1965 JUNE 24

All Taped on T.V. newscasts and specials about GT-4 on the evening of June 4, 1965

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Later CBS-TV newscast, 8:55 p.m. from Geméni Control. Quote by Al Chop: "The spacecraft commander, Jim McDivitt, has reported sighting an object in space. He said it appeared to have big arms sticking out. Perhaps another (pause) or a satellite. He said he had taken some motion pictures of this object, but the sun's position made it difficult to keep the object in view. We have had no further voice communication with the spacecraft since that time." Cronkite continued: "Later, the mystery may have been cleared up when it was disclosed that our Pegasus satellite, which looks like it has arms, was flying over the United States where McDivitt says that he saw the object. Pegasus' job is to measure micro-meteorites."

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NBC-TV news conference with Chris Kraft at Houston. Quote by Mr. Kraft: "Geméni Control has just said the GT-4 has sighted what is apparently another satellite and have photographed it, and apparently it had arms and antenna." (Newsman question about the possibility of satellite collisions followed Kraft's quote. His answer: "As long as they don't bump with ours we don't worry about it. . .We know the orbits of all the satellites that are up there, and they're not in any of the orbits we're in and the odds --if you tried to put it in the same orbit -- of bumping into it (laughter) I'd hesitate to say how high they are. But they're high.")

NOTE: It was during this conference (with Kraft) that Kraft was slipped a slip of paper and then made this announcement.

reviews, on page 11

London Telegraph 20 June 65

Cow on a Cable

London Telegraph 20 June 1965

ONE of the still unexplained mysteries of the Gemini Four flight is the sighting of what Major James McDivitt described as "three things that looked to me like they were satellites of the earth."

When he first reported this from his capsule he started a hectic radar and computer search on earth, where attempts were made to find out whether what he saw might have been one of the 1,200 or so "things" now floating around in space, from satellites to spare bits and pieces of rockets and so on, but none of them seemed to be in his vicinity.

When the astronauts held their Press conference in Houston the Major described his efforts to photograph what he had seen with his two still cameras, but when my colleague Alex Faulkner asked National Aeronautics and Space Administration officials at the end of last week whether they had any pictures, they said "negative." "We've had a lot of inquiries about this," they explained "and the film is still under study, but so far we have not come up with any pictures showing what Major McDivitt said he saw."

Asked whether there had been any speculation on the possibility that he saw flying saucers or other craft of a similar nature emanating from another civilisation the N.A.S.A. spokesman shuddered and replied, "Oh dear no. It seems more likely that they were earth satellites or portions thereof."

★

WHETHER he is right about this or not, an interesting coincidence has been the publication in Chicago last week of one of the most scientific-minded studies of what are officially described as "Unidentified Flying Objects."

This is called "Anatomy of a Phenomenon" and it is by Jacques Vallée, a specialist in data processing who was born and educated in France, holds degrees in mathematics and astronomy, has done research in the fields of artificial satellites, computing, and micro-wave and radar technology, and is a consultant on N.A.S.A.'s "Mars Map" project.

The problem, he declares in his very detached foray into the subject, "is unsolved after 20 years of analysis by outstanding scientists." What are these mysterious "U.F.O.'s" which, as Mr. Vallée points out, have been recorded from the very earliest days of history, and not merely since man invented flying machines and atom bombs?

The record runs, in countless old manuscripts, from prehistoric times down through the Middle Ages (when French kings were moved to impose penalties "against creatures that travel on astral ships") and into the modern age, when we find the two sons of the Prince of Wales, one of them the future king of England, describing in "The Cruise of the Bacchante" the strange celestial object resembling a fully illuminated ship which they saw on June 11, 1891, at 4 a.m. between Melbourne and Sydney.

Sixteen years later a Kansas farmer who had been in the House of Representatives and members of his family saw a cigar shaped flying machine swoop down on his corral and haul up one of his cows on a cable (the hind legs and head were found a few miles away on the following day), and ten of his neighbours swore out an affidavit testifying to his reputation and veracity.

Mr. Vallée says his files contain more than 300 U.F.O. sightings prior to the 20th century while in our own century a mass of data has been accumulated. "Intelligent and serious reports do exist," he says. "About 10 to 30 per cent. of the 8,000 American sightings kept up to date in Dayton by the Air Technical Intelligence Centre could be called intriguing, to say the least," and he adds "we are in firm agreement with the statistical estimates of the U.S. Air Force concerning the proportion of sightings that can be explained by conventional effects: generally between 70 and 90 per cent."

He goes on to cite some disturbing and totally unexplained reports, such as the well documented episode in New Guinea in June 1959 when a Church of England minister and 37 other witnesses saw a "sparkling object" land and actually waved to the people in it, who waved back, or the little known occurrence at Kelly in Kentucky on the night of April 21, 1955, when an entire family was terrorised by creatures from a celestial craft. They tried to drive them off by shooting at them and finally retreated to the local police station in a state of panic.

And this is Mr. Vallée's conclusion: "Our problem is very clear. We must analyse the evidence already gathered in such a way that we neither presuppose nor pre-exclude any possible conclusion—and this is not at all what previous investigators have done. I like to remember the wonderful words of the Astronomer Royal (the highest astronomical position in Great Britain)—'Space travel is utter bilge.' That was in 1957."

Mr. Vallée ends: "The U.F.O. problem lies well within the capability of modern research but official attention is denied it for purely emotional reasons that have nothing to do with science. Through U.F.O. activity, although no physical evidence has yet been found, some of us believe the contours of an amazingly complex intelligent life beyond the earth can already be discerned."

Wide Applications Seen for X-22 Versions

Niagara Falls, N. Y.—Bell Aerosystems Co. officials foresee a wide range of potential applications for versions of its tri-service X-22A rotating-ducted-fan V/STOL research aircraft formally rolled out here last week (AW&ST May 24, p. 40). As outlined by James A. O'Malley, Jr., Bell product manager for aircraft and missiles, the possibilities include:

- Basic trainer version for use in the instruction of V/STOL pilot trainees. The three services currently are evaluating their requirements in this area, according to O'Malley. He says the services want the trainer to include a variable-stability system and provisions for two seats such as those incorporated into the X-22A.
- Aircraft to perform the multiple missions listed under Air Force's SOR-210 (specific operational requirement). Major mission under the requirement would be for air-sea rescue, plus logistics re-supply of small items and some limited warfare applications. O'Malley says a version of the X-22A with the power of its four General Electric T-58-GE-8B/D engines increased from the present rating of 1,250 hp. each and its gross weight increased to 26,000 lb. from its present normal gross of 14,364 lb., could not meet all the requirements laid down in SOR-210, but it could "do an amazingly good job with very few changes."
- Tactical fighter aircraft which provisionally has been designated the X-22D. Fuselage would be strengthened and slimmed so that it could carry a 3,700-lb. ordnance load, including 20-mm. cannon and rocket pods.
- Anti-submarine warfare version which could replace "two kinds of machines" now performing the task for the Navy—the helicopter and the aircraft.
- Assault transport aircraft with gross weight in the 38,000-44,000-lb. category.
- Commercial short-haul transport. Bell has brought in several outside consulting firms to help it in defining the needs in this category. It would be aimed primarily towards the market for aircraft to service high-density traffic areas, such as the New York-Boston-Washington complex.

Second of two prototypes being built under the $27.5-million Navy-managed program is under construction. The flight test program for the first aircraft is scheduled to begin when the four T58-GE-8B/Ds on Bell's X-22A propulsion test stand reach the 50-hr. mark in running time. They were nearing the half-way point by late last week.

First Industry-Built Saturn 1 Puts Pegasus-2 in Precise Orbit

Cape Kennedy—Ninth and next-to-last two-stage Saturn-1 vehicle flew an almost perfect trajectory as it orbited a 3,200-lb. Pegasus meteoroid detection satellite from here May 25. The performance of the first industry-built booster stage easily matched that of eight previous vehicles built by National Aeronautics and Space Administration.

The two-stage Saturn SA-8, which was the eighth Saturn-1 manufactured in the 10-vehicle program but the ninth to be flown so far, consisted of a Chrysler Corp.-built S-1 first stage and a Douglas Aircraft Co.-built S-4 second stage. It was the first of two S-1 stages built by Chrysler. The other eight were built by NASA's Marshall Space Flight Center, Huntsville, Ala. The payload included a boilerplate North American Aviation, Inc., Apollo command/service module unit and a Fairchild Hiller Corp. Pegasus satellite.

The Pegasus, second of three such satellites to be flown in the Saturn-1 program to determine the meteroid flux in space, was folded and stowed inside the hollow Apollo service module during boost flight. Once orbit had been achieved, the command/service module unit was spring-jettisoned and the Pegasus—still attached to the S-4 second stage—extended to its full 96-ft. span.

Saturn SA-8 lifted off from Complex 37B here at 2:35 a.m. EST, precisely on-time. The four inboard Rocketdyne H-1 engines of the S-1 booster burned for T + 141.9 sec. before shutting down —1.9 sec. earlier than planned. The four outboard H-1s shut down 6.1 sec. later, also 1.9 sec. earlier than planned. The slightly early cut-offs of the S-1's eight engines were well within tolerance and were attributed to slightly better than expected performance of the stage.

The S-4 second stage separated from the Chrysler booster 0.8 sec. after outboard engine shutdown and its six Pratt & Whitney Aircraft RL10 liquid hydrogen engines ignited 1.7 sec. later as planned. The S-4 burned from T +150.5 sec. to T +473.4, for a total of 322.9 sec. This was 1 sec. shorter than planned and the cutoff was commanded by the vehicle's guidance system when it calculated that orbital velocity had been achieved.

Pegasus-2 entered an orbit with a perigee of 314.1 mi., an apogee of 465.9 mi., an orbital period of 97.29 min. and an angular inclination to the equator of 31.77 deg. These values were virtually identical to pre-planned figures of 314.6-mi. perigee,. 465.7-mi. apogee, 97.29-min. period, and 31.76-deg. inclination.

Total weight in orbit was 32,800 lb. and was distributed this way:

- **Spent S-4 stage,** 14,600 lb.
- **Instrument (guidance) unit,** 2,600 lb.
- **Pegasus,** 3,200 lb.
- **Pegasus support truss** and adapter, 2,700 lb.

The boilerplate Apollo command/service module weighed 9,700 lb.

Milton B. Ames, Jr., director of space vehicles in NASA headquarters/Office of Advanced Research & Technology, predicted that Pegasus-2 would record between 470 and 525 meteoroid hits on its instrumented wings during the course of the next year. More than half of these hits, he said, could be expected to penetrate the panels with 1.5-mil thick outer surface aluminum sheets and the remainder to penetrate the 8-mil and 16-mil thick sheets. The 1.5-mil sheets comprise 88 sq. ft. of Pegasus' 2,276 sq. ft. instrumented wing surface. The 8-mil sheets account for 188 sq. ft. and the 16-mil sheets 2,000 sq. ft.

Ames also said that despite shorting problems on some panels of Pegasus-1, launched last Feb. 16, NASA has verified more than 70 penetrations on that first satellite. Of this total, 54 have been recorded on the 1.5-mil panels, which are still operable. The 8-mil panels are now all dead as a result of shorting (AW&ST May 24, p. 25) and only a few of the 16-mil sheets are still functioning, he added.

The day after launch, Ames reported that Pegasus-2 had already recorded two meteoroid penetrations, one through a 1.5-mil panel about 6 hr. after launch and the other through an 8-mil panel early in the morning of May 26. Ames said that the rate of penetrations was in accord with meteoroid data returned by Pegasus-1, Explorers 16 and 23.

Defense Fund Outlook

Washington—There will be no dramatic reduction in the defense expenditures in the near future, Defense Secretary Robert S. McNamara has told the House Defense Appropriations Subcommittee. He predicted that total defense Dept. spending for the next five years would continue "a slow creep upward" from the current level of $49 billion.

McNamara, during closed hearings held earlier this year, said: "I think the probabilities are on the order of 5 to 1 that at no time in the next five years will defense expenditures fall below $45 billion per year."

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NOTE: It was during this conference (with Kraft) that Kraft was slipped a slip of paper and then made this announcement.

STAR 3-25-65

Twin Voskhod Believed 'Surprise' Seen by Reds

By J. F. TER HORST
North American Newspaper Alliance

United States space sleuths won't say so publicly, but they are convinced from technical evidence that the "surprise" satellite the two Soviet cosmonauts passed in outer space was one the Russians had launched almost simultaneously with Voskhod 2.

Indeed, there is U.S. evidence that the second satellite was but one of several launched at the same time and put into an orbital path similar to Voskhod's.

The Russians have said only that Col. Pavel Belyayev, Voskhod commander, "cried with surprise" when he and his copilot, Lt. Col. Alexei Leonov, saw the second man-made satellite approximately "one kilometer away from the ship." That would be about 1,200 yards.

But there are some U.S. space experts who believe the second capsule was sent aloft in hopes that Leonov might actually get close enough during his stay outside the Voskhod to "harness" the second orbiting satellite to his own space ship.

Or, in what would have been a sensational Buck Rogers feat, enter the second capsule and pilot it down to earth.

Distance prevented any such space gymnastics. Leonov remained tethered to the Voskhod with what he called "a rope," although no one has said how long the rope was.

As a matter of fact, the U.S. knows a great deal more about the Voskhod 2 flight than it has admitted publicly.

Rep. Wesley Vivian, D-Mich., a scientist and member of the House Space Committee, said "Voskhod 2" was actually a three-man capsule, but the Soviets turned one of the spaces into a "compression" chamber (an air lock) so one of the two cosmonauts aboard could exit and re-enter the capsule without affecting the life-support systems within Voskhod itself."

Vivian, the only space-age scientist in Congress, has been following closely the Soviet space program as well as the American effort to achieve superiority in that field.

He said there is reason to believe that Leonov had considerable difficulty re-entering Voskhod 2 and also that the space ship ran into re-entry heat problems which accounted for its unplanned landing in a remote forest in Central Asia.

Vivian was a vice president of Conductron Corp., an electronics research firm at Ann Arbor, Mich., and Los Angeles before entering Congress this year. Before that he was a physicist and research analyst at the University of Michigan and worked on the development of the Bomarc missile.

1965 JUNE 4

ASTRONAUT McDIVITT

Astronauts Tell Their Space Stories

HOUSTON, Tex. (AP)—The story of an adventure crammed with mysterious satellites, a stroll in space and the anxiety of living four days in a hostile environment unfolds to the world today.

Astronauts James McDivitt and Edward White relate their experiences to newsmen today, then receive congratulations from President Johnson.

In a switch of plans, the astronauts and their wives chose to ask President Johnson to come to Houston so congratulations could be shared with all employes of the Manned Spacecraft Center.

* * *

JOHNSON had invited the two spacemen and their families to his Texas ranch for the weekend. Yesterday the President offered instead to make his first visit to the space center, the "Astronauts' home."

An official of the National Aeronautics and Space Administration said:

"The gracious offer of the President overwhelmed the astronauts and their wives. They readily accepted so the honors could be shared with the people who made the flight possible."

A White House spokesman said McDivitt and White welcomed the change so they could spend more time with their families.

* * *

THE ASTRONAUTS returned to Houston yesterday, and White said their homecoming was an event second only to the successful splashdown Monday. The heroes were met with hugs and kisses from their wives and children at Ellington Air Force Base, then had a brief lunch and private chat at their homes before continuing the debriefing of their four-day journey into space.

Details of Johnson's visit, and whether he will present the special medals or awards to the space twins are not known. The President told the two last Monday he had a "little something" for them.

Afterwards, Johnson is expected to tour the center, including mission control from where the Gemini 4 space flight was controlled and monitored.

* * *

OFFICIALS revealed yesterday that a third sighting of a mysterious object in space was made during a pass over China. McDivitt had reported seeing an object over Hawaii and another over Eastern Asia.

A recheck of the 1,400 frames of film taken by McDivitt turned up five of a glob of light with a white tail and triangular glow above it.

The object has not been identified. Photographs taken of it were not recognizable, a NASA oficial said.

Mention of the third sighting came during the afternoon debriefing of the two Air Force majors.

* * *

"TODAY IS my birthday," McDivitt told the crowd welcoming him home yesterday. "I've had a lot of birthdays, I'm not going to tell you how many—but I've never had one like today."

Actually McDivitt's 36th birthday celebration began Wednesday night with a cake-cutting ceremony aboard the aircraft carrier USS Wasp, the ship that recovered the Gemini 4 capsule from the Atlantic.

At the McDivitt home, a few miles south of the Manned Spacecraft Center he was greeted by a delegation of neighborhood children who shyly presented him a crudely lettered "happy birthday" sign.

* * *

McDIVITT ate birthday cake at lunch with his wife, Pat, and children Michael, 8, Ann Lynn, 6, and Patrick, 4, in the privacy of his home. The angel food cake' Mrs. John Sanders of Beria, baked by a sister-in-law, Ohio, bore the lettering, "Happy Birthday, By Gemini."

White, his wife, Pat, and children, Eddie, 11 and Bonnie Lynn 9, paddled about happily in a neighbor's swimming pool. White showed no signs of strain from his 20-minute walk in space June 3.

The space twins started their day at Mayport, Fla., saying farewells to the crew of the Wasp.

They also received the first of many expected awards, a copy of the Florida State seal from Gov. Hayden Burns, as they stepped on firm ground for the first time since the blastoff at Cape Kennedy June 3.

* * *

FLAGS FLAPPED in a breeze and the Navy band played "happy birthday to you." After the brief ceremony, the two smiling space heoes boarded a four-engine jet for the 2-hour and 15-minute flight to Ellington AFB.

As the plane rolled to a stop, the astronauts emerged and were engulfed with little arms, legs and kisses. McDivitt circled his arms around his three tykes and lifted them to his chest several times.

Bonnie Lynn White leaped into her dady's arms, planting a big kiss on his cheek. Then it was the wives' turns. They stood with their arms around their husbands' waists, beaming with pride.

Occasionally they kissed.

* * *

THEN IT was the turn of the parents, retired Air Force Maj. Gen. Edward H. White and Mrs. White, and Mr. and Mrs. James McDivitt of Jackson, Mich.

Each family went home for a lot of family living. Neighbors cheered as the spacemen came home after being away since May 23.

over — 7
for photo

It's a joyful moment for astronauts James McDivitt, foreground, and Ed White as they are reunited with their families at Ellington Air Force Base near Houston. (AP Wirephoto)

1965 JUNE 4

ASTRONAUT
Mc. DIVITT

Gemini Passes Midpoint; Another Satellite Spotted

Washington Star
June 5, 1965

McDivitt Sees Object Believed Of U.S. Origin

By WILLIAM HINES
Star Staff Writer

HOUSTON, Tex.—Astronauts James McDivitt and Edward White passed the halfway mark in their long Gemini flight this afternoon after an eventful second day in orbit which included a rare satellite sighting in space.

There is still no firm indication of what the thing was—with

Other Stories on the Historic Gemini Mission. Page A-3

"arms and antennas," to quote McDivitt. It was spotted about 5:30 p.m. (EDT) yesterday while the spacecraft was over South America.

McDivitt told the Mission Control Center here that he had photographed the object of which he had in sight for just a little while.

His Description

"It had big arms sticking out of it, it looked like," McDivitt said.

"I only had it for just a minute. I got a couple of pictures of it with the movie camera and one with the Hasselblad (a 70 millimeter Swedish-made still camera). But I was in free drift and before I could get the control back I drifted into the sun and lost it."

The U.S. official space tracking registry shows that 10 objects in space were within 600 miles of the Gemini craft at the time.

All were identified as being of U.S. origin, which would be expected since Soviet spacecraft customarily orbit in different directions from American spacecraft.

Pegasus Was "Near"

The space tracking center (Spadats) of the North American Air Defense Command indicated that Pegasus 2, launched from Cape Kennedy late last month, was about 1,250 miles from the spacecraft at the time of sighting. It was in the right direction to be observed, but at that distance it would probaly be distinguishabe only as a point of light—not as an object with arms and antennas.

Pegasus 2 is the second micrometerioid satellite to be lofted as part of the Saturn superbooster development program.

In space it has huge wing-like extensions nearly 100 feet across and would look something like an airplane to a nearby observer. Its size is comparable to a Lockheed Electra turboprop commercial airliner.

The 10 objects listed as being within 600 miles included five pieces of "space junk" varying in size from six inches to two feet in width and 15 inches to six feet in length.

First Spotting for U.S.

The only thing on the list big enough to be spotted from distance with anything except sensitive radar (not present on this Gemini craft) was a piece of debris 10 by 20 feet in size from one of the two Pegasus launchings. Its distance was 460 miles.

The sighting was the first occasion in 80 spacecraft hours of U.S. manned flight experience on which astronauts spotted something in space that had not been placed in orbit along with the occupied spacecraft. Soviet Cosmonaut Alexei Leonov, the first man to "walk in space," reported seeing another satellite in the course of his 24-hour mission last March.

ed for Gemini Flight

Washington Post June 6, 1965

One mystery about the flight was apparently cleared up today.

On Friday, McDivitt reported seeing an object with "big arms sticking out." Officials here now believe that McDivitt saw Pegasus 2, a U.S. satellite with 96-foot wings for detecting meteorites.

Imprecise fixes on both Gemini and Pegasus at the time of the sighting had originally located the two some 1200 miles apart—too far for McDivitt to have seen it in the detail he described. Later data showed these fixes to have been wrong.

The space detecting and tracking system of the North American Air Defense Command placed 10 of the several hundred pieces of space "junk" in the general area of the sighting at the time, as well as the 26,000-pound Pegasus. Gemini Flight Director Eugene Kranz said all the fragments were of American manufacture. The Russians usually fire their satellites into a different orbit, he said.

At one point, McDivitt said the object he sighted was some 10 or 12 miles away and that he took a picture of it and "I just hope it turns out."

"There's an awful lot of junk up there," a NASA spokesman explained, "but there's an awful lot of 'up there' for it to float around in." Even though most U.S. spacecraft are in very similar orbits the chances of two of them colliding are still very close to infinitesimal, he said.

There was relatively little conversation on the passes around the world, except for the routine business of space and the experiments.

Feeling the inactivity and the cramped quarters, McDivitt asked for and got permission for exercise with the stretch cord in the space cabin.

Earlier he had told flight officials he felt "a trifle weary" and reported:

"My throat's a little dry. And our eyes were bothering us about the end of the first day quite a bit, but that's all cleared up now."

Flight doctors said they expected both the dryness and the eye-smarting and were not concerned. It is due to breathing 100 per cent oxygen for long periods.

White and McDivitt completed exactly half the mission at the end of the 31st orbit, off Savannah, Ga., at 12:17 p.m.

By that time they had covered 880,000 miles — mileage enough for two round trips to the moon.

The burned-out Titan 2 rocket casing finally plunged back into the earth's atmosphere over the mid-Atlantic at 1:30 p.m. today and burned up.

This unsuccessful attempt at rendezvous was the only disappointment on the mission, which was highlighted by all the excitement and tension of White's "walk" of some 20 minutes across the United States on the third orbit last Thursday.

1965, JUNE 4

ASTRONAUT MC DIVITT

DESPITE THE DISCREPANCIES, FEDERAL SPACE AGENCY OFFICIALS APPEARED STILL LEANING TOWARD THE IDEA THE OBJECT WAS PEGASUS-2, WHOSE 96-FOOT "BAT WINGS" WOULD MATCH MCDIVITT'S DESCRIPTION.

IF SO, IT WOULD FORCE A DRASTIC REVISION IN CURRENT CONCEPTS OF "EYEBALL" SIGHTING IN SPACE.

AS FAR AS A "SPY-IN-THE-SKY" SATELLITE WAS CONCERNED, THE DEFENSE DEPARTMENT ANSWERED THE QUERY AS IT ANSWERS ALL SUCH QUERIES--"NO COMMENT."

THE UNITED STATES LAUNCHES "SKY-SPIES," MOSTLY PICTURE-TAKING SAMOS SATELLITES, INTO POLAR (NORTH-SOUTH) ORBITS FROM VANDENBERG AIR FORCE BASE, CALIF. ONE WAS FIRED INTO A 287-510-MILE ORBIT JAN. 19; ANOTHER INTO A 130-400-MILE PATH MARCH 11; AND STILL ANOTHER ON A 330-470-MILE COURSE MARCH 18.

BUT THE "SPY" SATELLITES, PARTICULARLY SAMOS, REMAIN ALOFT FOR ONLY SHORT PERIODS AND DO NOT NEED THE GIANT SOLAR CELL "PANELS"--POSSIBLY MCDIVITT'S "BIG ARMS"--THAT MOST MOONLETS CARRY FOR POWER.

PLUS, AS ONE OBSERVER POINTED OUT, "IF IT WAS INDEED A SPY SATELLITE, IT'S POSSIBLE THE FACT WILL NEVER BE CONFIRMED OFFICIALLY."

U.P. → THE GREATEST MYSTERY WAS THE LACK OF ANYTHING ON MCDIVITT'S FILM.

NASA → "WE'VE YET TO FIND ANYTHING THAT RESEMBLES A PICTURE OF A SATELLITE," SAID A SPACE AGENCY SPOKESMAN AFTER VIEWING FILM FROM GEMINI-4.

AND, HE SAID, "APPARENTLY WE'RE NOT GOING TO COME UP WITH ANYTHING."

JT305PCS

NIGHT LEAD MYSTERY--WITH SPACE

BY ALVIN B. WEBB JR.

UNITED PRESS INTERNATIONAL

SPACE CENTER, HOUSTON, JUNE 9 (UPI)--SOME WILL CALL IT AN "UNIDENTIFIED FLYING OBJECT," OTHERS A "MYSTERY SATELLITE." BUT ASTRONAUT JAMES MCDIVITT MAY NEVER REALLY FIND OUT WHAT THAT STRANGE OBJECT WAS HE SAW IN SPACE.

CONTINUED

HIS GEMINI-4 SPACESHIP WAS SOARING INTO ITS SECOND FULL DAY IN ORBIT LAST FRIDAY WHEN MCDIVITT RADIOED THAT HE HAD SPOTTED SOMETHING "WITH BIG ARMS STICKING OUT." HE QUICKLY SNAPPED SOME PICTURES, HE SAID.

AND THE MYSTERY BEGAN.

SPACE AGENCY OFFICIALS SAID THEY BELIEVED MCDIVITT HAD SEEN THE 23,100-POUND PEGASUS-2 "SPACE SWEEPER" THE UNITED STATES LAUNCHED LAST MONTH. BUT THE ASTRONAUT SAID THE OBJECT APPEARED ONLY ABOUT 20 MILES AWAY "AND CLOSING FAST." PEGASUS-2 WAS 1,200 MILES AWAY--AND IN A MUCH HIGHER ORBIT--AT THE TIME.

A NETWORK TELEVISION NEWSMAN SAID SUNDAY HE HAD LEARNED THE OBJECT WAS ONE OF A NUMBER OF ORBITING U.S. "SPY-IN-THE-SKY" SATELLITES. BUT MCDIVITT'S DESCRIPTION OF "BIG ARMS" DOES NOT MATCH ANY DESCRIPTION OF THE KNOWN "SPIES," MIDAS AND SAMOS.

THEN, TODAY, CAME A BAFFLING DEVELOPMENT. THE DEVELOPED FILM FROM MCDIVITT'S CAMERA SHOWED NOTHING THAT LOOKED LIKE A SATELLITE.

1965, JUNE 4 - ASTRONAUT McDIVITT
- INITIAL EXPLANATION -

First Industry-Built Saturn 1 Puts Pegasus-2 in Precise Orbit

Cape Kennedy—Ninth and next-to-last two-stage Saturn-1 vehicle flew an almost perfect trajectory as it orbited a 3,200-lb. Pegasus meteoroid detection satellite from here May 25. The performance of the first industry-built booster stage easily matched that of eight previous vehicles built by National Aeronautics and Space Administration.

The two-stage Saturn SA-8, which was the eighth Saturn-1 manufactured in the 10-vehicle program but the ninth to be flown so far, consisted of a Chrysler Corp.-built S-1 first stage and a Douglas Aircraft Co.-built S-4 second stage. It was the first of two S-1 stages built by Chrysler. The other eight were built by NASA's Marshall Space Flight Center, Huntsville, Ala. The payload included a boilerplate North American Aviation, Inc., Apollo command/service module unit and a Fairchild Hiller Corp. Pegasus satellite.

The Pegasus, second of three such satellites to be flown in the Saturn-1 program to determine the meteroid flux in space, was folded and stowed inside the hollow Apollo service module during boost flight. Once orbit had been achieved, the command/service module unit was spring-jettisoned and the Pegasus—still attached to the S-4 second stage—extended to its full 96-ft. span.

Saturn SA-8 lifted off from Complex 37B here at 2:35 a.m. EST, precisely on-time. The four inboard Rocketdyne H-1 engines of the S-1 booster burned for T + 141.9 sec. before shutting down —1.9 sec. earlier than planned. The four outboard H-1s shut down 6.1 sec. later, also 1.9 sec. earlier than planned. The slightly early cut-offs of the S-1's eight engines were well within tolerance and were attributed to slightly better than expected performance of the stage.

The S-4 second stage separated from the Chrysler booster 0.8 sec. after outboard engine shutdown and its six Pratt & Whitney Aircraft RL10 liquid hydrogen engines ignited 1.7 sec. later as planned. The S-4 burned from T +150.5 sec. to T +473.4, for a total of 322.9 sec. This was 1 sec. shorter than planned and the cutoff was commanded by the vehicle's guidance system when it calculated that orbital velocity had been achieved.

Pegasus-2 entered an orbit with a perigee of 314.1 mi., an apogee of 465.9 mi., an orbital period of 97.29 min. and an angular inclination to the equator of 31.77 deg. These values were virtually identical to pre-planned figures of 314.6-mi. perigee, 465.7-mi. apogee, 97.29-min. period, and 31.76-deg. inclination.

Total weight in orbit was 32,800 lb. and was distributed this way:

- **Spent S-4 stage,** 14,600 lb.
- **Instrument (guidance) unit,** 2,600 lb.
- **Pegasus,** 3,200 lb.
- **Pegasus support truss** and adapter, 2,700 lb.

The boilerplate Apollo command/service module weighed 9,700 lb.

Milton B. Ames, Jr., director of space vehicles in NASA headquarters/Office of Advanced Research & Technology, predicted that Pegasus-2 would record between 470 and 525 meteoroid hits on its instrumented wings during the course of the next year. More than half of these hits, he said, could be expected to penetrate the panels with 1.5-mil thick outer surface aluminum sheets and the remainder to penetrate the 8-mil and 16-mil thick sheets. The 1.5-mil sheets comprise 88 sq. ft. of Pegasus' 2,276 sq. ft. instrumented wing surface. The 8-mil sheets account for 188 sq. ft. and the 16-mil sheets 2,000 sq. ft.

Ames also said that despite shorting problems on some panels of Pegasus-1, launched last Feb. 16, NASA has verified more than 70 penetrations on that first satellite. Of this total, 54 have been recorded on the 1.5-mil panels, which are still operable. The 8-mil panels are now all dead as a result of shorting (AW&ST May 24, p. 25) and only a few of the 16-mil sheets are still functioning, he added.

The day after launch, Ames reported that Pegasus-2 had already recorded two meteoroid penetrations, one through a 1.5-mil panel about 6 hr. after launch and the other through an 8-mil panel early in the morning of May 26. Ames said that the rate of penetrations was in accord with meteoroid data returned by Pegasus-1, Explorers 16 and 23.

1965, JUNE 4

ASTRONAUT
MCDIVITT

STAR 6-6-65

GEMINI

Alarm Over Oxygen False

Continued From Page A-1

man for control of the Gemini 4 mission.

The decision to eliminate the Sunday orbit change leaves McDivitt and White—rookies in the astronaut business three days ago but now America's most seasoned space veterans—with a chance to catch up on their sleep. They are also under orders from their wives and from chief medical officer Charles A. Berry to drink lots of water to avoid dehydration.

"Quiet Period"

Berry has prescribed an 18-hour "quiet period" for the crew and said last night he hopes the space men will get eight or nine hours of rest each at a stretch.

The two astronauts, who have been in space since 11:16 a.m. EDT Thursday in the most ambitious U.S. manned space mission yet undertaken, passed the halfway mark of their four-day voyage at 12:15 p.m. yesterday. They are scheduled to be back on the surface of the earth shortly after 1 p.m. tomorrow.

Already far and away the most experienced space travelers on the U.S. astronaut team, McDivitt and White completed 39½ trips around the world at midnight last night. The aggregate flight experience of America's six other orbital astronauts is only about 30 global revolutions.

McDivitt and White passed the million-mile mark at about 8:45 p.m. EDT Saturday.

The Gemini 4 mission began as a real cliff-hanger, but has settled into a routine which pleases officials of the National Aeronautics and Space Administration almost as much as it distresses television executives who are trying at great expense to keep interest in the event at a fever heat.

A major purpose of this flight was to shake down procedures and personnel before attempting even more extensive missions leading eventually to the landing of men on the moon. Space officials were particularly happy over the durability of equipment both on the ground and in the spacecraft.

About the only trouble that has cropped up in the complicated control system here was in a transformer that heated up yesterday morning.

The "voice of Gemini," Paul P. Haney, described the quick replacement of the electrical part in these words:

"The scene then became something like a pit stop at Indianapolis. About three people descended on the console, pulled the front and the back off, reached in very quickly and took out a small electrical device. It was replaced in a matter of minutes."

The third calendar day of the McDivitt-White mission—beginning at midnight Friday and running to last midnight—was carried out in clockwork fashion. Problems arising from over-use of fuel during a rendezvous exercise early in the flight had been overcome and a once-disrupted schedule was back on the track. JUNE 4

Interest centered on McDivitt's sighting and photographing of a space satellite during a brief encounter on Friday. Although identity of the object will not be known until films are developed, and perhaps not then, evidence pointed to the big winged U.S. satellite Pegasus 2.

The Titan 2 second-stage rocket body which boosted McDivitt and White into space and with which a rendezvous maneuver was attempted and abandoned, disappeared from space about 1:30 p.m. yesterday. It entered the atmosphere over the Atlantic Ocean. Earlier estimates placed the probable scene of its re-entry near the Marshall Islands in the Pacific, halfway around the world from where it actually came in.

Oxygen Supply Good

A flurry of excitement disturbed the even tenor of the day when conversation on the ship-to-ground circuit indicated possible trouble with the oxygen system. This proved to be a misinterpretation of the actual situation, which had been foreseen and compensated for, according to space program officials.

The astronauts have 5 or 10 hours more oxygen than they will need in the primary oxygen system and a secondary system that they probably will not have to tap, NASA spokesmen said.

At mid-afternoon, the pilots exchanged talk with their wives once again, as they had done on Friday. This time, however, the women were acting as "capsule communicators," a job usually held by an astronaut.

Mrs. White proved to be a no-nonsense type at the "Cap Com" console as she directed the two astronauts to "have a drink of water, both of you—no static on that."

Without a hitch, she informed the Gemini crew that "your booster entered over the Cape at 1729 . . . radars were tracking and watched the break-up on boresight TV."

This was a reference to the entry of the Titan 2 upper stage.

Mrs. White is the former Patricia Eileen Finegan of Washington. The two White children, Edward, 12, and Bonnie Lynn, 10, were present as their mother took on the Cap Com role, and listened to the chatter over the monitoring circuit. They did not speak to their father.

At the end of the conversation, Mrs. McDivitt also reminded the astronauts to "drink some water." It developed that the medics were interested in having the men drink copiously in order to avoid dehydration.

Both astronauts have mentioned dryness in the throat, which is characteristic of long periods of breathing pure oxygen. Physicians prescribed water and also urged the men to have a "good long sleep" before the final hectic 24 hours begin early this afternoon.

Could Stay a Week

The question of a possible extension of the space flight was posed by a reporter. It is not known what gave rise to the question, but there was speculation that statements about "more than 100 orbits" might have brought it about. It is a fact that the spacecraft is now in an orbit in which it could stay without "decaying" into re-entry for more than 100 hours, or about a week.

On the other hand, the food, water, oxygen, battery power supply and fuel are all limited, and these would undoubtedly run out before the orbital lifetime of the spacecraft would end.

It was recalled that in the earliest project Mercury flights, such as that of John Glenn in February, 1962, the astronauts were notified shortly after liftoff that they were "good for seven orbits," although it was never intended to keep them up for more than three.

The seven-orbit reassurance was based simply on an electronic computer's judgment that the spacecraft would not re-enter the atmosphere prematurely, and this was the case with the "100 orbit" pronouncement made on the current Gemini flight.

1965, JUNE 4

ASTRONAUT McDIVITT

STAR 6-4-65

Orbit-by-Orbit Report: 'Good Shape Up Here'

HOUSTON, Tex. (AP)—Here is an orbit-by orbit log for the third day of the Gemini 4 mission:

Orbit No. 30 (9:08 a.m.)—While talking to the Carnarvon tracking station, McDivitt reported that the craft was "in good shape up here." Carnarvon told McDivitt he looked good from the ground. Mission control reported that communications with Gemini 4 continued to improve as the mission wore on.

Orbit No. 31 (10:42 A.M.)—Gemini 4 reached the mid-point in its planned four-day flight at the end of the 31st orbit. McDivitt reported he thought he needed more exercise and permission was given for him to use the stretch cord more often. "I just haven't moved around very much," he said.

Orbit No. 21 (12:15 P.M.)—Mission control said it was "fairly well convinced, in all probability" the satellite McDivitt reported seeing and photographing yesterday was Pegasus 2. McDivitt said he slept four hours this morning and "it was the best sleep I've had so far." He said he also had about "10 or 15 gulps of water" after he awoke.

Orbit No. 33 (1:49 P.M.)—Followed Gemini 4 flight plan. The spacecraft passed over Cuba.

Orbit No. 34 (3:23 P.M.)—McDivitt and White conversed with their wives via the command network. Paul Haney, NASA flight commentator, introduced the wives as "two new capsule communicaters." Each wife was emphatic in ordering her husband to "drink some water." The astronauts were also told to get several hours sleep. White was the first to go to sleep.

ORBIT No. 35 (3:58 p.m.)—Only small amount of activity and voice communication. The astronauts were told to get plenty of rest. White continued to sleep. As the spacecraft neared the west coast of Mexico, a tracking ship gave McDivitt a go-ahead for 48 orbits.

Orbit No. 36 (5:35 p.m.)—Gemini tracking stations confined their activities to reading radio signals of spacecraft and flight crew environmental systems. White slept at one point and mission control said it was possible that McDivitt was also asleep.

Orbit No. 37 (7:09 p.m.)—Mission control reported: "In approximately one hour, our Gemini 4 flight crew will have rolled up an accumulative total of space flight time equal to that achieved in all previous American space flights." The United States had nearly 65 man-hours in space prior to the Gemini flight.

Indianapolis News
Monday June 7, 1965

Astronauts Saw Strange 'Moons'

HOUSTON (AP)—The story of an adventure crammed with mysterious satellites, a stroll in space and the anxiety of living four days in a hostile environment unfolded to the world today.

Astronauts James McDivitt and Edward White related their experiences to newsmen today and then received congratulations from President Lyndon B. Johnson.

In a switch of plans, the astronauts and their wives chose to ask President Johnson to come to Houston so congratulations could be shared with all employes of the manned spacecraft center.

Johnson had invited the two spacemen and their families to his Texas ranch for the weekend.

The astronauts returned to Houston yesterday, and White said their home-coming was an event second only to the successful splash-down Monday. The heroes were met with hugs and kisses from their wives and children at Ellington Air Force Base.

Officials revealed yesterday that a third sighting of a mysterious object in space was made during a pass over China. McDivitt had reported seeing an object over Hawaii and another over Eastern Asia.

A recheck of the 1,400 frames of film taken by McDivitt turned up five of a glob of light with a white tail and a triangular glow above it.

The second object has not been identified. Photographs taken of it were not recognizable, a National Aeronautics and Space Agency official said.

Mention of the third object came during the afternoon debriefing of the two Air Force majors.

Picture On Page 18

Nam into direct combat. This, it said, showed the United States was stepping up the fighting to the level of a Korea-type war.

JOHNSON BLAMED FOR PANIC

Peking said Johnson's order caused panic in the West and resulted in an official denial.

"But the denial is itself more revealing," Peking commented. "The White House statement laid bare the fact that as early as March the U.S. troops in South Viet Nam were authorized to take active patrolling and securing action."

INSIDE THE NEWS

Lynda Goes Digging

President Johnson's daughter, Lynda, digs into America's past at a 500-year-old Indian pueblo in the heart of the Goldwater country. Page 5.

* * *

4 Children Die In Traffic

The names of four youngsters have been added to the traffic death toll in Indianapolis and Marion County, bringing a warning to motorists to beware of pupils on vacation. Page 2.

Miss Johnson

* * *

The Door Is Open

A Michigan City pharmacist will realize a dream-come-true next week when he plays in the National Open golf tournament in St. Louis. Page 28.

Amusements	16, 17	Garden	19
Bridge	27	Picture Page	18
Business News	33, 34	Sports	28-32
Comics	20, 21	Star Gazer	21
Crossword Puzzle	48	TV and Radio	12, 23
Dear Abby	27	Want Ads	35-47
Editorials	10	Women's Features	26, 27

1965, JUNE 4

ASTRONAUT McDIVITT

Trip to Johnson Ranch Postponed

LBJ to Visit Twins

SPACE CENTER, Houston, June 11 (UPI) — Gemini twins James McDivitt and Edward White, home at last, were set today to tell the nation and President Johnson what it was like to take a cosmic walk and to see other satellites in space.

Ahead for the two men who now hold every U.S. record in space lay visits to Chicago, Ann Arbor and Jackson, Mich., and San Antonio, Tex., for celebrations on the note sounded by a youngster who greeted Maj. White in Houston:

"I touched him! I touched him!"

PRESS CONFERENCE

The astronauts were scheduled to face a major press conference at noon today to relive, before a nationwide audience, the spacewalk, the unsuccessful "rendezvous" attempt, the satellite spottings by Maj. McDivitt, and the grueling ordeal of the four days inside Gemini-4.

(Maj. McDivitt yesterday revealed h ehad spotted a thrid mysterious object in space during the Gemini-4 journey but made no attempt to photgraph it as he did the first two.

(He said the third object resembled a moving star.)

After the conference, there will be a personal visit with President Johnson, who promised to stop by the Manned Spacecraft Center near Houston today en route from Washington to his Texas farm near Johnson City.

Majs. McDivitt and White left the carrier Wasp at Jacksonville, Fla., yesterday and started "the greatest" journey back home to Houston and their patiently waiting families.

The spacemen had been expected to spend this weekend at President Johnson's ranch, at his invitation instead, they decided to remain with their families at home before beginning a schedule that included an informal dinner with congressmen and civic leaders in Houston Sunday and a ticker-tape parade in Chicago Monday.

White House spokesman said the astronauts probably will visit the LBJ Ranch later this summer.

For Mr. McDivitt, yesterday was a special day—his 36th birthday. The event hardly went unnoticed. "Happy Birthday, by Gemini," read the baked angel food cake at the McDivitt household on his return around midday.

Would Pat McDivitt like to follow her famout husband in space? "Not me, buddy," she replied emphatically.

Luna Far Off Course

MOSCOW, June 11 (UPI) — Russia's moon rocket, wide of its target by 100,000 miles, raced thru space today toward an expected orbit of the sun.

The Russians announced last night that an engine aboard Luna 6 — their 3000 pound, unmanned satellite — failed to respond to a radio signal from earth to change course.

Russia's previous moon probe, Luna 5, hit its target a month ago. But Westerners believe it crashed into the moon after failing to make a soft-landing.

The communists have never disclosed what Luna 6's mission was.

NOTE!

STAR 6-6-65

ASTRONAUT SPOTS SECOND SATELLITE

HOUSTON (AP)—Astronaut James McDivitt spotted a second satellite in space last night at 10:38 as his Gemini 4 capsule passed over the Pacific on its 38th orbit.

The object was further away than the one spotted Friday, he reported. He took a photograph of the satellite.

Mission control center had alerted the astronauts that the U.S. Pegasus 2 satellite would pass, but they should have seen it about an hour earlier, at 9:39.

Mystery Satellite —Was It Just A Ghost?

HOUSTON, Tex. — AP — The mystery satellite sighted on the Gemini 4 flight is likely to remain a mystery—space officials cannot find the pictures astronaut James McDivitt took of the strange space object.

Julian Scheer, national areonautics and space administration public affairs officer, said technicians have looked at every frame of film taken by McDivitt and cannot find the satellite.

McDivitt said it looked as big as a second stage of a Saturn rocket, which is 110 feet long and had long arms and antenna, which would resemble the Pegasus satellite.

Scheer noted the Gemini capsule "was traveling pretty fast (17,500 miles per hour) and the other satellite would have been, too, and it's possible McDivitt simply missed it with his camera."

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION
WASHINGTON, D.C. 20546

OFFICE OF THE ADMINISTRATOR

AC:ECM:H25133f

JUL 1 1965

Contradicts F.S. Top Secret. Paragraph 2 pg 3 55

Honorable Robert H. Michel
House of Representatives
Washington, D.C. 20515

Dear Mr. Michel:

This is in reply to your letter concerning an article which appeared in True Magazine, and the inquiry from Mr. James Beedle of WAAP Radio, Peoria, Illinois, on the subject of unidentified objects (UFO's) encountered in flight.

NASA has not engaged in "tracking" or surveillance of UFO's, and plays no role in such activities. The Air Force does maintain records and has investigated information of this kind.

Concerning the object Lt. Colonel McDivitt saw during the GT-4 flight, the North American Air Defense Command ran a tracking check on objects which could have been in the area. They identified 10 known objects and NASA later released a photograph which Lt. Colonel McDivitt took of the object he saw. We believe it to be a rocket tank or spent second stage of a rocket.

With respect to the pictures of Mars which are scheduled to be taken by Mariner IV on July 14, project officials have announced that the first pictures will be released within 36 to 48 hours later. A copy of the News Release and a transcript of a Conference of Mariner officials held at Pasadena last week, will be helpful in explaining the complex processing to receive and transform the radio signal into "pictures" from 134 million miles away. You may be assured that the public will share in man's first close-up look at Mars if the project is successful.

Sincerely yours,

Original signed by
Richard L. Callaghan

Richard L. Callaghan
Assistant Administrator
for Legislative Affairs

Enclosure

July 29, 1966

Action Line
The Washington Star
Washington, D.C. 20003

Dear Sirs:

Your Wednesday, July 27, answer about the UFO sighted by Astronaut McDivitt said that nothing had turned out on film taken at the time.

This is incorrect. NASA photo 65-H-1013 (a copy of which is on file at NICAP) shows three frames of 16 mm movie film, exposed by McDivitt, containing an image of an unidentified object.

Sincerely yours,

Richard Hall
Assistant Director

RH:h

1965 JUNE 4

MCDIVITT

AL APPEAL, MEMPHIS,

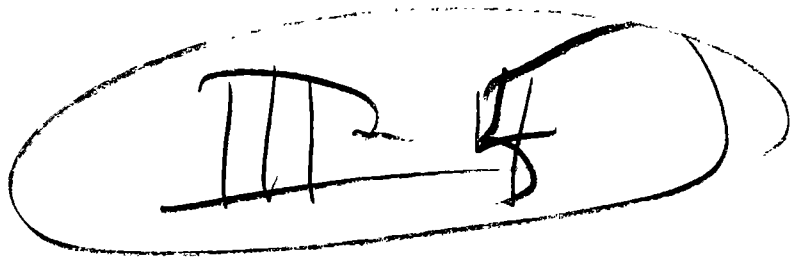
Object Probably Was Rocket Tank

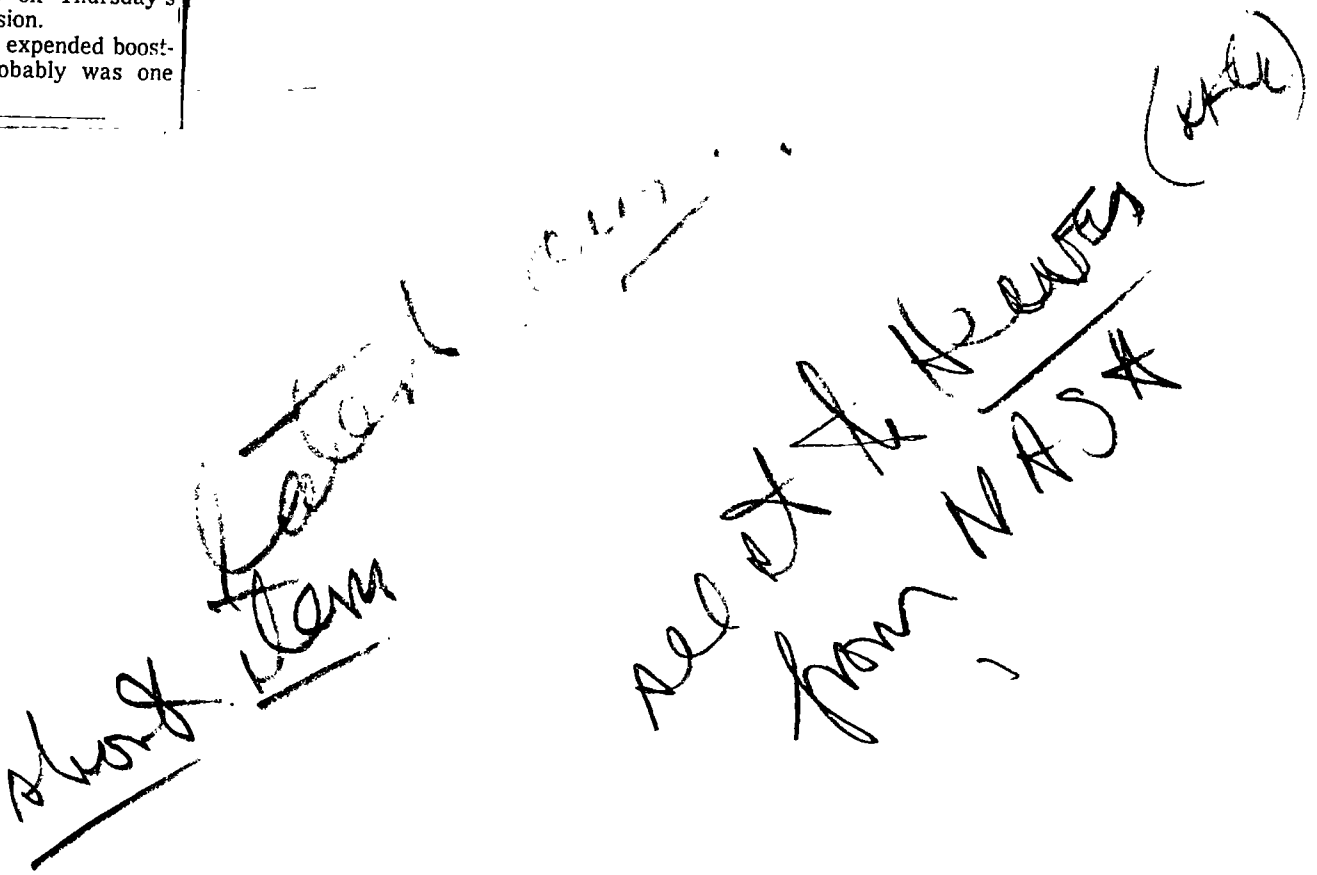
CAPE KENNEDY, Aug. 18. —(UPI)—That was probably a burned-out rocket booster stage that astronaut James A. McDivitt spotted in orbit during his Gemini 4 flight in June.

Christopher Craft, Gemini flight director, dismissed speculation that McDivitt saw a Pegasus meteoroid detection satellite or some other spacecraft during his four-day orbital ride with Edward White.

"We think he probably saw a tank for one of the launch vehicles up there," Mr. Craft said Wednesday at a news conference on Thursday's Gemini 5 mission.

The tank, or expended booster stage, "probably was one of our own."





September 1, 1966

COPY

Mr. Zan Overall
12114 Maxwellton Road
Studio City, California 91604

Dear Zan:

Thanks for your letter concerning the Gemini-4 photograph. We do not have anyone concentrating on this, and, in fact, NASA has been very uncooperative about providing additional information. By all means, we would be glad to have you study the case in detail.

Sincerely yours,

Richard Hall
Assistant Director

28 Aug 66

Mr. Dick Hall / MCAP

(2)

Zan Overall
12114 MAXWELLTON ROAD
STUDIO CITY, CALIF. 91604

Dear DICK:

Enclosed letter from NASA & data from back of McDIVITT picture. Letter contains info on Gemini 10 sightings.

Would send McDIVITT pic but imagine you have it. Shows 3 frames. They look identical. // Many questions remain. What do other frames show? Is full frame size shown? If so, size of original image of object & angular size could be derived. Might be able to show inconsistencies in their story. // Is anyone going into this case in detail? If not, & if you'd like me to work on it, I could contact NASA on MCAP's behalf, knowing noone else was duplicating my efforts to-

frame width in print = 1100 mm.
object size in print = 5 mm.

NASA

MANNED SPACECRAFT CENTER

OFFICIAL PHOTOGRAPH

rough angular size of object = .73°

This photograph, made from 16mm movie film exposed by Astronaut James McDivitt, shows the satellite he observed on the 20th revolution of his four-day space flight.

McDivitt was over Hawaii when he sighted the object. He said the Gemini-4 spacecraft was turning and the sun coming across the window when he filmed the object.

sun flare alth?

McDivitt was using 16mm Eastman color film operating at six frames per second. The camera was equipped with a 5mm, 160-degree field of view lens.

5:1100 :: x:160

The National Aeronautics and Space Administration has no objection to the publication of this photograph.

Its use in commercial advertising must be approved, along with copy and layout, by the Public Affairs Officer, National Aeronautics and Space Administration, Manned Spacecraft Center, Houston 1, Texas.

1965 666-C

THE DALLAS TIMES HERALD

OCT 18 1968

DALLAS, TEXAS, SUNDAY MORNING, OCTOBER 6, 1968

Astronaut McDivitt Says He's Seen UFOs in Space

By BILL CASE
Science Writer

Col. James A. McDivitt is a level-headed astronaut who believes in UFOs.

As command pilot for the Gemini 4 earth orbiting mission, he's seen them in deep space.

"They're there without a doubt," McDivitt asserted at a press conference in Dallas Saturday," "but what they are is anybody's guess."

McDivitt said he sighted three separate UFOs on his Gemini mission in June 1965.

"The first was simply a dot of light—not a star—that moved on a parallel course. The second was a white tubular device with a long pole sticking out of the end, and the third defied description."

McDivitt doesn't try to analyze UFOs. He's too busy as command pilot of the Apollo 9 mission, scheduled to orbit the earth next February, in the initial test flight of an Apollo spacecraft linked to a lunar landing module.

At 39, McDivitt, a former Air Force test pilot, has been assigned the most complex earth-orbiting space mission the U.S. has yet undertaken.

It will be his responsibility (in company with two fellow astronauts) to test and prove

See SPACE on Page 32

World Series action in color today at 11:30 on WBAP-TV Channel 5. (Adv.)

★ SPACE

Continued From Page 1

the feasibility and capability of the Apollo spacecraft and the lunar landing module to safely put American astronauts on the moon and bring them back.

The Apollo 9 mission will be the first U.S. flight in which the Apollo, designed for lunar missions, has actually been connected to the lunar landing module.

IT IS NOW scheduled to be boosted into a 270-mile high orbit around the earth sometime next February by a giant Saturn V rocket. Once in orbit, McDivitt and his crew will spend the next 10.8 days conducting maneuvers, engineering and research projects and exhaustively testing the luner landing module.

When reporters asked how much difference there was between commanding the Apollo 9 and the Gemni 4, McDivitt replied:

"It's so completely different I can only describe the change by saying:

"Gemini 4 was a Piper Cub compared to this. The Apollo is the latest supersonic fighter."

"OURS IS A dual spacecraft mission," he explains. "We will continue to check out the Apollo capsule changes brought about by the Apollo 7 and 8 missions and we will make the first transfers from Apollo to the lunar landing module."

McDivitt and his crew will go into orbit on the three-stage Saturn. After going into orbit they will travel around the earth three times then separate from the third stage of the rocket and the lunar module.

"Carrying out in-space maneuvers we will dock the Apollo with the lunar module and release it from the third stage of the rocket," McDivitt explains. "The two vehicles lock together in orbit."

Cruising around the globe at 18,000 miles per hour, McDivitt and his crew will carry out experiments in transferring from the Apollo to the lunar module, both through outer escape hatches and a connecting transfer tunnel in the nose of the Apollo.

"There are enormous unknown factors in a mission as complicated as this," he points out. "We have been in intense training for it over the past two years."

COL. McDIVITT and his wife were in Dallas as honored guests at the annual Galaxy Ball held Saturday night in the grand ballroom of the Sheraton-Dallas Hotel for the benefit of the Texas Mental Health Association.

What comes after Apollo 9—which obviously is the final dress rehearsal of both men and equipment for an attempted lunar landing?

McDivitt can only speculate.

"The possibilities are fantastic," he points out. "We're learning more from every mission — and the results from Apollo 9 could open doors we've never dreamed of."

October 18, 1968

Dr. Krystyna Ansevin
2127 MacArthur Street
Houston, Texas 77025

Dear Dr. Ansevin:

Enclosed is a recent article from the Dallas Times Herald which we find extremely interesting. Do you think it might be possible to get a signed statement and a report from McDivitt describing what he saw? Any additional statements or reports from other astronauts would be very helpful. Of course it is unclear what he meant by using the ex - pression "UFO", but it would be interesting to compare the structures and the behavior of the objects with some of the better cases on file.

Also, Dick Hall has asked me to remind you that the deadline on the joint statements which he sent you is about a week. The New Look report is almost ready for the printer, and he would appreciate hearing from you shortly.

Thank you for your assistance with the above. McDivitt's statements and/or reports would make excellent copy for the Investigator, and we would appreciate anything you might be able to send. We look forward to hearing from you in the near future.

Sincerely yours,

Diana S. Knop
NICAP Staff (Sightings)

DK/k

four outer engines were gimbaled to simulate the motion required to control the vehicle in flight. (MSFC Release 65–148; *Marshall Star*, 5/16/65, 1)

June 11: At a news conference at NASA Manned Spacecraft Center on the Gemini GT–4 spaceflight, Astronaut McDivitt said: "I saw three things that looked to me like they were satellites on the earth. I saw two over the Pacific, I guess. One . . . near Hawaii. . . . I saw a white object and it looked like it was cylindrical and it looked to me like there was a white arm sticking out of it. . . . We saw another one at night. It looked like just a pin point of light in the sky. . . . And I saw another one over the western Pacific again just shortly before I got into the sunlight on the windshield. . . . The only one I could even define the shape of at all was the first one and it looked a lot like an upper stage of a booster."

Astronaut White commented: ". . . we were looking to find out: Could man control himself in space? And the answer is yes, man can control himself in space." McDivitt continued: "The first thing we learned was that the Gemini 4 is a liveable spacecraft for at least four days." (Transcript; *NYT*, 6/12/65, 3)

• President Johnson announced during an impromptu visit to NASA Manned Spacecraft Center—his first—that he had nominated Astronauts James A. McDivitt (Maj., USAF) and Edward H. White II (Maj., USAF) for the rank of lieutenant colonel. In a speech before nearly 5,000 MSC employees, Mr. Johnson said: "The race in which we of all generations are determined to be first is the race for peace in the world.

"In the labors of peace—as in the explorations of space—let no man doubt for the moment that we have the will, and the determination, and the talent, and the resources required to stay the course and see those labors through." (Text; Stern, *Wash. Post*, 6/12/65, A3; Semple, *NYT*, 6/21/65; MSC *Roundup*, 6/25/65, 1)

• Sen. E. L. Bartlett (D–Alaska) introduced a bill to extend privileges and immunities, including tax and customs granted international organizations, to the European Space Research Organization (ESRO). ESRO was considering building a satellite telemetry command station near Fairbanks, Alaska, and was seeking the same special treatment afforded NASA with regard to its tracking stations abroad and personnel abroad. (*CR*, 6/11/65, 12836)

• Rep. Albert Thomas (D–Tex.), Chairman of the House Appropriations Committee's Subcommittee on Independent Offices, paid tribute to NASA on the floor of the House: ". . . too much credit cannot be given the top management of the Space Agency . . .

"To this group of distinguished gentlemen, must go the credit of spending some $17 billion without the slightest breath of scandal attached to the many thousands of transactions." (*CR*, 6/11/65, 12829)

• Laser beams could be used to track satellites, a group of scientists reported at a news briefing at NASA Goddard Space Flight Center. The briefing followed a two-day meeting discussing efforts to track EXPLORER XXII and EXPLORER XXVII satellites which were orbiting the earth at a height of about 700 mi. Dr. Henry Plotkin, Head of GSFC's Optical Systems Branch, said the experiments had indicated that: 1) a beam of laser light from the ground could be directed with sufficient accuracy

Action Line

Dial LI.3-7474

Action Line serves Star readers by getting answers, solving problems and cutting red tape. Write to Action Line, The Washington Star, Washington, D.C. 20003 or telephone LIncoln 3-7474 between 3 p.m. and 9 p.m. Monday Through Friday.

My $277.04 pay check was either lost in the mail or stolen from my mailbox early in June. I reported it to the payroll office at Bolling Air Force Base, filled out a form on the lost check and heard nothing more. After weeks passed, I called again. Bolling checked the Treasury Department and was told that the form I had filled out had never been received. Now I have to start all over again, filling out forms while my bills pile up and I have to borrow money to keep going. Can Action Line help me clean up this problem?—C. E. H.

Your check is now on the way. When Action Line dug into your troubles, it developed that you had twice been the victim of lost, strayed or stolen mail. The form notifying the Treasury of your loss disappeared like the lost pay check. After you filled out a second form, Bolling officials called Treasury and were assured your problem now had first priority and the check would be issued as expeditiously as possible.

Was it common practice during and after World War II to pull the safety pin of a hand grenade with your teeth?—L. J.

While it may be have been done upon occasion, the pin would have a far greater chance of survival than your teeth. For reasons of safety, it takes a good hefty pull to remove the pin. If anyone did it once, it is doubtful that he repeated the feat.

Queens Chapel Road and Hamilton Street in W e s t Hyattsville are state-controlled highways, but there are no visible crosswalks in any direction. I have spoken to police officers and taken this up with an auto club without results. Could Action Line get the crosswalks marked? —H. D.

After a call from Action Line, the Maryland State Roads Commission repainted the crosswalks under its jurisdiction.

We took a camera to be repaired at an Alexandria photography store. After much run-around we finally learned that it had been stolen. Now we are told that the store's insurance does not cover it and the manager has not paid us. A check with the police shows that the "burglary" was not reported. What should we do?—A. C.

Relax. The owner of the store told Action Line that he has written a number of dealers for appraisals of your camera. When he receives answers, he will average the figures and pay you. The robbery took place in Washington, which is why it wasn't reported in Alexandria.

When the District sprays trees in my neighborhood, the chemicals leave white blotches all over a black rail fence. This happens twice a year. Please see what you can do to help me.—Mrs. E. C. H.

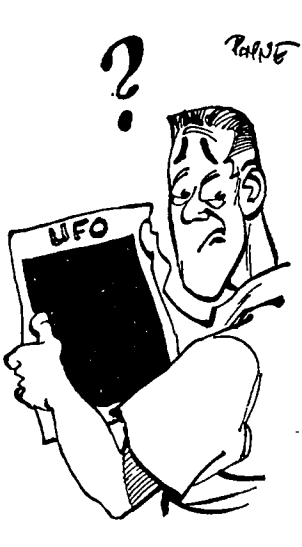
Action Line learned that yours is a common complaint. Officials in the highway department's Tree and Landscaping Division said that there are ways of getting the stuff off. Spraying must be done, and there's no way to avoid spotting railings and windows in some areas, they said. If you can walk outside soon after the spraying is done, you can use water to wash the stuff off. If the spray is allowed to set for a while, it will take kerosene or spent oil from an automobile crankcase to remove it.

On Naylor Road S.E., only 50 feet from the District Line, there is a hole about a foot deep, two feet long and a foot wide. It's on a curve in the westbound lane and a lot of cars hit it and stop suddenly, knocking wheels out of line. I reported it to the District a month ago. Nothing has been done and it's getting deeper all the time. Can Action Line get that hole fixed?—M. F. F.

There is a chuck hole in the center westbound lane of Constitution Avenue near 1st Street. It is deep and throws wheels out of alignment.—M. C.

Both holes were filled by the District Highway Department the same day that Action Line reported them.

Where can I get a copy of the picture that James McDivitt took of the unidentified flying object during his space flight?—K. D. J. Jr.



The unidentified flying object which Gemini 4 Astronaut McDivitt saw and tried to photograph was never discovered in an exhaustive examination of all film used in the camera he was operating at the time.

We live in the 3500 block of Sixth Street SE. Can Action Line help us get our street gutters cleaned and a sidewalk paved?—P. A.

After Action Line alerted the Highway Department, the apartment builder who messed up the gutters agreed to clean them up. He also promised highway officials to build a curb, gutter and sidewalk for

explained he has to rely on private property owners taking care of their own weeds. He said he got "good co-operation" last

Unidentified

HOUSTON — The National Aeronautics and Space Administration has released this photo, described as a cylindrical object photographed by astronaut James McDivitt as the Gemini 4 spacecraft passed over Hawaii. Officials could not identify the satellite. Pictures showed a faint "tail" of light and fanlike glow.—AP Wirephoto.