 14

Colby Landrum. Photograph made in Dayton, Texas in July 1981 during the filming of the ABC-TV program "That's Incredible". (Photo credit: Ron Zimmerman)

## Symposium, Continued

Depending upon percipient proximity, approach effects can range from carbonization, death by electrocution, electro-convulsive shock, including amnesia, to vivid, epileptic-like seizures, paralysis, parathesia, or simple visual display.

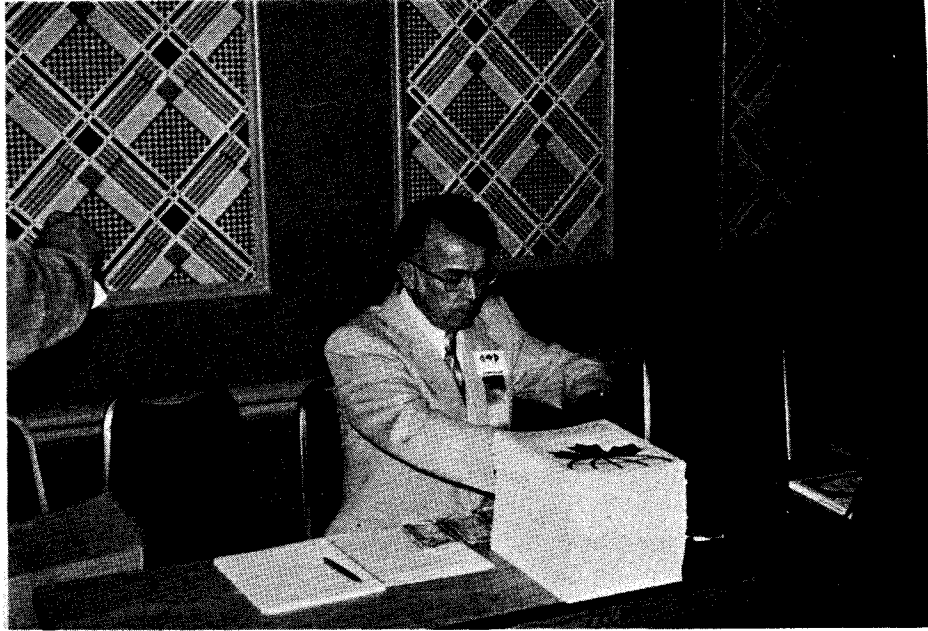
John F. Schuessler of NASA, MUFON Deputy Director, gave an update of the Betty Cash, Vickie and Colby Landrum UFO close encounter which occurred near Houston, Texas, the night of December 29, 1980. All three primary witnesses suffered severe, and in some cases continuing, medical effects as a result of their experience. The extent of physical damage seemed to be directly proportional to the length of time the individual was exposed to the UFO source.

On the night in question, Betty, 51, Vickie, 57, and her grandson, Colby, aged 7, were returning by automobile to their Dayton, Texas, home. Through thick pine trees lining the road they could see a brilliant light which soon resolved itself as a diamond-shaped UFO, "as big as a water tank," hovering over the highway ahead. Ringed by blue lights, the UFO slowly rose and settled, occasionally emitting a cone-shaped funnel of fire out of its lower end. Betty Cash, who was driving, stopped the car approximately 150 feet away and all three got out. Colby quickly got back in, followed by his grandmother. Betty stood beside the car for a period of from 5 to 10 minutes. When she finally re-entered, the door-handle was so hot she had to use a corner of her leather coat like a hot pad.

The brilliantly glowing UFO finally drifted away over the tops of the pine trees, but not alone: approximately 25 helicopters had now swarmed on the scene of two, and possibly three, types. Positive identification of CH-47, or "Chinook," helicopters, the large, double-rotary variety, was made later in meetings with Schuessler and other members of the Houston-based VISIT (Vehicle Internal Systems Investigative Team) group. VISIT, composed largely of fellow NASA personnel, attempts to extrapolate UFO mechanisms and technology from their residual physical effects.

1980

Walt Andrus, MUFON International Director



Symposium audience

Less than an hour after the encounter, Betty Cash already was suffering a severe headache, nausea, swelling of the neck, and red blotches on her face and head. Over the next 4 days her health continued to deteriorate to the point where she required hospitalization. The headaches continued, her eyes swelled completely shut, the red splotches turned into blisters filled with clear fluid, and she became ill with nausea and diarrhea. She was admitted to the hospital, where she remained for 12 days. Her hair began to fall out in

clumps. As an out patient she showed little improvement and was soon readmitted to spend another 15 days under surveillance.

Both Vickie and Colby Landrum suffered similar, if less drastic, symptoms. Vickie, perhaps because of her age, experienced sores on her hands and arms that were slow to heal. Like Betty, she experienced hair loss and eventual regrowth of a different texture, erythema, or reddening of the skin, as if from sunburn, diarrhea, headache, loss of appetite, and

*(continued on next page)*

\*

Aa-82

## Symposium, Continued

photophthalmia. Young Colby also reported erythema, photophthalmia, stomach cramps and diarrhea, anorexia, and a dramatic increase in tooth cavities.

Because the witnesses were reluctant to report the cause of their injuries, doctors ran no special tests, such as blood analyses, that might have determined radiation exposure type and duration. All three victims appear, however, to have been exposed to a broad spectrum of electromagnetic radiation, including microwave, X- and gamma rays, and ultraviolet radiation.

Although investigation continues, efforts by Schuessler and VISIT to trace the origin of the large cluster of helicopters have proved fruitless. Betty Cash and Vickie Landrum are convinced the "UFO" was some secret military exercise and indeed the theory was put forth that a Harrier Vertical Take-Off type aircraft might have been engaged in an electronic-countermeasure exercise with accompanying helicopters. But the United States has only a small complement of Harriers, operated by the Marine Corps, and all of these have been accounted for. Still, the witnesses are seeking legal action against the United States Government, employing New York Attorney Peter Gersten, of CAUS (Citizens Against UFO Secrecy).

Another update of a continuing UFO landmark case investigation was provided by William L. Moore, co-author with Charles Berlitz, of *The Philadelphia Experiment* and *The Roswell Incident*. The latter book concerns itself with the alleged crash and subsequent U.S. military retrieval of a damaged flying saucer, perhaps with bodies aboard, near Roswell, New Mexico, on or about July 2, 1947. A new book, *The Roswell Evidence*, is scheduled for publication in the fall of 1983.

Recently, Moore's investigations have centered around the activities and whereabouts of top level government, scientific, and military officials immediately following the alleged crash date and the subsequent cover-up by U.S. Army Air Force personnel. Among the activities of those Moore,



**John Schuessler, MUFON Deputy Director**



**Len Stringfield talks with registrants at reception**

nuclear physicist Stanton Friedman, and researcher Nic Magnuson investigated were President Harry Truman, Generals Curtis LeMay, Carl Spaatz, Jimmy Doolittle, Nathan Twining, and Hoyt Vandenburg, Secretary of War Robert P. Patterson, and leading American scientist at the time, Dr. Vannevar Bush, Chairman of the Office of Scientific Research and Development (OSRD).

Such a study was undertaken, because, according to Moore, "if General Vandenburg was out playing golf with his Aide-de-Camp, then we've

got a problem." Instead, Moore and the other investigators found a series of what he called "generals meeting with generals, generals meeting with the Secretary of the AAF, and generals meeting with the Joint Chiefs of Staff, actions consistent among high officials with what would have been expected had a crashed saucer been retrieved."

A letter from Dr. Bush's personal secretary to General Spaatz, for example, dated July 17, 1947, indicated that he was "away" and would not return until September. Exactly a week  
*(continued on next page)*

## Symposium, Continued

after his return Bush met with James Forrestal, the new Secretary of Defense, and President Truman in the White House. Subsequently, Bush was appointed Chairman of the newly established Research and Development Board of the National Military Establishment.

The hastily withdrawn press release announcing that the AAF had in its possession a crashed disc had been made at noon, July 8, 1947, datelined Roswell. The following day General James H. Doolittle and General Hoyt Vandenburg met with Air Force Secretary Stuart Symington. The topic of discussion was not a part of the public record. The same threesome then met with General Norstad and Army Chief of Staff, General Dwight D. Eisenhower, in the latter's office. Shortly before noon, Vandenburg met again with Symington and the two men then attended a meeting of the Joint Chiefs of Staff.

As Moore details it, the list goes on and on, and more information may yet surface. The importance of it all, from his point of view, is that such feverish activity tends to corroborate the crash-retrieval whereas an absence of same "would have indicated that no one cared, that nothing out of the ordinary had taken place."

Moore also suggests that a high level top-secret organization was initiated soon after the Roswell Incident and continues in operation today, despite U.S. Air Force disclaimers of interest in UFO phenomena following the closure of Project Blue Book in December of 1969. Moore learned, for example, that an agency known as Airways Communication Service (AACS) had existed in the early 1950's under the aegis of the Defense Communication Agency (DCA). AACS personnel relayed UFO reports directly to two people in the Military Air Transport Service (MATS), later the Military Airlift Command (MAC). These files were subsequently transferred to the AF department of Foreign Technology under the Office of Special Investigations (OSI).

Efforts made by Stanton Friedman under the Freedom of Information Act to trace the whereabouts of said files



**Dennis Stacy, left, with Larry Bryant of Citizens Against UFO Secrecy**

have been systematically and *officially* thwarted, according to Moore, who then adduced a copy of an OSI central headquarters letter dated December 9, 1981, and addressed to all 168 of its field offices. Subject: one Stanton T. Friedman. Heads of all field offices were directed to disregard the official procedure outlined under the Freedom of Information Act and advised that "special procedure (as outlined in letter) is in effect until further notice." Moore then displayed another document, self-censored, dated within the last 2 years, which said "the official AF policy towards UFOs.....is top secret and its dissemination restricted to those with appropriate access."

In conclusion, Moore asked the audience, "Is this a cover-up? Am I repeating hearsay or is this clearly an official document?"

Arthur Bray of Ottawa spoke on "Professionalism in UFOlogy." He is Manager, Occupational Section, Canada Safety Council; a retired naval Lieutenant Commander; and author of numerous UFO articles and two books, *Science, the Public and UFOs* (1967), and *The UFO Connection* (1979). He previously taught a UFO course at Algonquin College, Ottawa, and in 1969 delivered a lengthy brief on UFOs to the Special Senate Committee on Science Policy.

"In ufology," said Bray, "there is a

great tendency to ignore new leads and new ideas because they do not 'fit in' with our current beliefs or theories. Yet this is precisely one of the sins which we accuse the scientific establishment of committing."

By way of example, he pointed to the work of Trevor James Constable and the American newspaper reporter, Frank Scully. Constable had gained some notoriety because of his claims of being able to photograph so-called space creature-UFOs, or "critters," using infrared film.

"It is time," Bray argued, "fellow ufologists try duplicating Constable's work for themselves instead of rejecting it out of hand as fantastic or impossible."

Frank Scully first made sensational headlines in 1950 with the publication of *Behind the Flying Saucers*, which alleged that a crashed flying disc along with its occupants had been recovered by the United States military. Bray himself uncovered data reported by the late Wilbur B. Smith, a leading Canadian ufologist, which tended to support Scully's story. With new evidence about the Roswell crash being uncovered almost daily by William Moore and Stanton Friedman, he suggested it was time Scully's book was re-examined in a more professional and objective light.

(continued on next page)

a young boy suffered various degrees of injury, mainly attributable to radiation poisoning, after viewing a luminous object hovering over their car. **29-12-80**

Betty Cash, 52, along with her friend Vicky Landrum, 57, and her grandson, Colby were traveling 20 miles northwest of Dayton, Texas on highway 1485, about 9:00 p.m.. Suddenly they saw a glowing object cross the sky. The massive blue and diamond-shaped object descended to treetop level, then moved into position over the road in front of them emitting huge red flames from its underside, and making a continuous beeping sound.

Betty, afraid to drive beneath the UFO, stopped the car. The witnesses got out to observe the object. Little Colby went berserk, frightened by the object, so he and Vicky quickly got back into the car. Betty remained outside a while longer to watch, which explains why her injuries were the most severe.

For 15 minutes the object hovered in front of them, before rising in the air, and then zooming off in a southwesterly direction. As many as 23 helicopters were reportedly in the area, according to the witnesses.

Betty dropped off her companions at their home, and proceeded home herself, feeling ill. Betty suffered head and facial blisters, swollen neck, and burned swollen eyes. Four days after the encounter, Betty had trouble eating, suffered nausea, vomiting, diarrhea and lost excessive amounts of hair.

She entered Parkway Hospital in Houston where she remained for 15 days. Upon discharge, she still suffered a certain degree of swelling, headaches and lack of appetite. A little over a week later she returned for further treatment.

The other two witnesses, Vicky and Colby, also got sick after the encounter. They suffered facial burns, stomach aches and diarrhea. Vicky experienced extreme hair loss and swollen eyes.

On the November 16, 1981 edition of ABC's "That's Incredible," the Cash-Landrum case was examined in detail. An investigative team from ABC attempted to get the doctors who treated Betty at Parkway Hospital to comment on her case. They refused.

However, doctors at Houston's Methodist Hospital agreed to offer an opinion of Betty's scars which she still had eight months after the incident. Dr. Mel Spira said that it was conceivable that Betty Cash's scars and after effects could have been caused from exposure to radiation.

UFO expert and MUFON investigator John F. Shuessler investigated and questioned the witnesses in detail. An unusual fact in this case, says Schuessler, is the presence of large helicopters on the scene, as many as 23, during the episode. They were seen by all three witnesses at close range.

Schuessler said the helicopters were close enough to take measurements and perhaps have gotten photographs of the object. But where did they come from? No one seems to know.

During the course of the investigation, the witnesses

were shown numerous pictures of various helicopter types, and even selected a set of photographs which looked very much like the ones they observed. The type chosen was a twin-engine Boeing CH-47 Chinook, which interestingly enough, is the same type used at Ellington AFB.

According to the witnesses, a smaller helicopter was also hovering overhead that night, but it did not appear in any of the photographs they were shown.

The Fund for UFO Research commissioned researcher Allan Hendry to see if he could find out the origin of the helicopters. The results were negative, but he suggested the Marine Corps sometimes play a war game in which a VTOL Harrier aircraft participates in an electronic countermeasures exercise, being chased by helicopters. Could this be what the witnesses observed?

According to Physicist Alan Holt of Project Visit in Houston, it seems highly unlikely. He checked with the US Marine Corps and found that on December 29, all their Harriers could be accounted for and none were in the Houston area.

Did anyone else see helicopters that night? Yes, according to Project Visit researchers who found quite a few witnesses who observed helicopter activity nearby, some

**1980**

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# PENTAGON INVESTIGATES CASH-LANDRUM CASE

By John F. Schuessler

1980

(Ed. Note: Excerpts from investigator's notes in MUFON files submitted by VISIT — Vehicle Internal Systems Investigative Team.)

During the months that followed the 29 December 1980 incident near Huffman, Tex., where Betty Cash, Vickie Landrum, and Colby Landrum were injured while in close proximity to a large water tank-like object and a large contingent of military type helicopters, our requests for assistance from governmental officials fell on deaf ears. Bureaucratic apathy began to crack after "That's Incredible" aired a television segment on the case. Then *Science Digest* and *Omni* magazines published small articles that aided in getting some attention from Washington, D.C.

On 24 February 1982 I received a call from the U.S. Air Force Liaison Office in Washington, D.C. The caller was Capt. Jenny Lampley. She explained that a Congressional inquiry had resulted in her assignment to determine if USAF helicopters had been involved in the 29 December 1980 case. Approximately two weeks later I learned from Richard Niemtzow at Travis Air Force Base, Calif., that Capt. Lampley had concluded her investigation and the results were negative. Supposedly, the Air Force doesn't utilize twin rotor helicopters. (That answer is questionable. The *Houston Chronicle* newspaper showed a photograph of a twin rotor helicopter in the 17 August 1982 issue. The caption read "Honduran soldiers surround a U.S. Air Force helicopter during joint military exercise...")

On 19 March 1982 I was called by Lt. Col. George Sarran from the Department of the Army Inspector General office in the Pentagon. Col. Sarran explained that his office had received the inquiry from the Air Force Liaison Office because the Air Force had concluded their units were not

involved. He explained that his interest was in the possibility that Army helicopters were involved. He would be investigating that allegation. He stressed that the U.S. Army had no opinion about the unidentified object or UFOs in general.

Col. Sarran said he called because his office had been pulsed to give some answers about the helicopter involvement. At his request I provided a verbal account of the incident from beginning to end. He stated that he had been stationed at Fort Hood before going to Washington and was familiar with their operations. For that reason he felt that Fort Hood was probably not involved, although they have a number of twin rotor helicopters. He said their testing and operations were generally conducted on the Fort Hood reservation. He stated that as far as he knew Fort Hood had the only helicopters of that type (CH-47 Chinook) in the area. I told him I had found CH-47s to be stationed at Ellington AFB in Houston and at the Dallas Naval Air Station and provided telephone numbers so he could check on them. He said then that it would be his initial conclusion that if helicopters were present they surely would have been from Ellington and that would be the place for him to begin his investigation.

He had interpreted the incident to be a helicopter in trouble, landing for repairs; but concluded that didn't fit the situation because none had been reported. He had trouble accepting the Cash/Landrum concept that there was an object, probably a government experiment other than a helicopter in the air that night. He based his opinion on the fact this was the 1980 Christmas week and most military installations go on holiday routine, allowing most of the troops to go home for the holiday period. He then questioned the replies given VISIT investigators by the various military installations we had called. He

concluded they were more or less truthful. He was very courteous and said he would try to contact Ellington. He said he'd be glad to act on any hint of a cover-up that we might find, as the Army feels it very important to have a good rapport with the community.

Later the same day Col. Sarran called me a second time to let me know he had made contact with Ellington. The Commanding Officer of the 136th Transport Unit, a reserve group stationed at Ellington, and flying CH-47s. The commanding officer was Maj. Dennis Haire. Major Haire was to call and discuss the incident with me. Col. Sarran said he had trouble convincing Major Haire he was serious. Haire obviously had never heard of the case. He said now he was even more sure that no helicopter had gone down on 29 December 1980. Also, he assured me that the CH-47s are not flown on Monday nights. I rejected that assertion by quoting the fact that three flew from Ellington on Monday 15 March 1982, just four days before his call. He agreed there were exceptions.

Maj. Haire called me on 22 March 1982. He has been a member of the Air Force detachment since 1966 and in charge since 1978. His detachment has eight CH-47A Chinooks, assigned there in 1980. Prior to that time they were a Medivac Unit. He explained the "A" model Chinook has 2 hours fuel plus 15 minutes contingency. Cruising speed is 110 knots, with a 135 knot maximum. They can fly non-stop to San Antonio or Austin, but must refuel at College Station if they fly to Dallas. If they go on a field exercise they schedule a 5,000 gallon USAF fuel truck to meet them along the way. Each CH-47A takes 450 gallons of fuel for a fill-up.

Maj. Haire said there are no CH-47s in Louisiana. A contingent is stationed at Fort Sill, Okla., and many CH-47s are stationed at Fort Hood, Tex. The Fort Hood CH-47s are the

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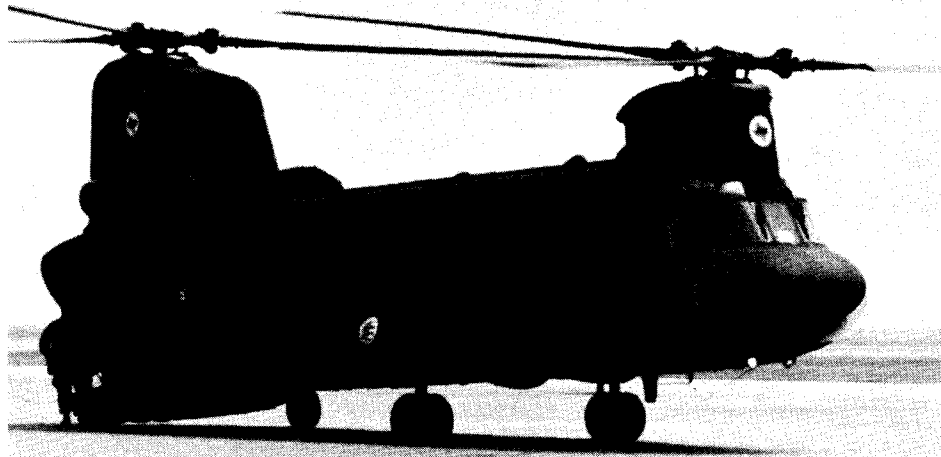
## Pentagon, Continued

"C" model. They can do a round trip to Houston and back without refueling. They have a 3 hour plus 30 minute contingency capacity. Maximum speed is 175 knots and cruising speed is 140 knots. He pointed out that there were no Chinooks flying in 1980 except for military units, so civilian Chinooks could not have been involved in the Cash/Landrum incident.

The Ellington unit flies around the Houston control area all the time. They average 2000 hours/year/man. Fort Hood averages 900 hours/year/man. Maj. Haire is proud of his unit's record. His unit does a lot of airborne troop implantation drilling. They use the Addicks Reservoir north of Houston as a jump zone. In addition to the eight CH-47s they have four Hueys and four 58s. Maj. Haire said he was 99% sure that Ellington CH-47s were not involved in the 29 December 1980 incident. He said he could find out by looking up flight plans, aviators records, and the form 759s that document flight times. Each flight of the CH-47 requires two pilots plus an enlisted (E-6) crew chief. Sometimes a fourth person joins the crew. The Chinook can pick up and carry small equipment, but nothing real large. That would require a "Flying Crane."

Chinooks are not capable of joint operations — more than one helicopter working together to carry a large object. Helicopter pilots are very light sensitive at night and try to avoid bright objects because they ruin the pilot's night vision. For that reason he doubts that helicopters would have flown near the diamond-shaped object sighted by Cash/Landrum. They don't even turn on the inside helicopter lights until after they have landed. Major Haire also runs a commercial helicopter service at Lakeside Airport in Houston.

Maj. Haire called me again on 26 March 1982. He said he had called Col. Sarran to report the results of our earlier telephone conversation. Col. Sarran is evidently digging into the case like a tiger — representing the Inspector General's office. Mark Charbenaugh who works with Maj. Haire, is associated with the Austin reserves and Maj. Haire with the



**Boeing CH-47 Chinook Helicopter**

Ellington National Guard CH-47 unit. Mark noted that the air maps show two microwave towers to the northeast of Houston. He questioned whether or not there could have been a microwave accident. No answer to this one.

Maj. Haire said he had no idea what went on on 29 December 1980. He was definitely not involved. He felt that the government well might have some special devices, some advanced technology, or some test vehicles that could cause the reported symptoms. However, as a civilian or as a National Guard member he doesn't know of anything like that. I asked him if he had ever heard of a NEST unit operating here. He said no and he didn't even know what that acronym meant. I related that it meant Nuclear Emergency Survival Team. He drew a blank on it.

Col. Sarran called again on 8 April 1982. He had talked with Capt. Richard Niemtzow at Travis AFB and with Dr. Peter Rank in Wisconsin. He understood their viewpoints, but decided to come to Houston in May to investigate for himself. He said there was nothing secret about his involvement. He said "the Army doesn't say UFOs exist or do not exist. That is up to someone else." If Army helicopters were involved and it was

their fault they would take responsibility. He went on to say that all reserve units are under Force Command in Atlanta. This doesn't apply to National Guard units. Col. Sarran said he was checking to see if any helicopters sprayed fuel or were involved in an agent orange type drill. He received negative replies from The Training Indoctrination Command, Testing agency at Ft. Hood, Corpus Christi NAS, Aberdeen Proving Grounds, and the Pentagon. The computer lists no activity at Huffman, Tex. on 29 Dec 1980.

Col. Sarran called on 23 April 1982 to set a tentative date for his trip to Houston. He is to fact-find the claim of helicopter involvement in the Cash-Landrum case. He planned to meet with me, Vickie Landrum, Willie Culberson, and a Dayton policeman we had found who had witnessed helicopters on 29 Dec 1980. He had contacted all bases and found that none flew near Huffman on the subject date. Fort Hood only flew one helicopter. It flew to Houston, to Galveston, and back to Fort Hood by 8 p.m.

On 25 May 1982 I met with Col. Sarran at the International Airport Holiday Inn in Houston. He asked me to do a taped interview relating what I  
*(continued on next page)*

## Pentagon, Continued

knew about the case. I did the interview with the agreement I could also tape the whole thing. He cordially agreed. The interview lasted about 45 minutes and covered a full narrative of the incident as I knew it.

At noon on 25 May 1982 Col. Sarran and I visited Vickie Landrum in her home in Dayton. Col. Sarran was happy to have me along during the interview. Bertha Landrum, Vickie's sister, was also present. Col. Sarran told Vickie this was an official investigation and she was free to talk about it to anyone she wished. He gave her form letter type information on the Privacy Act which is to protect her; but told her he couldn't guarantee privacy. I recorded the full interview and retained the tape. A copy of the tape was sent to Peter Gersten in New York. Col. Sarran called Betty Cash in Birmingham from Vickie's house and had an unofficial fact-finding discussion with her.

At approximately 1:30 p.m. Col. Sarran, Vickie Landrum, Bertha Landrum and myself went to see Dayton Police Officer L.L. Walker (his telephone is unlisted, but on file), I taped the full interview with the policeman and his wife Marie. They observed CH-47s in the exact same area near Huffman, but 4 to 5 hours after the original incident. This time the helicopters seemed to be searching for something on the ground. They flew in groups of three with searchlights shining down on the ground. A portion of the transcript of the Walker interview describes the situation as follows:

Lamar Walker says: On December the 19th my wife and I was coming back home from her Mother and Dad's who live in Plum Grove. It's about 3 miles behind Splendor into the wood area. We was travelling New Caney Road, we just came through there the cut off and hit Cedar Bayou and uh came across the river and cut down the school road at the Huffman new high school there and just got back on FM 1960. We were approximately, we was inside the Liberty county city limits and just made a turn out there by the railroad tracks on a curve, headed east.

And I made a remark I said, "Marie," I said. She said, "What's that noise?" I said "well I don't know." But I said "it sounds like

helicopters and it's getting louder." She says "well I don't see any airplane" and I said "it's not an airplane it's a helicopter, Marie," and she said, "whatever it is it sure is low" and I said "yeah it is." So I rolled my car window down and there was very very little traffic and so I slowed way down and I started looking and and I could see some flashing lights in the air approximately anywhere from 400 to 500 feet in the air and I got to picking out more of them and as I was picking them out I picked out 3 in a victor formation and about maybe a thousand and a little bit off to the left of it was another sector of V with 3 choppers in it. And as I looked a little bit better I seen three more. The twin tops, front and aft, the shape and everything.

I said well they must be on maneuvers again, National Guard or something, out at Fort Polk or the Coast Guard doing something and I looked a little bit closer and you could see some lower lights back off in the distance quite a ways back. I'd say about  $\frac{3}{4}$  of a mile — real good visibility that night and uh, I just registered off and we went on home. And it wasn't about oh, maybe three-four weeks uh three-four days maybe a little bit longer when I heard over the news of what happened and I told Marie I said, gee whiz I even told the men around the office there. We setting around talking one day I said, "What in the devil's all the helicopters around for?" I said "They have an airplane crash?" They said, "no, not that I heard."

Col. Sarran said he was convinced that Officer Walker had seen Helicopters, but it still had to be proven.

Next Col. Sarran and I visited the Montgomery County Sheriff Department in Conroe, Tex. We were checking on an allegation that the Sheriff had instigated the flight of helicopters on 29 December 1980. We found that all the people in the Sheriff's Dept. had been replaced on 2 January 1981. None of the original people were around at the time of our visit. We spoke with Chief Deputy B.J. Grounds, Lt. Lowre, and Pete Perkins. All the people interviewed said they would not call the National Guard — it was not part of their procedure. They would probably call Houston police for assistance. Chief Grounds suggested we contact Carl Mangogna who was in charge of the Harris County Patrol Division, responsible for helicopters at the time. The duty officer on 29 Dec 1980 was Gloria Eshenbeck. Later I contacted Mangogna but was unable to find Eshenbeck. Chief Grounds also

suggested we visit the Army Medivac unit at Hooks Airport to the northwest of Houston. We tried but it was closed — all members were at a special meeting out of town.

On 26 May 1982 I called Carl Mangogna as a followup to the Montgomery County Sheriff Dept. I tracked him down through his father, also a Carl Mangogna. He is now Chief of Security for a Houston corporation. He had no memory of the events on 29 December 1980. He suggested that I call Capt. Defore of the HPD.

On 26 May 1982, Chief Warrant Officer Gustafson of the Army Medivac unit called. He had done some checking at our request with other members of the unit at Hooks and suggested the following possibilities:

(a) There was a Quick React Force operating in Louisiana and Texas during the last year and a half. The last they heard of it was about 6 months earlier, operating near Morgan City, Louisiana. He said they practiced "Iran type" raids, operating from a small carrier in the Gulf of Mexico. Other times they haul in 5,000-gallon fuel bladders for refueling. Their operation is secret and not announced.

(b) The USMC in New Orleans operates CH-46 helicopters. He doesn't know of any operation in the Houston Area but it is always a possibility. (VISIT check on the USMC unit in March 1981. No activity.)

(c) Ken Defore of the Houston Police Department lives in Dayton, Tex. He will visit L.L. Walker and double check him on his claim of seeing CH-47s on 29 Dec 1980.

On 27 May Chief Gustafson called with an update report. His followup with Ken Defore of the Houston Police Department was positive. Capt. Defore said he has no doubt that Dayton police officer L.L. Walker saw CH-47s. He too felt they were probably part of a Quick React Force. He said Walker saw 12 helicopters. Four Groups of three each in "V" formation. The lead aircraft of each "V" was shining a spotlight on the ground as if searching for something. Another element flew  $1\frac{1}{2}$  miles behind in a three abreast formation. Altitude was around 500 feet. They altered course and headed for the Gulf of  
(continued on next page)

# THE GREAT SOVIET UFO COVERUP: PART I.

By James E. Oberg

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Russia has its UFOs, too — but with a difference. It has government coverups, too, and that is a central part of the difference.

Cossacks in the Ukrainian countryside and sophisticated Muscovites on big city streets have stared in awe at UFO formations passing overhead. Russian astronomers at mountaintop observatories have gazed in wonder at half-mile-wide crescent UFOs which silently glide across the sky.

Flying along the Volga River, a commercial airliner was buzzed and circled by a UFO; the plane's engines stalled and it glided downwards, until the UFO departed and the engines restarted. Thousands of people in western port cities have run in panic as

a "jellyfish UFO" swept over the docks, sending down shafts of light which broke windows and paving stones. Over the Arctic Ocean, the crew of an Ilyushin airliner watched a blindingly bright UFO emit beams of light and drop cone-shaped projectiles.

Similar UFO reports have come in from around the globe. The difference between these UFOs and ones seen in other countries is that in these cases the Soviet government secretly knows exactly what happened. Moscow knows where the UFOs came from, who launched them, how they were propelled, and why they were traveling through Soviet skies. It knows all this — and refuses to publicly admit it. It is probably the greatest UFO coverup in history.

UFOlogy in the Soviet Union has had its ups and downs, and it has been an enigmatic source of puzzlement to Western observers. Fifteen years ago, in 1967, a major "UFO flap" coincided with semi-official interest in a public investigation of the phenomenon. This came to an abrupt end early in 1968. Since then, a handful of unofficial Soviet UFO researchers has continued private investigations, without any apparent government sanction or discouragement. A series of spectacular new UFO sightings in the northern regions of European Russia in the 1977-1981 period seems to have set off a renewed low-level official interest, but the government-controlled news media continues to denounce the UFO phenomenon as nonsense.

Against this background, the publication in 1979 of an official report from the USSR Academy of Sciences takes on remarkable significance, since it plainly states that the officially-denounced UFOs are "real" in a mathematically provable sense. This is exactly counter to the official government line. Observers wondered why its publication was allowed at all.

Translated, the title of the report was "Observations of Anomalous Atmospheric Phenomena in the USSR: A Statistical Analysis." The main author was Dr. Lev Gindilis of the Shternberg State Astronomical Institute in Moscow. Data processing and bookkeeping was performed by I.G. Petrovskaya and most of the actual text was written by D.A. Menkov. Significantly, the report was approved for official publication by Academician Nikolay Kardashev, one of the USSR's top experts in SETI, the Search for Extra-Terrestrial Intelligence. For convenience the Soviet document can be referred to as the "Gindilis Report."

Copies of the report filtered out of the USSR along various routes (there is no evidence that the report was ever  
(continued on next page)

## Pentagon, Continued

Mexico. They could have refueled from 5,000-gallon fuel bladders in the area or from a flattop in the Gulf. Gustafson said "We may have uncovered a bucket of worms."

Col. Sarran called on 1 June 1982. He had no luck in locating a unit responsible for the helicopters on 29 Dec 1980. Only Fort Bragg, N.C., Fort Devens, Mass., Panama, and Europe have Quick React units. They weren't involved. Five CH-47s flew over Dayton on 22 May at 11 a.m. I asked him if it would help to check and see where they were from, thus providing a clue to at least the range for operations on 29 Dec. He said it wouldn't help. Lots of units could overfly the area. Fort Hood participates in the yearly Reforger exercise and flies from Fort Hood to Port Arthur as part of the exercise. That would take them near Dayton. Col. Sarran is due to answer the original inquiry and talk to John Nyter, Deputy Head of Congressional Liaison. He said he would get back to me on the Quick React thing. He expects to report

"negative findings."

Col. Sarran called on 25 June 1982 as a last follow-up. We talked about the *APRO Bulletin* claim of knowing it was a government device and having evidence that would help in the case. I suggested he call Coral Lorenzen, the author of the article, since I had no idea what she was talking about. As a wrapup he told me he had contacted the lawyers at Bergstrom Air Force Base; Vickie and Betty had gone there to give testimony at the suggestion of Senators Bentsen and Towers. Vickie told Col. Sarran he should get a copy of the tape made at Bergstrom. He had gotten that tape. It revealed nothing new. He said, "obviously something happened to the ladies." However, he could find no group responsible for the helicopters. An operation of that magnitude would have been "big time." Fueling would have been a problem. He just cannot believe it wouldn't have been exposed. The Special Operations Branch, Delta Project (Iran raid) and skyjack and terrorist fighting groups were checked and all responded with a "negative." □

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**Cash-Landrum Update**

Recently in SEARCH, we reported the facts on the December 29, 1980 UFO encounter of Betty Cash, Vickie Landrum and her grandson, Colby. After observing a diamond-shaped UFO, the witnesses grew deathly ill, displaying a wide range of symptoms from nausea to diarrhea. The witnesses claimed as many as 23 helicopters were in the vicinity the night of the encounter.

It had been suspected that the fire-spewing UFO was a product of the military, and that perhaps something had malfunctioned causing the craft to emit radiation. Military helicopters were on hand to standby, in case anything went wrong. To my knowledge, the military will not admit this was the case.

However, Mutual UFO Network investigator John F. Schuessler has located a pilot (name on file) who admits flying one of those ghost helicopters, but who refuses to identify the UFO, calling the whole thing classified. Meanwhile, the victims of this encounter continue to suffer. Vickie Landrum is now blind in one eye and she and Colby must return to the hospital for more tests.

1980

As always, anyone wishing to correspond and report newsworthy items about UFOs to this writer, please forward your information to P.O. Box 11, Port Matilda, Pa. 16870.

T. SCOTT CRANK  
SH, Fall-82

program), followed by John Cordy, an air traffic controller in New Zealand (involved in previous sightings):

**Klass:** No, it's interesting, I think in that connection, to point out that the function of an air traffic controller is to maintain safe separation between an airplane and another aircraft...and yet the Wellington radar traffic controller did not bother, even, to call Captain Startup's plane and say "I have unknown targets in your vicinity". He did not do that until Captain Startup called and said "I've got a TV camera crew on board...do you have any interesting blips for me?". And then the traffic controller said "Oh yes, I have one, I think ten miles to

the way. If this is a craft, you don't know its identity, if its not operating under your control, vector me around it because I don't want to run the risk of a collision." Yet, Captain Startup didn't ask for such directions, nor did the traffic controller volunteer them. And so, based on that, I think, each of them knew that these were simply atmospheric angels, or anomalous blips.

**Cordy:** We have to be rather careful when we do pass odd messages to aircraft because you mustn't distract the pilot from his primary duty, which is flying the aircraft safely.

(Editor's Note: Dr. Maccabe's

control. The author may be contacted at 10706 Meadowhill Rd., Silver Spring, MD 20901. The following excerpts are an outline of the letter contents.)

Dear Phil:

I believe that you owe an apology to UFOlogists and to the general public who may have watched the NOVA documentary, as well as to the pilot, copilot, and air traffic controller who were involved in the New Zealand sightings.

(continued on next page)

**CASH-LANDRUM CASE**  
Radiation, Continued

Disc - 1.980

Although a true unknown cannot be discounted, it is my opinion that this case is due to a military device not responding to flight control signals and the principals in this case observed the device during the subsequent recovery operation.

1980

**Comments on Stowe Analysis**

(Mr. Stowe's analysis was reviewed by Dr. Peter Rank, Madison, Wisc., MUFON consultant in Radiology. Excerpts from his review follow.—Ed.)

Mr. Stowe is to be congratulated for the depth of his knowledge and the thoroughness of his analysis. Many of the general principles he has enumerated were used by me in evaluating the Cash/Landrum case, only with less precision.

I would agree totally with Mr. Stowe's analysis on pages 1 and 2. (The portion published here; the balance consisted of physics and mathematical calculations.—Ed.) Mr. Stowe has made certain assumptions which may

or may not be warranted. The first assumption is that the principals in this case suffered total body radiation. This is by no means clear.

I do not believe that a general dosage level can be assigned to the Cash/Landrum case. My reasoning is based upon the observation, to the best of my knowledge, that although both women had symptoms of radiation sickness, there were no well documented changes in the blood and the diarrhea reported was not bloody in nature.

My analysis assumed that ionizing radiation, exact wavelength undetermined, was responsible for most of the symptoms. We also know that the women had exposure to light as well as to infrared waves. As Mr. Stowe points out, some of the erythema of the skin can be attributed to ultraviolet, and some certainly can be attributed to shorter wavelengths with higher energy and of an ionizing nature. The extent to which microwave radiation was involved is not clear, and I was unable to come to a position with regard to it.

The data Mr. Stowe quotes from the Department of Defense are based primarily on the results of total body radiation at Hiroshima, as well as the pioneering research of Dr. Warren Shields, pathologist, who was one of the first investigators into the effects of radiation following World War II. It must be emphasized that our experience with human total body radiation is limited to these wartime episodes, plus a very few radiation accidents at nuclear installations since then.

I have no opinion as to the source of the radiation in the Cash/Landrum case, either military or unidentified, but must certainly agree that any of the three possibilities outlined by Mr. Stowe could be likely. Nevertheless, it must be emphasized that the source of this radiation probably was an instrument that emitted a wide variety of electromagnetic waves. It is therefore misleading to assume that monoenergetic rays of any kind are the principal determinant of the patient's symptoms.

DR "UFOCATS"

M. DEC - 82

When a few people spotted the large glowing UFO over east Texas on Dec. 28, Betty and Colby Landrum who became intimately involved with what could only be described as a close encounter of the worst kind. This frightening experience has significantly changed their lives.

The evening began casually, as Betty and Vickie attempted to turn a rent paying trip into something slightly more entertaining. They set out for a bingo game in New Caney, a small town to the west of their homes in Dayton, Tex., not knowing that the bingo games had been cancelled because of the Christmas holidays. To prevent the evening from being a total loss they stopped at the truck stop in New Caney for dinner. Betty and Colby had a meal, while Vickie had a cup of coffee.

Betty was driving the 1980 Oldsmobile Cutlass when they left the truck stop that evening. Vickie was riding in the passenger seat and Vickie's grandson, Colby, was between them. The evening was quite chilly and the trio found it necessary to keep the automobile heater on and the windows closed. Earlier in the evening they had encountered some light misty rain, but when they left the truck stop about 8:30 p.m., the sky was relatively clear and the rain had stopped.

Initially, their trip through the southern tip of the east Texas Piney Woods was uneventful. They drove casually and chatted about the holiday events and the new restaurant that Betty was planning to open in a few days. Suddenly they observed a large light above the pine trees some distance ahead. Although the light was extremely bright, they dismissed it as an airplane en route to Houston Intercontinental Airport, and continued to drive back to Dayton.

When they rounded a curve and entered a long straight stretch of highway FM 1465, they saw a bright light. This

time it approached the road and seemed to float down into the opening between the trees lining each side of the highway. At first, Betty had no intention of stopping the automobile on that desolate road, but the object began belching flames down toward them. Fearing that they would be burned alive, Vickie screamed for Betty to stop. Measurements taken during the post-sighting investigation showed their location to be approximately 130 feet from the strange craft.

At this point fear set in. "I was literally horrified," said Betty. Vickie, being a God-fearing woman, thought she was having a religious experience—witnessing the end of the world and the coming of Christ. She consoled seven-year-old Colby by saying: "Colby, just don't be afraid. That's Jesus. He's coming out of the sky. When you see this big, big man you're gonna know he's Jesus. He will not hurt us." Still, Colby remained terrified.

Escape was impossible. The highway shoulders were soggy, and pulling the car off the narrow two-lane highway would ensure that they would be stuck there for the night. There were no other cars in sight and since they could not get away, they decided to step out of the car for a better look.

The UFO lit the area like daylight, and Betty stood by the door gazing at the strange light. Soon she walked forward to the front of the car for a closer inspection. Vickie stood staring in the doorway, trying not to miss a second of this important event. Colby was so terrified that he began to scream and tug at his grandmother. As he became more frantic, Vickie feared he would break away and run into the woods to escape. To prevent this she rejoined Colby in the car and tried to comfort him while she kept her eyes on the burning sight just ahead.

The UFO appeared to be as large as the Dayton city water tower and was a dull metallic silver in color. An unusual aspect of the thing was its diamond shape. Small blue lights ringed the center and the points of the

diamond appeared to be cut off. Intermittently, fire blasted downward from the bottom point of the diamond.

Vickie described the flame as having the intensity of the space shuttle's rocket exhaust, but the flames flared outward to form a large cone. The heat was intense. Both women could feel their faces being burned. The car warmed so rapidly that it became hot to the touch. As Vickie leaned forward to peer out the front window she grabbed the padded dash area, and it still bears the imprint of her fingers. When Betty returned to the car she found it necessary to use her leather coat to prevent burning her fingers on the door handle.

Every time the flame would cease, the UFO would settle toward the road, then move upwards a few feet when the flame would blast again. This was repeated over and over for nearly 10 minutes. All the while the brightness of the huge diamond remained constant.

With one final blast of flame and heat the UFO started to move away. The flames stopped, but the object climbed slowly and steadily into the night sky. It cleared the treetops, helicopters rushed in from all directions, darting around as if they were part of a major military maneuver.

As soon as Betty's eyes became accustomed to the dark she started the car's engine and sped homeward. The trees blocked any further view of the object in that area but after driving along the curving road for about five minutes, they arrived at the intersection of FM 1465 and FM 2100. When they turned onto FM 2100, a wider and more heavily traveled highway, they could again see the UFO and the helicopters. This time they were able to pull to the side of the highway where they counted up to 10 helicopters. The light from the UFO illuminated each helicopter clearly. Many were of the helicopter type used by the Army and Boeing Co. for training. One of these helicopters was a Sikorsky HO4S.

the noise was deafening. Driving again, Betty followed along behind this strange spectacle in the sky until she came to the road that would take them back to Dayton. Even after they had turned away, they could still see the object through the rear window for several more minutes. The incident had lasted only 20 minutes, but that was only the beginning.

Betty dropped Vickie and Colby off at their house at 9:50 p.m. and went on to her own home where her friend Wilma and three others were waiting for her. By that time Betty had begun to feel ill. She had a splitting headache and felt nauseous. She wanted to sit quietly in a chair until the bad feeling passed but large knots soon formed on her neck and soon her hot skin began to red- den. As the hours passed, Betty's

eyes grew swollen and closed, the knots turned into blisters, she vomited sporadically, and developed severe diarrhea. By the next morning Betty's condition had deteriorated so rapidly that her friends were afraid she would die.

Vickie and Colby also felt the consequences of their exposure, but to a much lesser extent. They appeared to have a very bad sunburn, and suffered from stomach cramps, vomiting, and diarrhea. During the next several days Vickie used several bottles of baby oil to treat their burned skin.

**O**n December 31st, Betty's friends summoned Vickie to look at Betty, who was in a semi-conscious state. They all agreed that Betty should be moved to Vickie's house where she could be helped. However, obtaining

help for a UFO victim is sometimes nearly impossible. For Betty the situation was doubly worse. This was a holiday period and most local doctors had no interest in seeing unknown patients—especially ones claiming burns from a UFO. In addition, Betty had previously been a heart patient and few doctors wanted to assume the risk involved in dealing with the unknown status of her heart condition. To make things more complicated, Betty was barely conscious and unable to identify her cardiologist.

Frustrated by the lack of concern by local doctors, Vickie continued to look after Betty. Each time food and drink were offered Betty would reject it. As time passed, she appeared to grow weaker and the attempt to find help grew more and more

TABLE I

Condition	Betty	Vickie	Colby
Reddening of the skin (Erythema)	X	X	X
Eyes swollen, Watery, painful	X	X	X
Edema of the eyelids	X	X	X
Stomach pains	X	X	X
Loss of appetite (Anorexia)	X	X	X
Diarrhea	X	X	X
Vision impairment	X	severe	X
Cataracts		X	
Hair Loss	60%	40%	minor
Blisters	gross	medium	minor
Vomiting	X	X	X
Shedding of the nails (onychomadesis)	X	X	
Hair regrowth of a different texture	X	X	
Lethargy	X	X	X
Skin scarring	X	X	minor

druggist and pleaded with him to look through his prescription records to find the identity of Betty's cardiologist. Armed with that information, Vickie made a telephone call and arranged to get Betty to the Parkway Hospital emergency room posthaste.

By the time Betty entered Parkway on January 3rd, she was losing large patches of skin, her hair was falling out in clumps, and she was weak and unable to walk. After 12 days in the hospital Betty went home, even though she had shown little improvement. Her condition worsened and she was forced to return to the hospital for an additional 15 days.

Vickie and Colby were also having trouble during the days following the incident. After two or three weeks their stomachs craved and turned become

less of a problem but their skin sores and eye damage persisted.

The observable medical effects are many and varied. The more pronounced problems are summarized in Table I. At first look, it would seem that no one type of exposure could cause such radical results. However, the Mutual UFO Network (MUFON) radiology consultant reviewed the medical records and the observable effects and concluded that "we have strong evidence that these patients have suffered damage secondary to ionizing radiation. It is also possible that there was an infrared or ultraviolet component as well." This means that the symptoms listed in Table I could have been caused by ionizing radiation plus ultraviolet and infrared radiation.

Governmental scientists could ex-

plain some of the effects. An acid atmosphere caused by a hot exhaust interacting with a polluted atmosphere could cause a variety of skin conditions; however, the weather conditions on December 29th do not favor this solution. Local inflammatory changes and severe allergic reactions could cause some of the problems, but they can also occur in association with sub-dermalitis secondary to ionizing radiation. Some of the conditions could even be caused by emotional distress.

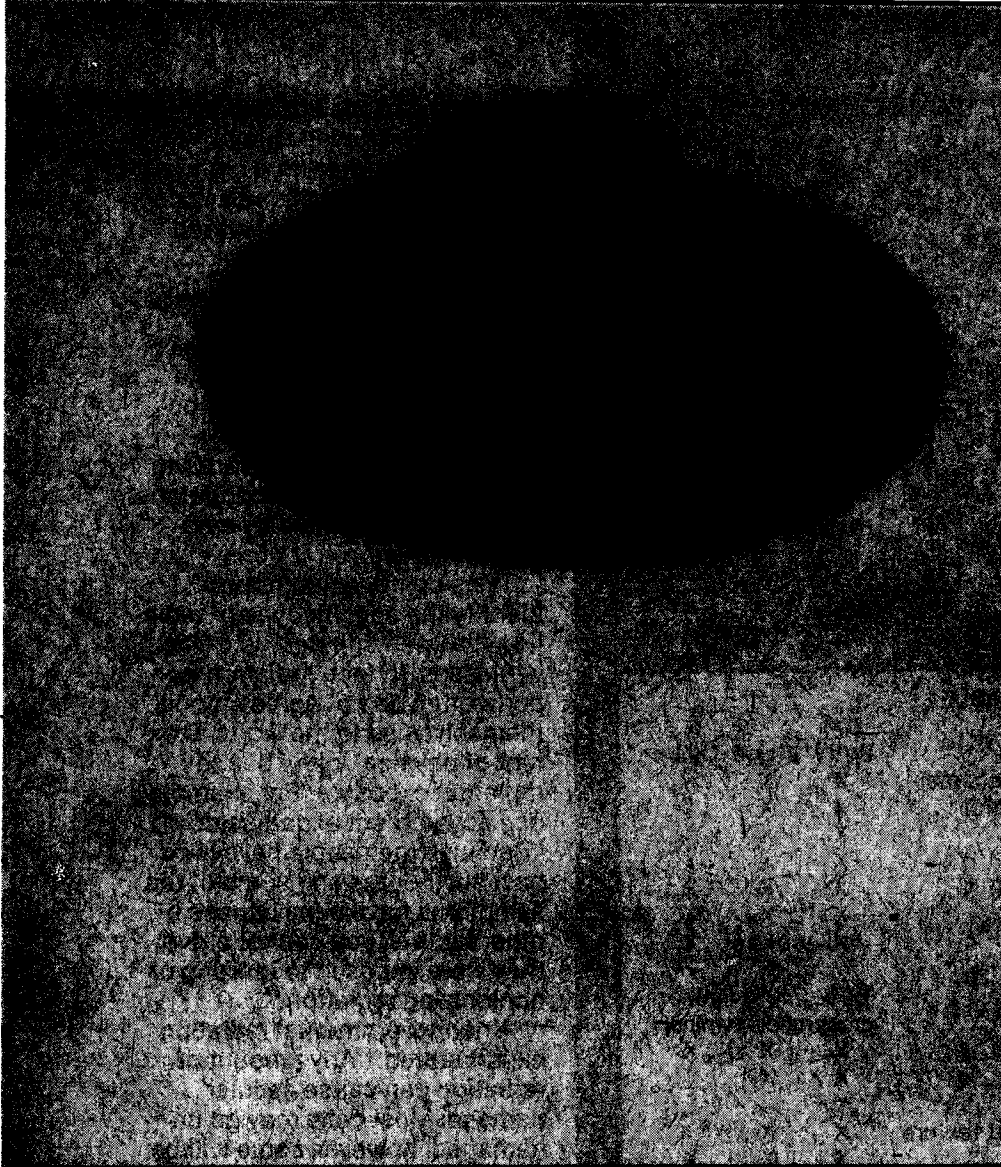
Tests do not exist that will identify the specific type of radiation that was involved upon the witnesses. In fact, radiation experts often do not agree among themselves as to the limits or extent of physical injury due to radiation exposure. For example, one government expert said: "Because the people have lived past six months and some of the symptoms have been caused by other factors, you cannot prove they were exposed to ionizing or nonionizing radiation."

Another governmental radiation expert stated: "Any amount of radiation can cause cellular damage. Most cells may go undamaged; however, some will be killed and others mutated." The long range outcome of that damage is undefined and is a basis for the Nuke/No-Nuke debate that is raging throughout America.

Each of the witnesses reported a large number of helicopters flying in the area and around the UFO. They provided sketches and later selected at least one set of photographs from documents containing sketches and pictures of various helicopter types. They were the large twin-rotor OH-47 manufactured by the Boeing Company, Vertol Division, and commonly known as the Chinook. The smaller type of helicopter also seen that night could not be positively identified, but had only a single rotor on top.

Researcher Allan Hardy was commissioned by the Mutual UFO Research to locate the source of the noise heard after numerous sightings. He concluded that the helicopters were





that night. He proposed that this was a type of war game where a VTOL Harrier aircraft was participating in an electronic countermeasures exercise, being pursued by helicopters. Physicist Alan Holt of Project VISIT in Houston checked with the U. S. Marine Corps and they could account for all of their Harriers on December 29th. All were at locations other than Houston. Most military installations powered down for the Christmas holidays and flew very few missions, except for reserve installations where the pilots were trying to fulfill their flight time requirements. One significant helicopter operation took place at Gray Air Force Base near Killeen, Tex., where more than 100 helicopters came in from the field "for effect." Some other activity was noted at some small and generally unknown locations in Texas and Louisiana.

Project VISIT investigators

Dave Kissinger, Don Tucker, and Bill Eatwell located one credible witness to the helicopter activity near Crosby, a small east Texas town along the projected UFO/helicopter flight path. They also located other people who saw the UFO for as long as one and a half hours before it burned Betty, Vickie, and Colby. A policeman and a sheriff's deputy also vowed that they had seen the helicopters.

**R**esearchers have offered three possible hypotheses for the presence of helicopters near Huffman, Tex., that chilly winter night.

- 1) The helicopters were either imagined or were UFOs disguised as helicopters.
- 2) The helicopters were part of a classified military operation, in which case the U.S. government is liable for damages.
- 3) The helicopters were part of a UFO intercept, perhaps to

protect the evidence if the troubled craft had crashed.

The votes are not all in yet, but a Houston physician said: "The truth in this case is probably stranger than fiction."

Curiously enough, the victims are as concerned about future UFO burn victims as they are for themselves. The tongue-in-cheek attitude of media people, doctors, and politicians made their task of obtaining help quite frustrating and frightening. Vickie first received help when she contacted the Dayton police chief and he gave her a UFO hotline telephone number for Robert Grable in Seattle, Wash. Mr. Grable immediately turned the information over to MUFON, the Aerial Phenomena Research Organization (APRO), and the Center for UFO Studies (CUFOS), all reliable organizations dedicated to helping the public.

Betty and Vickie contacted their congressman, and this heightened their frustration. The only reply they received was a form letter telling them about the now defunct Air Force project to log UFO reports and a suggestion to contact a cult group in California. The military helicopter operations were completely ignored. Ellington Air Force Base had nothing to offer even though they fly CH-47 helicopters. NASA provided the most assistance. Their representative listened courteously as Betty talked about the incident and the helicopters and then suggested she contact me for follow-up. At that point help was on the way.

Later Vickie said: "If it hadn't been for Mr. Holt and Mr. Schuessler, I think I would have gone crazy." She wants to be sure help is available for future victims, without fear of ridicule or censorship. Especially important is the attitude of medical people and their preparation for treatment of UFO-induced injuries.

This may very well be the most important case to surface in the last 10 years and even has many skeptics revamping their thinking. And as the investigation continues, more information pours in, making this incident pivotal in the war between UFO advocates and skeptics.

## Letters, Continued

each successively previous position appearing less bright.)

As Capt. Startup himself reported in his own book (p. 98): "Geoff (Causar) had been watching the curious radar images down the coast for almost half an hour. They were erratic, though, appearing and disappearing in random fashion, and *he did not consider them to be solid objects.*" (Emphasis added.) Inasmuch as Startup at no time changed course to try to avoid a possible mid-air collision with the blips reported to him, I must conclude that he shared controller Causar's opinion.

Although Maccabee has published numerous papers and articles on the New Zealand case, including several in the MUFON UFO Journal, he has not revealed what the controller told him on Jan. 14, 1979, which would indicate that the Wellington radar blips were caused either by anomalous propagation conditions, a malfunction of the radar's moving target indicator, or a combination of both. Perhaps this key omission indicates that advancing years are taking a toll of Maccabee's memory cells as well as my own.

**Philip J. Klass**  
Washington, D.C.

# 1980

### Cash-Landrum Radiation

Editor,

As one who is actively studying the Cash-Landrum case, and who has corresponded with Dr. Peter Rank on numerous occasions, I must express my amusement at Paul Stowe's "Technical Review of Radiation Evidence in Cash-Landrum Case" and Dr. Rank's response. (No. 178, Dec. 1982).

Dr. Rank begins his review of the article by congratulating Mr. Stowe for "the depth of his knowledge and the thoroughness of his analysis....I would agree totally with Mr. Stowe's analysis..." He then proceeds to reject many of Stowe's assumptions and conclusions:

(1) Regarding assumption of total body exposure, "This is by no means clear."

(2) Regarding Stowe's estimate of 200-300 rem exposure, "I do not believe



**Joe Santangelo, Director of MUFON Amateur Radio Nets and Eastern Regional Director of MUFON. For information about the nets, contact Mr. Santangelo at 20 Boyce St., Reading, MA 01867**

that a general dosage level can be assigned..."

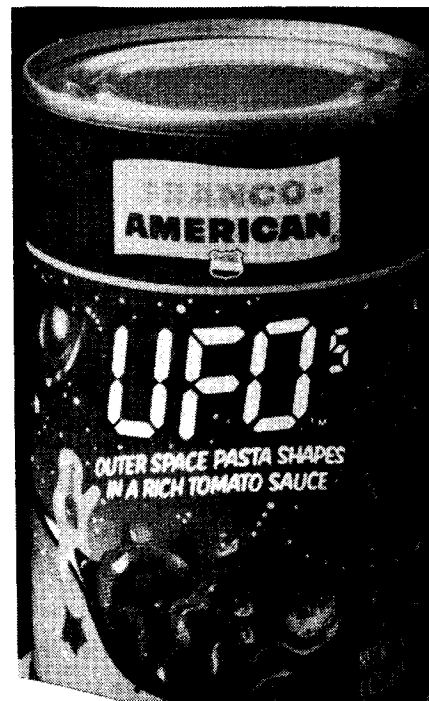
(3) Regarding assumption of monoenergetic source, "It is therefore misleading to assume that monoenergetic rays of any kind are the principal determinant of the patients' symptoms."

Dr. Rank reveals that "there were no well-documented changes in the blood..." According to Table 1, which accompanied Stowe's article, this would indicate total body exposure of less than approximately 50 rem, insufficient to account for the reported diarrhea, vomiting, hair loss, and non-healing ulcer. However, if the witnesses managed to ingest additional radiation, and apply still more to their hair (while somehow avoiding total body exposure), perhaps this case would make some sense.

As it now stands, there appears to be no rational support for the speculation that Cash-Landrum represents a genuine radiation exposure case, much less a "UFO" case. I would strongly urge MUFON to encourage the witnesses to take a properly administered polygraph examination (perhaps on F. Lee Bailey's television program "Lie Detector"), to assist those of us who are searching for the truth in this case.

**Gary P. Posner, M.D.**  
St. Petersburg, Fla.

Letters to the Editor are invited commenting on any articles or other material published in the Journal. Please confine them to about 400 words. Articles of about 500-700 words will be considered for publication as "Comments" or "Notes." All submissions are subject to editing for length and style. Please type and double-space all articles.



**UFOs as "Pop Culture"**

M, AP-83

Vicki Landrum, two of the three principals in the "Cash-Landrum" case of December 29, 1980. These two ladies and Mrs. Landrum's grandson, Colby, were driving in the vicinity of Dayton, Texas, when they came upon a brilliant object which they stopped and watched for several minutes. Ultimately, all three suffered physical effects including burns, eye damage and severe nausea, which is generally attributed to radiation "poisoning". For a more complete description of the case, see the APRO Bulletin, Volume 29, Issue 8.

After hearing the rumor, APRO checked with Mrs. Landrum by telephone and she confirmed our initial suspicion that the information was an unfounded rumor. During that telephone conversation, Mrs. Landrum reiterated her opinion that the object she and her grandson and Mrs. Cash had seen was a U.S. government aircraft.

Cash and Landrum picked out the "Chinook" helicopter from a sheet of helicopter photographs as the type they had seen. Allegedly, according to John Scheussler, there are no "Chinooks" based in the Houston area.

From the beginning, we have been struck by one singular fact: There were at least 12 and possibly more than 20 helicopters observed by the three witnesses.

We could go into a lot more detail, but suffice it to say that the American television viewing public was grossly misled by the presentation of the case on the show "That's Incredible". It was strongly insinuated that the object was a UFO, in the strictest interpretation of the term. In other words, a flying object which could not be identified.

And no less a personage than J. Allen Hynek was heard on radio describing the Cash-Landrum case as "one of the best cases" he had encountered.

We can't give the reader a proper name or a code name or number, but the object seen by Cash, Landrum and Landrum, was a U.S. experimental aircraft which had gotten out of control and was being escorted or "herded" by the helicopters. Their main function, however, would have been to cordon off the area if the craft was forced to make an emergency landing.

By way of clarification: We were tipped off to the case by Robert Gribble of Phenomena Research in Seattle, Washington. A local APRO (at the time) member was in the APRO office when the call came in, "took over", tipped off the Weekly World News (a weekly tabloid) and thereafter, the responsible individuals at APRO lost control of the case. When Mr. Lorenzen learned of the case, the damage had been done. However, Mr. Lorenzen turned over the basic details to John Scheussler in Houston. Mr. Scheussler provided APRO with the initial findings of the investigation, upon which I based APRO's report mentioned above.

Recently, because of our nagging doubts about the case, Mr. Lorenzen wrote to Mr. Scheussler and asked for copies of supporting witnesses' and medical reports, which Scheussler claims he has in his possession. To

date, APRO has received xeroxed copies of brief press reports of sightings in the Houston area around the time of the Cash-Landrum case. No investigated corroborative reports, no medical reports.

About one year ago (Spring of 1981) in his "Director's Message", in the MUFON Journal, Walt Andrus accused APRO of "isolationism"—after we had turned the Cash-Landrum case over to Scheussler. We have since sent Mr. Scheussler the names and addresses of supporting witnesses in an abduction case we have investigated, but whose supporting witnesses live in Texas.

Now for some interesting facts: Mr. Scheussler is Deputy Director of MUFON. He is also a long-time employee of a company closely associated with NASA (National Aeronautics and Space Administration) which is headquartered in Houston.

Walt Andrus is Director of MUFON—and he is also a long-time employee of Motorola Corporation, which is under heavy contractual obligation to the U.S. Military.

MUFON is closely linked with CUFOS (Center for UFO Studies), which is headed by J. Allen Hynek. Dr. Hynek was employed by the U.S. Air Force for 20 years as scientific advisor to Project Bluebook, the Air Force's UFO investigation project (actually a public-relations front).

Do these facts link up? We don't know for certain—you be the judge.

However—in our last telephone conversation, Mr. Scheussler told APRO that Betty Cash, with the help of CAUS (Citizens Against UFO Secrecy) had filed suit against the U.S. Government. Scheussler didn't elucidate, and I didn't ask, but I can't help being concerned whether or not the suit mentions a government craft or a UFO (which would involve UFO secrecy either way) as the culprit.

At any rate, I am concerned that Betty Cash and Vicki and Colby Landrum may be merely pawns in some kind of game. They have suffered (and continue to suffer) greatly as a result of a chance encounter with a U.S. government experimental aircraft.

The most likely base of origin for the "mystery" aircraft would be White Sands Proving Grounds (just a hop, skip and jump by air) in New Mexico.

How often will this happen in the future and will American UFOLOGY sheepishly cover up for official boo-boos?

## RUMORS PERMEATE CASH-LANDRUM CASE

By Coral Lorenzen

1.980

Too frequently, the UFO investigator is hampered during the course of an inquiry by the abundance of hearsay and rumors surrounding a case. This is understandable, given the anxiousness of witnesses to "co-operate" (even to the extent of embroidery of details) and the competition and over-zealousness of the press.

However, sometimes the "pot" is stirred too much—by everybody.

In February of this year, there was a rumor going the rounds to the effect that the U.S. government was

# CASH-LANDRUM CASE INVESTIGATION OF HELICOPTER ACTIVITY

By John Schuessler

1980

## Background

On December 29, 1980, three Texans encountered a UFO and helicopters and suffered severe medical consequences. Betty Cash (51), Vickie Landrum (57), and Colby Landrum (7), were driving home to Dayton, Texas on the Cleveland-Huffman road just north of Lake Houston. It was around 9 o'clock at night and the road was deserted. The first indication of something unusual was the presence of a very intense light several miles ahead just above the pine trees. Betty remarked about the unusual brightness, but temporarily lost sight of it due to the many trees along the road.

After a few minutes passed the bright light moved from a horizontal orientation to a vertical position and came down over the road ahead of their car. Vickie said: "it was like a diamond of fire." The glow was so intense they could barely stand to look at it. Vickie first thought it was the fulfillment of biblical prophesy and expected Jesus to come out of the fire in the sky.

In addition to lighting the whole area like daytime, the UFO periodically belched flames downward. Fearing they would be burned alive, Betty stopped the 1980 Oldsmobile Cutlass without leaving the road. The car rapidly warmed to an uncomfortable temperature so the trio got out of the car to get a better look. Colby was terrified and dove back into the car begging his grandma to get back in, too. Vickie did and comforted him.

Betty stood momentarily by the driver's door and then walked forward to the front of the car. After much pleading by Vickie, Betty returned to the car. The car door and handle was so hot she used her leather coat as a hotpad to open the door. Although the winter night air had been about 40 degrees, the heat from the UFO caused the witnesses to sweat and feel so uncomfortable that they turned on the car's air conditioner.

Each time the object would shoot flames downward it would rise. As the flames stopped it would drop in altitude. The intense glow, however, never changed. In addition, the threesome heard an irregular beeping sound throughout the sighting.

Finally, the flames stopped, the object rose to the southwest, and was lost from sight over the trees. Vickie and Colby commented several helicopters were in the area. Betty did not see helicopters during the initial phase of the encounter. Vickie said with relief: "we're safe and we're sound, but I'm burning and it's so hot."

Betty was directly exposed to the object 5 to 10 minutes, Vickie 3 to 5 minutes, and Colby only a minute or so. As Betty raced homeward she turned right on highway FM2100. Five minutes or more lapsed and just ahead was the UFO and a large number of helicopters. "The sky was full of helicopters," Betty said. Some were near the object and others lagged far behind. She feared the helicopters would collide. They were dazzled as they counted more than 20 helicopters. According to Vickie, "The helicopter roar was like a tornado."

They started up again and sped onward towards home, turning on to the Huffman-Eastgate road, then to Highway FM 1960. By this time the object had been in sight, climbing into the night sky, for another five minutes. On FM 1960, the threesome were going away from the UFO, but could still observe it as a diminishing bright light for 2 or 3 more minutes.

The UFO was in sight for more than 20 minutes total. The helicopters were clearly visible to all the witnesses for at least half of the time and two of the witnesses claim to have seen some helicopters much longer.

It should be noted that UFO in this case means a lighted object that could not be identified by the witnesses. The witnesses believe it was a device owned by some government on Earth. The

helicopters were clearly identified as conventional military-type helicopters. The witnesses have no doubt about the observation of the helicopters.

## Witness Comments About the Helicopters

This report will summarize the information pertaining to the helicopters reported to be involved in the total incident. The UFO will be addressed only as necessary to describe the helicopter activity. It should be noted that all initial investigations were conducted on an individual basis with each of the witnesses. Then Mrs. Landrum and Colby were interviewed together, and several months later all three.

**Tape Recording Made At Parkway Hospital On 1 February 1981 (Approx.), and Furnished To Bill English at APRO**

Betty said, after getting back into the car at the initial sighting scene, that the object went up into the sky, and "but there was a quite a few helicopters circling around. I don't know whether they were trying to get around it or up closer to it or what, to see maybe what it was."

Betty said, when they stopped on the Huffman-Crosby road, "but at this time I counted 23 helicopters, around and about the object. They were far away but yet they were low enough and we set there and watched them 'till they got over the car because I wanted to make sure if it was airplanes or if it was helicopters, which it was helicopters. I counted 23 of them. I don't know what color they were, I can't say. But I do know that they had a double deal on the top, propeller-like thing. And I could hear 'em just as plain as if they were right ready to land..."

Vickie said on the same tape she counted "20 to 25 helicopters there." She also said: "the helicopters had two deals on top in place of one."

(continued on page 4)

S-83

## Cash-Landrum, Continued

### Betty Cash Called NASA February 16, 1981

After discharge from Parkway Hospital Betty called a number of places seeking information about the source of the helicopters seen at Huffman on December 29, 1980. She met with frustration after frustration in her attempts. Thinking NASA might have been flying the strange object and the helicopters that night, she called the NASA Public Affairs Office at Johnson Space Center in Houston, Texas. There, she received a courteous, but negative response. NASA had no such object and does not operate helicopters. However, the NASA representative referred Betty to John Schuessler, as the private interested party in UFO-type events.

### Betty Cash Called John Schuessler

Betty tried immediately to reach John Schuessler by calling his office. A record of the attempt was made, but he was not available. She repeated the attempt until she finally reached him on 21 February 1981. At that time she related her story and the problem she was having finding anyone to accept responsibility for the helicopters.

### Kathy Gordon From Conroe Newspaper Called John Schuessler

Kathy Gordon called John Schuessler on 20 February 1981 and relayed information about the incident, including a fairly detailed discussion about the helicopters. She had obtained her information by interviewing Betty Cash and Vickie Landrum. Kathy heard about the incident through the grapevine of relatives and friends of the victim's families.

### Betty Cash Describes The Helicopter Activity

John Schuessler met Betty Cash and her mother at her brother's home in Houston on February 22, 1981. At that time Betty described the incident, the UFO and the helicopter activity. She mentioned two different kinds of helicopters; but the one in particular she was traumatized by had two rotors on top and was large and bulky. The other was smaller, but she didn't seem to focus much on that one. She was given no feedback on possible types of

helicopters that would fit her descriptions.

Later, through use of the mails, Betty identified the CH-47 Chinook as the type of aircraft she had observed on December 29, 1980. She was not positive about the smaller, single rotor helicopters. They may or may not have been of the Bell Huey variety. Her identification was made by selecting from a variety of U.S. and foreign helicopter types.

### Vickie Landrum Meets Alan Holt and John Schuessler

John Schuessler and Alan Holt went to the home of Vickie Landrum in Dayton, Texas for an interview on February 28, 1981. Vickie gave a detailed account of the incident and was questioned at length by Holt and Schuessler about the helicopter activity. She too, described two types of helicopters, but her emphasis was on the CH-47 Chinook type aircraft. She gave a verbal description and made a sketch.

Later the same day, Colby Landrum was called in and introduced to Holt and Schuessler. He was told to answer any questions we asked. The boy was still quite upset by the incident and expressed fear of the helicopters. He made a crude sketch of a helicopter that was clearly of the CH-47 variety.

After the interview with Colby, Vickie showed us a lightbright toy where Colby had reconstructed the scene of the event, including a double-rotor helicopter. The lightbright is a light table, covered with paper. The table contains many holes for insertion of multicolored plastic pegs. When the peg penetrates the paper sheet light comes through and illuminates the colored peg. A picture constructed in this manner is quite clear and colorful. Colby had used this technique as a sort of therapy, working out his fears and at the same time clearly explaining the frightening scene of the event.

Following the in-home interviews, Vickie took Holt and Schuessler to the scene of the sighting. It was at this time that she did the first timed walk-through of the event. Fairly accurate notes on the location of the incident, UFO and helicopters were taken. The route was retraced and statements about the activity were recorded. A step-by-step

account of the helicopter encounter was made, noting where they were first seen, where they were reengaged, counted, and last seen.

### The Scene Revisited

The scene was revisited a number of times with Vickie, Vickie and Colby and with all three victims. Other investigators were involved also. Some were with newspapers, others with television productions. John Schuessler participated in most of these excursions. Each time data was recorded and photographs taken. The descriptions of the helicopters and the activities were consistent. Many hours of audio recordings and transcription form part of the data base on the helicopter reports.

### Betty Cash Medical Records

Copies of all of Betty Cash's medical records have been obtained and archived as part of the data base on this case. Betty has seen a great number of doctors in her quest for help. In each case, the doctors recorded a historical statement as part of the medical record starting with the Parkway Hospital records in January 1981 and following through 1983. That historical record also identifies double rotor helicopters as being a substantial part of the incident.

### Others Observe CH-47 Type Helicopters

Mr. John Plaster, 59 H Meyer Road, Huffman, Texas 77336 (354-3967) and his ten-year old son were outside playing with his son's new Christmas toys at night in late December (Christmas week) when they observed 4 or 5 Chinook "Army helicopters going overhead. He is positive of the identification, but not the exact night. He said he commented at the time "the Army has something going on tonight." Refer to John Schuessler's Investigator notes dated September 25, 1982.

A resident of Indian Shores, Crosby, Texas, also witnessed the helicopters — a large group of military type helicopters for 4 or 5 minutes about December 29th. He has no exact count, but said it was a large group. His name is Bill X (name on file) and is an employee of a large petrochemical

(continued on page 5)

## Cash-Landrum, Continued

company. He was on vacation for the week between Christmas and New Years.

Lamar Walker and his wife Marie witnessed a large group of CH-47 helicopters on December 29th, in the area of the Huffman-Eastgate road. The Walkers were described as credible witnesses by the U.S. Army Inspector General's representative after an on-site investigation on May 25, 1982. A full report of the Inspector General investigation is contained in John Schuessler's investigator notes dated September 5, 1982. These will not be repeated herein.

### CH-47 Lands in Dayton, Texas

A CH-47 from Ellington Air Force Base in Houston landed in Dayton on April 30, 1981, as part of a Future Farmers Day celebration. The craft was piloted by Willy Culberson. When the aircraft flew over Dayton in preparation for landing Colby Landrum was very frightened and ran into the house in sheer fear. Vickie decided he should see the giant helicopter close up so she took him down to where it had landed and showed him it would not hurt him again.

The public was invited to enter and look at the CH-47. Vickie and Colby did this and Vickie photographed the helicopter and crew. During the tour of the interior Vickie and Colby met Culberson and asked him about flying in that area previously. He referred to the December UFO event and said he and others had been called out because of the UFO and were there. When Vickie said she was one of the people hurt in that incident, Culberson beat a hasty retreat. Later, he denied via a telephone call from John Schuessler, having been involved. As a result of John Schuessler's calls to Dennis Haire, Commanding Officer of the 136th Transportation Unit at Ellington, Culberson denied having said anything of the kind. Later, he admitted to Lt. Col. Sarran, of the Army Inspector General's Office, he had made such statements, but still insisted he really wasn't there. Refer to John Schuessler's investigator notes dated September 5, 1982.

### General Comments

This section of the report will address details of the helicopter part of the incident.

The incident took place just south of the Inland Road on the Huffman-New Caney road. The roadway is lined with tall pine trees. The object came down between those pine trees during the encounter; the helicopters did not. The location is along a straight stretch of the road. Colby said he saw helicopters during the incident, part of the reason for his fear. Vickie and Betty said they saw helicopters after the UFO rose to leave the area. There is some minor disagreement whether or not one of them saw at least one helicopter earlier.

After leaving the incident site, they drove approximately 3.5 miles, a portion of that distance around the fishing camp and bridge was very curvy, before intersecting FM2100, the Huffman-Crosby road. They turned right at the intersection, and because the Huffman-Crosby road is very wide, they could see the UFO and helicopters ahead. Note that the flying things had flown cross country, while the victims had to follow the twists and turns of the road. Betty stopped the car near the cemetery on the right of the road and waited for the UFO and helicopters to move further away. It was at this point they first really counted the helicopters. Vickie was assuring Colby they would be all right and they would not get too close. Colby was very sure of 23 in his count, but the others said 21 to 25 in total number. They all commented how the helicopters flew. Some were up near the object like "they were trying to hem it in," while others flew in a trail formation just following along, many a mile or more away. The victims expressed fear that the close in helicopters would collide. One of the very large helicopters came over the car at a very low altitude and again scared the group badly. Colby said he could see lights inside the helicopter. All the helicopters had lights on the outside. The object was like a vertical elongated light at that time, continuing to climb slowly into the night sky. It's brightness illuminated the area and the helicopters.

As the group of helicopters continued to move away, Betty once again started the car and moved the 1.3

miles to the Huffman-Eastgate Road and turned left. As they drove the 2.4 miles to FM1960 they could see the flying group all the way. Note, they left the pine forest when they entered the Huffman-Crosby road. At FM1960 they sat momentarily and watched the object growing smaller in the distance. However, they reported still seeing some helicopters coming from the direction of Dayton. At FM1960 they turned left and sped home to Dayton and lost sight of the object out the rear window before they reached Dayton.

At the scene of the original incident, all three victims were outside the car for differing periods of time. The sounds they heard there were the constant beeping and the roar of the object that sounded like a flame thrower. The sounds were not those of helicopters. The helicopter sounds were heard only after the object flew away and at the later observation points. They did report smelling an odor like lighter fluid at the original scene. It was verified they did not have lighters with lighter fluid in their possession.

John Schuessler questioned how they could see helicopters clearly in the night sky. They explained that the ones close to the UFO were clearly lit by it and the others were just visible. To verify their ability to view helicopters at night John Schuessler went out and observed CH-47 helicopters on 26 different occasions. The weather ranged from clear and hot to cold, damp, windy, and chilly. Houston, Texas air contains a lot of moisture which acts like little crystals that catch all light from the city, moon and cars and reflect it in an airglow manner that leaves the sky very light much of the time. A deep, dark night in the Houston area is unusual. John Schuessler verified that it is not difficult to see the complete detailed outline of low flying helicopters at night. To duplicate the conditions as closely as possible he observed CH-47 activity at 6:19 p.m., 6:41 p.m., and 7:19 p.m. on December 28, 1982. The helicopters were clearly visible, even though the sky was dark, technically. The same thing was repeated on December 30, 1982 at 7:05

(continued on page 6)

## Cash-Landrum, Continued

p.m. John Schuessler was able to photograph a CH-47 under these conditions using ASA 400 film and a Cannon camera. It is his opinion the people were able to see the helicopters on December 29, 1980, as they reported.

The weather on December 29, 1980 was chilly. The witnesses reported the intermittent misty rain earlier in the day. By evening that had stopped. The clouds were high and broken and the moon was in the third quarter. The air was damp and full of moisture. The airglow of Houston was bright. The conditions were correct for being able to see helicopters flying at night.

### Summary

John Schuessler, Alan Holt, Dave Kissinger, Don Tucker and other members of VISIT have spent two and one-half years investigating the Cash-Landrum case. During this time they worked with the representative of the Army Inspector General's office, a large number of newspaper and television reporters and investigators, and several lawyers. The digging into the details of the incident have involved well over 2,000 hours of work and the results have been consistent. The investigation has involved the families and friends and business associates of the victims, all with positive results. We have found no tendency towards confabulation and a total openness on the part of the victims in allowing the investigation to proceed. In conclusion, there is no reason to doubt that the victims observed helicopters, as well as the UFO. (See page 7 for A.F. response.)

Another set of Investigator Notes will cover other helicopter/UFO incidents and the operational characteristics of CH-47 helicopters in a future issue of the *MUFON UFO Journal*.

## SIGHTINGS OF UNIDENTIFIED AERIAL PHENOMENA BY ASTRONOMERS

By Adolf Schneider  
(West Germany)

Summary of paper published in MUFON-CES Report No. 9 titled "Strange Flight Objects and the unity of Physics" (Seltsame, Flugobjekte und die Einheit der Physik), edited by Dipl.-Phys. I. Brand

Since professional and amateur astronomers are considered experienced observers of the skies, it is especially necessary to question this occupational group concerning its sighting experiences. A detailed study of the historical literature shows there were always strange aerial occurrences. During the years at the threshold of the 20th century, several scientists discovered variable objects which were unexplainable as comets or meteors, and which still present a mystery today.

At the end of the 40's so-called "green fireballs" appeared over New Mexico, which because of their unusual characteristics are considered as "curiosities" in meteorite research. Even Dr. Donald H. Menzel, one of the most caustic and notorious critics of "UFO phenomena," had a sighting in May 1949 which he, as an astronomer, could not explain.

This paper presents the reader with detailed reports of unusual sightings by numerous other astronomers, from the Fifties to 1982. After the discussion of these reports, the general chances of observing such phenomena, as well as the possibilities for deception due to psycho-physiological factors, are presented and discussed.

Along with positive points of view, especially from sighting witnesses, as to the possible existence of still undiscovered natural phenomena, or even extraterrestrial influences, numerous skeptical remarks are to be found. Such commentaries — which are reproduced in entirety — are partially the result of insufficient understanding of the phenomena, as well as the expression of socio-psychologically determined communi-

cations barriers.

A separate section is devoted to the photographic evidence to date, as made available by astronomers. Because of the transitoriness of the phenomena, this material is understandably meagre, whereby it is likely that only a small part is known to the public.

Various inquiries among astronomers show a basic willingness for cooperation in the search for unusual aerial phenomena. A prerequisite, though, would be an appropriately funded research program. The comprehensive reports, data and statistics which were compiled in this paper could be understood as a contribution toward the justification of a state or privately backed research program in the indicated direction.

(Translated by Mr. W. Craig)

## LETTERS

Dear Editor:

I have noticed that skeptics such as Robert Wanderer and debunkers such as Phil Klass more than less take the approach of psychological attack. Perhaps we have not dealt with the psychological aspects of UFOlogy experience adequately. It is probably not possible to eliminate perceptual and behavioral factors from any particular case. Once adequately dealt with, I am sure that it could be demonstrated that UFOs cannot be wholly accounted for by perceptual distortions or human behavioral problems. Recordings and physical evidence are strongly against this, but these have also been subjected to the complex psychology controversy. The Persinger Theory is at best, a limited theory with several weak points, not the least of which is why images in the perceptual field would be configured against an undistorted background (not

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE  
WASHINGTON, D.C. 20324

2 SEP 1983

Mr. Peter A. Gersten  
Gagliardi, Torres and Gersten  
27 North Broadway  
Tarrytown, NY 10591

Re: Appeal of Personal Injury Claims of Betty Cash, Vicki  
Landrum and Colby Landrum

Dear Mr. Gersten

The appeals of your clients' claims for personal injuries allegedly caused by an overflight of an unidentified flying object and unidentified helicopters on 29 December 1980 have been considered under 10 U.S.C. 2733 and are denied.

The reason for this decision is that the facts as alleged by the claimants fail to establish that their injuries were caused in any way by the United States Government or any of its agencies or instrumentalities. You should not consider the acceptance and subsequent denial of this claim as an admission of the truth of any facts alleged by your clients. Our investigation has revealed no evidence of involvement by any military personnel, equipment or aircraft in this alleged incident. The arguments you presented to establish liability of the government are not supported by any case or statutory law.

This is the final administrative action that can be taken on your clients' claims. This denial also satisfies the administrative filing requirements of the Federal Tort Claims Act. Based on this denial, your clients have the right to file suit against the government in an appropriate United States District Court not later than six months from the date of the mailing of this letter of denial.

Sincerely

CHARLES M. STEWART, Colonel, USAF  
Director of Civil Law  
Office of The Judge Advocate General





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**CASH-LANDRUM CASE, HELICOPTER INVESTIGATION**