
Appendix B

STATEMENT OF WITNESS

Date: 26 April 1996

Place: Farmington, NM

I Charles E. Clouthier, hereby state that James McAndrew, was identified as a Captain, USAFR on this date at my place of employment do hereby, voluntarily and of my own free will, make the following statement. This was done without having been subjected to any coercion, unlawful influence or unlawful inducement.

I was on active duty in the US Air Force and stationed at Walker AFB, Roswell, NM, from February 1955 until October 1956. During that time I was a pharmacist assigned to the base hospital. Following my tour of duty with the Air Force, I returned to my hometown, Farmington, NM, where I became an employee and eventually a co-owner of Farmington Drug.

With the exception of the two years in the US Air Force, I have been a resident of Farmington, NM since 1934. It is my recollection that Dr Frank B. Nordstrom was the first pediatrician to practice in the Farmington area and he remained the only pediatrician in Farmington until approximately 1970. I base these recollections on extensive professional and personal contacts with physicians in the Farmington area and as a father of two children who were patients of Dr Nordstrom's.

Also based on nearly 40 years of contact with physicians in the Farmington area, I believe that Dr Nordstrom is the only physician who served a tour of duty at Walker AFB. During the 1960s, I became aware that Dr Nordstrom had also served at the Walker AFB hospital. At various times in the ensuing years, Dr Nordstrom and I reminisced about our service at Walker AFB. During these conversations Dr Nordstrom never mentioned any activities during his tour of duty I considered unusual or that might explain reports of bodies or aliens. During the time I was stationed at Walker AFB, I did not witness, nor did I hear rumors, of anything that involved flying saucers, aliens, or anything else of an extraterrestrial nature.

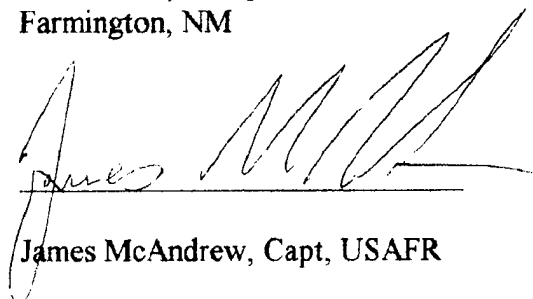
I am not part of a conspiracy to withhold information from either the US government or the American public. There is no classified information that I am withholding related to this inquiry, and I have not been threatened by US government persons concerning not talking about this matter.

SIGNED:



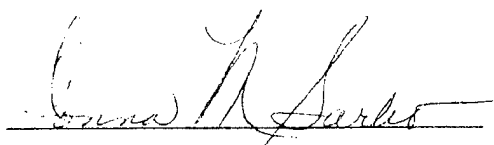
Charles E. Clouthier

Subscribed and sworn before a
person authorized to administer oaths
this 26th day of April 1996 at
Farmington, NM



James McAndrew, Capt, USAFR

WITNESS:



STATEMENT OF WITNESS

Place

Date: 25 May 95

I, Charles A. Coltman, Jr., Col, USAF, MC (Ret), hereby state that James McAndrew was identified as a Lieutenant, USAFR, on this date at my place of employment and do hereby, voluntarily and of my own free will, make the following statement. This was done without having been subjected to any coercion, unlawful influence or unlawful inducement.

I entered the U.S. Air Force in 1957 as a flight surgeon and was assigned to Walker AFB, NM, in 1958. Following a residency at Ohio State University from 1959 to 1963, I was assigned to Wilford Hall USAF Medical Center, Lackland AFB, TX, where I eventually became the Chairman of the Department of Medicine. I retired from the Air Force in 1977. I am presently a Professor at The University of Texas Health Science Center at San Antonio, and Chief Executive Officer of the Cancer Therapy and Research Foundation of South Texas.

I remember a balloon crash that happened north of Roswell, NM, in May, 1959. I received a phone call from the NCOIC of the Flight Surgeon's office, who informed me of the crash. The NCOIC, Earl Wormwood, came to my quarters and we drove, in an old blue Air Force "crackerbox" ambulance, to the crash site. I remember the gondola laying on its side and the deflated balloon on the ground. The crew members were sitting next to the gondola. I examined the pilots and determined they were not seriously injured. They told me they were practicing touch-and-go's and a gust of wind had dumped them on the ground, and the gondola had struck one of the pilots in the head. Also present were Air Force technicians in trucks who tracked the balloon. The injured pilots were transported to the Flight Surgeon's office at the hospital at Walker AFB.

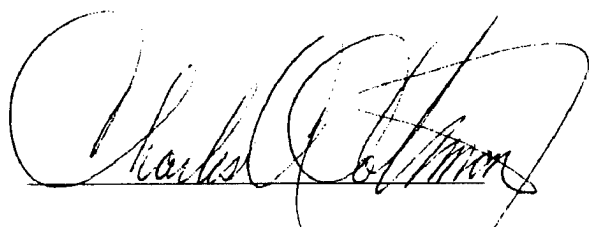
The injury sustained by the crew member was a head abrasion/contusion and a hemotoma. The hemotoma caused the patient's head to swell; however, it was not serious enough for him to be admitted. I remember receiving a call from Col (Dr.) John Stapp. He was in charge of the balloon project and was quite famous. Dr Stapp inquired about the injuries to the pilots and he wanted them returned to Holloman AFB as quickly as possible.

The hospital was an old World War II cantonment-type building with long corridors and a capacity of fifty beds. I do not recall a nurse assisting me in the treatment of the patient, although a nurse may have been on duty and observed the patient. I was the only doctor in the hospital that morning. There were no visiting doctors from other bases or facilities. I do not remember any altercations or arguments that day. During my time at Walker, I do not recall that any autopsies were performed at the hospital, since we did not have a pathologist on staff. I do not recall any remains brought to the hospital in body bags, or wreckage transported in the back of an ambulance. There may have been remains brought to the hospital in body bags after a KC-97 crash, but that was before I arrived at Walker. Dr. Ed Bradley was involved in the recovery of the remains.

At no time was there ever any involvement of the Walker hospital with UFO's or "space aliens" I know this to be true because the hospital was very small and had a small staff. If any activity, other than normal hospital functions, had occurred, I would have known about it.

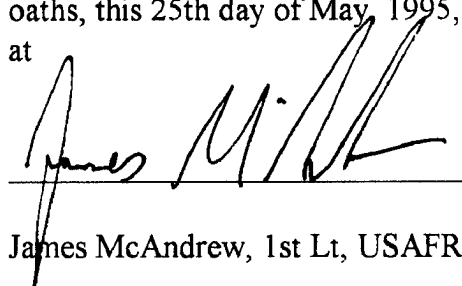
I am not part of any conspiracy to withhold or provide misleading information to the United States Government or the American public. There is no classified information that I am withholding related to this inquiry and I have never been threatened by U.S. Government persons concerning refraining from talking about this matter.

SIGNED:



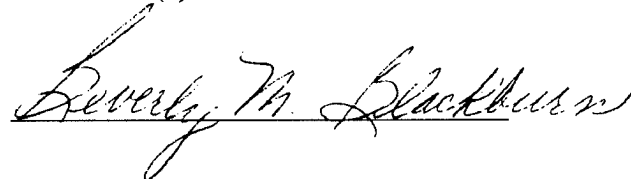
Charles A. Coltman, Jr., M.D.

Sworn to and subscribed before me,
an individual authorized to administer
oaths, this 25th day of May, 1995,
at



James McAndrew, 1st Lt, USAFR

WITNESS(s):



STATEMENT OF WITNESS

Place

Date: 25 May 95

I, Dan D. Fulgham, Col, USAF (Ret), hereby state that James McAndrew was identified as a Lieutenant, USAFR on this date at my place of employment and do hereby, voluntarily and of my own free will, make the following statement. This was done without having been subjected to any coercion, unlawful influence or unlawful inducement.

I entered the U.S. Air Force in 1952 as an aviation cadet. I flew F-84s on 100 combat missions during the Korean war. After a tour as a flight instructor I was assigned to the Aero Medical Laboratory at Wright Patterson. I participated in both the Air Force Man in Space program and Project Mercury. I also participated in the X-15 and X-20 programs and worked as a bioastronautics officer with NASA on Gemini. During my Air Force career, I earned both a Master's and Doctorate degree from Purdue University. I flew a combat tour in Southeast Asia in F-4s as a member of the 555th Tactical Fighter Squadron and flew 133 combat missions. I retired from the Air Force in 1978 as the Commander of the Human Resources Laboratory at Brooks AFB, TX. I am presently the Director Of Biosciences for a research organization in San Antonio, TX.

In 1959 I volunteered for training to become a back up pilot for Capt Joe Kittenger in his high altitude balloon projects. I flew two missions for training purposes with Capt Kittenger and Capt Bill Kaufman from Holloman AFB, NM in May, 1959. On the second flight we were practicing touch and go landings north of Roswell, NM when we "crashed" on one of the landings. The gondola flipped over and my head was pinned to the ground by the lip of the gondola. We managed to lift the gondola off of my head and looked it over for damage. Capt Kittenger was bleeding from a cut on his face and I noticed that my head seemed to be protruding outward from underneath my helmet. Realizing I was injured, I sat down and feared I might go into shock. I was not in pain but my entire head was throbbing and began to swell.

I then remember boarding the "chase" helicopter that was following us and flying a short distance to Walker AFB for medical treatment. I recall walking into the hospital and also stopping on the front step to smoke a cigarette. I remember security personnel escorting and questioning us to determine who we were. Security was very tight at Strategic Air Command bases such as Walker. On occasion surprise inspection teams from SAC headquarters arrived in helicopters just as we did. In addition, a story of three Air Force officers crashing in a balloon was somewhat far fetched. The security people were convinced of our identities when they spoke with Col John P. Stapp, the Aero Medical Laboratory Commander.

While I was at Walker my head had swelled considerably and both eyes were turning black. Later the skin on my face turned yellow. I remember being seen by one doctor and I do not believe any other doctors participated in my treatment. I do not recall any

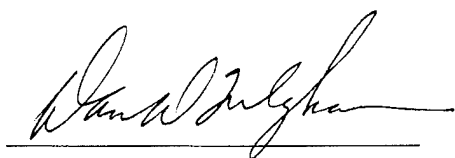
nurses attending to me. I also do not recall that a black NCO was present nor do I recall any civilian men in the hospital. I do not recall that Capt Kittenger was involved in an altercation of any kind while we were there. After I was treated and released we all flew back to Holloman on the helicopter.

At Holloman I was admitted to the hospital and had blood aspirated from under my scalp. I remember my forehead drooping down, I had to use my fingers to open my eyelids, and I had to sleep sitting up. Several days later I returned to Wright Patterson with Capt Kittenger and Capt Kaufman. My wife met the airplane and when she saw me, she burst into tears due to the swelling of my head, the two black eyes, and the yellow color of my skin. When I returned to my office at Wright Patterson, my secretary also began to cry when she saw me. After some weeks my head returned to normal size and I was returned to flying status.

During my Air Force career I was involved in many different scientific research projects including the space program. I can state with certainty that none of them, including the incident described here, had anything to do with UFOs or "space aliens".

I am not part of any conspiracy to withhold or provide misleading information to the United States Government or the American public. There is no classified information that I am withholding related to this inquiry and I have never been threatened by U.S. Government persons concerning refraining from talking about this matter.

SIGNED:



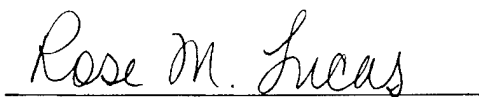
Dan D. Fulgham, Col, USAF (Ret)

Subscribed and sworn before me, an individual authorized to administer oaths this 25th day of May 1995 at



James McAndrew, 1st Lt, USAFR

WITNESS(s):



STATEMENT OF WITNESS

Place :

Date: 28 May 95

I, Bernard D. Gildenberg, GS-14, (Ret), hereby state that James McAndrew was identified as a Lieutenant, USAFR on this date at my home and do hereby, voluntarily and of my own free will, make the following statement. This was done without having been subjected to any coercion, unlawful influence or unlawful inducement.

I became involved in high altitude balloon development while an undergraduate student at New York University (NYU). Following graduation I was hired by the Air Force at Holloman AFB and worked continuously as both a meteorologist and aerospace engineer at the Balloon Branch from 1951 until my retirement in 1981. My job responsibilities were to forecast the weather and fly by remote control, high altitude balloons for many different scientific projects. During this time, I became internationally recognized as an authority on high altitude balloon trajectory forecasting. I have published numerous technical reports and articles.

The first project in which I was involved, while still an undergraduate student at NYU, was the acoustical detection of nuclear explosions. The name of the project, Mogul, was classified and I didn't know this name until several years ago. Based on my experience with this project I am certain project Mogul was responsible for some portions of what has become to be known as the "Roswell Incident".

Following project Mogul I was involved in perfecting high altitude balloon technology and made many test flights with large polyethylene balloons from Holloman AFB. I worked extensively on atmospheric sampling projects and biological flights in which the balloons lifted small animals to altitude for cosmic ray experiments. I also worked on the Moby Dick Project that collected meteorological data and the classified Gopher (119L) reconnaissance project.

I was relied upon to forecast the weather, conduct climatological studies, predict balloon trajectories, and to hit with precision, ground targets both on and off the White Sands Missile Range. Balloon trajectories in New Mexico below the tropopause, are predominantly towards the east-northeast, when launched from Holloman AFB with the exception of July and August when balloons remained over the Holloman area. At high altitude, above the tropopause, trajectories are generally westerly during the summer and easterly during the spring, fall, and winter. As a result these winds, the Holloman balloon branch recovered many, probably hundreds, of balloons and scientific payloads from the Roswell, NM area over the years.

During the time of the year when trajectories were to the east I attempted to drop the equipment near accessible non mountainous areas and paved roads. The main target area was the first large north-south road on the other side of the Sacramento Mountains from Holloman AFB, Highway 285. This road goes north and south through Roswell. The

standard procedure was to preposition military recovery crews near the projected point of payload impact. The crews consisted primarily of Air Force members in uniform and they operated military vehicles. I often directed these crews to "standby" along the shoulder of Highway 285, both north and south of Roswell until the balloon was in position. The recovery crews received detailed instructions from tracking aircraft that led them to the exact location of the payload. The recovery vehicles included, depending on the mission, a crane, weapons carriers, communications van, and occasionally tanker trucks to refuel the aircraft that would sometimes land on nearby roads.

During the time of the year when balloon trajectories were to the west, I attempted to drop the payloads in the Rio Grande Valley. I also aimed for another valley, the flat area north of Truth or Consequences that includes the Plains of San Augustin. In addition, many remote balloon launch sites were located throughout the Rio Grande Valley west of the White Sands Proving Grounds. Launch crews were also mostly military and used much of the same equipment as the recovery crews.

I had extensive involvement with Project 7218 that later became Project 7222. This project studied the free-fall characteristics of anthropomorphic dummies dropped from balloons from altitudes up to 100,000 feet. The missions usually consisted of two dummies attached to a suspension rack that I directed to be released at altitude. Depending on the wind conditions and time of year, the dummies, on many occasions, landed in the Roswell area. I recall some difficulties in the release mechanisms of the dummies that resulted in some of them free-falling to the ground while they were still attached to the rack. Someone without a good vantage point or not associated with the project might mistake these dummies for "aliens" due to their odd flesh tones and abstract human features.

I also recall an accident involving a manned balloon flight. I remember this event clearly because I am also a balloon pilot and had an accident approximately two years before. The accident occurred on a flight that Capt Joe Kittinger was "checking out" two back up pilots for his high altitude missions. The balloon was launched around midnight from behind the Balloon Branch at Holloman AFB. I remember that some of the steel ballast used by the balloon caused a "fireworks" display when it contacted some nearby power lines during the launch. I was operating the control center for this flight and I received notification from the communications vehicle that was following the balloon that there had been an accident north of Roswell. I later learned that the gondola had rolled over during a practice touch and go landing and one of the pilots had been struck in the head and injured. I recall speaking to Capt Kittinger about the accident and I saw the injured pilot. Although his injury was not serious, his head had considerable swelling and he looked very odd.

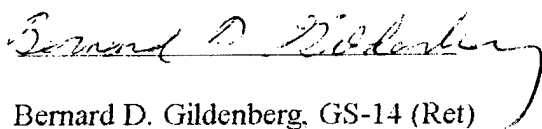
I also worked with Capt Kittinger on Project Stargazer. I also had met several times the civilian scientific advisor Dr. J. Allen Hynek. Dr Hynek was thoroughly familiar with the balloon operations at Holloman and visited the Balloon Branch numerous times. This project experienced some difficulties and only one manned flight was conducted.

Another project I was involved with was the Air Force investigations of UFOs. Project Bluebook. Since I was a meteorologist and amateur astronomer I evaluated, starting in 1951, local sightings of UFOs. New Mexico had alot of sightings because of the good visibility and the many experimental projects of the White Sands Proving Grounds. During my time on Project Bluebook there wasn't any sightings that we could not explain. Nevertheless popular literature still refers to some of these sightings as unexplained.

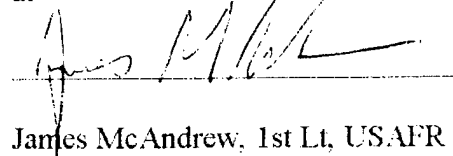
Another project with which I was involved, was the NASA Voyager and Viking Projects. These space vehicles were tested by launching them from our balloons at extremely high altitude to simulate the atmosphere of Venus and Mars. To utilize the instrumentation on the White Sands Missile Range I elected to launch the balloons and attached space vehicles from the Roswell Industrial Air Center, formerly the Roswell Army Airfield. The Holloman Balloon Branch made approximately eight launches of these two vehicles from Roswell. In appearance the Viking and Voyager probes could be mistaken for a flying saucer. They were both unclassified highly publicized projects and I do not recall getting any UFO reports for these flights. I believe one of these probes is on display at White Sands Missile Range and its known as the "flying saucer".

I am not part of any conspiracy to withhold or provide misleading information to the United States Government or the American public. There is no classified information that I am withholding related to this inquiry and I have never been threatened by U.S. Government persons concerning refraining from talking about this matter.

SIGNED:


Bernard D. Gildenberg, GS-14 (Ret)

Subscribed and sworn before me, an individual authorized to administer oaths this 28th day of May 1995 at


James McAndrew, 1st Lt, USAFR

WITNESS(s):

STATEMENT OF WITNESS

Place:

Date: 28 May 95

I, Ole Jorgeson, MSgt, USAF, (Ret), hereby state that James McAndrew was identified as a Lieutenant, USAFR on this date at my home and do hereby, voluntarily and of my own free will, make the following statement. This was done without having been subjected to any coercion, unlawful influence or unlawful inducement.

I enlisted in the U.S. Air Force in 1957 and became a Ground Communications and Electronic Repairman. I remained in this career field throughout my career. I completed three tours at the Balloon Branch at Holloman AFB, NM. I retired from the Air Force in 1977 as the NCOIC of the Communication and Instrumentation Section of the Balloon Branch at Holloman AFB.

I recall an overnight balloon training mission that was conducted in May, 1959. Capt Joe Kittinger was training back up pilots for one of his upcoming projects. I was an airman assigned to coordinate communications and to assist in the recovery of the balloon upon completion of the mission. I followed the balloon in an old Korean War vintage "crackerbox" ambulance that had been converted into a communications van. Another airman and I followed the balloon throughout the night on an easterly trajectory over the Sacramento Mountains to an area north of Roswell. Also following the balloon were recovery technicians in a weapons carrier. We stayed in contact with the balloon crew by radio and also observed flares the crew would light at various intervals so we could visually track them. Just after sunrise I recall the balloon landing north of Roswell and Capt Kittinger offered me some coffee and told me he was going to make one more touch and go landing to complete the mission. I remember that I took some photographs of the balloon and waited for the last landing. Several minutes later I remember hearing a "bang", this was the squib that fired to release the gondola from the balloon. We immediately went to where the gondola landed and saw the gondola laying on its side and saw two of the pilots standing and one lying down. Lying on the ground was a shattered helmet that was worn by one of the pilots. Capt Kittinger told me they were attempting to land to avoid some power lines and a row of trees.

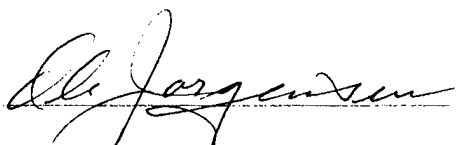
Soon after I arrived at the crash site, a helicopter that was also following the flight landed and transported the three aircrew members to Walker AFB for medical attention. I recall I assisted the recovery technicians load the balloon and the gondola on the weapons carrier and then drove 15 to 20 minutes to the hospital at Walker AFB. When I arrived at Walker, we parked the converted ambulance near the hospital and either the other airman with me or the recovery technicians called the balloon control center to notify them of the accident. I recall waiting near the hospital for a short period of time and then returning to Holloman AFB. During the time I was waiting at the hospital I did not observe any arguments or altercations. I did not observe Capt Kittinger speaking disrespectfully to anyone. I also do not recall any male civilians or any vehicles that belonged to a mortuary.

I participated in many, probably more than 100, balloon recoveries. I often recovered payloads and balloons from the area surrounding Roswell, NM. It was routine to be directed by the balloon control center to an area near Roswell to wait to recover a balloon. We would wait along the side of the road, at small airports, or at the armory in Roswell. It would not be uncommon for our recovery vehicles to be seen waiting to recover balloons throughout New Mexico, Arizona, and West Texas. When we recovered the balloons and payloads sometimes civilians would be in the area and make inquiries. We would tell them what we were doing and provide them with a telephone number at Holloman AFB if they wanted to report any damages. We were required to clean up the area and remove all debris before we left. In addition to the recoveries, I recall making balloon launches from sites up and down the Rio Grande Valley. I remember that some of these launches were made from an area west of Socorro, NM.

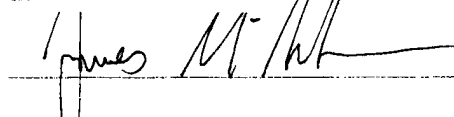
Another project I participated in was the testing of the Viking space probe in 1972. These four launches were all made from the Roswell Industrial Air Center, the former Roswell Army Airfield. Approximately twenty Air Force personnel were on temporary duty to Roswell throughout the summer of 1972 to support this project. NASA personnel prepared the spacecraft for launch from the old hangers of the former Air Force base. This project was not classified and was covered by the news media.

I am not part of any conspiracy to withhold or provide misleading information to the United States Government or the American public. There is no classified information that I am withholding related to this inquiry and I have never been threatened by U.S. Government persons concerning refraining from talking about this matter.

SIGNED:


Ole Jorgensen, MSgt, USAF, (Ret)

Subscribed and sworn before me, an individual authorized to administer oaths, this 28th day of May, 1995 at


James McAndrew, 1st Lt, USAFR

WITNESS(s):

STATEMENT OF WITNESS

Place :

Date: 28 October 1996

I, William C. Kaufman, Lt. Col., USAF (Ret), hereby voluntarily and of my own free will, make the following statement. This was done without coercion, unlawful influence or unlawful inducement.

I was drafted into the Army of the United States in 1943, transferred to the Army Air Forces, and was commissioned as a pilot in 1944. From 1950 until 1967, with a break for training for a combat tour in Korea and for educational assignments to AFIT, I was assigned to the Aero Medical Laboratory at Wright Patterson AFB, OH. During that time I was a physiological training officer and worked in the development of early pressure suits. I tested many high altitude pilots and also the first group of astronauts. Later during my Air Force career, in 1961, I earned a Ph.D. in Physiology and Biophysics. I was assigned to the Aero Medical Laboratory for three tours and retired in 1968 as the Chief of the Biodynamics Branch of the Aero Medical Field Laboratory at Holloman AFB, NM.

During my third assignment at Wright Patterson, I volunteered, along with Capt Dan Fulgham, to be a backup pilot for Capt Joe Kittinger for his high altitude balloon project, Project Excelsior. Capt Kittinger instructed Capt Fulgham and me in ballooning in May 1959. At the end of an overnight training flight, on the morning of May 21, 1959, northwest of Roswell, NM, we (Kittinger, Fulgham and I) had an accident with the balloon. We were practicing touch and go landings when a severe gust of wind overturned the gondola, dumping all of us to the ground with the gondola on top of us. The accident occurred in a small pasture where a pony was grazing next to a small cottage. For safety, we were followed during hours of darkness by a C-131 aircraft and during the day by a H-21 helicopter. We were followed the entire time by technicians in a truck for communications and for the recovery of the balloon and gondola. Seeing the accident, the crews of the helicopter and the recovery trucks came to our assistance, much to the dismay of the farmer who owned the pony, which had run away when the truck broke down the fence to reach the crash site. I recall that a member of the helicopter crew attempted to calm the farmer.

Capt Fulgham sustained an injury to the forehead when the lip of the gondola struck him. Capt Fulgham thought he had fractured his skull but the experimental helmet he was wearing apparently protected him. Capt Kittinger was bleeding from a cut on the face. I was beneath Fulgham and Kittinger and unhurt. Fulgham was loaded into the helicopter and we were taken to the nearest hospital, at Walker AFB, in Roswell. I recall the helicopter pilot called the air traffic control tower at Walker and informed them we were inbound with an injured pilot from a balloon accident. This was quite unusual and I believe the tower personnel might have thought we were a surprise Strategic Air Command inspection team that at the direction of the SAC Commander, Gen. Curtis E. LeMay, sometimes made unannounced visits by helicopter. We landed in front of the tower and were met by an ambulance along with a detail of military police with machine guns. The military police escorted us to the hospital for treatment and to verify our story of the balloon crash.

While Capt Fulgham and Capt Kittinger were being treated I was asked to explain to the Walker AFB Base Commander what had happened. After Capt Kittinger was treated he called Col Stapp from a phone adjacent to the waiting room where numerous military wives were waiting for pre-natal care. Capt Kittinger, as the project officer, was concerned what effect this accident might have on the future of his program. As we waited for Fulgham, Kittinger paced up and down the hall concerned about Fulgham and getting out of the hospital before Walker AFB officials might complicate matters. I do not recall any male civilians in the hospital, nor do I recall Capt Kittinger being involved in an altercation of any kind. Capt Kittinger did not shout or use obscene language, he was simply interested in getting medical attention for Fulgham and leaving as soon as possible. I do recall that one or two nurses were present. I do not recall a black NCO accompanying Kittinger while we were in the hospital.

When the medical personnel were finished treating Fulgham, all three of us returned to Holloman AFB by helicopter about noon the same day. The following day I took my FAA exam and was awarded a balloon pilot license. Three days later, on Sunday, Kittinger, Fulgham and I returned to Wright Patterson via a special C-131 flight. Fulgham looked very odd with two black eyes and protruding forehead; his head was so swollen he could not wear his uniform hat for some time. I later worked with Capt Kittinger on the Stargazer project and occasionally flew aircraft with him.

During my entire time at the Aero Medical Laboratory I neither saw nor heard anything that would lead me to believe that the Air Force was keeping "aliens" at Wright Patterson. I knew there was a project on UFOs called Bluebook, at the base, but to my knowledge the Aero Medical Laboratory was not involved. Many scientific accomplishments came out of the various laboratories at Wright Patterson but I am unaware of any that might have involved aliens or UFOs.

I am not part of any conspiracy to withhold or provide misleading information to the United States Government or the American public. There is no classified information that I am withholding related to this inquiry and I have never been threatened by U.S. Government persons concerning refraining from talking about this matter.

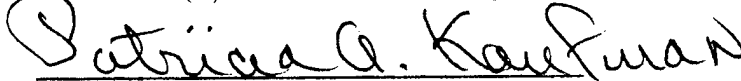
This is as I recollect those events.

SIGNED:



William C. Kaufman, LtCol, USAF (Ret)

WITNESS(s):



STATEMENT OF WITNESS

Place :

Date: 24 June 95

I, Joseph W. Kittinger, Jr., Col, USAF (Ret), hereby state that James McAndrew was identified as a Lieutenant, USAFR on this date at my home and do hereby, voluntarily and of my own free will, make the following statement. This was done without having been subjected to any coercion, unlawful influence or unlawful inducement.

I entered the U.S. Air Force in 1949 as an Aviation Cadet. From 1950 to 1953 I flew fighters in Europe before being assigned to the Fighter Test Section at Holloman AFB, NM in July, 1953. During my tour as a test pilot I conducted the first zero gravity tests and was the balloon pilot of the first Project Man High high altitude research mission. In 1958 I was assigned to the Escape Section of the Aero Medical Laboratory at Wright Patterson AFB, OH. During this tour I was the Project Officer of Project Excelsior and made three high altitude parachute jumps, the highest from 102,800 feet, which today remains a world record. For these jumps I was awarded the Harmon Trophy for 1960 by President Eisenhower. Following Excelsior, I was the Project Officer of Stargazer, a project that made astronomical observations from a high altitude balloon. I flew two combat tours in Southeast Asia with the Air Commandos. I later flew a tour in F-4s and was the Squadron Commander of the 555 Tactical Fighter Squadron. I accumulated over 1,000 combat flying hours and I am credited with one aerial victory. I spent ten months as a POW in Hanoi. Upon my return I attended Air War College, flew F-4s and retired from the Air Force in 1978. In 1984 I became the first person to make a solo crossing of the Atlantic by balloon.

In 1958 I was made the Project Officer of Excelsior by Col John Paul Stapp, the Aero Medical Laboratory Commander. I supervised and was actively involved in the dropping and recovery of anthropomorphic dummies from high altitude balloons at Holloman AFB, NM for this project. We also dropped dummies, from aircraft only, at Wright-Patterson AFB, OH. The object of the Holloman tests were to study the free fall characteristics of dummies dropped from balloons at altitudes of 50,000 to 100,000 feet. Based on this data we designed a parachute that stabilized the dummies and I later used this parachute on my three high altitude jumps.

The balloons carrying the dummies were launched from various locations in New Mexico and often impacted off of the White Sands Proving Ground depending on the wind conditions. The dummies were outfitted with clothing and equipment of an Air Force pilot. The facial features of the dummies were not as pronounced as a human. The ears and noses did not protrude. I do not recall any dummies with ears or noses. Some of the dummies were not complete; they sometimes did not have arms or legs. To someone not associated with the project or who viewed the dummies from a distance, they could appear to be human or with some imagination a space "alien." In fact, I recall one incident at Wright- Patterson where one of our dummies landed near the backyard of Gen. Rawlings, Commander of the Air Research and Development Command. Gen. Rawling's wife was entertaining officer's wives that afternoon when one of our dummy's parachute failed to

deploy and impacted the ground in full view of the ladies at Gen. Rawling's home. I acted quickly to retrieve the dummy and went to the impact site and recovered it by throwing it in the back of a pickup truck and quickly driving away. Later that day I received a call from Col Stapp who informed me that some of the women at the party believed that the dummy was a human and they were appalled to see the careless nature in which the obviously dead or injured "parachutist" was hauled away.

At Holloman AFB recoveries of the dummies were handled by the Balloon Branch but members of my project team, including myself, often assisted. The standard procedure was to track the dummy both from the ground and air to attempt to recover the dummies in a timely manner. On the ground we used an assortment of Air Force vehicles to track and recover not only the dummies but also other scientific balloon payloads. We used trucks, communications vans, converted field ambulances, cranes, and trailers. In the air we used helicopters, C-47s transports, and L-19 and L-20 light observation aircraft. On occasion civilians would observe our recovery operations. We often attracted a crowd due to the odd appearance of the balloon payloads and dummies and also the aircraft that circled overhead or landed on nearby roads. We also used many of the same procedures and equipment to launch from off range locations. During the recoveries weapons were not carried because there was no classified information or equipment. I do not recall any altercations of any kind. At no time did I or any of the personnel makes threats against civilians. We always attempted to maintain good relations with the local civilians and explained the purpose of the project to them if they asked. We were directed to remove as much of the material dropped by the balloon as possible. Sometimes this was difficult because the balloon and payload would break apart and cover a large area. We collected the debris in these cases by "fanning out" across a field until we had collected even very small portions of the payload and balloon. We were particularly careful to recover the large plastic balloons because cattle would ingest the material and the ranchers would file claims against the government. Additionally, there were reward notices that offered twenty five dollars for the return of the equipment attached to each of the balloons. I wrote a book, *The Long, Lonely Leap* (E.P. Dutton & Co., 1961), that completely describes Project Excelsior and my participation.

Also as a part of the high altitude balloon projects, I trained balloon pilots in May 1959 at the request of Col Stapp. Col Stapp was concerned that I might be injured as a result of the hazardous nature of the projects and he wanted backup pilots to be trained. The backup pilots, Capt Dan Fulgham and Capt Bill Kaufman were volunteers from the Aero Medical Laboratory and they were sent to Holloman from Wright-Patterson for training on a temporary duty basis. On our second training flight, Fulgham, Kaufman and I, flew an overnight mission that was launched at Holloman and ended with a crash northwest of Roswell, NM. We were followed on this mission by an aircraft at night, a helicopter during the day, and a ground crew in trucks at all times.

I recall that just after sunrise the weather had deteriorated and I directed Fulgham to land the balloon in a small field. This was the last suitable field before we would overfly the City of Roswell. I remember approaching the field just over the trees and I recall our forward velocity was about 10-12 knots, a little fast for landing. When we touched down Fulgham cut the balloon away and due to the forward velocity the gondola flipped over spilling all three of us on the ground. While lying on the ground I realized that Fulgham

was injured and Kaufman and I raised the gondola. Fulgham had been struck in the head by the edge of the gondola and I could see the blood rapidly accumulating under his scalp in the forehead area. We treated him for shock and soon the recovery vehicles and the chase helicopter arrived. I decided to transport Fulgham by helicopter to the hospital at nearby Walker AFB.

When we arrived at Walker I remember that security was tight, as it was at all Strategic Air Command bases, and we were closely scrutinized by security personnel due to the unusual circumstances and early hour of our arrival. I had two concerns once we arrived at the hospital, first to get treatment for Fulgham and second to leave as soon as possible. After I was assured that Fulgham's injuries were not serious I wanted to quickly leave the base before the Walker AFB Flying Safety Officer arrived to fill out an accident report. I didn't want a report filed because an accident investigation would bring unwanted scrutiny to the project. Even though the project was unclassified I did not want any publicity or premature releases of information.

Although Fulgham's injuries were not serious, his head had swollen considerably--- both eyes were black and his face had swollen so much you could barely see his nose. I believe that if someone saw him while we were at Walker they would have been startled. When his treatment was completed we all three returned to Holloman on the helicopter. At Holloman, Fulgham was admitted to the hospital and I made preparations for him to return to his duty station at Wright-Patterson AFB. Due to his grotesque appearance, I did not want Fulgham to fly on a commercial airline. I made arrangements for all of us to fly to Wright-Patterson on a C-131 a few days later. When we arrived at Wright-Patterson, I assisted Fulgham down the steps of the aircraft because his eyes were swollen shut and he could not see. His wife was waiting at the bottom of the steps of the aircraft and she asked me where her husband was. I replied "this is your husband" and she screamed and began to cry.

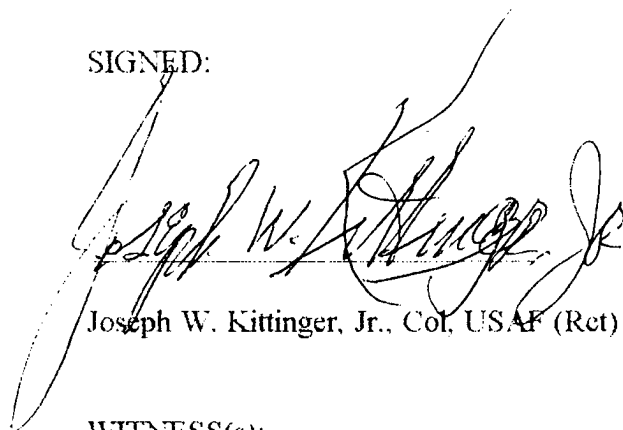
While I was at the Walker AFB hospital, I do not recall any contact with a male civilian. I certainly did not call anyone an "SOB" or speak to anyone in a disrespectful manner. I did not make any threats or instruct anyone else to make threats. I recall nurses in the hospital but I am not certain if they participated in the treatment of Capt Fulgham. I was not accompanied by a black NCO at the hospital, but there may have been a black NCO on the balloon recovery team. I recall no body bags in the hospital and I am sure there were no "aliens" at the hospital, just Dan Fulgham with a very odd looking head injury.

I was also involved in the joint Air Force, Navy, and Massachusetts Institute of Technology astronomical observation project, Project Stargazer. The object of this project was to make observations via a stabilized telescope mounted atop of a gondola suspended from a high altitude balloon. I was the USAF project officer and Dr J. Allen Hynek was the scientific advisor. I worked very closely with Dr Hynek over a period of five years from 1958 to 1963. Dr Hynek would typically spend a half day working on Stargazer and then the rest of the day participating as one of the consultants on the UFO study, Project Bluebook, that was also conducted at Wright-Patterson AFB. Dr Hynek, as the scientific advisor to Stargazer, was very familiar with the techniques and capabilities of the Air Force

high altitude balloon program. Dr Hynek once approached me and we discussed at length the possibility that Air Force high altitude balloons were responsible for many UFO sightings. We ended the conversation in agreement that the balloons probably accounted for many of the UFO sightings. In other conversations Dr Hynek always gave me the impression that there were very few UFO sightings that could not be explained by good scientific investigation. At no time did Dr Hynek mention or discuss the alleged "Roswell Incident". I was therefore "flabbergasted" when Dr Hynek appeared to believe that some of these sightings were of an extraterrestrial origin.

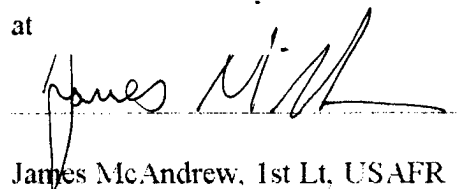
I am not part of any conspiracy to withhold or provide misleading information to the United States Government or the American public. There is no classified information that I am withholding related to this inquiry and I have never been threatened by U.S. Government persons concerning refraining from talking about this matter.

SIGNED:



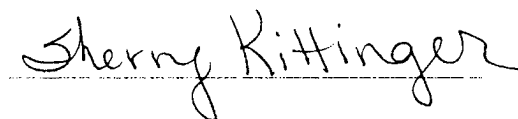
Joseph W. Kittinger, Jr., Col, USAF (Ret)

Sworn to and subscribed before me,
an individual authorized to administer
oaths, on this 24 day of June 1995
at



James McAndrew, 1st Lt, USAFR

WITNESS(s):



Sherry Kittinger

STATEMENT OF WITNESS

Place:

Date: 31 May 95

I, Roland H. Lutz, CMSgt, USAF, (Ret), hereby state that James McAndrew was identified as a Lieutenant, USAFR on this date at my home and do hereby, voluntarily and of my own free will, make the following statement. This was done without having been subjected to any coercion, unlawful influence or unlawful inducement.

I enlisted in the U.S. Navy in 1947 and transferred to the U.S. Air Force in 1958. In June, 1958 I was assigned to the flight surgeon's office at Holloman AFB, NM as an Aero Medical Technician. I served several tours in Southeast Asia and retired from the Air Force in 1974 as an Aero Medical Superintendent.

On May 20-21, 1959 I was assigned to provide medical coverage for a balloon training mission that took off from Holloman AFB and ended with a crash near Roswell, NM. Capt Joe Kittinger was training two other pilots, Capt Fulgham and Capt Kaufman. I followed the balloon in an ambulance during the night and at daybreak I followed the balloon in an H-21 helicopter. Just after daybreak I saw the balloon crash and the three pilots were dumped from the gondola. I immediately informed the helicopter pilot and we landed in a field on which cattle were grazing. I recall the rancher was upset because the helicopter was frightening his cattle and some cattle had gotten out of the field.

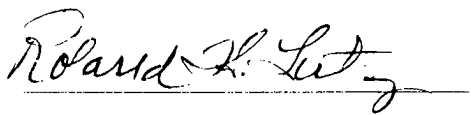
I assessed the injuries to the pilots and recommended they be taken immediately to the closest hospital which was at Walker AFB, approximately 5 to 10 minutes away by helicopter. Capt Fulgham's head was swelling due to a hemotoma he received when the gondola struck him. Capt Kittinger was cut on the face and was bleeding, Capt Kaufman was uninjured. At Walker I remember a telephone conversation with a flight surgeon who told me to "go home and sleep it off". He apparently did not believe my story of three Air Force pilots that were victims of a balloon crash. However, I was able to convince him and he treated Capt Fulgham and Capt Kittinger. While at the hospital Capt Fulgham's head had swelled enormously and his eyes were beginning to turn black.

I do not recall that anything unusual occurred at the hospital at Walker. I remember the three pilots sitting on a bench in the hallway waiting to be treated. I do not remember that Capt Kittinger was involved in an altercation with anyone while at the hospital, if he had, I would have known about it. Capt Kittinger was concerned with getting medical treatment for his injured crew member, Capt Fulgham, and returning to Holloman. I also do not recall a black NCO accompanying Capt Kittinger while we were at the hospital. I do not remember a nurse assisting in the treatment of Capt Fulgham or Capt Kittinger. I also do not remember a male civilian or any personnel or vehicles from a mortuary, and I do not recall any remains in body bags in the hospital.

I was present the entire time when the events described here took place. I am certain that this event had nothing to do with "space aliens" or any other irregular activity that would require a cover up. It was a balloon crash and nothing else.

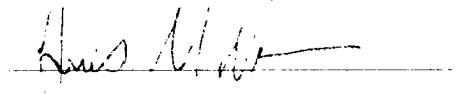
I am not part of any conspiracy to withhold or provide misleading information to the United States Government or the American public. There is no classified information that I am withholding related to this inquiry and I have never been threatened by U.S. Government persons concerning refraining from talking about this matter.

SIGNED:



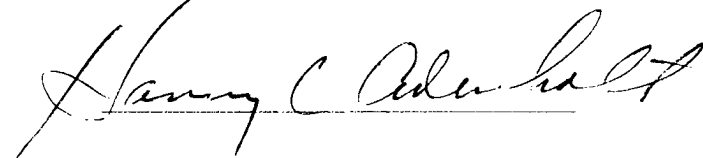
Roland H. Lutz, CMSgt, USAF, (Ret)

Subscribed and sworn before me, an individual authorized to administer oaths this 31st day of May 1995 at



James McAndrew, 1st Lt, USAFR

WITNESS(s):



Harry C. Aderholt, Brig. Gen., USAF (Ret)

STATEMENT OF WITNESS

Place :

Date: 20 June 95

I, Raymond A. Madson, Lt Col, USAF (Ret), hereby state that James McAndrew was identified as a Lieutenant, USAFR on this date at my place of employment and do hereby, voluntarily and of my own free will, make the following statement. This was done without having been subjected to any coercion, unlawful influence or unlawful inducement.

I was born, raised, and presently reside in New Mexico. I graduated from New Mexico A&M College in 1954. I entered the Air Force in 1955 and was assigned a short time later to the Aero Medical Laboratory at Wright Patterson AFB, OH. At the Aero Medical Laboratory I was assigned to the Escape Section as a project officer and test parachutist. During this time I also had extensive participation in various aspects of the space program and worked on the highly classified U-2 project. I served a tour of duty in Alaska and at the School of Aerospace Medicine at Brooks AFB, TX, before being reassigned to the Aero Medical Laboratory at Wright Patterson. I retired in from the Air Force in 1979 and I am currently an Environmental Specialist for the State of New Mexico.

The first project that I was assigned at Wright Patterson was Project 7218, later changed to Project 7222. This project was first known by the name High Dive and then was known as Excelsior. The object of this project was to study the free fall characteristics of anthropomorphic dummies from balloons at altitudes of 50,000 to 100,000 feet. Following satisfactory dummy drops, Capt Joe Kittinger made a series of high altitude parachute jumps that culminated with a jump from 102,800 feet.

I assumed the duties of Project Officer for the dummy drops in the spring of 1956. I made numerous trips to Holloman AFB, NM, the site of the drops, from 1956 until the end of the project in 1959 (dummies were also dropped for this project at Wright Patterson AFB by personnel from the Parachute Branch). I wrote two technical reports that described the project in considerable detail. The type of anthropomorphic dummy used primarily was manufactured by Alderson Laboratories but we also used Sierra Manufacturing type dummies. Both of these dummies are shown in the technical reports. The Alderson dummy had facial features that were not life-like and ears that were not well defined. The dummies were outfitted with flight suits of various colors, fuchsia, olive drab, and sage green (a shade of gray). We chose the Alderson dummy because it was relatively inexpensive as compared to the Sierra dummy.

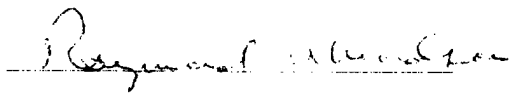
We encountered considerable difficulty dropping the dummies from the balloons. I designed the rack that suspended the dummies, two at a time, from the balloon. On numerous occasions the dummies were fouled during the release sequence and the dummy rode a "streamer" all the way to the ground. Other times malfunctions occurred that caused the two dummies and the entire rack assembly to descend to the ground as one package. Both of these instances are described in the technical reports.

I participated in at least two dummy recoveries. The meteorologist from the Balloon Branch, Duke Gildenberg, would determine the best place to launch the balloons depending on the prevailing weather conditions. Duke also predicted, with considerable accuracy, where the dummies would impact. I specifically recall a dummy I recovered near the Jornada test range, between Leasburg and Organ, NM. During this recovery I drove a weapons carrier and I was only able to locate one of the dummies, I never found out what happened to the other one. The next recovery I remember was on a ranch just southwest of Roswell. We were given directions to the area by the balloon branch personnel who had been contacted by a rancher. The equipment had reward notices taped to them to aid in recovery. We went to the Smith ranch. I remember the name because I went to New Mexico A&M with the rancher, I knew him as Smitty. We searched that day from horseback and could not find the dummies. The following day we resumed our search from horseback and again could not find the dummies. I also recall that Smitty asked us for some of the parachute material so he could make a shirt. We dropped many dummies from the balloons and I know many were not immediately recovered, but most were.

I served for twenty five years in the Air Force and most of those years were in the aero medical field. I participated in the space program and the highly classified early stages of U-2 program. Never during this time were "aliens" or "flying saucers" a part of any project. There were, however, countless achievements by the Air Force in aerospace medicine that were the result of dedicated scientific research. It seems likely to me that someone could have mistaken our anthropomorphic dummies for something that they were not.

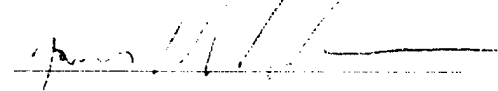
I am not part of any conspiracy to withhold or provide misleading information to the United States Government or the American public. There is no classified information that I am withholding related to this inquiry and I have never been threatened by U.S. Government persons concerning refraining from talking about this matter.

SIGNED:



Raymond A. Madson, Lt Col, USAF (Ret)

Sworn to and subscribed before me,
an individual authorized to administer
oaths, on this 20 day of June 1995
at



James McAndrew, 1st Lt, USAFR

WITNESS(s):

STATEMENT OF WITNESS

Date: 25 April 1996

Place: Aztec, NM

I Frank B. Nordstrom, M.D., hereby state that James McAndrew, was identified as a Captain, USAFR on this date at my home and do hereby, voluntarily and of my own free will, make the following statement. This was done without having been subjected to any coercion, unlawful influence or unlawful inducement.

I was on active duty in the US Air Force and stationed at Walker AFB, Roswell, NM from July 1951 until June 1953. During that time I was a pediatrician assigned to the base hospital. Following my tour of duty with the Air Force I attended the University of Colorado as a resident in pediatrics. In July 1954 I relocated to Farmington, NM and began a private pediatric practice. I retired from private practice in 1987 and became the Medical Director of the San Juan Regional Medical Center, which is also located in Farmington, NM. In 1989 I retired from that position and presently reside in Aztec, NM.

I have been shown two transcripts of interviews where an individual named Glenn Dennis described conversations and visits he claims he had with a pediatrician in the late 1940s or early 1950s in Farmington, NM. According to these interviews, Mr Dennis also claims that this pediatrician had previously served at the hospital at Walker AFB/Roswell AAF. Since I am the only physician in Farmington, NM who previously served at the Walker AFB/Roswell AAF hospital, I believe I am the person he is referring to in these interviews. I am confident of this because I know I was the first pediatrician to practice in Farmington, which when I arrived in 1954, was a small community of approximately 8,000 people. I remained the sole pediatrician there for approximately 20 years and I know most, if not all, of the physicians in the area.

Even though I believe I am the person Mr Dennis referred to in the interviews, I do not remember him. I can state with reasonable certainty that I cannot recall any conversations with him, and he, to my knowledge, never visited me in Farmington, NM, in Colorado, or anyplace else. I have been told, however, that a person named Glenn Dennis operated a drugstore in the late 1950s-early 1960s, just outside Farmington, in Aztec, NM. But I do not recall any contact with him there either.

While I was stationed at Walker AFB, I do not recall any incidents that may explain the information Mr Dennis provided in the interviews. To my knowledge there was only one fatal aircraft accident during my tour of duty and that accident involved a Walker AFB based aircraft in the United Kingdom. I was not involved in any aspect of that accident. I also do not recall any other incidents such as automobile accidents or house fires that may be the source of this information. Nor do I recall a nurse named Lt Naiomi Selff or a nurse named Capt "Slats" Wilson. While at Walker AFB I did not witness or hear rumors of anything that involved flying saucers, aliens, or anything else of an extraterrestrial nature.

I am not part of a conspiracy to withhold information from either the US government or the American public. there is no classified information that I am withholding related to

this inquiry and I have not been threatened by US government persons concerning not talking about this matter.

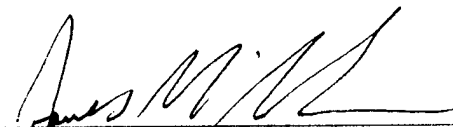
SIGNED:

Subscribed and sworn before, a
person authorized to administer oaths
this

25th day of April 1996 at Aztec, NM



Frank B. Nordstrom, M.D.



James McAndrew, Capt, USAFR

WITNESS: