

## **AUGUST 14, 1870 – BANNOCK MONTANA**

From *UFO News.com*, posted on August 29, 2013 by the administrator, following posts dated February 2012, February 28, 2013, updated on 4/17/2013:

### **Site Visit Report:**

“Alleged” 1870 UFO Crash Site, South of Dillon (Near Bannock, MT)

Site Visit Date: August 29, 2013

**BACKGROUND:** A local treasure hunter (Warren Huxtable) came across a diary of an old stagecoach employee who said that a space ship crashed on August 14, 1870. The UFO (space ship) was moving to the southwest and crashed into the side of a mountain. Some debris and reports had been collected by Mr. Huxtable prior to our visit. Apparently this debris was not collected at the “alleged” crash site, but downrange (near Bannock, MT). This debris appeared to be manufactured and was distorted likely through a heat process. A materials expert analyzed the sample and it proved to be nothing unusual. It was later determined that the debris was probably tool metal. Mr. Huxtable felt that the debris came from the crash while the ship was on its “crash course.”

**INVESTIGATIVE TEAM:** Mr. Huxtable drove us to the crash site which was in a very remote area well removed from regularly traveled roads. Joan Bird and I accompanied Mr. Huxtable. Mr Huxtable’s sister also was on the journey, but didn’t come with us for the last ¼ mile due to the rugged

terrain. Some local Dillon residents also were at the site. The readings below were collected by William Puckett and Joan Bird.

RESULTS OF SITE VISIT: I snapped a few photos of the site with my cell phone about 1 mile from the site. The area seems to look “artificial” relative to surrounding terrain. A GPS reading was taken and plotted on a Google Earth map. The image shows the “artificial” look of the crevice where the object “allegedly” crashed. One of several photos that I took while at the site shows the topography and rocks characterizing the area.

A compass reading was taken showing the gully (crevice) was oriented from Northeast to Southwest.

Allegedly the object was traveling to the Southwest for several miles before crashing.

Information acquired at the site:

GPS Reading: 45.09602 Degrees N, 113.17963 Degrees W

Altitude (Top of Crevice GPS Reading): 6,777 Feet Above Sea Level (ASL)

Altitude (Bottom of site measured by altimeter): 6,580 Feet ASL

Radiation Count: Between 23 and 34 counts/minute (normal background)

Magnetometer (Tri Field Meter): Needle jumped between 0 and 3 gauss. Readings were stronger as we moved towards the

Northeast portion of the gully. The “jumpy needle” behavior was strange and I don’t have an explanation for these readings?

ELF (Extremely Low Frequency Waves) Meter: Surprisingly the meter indicated some radiation in the ELF range.

Metal Detector: The metal detector had more “hits” as we moved northeastward up the gully, but the Metal Detector: The metal detector had more “hits” as we moved northeastward up the gully, but the hits were not numerous.

Other observations: No meteor rock or mine tailings were seen. (Previous observers had indicated that meteor rocks and mine tailings were present.) No manufactured metals were found. We had acquired some “manufactured” metallic debris “allegedly” associated with the craft, but these samples were collected several miles to the Northeast of the site and it was thought that the debris fell off of the craft before it crashed. Other observers found a “mound” near the Southwest end of the gully. They had a “feeling” that something was strange about the mound. Apparently Warren Huxtable returned to the site in September, 2013 and acquired some compelling data with a ground penetrating radar. He stated that the radar detected a metallic shape on the bottom of the mound and that the metal was unknown (not silver or gold). These observations are hearsay and have not been verified.

Strange Visitors: During a conversation with Warren Huxtable in our ride to the site he continually mentioned “those NASA guys” in relation to his taking them to the site a couple weeks before our visit. Four men showed up at his house around 9 AM and “demanded” that he show them the site and that he

“ride with them” as opposed to driving his own vehicle which he proposed. The men were quite intimidating, but stopped short of issuing any threats. Warren’s story was partially corroborated by another individual who called Warren when the men were there. Warren handed one of the men the phone and he talked to Warren’s caller. The caller told me that the man was very demanding and wanted to know his name, occupation, what he knew about the site, etc. The man also told the caller to stay away from the site. The caller hung up on the man. Warren took the men to the site. They were there all day and did not allow Warren to observe their activities. Warren did see them set up several laser beams that beamed across the gully. When the men dropped Warren off they said that a meteor crashed there and that he should stay away from the site because it was dangerous. The men drove a SUV with Virginia license plates. The vehicle had a NASA logo on the side. A few weeks earlier Warren had received some calls from people identifying themselves as NASA employees and they wanted to know the location of the site. Warren wouldn’t tell them. The phone number contained an area code of 703 which is Virginia. Warren tried to call the number on caller-id and received an “invalid number” message. Who were these guys? Were they really from NASA?

Future Activities: Perhaps it may be worthwhile to return to the site and do a survey with a ground penetrating radar.

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If this report is true, it could be the oldest “documented” UFO crash. Through local contacts I was put in touch with a gentleman (referred to as Mr. H.) who is a retired pilot and

“treasure hunter” and resides in Dillon, MT. He knew the curator (Everett Johnson) of a museum in Dillon, MT. The curator is now deceased. Mr. H. obtained a diary of a gentleman named Tom Melton who managed the “Knotts Stage Station” south of Dillon in 1870. The diary was obtained to ascertain leads to potential locations of precious metals. An entry was made to the diary on August 14, 1870 where Mr. Melton said that a space craft crashed in a mountain valley south of Dillon. Apparently metallic debris can still be found at the alleged crash site. A site visit will be made when the weather becomes warmer. I hope to obtain some metallic samples and have them analyzed. Other data will be collected.

Apparently Mr. H. contacted a retired NASA employee that he knew in Idaho. A few days later he got a call from NASA. NASA was most interested in finding out the location of the crash. Mr. H. would not disclose the location. He received a total of 4 calls from NASA in one day. He didn’t answer the phone on the last 3 calls. Unfortunately the diary has been lost. Mr. H. stated that his wife threw away some his papers after his recent divorce. The papers included the diary.

Updated Information – March 2, 2013: A local geology student who is attending the University of Montana, Dillon Campus visited the site on March 2, 2013. He lives next door to Mr. H and obtained directions to the site. Subsequent to his site visit he called me as he got my name from Mr. H. He took several photos of the site. He was quite emphatic that there was nothing unusual about this site. He said that the site was a volcanic crater (termed volcanic caldera). He found and collected volcanic rock, orange lava, meteorite rocks, quartz

and mining tailings at the site. There was no evidence of any crash debris. However, he thought that a few meteorite rocks could be at the site. Perhaps the “space craft” sighting could have been a meteor? The geology student does not plan to have any samples that he collected analyzed.

Updated Information – April 11, 2013: Recently Joan Bird provided a sample of “alleged” crash debris at the above site. A few tests have been conducted on this sample. Also the sample has been sent to a mineralogist who will use a scanning electron microscope (SEM) to determine the elemental composition of the sample. I did some preliminary analysis on the sample before sending it to the analyst. So far I have determined the following properties of the sample:

1. Not magnetic.
  2. Does attract magnets (so is metallic) – nothing surprising here.
  3. Does not conduct electricity.
  4. Part of something that was manufactured.
  5. Appears to have sustained damage due to heat and/or pressure.
  6. Is not radioactive.
  7. Density = 6,582 Kilograms/cubic meter  
(This is less than Iron which has a density of 7,850 Kilograms/cubic meter)  
(This is greater than Titanium which has a density of 4,500 Kilograms/cubic meter)
- Sample is likely a metallic alloy. The composition of the alloy will be determined when SEM analysis is complete.



Updated Information – April 17, 2013: The Scanning Electron Microscope (SEM) analysis has been received. The results of the analysis can be viewed at: <https://www.ufosnw.com/newsite/wp-content/uploads/2013/02/semanalysis.pdf>

The analyst stated that the sample WAS NOT an unusual metallic alloy and did not recommend an isotopic ratio analysis.



*Above: photo of one of samples*

*Below: some pics of the site taken on March 2013*



**Reliability evaluation:**  
**low**  
**too many years from the event, inconsistent evidences,**  
**possible invention or hoax, low credibility**

