

From "Cash-Landrum UFO Case File: The Issue of Government Responsibility"

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incident. As they began to recover, they sought help from various Government agencies. Their quest has carried them to Congress, various military agencies, and finally into Federal Court.

The Early Days. Telephone calls to local officials and military installations were futile. They could find no one willing to listen to their complaint or supply worthwhile information. Finally, on May 31, 1981, the Center for UFO Studies in Evanston, Ill., suggested the victims contact Texas Senators John G. Tower and Lloyd Bentsen in Washington, D.C.

On July 28, both Senators sent identical letters describing their conversations with representatives of the Department of Defense. The result was the suggestion for the victims to contact the Judge Advocate Claims Officer at Bergstrom Air Force Base, Austin, Texas, where they could file an official report and submit a claim.

In August 1981 they drove to Bergstrom and met with several Air Force lawyers. Although records released under the Freedom of Information Act show that Cash and Landrum actually had an appointment to see the Judge Advocate Claims Officer, the lawyers seemed to be surprised by the visit. Nevertheless, they were questioned about the details of the incident and the whole proceedings were tape recorded. At the end of the meeting they were given blank forms and told "if they could find a lawyer that would help them" they should submit an official claim against the U.S. Government for the injuries they sustained.

About the same time, New York attorney Peter Gersten called to volunteer his services in the case, Mrs. Cash and Mrs. Landrum welcomed his assistance and provided the information necessary for submission of the claim. 

MILITARY INVOLVEMENT

Because of a Congressional inquiry, Captain Jenny Lampley of the U.S. Air Force Congressional Liaison Office in Washington, D.C., began a cursory investigation into the allegation that Air Force helicopters may have been involved in the December 29, 1980, incident. She quickly terminated her investigation after finding that the Air Force does not operate twin-rotor helicopters.

Next, the Department of the Army Inspector General expressed an interest in an investigation. Lt. Colonel George Sarraan was assigned to the case and he conducted a fairly extensive investigation. From the beginning, he stressed that the Army had no interest in the object; but they were concerned about the allegation that Army helicopters were involved.

Lt. Colonel Sarraan made numerous telephone calls to various agencies as part of his investigation, but without success. His official report describes the process as follows: