

The Cape Kennedy-Kecksburg UFO Connection Part 2

By

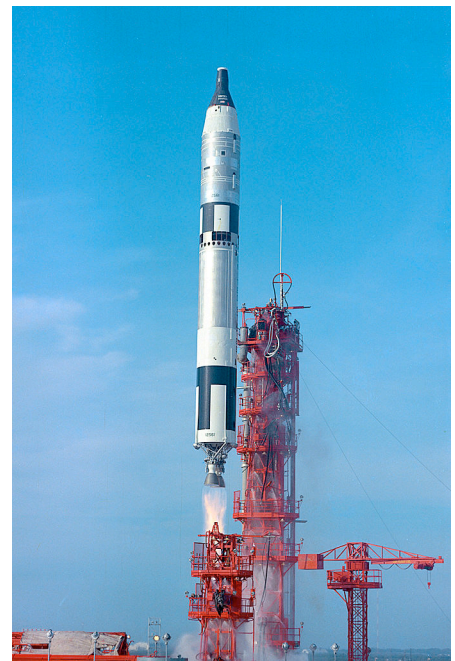
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In 1965 we had a NASA orbital mission in progress to work on. When the Cuban Missile Crisis ended in 1963 we felt relief by the decision made by JFK and Khrushchev. It allowed us to go back to work with our mission plans. We all drew a breath of relief over this decision. WW III was delayed for the time being and we had hopes it would never happen.

Soon after our return to Cape Canaveral from Kecksburg in the late hours of December 9, 1965 we attempted a launch of GT-6A on December 12, 1965. A last second malfunction with an errant umbilical disconnect occurred. It was the critical quick thinking of U.S. Naval Aviator and Astronaut Wally Schirra that saved the day with his instantaneous decision to not launch and to abort the Gemini Capsule escape away from the top of the Titan II rocket booster. It would have been quite a jolt to Wally and his team mate Tom Stafford to undergo prior to an unintended main engine ignition and lift-off of the large Gemini Titan II booster rocket had they remained on top the malfunctioning rocket. It would have fallen into the Atlantic Ocean. Thankfully to him a disaster was avoided and did not occur. This happening otherwise would have caused our Gemini Program to be thrown into a seriously long delay. As it happened, the launch was "scrubbed" a split second before a launch-commit



Launch of Gemini GT-6A on December 15, 1965.

and we lucked out of a potentially threatening and possibly disastrous situation! Wally and his swift decision-making made him the “miracle” man of the day. We all thanked Wally in our own way inwardly for his action to save the mission from disaster. I was able to thank him personally when he later returned to our Complex 19 Launch Crew and others to thank us for our participation.

On December 15, 1965, GT-6A was finally launched successfully and performed the first rendezvous within feet of another orbiting space craft, the GT-7. The American Spirit once again prevailed as we saw the safe return of both crews following this magnificent triumph in Space history. Yet the question of what Astronauts Borman and Lovell saw on orbit still remained a mystery. What were the unknown objects they had seen? We were left to wonder, was it the several segments of the failed Soviet Venera Venus spacecraft? This and other information of a deep and serious nature is lost in the Archives of U.S. Federal Agencies, NASA, and Department of Defense top secret vaults they maintain. Even through the Freedom of Information Act a person would have a difficult time getting in any readable form what I am telling you here as having happened during the Kecksburg incident in 1965. My team mate and I were there from NASA when it happened. We were who helped to investigate the object that landed in the woods of Kecksburg, PA.

What happened there is still for many an on-going UFO mystery to present date: December 9, 2012. It has persisted to be an incident unsolved as far as answering with any certainty what crashed there 47 years ago to date. The leading authority concerning this case is a friend of mine from Greensburg, PA. whose name is Stan Gordon. Stan pursued his investigation with hopes of proving the object to be an Alien Starship from space (out there). It was not. Believe me, Stan, I wish it were the case. Stan has accomplished a remarkable job of investigation, research, analysis, and plain grit on this Kecksburg case. He deserves credits for his long, exhaustive efforts. Stan has informed me he will continue to pursue his beliefs. I support his efforts in doing so.

I am now presenting my own conclusions which are drawn from my own personal experiences at Cape Canaveral in Florida and while at Kecksburg, Pennsylvania on December 9, 1965. These conclusions are based in facts I found to be true as a result of our NASA on-site investiga-

tion at the Kecksburg crash site. They are included here to inform those who were not there as to the actual facts I found in person that prevent this assumption about it being an alien craft and help prove why this theory is not true. It was not a landing caused by an alien space vehicle from another star system. It was an interplanetary craft manufactured in the U.S.S.R.

On the day when the Kecksburg Incident happened, I was informed by ONI that the Soviet Union had made an earlier statement that was confirmed about its failed Venera 3 MV-4 Venus Spacecraft that was launched on November 16, 1965 from the U.S.S.R. Baikonur Launch site. They reported that their craft had experienced a damaging failure of the support Venera launch platform on orbit. It was an important mission to the planet Venus designed for a soft landing attempt on the surface of that planet. The 3 MV-4 Mission had an explosion on orbit and the interplanetary effort was lost. The mission designation was immediately changed to be called the Cosmos '96. That was the normal practice of the U.S.S.R. It was a Kremlin political order to "save face" and not have to admit that their rocket science was faulty and other than perfect. After all, communism from their view point was far superior to any democratic system on earth. This was according to Khrushchev, Stalin, Lenin, Marx, etc. The world would later learn of their mistaken political folly with the orchestrated fall of communism witnessed by the world when the Berlin wall was taken down in the year of 1989 during the Reagan Administration.



Nikita Sergeevich Khrushchev led the Soviet Union during part of the Cold War. He served as First Secretary of the Communist Party of the Soviet Union from 1953 to 1964, and as Chairman of the Council of Ministers, or Premier, from 1958 to 1964.

At Cape Canaveral our RCA worldwide tracking experts and my friend Sam witnessed

the many segments of the orbital launch platform for the Venera (later called the Cosmos '96) as it re- entered the atmosphere of earth above Canada, Michigan and Ohio. Finally, the 3 MV-4 Acorn was guided into a soft landing in Kecksburg, Pennsylvania on December 9, 1965. It was trailing a few large segmented pieces due to the explosive destruction of the craft orbital platform during atmospheric decay. The consequential break-up through the extreme heat and speed of travel through the atmospheric friction of earth ended this mission, but not in the usual method of a dying craft speeding through the upper atmosphere of earth. RCA engineers told me that the Venera Venus Lander lagged behind the many pieces of the orbital launch platform. The Venera appeared to be mysteriously adjusting its eventual reentry through the atmosphere of earth. Yes, it was under the control of the U.S.S.R. Mission Flight



Dr. Kurt DeBus, Director of NASA.

Control. This object was controlled by the technical expertise of the Soviet Space Advanced Technology Division and very heavily influenced by German intellect from World War I I. These scientists went to work in the U.S.S.R. following the war. Just as many of our German scientists at NASA did when World War II ended. Dr. Wernher von Braun, Dr. Kurt Debus, and many more scientists from the German occupation of Hitler ended up here after the war.

The Venera Venus 3 MV-4 Acorn was not part of the initial reentry above Canada. It remained lagging behind on orbit a considerable distance behind the orbital launch platform pieces and did not decay at the same rate as those earlier segments of the overall space craft debris. It is reported the 3 MV-4 Acorn segment re-entered the atmosphere at approximately 4:40-4:50 P.M. E.S.T. This was the same time of the object that impacted Kecksburg according to the RCA Tel-

2 crew at Cape Canaveral, Florida. Various reports by many Canadian and other sources of eye witness accounts confirmed this observation by the RCA Tel -2 crew, although some of the earlier Canadian and other eye witness reports were attributed to a meteoric event or phenomenon taking place above Canada on the day of reentry of Cosmos '96. There were Canadian reports that confirmed they observed meteors at about 4:45 P.M. E.S.T. This was approximately the same time the Cosmos '96 was reported to have re-entered the atmosphere. It was then shortly thereafter it made a soft landing in Kecksburg, Pennsylvania according to NASA/ DoD/RCA sources who were capable of tracking it there. When I arrived on the scene that same day; in the evening, I can assure you that the acorn-shaped nosecone is what I witnessed and photographed lying in the woods at Kecksburg, Pennsylvania on December 9, 1965. If it was this acorn segment of the intended Venus Lander then it may have had the remaining technically advanced and continued capabilities to be remotely controlled from the U.S.S.R. Or it could have been a mission control ship at sea used and guiding it to a safe and soft impact through the atmosphere of the earth as it had been engineered to do after traveling a great interplanetary distance to Venus. It was maneuvered into reentry position by a Reaction Control System (RCS). Unseen small outer rockets that may have been hidden behind protective openings for the safety of their important use were evident as inside tightly opening seams on the outer panel of the craft I saw in Kecksburg. These rockets could be used to assist in landing the probe on Venus and used for re-entry when the mission failed, consequently, landing in Kecksburg under controlled descent.

It was definitely an expertly managed reentry as it came through the atmosphere of earth. This may have been done in an effort to land as far away from a populated area as possible. If so, little or no damage from impact was sustained as witnessed at the Kecksburg forest recovery site, which was pure luck. The witness accounts gathered by Stan Gordon indicated it approached at a slow speed and apparently was capable of directional changes. Very little damage to the craft was reported when the witnesses briefly saw the craft resting at its landing site in Kecksburg. DoD, NSA, and our team representing NASA confirmed it was amazingly hardly damaged. Yes, the U.S.A. received a large number of those Germans, but, the U.S.S.R. also had their share of German expertise following the war, too. The Die Glocke was shared technology in the U.S.S.R. and the U.S.A.

From what I recall during that day of activities at Cape Canaveral and at the Tel- 2 track-

ing station with Sam, the NORAD Space Defense Command in Colorado was very much aware of the Venera 3 MV-4 Acorn configuration and its apparent planned and maneuvered re-entry over parts of Canada, Michigan, Ohio and Pennsylvania. The quick response of the military recovery group on site at Kecksburg is absolute proof of NORAD having a projected and possibly an estimated impact target site throughout there- entry track of the 3 MV-4 Venera - Cosmos '96 vehicle over the Pacific Ocean and onward. I suspect it was possible that as the U.S.A. NORAD facility was tracking it from Cheyenne Mountain in Colorado that they were informed by the U.S.S.R. of the orbital position of the Cosmos '96. It is also possible that they informed them of its directional heading and of a possible or eventual re-entry landing near Kecksburg Pennsylvania on December 9, 1965. This was done to expel any threats associated with a possible Soviet nuclear warhead that may be heading for the U.S.A. This action by the Soviets would be necessary to allay any fears of a potential threat that might otherwise have initiated WW III.

To indicate how the public is kept out of the "real" news loop, did any of you notice the Matt Drudge news site on or about March 9, 2003? Matt had a brief news article posted indicating that a North Korean rocket nosecone had been reported as recovered in Alaska. How many of you read or saw that post? It was only briefly on his news site and I did not find it on any other major news source. Who or what Federal Agency (NSA) ordered it removed? Was it the Pentagon, NSA or the both? Realize that you are basically kept entirely in the dark for national security reasons. It has been a normal practice at least as far back as the beginning of our National Space Program and for many decades before where it involved the Atomic and Hydrogen Bomb development, secret aircraft manufacturing such as SR-71, Stealth aircraft such as TR-3B, etc. and the Roswell crash along with other recoveries kept secret. Not one of the major news corporations such as CBS, NBC, ABC, CNN, etc. have as far as I know ventured to report this type of news to the public when it was happening. A good reason why may be so they can maintain the secrecy about how taxpayers fund black projects, but they cannot be informed about them in order to protect the interests of National Security. You are all kept stupid for this purpose. Wise up America.

Following the swift NSA, USAF, US Army military recovery of the object at Kecksburg, it was placed under a large tarpaulin and taken by flatbed truck with a military escort to an Air Force base in the area of Columbus, Ohio. Stan Gordon did later identify the base where it was taken to be that of Lockbourne Air Force Base. I verify that statement by Stan to be true.



TR-3B sighting in Belgium.

It went from Lockbourne to Wright-Patterson Air Force Base near Dayton, Ohio. This base was the home of the Air Materiel Command and of the legendary Hanger 18 where alien craft have been reported to have been seen stored. Wright Field was later named Wright-Patterson Air Force Base in 1947. It has been and most probably still is a major receiving hub for Black Project Operations to this very day. A friend of mine, Lt. Colonel Robert Collins, who worked at W.P.A.F.B. for many years has disclosed in his book “The Black World of UFOs: Exempt from Disclosure” much about the underground laboratories located below the sprawling base at Dayton, Ohio. He is a very articulate Author, Writer, Consultant and Editor whose disclosures in his book agrees with my knowledge of this underground structure at WPAFB. There are many of these underground laboratories with ET storage units that contain secret facilities and ET corpses; as well as their crafts, tucked away from prying eyes. Senator Barry Goldwater, whom also later became a Presidential candidate, was refused entry into these top secret ET storage

units even though he had a Top Secret clearance with the military. Goldwater said to me “he was upset” with this military refusal.

A question about the US Army’s story of the so-called “accidental death” of General George Patton looms in my mind. Was it actually accidental? I do not believe it was an accidental truck-car collision that happened in Germany requiring the General to be admitted to the hospital where he died. This is why I based my conclusion of it not being accidental on the fact of him sending both the Die Glocke (Bell) and Nazi General Kammler to the U.S. who had intimate knowledge of the Die Glocke Project being conducted in Germany prior to the war ending. Kammler ended up being sent to W.P.A.F.B. And with this scientist in place there; this was what led up to the Venera 3 MV-4 also being sent there for inspection after it was recovered in Kecksburg, Pennsylvania on December 9, 1965. This has proven to me a probable cause to think that General Patton’s “accidental death” was not so accidental. This assumption lends credence to an interest of the Americans in not having a witness as to where Kammler went. I saw both the Nazi S.S. General Kammler and Knemeyer in the office of Kurt Debus in 1969. Kammler did not die in WWII. He was brought to the United States with the assistance of our great U.S. Army General George Patton. It was General Patton who had him brought here under a false name and delivered to W.P.A.F.B. along with the Top Secret device called Die Glocke (the Clock). This was a Top Secret Antigravity Device and possibly a time machine of Nazi Germany.

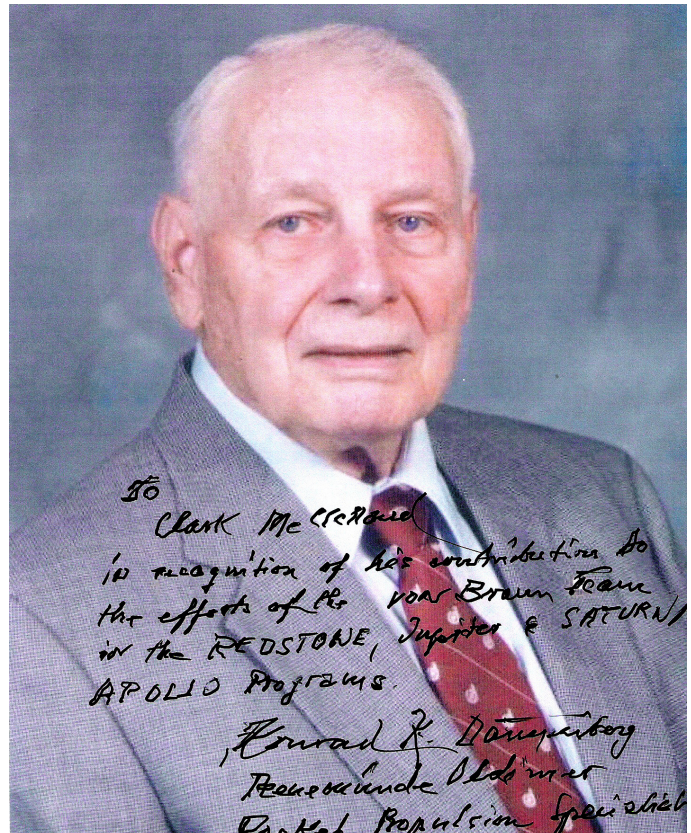


General Dr Ing. Hans (Heinz) Friedrich Karl Franz Kammler (26 August 1901 – May 1945?[1]) was a civil engineer and high-ranking officer of the SS. He oversaw SS construction projects, and towards the end of World War II was put in charge of the V-2 missile and jet programs.

The Kecksburg Acorn object was dissected and researched for re-entry capabilities, heat

shield, propulsion, engine, a possible crew spaces, and other advanced technology with a fine toothed comb. A former high ranking German scientist and expert fighter pilot, Siegfried Kne-meyer, former RLM the Third Reich Aviation Ministry Chief was assigned with and many others to Wright Field advanced research for back-engineering and for their expertise following arrival in the U.S.A. He and Dr. Wernher von Braun and their Paper Clip group of scientists arrived in 1946. He was a respected scientific colleague of those Germans at Marshall Space Flight Center in Huntsville, Alabama, Wright Patterson Air force Base in Dayton, Ohio, and those who worked along with me at Cape Canaveral, and the Kennedy Space Center, Florida. Dr. Alexander Lip-pisch and Dr. Hans Amptmann were both initially involved with developing the Vertical Take-Off Landing (VTOL) and they were also Delta-Wing Aircraft pioneers in Germany. Note our delta wing aircraft in the USA after WW II was designed by them.

There were many others who were involved with the development of our space program such as, my friend, Dr. Ernst Stuh-linger, designer of the Mars Mission ion drive engine, Dr. Walter F. von Axster, rocket engine expert, Mars Mission, my friend, Dr. Konrad Dannenberg, ion drive space craft engine, my friend, Dieter Grau, V-1, V-2, Saturn V, expert engineer, my friend, Dr. Georg von Tiesonhauser, Director of the Advance Space Study Group, my friend, Dr. Ernst Steinhoff, Chief Scientist, United States Rocket Test Center, White Sands Proving Grounds, New Mexico, my friend, Dr. Kraft Ehrlicke, Designer of the Outpost Space Station now known as the I.S.S. now on earth orbit, Dr. Ernst Geissler, Lunar Orbit Rendezvous expert, Dr. Gerhard Reisig, Guidance and Control, Dr. Albert Zeiler, Director of the Saturn V mechanical systems, Rudolph F.



To Clark McClelland in recognition of his contribution to the efforts of the von Braun team in the REDSTONE, Jupiter & SATURN/ APOLLO programs. Konrad K. Dannenberg Peenemunde Oldemeter, Rocket Propulsion Specialist



Warmest wishes to Clark McClelland, S.c.O., who shares my belief in the brilliant future of space exploration! Ernst Stuhlinger Jan 5, 2007

Hoelker, Chief Astrodynamics and Guidance, Saturn V Program, a periodic associate of, Arthur Rudolph who did worked on the Die Glocke (Bell) advanced zero gravity projects with S.S. General Heinz Kammler for Germany in Poland, and with Dr. Kurt Debus, Director of KSC, the Saturn V Lunar Landings of the Apollo Program and the landings on the moon, and on the team that dissected the recovered Soviet failed Venus 3 MV-4 probe while at Wright-Patterson AFB. It was/is an important prize to fall into the hands of the U.S.A. I was told by KSC Germans that those scientists listed above have also been consulted and assisted in the back engineering of the Venera 3 MV-4 Acorn Space Vehicle (the Die Glocke) at W.P.A.F.B. after its recovery on December 9, 1965.

It was held for many more years in research by my other German associates and my friends. Yes, I said

“my friends.” All the scientists in this extensive list of names and who were mentioned above are now deceased. I have out lived all of them to tell you the facts about this otherwise secretive history of how our space program developers used these famous scientists to win the race to be the first Nation from earth to land on the moon on July 20, 1969 and how because of their expertise in rocket sciences this happened to allow the U.S.A. to win the” Space Race.”

Any person who wishes to question my background here, I ask one question? Were YOU there with me? Of course you were NOT. Open my website at: www.stargate-chronicles.com . Open my listing with many photographs showing several of these German Scientists who personally autographed photos to me and many U.S. NASA Astronauts.

As I have said earlier, the U.S.S.R. was not without its own German scientific team similar to Dr. Wernher von Braun and his Paper Clip Team. On October 22, 1946 the 177 volunteer German scientists, engineers and technicians were transferred to the N11-88 Unit of the Soviet Union rocket development team. The KSC German scientists, engineers and technicians

informed me of these facts. They were directed by, Helmut Grottrup, who was an intelligent former co-worker of Dr. von Braun at Peenemunde. Grottrup also spent time with von Braun in prison after having been accused of possible treason by S.S. Reichfuher, Heinrich Himmler. Hitler released them to continue work on the V-1, V-2, and the Die Glocke “Bell” project. Grottrup, Dr. Kurt Magnus, Dr. Oswald Putze and others worked directly for the Soviet rocket genius, Sergie Korolev, who is credited with placing the first cosmonaut, Yuri Gagarin, into earth orbit in 1961.



USSR Cosmonaut Yuri Gagarin.

One of the most interesting aspects of the case about the mysterious Kecksburg recovery that has been kept from the public was not directly associated with the recovered vehicle itself. It has to do with the possible connection of the engineering used in this probe as it relates to the Die Glocke “Bell” project that was underway in Germany before the end of the WWII era. The German group of scientists who went to the U.S.S.R. had knowledge of the Die Glocke (Bell) craft. This Kecksburg case also holds intrigue and mystery surrounding what it was that Astronauts Borman and Lovell saw and was reported by them as “unknowns”. Were they actually “UFOs”? Or were they several parts of the debris left behind during the explosion of the Venera 3 MV-4 Soviet craft and its launch platform bound for Venus? Only NASA, the DIA, NSA, NRO or ONI can directly answer that question.

In conclusion about the Kecksburg object, it is safe to say it was not of alien origin, as I and my NASA Associate has proven with the investigation made of it on the same day it landed. We both were sent there to investigate and document what we saw. The object we observed while there, and in our opinion; we would learn a few years later, was possibly designed with

advanced technology associated with the “Bell”- Die Glocke project of Nazi Germany. I worked with former German scientists who had worked on the Die Glocke “Bell” project for Adolph Hitler. We were all located at the Kennedy Space Center and at Cape Canaveral, Florida. I also worked with German scientists who were scattered throughout the United States in various industries.

Our NASA extensive report with many of our Kecksburg photos and the detailed written report of my NASA Director and I were never released for your tax paying knowledge. I made several efforts to read our report and view our U.S.S.R. Venera photographs (Die Glocke), but was told “that report, the photos and the two tape recorders have all been lost.” Please believe me readers, NASA said that the original Apollo 11 mission on the moon photos were also “LOST” a few years ago. What are they hiding, something of importance? The NASA/DoD/NSA cannot lose such evidence. It is, in my opinion, buried in the same type of large storage vault as where the lost Ark of the Covenant was taken and stored. You can see depicted where this vault is by viewing the great movie of the past called “Raiders of the Lost Ark.” The movie star and fine actor, Harrison Ford, played a lead part in it as the character of Indiana Jones. Please realize, that Hollywood films do at times tell the truth. Open your minds humanity. You are being drastically lied to 24/7.

