

The Cape Kennedy-Kecksburg UFO Connection Part 1

By

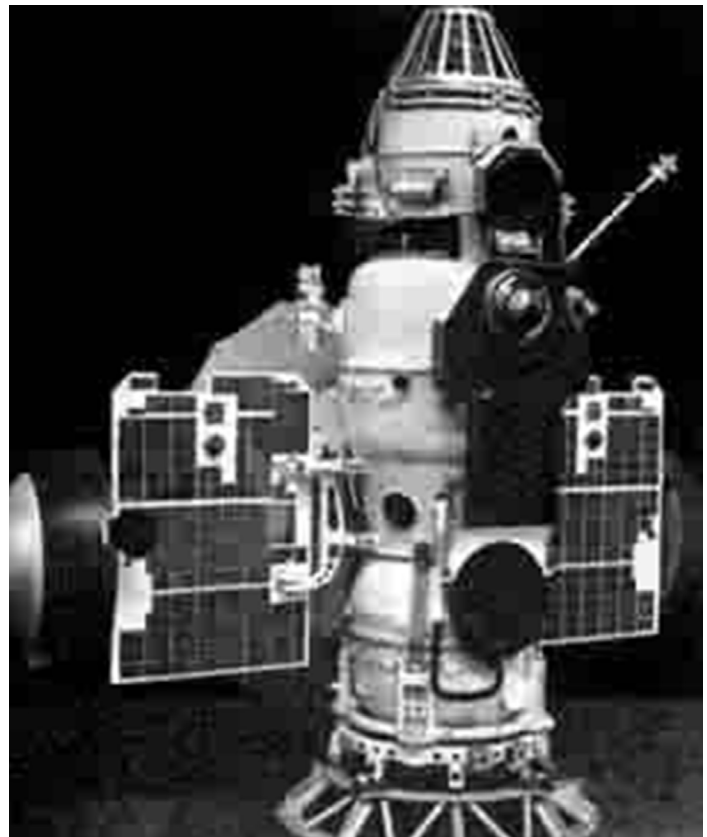
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Foreword: Please keep in mind that as you read this account of what happened at Kecksburg in 1965 that I have recounted it as accurately as possible from memory and I have drawn some of the information presented here from my notes that I kept. I vow that I was there when it happened and the parts of my information in regard to the investigation I made are accurate. I was assigned to investigate what came down there along with another NASA High Tech Director. We were in charge of making a technical report, and photographic assessments of what happened on December 9, 1965 in Kecksburg, PA. A UFO was reported to have crashed in the woods there by the local witnesses who saw it land. An investigator from Greensburg showed up named

John Murphy. He was the News Director of Radio Station WHJB who took photos and recorded eyewitness accounts of some of the people of Kecksburg on audio tape. They told him what they saw. I was told he made his own on-site investigation of it. He may have witnessed the U.S.S.R.



U.S.S.R. Venera 3 MV 4 (probe) Venus cone-shaped capsule

Venera 3 MV-4 Venus. It was an acorn-shaped capsule which was a maneuverable landing craft. It was a few years after his investigation when he was killed after being struck by an unknown driver while vacationing in California. It was a hit-and-run case that has remained unsolved. There was another radio host from KQV in Pittsburgh, Mike Levine, who reported over the radio what their investigator saw and was told it was a UFO.

The Kecksburg volunteer fire members were on the scene before other higher authorities were called in. They had located the spot where it went down and had taken a look at what crashed in the woods. You could safely say there were many eyewitnesses to verify the object had crash landed in Kecksburg on the 9th of December, 1965. Although when the object was loaded onto a flat-bed truck by the military and removed from the scene, the “official” U. S. Government story to the media was that nothing had been recovered from Kecksburg. The government agencies who were present to investigate what went down in the woods were the Pennsylvania State Police, NASA, DoD and the NSA. Please continue reading this eye-witness report to understand how the object has evaded the scrutiny of many investigative efforts that could definitely identify what exactly it was that landed at Kecksburg in 1965. I and my NASA team mate were sworn to secrecy. Here is the truth about the Kecksburg object from my perspective. I was officially there through my work in the ONI (Office of Naval Intelligence). This ONI office was located at Patrick Air Force Base which is South of Cape Kennedy. I was also officially working with NASA . We arrived at the crash site within a very short time after it landed in the woods.

In November, 1965 NASA Scientists, Engineers and Technicians of Cape Kennedy, Florida were preparing two powerful modified manned Gemini Titan II ICBM rockets for two separate record setting missions to be launched within days of each other. They were going to be launched from the same pad—Complex 19 where I was assigned. This feat had never been attempted, especially with two manned spacecrafts. It was an amazing mission and undertaking for our Cape launch crew.

The rendezvous of two manned NASA Gemini capsules was not the initial effort of an Atlas mission planned by the U.S.A.F. and NASA concerning the GT-6 and GT-7. The GT-6 was to have been launched earlier to dock with an orbiting Atlas Agena on October 25, 1965. But the

Gemini Agena Target Vehicle (GATV) launched by a modified Atlas ICBM failed to reach orbit. This caused NASA, U.S.A.F., Martin Marietta, the makers of the Titan II, and McDonnell Aircraft makers of the Gemini Capsule combined management team to completely scramble the U.S. Space Program Launch schedule. It threw all of us into a guessing game as to what was next in our race with the Soviet Union Manned Space Program which was earnestly in progress in the U.S.S.R. We had some problems to solve and we were confident that we would succeed.



The launch of the GT-7 from Cape Kennedy FL on December 4, 1965 from launch Pad 19.

James Webb, the NASA Administrator in Washington D.C., assured President Lyndon B. Johnson that the NASA/Military Industrial Complex team was at the Cape considering a very bold mission to correct the earlier failure of the Gemini Atlas Titan Vehicle (GATV) Launch. Johnson heard the unique proposal and understood the bold plan. He gave Webb his Presidential approval. We were “Go” at launch pad 19!

Back at the Cape, Joseph Verlander, Martin Titan Gemini Program Director for the Titan II, informed all of us at the Launch Complex 19 and the Gemini Launch Engineering Group of Walter Kollosch, Chuck O’Neal, Joe Hadlow and myself in Building 1605, that December would be a challenge which was never before faced by any launch crew at Cape Kennedy. We were going to make history. Meanwhile Joe



President Lyndon B. Johnson at the White House.

Verlander was meeting with Colonel John Albert, Commander of the U.S.A.F. Gemini Division of the 6555, which was the Cape U.S.A.F. Aerospace Wing, Walter Burke and John Yardley of the McDonnell Aircraft Corporation and other NASA managers were also in attendance. They all gave their “Go” for the effort to get the U.S.A. back on track in the manned exploration of space.



Mercury Astronaut veteran, Wally Schirra.

GT-7 was launched on December 4, 1965 with two astronauts, Frank Borman, Commander, and James Lovell, Pilot, flying their first mission for the United States. They were to be joined in space by Mercury Veteran Astronaut, Wally Schirra, Commander, and Tom Stafford on his first flight as Pilot in the GT-6A (a new mission designation). It was to be launched December 12, 1965. We were planning a space spectacular by having the two Gemini Capsules rendezvous in space and attempt an intricate and dangerous series of orbital adjustments to fly next to each other on a very close approach. This had never been attempted before. Four NASA astronauts and their lives could be at stake if there were the slightest mistake made while in a close orbit like this.

This was not a circus stunt typical of some Russian missions earlier. It was a very important demonstration of our ability to control two space craft's within a very close range of each other. This capability would have to be perfected to eventually send our Apollo Astronaut crews to the moon, land them, and then return the crew safely to earth. To accomplish all of this advanced technology, all personnel involved were honed to a sharp edge of accuracy, and trained to a highly proficient discipline required in each aspect of the mission preparation and launch.

On December 4, 1965; shortly following the launch of the GT-7, I had broken away from my usual duties during a late lunch break and driven over to the Gemini Mission Control Building to listen to the direct commentary up and down link from the GT-7 astronauts. I heard



NASA Astronaut Frank Borman repeated, "We have a bogey at 10 o'clock high!" to Astronaut Alan Bean, Cap Com at Cape Kennedy, FL.

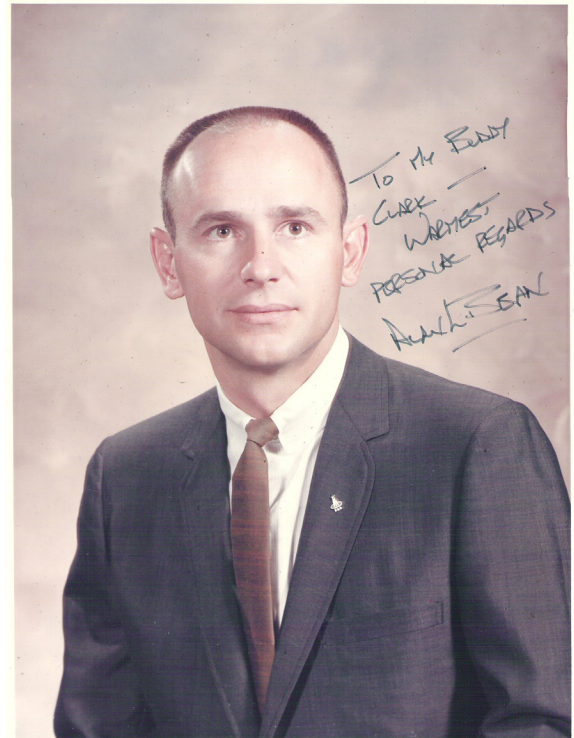
exchanges of conversation between Borman and Lovell with Astronaut Alan Bean who was assigned as Cap Com (Capsule Communicator) at the Cape Kennedy Air Force Station. They were already on orbit and were awaiting the second crew to be launched for the rendezvous with them in space. I was a friend of Alan and knew he would not mind my short term presence. However, John Yardley, a top Gemini Program Manager was staring over at my area and I wondered if he might say, "Clark, scram!" Alan said a few comments to me and realizing this astronaut knew me had apparently calmed Yardley down about my presence there.

It was during the second orbit of GT-7, I had heard Borman make a startling comment. He said, "Cap Com, we have a bogey at 10 o'clock high!" I immediately thought I had heard wrong. Alan Bean also questioned it and instantly said, "Say again?" Borman repeated, "We

have a bogey at 10 o'clock high!" Alan Bean looked a little surprised and said, "Gemini 7, is it a booster rocket (Titan II second stage rocket) or is it an actual sighting?" Then James Lovell replied, "We have several actual sightings!" The comment by Lovell where he emphasized the words "several actual sightings" was a key comment in identifying UFOs. My ears and those of other personnel in the Cap Com area perked up with this transmission from Borman that the GT-7 crew had sent. I thought, my God, am I hearing of a sighting of several UFOs in real-time? Could this be possible?

It was then I heard Bean again question the crew in an uplink, "GT-7, what is the estimated distance and size?" Lovell replied by stressing, "We also have the booster in sight!" With this comment it verified UFOs were being observed, whether alien or otherwise. My reaction was WOW they are tracking the booster and other unidentified objects. I was in anticipation of other exciting comments when I heard another statement come from one of the engineers at his launch control center console, "We have got some UFOs!" This was not a good comment to make with U.S.A.F. and NSA officers who were only a short distance away. It was then that NASA Astronaut Alan Bean muted out the open system commentary up and down link being received through the S-Band Transponder System. It originated from the Gemini 7 crew above and on orbit. I supposed Alan had received orders through his headset from NASA top management or even possibly from Colonel John Albert, U.S.A.F. Chief of the Gemini Launch Vehicle USAF Aerospace Division Wing, to immediately mute communications from being heard by all at the cape and keep it exclusively between the Gemini's crew and Cap Com.

I realized that the National Security clamps were in place through the military, DoD, NSA, etc. and additional revelations were now shut off. I had hopes that my friends at mission control would inform me later of what transpired after I left. At this point, I took leave volun-



To my buddy Clark. Alan.

tarily from the mission control area so as not to damage my future welcome at this facility. I waved a quick good-bye to Alan Bean and then I returned to the Gemini-Titan Complex 19. My head was still swimming with the astounding data I had the privilege to overhear. I was not sure who would believe me about this information. I kept it quiet and then finally released it, after I figured out a way to securely get it to Major Donald E. Keyhoe at the NICAP Headquarters in Washington, D.C. Our National Investigation Committee on Aerial Phenomena, NICAP Florida Unit-3 was under my direction.

Eventually we had 21 members in Unit-3. Each had a very important position within the group at the Cape. One was the Chief of NASA Astronaut Medical Operations, Flight Surgeon, Dr. Norman W. Pincock. Another member was Astronaut Medical Technician, John T. Teegan of the NASA Launch Site Medical Operations Office. Several were scientists from disciplines such as Physics, Astronomy, Mathematics and Aerospace Engineering. It included me with Wiley Robinson and John Hudden both of IBM. There was also a couple of very important Technical Secretaries. Many of the NICAP incidents involving NASA astronauts that were later released by Donald Keyhoe, in his books had initially been gathered by NICAP Unit-3 at Cape Kennedy and later at the Kennedy Space Center.

The only agreement I insisted upon from Major Keyhoe was that the members of NICAP Investigations Unit-3 must remain anonymous with NICAP, Washington D.C. Headquarters. Except for mentioning me by name in his book, "Aliens from Space", Donald Keyhoe honored that request from me. Other than this mention in the book he wrote I believe he did not mention me or the NICAP UNIT-3 again as he had been asked not to do. My website: www.stargate-chronicles.com had not been created until many years later on the Internet at the time this book by Major Donald Keyhoe was published. I have since then used the website to inform the world of the involvement I have had in this part of the UFO/ET investigative work through NICAP UNIT-3. This work was done while I was in the ONI and assigned to NASA at the Kennedy Space Center from 1958- 1992.

Two days prior to the launch of Gemini 6-A, Chuck O'Neal, Launch operations manager, who assigned me and my very good friend, another very intelligent Aerospace Engineer, Walter W. Kolloch, (now deceased) to assist in making certain that several very important modifica-

tions to the Titan-2 erector and especially the Gemini spacecraft white room which was the Gemini Astronaut capsule entry hatch service platform were totally functional. We had to make sure it could be hermetically sealed and as biologically clean as possible. A final inspection by NASA managers, U.S.A.F. Captain Gentile and Joe Hadlow, who was the Senior Gemini launch site engineer, were made. They then gave us a "Go" for launch with the critical events of the overall launch sequence having been accomplished. We all took a great sigh of relief for getting this done properly. Completing successfully this work is what allowed us to proceed with our planned duel launch of the Gemini-Titan space vehicles. This close fly-by of two manned crafts had never been attempted before by NASA or the U.S.S.R.

At approximately Noon on the afternoon of December 9, 1965 I was summoned to go to the Military Operational Phone System (MOPS). It was my responsibility to design these phone stations onto each level of the Titan II launch tower. They were located outside the Crew White Room on the Gemini-Titan service tower. The incoming call was from a friend of mine with the alias name of "Sam" who was an expert for the Radio Corporation of America (RCA). He was an expert electronics engineer and a very knowledgeable person concerning the worldwide space tracking network managed for NASA and the United States Air Force by his company. He was calling from a facility we called Tel-2, which was one of our large dish-shaped tracking antennas. One of which was located about three miles from our launch complex on the ICBM row. Sam was excited as I answered him on the phone. He said, "Clark, we are monitoring the GT-7 flight on orbit and all is going well so far other than those unknown objects witnessed by Borman and Lovell during orbit. I am sure you are aware of them by now." He continued, "But, NORAD and the DoD are now taking command over tracking other objects that are up there with our guys and they're apparently at a distance from the GT-7 orbital path. Everyone here was taken by surprise when they initially showed up over the Pacific Ocean and it's anybody's guess what they are. I'll call you later with an update if any arise. Oh, by the way, they don't think it has any connection with the earlier bogey reported by Borman and Lovell." I then asked him to see whether NORAD had made any indication that it conceivably was a Soviet craft launched without prior announcement and reported by our intelligence network in the Central Intelligence Agency, National Security Agency, and Office of Naval Intelligence (CIA, NSA, ONI). I also asked him to pick up any unusual jargon, acronyms, slang, etc. and to call me when he had a break. Then I returned to my mission preparation assignments at the Titan-II Gemini

Complex 19.

Later, Sam called again. He said, “These damned objects have not been recognized as anything of ours or Russian, at least not officially! Although they admitted that the Cosmos ‘96 is on orbit and it was identified as a failed Venera Venus Planetary mission. It was reported it had apparently experienced a malfunction on orbit a few weeks ago. They did verify again the earlier sighting of the bogies by Frank Borman and Jim Lovell. It appears that the NORAD evaluation noted the bogies could be the remnants of the same U.S.S.R. Venera objects; or at least similar, and are still under study. They were not calling them UFOs—at least not with that terminology. And get this: they’re now being tracked proceeding over what appears to be Western Canadian airspace. The main segment is flying as if under some type of orbital flight control. It’s anyone’s guess what this orbital object might be.”

We exchanged a few comments on the GT-6A mission launch preps and I told him I was nearing the end of my shift. I said I would stop by at his RCA Tel-2 station for a personal update on my way home. My workday ended at about 5:00 P.M. and my route home took me near the Tel-2 tracking station where I met Sam outside the security checkpoint. As he approached me I could see he was excited. He exclaimed, “Buddy you’ve got to hear this! The larger remnant of those things up there appears to have the unique technical capability of slowing down and speeding up along with being able to alter its course on orbit. It actually changed its direction when it appeared to possibly be preparing to descend.” I was surprised and also excited to hear this, but what hit me was that it was observed to possibly be preparing to descend. Neither the U.S. Space Program nor that of the Soviet’s Space Program; as far as we were aware, had a maneuverable and what we assumed was an unmanned satellite. Or was it unmanned? The Russians had lost while on orbit in the past some Cosmonauts. This was during their earlier space flight missions. This was something very special and important to stay on top of while the strange craft was still being monitored. NASA needed the advanced capability demonstrated by this object they were tracking for their future landing on the moon. It was scheduled to begin on July 20, 1969 with the launch of a manned Apollo 11 mission. It eventually launched on schedule with Astronauts Neil Armstrong and Buzz Aldrin who landed on the moon. Meanwhile Astronaut Michael Collins was the one who would be remaining on orbit around the moon. A huge milestone was set for NASA during this historic first landing on the moon by mankind.

Then Sam said he heard a lot of NORAD chatter (communications) exchanged and some strange jargon. As the object began to approach a suspected landing or crash site on earth, the NORAD group began to transmit in code. Sam did say that he caught a few bits and pieces of their coded voice transmissions and thought he heard a garbled comment of “Group Alta or Ultra” and what appeared to be a possible location of “D.C.” was allegedly mentioned.



Army Flatbed truck showing the acorn-shaped object loaded on it for secret removal from Kecksburg.

He said he heard just a few minutes later at about 4:40 or 4:50 P.M., “Impact-Object down”. He told me he also heard some garbled data along with some commentary about a military deployment for a recovery. Sam said, “The world tracking net indicated it fell somewhere east of Pittsburgh, Pennsylvania in a small town named Kecksburg.” I said, “Where?” He repeated his statement. I said, “My God, that is my birthplace!” My reaction was, “Wow!” I still maintain contact with an expert UFO Investigator who was living in the area at the time this happened. God knows how excited I was to hear him say this to me. My belief that extraterrestrial life is visiting our planet was generally known throughout the space community of people who were both on and off the property of the Cape.

As I prepared to drive home, I was planning what my next action would be. I thought a call to my friend, Robert (Bob) Schmidt, who was and still is an avid and intelligent UFO investigator, amateur astronomer, optics expert, writer and NICAP member would be my first source. He could perhaps drive to the location of the object’s impact. I located a phone at the North NASA Security Badge Office and I placed a call to Robert Schmidt, my friend. I assumed he would be on top of the incident from the start. Bob answered the phone and as I had expected, he was monitoring the crash of the UFO in Kecksburg, this is a small town near Greensburg, Pennsylvania. He explained he had the flu and could not drive the approximate 40 miles to the

crash site. He said he had heard the term; crashed UFO, in Kecksburg by the news announcer, Mike Levine, on radio station KQV in Pittsburgh. This caught his total attention. One of the field reporters at KQV travelled to Kecksburg and reported what he saw to Mike Levine. Levine said that a military officer in charge at the Kecksburg recovery operation stated to his field reporter that they had a UFO on the ground in that area. Schmidt said he continued to monitor the events all day and the term UFO was never heard again.

He said he found the initial use of the term UFO unusual, especially with the almost instantaneous military security curtain that was apparently in place. It was an urgent military response. The word UFO was absolutely not in the U.S. Military or NASA vocabulary. This was a word that is considered absolutely taboo! The term, UFO, was rarely used to calm a public outcry as to what was building at Kecksburg, Pennsylvania. At times using this term has been done by NASA and the Military to hide the actual cause of an incident. Such was the case of its use during this incident as it happened in Kecksburg on December 9, 1965. Especially evident as such a use if our latter investigative efforts would reveal this craft to be an errant U.S.S.R. nose cone of an ICBM craft they manufactured. We just were not sure when we arrived initially what we would find there. This so called UFO was not what the NASA, NSA, DoD, ONI agencies recovering this object found at the crash site. However, they reported it as a UFO in the news and then after the Military team and other High Government Officials were retrieving what was at the crash site, they denied to the public and in the press that there was anything there to be found. It was closely investigated by the Military and found not to be an errant warhead loaded onto a maneuverable craft which they could guide at will anywhere on earth. It was coming in over the Northern Hemisphere toward



UFO expert Robert A. Schmidt who told me “UFO in Kecksburg” is what he heard announced on the radio on December 9, 1965.

the U.S.A. so it had to be promptly secured from the public while the source of what it was and where it came from was being investigated by our National Security Forces in the Military and from National Agencies originating in Washington D.C.

It absolutely was part of a U.S.S.R. acorn-shaped nose cone which belonged to the failed 3 MV-4 Venus Venera Space Probe. The acorn-shaped nose cone orbital launch platform was blown into many smaller pieces by an explosion and was torn apart in orbit. The Venera payload was an advanced Soviet/German interplanetary spacecraft and had a capability to be guided and landed by remote control, when it reached Venus. As an attempt to recover it after the failed mission to fly to Venus, it instead was remotely controlled upon re-entry of earth to the area of Kecksburg, PA. It was controlled by the U.S.S.R. to hopefully land safely in a sparsely populated area. The U.S.S.R. lucked out as it happened.

The U.S.A. and the U.S.S.R. had agreed to return any recovered space vehicle debris to each other respectively as their space property. The U.S.S.R. had previously retrieved and returned an Apollo test capsule which was the BP-1227 that they securely held at the Murmansk Military Base and was brought back from there by the U.S. Navy to the U.S.A. This recovered Venera Soviet craft was very important to the NASA/ DoD and would not be returned. In doing so, the U.S.A. had broken their pledge to the U.S.S.R. We needed this advanced technology in our race with them to be the first to land on the moon and return safely home. Our Nation is no angel on earth when such advanced Russian/German technology was recovered and used to land our Apollo missions on the moon. The USA/NASA had no choice, but to keep it Top Secret about this recovery of a Soviet failed mission on its way to Venus when something went wrong before it left on orbit of earth to Venus.

Bob Schmidt had intelligently assessed that the term UFO may have been another unique method to use a “decoy word” to cloak the actual event. Using the word UFO would remove any possible suspicion by the government Brain Washed Public that it may have been a laughable UFO and not an aerial event that the Soviets were testing as a potential delivery of a weapons system. Could our enemies in the U.S.S.R. have been using an advanced technical intrusion of our air space for a possible orbital warhead test? Although it was determined after further investigation by our NORAD military world tracking of objects and other agencies charged with the security of the U.S.A. to exclude this possibility of an errant Soviet Union SS-6 (an R-7) ICBM.

It was not likely, but, this was the contrived scenario behind the supposed UFO that landed in Kecksburg. It was always a possibility with the cold war dangerously in progress during that period of our national history in 1965. That was still held as a public fear since the Cuban missile crisis had only been resolved two years prior in 1963 and the space race was in such a heated competition between the Soviets and the U.S.A. We won the race of being the first to successfully land men on the moon and return them safely home, the achievement was made in 1969 by NASA Astronaut Neil Armstrong, Buzz Aldrin, and Michael Collins in Lunar orbit accomplished for all of the at least five or more star races now on earth. They who were brought to this planet as a way to colonize their species on our rare globe we call planet, earth.

Soon thereafter, I was approached by the North security gate guard of NASA as I began to leave for home. He was a friend of my family, Vince McGourty from Pittsburgh and held a position as a Pan Am security guard (Now deceased). He told me I needed to return to my office area at the NASA Headquarters Building as soon as possible (ASAP). He said that a high NASA Security Manager (who is now deceased) had summoned me to return there. I wondered why.

When I arrived at the NASA Headquarters building I found out what he wanted. I was met there by a good friend of mine. He was a high-level NASA High Technical Director. He will remain unnamed although he passed away years ago. This is to protect his wife who may still be alive or other family members who may be reliant on his retirement and health benefits. He said, "Clark, get your clip board/tablets, pens, winter coat, high boots, sweat shirt, heavy socks, gloves, NASA hard hat and two pair of your NASA white coveralls. Immediately call your wife, tell her you have been assigned an important job on the GT-6A mission. Say nothing else, OK?" I agreed. I called my wife and said I will be home tomorrow afternoon for sure. She said OK. I said I loved her and the kids. She responded with a similar comment. The high NASA Technical Director then made a statement to me that will always remain in my memory. He said, "We are flying to a small town in Western Pennsylvania." I quickly asked whether it is Kecksburg? He looked surprised and said, "My God, what a mind you possess, Clark. Yes; it is Kecksburg, how did you know?" Then he smiled. I quietly said, "I have been monitoring it through my friends at the RCA Tel-2. I quietly thought, yahoo, I am going to go to a UFO crash site in my own backyard of Pennsylvania. He said, "NASA knows it is near your birthplace." I said, "Yes, sir, I was born and raised in Pittsburgh which is very close to Kecksburg, PA. Sir, I know much in this

area of UFO/ET expertise.” He shook his head in amazement and said, “Yes, we all at the Cape realize that.”

We were soon both taken to the Cape Kennedy aircraft skid strip, in other words, the airport runway. We boarded a small jet plane. It was a NASA twin-engine Lear Jet aircraft that could carry 6 people. It had a two person crew, the pilot and co-pilot. We took off at great speed. We arrived shortly

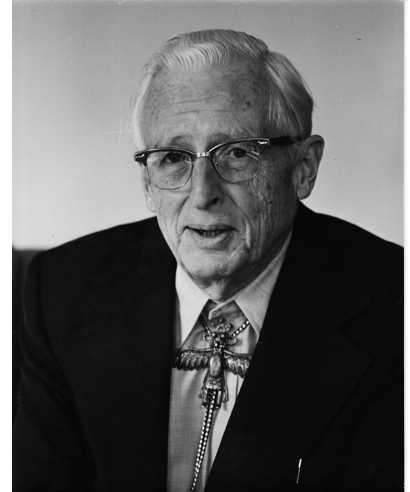
afterward at about 6:50 P.M. in Westmoreland County Airport which is in Greensburg, PA. It was dark when we arrived. This was before it was renamed the Arnold Palmer Regional Airport. A military car and driver was awaiting our arrival to take us where we needed to go.



Kecksburg PA, where the acorn-shaped object fell.

In a very short time, we arrived in the town of Kecksburg. I recall my astronaut watch read about 7:05 P.M. (plus or minus a few minutes). We observed some military units closing off certain streets. We arrived at the Kecksburg Volunteer Fire Station and a person named James Mays introduced himself as the Assistant Volunteer Fire Chief (now deceased) and another man, a volunteer fireman. I was wearing my NASA hard hat and he obviously recognized us as NASA. Then a person who said he was from Washington D.C. and was also a member of National Security Agency (NSA), asked us both to follow him. He did not give his name to us. We did not ask him to do so. We donned our NASA white coveralls, boots, gloves, etc. in a nearby shed and were ready for an experience of a lifetime. I had an early version of the future NASA Moon camera, a Hasselblad, with me. We used it for extensive photo coverage. My NASA partner and I were both taking important written notes to preserve our visit. We also recorded notes on two small GE tape recorders we had brought with us to use while there. We used various methods that included hand written notes, drawings, photographs and audio tape recordings as a means of securing our history for the DoD, NASA and a special group of scientists that I would later be informed were called MJ-12. At that time I was not aware of this group, but in later years I met a group called MJ-12 (if it exists) several times on their visits to KSC. They were:

- Lloyd V. Berkner
- Detlev W. Bronk
- Jerome C. Hunsaker
- Dr. Donald A. Menzel
- Dr. Vannevar Bush
- Dr. Luis Alvarez



Dr. Donald A. Menzel,
MJ-12 member.

I quietly asked my partner why I was chosen to accompany him on the mission. He said, “Clark, NASA secretly recognizes you and others as the NICAP UFO experts and with your overall knowledge of space science and our rockets; and those of the U.S.S.R., NASA was informed by several German scientists that you would be the best choice of anyone to send on such an important trip.” He smiled. I was proud to hear his comments to me.

At Kecksburg we followed the NSA person and were introduced to two members of the U.S. Army. One was a bird Colonel and the other was a single star general. No names were exchanged by them during this entire event. My partner and I wore our NASA name badges and no one had to guess who we represented. We entered a U.S. Army vehicle, drove about a mile

or more and then got out and walked a wooded trail until we came upon a growth area of large trees. I immediately said to my partner, “Look sir, there are trees that have been damaged, broken from above.” Then all of a sudden there it was, not too deeply dug into the soil. It was among downed trees and was a large craft of as yet unknown national origin. It was in view for all to see. It was about the size of a small compact car. I was ready to photograph it when



It was among downed trees and was a large craft of as yet unknown national origin.

all of a sudden an armed guard said stop. The NSA person said it is okay. The Army guard stepped back and saluted the two DoD officers after this intervention from the NSA officer. I began to photograph the craft. My NASA associate and I took many notes and photographs. It was approximately 12 feet long and about 6-7 feet wide in diameter. At the base of it, below the acorn nosecone, it had a raised shape with markings, strange childlike scribble on it. I had my sharp pocket knife and tried to scrape a sample of the metal in an attempt to obtain a small sliver of the metal for later laboratory analysis at the NASA Value Analysis



“It is like unintelligible child-like scribble, sir.” He agreed.

Lab at the Cape. I tried several times to obtain a metal sample. I failed in doing so. The armed U.S. guard asked me, “What are you doing?” I stopped my efforts. The metal was not bronze, but was the color of dark bronze. It may have been made from titanium or even a metal not as yet known. I could not prove it, but my knife blade was dulled after trying to scrape a sample from it, whatever it was. I photographed the band that stood out from the main body of the craft and it circled the diameter of it. I photographed those strange symbols that were possibly writing. It was not Egyptian hieroglyphs or any other language I was aware of. I sketched a few of the loops, lines and symbols I could see in my notes and I also photographed them. I said to my NASA team mate, “It is like unintelligible child-like scribble, sir.” He agreed. I said, please give our photos of it to our language experts at the Cape.

More than 47 years have passed since the incident happened. I cannot recall what all of the various scribble-like writing on the craft was made like. I did not know at the time and I will not guess now as to what language they were mysteriously shown as or what even the scribbles on it appeared to be representing. Some may have questions concerning why I have not released the Kecksburg chapter earlier. My answer to them is I voluntarily kept quiet about my being there because of a high secret security clearance I held for my work at NASA with ONI. Read the final page of this chapter on part 2 for all we gathered and what has happened to it that highly angers me to this day. Despite the possibilities discussed of what it was, it seemed

easier to explain away this incident publicly as a laughable UFO landing to the media because it also served to keep everyone misinformed of what was really going on in the woods of Kecksburg, PA. This object being called a UFO was used as a type of a cover story to keep secret what had happened. This illusion or lie was created by the National Security Agency, Department of Defense and NASA/ONI to allow our team to work to resolve this incident in the best interest of public safety. I was a member of this team who went along with the illusion of it being called a UFO. As a now 64+ year experienced expert in recognizing all types of aerial craft, it was apparent immediately to me what it was. I explained to the other members of this team what we were looking at was in my opinion the U.S.S.R. made acorn-shaped craft. I had prior knowledge of what to look for from the German Scientists and engineers at NASA. It was the same one that had been reported as failing in orbit to earth on the failed launch to Venus of this space probe. This is what we were looking at in the woods of Kecksburg; I had no doubts about that. It was launched to be used for exploring that planet, but went off course and landed here in my backyard of Pennsylvania. So calling it a UFO was proper. We did not think that announcing it as a UFO would cause much public alarm. The possibility existed it may be a terrible threat of a Soviet nosecone with a nuclear warhead. This possibility of its origin would have raised public alarm at what had been discovered. The public would laugh off a UFO crash without a doubt, but not an enemy ICBM warhead threat! Remember that only two years prior; we were locked into a possible nuclear eruption of WWIII caused by the Cuban Missile Crisis of October 1962. The world was still psychologically on edge over that extremely dangerous threat to global peace. I was deeply involved with this threat when at ONI at Patrick AFB we went on DEF CON-3 on October 22, 1962. This was during my assignments researching what is called, The Silver Bug. A German high altitude bomber to strike the USA prior to the end of WW II. The confrontation with the U.S.S.R. during the short-lived term of the John F. Kennedy Presidency ended horribly with his assassination on November 22, 1963 in Dallas, Texas.



President John F. Kennedy.

My father, Clyde C. McClelland, had a high NASA clearance for the DoD and U.S.A.F. nuclear storage areas maintained at the Cape. He heard that we were planning to place nuclear

warheads on several ICBMs and IRBMs had the ships of the U.S.S.R. carrying rockets to Cuba not been turned back there. I was aware that two, three or more U.S.S.R. submarines were off the coast of Cape Canaveral armed with nuclear tipped torpedoes. We came very close to WW III in 1963. This ends Part 1 of 2.

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