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I might add that my complete observation of these objects, which I could even follow by their flashes as they passed Mt. Adams, was around two and one-half or three minutes -- although, by the time they reached Mt. Adams they were out of my range of vision as far as determining shape or form. Of course, when the sun reflected from one or two or three of these units, they appeared to be completely round; but, I am making a drawing to the best of my ability, which I am including, as to the shape I observed these objects to be as they passed the snow covered ridges as well as Mt. Rainier.

When these objects were flying approximately straight and level, they were just a black thin line and when they flipped was the only time I could get a judgment as to their size.

These objects were holding an almost constant elevation; they did not seem to be going up or to be coming down, such as would be the case of rockets or artillery shells. I am convinced in my own mind that they were some type of airplane, even though they didn't conform with the many aspects of the conventional type of planes that I know.

Although these objects have been reported by many other observers throughout the United States, there have been six or seven other accounts written by some of these observers that I can truthfully say must have observed the same thing that I did; particularly, the descriptions of the three Western Air Lines employees, the <sup>Cedar City, Utah</sup> gentleman from Oklahoma City and the locomotive engineer in Illinois, plus Capt Smith and Co-Pilot Stevens of United Air Lines.

Some descriptions could not be very accurate taken from the ground unless these saucer-like disks were at quite a great height and there is a possibility that all of the people who observed peculiar objects could have seen the same thing I did; but, it would have been very difficult from the ground to observe these for more than four or five seconds, and there is always the possibility of atmospheric moisture and dust near the ground which could distort one's vision.

I have in my possession letters from all over the United States and people who profess that these objects have been observed over other portions of the world, principally Sweden, Bermuda, and California.

I would have given almost anything that day to have had a movie camera with a telephoto lens and from now on I will never be without one -- but, to continue further with my story. When I landed at the Yakima, Wash., airport I described what I had seen to my very good friend, Al Baxter, who listened patiently and was very courteous but in a joking way didn't believe me.

I did not accurately measure the distance <sup>between</sup> these two mountains until I landed at Pendleton, Oregon, that same day where I told a number of pilot friends of mine what I had observed and they did not scoff or laugh but suggested they might be guided missiles or something new. In fact several former Army pilots informed me that they had been briefed before going into combat overseas that they might see objects of similar shape and design as I described and assured me that I wasn't dreaming or going crazy.

I quote Sonny Robinson, a former Army Air Forces pilot who is now operating dusting operations at Pendleton, Oregon, "What you observed, I am convinced, is some type of jet or rocket propelled ship that is in the process of being tested by our government or even it could possibly be by some foreign government.

Anyhow, the news that I had observed these spread very rapidly and before night was over I was receiving telephone calls from all parts of the world; and, to date I have not received one telephone call or one letter of scoffing or disbelief. The only disbelief that I know of was what was printed in the papers.

I look at this whole ordeal as not something funny as some people have made it out to be. To me it is mighty serious and since I evidently did

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