

English Translation

PV No. 445 — Valensole, France

Original document dated July 1965 — translated from French

Translator's note: The source is a historical, scanned document. Some names, stamps, signatures, and isolated words are obscured or illegible in the scan; these are marked [name obscured] or [illegible] rather than being guessed. Pages 9–14 are primarily maps, sketches, and photographic plates, so their captions and identifiable contents are translated rather than replacing the original visual evidence.

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REGIONAL GENDARMERIE — MARSEILLES
TO: DIRECTORATE OF THE GENDARMERIE, PARIS

No. 223/2.II — DAILY SUMMARY — SITUATION AS OF 9:00 A.M., 3 July 1965

MISCELLANEOUS FACTS — BASSES-ALPES — 1 July 1965
Locality "OLIVOL," 2 km northwest of VALENTOLE (B.A.).

Mr. [name obscured], a 41-year-old farmer, declares that he saw a craft of the "flying saucer" type, approximately the size of a dolphin, with two passengers.

One individual, approximately 1 metre tall, of heavy build, wearing a jumpsuit and bareheaded, appeared to have descended from the craft for a few moments. The craft then suddenly disappeared at lightning speed.

The report was made to the Gendarmerie on 2 July 1965 at 20:00 hours. At the scene, Captain [name obscured] observed traces that could possibly correspond to an actual landing of the craft.

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NATIONAL GENDARMERIE — VERBAL REPORT

On 2 July 1965, at approximately 10:35 p.m., acting on information received from the public that Mr. [name obscured], a farmer, had reported seeing, on 1 July 1965 at approximately 5:40 p.m., an aircraft of unknown design, we, [officers' names obscured], went to the brigade office and received the following statement:

"I left my home at approximately 5:40 p.m. to return to my field in the locality called L'OLIVOL, approximately two kilometres northwest of VALENSOLE. I had absolutely no wine or alcohol before leaving.

Upon arriving at my destination at approximately 5:45 p.m., I was occupied with my work. At approximately 5:45 p.m., I was startled by a noise not far from me. I looked toward it and saw what appeared to be a large vehicle parked in my lavender field.

It was about the size of a small Renault automobile and was matte grey in colour. Its shape resembled a car body, with what looked like a door on the side. The top was transparent, through which I saw a person inside.

I then noticed another man who was already on the ground. He was wearing a close-fitting suit, bareheaded, and his hands were empty. I was approximately 60 metres from this person."

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(Continuation of statement)

"He was approximately one metre tall, with fairly broad shoulders. More importantly, the passenger of the craft was wearing something that covered his face, as opposed to the person who was on the ground, who was completely visible. He then went back into the craft immediately, and at that moment there was a dull sound and the craft disappeared almost instantly in the direction of MANOSQUE.

I continued working, then approached the place where the craft had apparently landed. I found that the ground was disturbed. The traces were in the shape of a star, approximately one metre across. There was a hole approximately 20 centimetres deep and 10 centimetres in diameter in the centre of the location.

At first, it appeared to me that the craft had rested on six legs arranged around a central pivot or circular support. There were no windows, only a door with a hinge opening from top to bottom.

I cannot determine the colour of the persons' skin, but it seemed to me that they were of European type. I did not say this earlier because I was afraid of being ridiculed.

I remain at your disposal to provide any other useful information."

2 July 1965, at 23:40 hours.

Read aloud; the declarant persists and signs.

We note that there is no other witness apart from Mr. [name obscured].

On the basis of this statement, we immediately reported the facts to our Company Commander.

At 22:00 hours, the Company Commander and the Commander of the Research Brigade arrived at our brigade office. Accompanied by Mr. [name obscured], we immediately went to the location.

We observed that there was indeed a hole in the ground at the location designated by Mr. [name obscured] as the place where the craft had landed. No other apparent trace was visible, the ground having been trampled by numerous curious persons before our arrival.

Upon taking a further statement from Mr. [name obscured] at 23:15 hours, he declared:"

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(Continuation)

"I specify that when the person who had been on the ground climbed into the craft, he extended his right hand to grasp the edge of the craft's opening. The craft departed obliquely; I lost sight of it after ten to fifteen metres. It was approximately six to eight metres above the ground when I could no longer see it.

I looked into the sky to see where it might have gone, but I did not see it again. It disappeared like a flash.

At the moment it took off, the six feet that had been resting on the ground and which appeared like a spider gave me the impression that they all turned in the same direction.

It was the central pivot sunk into the ground that caused the impression, producing a dull sound without any movement of the surrounding earth. I was so emotionally upset that I did not approach the spot until fifteen to twenty minutes later. Around the hole, the earth was disturbed in the cavity. I returned at approximately 22:30 hours and observed that the earth was as hard as concrete.

Today, at approximately 12:00 noon, I observed that the edges of the hole where the central pivot had been were blackened on the north side, in the direction in which I had seen the craft.

I have not spoken about this matter to anyone other than my wife during the past ten days. Since the news has now reached the area and many people have come today into my field, I am afraid that the traces left by the craft on the ground will disappear."

2 July 1965, at 23:30 hours.

Read aloud; the declarant persists and signs.

It is noted that the sketch of the site, the observations, and the photographic plates will be the subject of a separate report.

Copies forwarded:

1. To the Prefect of the Basses-Alpes (V.I.), at DIGNE.
2. To the Colonel, Commander of the Military Subdivision, at DIGNE.
3. To the Archives.

Done and closed, 3 July 1965.

The Captain / The Chief M.D.L. / The Brigade Commander.

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9th LEGION OF THE GENDARMERIE
GROUPMENT OF THE BASSES-ALPES
COMPANY
RESEARCH BRIGADE

VERBAL REPORT No. 105 — 2 July 1965
Administrative information

SUBJECT:

Date: 2 July 1965.

Location: VALENTOLE, locality known as L'OLIVOL.

Subject: An aircraft of unknown design seen in a field by Mr. [name obscured] on 1 July 1965 at approximately 5 p.m.

Signatures of the drafters.

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NATIONAL GENDARMERIE — VERBAL REPORT No. 105, dated 2 July 1965

Administrative information — Aircraft of unknown design seen by Mr. [name obscured], of VALENSOLE.

PREAMBLE

On 2 July 1965, at 21:00 hours, Captain [name obscured] and M.D.L. Chief [name obscured], Commander of the Research Brigade, went to VALENSOLE (Basses-Alpes), at the request of the Company Commander, concerning the statement made by Mr. [name obscured] regarding an aircraft of unknown design seen by him on the afternoon of 1 July 1965 (Verbal Report No. 445 of the brigade, dated 2 July 1965).

OBSERVATIONS

Upon arriving at the brigade at 22:00 hours, we found the M.D.L. Chief [name obscured] and the gendarme [name obscured]. Under their direction, we went to the site.

We observed, in a lavender field whose soil had been freshly tilled and loosened, the presence of an almost circular trace.

It appeared to be a shallow depression approximately 1.20 metres in diameter. At the centre of this depression was a cylindrical hole 18 centimetres in diameter and approximately 40 centimetres deep.

We also observed four grooves approximately 8 centimetres wide and about 2 metres long, forming a cross with the cylindrical hole at the centre. The earth at this location was compacted.

(continued)

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(Continuation)

Because of the darkness, we were unable to make any further observations.

On 3 July 1965 at approximately 1:00 p.m., M.D.L. Chief [name obscured] and the gendarme [name obscured] returned to the site, where they found the M.D.L. Chief [name obscured].

We took several photographic plates which are attached to this report and each carry an explanatory caption.

We also prepared a site plan, which is likewise attached to this report.

The scene is located in a field of young lavender belonging to Mr. [name obscured], approximately 1,000 metres from the locality of L'OLIVOL, bordered by a vineyard and a field of young lavender. The field is bounded by the D.15 (VALENSOLE-ORBAISON) and the D.16 (VALENSOLE-MANOSQUE), and is approximately 2 km (as the crow flies) northwest of the Valensole gendarmerie station.

The field had recently been tilled, and at the location where the witness stated the craft had landed we found compacted soil. The dimensions of the trace are approximately 1.22 metres by 0.50 metres, in the northwest corner of the lavender field, 34 metres southwest of the vineyard and 59 metres northwest of a dirt field (see sketch).

The mound of earth and stones into which the witness stated the craft had sunk its central pivot is approximately 9 metres northeast of the trace (see sketch); it is approximately 8 metres long and 2 metres high.

Visibility from the mound to the trace is good. No other unusual indication was discovered in the area.

PROCEDURAL RECORD

THREE COPIES DELIVERED:

1. The first, to the Prefect of the Basses-Alpes at DIGNE.
2. The second, to the Colonel, Commander of the Military Subdivision of the Basses-Alpes, at DIGNE.
3. The third, to the archives.

Done and closed, 3 July 1965.

The Captain / The M.D.L. Chief / The Brigade Commander / The Gendarme.

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ADMINISTRATIVE COVER SHEET

9th Legion of the Gendarmerie
Groupment of the Basses-Alpes
Research Brigade

Verbal Report No. 105 of 2 July 1965
Administrative information

Matter: [name obscured], residing at VALENSOLE.

Date: 2 July 1965.
Location: VALENSOLE, locality known as L'OLIVOL.

Subject: An aircraft of unknown design seen in a field by Mr. [name obscured] on 1 July 1965 at approximately 5 p.m.

Signatures of the drafters.

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SITE SKETCH

“QUARTIER DE L'OLIVOL”

Field belonging to [name obscured].

The sketch indicates the location of the trace/landing site and surrounding field features.

Scale indicated on the original sketch.

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"SKETCH OF THE STATE OF THE SITE"

Verbal Report No. 105, dated 2 July 1965, of the Research Brigade.

Aerial landing of an aircraft of unknown design.

The original drawing identifies the location of the trace and nearby roads/landmarks, including the direction of MANOSQUE and the VALENSOLE area.

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PHOTOGRAPHIC PLATE No. 1

Plate No. 1 — Location plan.

A map showing the Valensole area and the reported location of the incident.

PHOTOGRAPHIC PLATE No. 2

Southwest/Northeast view — trace in the foreground; in the background, the mound of earth and stones.

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PHOTOGRAPHIC PLATE No. 3

Northwest/Southwest view — mound of stones on the left; location of the trace on the right.

PHOTOGRAPHIC PLATE No. 4

Northeast/Southwest view — the lavender field and the location of the trace, viewed from the top of the mound of earth and stones.

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PHOTOGRAPHIC PLATE No. 5

Northeast/Southwest view — location of the trace, viewed from the position where Mr. [name obscured] was standing.

PHOTOGRAPHIC PLATE No. 6

Trace/depression with a central hole and grooves forming a cross.

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PHOTOGRAPHIC PLATE No. 7

Closer view of the trace.

PHOTOGRAPHIC PLATE No. 8

Cylindrical hole viewed from above.

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NATIONAL GENDARMERIE — VERBAL REPORT No. 145, dated 23 August 1965

Administrative information

Hearing of a witness concerning an aircraft of unknown design.

On 23 August 1965, at approximately 17:15 hours, we received information from Mr. [name obscured], whom we had heard at the brigade office.

The present report follows Verbal Report No. 445 dated 2 July 1965 of the brigade and Verbal Report No. 105 dated 2 July 1965 of the Research Brigade.

The witness stated:

"When you questioned me on 2 July 1965, I did not reveal everything that I had seen because I was afraid that you would take me for a fool and that I would not be believed.

Having gained confidence since then, I have decided to tell you everything I saw during the evening of 1 July 1965.

I confirm the content of my statement, particularly regarding the shape and volume of the craft. I was approximately seven metres from the craft when I approached it along the vineyard adjoining my field, and then moved diagonally toward the craft, which I saw in profile.

From my starting point at the pile of stones, I had the impression that the two men were moving very slowly and that I observed them throughout their movement. Both beings were on the ground. One was facing me and the other had his back to me; the latter was facing the lavender field.

When I reached approximately seven metres from them, the one who was facing me turned away from me and I could no longer see him."

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(Continuation of witness statement)

"When he turned his back to me, I could see that both were wearing suits. The one facing me had a sort of hood or head covering; the other had a kind of cap.

Their heads were quite large, without hair. There was a hole or opening in the place where the ears would be, but I could not see any ears.

Their faces had no hair. Their skin was very pale, almost white. They had large, slanted-looking eyes. I cannot say whether they had eyebrows.

Their arms and legs were visible, but I could not see whether they had hands or feet because I could not distinguish them clearly.

They were wearing a close-fitting suit made of a dark material. The one on the left had a sort of cap, rather small and apparently very voluminous.

I clearly noticed that this one had something protruding from the cap around the ears, but I could not tell whether it was an object attached to the head.

Their clothes seemed to be made of a very heavy fabric.

They remained there for several minutes without speaking to me. I noticed that they were watching me and that I heard a sound apparently coming from their throats. I understood that they had almost no hair on their heads.

They seemed to be making fun of me; their attitude did not give me the impression that they wanted me harm.

The bottom of the craft was approximately 50 to 60 centimetres above the ground. I saw the craft through the transparent portion as though it were made of plexiglass. Its height could have been approximately 2.50 metres. There was an opening much higher than the ground.

After four or five minutes, the two persons climbed into the craft, first the right one and then the left. They entered using an opening located somewhat higher than their belts and which was perhaps a little higher than their height.

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(Continuation)

"I estimate that the width of this opening would have allowed a man of average size to pass through sideways.

A type of glass panel mounted high on the craft's side could be raised or lowered by what appeared to be an automatic mechanism, with no visible hand movement needed to operate it. I then clearly distinguished the dome.

I heard a dull sound lasting perhaps two or three seconds, and I believe the craft lifted approximately 50 centimetres from the ground. The three legs that had been under the craft came out of the ground, and I could distinguish the width of the legs. I did not see any movement of the tube caused by the craft's lifting.

I noticed that when the two persons entered, their feet were turned in the direction of the same side.

While the two beings did nothing, the craft moved backward in the direction of their backs. It then moved obliquely in the opposite direction, and it accelerated much more rapidly than it had at takeoff.

I followed it for approximately 15 to 30 metres, then lost sight of it because I was unable to estimate the speed at which it was travelling.

I had seen airplanes of this category before, and an aerodrome was nearby.

I could not move my head; I could only hear voices that seemed to be at a distance of approximately 8 metres.

I remained immobilized for quite a long time after the craft departed. I estimate approximately fifteen minutes. This was evidently against my will, and I did not feel able to move for a long time. Then I began moving my arms and, almost immediately, my entire body and limbs.

I then returned to my tractor, lit a cigarette, and continued working until approximately 7:30 p.m. After climbing onto my machine, I noticed a small piece of my vine that was not the one I had previously seen; I then went home around 8:00 p.m.

I also experienced various times what I would call a strange sensation, but I did not pay much attention to it and did not consider it important.

I had no encouragement or urging, either while I was immobilized or afterward.

I have not had any further unusual disturbance of sight or hearing since 3 July. I have been sleeping much more than usual; whereas normally I sleep six to seven hours per day, I have been sleeping almost twice as much during the few days following 3 July, when I felt a strong urge to sleep."

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(Continuation)

"Currently, I sleep approximately ten hours per night. I have never taken medication and have not lost weight. My eyesight has remained excellent as before.

The craft and the persons departed a few seconds after the persons had entered it. The colour of the craft was darker than the suits worn by the two persons.

I confirm my statement of 2 July concerning the observations I made on the ground at the craft's location and the details I have just provided."

Read aloud; the witness persists and signs.

THREE COPIES DELIVERED:

1. The first, to the Prefect of the Basses-Alpes, at DIGNE (V.-A.).
2. The second, to the Colonel, Commander of the Military Subdivision of the Basses-Alpes, at DIGNE.
3. The third, to the archives.

Done and closed, 23 August 1965.

The Captain — signed

The M.D.L. Chief — signed

The Gendarme — signed