



### Part 13: UFO Crash/Retrievals: The Inner Sanctum - Status Report VI © July 1991 by Leonard H. Stringfield

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#### 'Fireball' Lands Near Pittsburgh; Seen in 7 States

*Police say*  
Special to The Inquirer &  
PITTSBURGH, Dec. 9.—A brilliant ball of fire which was seen streaking across seven states and Canada Thursday night crashed into woods 20 miles south of here. Flaming objects falling from it touched off fires in Pennsylvania and Ohio.

The Army and State Police sealed off the wooded area with the explanation:

"There is an unidentified flying object in the woods."

The fireball was seen by airplane pilots and residents of Canada, Michigan, Illinois, Indiana, Ohio, Virginia, New York and Pennsylvania.

#### FIRE NEAR CLEVELAND

The object apparently landed in woods near Kecksburg. Other early reports indicated it touched off a series of small grass fires in woods 20 miles south of Cleveland and deposited two "small stacks of shredded foil" in a swamp near Leeper, Mich.

Coast Guard officials reported from Windsor, Ont., that a flying object "exploded" over the Windsor-Detroit area. Pilots in the area saw a flash and felt shock waves on the fuselage of their planes.

In Washington, the Pentagon announced that whatever it was, it was not a military aircraft. It could have been a meteorite, the Pentagon said.

In Pennsylvania, State Police

#### Army, Police Seal Off Woods In UFO Probe

PITTSBURGH (UPI)—U.S. Army officials and the Pennsylvania State Police last night sealed off an area in southwestern Pennsylvania explaining there "is an unidentified flying object in the woods."

A spokesman for a team of radar experts from the Army's 682 Radar Squadron here said, "We don't know what we have yet."

After sealing off a wooded, isolated area at Kecksburg, Pa., about 20 miles south of here, officers said Army Engineers were being called to the scene.

The object was found after a flash of orange fire streaking across the sky was reported by airplane pilots and residents in seven states.

Pentagon sources indicated the flash could have been a meteorite.

State Police went to the Kecksburg, Pa., area after a woman reported seeing a "round, shimmering object crash to the earth."

Earlier reports said the flash could have been a high altitude test rocket fired over Lake Erie but National Guard and Air Force officials denied any rockets had been fired.

Eric Johnson, a reporter for an Erie, Pa., television station said, "It flashed across the lake, north northwest of the Erie Airport leaving a kind of cloud of smoke behind it."

Raymond Wallage, a private airplane pilot from Painesville, Ohio, said he was flying over the lake when he saw the "fireball" and kept his eye on it until it plummeted into the lake.

Left: The Philadelphia Inquirer, December 9, 1965. Right: Boston Record American, December 10, 1965.

[Click here to see Part 1 of Status Report VI](#)

To be more computer-friendly, the reprint has been divided into parts. Here begins **Part 13** of *Status Report VI*, from July 1991. These status reports were written by Leonard H. Stringfield from 1978 to 1994. Previous *Status Report VII* begins at [Earthfiles 12/15/03](#). Leonard Stringfield died on December 18, 1994.

#### THE KECKSBURG CRASH



Kecksburg, Pennsylvania, is about 35 miles southeast of Pittsburgh, Pennsylvania.



Witnesses claim to have seen a metallic acorn-shaped object with strange markings in the Kecksburg, Pennsylvania woods on December 9, 1965. Drawing by Charles Hanna © 1998 by Stan Gordon Productions.

#### Len Stringfield:

"Like Roswell, with its multitudinous witnesses, the Kecksburg, Pennsylvania, crash/retrieval case, 18 years later, is upfront in the eyes of research. Upfront, too, deservedly is Stan Gordon of Greensburg, a MUFON State Director and head of the Pennsylvania Association for the Study of the Unexplained, who has conducted a low-key but unrelenting investigation into the history of its events. Starting with the reports of a bright ball of light in flight over Michigan and Lake Erie and its descent and crash into a wooded area near Kecksburg on December 9, 1965, Gordon never stopped rounding up witnesses. Among the many are those who watched the military convoy haul the craft away into the never-never-land of secrecy.

The scope of the crash first drew my attention when researcher, Clark McClelland, formerly with NICAP, informed me of the event on October 5, 1979. On January 17, 1980, he sent me a more detailed report which I published in *Status Report II*. Then came the nemesis: an 'inside' source, known to me as 'Uncle,' revealed that the object involved in the Kecksburg crash was a spy craft, not a UFO, which I published in *Status Report III*. But, Gordon continued his independent research, getting new data from new sources. Finally, it gained national attention when NBC's *Unsolved Mysteries* featured a re-enactment of the story on September 19, 1990, and later in a rerun on February 27, 1991.

From both showings of the film, Gordon got still more sources and, in his continued spirit of cooperation, kept me informed of his progress. On one occasion, he had permitted me to talk firsthand with one of his confidential sources who had managed to get within a few feet of the crashed acorn-shaped object.



Crash site of acorn-shaped object, Kecksburg, Pennsylvania, December 9, 1965. Drawing © 1990 by C. M. Hanna.

Before the military retrievers came to take command, ejecting him and others from the area, he said that he saw strange hieroglyphs inscribed on one side of the craft. Obviously, not English, I questioned if they might be Russian? My informant, who later relented and went public on the TV special, was James Romansky who responded to my query. He was familiar with Russian and what he had seen was *not* Russian.

Then, bingo, a new break. Gordon, besieged by callers following the TV special, phoned me September 28, 1990, providing the name and phone number of a new source in Ohio who witnesses a similarly described object, like a bell, at government-held property adjacent to Wright-Patterson AFB. His first name is Myron.

After a number of lengthy interviews and getting his testimony on videotape at his home by a medical friend and research associate, Dr. Brian Thompson. I feel convinced of Myron's sincerity. A truck driver for his cousin's family-owned shale and tile/brick business, his go-to-hell straightforwardness which, in its own way, bolstered my belief in his disclosures, was later to be supported by a second witness who, in contrast, spoke calmly, measuring every word.

Myron, for the record, states that he and his cousin, co-working for a large shale and tile/brick company in Ohio, delivered a large order of special glazed bricks to the Wright-Patterson AFB complex in Dayton, Ohio, two or three days following the retrieval of a crashed UFO in Kecksburg. The special order was by the Navy, he said, who had sent a representative to the firm to select the brick.

Myron explained that verification of the purchase order and signed delivery receipt were destroyed five years earlier when the firm, owned by his cousin's family, was sold to new interests. Myron also recalls that the search for the special brick originally required the Navy to shop at two other firms, in Ohio, who were unable to fill their request. The names of both companies are on file.

The purpose of this special brick known as 'double-glazed engineered brick,' according to Myron, was to build a double-thick, lead-lined structure around the retrieved object as a protective shield against dangerous radiation. The location of this installation was inside of an existing building, a brick warehouse, which he estimated to be 50 x 80 feet in size, accessible by a narrow blacktop driveway. To its front and rear were rows of offices and not far away was a power plant.

The delivery of the brick was about 1:30 p.m., at a designated gate where he and his cousin, in separate flatbed trucks, were greeted by a security guard. Once inside, he said, 'A two or three star general' and driver in blue uniforms, who were waiting in a jeep, led them to the brick warehouse area.

'A GI, maybe the driver,' said Myron, 'directed us to our parking spots just a short distance from the building. Nearby was an Army 35-foot-long tri-axle lowboy that I later learned transported the object. A tarp was still draped over its mid-section.'

The only personnel in the immediate area, according to Myron, were four or five men 'who were running around like chickens with their heads cut off.' They were dressed in white overalls, wearing visored headgear, rubber gloves and boots. Each was armed with a Colt 45 at his side. Commented Myron, 'There were more people

inside the building, but they weren't concerned about me or the bricks. They were concerned about the object inside the building.'

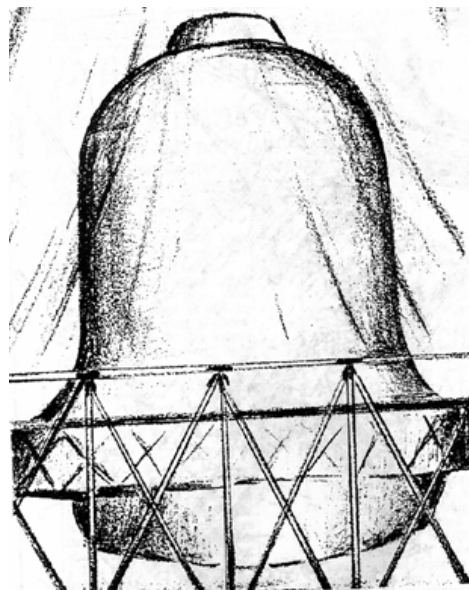
While unloading the brick by hand from the flatbed trailer to pallets, he observed that the personnel frequently left the building to make a complete change of protective gear. During one of their 'breaks,' he was surprised to see that they were Navy men, not Air Force. One or two wore the typical bell-bottoms and he remembers one wearing his white hat with its brim turned down, probably so that his mask would fit tight. He was close enough to see 'US Navy' insignia somewhere on his uniform, but admits that he can't recall where. 'But, I know it was US Navy,' said Myron, adding, 'The whole operation was Navy because I spotted the Navy officer with all his 'marmalade' (medals, etc.) who selected the brick at our company. I could see him inside the door talking with other Navy people.'

Taking a break from his own laborious job of unloading brick, Myron was inquisitive and managed to approach undetected the open door of the building and peered inside. In clear view were the men at work. Two, he recalled, were standing on a metal scaffold which surrounded a strange object. On the floor, leaning against the work platform, was a ladder. Resting on the plank was another ladder, the top of which was at the same level as the top of the object. Unexplainable, said Myron, were the parachute silks suspended from the ceiling which partially enshrouded the object.



Myron, a truck driver, delivered bricks to Wright-Patterson AFB in Ohio, right after the famous December 9, 1965, crash of an unidentified object in Kecksburg, Pennsylvania. Myron described a strange bell-shaped object he saw in a USAF garage that was "entombed" in brick. Drawing by Charles Hanna © 1998 by Stan Gordon Productions.

In a few seconds, Myron said he got to see 'everything.' Under one strong floodlight directed downward, the object was unmistakably bell-shaped and when pinned down to estimate its size, he said, 'Give or take, it was at least 10 feet tall and less than 10 feet wide.' The metallic skin, he said, was charred or seemed to be covered by a sooty residue, but its overall appearance was dull copper or bronze.



More detailed sketch of bell-shaped object after transport from Kecksburg as it appeared inside a former warehouse building on property bordering Wright-Patterson AFB, December 1965. Myron, the eyewitness, also watched "Navy" technicians who wore protective gear and who worked on scaffolding surrounding the object. Sketch by Myron.

Although cautioned by his own office not to venture near the work place, Myron admitted that he could not resist the temptation and asked one of the busy workman about his use of an acetylene torch. 'Probably thinking that my presence there meant

**Credits** I had proper clearance, said Myron, the man - who was wearing a visor - told me that he was trying to explain that all attempts had failed, using diamond acids. Then, according to Myron's recall: 'I was surprised when he told me were bodies inside, they might be too hot for the mortician to handle.'  
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Then, according to Myron, the loud voice of a guard cut in, challenged Myron's presence and demanded he get back to his job. 'Forget what you've seen,' he bellowed, 'or we'll pick you up and throw away the keys.' Then, in a softer tone, he added, 'You'll know the truth in 20 years.'

Although Myron had been consistent in his references to the craft being bell-shaped, I asked him for the record about the object being described to look like an acorn in the *Unsolved Mysteries* documentary. He agreed that either description would be appropriate.

## **THE SECOND WITNESS**

When I first called Myron's cousin, JS, October 3, 1990, for his recollection of their experience, he was less informative. While cordial, he was reluctant to get involved, understandably, for family reasons. However, he did confirm that he and Myron delivered glazed bricks to the Air Base, remembers the 'guards wearing protective clothing,' and being a former welder himself who asked one of the technicians with a blow torch, 'What are you cutting?' The reply, he recalls, 'I can't discuss that.' When I asked if he had seen the craft in the building, he said, 'I don't remember many details on that trip,' and added, 'My partner probably knows more because he was more inquisitive.'

But the reserved posture of JS changed. When I called Myron again on March 29, 1991, to clarify details in relation to the bell-shaped object's size, I was told that his cousin was now willing to discuss his own observations.

I called JS on March 30, and again on April 1, 1991, for additional details. He said, yes, he *did see the object the day before* he and his cousin went to the Wright-Patterson AFB property together with brick loads. He had made the trip alone with the first load of bricks and recalls clearly seeing the object shaped like a *liberty bell* under its tarp sitting upright aboard the lowboy trailer. Without hesitation, JS estimated the object's size was 8 to 10 feet tall and 8 to 10 feet wide. No, he could not recall if the trailer was Army or Air Force. 'I'm the kind of person who minds his own business,' he said. 'I didn't ask any questions, but it probably arrived a short time before I did.'

JS went on to say, 'There was activity in the area - men wearing fatigue suits and there were armed guards. But I didn't see anyone carrying a machine gun. 'Unlike the next day's trip, there was nothing unusual at the entrance gate. I gave the guard my identification and showed him my bill of lading and was directed to the area for unloading near the big red brick building.'

JS said, 'Being formerly a welder, the next day I recall asking one of the workmen wearing a head shield outside the building, 'What are you cutting?' He said he couldn't discuss it. that was it for me.'

For the record, I asked JS for a more definitive description of the special brick. He said, 'It was a red glazed, moisture-resistant jumbo-sized brick, approximately 4-by-12 or more inches.'

Still more evidence of the Kecksburg connection came to Myron's attention shortly after the event from alert truckers with CB radios who normally monitor traffic on the highways. Anything unusual is shared. And, so it happened, they spotted the truck and trailer and its strange cargo - and jeep escort - journey from the Pittsburgh area going west on Route 40 toward Wheeling and then to Lockbourne AFB in Columbus for a brief layover, and then on to Dayton.

As Stan Gordon points out, the origin of the Kecksburg UFO has not been determined. It might or might not be extraterrestrial, but the facts show that it was a structured craft, resistant to 'our' known high-tech means to get inside."