

THE U.F.O. Investigator

FACTS ABOUT FLYING SAUCERS (UNIDENTIFIED FLYING OBJECTS)

— Published by the National Investigations Committee on Aerial Phenomena —

Vol. 1, No. 2

Washington, D.C.

August-September, 1957

Senator Goldwater Reveals Interest In UFO Problem

In a recent statement to the Director of NICAP, Senator Barry Goldwater, (Rep., Arizona) has disclosed his strong interest in the subject of Unidentified Flying Objects.



SENATOR BARRY GOLDWATER

Senator Goldwater's opinion has added value because of his long experience in military aviation. He is a colonel in the Air Force Reserve and is qualified to pilot jet interceptors, in addition to other types of aircraft.

The Senator's letter follows:

"I am an Air Force Reserve Officer and have been one for the past 27 years; consequently, I am indeed interested in unidentified flying objects.

"I frankly feel that there is a great deal to this and I have discussed it often with many Air Force Officers."

At least two other Senators and several representatives have privately expressed serious interest in UFOs. NICAP will be glad to have the opinions of other legislators either privately or for publication. We believe this will eventually lead to a frank and open discussion of the entire UFO problem on Capitol Hill. ☉

JET CHASE OF LARGE CIRCULAR OBJECT INVESTIGATED BY FAR EAST AIR FORCE

For eight months the Far East Air Force has been in possession of an Intelligence Report describing the jet chase of a strange round object larger than a B-29 bomber. According to this report, the UFO accelerated to a speed of about 2000 miles per hour when the jet tried to close in.

Intelligence Report Details Released to NICAP

Full details of the chase were revealed to NICAP on August 29 in an unclassified section of the Intelligence Report. This is the first detailed report of a jet-UFO chase released anywhere in the Air Force since 1953. Whether release of this important case indicates a change in Air Force policy or is an isolated incident, is yet to be determined.

The Air Force report sent to NICAP from a Far East Air Force office bears the following heading:

AF FORM 112
FAR EAST

AIR INTELLIGENCE INFORMATION REPORT

(U) Unidentified Flying Object Report

FAR EAST
— February 1957

DI _____
— December 1956

B-2

Captain _____ and
Captain _____
AFR 200-2

Debriefing

"On _____ December 1956" the Air Force report begins, "two USAF jet pilots were practicing ground radar positioned intercepts on each other in the vicinity of _____."

During one run, the report says, the intercepting pilot picked up a strange radar blip from an unknown object in the sky. From the size of the blip—one-eighth inch high and three-eighths of an inch wide—the UFO was estimated as large as a B-29 four-engine bomber. Radar showed it to be 20 miles away and 30 degrees to the pilot's left.

"Pilot called the GCI site to ask if they had a target which would correspond to the unidentified blip. After receiving an _____ (Please turn to Column 1, Page 2)

Air Force Tells Congressman it Has Given NICAP "All UFO Information" Despite Written Refusal

Despite an official refusal on July 18 to release UFO cases to NICAP, the Air Force now publicly insists that it has given NICAP "all information in the hands of the United States Air Force."

This contradictory statement, sent on September 12 to Rep. Peter Frelinghuysen, Jr., (R., N. J.) was signed by Maj. Gen. Joe W. Kelly, USAF, Director of Legislative Liaison.

(See also special announcement on new Air Force claims, Page 3.)

On September 11 the same Air Force statement was sent to Vice Admiral John M. Hoskins, USN, Ret., now Director of Declassification Policy, Department of Defense. Admiral Hoskins had asked the Air Force for facts on NICAP and the release of UFO reports.

The identical statement sent to Admiral Hoskins and Rep. Frelinghuysen follows: "The National Investigations Committee on Aerial Phenomena is not a governmental

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answer in the negative, he asked for and received permission to determine the nature of the source of the radar return."

As he headed toward the UFO, the jet's radar showed he was closing in at a speed of six to seven hundred knots. (Approximately 720 to 840 miles per hour.)

At eight miles range a round object appeared in the sky, exactly where the radar showed it. To show up as more than a speck at that distance, the UFO had to be fairly large. The pilot described it as "the size of a lead pencil eraser if placed against the windscreen."

(NICAP comment: From figures supplied by North American Aviation, builders of the F-86-D Sabrejet, and the Civil Aeronautics Administration, the UFO appears to have been about 350 feet in diameter. See detailed explanation later in this account.)

By this time, the Air Force report continues, the jet's radar was in "lock on" position. That is, it had locked onto the UFO and was automatically guiding the jet toward it.

Jet's Radar is Jammed

As the plane came closer, its radar was suddenly jammed by a strong interference.

Using anti-jam procedure, the pilot switched frequency. For ten seconds, this eliminated the mysterious interference pulses, then they began again. But the pulsations were not strong enough to break the radar lock-on, and the jet held to its course.

"The jet closed to within five nautical miles of the object and could not close further," the Air Force report states.

"When the pilot was closest to the unidentified object, it appeared to make a shallow left turn. It had the appearance of being circular on the bottom."

The color of the object was described as a golden tan, with no reflection from the sun. After the UFO's slight turn, the pilot's radar indicated that the object was "moving up and away at from 1500 to 1800 knots." (Approximately 1800 to 2160 mph) The Air Force report adds that this was an estimate, since the UFO's rate of departure was faster than the jet's radar could indicate. The blip, it said, "disappeared by moving rapidly off the top of the scope."

The Air Force investigation indicates the seriousness with which the UFO sighting was regarded. Immediately after the pilot landed and made his report, the jet was tested by another AF pilot.

All equipment, including the radar, operated correctly. The aircraft then was thoroughly checked by ground personnel; again, all systems were satisfactory, according to the Intelligence report.

The final section of the report goes a long way toward dispelling the idea that the Air Force actually brushes off UFO sightings. Entitled, "Comments of the interrogation officers," this section follows:

"Operation, maintenance and Intelligence personnel of the — Squadron, — Wing and — Air Division were of great assistance in the UFOB investigation. (Ed: Under AFR 200-2 the term UFOB is used instead of UFO.)

"Written statements from the above organizations verifying information in this report are on file in the DI— Office.

"The observing pilot, Lt. —, had many flying hours as of the time of the incident. Over half had been logged in this type of jet. He appeared to be conscientious and reported the incident in a straight forward, slightly embarrassed manner, saying that he would doubt the possibility of such an occurrence if it hadn't actually happened to him.

"The fact that no unidentified tracks were observed by ground radar should not be given much weight in evaluating this report. Both the jet aircraft involved required IFF in order that the controlling GCI site could plot them." (Ed: IFF is the name of an identification code transmitter system developed in World War 2 called "Identification, Friend or Foe." The fact that IFF signals were required for GCI to plot the jets indicates that the Air Force planes did not show up normally on ground radar.)

Computed Size of UFO

NICAP Explanation: At the moment when the pilot made his relative estimate of the UFO's size, using the pencil eraser comparison, the object was directly ahead at the jet's altitude.

The size of the object would depend on the distance from the pilot's eyes to the windscreen, dead ahead. According to North American Aviation, makers of the F-86-D Sabrejet, this distance for the Sabrejet is 2.27 feet, and the average for most jets is not much over 2.50 feet.

The average pencil eraser is one-fourth of an inch in diameter. According to figures confirmed by the Civil Aeronautics Administration, if the pilot's eyes were 2.50 feet from the windscreen the object was 352 feet in diameter. At three feet the diameter would be 293 feet. Even allowing for an appreciable error in estimating the object's apparent size, it seems plain that the UFO must have been at least 200 feet in diameter, and probably much larger.

The significance of this Air Force report is obvious. It is clear that armed forces pilots are still encountering unexplained UFOs—solid, round shaped objects seemingly under intelligent control—though to date officials still say there is no evidence of the UFOs' existence. ●

NAVY MISSILE EXPERT, UFO INVESTIGATOR, IS NEW NICAP ADVISER

Captain Robert B. McLaughlin, USN, Commander of the Naval Ordnance Laboratory at Corona, California, has been appointed a Special Adviser to NICAP.

Captain McLaughlin will be remembered by many NICAP members as the author of a widely discussed UFO article in TRUE Magazine, March 1950. In this documented account which was cleared by the Pentagon, McLaughlin (then a commander) related several sightings during 1948-49.

The most impressive of these White Sands cases occurred on April 24, 1949, as a crew of scientists and engineers under Commander McLaughlin was preparing to launch a giant cosmic ray project balloon.

To determine the winds at various levels a small weather balloon had been released and this was being tracked by a theodolite, an angle measuring device using a 25-power telescope. Assisting the theodolite operation were a timer (an engineer with a stop watch) and a technician to record the data.

The weather balloon had reached a height of 10,000 feet when a fast moving silvery white object suddenly appeared at a higher altitude. The theodolite operator quickly swung the instrument to pick up the object, tracking it with the timer's help.

By Commander McLaughlin's official record the UFO descended from an elevation angle of 45 degrees to 25 degrees in 55 seconds. Then it swiftly climbed upward and disappeared.

Accurate analysis of the performance data was possible, since the UFO had flown in front of a mountain range, the height and distance of which were known. Computations by the Navy scientists showed that the object—seen visually as elliptical—was 105 feet long and 40 feet wide. When first tracked, it had been flying at a height of 56 miles, its speed 7 miles per second.

The UFO's amazing zoom, McLaughlin reported, would create such an increased gravitation pull that no human being could have survived the maneuver. (Ed: This was before the widely held theory that the UFOs have their own gravitational fields, which would enable the most violent maneuvers without harm to a spaceship's occupants.)

In accepting the post of Special Adviser Captain McLaughlin told NICAP he saw no reason to change his opinion of UFOs, stated after his White Sands experience.

"I am convinced," he wrote at that time, "that it (the object sighted) was a flying saucer, and further, that these discs are spaceships from another planet, operated by animate, intelligent beings." ●

AIR FORCE from Page 1

agency, but is a civilian organization interested in air phenomena. As Director of the Committee, Major Donald E. Keyhoe (Marine Corps, Retired) has already received all the information in the hands of the United States Air Force, and the Air Force position in regard to Unidentified Flying Objects or popularly termed 'Flying Saucers.' However, he persists in claiming that the United States Air Force is withholding information on this subject. Nothing could be further from the truth."

This is a serious charge. In answer, here are the facts to which the Director has sworn in a notarized statement to the Board of Governors:

1. To date only one Air Force item of UFO information has been sent to NICAP: the Far East story headlined on Page 1 of this issue. No other UFO reports or related information have been received from Air Force headquarters or any branch of the Air Force.

2. On May 8, 1957, NICAP wrote the 4602d Air Intelligence Service Squadron and asked for the Air Force report on a UFO sighting at Oxnard AFB March 23, 1957. The adjutant, Maj. John D. Taylor, Jr., replied that "the issuance of such information as you request can be made only by Headquarters, United States Air Force." Major Taylor stated the NICAP request was being forwarded to HQ, USAF.

3. On May 21, 1957, not having heard from AF HQ, NICAP telegraphed a new request to General Kelly, who for several years has been spokesman for the Secretary of the Air Force. On April 8 Gen. Kelly had written Rep. Lee Metcalf that UFO reports were not withheld from press, and that answers were given on any UFO reports which had attracted national attention. As Editor of the UFO INVESTIGATOR, NICAP's Director asked General Kelly for the Oxnard report and four others nationally reported in the press.

To date General Kelly has not acknowledged this request. No reports of any kind have been received.

4. On July 10, 1957, NICAP offered Secretary of the Air Force James H. Douglas an eight-point plan of cooperation to end the confusion over UFOs. This plan included a request that NICAP be given the official UFO reports which the Air Force listed as solved, then stated as totalling 97%. NICAP promised that if its Board and Special Advisers agreed the cases were solved, it would publicly confirm the Air Force figures.

5. On July 18, 1957, a reply to NICAP's offer was forwarded from the Secretary's office, signed by Major Robert H. Spence, Deputy Chief, Operations Branch, Public Information Division. The cooperation plan was rejected as follows:

"We must decline your offer to review and publish Air Force reports on this sub-

NEW AIR FORCE STATEMENT SAYS LESS THAN 3% OF UFOs EXPLAINED

The Air Force is about to release a new statement on Unidentified Flying Objects which claims that practically all UFO reports have been explained. (The press story already may be in print when this magazine appears.) As now planned, an Air Force press release will include the following claims:

1. New official figures, as of 30 June 1957, show the "unknowns" to be less than three per cent.

2. The Air Force study shows there is a total lack of evidence that the phenomena observed have hostile forces behind them, that they are interplanetary vehicles, or that they constitute any threat to the security of the United States or any country.

3. No reports of UFOs have been withheld. However, names of persons involved in reported sightings and the many details of the individual cases will not be made public.

4. The Air Force has not cleared, sponsored or otherwise coordinated any books, motion pictures, or other material on the subject of UFOs.

5. Nothing has occurred to change the official Air Force position on UFOs since 25 October 1955.

NICAP has been informed that the Air Force statement also will include General Joe W. Kelly's claim that the Committee's Director has received "all the information in the hands of the United States Air Force," and that NICAP claims to the contrary are untrue.

Since the Air Force statement will be widely circulated and discussed, NICAP urges all members to familiarize themselves with the following facts.

NICAP—and this includes the Director—has received only one UFO report from the Air Force in its entire period of operation.

In regard to the 3% claim, it should be noted that Project Blue Book Special Report 14, which the Air Force cites as its official answer, shows that 19.5% of the 4000 cases analyzed are still unexplained. The majority of these unsolved reports, totalling approximately 800, were made by pilots, airport tower operators, guided missile trackers and other competent, specially trained observers.

The Air Force 3% claim refers to current sightings and even here the officially solved cases, listed at 97%, are not available to the press. A specific request for these cases by NICAP has been refused.

What the UFO evidence shows is debatable. Many trained observers who have encountered UFOs have declared their conviction that they were objects under intelligent control; a large number have publicly stated a belief that they were interplanetary vehicles.

Contrary to the Air Force claim, thousands of UFO reports have been—and still are— withheld, as already shown. Of these, 244 released in 1949 are no longer available. In this connection, here is a verbatim statement from General Joe W. Kelly to Representative Lee Metcalf (D., Mont.) on January 11, 1957:

"Air Force Headquarters releases summaries of evaluated data which will inform the public on this subject. For those objects which are not explainable, only the fact that the reports are being analyzed is considered releasable due to the many unknowns involved."

Under the newly announced rule in Item 3, the Air Force may now release only statistics, withholding all details of sightings. Formerly, Air Force officials—including General Kelly—have stated that all UFO report details were available, except for names of observers and technical details on aircraft, radar, etc.

Air Force clearance of one book, by Captain E. J. Ruppelt, and cooperation with LIFE, the SATURDAY EVENING POST and LOOK, for UFO articles, was proved in the Number 1 issue of the UFO INVESTIGATOR.

A more detailed report of the new Air Force statement will be made later, including a full analysis of the Project Blue Book report denounced by Capt. Ruppelt.

ject since this has been adequately covered in the Blue Book."

The "Blue Book" mentioned is Project Blue Book Special Report 14, a statistical summary of 1947-52 UFO reports which has been publicly labeled as worthless by Captain E. J. Ruppelt, USAFR, former Project head.

The Committee does not believe that top Air Force officials are aware of this error-

ous statement, and perhaps General Kelly himself has been misinformed. At the suggestion of the Office of Public Information, therefore, NICAP is forwarding details to General White, Air Force Chief of Staff. We have been promised specific answers to our questions and we believe the Air Force will correct the erroneous claim from General Kelly's office.

NICAP is glad to repeat its original offer to cooperate with the Air Force. ●

The

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Published by
the National Investigations Committee
on Aerial Phenomena
1536 Connecticut Avenue,
Washington 6, D. C.

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"TWO CAMPS OF THOUGHT"

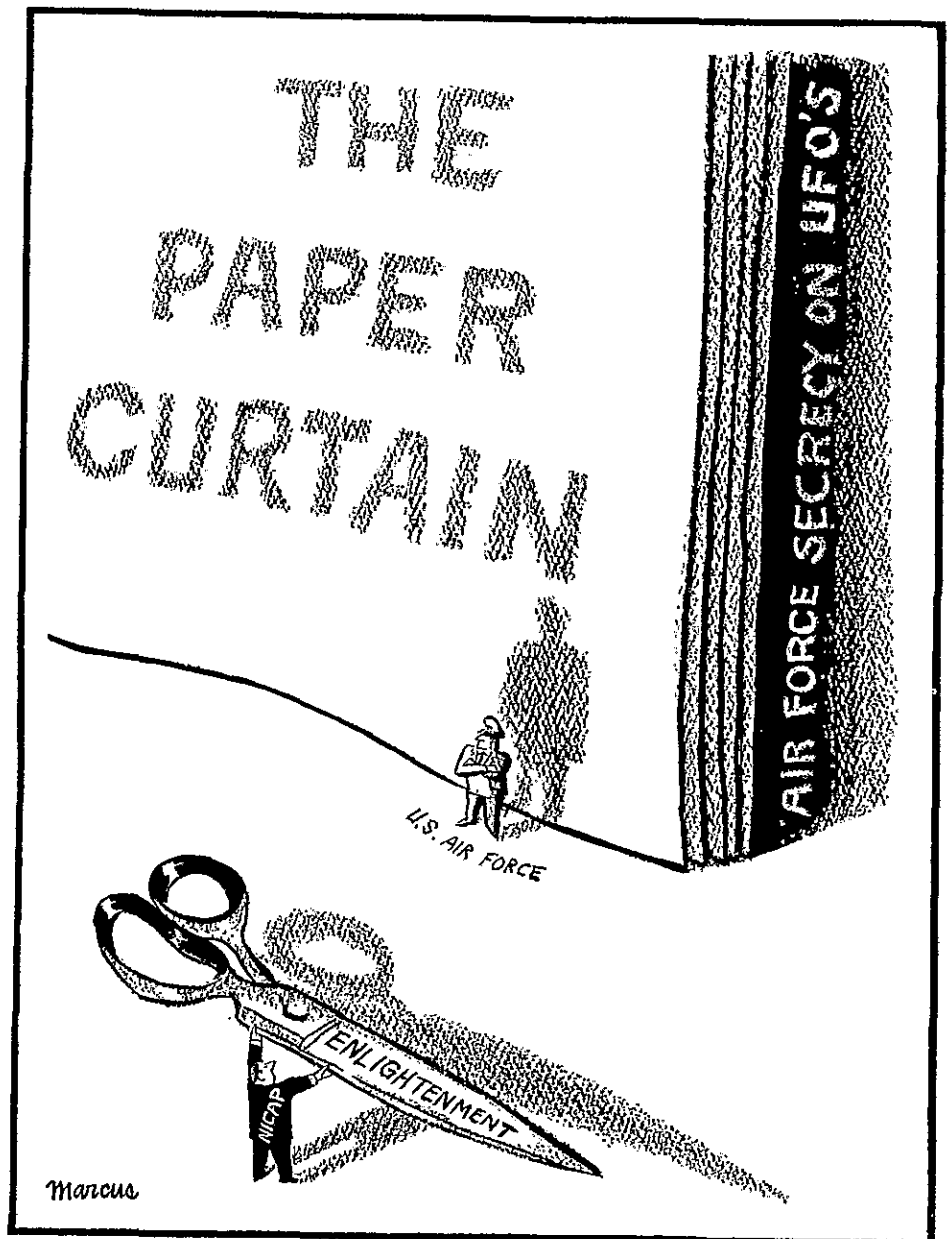
The Summer issue of SAUCERS carries an editorial by Max B. Miller reviewing the past ten years of UFO investigation. In the following paragraphs he describes what he calls two camps of research in this field:

"Objective researchers often fail to realize that everyone is entitled to an opinion and the expression of that opinion. Likewise, imagination — as many times employed in non-objective research — is of prime import to the overall research. Imagination is probably the key which has unlocked most of the anomalies that have plagued us throughout history.

"On the other hand, the subjectives — including those interested in the so-called contact stories, psychic phenomena and kindred fields — generally fail to realize that they are pushing the public and press media, and consequently their goal, away from them by a lack of discrimination, by excessive imagination and unsubstantiated claims, and by not exposing the obvious frauds which are beginning to plague this research."

In general, these views agree with NICAP's basic policies. Actually, there are more than two schools of thought in UFO investigation, varying from complete disbelief in UFO's to complete acceptance of practically all the contact and communication claims. In between are those who accept the reality of UFO's but who subdivide into other groups believing that the UFO's are one of the following:

1. United States secret devices.
2. USSR secret weapons.
3. Devices to rid the earth of atomic bomb radiation, operated by a super-secret organization outside our Government.
4. Interplanetary machines from other worlds — manned or remote-controlled observation devices.

**"An Offer"**

There are still other beliefs, but these are the main theories.

NICAP agrees with Mr. Miller that everyone is entitled to an opinion and the expression of his beliefs, but we hope that all those honestly concerned with solving the UFO problem will stop and weigh their written and spoken statements to decide if they are advancing public acceptance of this problem, or unintentionally retarding it.

There have been efforts by what Miller calls the "two camps" to influence NICAP's policy — efforts by groups who sincerely believe that

a) NICAP should publicly denounce all so-called contactees, including those who report receiving messages from other worlds.

b) NICAP should publicly support the contact groups and help them receive more attention by the press, radio and television.

NICAP's policy, carefully thought out to avoid excesses either way, remains as first stated:

NICAP supports a fair investigation of all UFO evidence. We shall examine all theories and claims. We shall not accept any claim without conclusive proof.

Trendex Poll Indications

According to the recent Trendex poll, the majority of the American people do not believe the UFO's are real. NICAP's first aim is to prove to the public the need for a serious, nationwide investigation. If we succeed in this, with the help of other

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EDITORIALS *from Page 4*

UFO groups, it will be a great victory. Once the majority of Americans are convinced, nothing can block their demands for all the facts.

If these demands lead to final official admission of the UFOs' reality, then every group will benefit. Even those with the most incredible claims will see their evidence openly evaluated, whereas those claims now are often ridiculed by the press.

We earnestly hope that all UFO groups, including those demanding immediate public recognition of the contact stories, will revise their aims and at least consider the following goals which NICAP believes are listed in order of importance:

1. To prove the need for a serious, nationwide investigation.
2. To end the withholding of information.
3. If the evidence definitely proves the UFOs' reality, then to determine and prove what they are; where they come from; why they are operating in our skies, if they prove to be interplanetary; whether they have communicated with or contacted anyone on earth; and what steps have been taken or will be taken to insure peaceful communication and contact with world governments.

By concentrating on the first goal—through presenting the best documented evidence—NICAP has begun to reduce ridicule by the press and the public. Since the January statement by Admiral Delmer S. Fahrney, then NICAP's Board Chairman,—that reliable evidence indicated that unknown objects under intelligent control were operating in our skies—NICAP has received serious, factual publicity through the following media:

Hundreds of newspapers using stories by United Press, Associated Press, International News Service, Newspaper Enterprises Association (NEA) and the U. S. Press Association.

The Haskin Information Service.

WEEKEND Magazine, a Sunday supplement widely circulated in Canadian newspapers, and several feature columns in the United States.

The "I've Got a Secret" program on CBS which publicized NICAP in return for help in arranging their UFO program of July 21; and broadcast promotion elsewhere.

But this is only the beginning. It is an uphill road and one bad publicity break could send us rolling back to the bottom.

NICAP is not suggesting absolute silence by those who accept the so-called contact stories. We do urge that they use restraint and help NICAP prove specific claims—or expose them as frauds; and that meantime they help win the first victory by concentrating on the chief goal: acceptance by the American people that the UFO problem is real. ●

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 Capt. W. B. Nash, Pan American World Airways, Miami, Florida.
 Warrant Officer D. C. Newhouse, USN, Chief Photographer (Aviation) who photographed a UFO formation over Utah, 1952; Pensacola, Florida.
 W. R. Peters, first officer Pan American World Airways, Coral Gables, Florida.
 Wilbert B. Smith, electronics engineer and former chief of Canadian Government's UFO project, Ottawa, Canada.
 Kenneth Steinmetz, businessman, amateur astronomer and head of the Denver section Operation Moonwatch, Denver, Col. ●

An Explanation For Members

We regret that the magazine again is delayed because we are seriously short of help. NICAP has been able to continue operations through generous support by members; approximately 10% helped to secure extra memberships and several sent us contributions to help defray expenses.

We sincerely appreciate this aid. But unfortunately we still are unable to add the editorial and office assistants we badly need.

This is not a complaint, but an explanation. Since NICAP is a non-profit organization, we still hope to receive a grant or endowment which will permit us to have the staff required. Meantime, the Director—Editor, Administrative Assistant and Associate Editor must handle not only their specific duties but a dozen others which are possible only by constant overtime work. Several members in the Washington area have very kindly offered their assistance in evenings or on weekends and we are trying to work this out to get on schedule and reduce expenses and delays. But we must have full time help to operate efficiently.

We are hard at work on the October issue. Since it will have to go by third class mail, we are doing all we can to close the issue early in the month.

Meantime we ask your continued patience and understanding. Even though our magazine publication has been irregular to date, NICAP's efforts already have had important results, focussing public attention on the UFO problem. Each issue brings us closer to a major breakthrough—and an open official discussion of the facts.

GOVERNMENT INVESTIGATION DELAYS STORY OF AIRLINER-UFO CHASE

As disclosed to members in the Sept. 6 confidential bulletin, NICAP has uncovered important information regarding an airliner chase of an unidentified flying object. Though most of the facts are already in the Committee's hands, two Government agencies are now investigating the incident at NICAP's request. As a result, we have agreed to postpone publication of this story for one issue, to include the official reports promised to NICAP by both agencies.

We regret delaying this unusual story, but at the time it was scheduled neither of the agencies involved had agreed to the investigations now underway. We are sure that the addition of the official information will greatly increase the importance of this report. ●

TRENDEX POLL SHOWS 1 IN 4 BELIEVES UFOS ARE REAL

The TRENDEX poll on UFOs, released August 27, proves that more than one-fourth of the American people believe in the existence of UFOs. While this increase is encouraging, the poll also shows the need for greater efforts by NICAP and other serious UFO groups, to educate the public to the need for a nationwide, factual investigation.

Of the coast-to-coast group polled, 25.3% believe the UFOs may come from outer space. More than 50% rejected this idea; however, a large number of this second group did accept the existence of the objects, but thought they were made on earth.

By special permission of Mr. Jack Boyle, Director of the Trendex News Poll, we present the following information:

Flying Saucers Fantasy? - Not for 1 in 4 Americans

New York, August 27. — Fully one in every four Americans believes flying saucers may be objects from outer space, this week's Trendex News Poll shows. A scientific sample of men and women from coast to coast was asked: "From what you have read or heard, do you believe there is some possibility that they may be objects from outer space?"

Yes..... 25.3%
No..... 52.9
Don't know..... 21.8

Of those who said "No," a large number accepted the existence of flying saucers but said they thought they originated on the earth. The responses indicate considerable misinformation persists about unidentified flying objects, or UFOs.

Some people were sure government statements had confirmed their existence; others thought the government had declared them imaginary. Some thought the Air Force or scientists had declared them real. Others were sure the Air Force, scientists or other authorities had proved they were fictitious.

The poll cited several unnamed witnesses, including a member of Marine Corps Aviation, a retired factory owner, the wife of an Oklahoma printer and a hospital janitor. Many of those polled based their beliefs on statements by "authorities and reliable witnesses" who had reported seeing UFOs.

In further detail, the TRENDEX poll states:

Of the 52.9 percent who said they do not believe UFOs are from outer space, many were sure they are secret weapons of our own Air Force, of the Russians or of other countries.

However, a much larger number said reports of flying saucers are the consequences of hallucinations or mass hysteria. Many held that credulous persons had mistaken meteors or weather balloons for flying saucers. Some said what seemed to be UFOs were rays from secret experiments or by-products of atomic blasts here and in Russia.

"If they are real, why haven't they been picked up by radar?" several demanded.

Majority Skeptical

Those who said UFOs may come from beyond the earth were then asked if they thought they are manned by intelligent beings. About three of five said "Yes," one said "No," and one had no opinion.

The majority said that if inhabitants of outer space were able to send flying saucers into the earth's atmosphere and then escape close observation, they were surely of higher than human intelligence. Those who doubted said it was not possible for

living beings to pass through the heat and radiation of interplanetary space, and that flying saucers were probably controlled from afar by electronics.

Mr. Boyle estimated that about 10% of the total might be called "probable believers" noting, however, that the poll did not ask a question on the "absolute" belief in UFOs.

He added that the percentages were gained from a sample "projectable nationally within the limits of statistical error of about three points."

NICAP COMMENTS

This poll shows the need for several important steps besides continuing to supply factual reports to the public.

1. A thorough evaluation of the theory that the UFOs are man-made:
 - a) United States secret devices.
 - b) Secret Russian devices.
 - c) Secret devices of any other country.
 - d) Secret devices of any non-government organization.
 - e) Rays from secret experiments.
 - f) By-products of atomic blasts.
2. Correction of erroneous ideas:
 - a) That radar has not picked up UFOs. (Hundreds of cases are on record including CAA, Navy and Air Force reports.)
 - b) That living beings cannot exist in outer space. (We ourselves are far advanced on realistic plans for space travel to the moon,

Missile Flight Safety Chief Reports Sighting of Large UFO

Nathan Wagner, missile flight safety chief for the White Sands Proving Ground, has reported the sighting of a "large, unidentifiable object" between Las Cruces, New Mexico and El Paso, Texas. This report has added importance because of Mr. Wagner's statement regarding the possibility that spaceships may be involved in near collisions on airways. (Story in this issue)

According to Mr. Wagner, his entire family saw this large UFO for 35 to 40 seconds on July 24, 1957. When first sighted, the object was heading east toward the Organ Mountains. The missile safety chief was driving to El Paso when the UFO was first sighted by his wife, then by both their children.

Mrs. Wagner, the missile expert said, called it a "flying saucer." All agreed that it was not a familiar shape. The UFO was traveling so fast that by the time Mr. Wagner had stopped the car for a good look it had vanished.

Mars, and eventually other planets.)

NICAP has already started its discussion of Point 1 in this issue. We are preparing a list of verified radar tracking cases for the next issue; meantime, here are a few selected at random:

Washington National Airport, July 19 and 26, 1952.

Gulf of Mexico, December 6, 1952.

Haneda Air Force Base, Japan, August 5, 1952.

Rapid City, South Dakota, August 12, 1953.

From time to time UFO INVESTIGATOR will carry articles on our space plans which will fully answer Point 2b.

This is factual evidence and members will find it of assistance in discussing UFOs with uninformed persons — who, according to TRENDEX, still heavily outnumber believers in the reality of UFOs.

THANKS TO RICHARD HALL

NICAP wishes to express its thanks to Mr. Richard Hall, Editor of SATELLITE in New Orleans, Louisiana, for his August editorial on NICAP. Mr. Hall listed our Board and Panel of Advisers and urged his readers to join NICAP and support its efforts. Mr. Hall has also been very cooperative in sending NICAP detailed reports and in checking items in his area.

Air Force Admits Its Pilots Have Fired On UFOs

The U. S. Air Force has officially admitted that some of its pilots have fired on unidentified flying objects. This fact was made known on July 12, 1957, in a letter from the Air Technical Intelligence Center at Wright-Patterson Air Force Base. The letter was signed by Capt. Wallace W. Elwood, Assistant Adjutant.

The admission, however, was qualified by a puzzling statement that the objects proved to be conventional, although at first the pilots evidently considered them to be a threat to the safety of this country.

"In a few cases," the ATIC letter reads, "Air Force pilots have officially reported firing on flying objects which they could not identify, but which were later determined to be conventional objects. The orders to pilots are to fire on an unidentified object only if it commits an act which is hostile, menacing, or constituting a danger to the United States."

As a result of this letter, NICAP asked the Air Technical Intelligence Center two questions:

1. What were the conventional objects the pilots first mistook for UFOs?
2. What hostile or menacing acts caused the pilots to fire on the objects?

Because no satisfactory answers were received, NICAP has forwarded the questions to the Air Force Chief of Staff.

Definite answers have been promised and they will be included in the next issue.

In connection with the firing report, an Air Force statement to Rep. Lee Metcalf (D., Mont.) on January 11, 1957, seems of special interest:

"Air Force interceptors still pursue unidentified flying objects as a matter of security to this country and to determine technical aspects involved. To date, the flying objects have imposed no threat to the security of the United States and its possessions."

Though several firing incidents have been rumored in the last ten years, only three are a matter of record:

The first incident, which occurred over New Jersey, was admitted in December of 1949 at a press conference by Major Jere Boggs, USAF Intelligence officer. This conference was also attended by General Sory Smith, then Director of Air Force Public Information.

The second case was revealed by Captain E. J. Ruppelt, USAFR, former head of

Aid of Members Asked in Securing CAA Report

As stated in the September 6 confidential bulletin, the Civil Aeronautics Administration has promised to give NICAP reports on any UFO sighting or radar tracking cases which are not classified under JANAP 146 (A Joint Chiefs of Staff publication containing security instructions on UFO and other reports).

This guarantee, given by Mr. Preble Staver, Assistant to CAA Administrator James T. Pyle, represents an important change in policy. Previous to this, all UFO reports in CAA possession, whether under JANAP 146 or not, were automatically withheld.

Since CAA tower and control center logs are destroyed after 30 days, it is necessary for NICAP to request specific sighting reports well within the 30-day period. We earnestly request all members to advise us at the earliest possible moment of any CAA sighting case mentioned in local papers, or of which they learn by other means.

This includes sightings or radar trackings by CAA personnel at airports, as well as UFO sightings reported to CAA towers by airline, commercial and private pilots.

Please forward news clippings and all possible details, including the date, time, and general location of the sighting. Even if the CAA is not specifically mentioned, any local news story of an airline crew's sighting is valuable, since many airline captains unofficially report such cases either to the tower or to a company communications operator who may pass on the information to the CAA.

Many NICAP members have sent us personal reports of UFO sightings, using the form printed in last month's copy of the magazine. Separate copies of this reporting form are available upon request. Please send in all personal sighting reports, also any authentic reports of sightings by friends or acquaintances.

Project Blue Book, in "The Report On Unidentified Flying Objects." In this case an Air Force pilot opened fire on a disc-shaped object which had descended beneath and ahead of his fighter. Apparently no hits were scored. The pilot was immediately grounded.

In case three, Air Force jets opened fire on a UFO which was circling a weather balloon near Rockford, Illinois. According to Ground Observer Corps witnesses, the jets set the balloon afire and the UFO escaped.

NICAP is investigating all phases of this situation and will report its findings in the October issue, together with the Air Force answers.



CAPTAIN WILLIAM B. NASH
AIRLINE CAPTAIN NASH REVEALS
UNPUBLISHED PAA SIGHTING

The sighting of a diamond shaped formation of UFOs by a Pan American pilot in 1955 has just been revealed to NICAP by Captain W. B. Nash, a Special Adviser for the Committee.

Captain Nash's report follows:

"Recently Pilot-navigator John T. Novak was a member of my flight crew. He told me that in the spring of 1955 he was navigating a flight from Caracas, Venezuela to Rio de Janeiro. About one and a half hours away from Rio de Janeiro, through the aircraft's octant, four metallic looking objects very high in a diamond shaped formation.

"The objects seemed to stay in the same place for the hour that he and other crew members watched. The azimuth changed but not the altitude, during that hour. The objects were circular and appeared to have a shadow on the side away from the sun.

"The airliner captain, who also sighted the formation, said 'I see them, but I don't believe them!'

"This sighting was never officially reported.

"The need for an efficient coordinating center for the purpose of unbiased scientific analysis of Unidentified Flying Objects and a wider distribution of this information has long been apparent."

"NICAP, through the medium of its magazine, will serve the purpose of distributing undistorted facts to the public."

NICAP hopes to persuade other airline crew members to reveal unclassified UFO reports which they have withheld. If any members are acquainted with pilots who have such information, we will appreciate their help in securing the facts. While we would like to quote sources, names will not be used if so requested.

"Monster" Theory Discarded in UFO Landing Case Witnessed in Galt, Ontario, Canada

An on-the-spot NICAP investigation of the Galt, Ontario "monster" story, which was publicized on August 3, 1957, has produced no absolute evidence that any three-toed creature was involved, as first hinted. But though this suggestion is generally rejected, evidence indicating that some unknown machine landed or briefly touched down near Galt has not been discredited.

The story first made headlines when 15-year-old Jack Stephens reported having seen a round dome-topped object four miles southwest of Galt on July 30. According to his signed NICAP report, the brightly glowing UFO hovered almost on the ground for about 45 minutes. Then, after ascending vertically, it leveled out and disappeared at a speed exceeding that of a jet.

When the UFO descended it made a throbbing sound, Stephens said. The lower part was aluminum colored; the upper part brighter, like chromium. In an interview with Roy Francis of the Galt EVENING REPORTER, Stephens said the domed top did not rotate, but the main body did revolve at high speed. As the machine hovered near the ground, he said, he could see a reddish flame beneath it. When the rotating section slowed down, its glow resolved into several small lighted areas, which he called portholes, around the lower rim. (It has since been suggested that these could have been jet exhausts.)

After the UFO took off, Stephens said, he was too frightened to tell anyone for two days. When the area was examined by Francis and other investigators, they found some broken branches, several charred spots on the ground, and indentations 18 inches long, shaped roughly like huge, three-toed footprints.

An implication that it was a hoax—not necessarily by young Stephens—was made by David Ghent, investigating for the TORONTO TELEGRAM. Ghent said the "giant footsteps" were manmade, that they showed evidence of a metallic object dug into the ground and dragged back. Behind the heel, he said, was earth scooped out to make the prints.

Ghent also explained the charred patches: Someone not seen by Stephens had set several fires and then had broken off branches from a nearby bush to beat out the flames. The identity of the hoaxer or hoaxers was not suggested.

To clarify the picture for NICAP, members Peter Heggs of Hamilton and Roy E. Smith of Burlington, Ontario, personally investigated the evidence with the aid of a third Canadian, Mr. DeWitt Lee. Heggs, an electronics engineer formerly with the Royal Air Force, reports that earth samples tested at McMaster University showed no unusual radioactivity.

Three of the charred areas, Heggs and Roy Smith report, were at the points of an isosceles triangle 20 feet on a side. With NICAP member DeWitt Lee, they also examined the so-called footprints and the broken bushes.

If the sighting report is true, the footprints might be explained as indentations made when the UFO touched down. It is possible that rounded landing gear elements could have bounced two or three times,

causing the three-toed effect, the rest of the indentations being caused by sliding of the landing gear.

This suggestion, forwarded by NICAP's Special Adviser Wilbert B. Smith, former head of the Canadian Government's UFO project, came from Mr. Alfred Emerson who made a personal check on the Galt case. Emerson, an Amherstburg, Ontario manufacturer, has been active in UFO investigation for several years.

According to Emerson, there was a third less noticeable indentation, indicating the possibility that the object had touched ground with two sections of its landing gear before the third one settled. Emerson also stated that the grass within a circular area 30 to 35 feet wide was wilted, as was vegetation along the nearest stretch of bushes. A number of branches, he said, apparently had been twisted or blown around as if from a high wind.

NICAP Comment: If this report proves a hoax, then it was planned well enough to deceive five careful investigators, two of whom were highly skeptical at first.

The lack of confirmation by other witnesses is a factor to be considered, though it does not by any means disprove the report. There have been other UFO cases where a report by a lone witness was later fully verified.

However, since a hoax has not been ruled out completely, NICAP has listed this as an open case. If no further evidence is received in a reasonable time, the case will be submitted to our Panel of Special Advisers. Their opinions and conclusions will later be released to members and the press. ©



W.O. DELBERT C. NEWHOUSE
Navy Photographer
Owner of the "Utah Films"

Another figure well known to UFO researchers is W.O. D. C. Newhouse, USN. As a Navy chief photographer Newhouse became famous after the Tremonton Utah films were first publicized in *Flying Saucers from Outer Space*. Since there may be a few who still are unaware of these famous pictures, it should be stated that this film is one of the most important bits of UFO evidence on record. On July 2, 1952 Warrant Officer Newhouse and his wife witnessed the maneuvers of a formation of disk-shaped objects over Tremonton, Utah.

Newhouse photographed these on color films, showing the maneuvers of the individual units and the entire formation. His film was analyzed for months by experts of the Air Force and Navy and at one time it was planned to reveal the film to the public with all of the basic evidence in Air Force files.

Because of his experience as a naval aviation photographer and also because of his interest in UFO research since taking the Tremonton pictures Warrant Officer Newhouse is in an excellent position to assist and advise NICAP in regard to photographs submitted for evaluation.

He emphasizes in accepting his appointment as Special Adviser to NICAP that he is acting in a purely private capacity and he can in no way speak for the U.S. Navy or any element thereof. ©

SCIENTISTS SAY NEAR COLLISIONS MAY INVOLVE SPACE VEHICLES

Congressmen Investigate Cases

The possibility that spaceships may be involved in some near collisions on airways has been publicly stated by Dr. Clyde Tombaugh, discoverer of the planet Pluto, and Nathan Wagner, missile flight chief for the White Sands Proving Ground.

The two scientists made this suggestion after news reports on recent near collisions including two close brushes by American Airlines and Trans-World Airlines planes over Texas.

Of special interest is the fact that several Congressmen participated in the hearing conducted by American Airlines and that Representative Harry G. Haskell, Jr., (R.-Delaware) made an investigation of the TWA case. To date, none of the Congressmen has made any statement on either case.

In the first case, a DC-6 aircoach with 85 persons aboard barely averted collision in early morning darkness with what news stories called "a mysterious unidentified aircraft." Two persons were hospitalized and several shaken up when Captain Ed Bachner dived the airliner to avoid a collision.

In the second incident, several of the 34 passengers aboard a TWA Constellation airliner were thrown into the aisles and two suffered minor injuries when Captain G. M. Schemel dived 500 feet to avoid hitting an unidentified object. Schemel told investigators he had no idea what the object was.

The suggestions that space vehicles were sighted were made in statements to the El Paso TIMES.

"I don't want to start a scare," said missile safety chief Wagner, "but I would say it is a reasonable position to take to say that such a craft might have been involved in some accidents."

Astronomer Clyde Tombaugh, former head of the Armed Forces search for unknown natural satellites, stated the same opinion.

"It is not at all out of the question," Dr. Tombaugh said, "that the phenomena observed by these airline pilots may be related to the question of space travel."

The Civil Aeronautics Board informed NICAP just before this issue went to press that the objects in both cases were still unidentified. But there is reliable evidence explained later which indicates that the American Airlines incident was a conventional near-collision between airliners.

The TWA case, however, seems at this time to be a bona fide UFO encounter. The facts as related by TWA Captain G. M. Schemel and as stated in a CAA "Near Miss Incident" report dated July 24, 1957, are as follows:

At about 2215C (10:15 pm Central Time) TWA Flight 21 en route from New York to Phoenix was flying at 18,000 feet over Amarillo, Texas. The airliner, a four-engine Constellation, was carrying 34 passengers. The sky was dark, with thin scattered clouds, and Captain Schemel was operating on IFR (under CAA Instrument Flight Regulations) although the visibility was 15 miles plus.

Suddenly — considering the 15 mile visibility—an object with red and green lights appeared directly ahead. It was flying at the same altitude on what Captain Schemel called "a collision course."

"The object went overhead," Captain Schemel stated later. "I have no idea what it was."

According to the CAA report, eight passengers and two hostesses were injured:

"One elderly lady was thrown against the ceiling, receiving a bad head cut. Seven additional passengers and two hostesses received bad head bumps and bruised hips and legs."

Neither Captain Schemel nor his copilot would identify the unknown object as another aircraft. A check by the Amarillo CAA communications station showed that the only other known traffic was a USAF K-97, 45 miles east of Amarillo at 17,000 feet. This has been ruled out by the CAB (Civil Aeronautics Board) investigation and no conventional aircraft has been located as having been in the area.

In the AA (American Airlines) case, the CAB has information almost positively identifying the "unknown" as an eastbound four-engine airliner.

As correctly described in press-wire stories, the AA DC-6 aircoach with 85 aboard narrowly averted collision near Salt Flats, Texas, in the pre-dawn darkness of July 17, 1957.

Captain Ed Bachner dived the airliner from its 14,000-foot altitude when he saw a green light ahead. Ten passengers were injured when thrown from their seats. Though the weather was clear, the crew said the other aircraft appeared without warning.

The preliminary CAA near-miss report stated that an unidentified B-36 was involved. A later check showed that the nearest airborne B-36 was several hundred miles away. After a further check ruled out all military flights, it was discovered that a scheduled flight of an eastbound four-engine airliner was undoubtedly the

"unknown" though no negligence was indicated.

A comparison of compass readings during a conference between the two airliner crews, convinced the two captains that the eastbound plane flying at 14,300 feet was the one involved. The CAB report will probably identify this plane in the next month or so.

Near collision reports average about three a day, according to the Civil Aeronautics Board.

The large majority are believed due to heavy airline traffic and efforts to solve the problem are being made by all involved groups.

However, several near-miss reports appear definitely linked with UFOs. In some cases the unknown objects have been reported as large as four-engine planes and official checks have proved no such aircraft were anywhere in the areas.

Also there are fully verified reports of UFOs approaching or pacing airliners. To name a few:

The famous Chiles-Whitted Eastern Airlines case in 1948 when a rocket shaped object with windows veered sharply to avoid collision.

The well-known Pan American encounter described by Captain William B. Nash (NICAP Special Adviser) when a formation of 100-foot discs flew under his DC-4 near Norfolk.

In all three of these cases the UFOs either veered to avoid collision or evaded the pilot's attempt to get closer. In the absence of contrary evidence, it still appears that any near-collisions with UFOs are accidental.

It is probable that the increase in conventional near-miss reports will speed the installation of anti-collision radar equipment on all airliners. If so, this may provide valuable data in regard to speeds and maneuvers of any UFOs encountered.

On the same day as the American Airlines near-miss case, Dr. Clyde Tombaugh told the Associated Press it was "sheerest egotism for man to believe that the universe was created for his special benefit, or even for life at all."

While there is no indication that this was connected with his later comment on the near collisions, it is encouraging to note that Dr. Tombaugh continues to make his convictions public.

Earlier this year Dr. Tombaugh stated he had seen several UFOs and added: "These things, which do appear to be directed, are unlike any other phenomena I have ever observed. . . . No one so far has sure-fire, absolute proof. . . . Other stars in our galaxy may have hundreds of thousands of inhabitable worlds. Races on these worlds may have been able to utilize the tremendous amounts of power required to bridge the space between the stars." ●

"Secret Weapon" Explanation for Unidentified Flying Objects Analyzed by NICAP

As indicated in the TRENDX POLL (shown elsewhere in this issue) a sizable number of Americans believe that the UFOs are probably U. S. devices, kept secret by our Government. A smaller percentage, judging from NICAP's mail, fear that the unidentified objects may be Russian secret weapons. One UFO magazine editor claims that the so-called saucers—or at least some of them—are man-made machines controlled by an American group outside of our Government.

During the past ten years the secret weapon answer has been repeatedly denied by highly placed authorities, both in and outside of the Government. The most recent denial came from the former Chairman of NICAP's Board of Governors, Rear Admiral Delmer S. Fahrney, USN Retired, who is noted as the "father of guided missiles."

In a widely published press statement made on January 19, 1957, Admiral Fahrney said that no nation on earth was far enough advanced to produce machines equalling the UFOs' reported performance. Nevertheless, because the question again has been raised by the TRENDX POLL, NICAP will discuss this explanation so that members may weigh the facts.

Exponents of the various secret weapon answers claim that the UFOs are:

- 1) United States secret devices, known to top Defense officials and a selected group of high Government executives and Congressional figures.
- 2) U. S. devices, operated by and known only to the U. S. Navy.
- 3) Devices produced and operated by a super-secret group outside the Defense Department, to rid our skies of dangerous radioactivity from atomic bomb explosions.
- 4) Secret weapons of the Russian Government.
- 5) Devices secretly operated by some other nation.

Could UFOs Be U. S. Weapons?

For the UFOs, or flying saucers, to be U. S. devices as listed in Number 1, this explanation would have to meet the following conditions:

The U. S. Government, or at least a top level official group, would have had to approve the secret operation of UFOs over practically every nation on earth. By thus violating those nations' sovereignty these U. S. officials would have deliberately risked war, or at least the anger of the countries concerned. In addition, they

would have risked Communist charges of a capitalistic plot by the United States to rule the world.

It would mean that we had these super-machines in global operation as early as 1947, but did not use them to prevent or end the Korean war. Possession of such machines would have given us tremendous superiority over Communist aircraft, enabling us to end the war swiftly instead of allowing the long-drawn-out sacrifice of Allied fighting men and helpless South Koreans.

If the UFOs were U. S. devices, it would mean that for ten years we have deliberately and wastefully kept on building conventional aircraft and missiles at a cost to the taxpayers of billions of dollars when we already had a perfect global weapon. The only obvious reason for such an incredible situation would be to maintain the aircraft and missile industry at a high level and to continue "business as usual" in Defense Department jobs. Undoubtedly most Americans would flatly reject this suggestion.

The officials back of such a secret UFO operation would have deliberately risked the lives of airline passengers in cases when saucers closely approached airliners over Government controlled airways. They would also have risked the lives of interceptor pilots ordered to chase—and in some cases to fire on—these UFO machines.

It would also mean that for ten years or more top Government officials have purposely issued false statements about flying saucers and that the entire Air Force investigation has been a smokescreen and a farce.

Finally, it would mean that for over a decade all the operations involved had been miraculously kept secret—the building of the necessary bases, the staffing by thousands of maintenance men, operating crews and official personnel, besides the financing and all the vast amount of red tape. Even in war, this would be difficult; in peacetime, preventing leaks would be ten times harder.

The Navy Device Theory

If, in addition, possession of such machines were confined solely to the U. S. Navy, as a former Government engineer has publicly alleged for five years, the difficulties would be even greater. Besides all the conditions previously stated, this Navy operation would have to be kept secret from the Army, Air Force, Marine Corps and the Coast Guard, as well as the

Civil Aeronautics Administration and the operators of hundreds of airports.

Such a secret operation would entail the added danger that the other armed forces might attack the Navy devices, believing them to be enemy weapons. It would require a gigantic top level conspiracy in the Navy—an almost inconceivable plot—to delude all the other Government departments.

Besides this, it would almost certainly require the deception of top ranking members of Congressional committees, and even the President of the United States. Presidential approval of such a program is unthinkable with all the dangers involved here and abroad.

The Sky-Sweepers Answer

Compared with the U. S. secret weapon theories, the radiation sweepers explanation seems to present more problems than answers. It has been published by the editor of a UFO publication who formerly supported the interplanetary explanation.

According to this source there exists in this country a powerful, super-secret "Organization" operating outside the Government for the purpose of eliminating accumulated radioactivity in the earth's atmosphere. Operating a fleet of flying discs from undisclosed bases, the Organization is said to sweep danger areas here and outside of our territory when radioactivity increases after explosions of A or H bombs.

No detailed explanation has been given as to how the Organization acquired its flying discs, nor how it manages to operate them without entanglement with our own and foreign air forces.

It is hard to see how such an organization could operate secretly for more than a very short time. It would be difficult even to establish bases without detection by armed forces intelligence groups, the FBI, state or local police or airliners crisscrossing the country.

Only a very small group could hope to remain hidden—and a very small group could not possibly operate all the hundreds of UFOs sighted here and abroad. Even medium scale activities would require large supplies of food and equipment; and transportation of such supplies by ground or air would soon be noticed.

Aside from these factors, it seems highly doubtful that any such group would dare to set itself up outside the Government, regardless of its benevolent purpose.

(Continued on Page 31)

Lear, Flight-Electronics Expert, Calls UFOs Robot Devices

In a surprising reversal, William P. Lear, Sr., noted aviation and electronics inventor, recently stated that the flying saucers do not carry creatures from other planets but probably are intelligence-gathering devices launched from other worlds. In February, 1955, Lear publicly revealed his belief that the UFO's came from outer space and were "piloted by beings of superior intelligence."

Whether Lear made his new statement on the basis of undisclosed facts available to him through military channels, was not apparent. Another possibility—that he is hedging because of military pressure—seems unlikely because of Lear's sometimes fiery personality and his well-known resistance to any such pressures.

Lear, Inc., a multi-million dollar firm manufacturing aircraft autopilots and numerous other devices, has important Government contracts, and as chairman of the board Mr. Lear naturally has top-level contacts in the Defense Department, as well as other agencies. Because of this and also his personal knowledge of radio and electronic devices, his latest statement should be evaluated carefully.

In this new comment on UFO's, Lear enlarged on his 1955 opinion, given to the Associated Press at Bogota, Colombia.

"We would be awfully conceited," he said, "to think that the Creator who created this little earth and its people did not create other earths and other creatures. And there is the chance that they were created before we were, have perhaps survived periods of self-annihilation such as we now face, and thus are so far advanced in logarithmic education that they are not only curious about this and other planets in outer space, but are able to do something about it. They may be 10,000 years ahead of us. Who knows?"

In a reference to the idea that the saucers are "intelligence-gathering devices," Lear added:

"After all, we're sending out a little earth satellite to try to gather information, aren't we?"

During early investigations of UFO's, many pilots and engineers insisted that no living creature could withstand the tremendous forces of gravity and inertia created in high-speed UFO maneuvers. But in 1955 Mr. Lear emphasized the extensive research being conducted to learn the secrets of gravity and to control its force. It was assumed that he had this in mind when he stated his belief in the existence of intelligent creatures from outer space. If they had learned how to create artificial gravity fields, this would enable them to nullify gravity effects during UFO operations.

In his recent statement—at the first annual Engineering Essentials Show in Los Angeles, Lear again stressed gravity research.

"Once we can explain gravity," he said, "we can do something about it. We won't have to depend on aerodynamics for lift, and we probably will be able to cancel some of gravity's laws."

On the basis of this, Lear's apparent retreat from the idea of intelligent beings piloting the saucers becomes more puzzling.

Long before his all-inclusive statement it had already been suggested that some of the UFO's were remote-controlled devices carrying various kinds of recording equipment for use with rockets, satellites and eventually spaceships. This theory has a sound foundation.

Through tele-metering we can learn what goes on inside or outside of an unmanned rocket or spaceship. Tele-metering is the process of converting into electrical impulses all sorts of information—such as instrument readings or the heartbeats, temperatures and respiration of monkeys or other animals in high altitude rockets.

First an uninterrupted radio test signal is transmitted from the rocket or satellite to the earth. Any impulse, whether from a stethoscope strapped to a monkey or a cosmic ray measuring device, changes this steady signal. When received on earth these changes or modulations can be recorded on magnetic tape, or even on punch cards, for analysis.

In addition, we have developed automatic cameras which take pictures from rockets. We also are working on television cameras to be used in the first rockets to circle the moon, so that detailed pictures of its surface can be relayed to earth.

From installing radio and television transmitters in space vehicles it is not too difficult a step to install devices which will record any signal in the entire broadcast band. If we reverse all this, it is possible to see how an advanced race might make a detailed but fully automatic survey of the earth, gathering everything from atmospheric samples to transcriptions of our broadcasts.

If Lear's new theory is correct, it would radically change the UFO picture, for if only unmanned machines were used, it would obviously eliminate the question of contacts with earth beings.

However, applying the question to our own long-range plans, it would seem more probable that we would send down such robot devices from piloted mother-ships, rather than make it all entirely automatic.

In the absence of supporting evidence, Lear's statement will have to be listed as merely a suggestion, but NICAP will



WILLIAM P. LEAR, Sr.

make every effort to learn what led to his apparent change of opinion.

Regardless, Mr. Lear is to be congratulated for his forthright declarations about flying saucers. It is interesting to see that he has not been subjected to public ridicule, a point which NICAP hopes will encourage other well-known citizens to come forth with UFO information they are still withholding.

UFO Follows Brazilian Airliner

On July 4, 1957, a circular, lighted object paced a R.E.A.L. Airlines plane from Campos, Rio State, Brazil, almost to Victoria, the Capital of the Espirito Santo State. This is approximately 230 miles northeast of Rio de Janeiro.

Reported by the plane's pilot, Captain Delgado, the object was also watched by his co-pilot, radio operator, stewardess, and ten of his passengers.

The UFO followed the airliner for several minutes, sometimes speeding up to fly in front of the plane.

The object was circular "with up and down parts" according to Captain Delgado's report in the newspaper "Folha da Manhã" published in Sao Paulo. Whether this referred to a turret is not clear. One unique aspect of the sighting was that when the plane and the object went through clouds, "little windows were lighted, emitting a very strong light, which was put out immediately when the object came out from the clouds."

NICAP is checking this report with the Brazilian government and the airline for further details about the mysterious object. We are indebted to Brazilian correspondent Osorio Ribeiro de Barros Neves of Sao Paulo for this information.

Smoke Trailing Disc Reported Over New Zealand

Similar to 1952 Peru Case

A unique daytime sighting report of a smoke-trailing disc, estimated at several hundred feet in diameter, has just been released to NICAP by a New Zealand fishing-boat captain and boat builder.

Withheld from publication until now, this report by Ronald L. Matheson of Mount Maunganui, New Zealand, is backed by his employer, Samuel E. Rix, Director of the Tauranga Big Game Fishing Club. Rix fully vouches for Matheson's qualifications and integrity and also states that he accepts the report as genuine and accurate.

Mr. Matheson's report follows:

I am a licensed skipper of the Tauranga Big Game Fishing Club, and am also a builder. I have lived at Mount Maunganui for slightly over twenty years, but have never before seen anything even remotely similar to the object described in this account.

on an irregular, constantly changing course throughout the sky.

As I watched, the object approached me at a slight angle bearing to the left. It then tilted at a steep angle and, shooting upwards, showed its circular shape clearly. It appeared as big as a florin held at arm's length. The rapid maneuvers it made covered an arc of about 15 degrees. For a period of at least twenty minutes I watched these movements, while I steered the Rosa out towards the Hauraki Gulf.

Not knowing the actual size of the object makes it hard for me to say how far away it was. I believe though that it was some miles away. The object was very clearly defined. Smoke poured out from its curving sides, narrowed immediately behind, then broadened out into a widening but thinning wake astern. The smoke was a dark greyish color and the trails remained in the sky for at least ten minutes before vanishing.

movements in the sky—plunging, ascending swiftly and turning through every imaginable angle—I was able to get an unmistakable impression of its shape.

It was a huge disc. Its rapid movements suggested tremendous power. Moving in horizontal flight, it appeared to cover a distance of miles in as many seconds. I consider that it was a very large object and may have been several hundred feet in diameter. I make this statement having seen Pan American airliners at what I believe to be approximately the same distance.

Just before flying off, it leveled out and then moved away very rapidly in horizontal flight, passing over the mainland in the direction of Warkworth and Cape Rodney in the upper Hauraki Gulf. The tangle of smoke trails remained for some time, then slowly faded out of the evening sky.

During all these rapid maneuvers I heard no sound. However, the noise my boat engine was making may have muffled any other sound.

The description given is as accurate as I can make it. I feel that what I saw is important enough to justify study and hope that this report—fantastic as it may appear—will be given serious consideration.

Statement by Samuel E. Rix, Director,
Tauranga Big Game Fishing Club

"I have known Mr. Ronald Matheson since 1946 and can testify that he is a most reliable person. He has previously been very skeptical about reports of unusual flying objects. Now, however, he is most assured about what he has seen and feels that it is not a matter for argument.

"Knowing his practical attitude and steadiness, I am prepared to accept the accuracy of his report. It is his belief that the unidentified object described was of terrestrial origin and that its existence is being kept secret for security reasons. In my opinion, this is doubtful."

NICAP Comment

This report is unique because of the combination of unusual smoke trails and violent maneuvers. The disc's description as dark or greyish is not unusual with daytime reports of objects not in position to reflect sunlight. It seems clear, however, that the object was not a light source, or self-luminous, as many UFO's are described.

The presence of smoke trails and simultaneous violent maneuvers possibly could be evidence that the UFO was having mechanical trouble, especially since it

(Continued on Page 13)



This photo, reportedly showing a smoke-trailing UFO over Peru, was taken by a custom's administrator. (Credit: James Moseley. See story for details.)

On April 27, 1957, at 4:30 pm, I was navigating the Rosa, a fishing boat, off Port Charles on the Coromandel coast. I was approaching Channel Island when I noticed an irregular smoke trail which seemed to rise from behind the island. As I came abreast of Channel Island I saw an oval, disc-shaped object from which the smoke or fumes were streaming. The object was travelling horizontally. Two saucers fitted together face to face would be roughly similar to its appearance. Smoke streamed away from its sides as it moved

The object appeared greyish but had it been made of polished aluminum, say, it would not have reflected light, the sun being beneath and to the left of it.

It gave me the unmistakable impression that it was some form of controlled flying machine, but its flight was so rapid that by comparison a jet plane would appear ridiculously slow. I want to make that clear. The thing was being flown, or directed. Somebody was flying it.

I must also stress that I saw this object in clear daylight and as it made so many

NEW ZEALAND from Page 12

finally leveled out and departed in horizontal flight. Mr. Matheson's report does not indicate whether the smoke trails continued during this final phase. (He has been queried on this point.)

At NICAP's request, the Matheson case was personally investigated by Harold H. Fulton, President of Civilian Saucer Investigations, New Zealand, who is also a member of the Committee. Mr. Fulton established that the ROSA was in the area reported, the boat having been seen before and after the sighting period by the naval patrol boat MAKO. Through other sources he also confirmed Mr. Matheson's reputation for accuracy and reliability.

The CSI (NZ) president said in his opinion the report was genuine.

Fulton also sent NICAP another New Zealand report, now under investigation, in which witnesses at three widely separated points reported sighting a silvery cigar-shaped object on August 2, 1957. One group of witnesses included three school teachers and 130 pupils at Reefton. The rocket-shaped object, which left a distinct vapor trail, was described as flying through various intricate maneuvers, including a square pattern. Although the UFO once descended to a low altitude estimated at 3,000 feet, witnesses heard no sound.

Aside from the smoke-trail factor, the disc's swift changes of course bear a close resemblance to the UFO maneuvers reported by Captain W. J. Hull, Capital Airlines, elsewhere in this issue.

(See "UFO Encounter Convinces Airliner Captain, Former Skeptic")

NICAP will appreciate hearing from anyone with authentic reports similar to the New Zealand smoke-trail case.

Because of the New Zealand report NICAP believes members may be interested in the accompanying picture supposed to have been made of a smoke-trailing object over Peru in 1952. The photograph and extracts from the sighting report are reproduced with the kind permission of James Moseley, editor of SAUCER NEWS.

In a letter dated August 10, 1957, Mr. Moseley gave NICAP the following account of the incident:

"In Lima I met Senor Pedro Bardi, who is an agricultural engineer. On July 19, 1952, while on a farm in the Madre de Dios section of Peru, he and others saw a saucer. It was about 4:30 p.m. and they were talking to Lima by radio.

"Suddenly, according to Bardi, the radio went dead. They looked out the window and saw a round object going by at high speed. (The witnesses included Pedro Arellano, owner of the farm.) The object had passed; it was at an estimated 100

meters altitude and was a little smaller than a DC-3, according to Bardi. It made a buzzing sound as it went by."

The object's speed, Moseley explains, was determined by a report that it was seen four minutes later near Porto Maldonado, 120 kilometers distant. This speed was computed at 1117 miles per hour.

The photograph was secured from a customs administrator named Domingo Troncosco, who said he had taken it as the object flew near the port. Though the photo shows a cigar-shaped object instead of the round shape Bardi described, this could possibly have been due to an elongated effect caused by speed.

"It seems obvious to me," Moseley told NICAP, "that the photo is genuine. Incidentally, I (strongly doubt) if this particular saucer was anything but earth-made."

Though NICAP has no reason to doubt the picture's authenticity, we are unable to make an accurate analysis without the negative. ●

"Three Men in Black"

Several members have asked NICAP about charges by various UFO investigators that they have been silenced by three mysterious "men in black suits." To these queries, Mrs. Ragna Solling, a Fresno, California member, asks whether there has been any attempt to silence NICAP.

While there have been several discouragements, mainly from official refusals of official UFO information for our analysis, we know of no threatening attempts to muzzle NICAP or end our investigation.

Specifically, we have not been contacted for this purpose by anyone, including Government agent or agents, any member of Congress, the representative of any special group, or by any "men in black."

As soon as possible, the UFO INVESTIGATOR will cover the reported "silencing" cases in detail; however, the answer may not be conclusive since at least one investigator involved has refused to reply to questions about the reported incident.

Meantime, we wish to emphasize that no one—in or out of the Government—has any legal authority to request or compel withholding of UFO information, unless it can be specifically proven to involve military security or to endanger the safety of the United States.

Witnesses to UFO sightings have reported that they were asked or told not to talk about the cases. Some witnesses, as a result, have refused to discuss their sightings. But under the policy stated by the Air Force, there is no authority for such an order with the exception previously mentioned. ●

Collision Ruled Out in Case of Man Blown From Airliner

The disappearance of S. F. Binstock, retired Hollywood jeweler, through a hole torn in the side of a Western Airlines plane, has been listed as due to internal causes, NICAP has just been informed.

Though the official Civil Aeronautics Board findings have not been made public, at press time, it has been decided that no external object was involved, but that an explosion occurred in the airliner. Early reports had caused speculation that a collision with some unknown object had torn the gaping hole in the plane through which Binstock's body disappeared.

These rumors were typified by the following letter in the Los Angeles Examiner on August 6:

"As regards the hole in the side of the Western Airlines plane, who is kidding who? A little study of the forces involved shows clearly that it was caused by collision with an extremely fast object striking the plane from a nearly vertical angle.

"Even if the plane was pressurized at 10,000 feet, there would be no damage such as this.... Remember the two near-collisions last month by airliners with objects, in which passengers were injured?

"It is about time the Air Force lets us know just what is going on in our skies."

It is true that Western Airlines Captain Milton Shirk at first believed there had been a collision.

"I thought somebody ran into me," he told the press. When no other aircraft was found to be involved, this statement probably helped to set off rumors that a UFO had hit the plane.

Binstock, who boarded the plane at Las Vegas, Nevada, had two roundtrip insurance policies totalling \$125,000. He was last seen aboard the airliner when he entered the washroom. The accident—which passengers described as sounding like an explosion, occurred over the Mojave Desert where Binstock's body later was found.

From the evidence amassed by the Civil Aeronautics Board and the FBI, there appears to be no justification for believing that a UFO was in any way involved in this strange case. ●

SHOW NICAP MAGAZINE TO YOUR LOCAL NEWSPAPER EDITOR

Copies of this magazine will be sent to all the press-wire services along with a press release stressing important items. If your local papers do not mention these main news items, please send or show this copy to at least one newspaper editor. ●

Air Defense Command Forbids GOC Link with Film

An Air Defense Command order which banned Ground Observer Corps efforts to publicize a documentary UFO film has recently been revealed to NICAP. The ADC action followed a request by the 4674th Ground Observer Squadron, Miami, to use a GOC display in connection with the moving picture "Unidentified Flying Objects."

A copy of the order follows:

Headquarters
4674th GROUND OBSERVER SQUADRON
United States Air Force
Dobbins Air Force Base
Marietta, Georgia

O&T

17 May 1957

SUBJECT: United Artists Film "UFO"

TO: Commander, All Detachments
4674th Ground Observer Squadron

The following message from ADC is quoted for your information and guidance:

"ADHIS 22573. Disapprove requests for GOC Display in connection with commercial film pertaining to the controversial subject of flying saucers. Use of Display would involve the risk that Air Force could be considered as endorsing subject matter and authenticity of the filmed version of flying saucers."

BY ORDER OF THE COMMANDER:

/s/
DONALD A. ZEINE, Major USAF
Adjutant

The official request to tie in the GOC program with the documentary United Artists film was made by Capt. William B. Walburn, USAF, Commander of Detachment 8, 4674th Squadron.

The ADC refusal seems to answer, once and for all, the question which NICAP members have frequently asked:

Was the documentary film "Unidentified Flying Objects" produced with Air Force cooperation—or against its wishes?

From letters received, it appears that less than half of NICAP's members saw this moving picture, which includes the famous Tremonton, Utah film taken by Warrant Officer D. C. Newhouse, and the movie of two UFO's taken by Nick Mariana at Great Falls, Montana.

Even those who did see the picture may be unaware of the steps which led to public use of the Newhouse and Mariana shots.

The action for narrative purposes in the film is centered on Albert M. Chop, former Air Force public relations official who handled UFO information in the Pentagon. (Chop is now a NICAP Special Adviser.) Cleared for secret reports, Chop learned of the officially analyzed Mariana film taken on August 15, 1950, which shows two silvery-looking discs flying over the Great Falls baseball park.

In 1952 Chop learned of the Newhouse moving picture taken on July 2, a color film which shows a formation of UFO's maneuvering over Utah. Later Newhouse described the objects as resembling two

pie pans, one inverted on top of the other. The film was secretly analyzed for months, first by the Air Force then by the Navy. Conclusion: The UFO's were not conventional objects.

Al Chop also took part in the story that made headlines in July 1952 during the UFO sightings over Washington National Airport. With Major Dewey Fournet (now a member of NICAP's Board of Governors) he watched Control Center radar experts track a group of mysterious objects. Both he and Fournet also heard an AF jet pilot's tense radio report that the UFO's were closing in on him—an incident later related in the documentary film.

When Chop resigned in 1953 to take a public relations job with an aircraft firm, he and Captain Edward Ruppelt met in California with film producer Clarence Green and the idea of the movie "U.F.O." was born. By this time Ruppelt was on inactive duty and free, like Chop, to express his personal beliefs. Green, senior partner of Green-Rouse Productions, was strongly interested because he had seen a UFO a few years before.

Working together, Ruppelt, Chop and Clarence Green persuaded Warrant Officer

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Scene from United Artist release, "UNIDENTIFIED FLYING OBJECTS." Left to right: Lt. Holden, Navy radar expert; Albert M. Chop, Air Force press official; Major Dewey Fournet, Pentagon Liaison Officer; and CAA Air Traffic Controller Harry Barnes. Chop was portrayed in the film by Tom Towers, Aviation Editor of the Los Angeles Examiner, who has been interested in UFO's for some time and often writes on the subject in his columns. The other roles were played by actors.

Rocket Craft Encounter Revealed by World War 2 Pilot

An aerial encounter with a high speed rocket type ship in the summer of 1946 has just been revealed to NICAP by former Army Air Corps Captain Jack E. Puckett. The object sighted by Captain Puckett and the crew of his C-47 transport was described as twice the size of a B-29 bomber.

According to Captain Puckett, who was then Assistant Chief of Flying Safety on the staff of General Elwood Quesada, an official report was made to Operations at McDill Field. To date, no information on this case has been given out by the Air Force.

The UFO encounter, on August 1, 1946, is described by Puckett as follows:

"I was making a scheduled flight from Langley Field, Virginia, to McDill Field, Tampa, Florida. At approximately 6 p.m. while flying a C-47 at 4000 feet northeast of Tampa I observed what I thought to be a shooting star to the southeast over the Atlantic Ocean. My co-pilot, Lt. Henry F. Glass, and my engineer both observed this object at the same time.

"This object continued toward us on a collision course at our exact altitude. At

UFO FILM from Page 14

Newhouse and Nick Mariana to let their UFO films be used. Since the Air Force had publicly stated that the films were the personal property of these men, there was no violation of security, though the Air Force still refused to let the press and the public see the official copies.

Though Producer Green offered the Air Force full cooperation, the official analysis reports of the two films were not released to him. Some Air Force officers privately favored giving Green—and the public—all available evidence, but they were overruled.

After the documentary film was released the Air Force denied it had cleared, sponsored, or in any way coordinated any motion pictures on UFO's. The recent Air Defense Command action, cited at the start of this story, should end all conjecture that this was an official step toward "educating the public."

Despite this, the picture has performed a great service. Many former skeptics have reported their conviction as to the reality of UFO's after seeing this film. NICAP urges members who have not seen it to secure repeat runs at local theaters. In several cases, UFO clubs or groups have arranged for special showings at low rates, usually at hours when theaters normally have small audiences.

We believe this factual revelation of UFO evidence will be well worth any special efforts required, for despite the lack of an Air Force blessing, this is an important step toward ending official secrecy. ●

Many members are sending NICAP names of prospects. Make yourself a Membership Committee of One and extend to your friends the invitation to join.

about 1000 yards it veered to cross our path. We observed it to be a long, cylindrical shape approximately twice the size of a B-29, with luminous portholes."

Propulsion seemed to be by means of a powerful rocket blast, Puckett states. The huge device trailed a stream of fire approximately one-half its own length.

Captain Puckett and his crew continued to observe this object until it disappeared over the horizon. He estimated that the observation lasted from two and a half to three minutes, during which time the rocket craft must have traveled 75 to 100 miles.

"A complete report was given to the base operations section of McDill Field upon landing," Puckett told NICAP. "I am satisfied that this was not an optical illusion . . . I am enclosing two documents to authenticate my position and experience."

The records show that Captain Puckett had served as an instructor pilot, four-engine aircraft; that he had flown a tour of combat in the European Theater, WW2; and that at the time of the UFO sighting he was Flying Safety Officer, HQ, Tactical Air Command, 300th Base Unit, Langley Field. His duties included supervising all flying operations and training for all air bases with the 300th AAF Base Unit. In addition, he supervised the investigation of all aircraft accidents in this command.

In a UFO report form made out for NICAP Puckett estimated the rocket craft's speed at about 2000 mph. Describing the object as self-luminous, he added:

"I recall seeing portholes and lights inside this UFO. The object was at the same level as our aircraft."

This report bears a close similarity to the famous "space ship" sighting by Eastern Airlines pilots Chiles and Whitted in July 1948. In each case a rocket shape twice as large as a B-29, windows, and a fiery exhaust stream, were reported by highly qualified observers.

NICAP is asking the Air Force for a copy of the official UFO report by Captain Puckett and his C-47 crew. An attempt is being made to secure a separate report from former Lieutenant Glass to obtain such other details as he may recall.

The case will be sent to our Special Advisers for evaluation as soon as all available information has been received. ●

Russia Claims Saucers Never Seen Over USSR Territory

In a new statement on UFOs, Radio Moscow has declared that flying saucers have never been sighted over Russian territory. The broadcast, made on August 13, was in Spanish, beamed to Latin America.

The Russian claim, made by Victor Tomarev, scientific worker at the Moscow planetarium, intimated that the saucer stories were invented by the "reactionary" U. S. press.

This is a complete contradiction of a previous charge by David Zaslavsky, so-called "hatchet man," for the Soviet newspaper PRAVDA, who insisted that the UFOs were "American pirate planes."

The Zaslavsky charge, beamed to North America, stated:

"Behind the 'mysterious saucers' there are real flights of American private planes over foreign territory . . . including Norway and Africa . . . This is not a ridiculous fantasy of the newspaper clowns, but a smokescreen put out by the professional instigators of war."

In sharp contrast, the latest Radio Moscow claim called the saucer reports "fairy tales."

"It seems very odd," the broadcast stated, "that these flying saucers have never been seen over our territory."

The U. S. Air Technical Intelligence Center has several Intelligence reports of UFO sightings over Russia. This fact was revealed early in 1953 before UFO files were closed to the public.

In 1954 Communist Yugoslavia officially admitted that strange ellipsoidal objects had been sighted and tracked by government weather bureau observers, airport personnel and experienced astronomers. One UFO group was clocked between Zagreb and Belgrade at a speed of 3,000 miles per hour.

That same year, Communist Rumania complained about "flying saucer" operations over that country. The official explanation in the Rumanian newspaper CONTEMPRANUL was that "the saucers were large pieces of cardboard wrapped in silver paper, attached to balloons and lighted with 15 lamps powered by a battery." The purpose: "To stir up against Moscow a flying saucer psychosis."

The Soviets' shifting propaganda line gives no clue to their real opinion of UFOs. But the falsity of their August broadcast is plain. Verified records prove that the flying saucers, seen everywhere else in the world, frequently have been sighted over Russia and most of its captive countries. ●

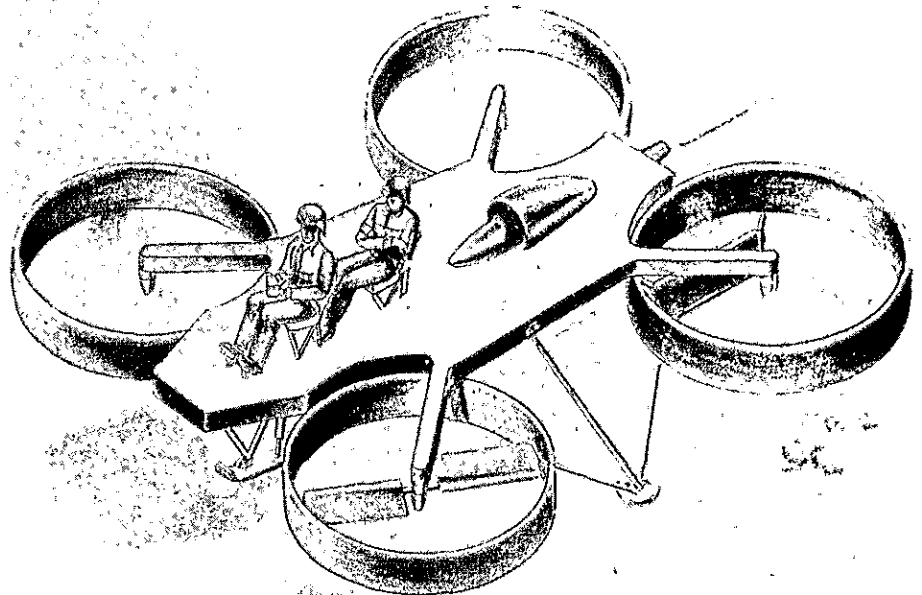
"Flying Jeeps" Believed Inspired by Sightings

Plans for flying jeeps, recently announced by the Army, probably can be traced back to UFO sightings, according to information from NICAP Special Adviser Samuel Freeman. The aerial jeeps will use the ducted-fan principle for climbing, hovering and descending—the system first utilized by Stanley Hiller, helicopter designer who built the Navy's "flying platform."

Hiller freely admits, says Adviser Freeman, that UFO reports inspired him to search for a method for vertical takeoff. However, there is no indication that this comparatively crude propulsion system permitting only slow speeds and maneuvers is linked with actual UFO operations.

Ten years ago the idea of aerial jeeps probably would have been widely ridiculed. Today, in announcing development contracts totalling \$1,702,000, the Army states it expects to have a jeep which can fly at speeds up to 50 mph, remain airborne several hours, and carry up to 1,000 pounds of weapons or equipment.

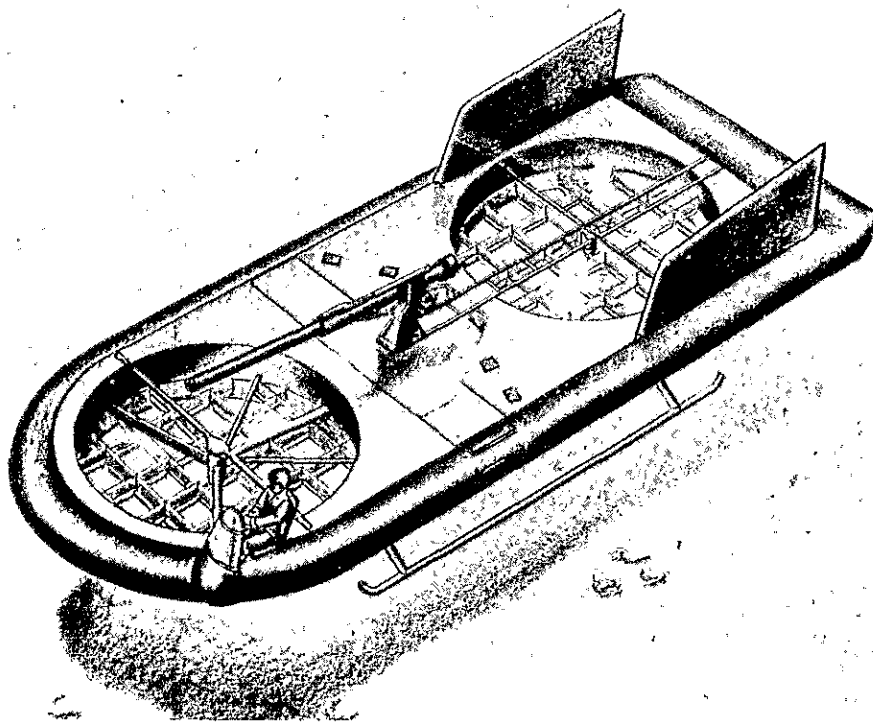
Plans for aerial trucks, armored cars and tanks also are under consideration by the Army. ●



Artist's conception of four-ducted propeller flying test-bed version as submitted by Aerophysics Development Corporation. Lower left fan indicates type of ducted fan which will be used. Jet forward-movement unit is shown on the top of the flying-bed unit, with the jet stream shown at right.

— U. S. Army Photo

(See other photo on Page 22)



The Piasecki Aircraft Corporation's version of the Army's experimental "flying jeep." This one, which is somewhat larger than the other approved designs, utilizes vaned fans as seen in the two round holes. The vanes direct the flow of the air downward and to the sides to control forward and sideways motion. The armament shown moves on the railing provided for sighting. The reason for the large tail surfaces is not explained. It is possible they are for protection to gunners or other crewmen while the object is being used in military operations.

— U. S. Army Photo

UFO's Delayed Rocket Tests

Postponement of Matador rocket launchings because of the proximity of UFO's has been reported to Civilian Saucer Intelligence, New York, by one of its members who is stationed at Orlando Air Force Base, Florida.

The CSI member, who is attached to the 588th Communications and Guidance Squadron (Tac Msl) says that UFO's frequently appear at a rocket testing site just before test launching times.

"I am now stationed at Orlando Air Force Base," his report states. "As you may know, one of the big AF missiles, 'Matador,' is being developed and tested here. I was very surprised to observe 'blips' or unexplained objects on our radar screens. We are constantly catching these objects on our screens just before launching time.

"Since all aerial bodies are supposed to be out of the immediate area before the launchings, many times we are held up due to these unidentified objects on the radar. It would seem natural for them to appear once in a while, but believe me they are so consistent that we always expect them now. These objects travel at incredible speeds and demonstrate small degree turns very uncharacteristic of any natural aerial objects. No one can explain it." ●

Saucer Sightings Cause of U.S. Space Projects Still Open Question

Continued from Last Issue

Skeptics of flying saucer reports insist that the quickening pace is only natural—we must speed up to beat Russia in establishing manned satellites and a moon base. Others, including several NICAP members with aviation and guided missile experience, suggest that at least some of our space projects—particularly the satellite program—are aimed at learning more about UFO operations.

Regardless of the truth, we are rapidly advancing toward manned space flight. Many things labeled fantastic—or even unheard of—a few years ago, are now being seriously considered by scientists and official space-travel planners.

Among items under research contract or serious study—which once would have been labeled a crackpot's dream—are at least four:

A photon light-reactor drive at the speed of light—186,000 miles per second;

Manned satellites;

Robot-controlled space rockets to circle the moon, photographing the side we never see; also to circle Mars, Venus and other solar system planets to secure photographic and other information;

Creation of anti-gravitational devices for space flight and also flight in our atmosphere.

In addition, a plan to "deep freeze" pilots on long flights has been seriously suggested by an eminent scientist.

The Photon Drive has been discussed by physicists for years. Two original systems have been proposed in some detail by two well known German rocket authorities.

Prof. Hermann Oberth, designer of the V-2 currently working with the U. S. Army Guided Missiles projects under Dr. Werner Von Braun at Redstone Arsenal in Alabama, discussed the photon system.

The system will use light itself as a reactor power. In the emptiness of outer space, where there is no resistance, the relatively faint power of a light beam will drive a spaceship at the same speed. This method, however, must be used while in space and probably will not provide enough thrust, according to Prof. Oberth, to lift a spaceship from the earth, where tremendous thrust is needed to overcome gravity and atmospheric interference.

Ionic Drive is the better of the two methods, if there is less of a vacuum, and this might conceivably be used in the outer layer of the earth's atmosphere, but still not for flights starting from earth.

It has been estimated that Ionic Drive, once in use, will permit a ship to go to Mars under power half of the way and decelerate the rest of the way.

Some calculations estimate the trip would take only 15 days. No time was

stated for such a trip under Photon Drive. However, if it closely approached the accepted speed of light, a Mars trip under the half-power, half-deceleration method would not take more than a few hours.

This is estimated for a time when Mars is near the earth—roughly 40 million miles.

Space travel at nearly the speed of light, now widely accepted as possible by many scientists, raises a fantastic possibility. According to the usual interpretation of Einstein's theory of special relativity, time would practically stand still at such a speed. Eugene Saenger, prominent German rocket scientist, states that elapsed time for a spaceship crew could be greatly reduced during a long flight, so that trips even beyond our galaxy would be possible.

This question of time dilatation, which has been accepted by a number of noted astronomers and space-travel planners, has been the subject of queries by many NICAP members and will be thoroughly discussed in a future issue of the UFO INVESTIGATOR.

Until the Ionic or Photon Drives become fact, the first spaceship crews may have to rely on ordinary rocket propulsion. In this case a trip to Mars could take the better part of a year. Because of their limited fuel loads, rocketships can accelerate for only a brief time and then must coast at a relatively low speed for space travel.

Here is where the deep-freezing of space pilots would fit in. Because of the slower speeds and long flight periods, the problems of routine life aboard a spaceship would become acute. Food alone would be a huge factor—adding weight and cutting the fuel load.

There would be many other problems, but practically all of them would be solved by the suggestion of Dr. George Gamow, famous theoretical physicist, author of "The Birth and Death of the Sun" and "One, Two, Three—Infinity" who is now Professor of Physics at the University of Colorado.

In a serious approach to the problem, Dr. Gamow states that it may be necessary to freeze space pilots so that their life—their conscious life—will be suspended during long trips.

As a consultant to the Convair Division of General Dynamics Corporation, during a leave of absence from professorial duties, Dr. Gamow became acquainted with the general problems of space travel.

A frozen pilot, according to Dr. Gamow, would have no awareness of the lapse of days, months, even years. Instruments set to operate at a given time would raise his temperature, speed up his metabolism and restore his mind and body to a normal condition. Thus he could be "deep-frozen"

soon after the takeoff, once robot controls had taken over spaceship operations, and awakened in time to land.



DR. GEORGE GAMOW

Even such an authority as Dr. Gamow might have been ridiculed for this suggestion—if experiments and several accidental hibernations had not backed up his theories.

Not long ago, in California, a five-year-old boy was accidentally locked inside a home freezer and frozen into near-hibernation. According to the attending physician, Dr. Walter C. Ralton, the boy's metabolism was lowered so swiftly that he became unconscious almost immediately. All his body processes were quickly slowed down, including the intake of oxygen. As a result, though he was trapped for almost an hour, he survived without serious after effects. ●

Japanese Scientist: UFOs May Be Interplanetary

In the first reported statement on UFO's by a Japanese scientist, Dr. Hideo Itokawa, rocket expert and designer of the World War 2 "Tojo" fighter, has stated his belief that flying saucers may come from another world. Made public in the UFO NEWS REPORT, issued by the Flying Saucer Research Group in Japan, the statement was taken from a recent book on space travel in which Dr. Itokawa included a chapter on flying saucers.

The importance of Dr. Itokawa's opinions is indicated by his work as chairman of the Japan Rocket Society and chief of the Institute of Industrial Science at Tokyo University. He is a designer of rockets for the International Geophysical Year. ●

Interim Report on Answers to "Contact" Questionnaire

In the first issue of the UFO INVESTIGATOR this Committee announced an impartial investigation of various claims of contact and/or communication with beings from other worlds. It was emphasized that NICAP has no conclusive proof at present that any of these claims are true; and that its aims are to establish facts and expose possible hoaxes.

After this published statement of policy, NICAP sent letters with nine preliminary questions to the following group of "contactees" selected because of the wide publicity given their claims:

George Adamski
Orfeo Angelucci
Truman Bethurum
Daniel Fry
Mr. and Mrs. Howard Menger
Buck Nelson
George Van Tassel

A summary of the answers shows that two claimants, Orfeo Angelucci and George Van Tassel, agreed to attend NICAP hearings and take lie-detector tests, though both stated the lie-detector tests would be of no value.

One claimant, Howard Menger, refused to attend either public or private NICAP hearings or to take a lie-detector test.

One claimant, Buck Nelson, has not yet replied.

Two claimants, Daniel Fry and Mrs. Howard Menger, replied but did not answer the eight questions.

Two claimants, George Adamski and Truman Bethurum, agreed to some NICAP suggestions and rejected others.

Mr. Adamski enclosed affidavits from four persons who swore they were witnesses to his meeting with an other-world being. He agreed to answer NICAP questions via a tape recording, but said he could not promise to appear before a NICAP panel. He also said he considered a lie-detector test useless, but if such a test were provided it should also be required of the NICAP panel and Board members, as well as certain military and government officials including the President of the United States, with all of these persons subject to questioning by the claimants.

Mr. Bethurum agreed to appear before a NICAP panel. He stated he would sign a notarized statement and/or answer NICAP questions via tape recording, but he would not agree to take a lie-detector test, since he believed such tests usually were slanted by the arranging person or group.

Since several of the claimants' letters are lengthy, it is impossible to publish them verbatim in this issue, though in succeeding issues we shall cover these

answers as fully as possible. Meantime, in fairness to all who have replied, we shall indicate as many answers to NICAP's eight questions as space permits.

QUESTION 1.

Question 1 reads: If you have any other evidence of your claim beyond that which has been published, will you please submit it to NICAP for evaluation? Will you also list all published evidence?

Answers to Question 1:

George Adamski states he has one set of partial symbolic impressions of space beings' footprints, the complete set being in the possession of G. H. Williamson, who refuses to release them. He also refers to a small amount of metal mentioned in his account of a trip in a spaceship, but says he cannot release this in compliance with legal advice.

Orfeo Angelucci has no unpublished evidence.

Truman Bethurum said, "I do have additional evidence to substantiate my claim and to those in the area at the time, it was evaluated and accepted." NICAP is asking for this added evidence and the names of those who evaluated it.

Daniel Fry did not answer the question. He asked that his letter (approximately 1000 words) be published in its entirety; but until we have space to do so, we can only indicate the main points: Mr. Fry says he has no desire to force his opinions on anyone; he does not see that any purpose can be served by a NICAP hearing since opinions already held by panel members would influence the final decision. He will answer sincere questions provided he feels the answer will benefit the one who asks. NICAP will again request that Mr. Fry answer the eight questions, with the assurance that his replies will be fairly evaluated.

Howard Menger did not answer question. In a letter of about 600 words Mr. Menger said he was not interested in defending his contact stories, but in spreading them.

Since most contactees have been treated like deluded children, Mr. Menger said, the persons involved are becoming less inclined to discuss their stories with so-called investigative groups and/or authorities. NICAP will again ask Mr. Menger to reply to the eight questions.

Mrs. Howard Menger did not answer the question specifically. In her letter she states, "I have seen the Visitors. I have seen the discs (recording discs). . . I know they exist. I know they are real. . . I can only tell what I saw and what I believe. I

hope I have answered your questions accordingly." Since the eight questions were not answered, NICAP is re-submitting them to Mrs. Menger.

Buck Nelson has sent no reply to date.

George Van Tassel wrote, "I have two witnesses who were indirectly involved in the contact and later analysis of the vortex the ship left where it had hovered. Also data relative to a device Solgonda had in his hands when I first met him. Some of the data the space people left with me has never been published and we do not expect to publish it until we have completed research in regard to it."

QUESTION 2.

"Please include any photographic negatives for evaluating." (This is a routine request in evaluating ordinary UFO sighting reports.)

Answers to Question 2:

George Adamski: "No. Personnel of two governmental branches advised against release of my negatives to anybody under any conditions. Their authenticity had been vouched for before this advice was given. Because of their positions, I follow their advice at all times."

Orfeo Angelucci: No negatives.

Truman Bethurum: "I took only two photos at close range and the film was spoiled. It was given at the time for interested parties to attempt to evaluate and was ultimately destroyed as valueless."

Daniel Fry: Question not answered.

Howard Menger: Question not answered.

Mrs. Menger: Question not answered.

Buck Nelson: Letter not answered.

George Van Tassel: "I have never taken any photographs of the ships or the people unless a recent color movie I took from 9000 feet while flying turns out to be one of the ships. Photo analysis on this film is now in progress."

We are sorry that lack of space in this issue prevents full reports on the other questions. Remaining details and general contactee comments will be discussed in the next issue.

However, in order that members may have a fair picture of the replies, they are summarized herewith:

Question 3, regarding names of witnesses and notarized statements: Mr. Adamski provided such documents; Mr. Angelucci stated that witnesses were listed in his book, but he would not ask them for sworn statements; Mr. Van Tassel named two

(Continued on Page 19)

British UFO Magazine States its Policy

URANUS, a prominent British UFO journal, is published by Markham House Press, Ltd., London. A statement from the publisher outlines the URANUS policy as that of taking a "firm stand, without which flying saucerdom will sink to the level of fortune telling by tea leaves in a very short while.

"We have no particular axe to grind except that we want to have the truth, whatever it may be, known as widely as

"CONTACT" REPORT from Page 18

witnesses, but did not mention affidavits. No other answers to this question were received.

Question 4, regarding the claimants' notarized statements: Adamski, Angelucci, Bethurum and Van Tassel agreed to sign such statements. No other answers were received to this question.

Question 5, regarding lie-detector tests, has already been covered.

Question 6, on appearing before a public NICAP panel, has been answered.

Question 7, regarding a substitute private hearing or notarized tape recording, has also been covered.

Question 8—"If you have been called a fraud or hoaxer in print, on the air or in the presence of witnesses, have you instituted a lawsuit for libel or slander? If not, do you plan to do so?"

Mr. Adamski states that a libel case is pending against an Israeli press and that other suits are being considered. Mr. Bethurum replied that such suits would be very costly. Mr. Van Tassel explained that for him to institute lawsuits against everyone who libeled or slandered him would cause him to spend most of his time in the courts. He added, as an indication of his reliability, that he operates a CAA approved airport, served as a flight test inspector for Lockheed Aircraft, and as personal flight inspector for Howard Hughes before his accident in Beverly Hills, and that previously he was with Douglas Aircraft, Universal Airlines and Central Airlines. He also stated he is running for President in 1960.

Backgrounds of the other claimants will be included in the next issue. Meantime NICAP wishes to emphasize that this is only the preliminary phase of the inquiry, an inquiry begun because of demands that the "contact" stories either be exposed as hoaxes or confirmed as fact. NICAP will welcome comments from members on the answers thus far received. ●

possible. To this end we will cooperate with the greatest of pleasure.

"As you notice, we do not publish lists of sightings, leaving this to the many groups that follow them with assiduity. We prefer to stick to comment and to reports on special happenings which appear to be of general interest."

In an earlier issue, an editor of URANUS, Eric Biddle, stated further:

"We have said once in this magazine that if we are to make any further progress towards a solution of the saucer enigma, we must study reports of landings and purported successes in communication with the intelligences behind the operations of the saucers."

In an effort to explain governmental secrecy on UFO reports, two serious reasons have been suggested to NICAP by Mr. Egerton Sykes, managing editor for Markham House Press, London. Because of the British Air Ministry's recent admission of UFO censorship, the following letter by Mr. Sykes should be of special interest to NICAP members.

There is not a country in the world where trials of odd-shaped guided missiles are not being made. Your Air Force is in the difficult position of having to squash reports for the following reasons:

a. If they are from friendly or national sources, it is important to let the Soviets know as little as possible.

b. If they are from potential enemies, it is equally important not to let them know how much has been discovered.

I make these observations because it is gradually becoming known how much effort the Soviets are putting into their guided missile and space rocket program.

This fact does not in any way prejudice the probability that we are not the only intelligent race in the Cosmos and that others may be as much as 25 years ahead of us in technical know-how. Many people over here are seriously studying the associated problems of gravitation and ultra-rapid propulsion; Glazewski, Plantier, Lenoir, are among those whose studies deserve serious consideration.

In conclusion, may I make the following tentative suggestion? Tell your people not to be discouraged by the apparent neglect by the Air Force of their reports; they can

Can't Close Minds to UFO Reports Says Rocket Society Official

Too many reliable UFO reports have been made to be dismissed or ignored, according to President A. O. Tischler, Cleveland-Akron Section of the American Rocket Society. President Tischler made this statement in introducing NICAP Director Donald E. Keyhoe for a talk to the Cleveland-Akron group.

In discussing the ridicule sometimes directed at believers in UFOs' reality, President Tischler stated:

"As little as twenty years ago space-flight enthusiasts were also regarded as 'characters'; it is only in the last two decades that rocket engineering has made these far-sighted scientists respectable."

Tischler told the Cleveland-Akron group they should neither accept nor reject the evidence, but should keep themselves informed.

"As a group of professional scientists and engineers," he said, "we cannot afford to close our minds to these reports."

NICAP ASKS ROCKET SOCIETY TO HELP EVALUATE SIGHTINGS

After the talk, several members of the local group were asked to help NICAP evaluate authentic sighting reports. In addition, NICAP has requested the aid of the Astronautics Sub-Committee, American Rocket Society, in regard to such questions as means of propulsion, artificial gravity fields, and other technical questions.

Assistance from rocket engineers and scientists would serve a double purpose, NICAP told the Rocket Society national officials. Besides giving valuable aid in evaluation of sighting reports, cooperation in NICAP's search for the facts would help to end public confusion and a tendency to ridicule even verified reports from veteran pilots and other qualified observers.

In the NICAP request for evaluation assistance, it was made clear that neither the American Rocket Society nor individual members serving as Special Advisers would be committed to any one viewpoint.

"We are inviting even the most severe skeptics to help us," Keyhoe stated. "If through their professional experience they can find flaws in various UFO cases, we want to know those flaws," he declared.

Several members of the Cleveland-Akron section, however, said unofficially they were convinced that many UFO reports were authentic. ●

always send a duplicate to you. You might remind them that writing to a government department is rather like putting coins in a fruit (slot) machine; it takes a long time before you hit a jackpot. ●

The Battle for the Moon

Within the next few weeks an unmanned United States rocket may escape from the earth's gravitational pull and crash-land on the moon. This possibility has been disclosed by scientists connected with the Air Force Operation "Far Side" in which four-stage rockets are being launched from a balloon-supported platform at 100,000 feet.

The project name "Far Side" refers to the opposite side of the moon which is never seen from the earth.

An integral part of the Air Force project is a plan to launch rockets which will circle the moon, relaying television camera pictures of its entire surface back to the earth.

Similar plans aimed at landing a manned rocket on the moon also have been announced by Radio Moscow.

Because of the moon's importance as a military space base, both the United States and Russia are engaged in a battle to win control of the moon. The seriousness of this battle was recently emphasized by Thomas R. Henry, veteran science editor of the Washington STAR. In an article on plans for a moon base, Mr. Henry said he had been given a prediction by an Air Force major general "that the great battle of the next world war probably would be between spaceships for occupation of the moon."

For several years scientists and space travel planners have delivered solemn warnings on the importance of a moon base. In general, their views coincide with that of space travel author Willy Ley as stated in an article entitled "Possibilities For An Invasion Base On the Moon." In this article Mr. Ley said that the aggressor who first sets up bases on the moon can control not only the earth but the planets of the solar system.

Because of the moon's lighter gravitational pull (about one-sixth that of the earth) it would be relatively easy to launch H-bomb rockets and guide them to earth targets.

Most of the space experiments today have as their first major goal the landing of a manned spaceship on the moon. This includes research into effects of cosmic rays in space, weightlessness, space navigation, meteor bombardment, and the physiological and psychological factors involved in space flight.

The battle between the United States and Russia now includes intensive search for new propulsion systems. Methods under study include the use of atomic power, a photon (light beam) drive, tapping vast amounts of electric power in our higher atmosphere, and use of artificial gravity (G-field) power.

If either nation achieves a breakthrough, it could assure an early production of spaceships for moon operations. A lead of five years could be disastrous from the loser's viewpoint. Even two or three years might permit the winning country to build a permanent base and set up missile defenses that would prevent another nation's spaceships from landing.

Unless such a base were successfully attacked by the opponent's spaceships, before its defenses could be fully built up, an aggressor could build launching sites for missiles to attack the earth. Domination of this world by threat would then be relatively easy.

For these reasons, the scores of Government agencies, private researchers and manufacturers involved in space travel plans are working at top speed to win the battle for the moon.

Even these groups disagree on the probable date for the first moon landing. A few months ago one Air Force authority predicted the operation of a manned moon rocket in less than five years. (A breakthrough on propulsion could reduce this considerably.) A few noted scientists still refuse to agree that the moon will be occupied, but the majority go along with the opinion of Dr. I. M. Levitt, Director of the Franklin Institute planetarium in Philadelphia.

"By the year 2000," says Dr. Levitt, "trips from space stations circling the earth will be made to the moon and the nearest planets. . . Unless a new exotic form of rocket fuel is uncovered, scientists may be compelled to use the moon with its low gravitational field as the stepping stone to the planets."

Dr. Levitt makes an interesting suggestion in regard to a water supply and the creation of an atmosphere on the moon. Scientists now agree, he says, that these can be manufactured on the moon.

Trapped in the moon's rocky crust, he explains, are water molecules. Also iron, carbon, silicon, aluminum and magnesium are elements we can expect to find; and some of the magnesium silicates contain as much as 10% water.

"With sufficient energy," Dr. Levitt states, "the water can be extracted. Also it can be broken up into the oxygen atom and the hydroxyl molecule—affording free oxygen for an atmosphere."

Dr. Levitt envisions the use of tremendous plastic domes under which human, animal and vegetable life can exist in a moon-made atmosphere. This will eliminate the use of space suits with oxygen supplies such as would now be necessary for man to exist on the moon, he states.

The Philadelphia astronomer envisions an unmanned trip to the moon within five years. But there is strong evidence that this may happen within months, if not weeks, though the achievement may not be publicly announced.

It is known that operation "Far Side" rockets will almost achieve escape velocity. They may actually attain this speed and streak on into space, free of the earth's pull.

These four-stage rocket tests recall earlier plans by Dr. Fritz Zwicky, noted rocket designer, to fire small "artificial meteors" from high altitude balloons. Dr. Zwicky announced that some of the "meteors" would hit the moon, Mars, Venus and other planets. He also stated—without a detailed explanation—that some projectiles hitting the moon or a planet might set off a nuclear reaction.

The new Air Force tests with large rockets have inevitably revived the discussion caused by Dr. Zwicky's plans. If the UFOs are spaceships, it is suggested possibly an operating base has been set up on the moon—just as the United States and the Russians are trying to do.

What would be the reaction to an earth launched rocket hitting the moon—or orbiting it for observations?

First of all, there is no proof that any such base exists on the moon, despite occasional reports of strange lights, the small widely noted white "domes" and the so-called "moon bridge" over which a controversy has raged since 1953.

Most of the lights have been explained by astronomers as meteors flashing on impact. The "domes" reported by several noted astronomers, including Dr. Gerard Kuiper, remain unexplained—though most professional astronomers believe they are natural formations.

The "moon bridge," confirmed as a real object by the well known English lunar expert, Dr. H. Percy Wilkins, has been called an unexplained natural phenomenon and also an optical illusion.

In 1953 Dr. Wilkins broadcast a report on BBC in London in which he stated that the bridge was real, that it arched some 5000 feet above the Mare Crisium, and that it looked artificial—"almost like an engineering job."

Later, after a furore developed over his statements, Dr. Wilkins explained that he considered the bridge a natural object, but he did not retreat from his claim that it was real.

(A detailed discussion of the "moon bridge" and Dr. Wilkins' analysis will appear in a later issue.)

(Continued on Page 21)

UFO Encounter Convinces Airline Captain, Former Skeptic

A two-minute encounter with a UFO, which quickly changed a skeptic to a believer, was recently revealed by Captain W. J. Hull, veteran pilot for Capital Airlines. Prior to his experience, which occurred as his airliner neared Mobile, Alabama, Captain Hull was widely known among pilots for his negative views on flying saucers.

In a 1953 article for THE AIRLINE PILOT entitled "The Obituary of the Flying Saucers" Hull accepted Dr. Donald Menzel's natural phenomena explanation for the UFO's. Later he agreed to a re-examination of the evidence, but his dramatic report was the first hint that he had accepted the UFO's as machines of an unknown type.

For over six months Captain Hull withheld the facts from publication, then he released the story to Civilian Saucer Intelligence, New York, of which he is a member. It is printed here by special permission of CSI.

On the night of November 14, 1956, Captain Hull was flying a Viscount four-engine turboprop airliner from New York to Mobile, over a layer of occasionally broken clouds which enabled him to get a look at the ground only occasionally.

"At 10:10 p.m. EST," states Capt. Hull, "we were only about 60 miles from Mobile when my co-pilot, Peter MacIntosh, and I

MOON BATTLE from Page 20

Though there is no proof that any lunar base exists, it is not hard to estimate the effect if an earth launched rocket did hit the moon near such a base. Presumably the reaction would be similar to that on earth if a moon launched rocket struck near a military base or any populated area. It would probably be considered a hostile act and it could set off general hysteria.

The sight of an earth rocket orbiting the moon might be regarded as hostile—or merely as an act of peaceful observation.

It is doubtful that our armed forces would risk hitting the moon with a rocket if they believed that an advanced race had established a base there. The consequences could be serious.

Possibly operation "Far Side" will soon reveal whether the moon is as it is usually considered—a barren satellite devoid of even the lowest form of vegetable life—or that there is evidence of its use as a space base.

But even aside from this speculative angle, the present race for the moon remains deadly serious. It is a battle the outcome of which may affect the lives of everyone on this earth, turning the moon into an armed fortress—or a peaceful colony dedicated to opening up new vistas to earthbound humans. ●

saw what we thought was a brilliant meteor. We were flying south-southwest and it fell across our path from left to right, first becoming visible at the top of the windshield.

"The Viscount has wonderful visibility upward.

"It decelerated rapidly, just as any meteor does when entering the denser layers of the earth's lower atmosphere. We expected to see it burn out with the customary flash which pilots often see, but it abruptly halted directly in front of us!

"It was an intense blue-white light, approximately seven or eight times as bright as Venus when this planet is at its brightest magnitude.

"Pete shouted, 'What the hell is it, a jet?'"

The co-pilot's first thought was that the object had been a diving jet fighter, turning away from the airliner, and in departing giving the pilots "a view right up its glowing tailpipe." But Capt. Hull knew this could not be the answer. He had often seen the glow of jet tailpipes at night. This was not the right color, nor did it grow smaller in size. Instead, it remained in front of the plane, keeping a regular interval.

"I quickly grabbed my microphone," said the Captain, "and called the Mobile Control Tower.

"Bates Tower, this is Capital 77. Look out toward the north and east and see if you can see a strange white light hovering in the sky."

The answer came quickly: "Capital 77, this is Mobile Bates Tower. We are unable to see much of the sky because of a thick cloud cover. Do you think the object is in our vicinity?"

"Affirmative," replied Hull. "It looks like a brilliant white light bulb about one-tenth the size of the moon. It is directly ahead of us and at about our altitude or slightly higher. We are right over Jackson and have descended to 10,000 feet. Please initiate a call to Brookley Field Tower and ask the controller if he can see it on their big radarscope."

The Brookley AFB, twenty miles southeast of Bates Field, was on a military frequency which the Viscount was not equipped to work on its transmitter.

Immediately after this radio exchange the UFO began to maneuver, darting back and forth, rising and falling, making extremely sharp turns, sharper than any known aircraft, sometimes changing direction 90 degrees in an instant. All during this display the color remained a steady brilliant bluish-white, not growing or diminishing in size at all.

"MacIntosh and I sat there completely flabbergasted at this unnerving exhibition,"

Captain Hull's report continues. "I thought of calling the passengers over the public address system, but the object was dead ahead of us and putting on its performance in an area whose arc was not large enough to enable anybody in the cabin to get a view of it out the side windows."

After a half minute or more of this strange flight, the UFO suddenly stopped and hovered again.

About this time, Bates Tower called back. "Capital 77, we are trying to raise the Brookley Tower."

At this moment the UFO again began another series of "crazy gyrations, lazy 8's, square chandelles," weaving with a sort of rhythmic cadence through the air. Then the object shot over the Gulf of Mexico, rising at an extremely steep angle and at such a fantastic speed that it diminished rapidly to a pinpoint, to disappear into the night.

According to Captain Hull, the most puzzling thing about the performance—lasting two minutes at least—was that the object had remained at the same distance from the plane throughout the exhibition.

"How do we know this?" says Hull. "It never increased in size, and yet we were bearing down on it at more than five miles a minute in the Viscount. If it was in view two minutes and performing in one area, we should have been at least ten miles closer to it. Now any object that flies certainly looks different when viewed at such a great variance in distance. So this UFO must have managed to remain at the same distance from us throughout the entire display."

Also, as Captain Hull points out, the Viscount was "above the clouds, precluding any reflections of searchlights from below.

"I have seen hundreds of advertising searchlights playing on clouds," Hull says, "and this was nothing remotely related. Likewise I am summarily ruling out aircraft (at least the ones we know), balloons, missiles, or any other earth-launched device within my ken. The one thing which I can't get over is the fact that when it came, it came steeply downward; when it departed after its amazing show, it went steeply upward! Now I ask you, is this machine based on the earth?"

"I followed up on this spectacular sighting at Mobile. The control tower operators had reached Brookley after a slight delay, but the controller had seen nothing and since no night flights were in progress the surveillance radar had not been energized at the time."

Captain Hull did not report this sighting to the press. Not a word was printed about it until he revealed the details to John DuBarry, former associate editor of TRUE, which broke the first big flying saucer story in 1949. DuBarry is now president of CSI of New York. ●

Edwards Lectures in Hollywood

Frank Edwards, a member of the NICAP Board of Governors, spoke on UFO's before an attentive audience in Hollywood on August 8. His topic: "What Are the Flying Saucers?"

Sponsored by Max Miller and Flying Saucers International — (publishers of SAUCERS), Mr. Edwards also displayed a special film on the subject, featuring NICAP Director Keyhoe and Adviser Capt. William B. Nash in a panel discussion with science writers Willy Ley and Jonathan Leonard.

The film was a pilot for a television series which has not yet been released to TV stations. The movie was taken in Washington, D.C. and featured Mr. Edwards as moderator. The film's blunt discussion of the subject included one revealing scene in which Mr. Leonard, Science Editor of TIME Magazine, refused to accept Capt. Nash, a veteran airline pilot, as a trained observer. At the time of his experience, Nash had 10,000 hours flying time. Nash described his famous 1952 sighting when he and his co-pilot, W. H. Fortenberry, sighted a UFO formation under their DC-4 near Norfolk, Virginia.

EDWARDS A PIONEER UFO REPORTER

Formerly a news commentator on the Mutual Broadcasting System for the American Federation of Labor, Edwards was one of the first objective investigators of UFO's. He also was the first broadcaster to discuss the subject seriously. He has since become a television commentator on WTTV in Indianapolis.

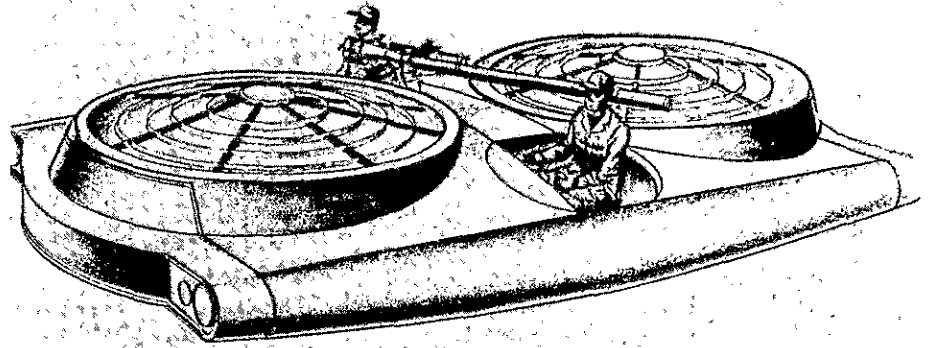
Mr. Edwards has written several articles on the flying saucers (See "The Plot to Silence Me," FATE, June 1957) as well as two books of unique news stories, both of which include chapters on the UFO's ("Strangest of All," Citadel Press and "My First 10,000,000 Sponsors," Ballantine).●

ANONYMOUS DONOR HELPS TO KEEP NICAP IN OPERATION

A generous donor who responded to our Special Bulletin of August 1, and who prefers to remain anonymous, has taken out a NICAP Endowment Membership in honor of Donald E. Keyhoe, our Director.

The \$1000 gift membership was made with the request that this amount be used to pay bills due for magazine printing, supplies and office rental.

This unexpected donation came at a critical time and we sincerely regret that we are unable to thank the NICAP member publicly for this generous gift and fine support to NICAP and its Director. ●



This is the design for the Chrysler Corporation version of the "flying jeep" which received an Army official research approval in July, 1957. The two round areas are the huge ducted fans used for propulsion in the unit, which in this case also carries some unidentified cannon. Other photos, story on Page 16. —U. S. Army Photo

Gloria Swanson Backs NICAP

In a letter to the Director of NICAP, Miss Gloria Swanson has just expressed her full approval of the Committee's investigation of Unidentified Flying Objects, a subject in which she has been strongly interested for several years.

Miss Swanson has personally checked on UFO reports in Hollywood and elsewhere during her frequent travels. In a press conference two years ago she declared her belief in UFOs and in the existence of intelligent beings on other planets.

"It is ridiculous," she said, "to believe that in the entire universe life exists only upon one planet—this earth."

Writing to NICAP during a visit to Paris, Miss Swanson said she had met many persons abroad who were interested in UFOs.

"You and your colleagues," she added, "have my wholehearted support in your endeavor for the truth."

Miss Swanson also informed NICAP that the UFO INVESTIGATOR had drawn interest in France. ●

The UFO INVESTIGATOR thanks Norbert F. Gariety, editor of S. P. A. C. E. in Coral Gables, Florida, for his generous cooperation. A large portion of Mr. Gariety's August 1957 issue is concerned with our last issue, and with other material urging his readers to join and support NICAP.

Mr. Gariety, a former Air Force Administrative Specialist, is familiar with handling Air Force Intelligence reports and has carried over his service and business experience (professional photography) into his magazine, which publishes a cross-section of information and comment. ●

Capt. Clarence S. Chiles, Eastern Air Lines Pilot, Is Special Adviser

Although the detailed biography of Captain Chiles was not received in time for use in this issue, he will be recognized as one who played an important part in the UFO story in 1948.

It was in July of 1948 that Captain Chiles and the then 1st Officer John B. Whitted encountered a huge projectile-shaped device along the airway near Montgomery, Alabama. Chiles and Whitted both agreed that it was about 100 feet in length, twice the diameter of a B-29. Both men saw two rows of windows or ports through which a blue fluorescent glow was visible. The UFO, which they described as a machine traveling at 500 miles per hour or faster, veered sharply as it neared them and both reported they could feel the UFO's backwash rock their DC-3 as the strange object climbed steeply away.

Although Captain Chiles has not reported any UFO encounter since that date, he has maintained his interest in the saucer subject. As a veteran pilot who has had an extremely close range observation of a saucer, Chiles is well equipped to examine and evaluate authentic sighting reports for NICAP. ●

W.B. Smith, Kenneth Steinmetz Aid Evaluation As Special Advisers

WILBERT B. SMITH

Former Head of Project "Magnet"

Wilbert B. Smith, now a Special Adviser to NICAP, will need no introduction to most readers of UFO publications. Mr. Smith has been widely publicized as the official in charge of the Canadian project "Magnet" which officially investigated UFO's with the approval of the Department of Transport at Ottawa.

Mr. Smith, who is in charge of the broadcast and measurements section (monitoring included) is a scientist and electronics engineer with several patents to his credit.

For several years he has carried on an intensive investigation of flying saucers, part of the time officially and the rest of the time with the unofficial blessing of the Canadian government.

During the official stage he exchanged information with Project Blue Book at Dayton and with other official investigations agencies in several countries. For a year Mr. Smith had charge of the flying saucer observatory at Shirley Bay, near Ottawa.

At least one important report occurred during this time when the station gravimeter registered the passage of a large unidentified object over the area. Visual observation was impossible because of a solid cloud layer.

In his research, official and unofficial, Mr. Smith has had the assistance of several Canadian scientists and engineers and at least during the official phase he had full access to reports on unidentified flying objects officially recorded by the Canadian government.

Several times Mr. Smith has been publicly quoted as saying, "There is a high degree of probability that the UFO's are alien vehicles" — in other words, *extra-terrestrial machines*. However, he fully agrees with NICAP's policy of an impartial in-

KENNETH STEINMETZ
Amateur Astronomer

Special Adviser Kenneth Steinmetz, former president of the Denver Astronomical Society, has been chosen to head the Denver unit of OPERATION MOONWATCH.



Kenneth Steinmetz

As Chairman of the Satellite Observing Committee and group leader of the tracking team, Steinmetz has been the key figure in setting up the Denver station, located on top of the Museum of Natural History. This station has been described in *The Aircraft Flash* (official Ground Observer Corps publication) as one of the best situated, and in an advanced stage of training. Its communication system is set up to relay satellite tracking reports in less than four minutes, by direct wire to tracking headquarters, Cambridge, Mass.

In addition to his accomplishments as an astronomer, Steinmetz is also well informed on the UFO problem, which he has followed for several years. In his private files are confidential sighting reports by other experienced astronomers, affording a good basis for evaluation of similar reports from NICAP.

Investigation of all the facts, beginning with sighting reports, on up to and including claims of communication.

In accepting appointment as a special adviser, Mr. Smith makes it clear that he is acting in a personal capacity and not in any way as representing the Canadian government.

Buck Nelson Says Claims Cost Him Pension

Publicized claims to trips aboard flying saucers have cost Buck Nelson, Missouri farmer, his pension from the state, according to a letter to Gray Barker, editor of the SAUCERIAN BULLETIN.

"I was receiving what is called a permanent total disability pension," states Nelson's letter, which appeared in the August 15 issue of the BULLETIN. "My case worker said to me, 'Anyone who saw a flying saucer, or said they did—and especially anyone who said they rode in one—is CRAZY.' She was very mean and ornery to me. What I had to take from her was a shame. She said I would have to take an examination for my sanity to get my pension back. . . . She said they would even put me in an insane asylum. . ."

Nelson also reported to Barker that three men threatened to burn him and his home if he refused to give up his experimental equipment to get "free power" from the air. He did not identify the three men but the SAUCERIAN said they also tried to stop him from telling about his experiments. Previously Nelson has said that three men had tried to stop him from relating his stories of trips to other planets.

NICAP has added Mr. Nelson's name to the list of persons receiving the questions sent to "contactees." (See report on answers from George Adamski, Truman Bethurum, Mrs. Howard Menger and George Van Tassel.) We shall also ask Mr. Nelson for all details of the reported threats.

Thank You!

NICAP wishes to thank all the members who have sent in local newspaper clips and other UFO information and we hope that members will continue to send us this very important information.

While a few clippings are duplicates, most of them have given us new facts. Many times local newspapers give additional details on sighting cases which press-wire stories omit.

When you send in newspaper clippings please write the date and the name of the newspaper on each item, unless this information is already indicated.

THANK YOU, JERRY MARCUS

We are greatly indebted to NICAP member Jerry Marcus for the excellent editorial cartoon which he drew for use in this issue of the UFO INVESTIGATOR.

Mr. Marcus' cartoons have appeared in many of the nation's publications. We appreciate his generous contribution to the pages of this magazine.

Book Reviews

Mars, the New Frontier — Lowell's Hypothesis by Wells Alan Webb
Fearon Publishers, San Francisco
1956. \$5.

On its title page, this book asks "Does analysis of the network of canals on Mars indicate intelligent design?" Mr. Webb, a successful chemist-physicist, presents an analysis which seemingly does accept this answer — an analysis including the observations of Percival Lowell and R.J. Trumpler.

Surprisingly, a mention of UFOs appears in the very first paragraph of the foreword:

Nearly five years ago, a geologist and a civil engineer told me of the three Unknown Flying Objects they had sighted above a limestone quarry...

Mr. Webb's own two sightings took place in 1953. On a clear night in the desert near Yuma, as a passenger in a car, he saw a hovering, dancing light above a plane being repaired at Spain Flying Field. He and two companions who saw the light were later told by a weather station observer that they must have seen a UFO. The observer added that UFO's had been seen frequently in the neighborhood by weathermen and Yuma Air Force Base personnel. This and the second sighting by Mr. Webb will be discussed in more detail in a later issue.

The book on Mars, except for the one brief chapter on saucer sightings, deals exclusively with theories on and observations of the subject planet.

Mr. Webb has in a rather brief but altogether encompassing work drawn closely the basic hypothesis of Lowell and its supporting evidence. He also links the works of Trumpler, Schiaparelli, Antoniadi, and Richardson. Other more recent statements and scientific speculation as to the possibility of life on Mars are carefully discussed.

While he keeps within the framework of conservatism, Mr. Webb quietly departs from extremely orthodox opinions and scientific dogma.

Discussing first the statements of Vaucouleurs regarding the possibility of life anywhere but on earth, Webb soberly builds up his case. The book does not rest merely on the late Percival Lowell's postulations, as the title suggests; it uses them as a foundation. Lowell said he did not use mathematics to prove the artificiality of the canals — although others have — but arrived at his decision through a system of logical deduction.

As many NICAP members will recall, Lowell firmly believed the Martian race was still at work, overcoming problems thrust upon it by their dying planet. The canals, he insisted, were a distributing system for water; he charted over 700 of the strange routes before his dramatic statement:

"Mars is inhabited. We have absolute proof."

The one thing Webb's work leaves out and which some of Lowell's reviewers have suggested is the possibility that the planet's race has died out, though the canals remain and evidently still serve as waterways.

The book's strength lies in its major system of analyzing the degrees of complexity in the patterns of natural-line networks in spider webs, roadways, railway connections, and the like — illustrating heterogeneous, aimless, open, concentric, cellular, and shrinkage patterns. Wells offers a rounded and well-considered representation of the case for Martians. More recent events, not in the book, may give support to his case. It has occurred to this reviewer that if he were a Martian faced with the dilemma of proving to an earthling the existence of his race, this analysis would be a practical method.

Wells Alan Webb, M.S., developed the first commercial source of heavy water, supplying the University of California with the deuterium "bullets" with which Professors Lawrence and Oppenheimer discovered the fundamentals that led to the atom

Flying Saucers — Fact or Fiction.

By Max B. Miller. Published by Trend Books, 5959 Hollywood Blvd., Los Angeles 28, Calif. Available at 75¢ in a paper-bound copy, or a library edition at \$1.

Beginning with the 1947 mass saucer reports, highlighted by the now famous Kenneth Arnold case, Mr. Miller deviates from the usual flying saucer history approach, to flashback into ancient times. To readers who have concentrated mainly on the recent phase, most of the earlier reports will be new and certainly different, regardless of whether or not they are accepted as evidence of UFO activity in the centuries before Christ.

In a detailed but brisk and readable style, Miller moves on into present times, covering many and varied opinions on the saucer subject, then on to key questions. Discussing our own space travel plans, and the projected ideas of recognized leaders in astronautics, he points up these questions:

Has some one else attained that goal well ahead of us? Is some unknown space race looking over our shoulders while we wrestle with technical problems they mastered long ago?

Miller devotes one chapter to claims and reports of communication with other planets or space ships. He also describes attempts to make contact with space beings by various types of radio and electronic communication, also by means of a light-beam transmitter.

(Since investigation of all these reports is on NICAP's agenda, this

(Continued on Page 25)

bomb and present-day nuclear energy experiments.

Mr. Webb is now employed by Hexcel Products, Inc., in Berkeley, California. His duties are related to improvements in the covering materials of aircraft missiles and rockets, permitting the faster speeds and altitudes.

AIR FORCE, NICAP SEEKING REPORTS OF GROUND OBSERVERS

Two previously undisclosed Air Force Intelligence letters, sent to a veteran Ground Observer Corps spotter, give added proof of the serious official interest in all authentic UFO reports. Signed by Col. William A. Adams, USAF, then Deputy Director of Intelligence, the letters were sent to Mrs. C. R. Zepp, GOC observer in the Washington, D. C. area, after she had sighted strange lights in 1952.

BOOK REVIEW from Page 24

review cannot go any farther into this phase of Miller's book. However, the material published is, as the author indicates, an undeniable part of the UFO problem, and NICAP intends to secure all possible evidence on communication claims, with the hope of making public a definite conclusion.)

In an interesting discussion of the planet Mars, Miller goes at considerable length into the researches of the late Percival Lowell, adding such information as has been contributed by the great Mars expert, Dr. E.C. Slipher, and other noted astronomers — including Kuiper and Richardson.

Miller has one "first" which should endear him to many saucer researchers. He has been able to resist the temptation to refer, even once, to the Orson Welles *Mercury Theatre* radio play, *Invasion from Mars*, which, through misinterpretation led alleged thousands of people to panic.

Following the same pattern used in presentation of the communication reports, the author continues with a chapter on the various "contact" stories. Several are briefly narrated, with the author's statement that he does not include them necessarily as fact, but as an indication of one field of activity.

Here again, since this is also on NICAP's agenda for a full investigation — as explained elsewhere in this issue — no detailed comments can be made until all available evidence has been examined by the Board of Governors and the Panel of Special Advisers. However, NICAP agrees with author Miller that these contact claims cannot be ignored, but should be thoroughly evaluated. ●

Following Mrs. Zepp's phoned report to an Air Force Intelligence duty officer, Colonel Adams asked for her detailed observations.

"We are interested in the record," he wrote. "You may address it to: Directorate of Intelligence, Headquarters, USAF, Washington 25, D.C."

Five days later he sent Mrs. Zepp the Directorate's official thanks for the UFO information:

"The records are being sent to our Air Technical Intelligence Center at Dayton, Ohio, for careful study . . . Our sincere thanks for your assistance."

Ironically, Mrs. Zepp has since been ridiculed publicly when local Civil Defense revealed she had made a UFO report in March, 1956—this in spite of the fact that Air Force interceptors had been scrambled to chase the object she reported!

Though the GOC is of course nationally known, the important role of its spotters, as regards the saucer investigation, is seldom realized. NICAP has received other reports from members who are GOC spotters, describing the objects sighted and the resulting jet chases.

For this reason, we believe the following paragraphs from **The Aircraft Flash**, published by the Air Defense Command, will be of special interest. They are as true today as when they were published in 1953:

"It is the responsibility of the United States Air Force to be aware of anything that does or can happen in the skies. The Ground Observer Corps shares this responsibility since it is 'the eyes and the ears of the Air Force.'

"Therefore, every member of the GOC, whether he is aware of it or not, has a definite interest in the Air Force's 'Project Blue Book,' the reporting and analysis of unidentified flying objects."

NICAP will appreciate receiving other factual reports from GOC observers, whether or not they are members of this organization. ●

College Physics Professor Sees UFO

Amateur Astronomer Watches
Through 100X Telescope



Prof. Henry Carlock

Professor Henry Carlock, physics professor at Mississippi College, Jackson, Mississippi, has reported sighting a strange object twice during the night of June 18. An amateur astronomer, Prof. Carlock said he watched the UFO over Jackson and Clinton, describing it as having "a halo of light around it and what appeared to be three port holes."

Professor Carlock observed the object through a 100-power telescope, at 8:45 p.m. and later at 9:40 p.m. The observation was confirmed by another resident of the area, who told the Jackson **Clarion-Ledger** he watched a strange object at 8:45 which "emitted a steady light with no flickering."

Both witnesses said the object moved from east to west, and that it made no sound that they could hear. Carlock said he watched the UFO for about a minute; the other witness said he watched it about four minutes.

Spokesmen at the Greenville Air Force Base said their radar sets had not picked up any UFOs, but added the sets were only calibrated for a 50-mile radius. Also, a GOC official in Jackson said the local observers had not reported any unusual objects, but as a routine precaution the GOC was questioning radar units. ●

Prof. Maney Says NICAP is Opportunity for Honest Answers

Statement By

PROFESSOR CHARLES A. MANEY

The Defiance College, Defiance, Ohio
Member, NICAP Board of Governors

NICAP, a strictly non-profit organization, dedicated to the enterprise of searching out the truth in regard to UFO's, is absolutely free from Governmental censorship. It offers to the American public, and to free people throughout the world, the opportunity to find answers to the many intriguing questions arising in regard to the strange aerial phenomena now being observed in the skies about this planet.



Prof. Charles Maney

NICAP approaches this problem with an open mind and seeks the cooperation of all who have something to contribute in the way of experience and reason. The aims and purposes of NICAP are to serve honestly and sincerely the public interest in searching out the facts pro and con, believing that knowledge of the truth, whatever it might be, serves to benefit humanity far more than the suppression of information.

NICAP is sponsored by patriotic citizens whose sole interest is to work to the end that information concerning aerial phenomena to which citizens in a free democracy are entitled, be made available to them without restriction, except where it is

NEW AIR FORCE RADAR CAN TRACK UFOS 3000 MILES AWAY

A new type of radar which can track objects 3000 miles distant has just been announced by Gen. Thomas D. White, the Air Force Chief of Staff.

As applied to the UFO problem, the newly developed system offers for the first time a method of simultaneous, worldwide tracking of UFOs, orbiting satellites, or spaceships.

General White's statement, made before the Defense Orientation Association at the Pentagon, stressed the new radar's ability to track intercontinental missiles launched by an enemy nation. But its application to UFOs is obvious, since the new detection system can pick up any aerial object within 3000 miles—even meteors before they enter our atmosphere.

This point also has been emphasized in a recent public statement by Col. Harvey W. Shelton, USAF, a missile systems expert at the Air University. Colonel Shelton pointed out the danger that a meteor picked up by an ultra-modern radar device

plainly obvious that the release of such information would jeopardize the national defense.

Professor Charles A. Maney, one of the first members, NICAP Board of Governors, has been physics professor at The Defiance College, Defiance, Ohio, for the past eleven years. Defiance is a liberal arts college, headed by Kevin McCann, until recently the principal speech-writing assistant to President Eisenhower.

A native of Minnesota, Professor Maney was graduated by the University of Minnesota with a bachelor's degree in 1913. In 1915, he received his masters degree from the University of Chicago, after major study in astrophysics. His subsequent graduate study has been at the University of Michigan and the University of Kentucky.

Before joining the Defiance faculty, Prof. Maney taught at Alma College, Mich., Lawrence College, Kansas, and Transylvania College, Ky. He also held a research post with the State government of Kentucky.

For the past seven years, Professor Maney has made a serious study of unidentified flying objects, and has lectured and written widely on this subject.

might be mistaken for an enemy long-range missile, setting off a two-way missile war.

How far the new detection system has progressed was not revealed, but it should not take long to install the equipment at existing radar stations, thus providing a network which will serve both for missile detection and for tracking of satellites and UFOs.

Several such stations, separated by thousands of miles but linked by radio, cable or telephone, could track UFOs at tremendous altitudes across seas and continents. With such a network there would be time to signal areas toward which UFOs were headed, giving their exact courses, speeds and changes of altitude. In this way Defense forces, the Ground Observer Corps, the CAA and other agencies could be prepared for detailed observations from the ground or from planes at various altitudes. At present the relatively small warning time does not permit such preparations.

The new radar will probably be tied into the Project Vanguard satellite tracking net. This project now uses Minitrack observation stations located around the globe to enable 24 hour tracking of the U. S. Satellites when launched.

With the new system it would be possible, for example, to pick up a UFO 2000 miles from the Atlantic coast, flying hundreds of miles above the earth. If the unidentified object descended toward the United States units already prepared could photograph it from a dozen angles—if necessary, illuminating the UFO by the use of powerful aerial flash bombs. By triangulation, using radar and visual instruments, its speed and maneuvers could be precisely determined.

Since these records also would show the UFO's exact distance from a camera at the time photographs were taken, the precise size of the object could be computed; also its shape and perhaps some details of construction.

Combined with the accurate tracking records, such photographs would be final, irrefutable proof that the UFOs are real, as hundreds of trained observers have said for the past ten years.

CORRECTIONS

We regret that several typographical errors were overlooked in the July issue of the UFO INVESTIGATOR.

On Page 1 Colonel Robert Emerson's home city of Baton Rouge, Louisiana, was accidentally given as Baton Rouge, Iowa.

On Page 18 the Project Vanguard "Moonwatch" program was mistakenly labeled "Moonlight" in the headline.

INFORMATION ON SOME UFO ORGANIZATIONS AND PUBLICATIONS IN THE UNITED STATES

The National Investigations Committee is grateful for the fine support and cooperation which have been extended to NICAP by serious-minded UFO research groups and publications. It is NICAP's intention to cooperate with these groups in every possible way and we urge each one to send us suggestions for continued cooperation.

Some UFO groups have asked for official affiliation with NICAP; others have offered assistance and exchange of information, but wish to remain completely independent.

As soon as possible, NICAP will send the various groups its ideas on affiliation, for those who desire this. In general, if a UFO group or magazine is dedicated to making an impartial investigation of the flying saucer problem, its aims probably will be similar to NICAP's.

This does not necessarily mean that a group with somewhat divergent aims could not be affiliated, if it desired, but this obviously will require thought and discussion, so that NICAP's stated policies and published material will not lead to public misunderstanding.

Regardless of affiliation, NICAP feels that its search for the facts and its efforts to end UFO censorship will benefit all serious-minded researchers. Among the scores, and possibly hundreds, of flying saucer clubs and groups there are naturally a few with aims which diverge widely from NICAP's. We fully realize that there are honest differences of opinion, and we expect to discuss these differences fairly in our columns.

Meantime, however, numerous NICAP members have asked us about certain UFO magazines and groups,

especially clubs in their particular areas. Some of the UFO groups have sent us details on their operations, and the Committee is familiar with others. But there is a larger group on which NICAP has very little information.

In order to answer requests, we are listing the names and addresses in our possession, adding some available details at the end of the list. Later, we shall try to give more nearly complete reviews on all such groups — policies, beliefs and operations.

These lists are by no means complete, but additions will be made in future issues. Naming of the various groups does not, of course, mean their endorsement of NICAP policies, nor does it mean similar blanket endorsement by NICAP. ●

Aerial Phenomena Research Group
Robert J. Gribble, Director
Pub: **A.P.R.G. REPORTER**
5108 Findlay Street
Seattle, Washington
\$3.50 Year, Foreign \$10.00 Airmail

Aerial Phenomenon Research Organization
Mrs. Coral E. Lorenzen, Director
Pub: **A.P.R.O. BULLETIN**
1712 Van Court
Alamogordo, New Mexico
\$3.50 Year

Gray Barker, Editor
Pub: **SAUCERIAN BULLETIN**
Box 2228
Clarksburg, West Virginia
\$2.00 Six Issues, Foreign \$2.50

Houghton Barlow, Editor
Pub: **INFINITY NEWSLETTER**
Box 449
Waterbury, Connecticut
50¢ Copy, Foreign Slightly Higher

Civil Commission on Aerial Phenomena
William Jones
293 South Sylvan
Columbus 4, Ohio

Civilian Saucer Intelligence of New York
Alexander D. Mebane, Vice-President
Pub: **C. S. I. NEWS LETTER**
245 West 104th Street, Apt. 8B
New York 25, New York
Available to members only

Civilian Research Interplanetary Flying Objects
Leonard Stringfield, Editor
Pub: **C.R.I.F.O. ORBIT** (Now defunct)
7017 Britton Avenue
Cincinnati 27, Ohio
Back copies 25¢ while supplies last

Civilian Saucer Researchers
Charles Capote, Director
658 Waypark Avenue
Uniondale, Long Island, New York

Flying Saucers International
Max B. Miller, Director
Pub: **SAUCERS**
Box 35034
Los Angeles 35, California
25¢ Copy, \$1.00 Year

Flying Saucer Research Society
22332 Clairwood Avenue
St. Clair Shores, Michigan

Norbert F. Gariety, Editor
Pub: **S.P.A.C.E.**
267 Alhambra Circle
Coral Gables, Florida
\$3.00 Year

Grand Rapids Flying Saucer Club
Arthur Gibson, Editor
Pub: **U-FORUM**
1221 Philadelphia S.E.
Grand Rapids, Michigan
Free Will Offering

Richard Hall, Editor
Pub: **SATELLITE**
721 Burdette Street
New Orleans 18, Louisiana
\$2.00 Year, Foreign Extra

International UFO Investigation Center
Kent H. Bittell, Director
11215 Snow Road
Cleveland 30, Ohio

Interplanetary Foundation
Laura M. Marxer, Director
Pub: **INTERPLANETARY FOUNDATION NEWSLETTER**
1014 Longfellow
Royal Oak, Michigan
Issued to Members Only

UFO GROUPS AND PUBLICATIONS

Kalamazoo Flying Saucer Study Club
 Pub: **K.F.S.S.C. BULLETIN**
 630 Marian Avenue
 Kalamazoo, Michigan
 Issued to Members Only

LITTLE LISTENING POST

4811 Illinois Avenue NW
 Washington, D. C.
 \$2.00 Six Issues

Long Beach UFO Research Society
 Rev. Robert W. Anderson, Director
 807 Cerritos Avenue
 Long Beach, California

North Jersey UFO Group
 Lee R. Munsick, Editor
 Pub: **UFO NEWSLETTER**
 1721 Nineteenth Street, NW
 Washington 9, D. C.
 \$2.50 Year, Foreign Extra

S. A. U. C. E. R. S.
 James Moseley, Editor
 Pub: **SAUCER NEWS**
 Box 163
 Fort Lee, New Jersey
 \$2.00 Year

Ralph F. Sandbach, Jr., Editor
 Pub: **UFOLOGY NEWS**
 415 Morton Avenue
 Butler 1, Pennsylvania
 \$2.00 Six Issues

San Jose Cosmic Observers
 Ethel Palm
 40 East William Street,
 San Jose, California

Saucer Research Bureau
 296 Long Beach Road
 Rockville Centre
 Long Island, New York

Robert E. Short, Editor
 Pub: **INTER-GALAXY NEWS**
 5132 Lincoln Avenue
 Los Angeles 42, California

Tape Recorded UFO Information
 Service
 Dr. Adolph G. Dittmar, General Co-
 ordinator
 Au Sable Forks, New York

UFO Research Organization
 Fred Kirsch, Director
 1309 Forest Glen Drive
 Cuyahoga Falls, Ohio

UFO Society in Cincinnati
 Mrs. Catherine C. Golden, Director
 230 Ludlow Avenue, Apartment 3
 Cincinnati 20, Ohio

Detailed Information on Some Publications

A.P.R.G. REPORTER

Formerly called FLYING SAUCER REVIEW, this magazine was published for two years by Civilian Flying Saucer Intelligence. In 1957, both underwent reorganization, as indicated above. The new monthly is a legal-sized mimeographed publication combining articles, editorials presenting the views of the group, and reprinted clippings and other UFO items. One interesting feature is "The Editors Have Their Say," which reprints newspaper editorials on UFO.

A.P.R.O. BULLETIN

One of the very first researcher-publishers in the UFO field, Coral Lorenzen is beginning her sixth year as editor. The BULLETIN recently changed from a mimeographed newsletter to a well-printed magazine, drawing from information sent in by members widely distributed here and abroad. Without violating security, many experts connected with missile operations and rocket tests have

given Mrs. Lorenzen their own personal opinions. In addition, Mrs. Lorenzen's husband is connected with the missile field as an electronics expert, and he serves APRO as a technical adviser. Director Lorenzen also has the helpful background of years as an amateur astronomer. These two researchers have personal contact with highly placed scientists, such as Dr. Clyde Tombaugh, and with Air Force pilots and technicians at Holloman Air Force Base and other areas near Alamogordo. While Mrs. Lorenzen herself freely states her sharp disapproval of censorship, this has not, apparently, affected APRO's acceptance by members officially working in fields of aviation, engineering and rocketry.

Uniquely, A.P.R.O. labels saucers "UAO" for "Unconventional Aerial Objects."

C.R.I.F.O. ORBIT

The demise of ORBIT was announced early this year by Editor Stringfield, because of increased printing costs. C.R.I.F.O. is selling back issues at 25 cents.

The editor has announced the forthcoming publication of a new book which, in the light of his early entry into the study of UFO's, and his sincere attempts to keep abreast of all new developments, should make up to members for their disappointment in seeing the publication halted.

C.S.I. NEWS LETTER

C.S.I. of New York is a hard-boiled, objective and conservative research outfit. A well-organized, active group, C.S.I. has a large membership and holds regular meetings for discussion and lectures. In addition, it has a smaller, closely-knit research department which carefully investigates important reports, recording them systematically and in great detail. John du Barry, formerly Aviation Editor of **TRUE**, is president of the organization. Other members of the staff include Ted Bloecher and Isabel Davis. Besides the **NEWS LETTER**, special bulletins are often presented to members by C.S.I.

More Detailed Information on Some Publications

INTERPLANETARY FOUNDATION NEWSLETTER

Mrs. Marxer has consistently been one of the hardest workers in the flying saucer field. She has been instrumental in forming several local groups in Michigan, which she later reorganized into a general statewide federation. The **NEWSLETTER** is the publication of her own Foundation, which combines candid statements of her own personal convictions, together with news of UFO developments.

In the early days of NICAP, Mrs. Marxer generously supplied lists of interested persons, with no strings attached. The Committee sincerely appreciates her contribution to NICAP's growth.

LITTLE LISTENING POST

While not actually a flying saucer publication, this mimeographed newsletter frequently covers the field of UFO, also combining capsule items of information from governmental, civic, educational, military, philosophical, scientific, and religious fields.

SAUCER NEWS

Formerly entitled **NEXUS**, this controversial magazine is well known to UFO researchers. The editor, James Moseley, bluntly states his own beliefs, but also permits his most violent critics to blast back at him in his columns.

In the earlier part of his UFO investigation, Moseley publicly indicated his belief in the outer space explanation. He has since changed to acceptance of the "U.S. Secret Weapon" answer, although he admits this apparently does not explain all the sightings.

Moseley's sincerity, NICAP believes, is beyond question, but the basis for his present theory is not clear to the Committee staff. As

soon as possible, the *UFO INVESTIGATOR* will present a pro-and-con discussion of Moseley's theory, with all the available evidence.

SAUCERIAN BULLETIN

Gray Barker, author of *They Knew Too Much About Flying Saucers*, began publication of **THE SAUCERIAN** in September, 1953, with a report on the "Flatwoods Monster." The magazine format of the first issue was dropped in March 1956 in favor of the **BULLETIN**, organized as a newsletter, which is combined with a yearly accumulative **SAUCERIAN REVIEW** (\$1.50).

SAUCERS

This pocket-size magazine, which first appeared in 1953, reports on many phases of UFO research, including a few communication attempts and so-called contact stories. In so doing, however, editor Max Miller has not accepted or endorsed unproven claims. In a 1956 letter to the present Director of NICAP, regarding his about-to-be-published book, *Flying Saucers, Fact or Fiction*, he carefully stated a neutral viewpoint on this highly controversial phase of UFO investigation.

Material on these angles constitutes a relatively small part of **SAUCERS**, which appears quarterly. The rest of its contents include selected UFO sightings, articles and editorial comment on recent developments.

S.P.A.C.E.

A relatively new UFO publication, **S.P.A.C.E.** (Saucer Phenomena and Celestial Enigma) is a six-page printed magazine, combining news items with editorial comment, sightings and reports on other organizations in the saucer field.

The editor, Norbert Gariety, launched this publication after in-

vestigating the UFO subject and lecturing for over two years. His running page-one banner asks "What Constitutes Proof?" — a question he hopes to answer, insofar as possible, in future issues.

TAPE RECORDINGS

Although this is not a publication in the ordinary sense, NICAP is listing this taped UFO Information Service because of member requests for details. Available tapes include broadcast programs on which various UFO researchers have appeared, specially prepared lectures, and material in question-and-answer format.

The two men who operate the service, Dr. Adolph G. Dittmar, Ausable Forks, N. Y., and Henry H. Henriksen, 1312 Grove Ave., Racine 4, Wisc., will tape-record any desired lecture or program selected from their steadily expanding list. Interested persons may secure this service by supplying their own tape, in which case there is only transportation cost, or by buying a taped program outright.

The two men are also planning a tape-recorded periodical for monthly listening, tentatively planned for later release. Details and tape listings can be obtained by writing Dr. Dittmar or Mr. Henriksen.

UFO NEWSLETTER

The North Jersey UFO Group originally was organized as a private study unit, and its **NEWSLETTER** was first used as a means to send reports and notices to members.

Since then, it has grown into a large magazine.

Because of its size, it offers a panoramic view of the general UFO situation including recent news, book reviews, signed original and reprinted articles by noteworthy scientists and UFO researchers, and discussion of new developments. ●

How to Form a NICAP Affiliate

For several months NICAP has been trying to find a formula for affiliation with two distinct groups:

1. Members who wish to form NICAP Affiliates in their areas.
2. Existing UFO clubs, some of which have widely varying aims and beliefs.

At present no group has been affiliated with NICAP officially, though many have cooperated closely with the Committee. As indicated on receipts and in correspondence, all NICAP memberships have been accepted on an individual basis only.

This policy has been followed because of various affiliation problems involved.

We are now convinced that it is not only impossible but undesirable to try to fit one formula to all UFO clubs and investigation groups. Some existing clubs accept claims and theories which NICAP is just beginning to investigate, while others denounce such acceptance. It would be useless to try to draw such conflicting groups together under one banner. Also, very few of the existing clubs have expressed a desire for full affiliation with NICAP, preferring rather to cooperate when possible, but retaining their own complete independence.

For these reasons we are at present confining actual affiliation to new groups established by NICAP members and chartered by the Committee. However, we shall be glad to discuss affiliation with any existing groups which wish to become Affiliates.

The basic aim of NICAP Affiliates will be as follows:

To help NICAP conduct a serious, impartial investigation of the UFO problem and to provide the means for local member discussions on all phases of the problem.

Affiliates will be asked to forward UFO reports and other information to NICAP and whenever possible to conduct on-the-spot investigations of sightings. NICAP will provide Affiliates with information for local press, broadcast and lecture releases, and will advise and assist the Affiliates in every way possible in accordance with NICAP policies.

Setting Up An Affiliate

1. A NICAP Affiliate may be established by means of a request to NICAP signed by the majority of the members in any town or city where a NICAP Affiliate does not already exist. The minimum number shall be 12 members. There shall be only one Affiliate in any city. Membership is limited to NICAP members.

Before a charter is granted, all NICAP members in the general area must be informed by mail ten days in advance, so that they may join and vote in the election of Affiliate officials. (NICAP will furnish names and addresses of members in the area, or notify members directly.)

No fee shall be required of any NICAP member to join an Affiliate.

2. The signed petition or request to NICAP shall certify that the members agree to accept NICAP's policy of impartial investigation as the policy of the Affiliate and that this shall be binding on all members later joining and on all elected officials of the Affiliate.

The signed request—and the charter—shall specify that the Affiliate will not accept or state its acceptance of any of the following types of claims now under investigation until proof is obtained.

Claims of personal contacts and/or communications of any kind with space beings; claims of trips to other planets; theories as to the origin of the UFOs, their construction, propulsion and guidance, the types of beings that may be involved and motives for operation in the earth's atmosphere.

In accepting a NICAP charter, each Affiliate agrees to follow the NICAP policy that the evidence of such claims shall be investigated fairly and scientifically until proved or disproved.

NICAP fully recognizes the right of all members to their personal opinions and the Committee has no desire to repress such opinions. The Affiliation conditions stated should not be construed as an attempt to stifle discussion of such claims in Affiliate meetings, the pages of the magazine UFO INVESTIGATOR, or elsewhere.

If, however, an Affiliate official or member publicly states acceptance of any of the listed claims—to the press, or by radio or television—he also must make it clear that such acceptance is entirely personal and is not approved either by NICAP or the Affiliate club; moreover, he must understand that such public statements are open to challenge for factual evidence.

3. When the conditions in Sections 1 and 2 have been met, NICAP will forward an Affiliate charter. All area members shall be notified ten days in advance of the election of a president and secretary.

After three months of operation, if voted by a majority of the Affiliate membership, local dues not to exceed \$2 a year without NICAP approval may be required to cover notices, local bulletins and other approved expenses. An annual financial statement dated the first of each year and showing all fees, donations and expenses shall be given to Affiliate members, with copies to NICAP headquarters in Washington, D.C.

If approved by the majority, positions of vice president and treasurer may be filled

in addition to the president and secretary already named as officers. All NICAP Affiliate officials must be United States citizens. Elections shall be held annually at the first of the year.

In the case of foreign Affiliates, the requirement of U.S. citizenship does not apply. Instead, all foreign NICAP Affiliates must be citizens of the country where the Affiliate is established. Aside from this, all the conditions apply equally to foreign NICAP Affiliates.

4. Affiliates may accept the help of non-member technical advisers, such as pilots, radar experts, astronomers and weather bureau observers, but efforts should be made to include such experts as active members also.

5. Public statements made in the name of an Affiliate shall be approved by the president or by such officials as he shall indicate.

6. Members in a town where there is no NICAP Affiliate may join the nearest group, if they desire. Any member may withdraw from an Affiliate at any time to join one newly formed in his own city, or for any other reason.

7. A NICAP Affiliate may withdraw from NICAP by a majority vote after 30 days' written notice to all its membership and to NICAP headquarters. Thereafter it shall not be permitted to use NICAP's name, but this shall not prevent members of the original group from forming a new Affiliate in the same area.

8. An Affiliate charter may be withdrawn or canceled by NICAP for operations or statements in violation of its charter, but only after 30 days' notice of intent by NICAP, thus affording an opportunity to submit an appeal to the Board of Governors.

The restrictions linked with Section 2 are necessary to prevent seriously contradictory statements by NICAP groups. Undoubtedly such occasions would be very few, since most of the proposed Affiliates have indicated policies close to NICAP's.

These NICAP groups will make it possible for members to meet, exchange views and build up local investigation-evaluation teams. Names of interested members have been pouring in steadily (See partial list) and we expect to have several Affiliates in operation this fall. As soon as they are established we shall list their names and addresses in the UFO INVESTIGATOR.

Please let us know—if you haven't already done so—whether we may forward your name to members in your area or list it in the magazine.

Local groups wishing to form Affiliates may use the eight listed sections as a basis for a charter request. We shall be glad to answer questions about affiliation and to establish NICAP Affiliates with the least possible delay. ●

SECRET WEAPONS from Page 10

With war industries so closely tabbed by the Defense Department, it is also hard to see how any outside group could have designed, tested and mass produced such crew-carrying flying discs without the full knowledge and cooperation of this Government. For the armed forces to permit such a group to be formed is even harder to accept; instead, the armed forces would undoubtedly insist—and with reason—that any such operation should be under military control.

NICAP urges all members to weigh the "Secret U. S. Weapons" answer carefully. Those who accept it may be lulled into a dangerous complacency—and may mistakenly lead others to believe that we have a great secret weapon ready to turn back any Russian bomber or missile attack.

Recently the United States has tested a few relatively crude vertical lift machines. It is also experimenting with round aerofoms which, when ready for operation, may resemble flying discs. Quite possibly experiments to produce such machines were inspired by early UFO reports.

But these experimental machines will use well known propulsion systems and they will not be able to duplicate the UFOs' great speeds and acceleration, their swift reversals, their right angle turns at high speeds, and other extraordinary maneuvers.

In addition, the existence of these relatively new test devices cannot explain the mass sightings in 1947 and since, or the earlier reports of disc shaped objects seen in World War 2 by our bomber crews over Germany and the Far East.

To date NICAP has absolutely no evidence that the UFOs are secret weapons of this country. On the contrary, the evidence in NICAP's possession indicates that this answer is completely unfounded.

The second part of this discussion covering the Russian secret-weapon explanation will appear in the following issue. ●

SINGLE COPY SALE OF MAGAZINE

Frequently non-members ask for sample copies of the UFO INVESTIGATOR before deciding to join NICAP. Since members bear the heavy cost of printing, we do not print a large number of extra copies, so a "free sample copy" policy would be unfair under present financial conditions.

We have therefore set the price of single copies at \$1.00 postpaid. This amount may be applied on an annual \$7.50 membership fee if desired.

Our supply of Issue Number 1 is now exhausted. If requests for this issue continue to pile up, we may print another edition. But this would cost several hundred dollars, so a re-run will have to be delayed until there are enough orders on hand to justify it. ●

Members Available for Local Contact and Formation of NICAP Affiliates

In response to our request, members in many cities have expressed their willingness to meet other NICAP members in their vicinity for general discussions and to join or help establish NICAP Affiliates. The method of forming NICAP Affiliates is explained elsewhere in this issue.

Cards and letters are still pouring in with permission to publish members' names

(LISTED BY STATES)

Stanley Cohen, 321 Rose Avenue
Venice, California
Robert H. Keith, 942 Glennan Drive
Redwood City, California
Alexander Overall, 17816 Baltar Street
Reseda, California
Mrs. James C. Pollard, Apt. 10
806 Dallas Avenue, Selma, Alabama
John Weigle, 2090 Thompson Blvd.
Ventura, California
Edwin W. Anderson, Box 546
Apopka, Florida
Emil J. Steger, P. O. Box 1111
Daytona Beach, Florida
Lyle Estabrook, Route 2
Nampa, Idaho
Mrs. Sylvia Birchfield, 411 Fullerton
Parkway, Chicago 14, Illinois
Vernon L. Curtis, 2914 Rosemond Ave.
Chicago 45, Illinois
Mrs. Anna Leonard, Mill Road
Cherry Valley, Illinois
A. E. Rihn, Route 2, Lafayette, Indiana
Harold Millhiser, 2739 Lindale Ave. NE
Cedar Rapids, Iowa
Dennis Powers, 616 Kickapoo Street
Leavenworth, Kansas
James E. Turner, Box 8716, University
Station, Baton Rouge 3, Louisiana
Stephen T. Watson, Room 307, Customhouse
New Orleans 16, Louisiana
Lloyd F. Austin, Lake Road
Brookfield, Massachusetts
Rev. Luther Brokaw, 309 South Pleasant St.
Belding, Michigan
George S. Flavelle, 5012 Holcomb
Detroit 13, Michigan
Clara Fossum, 714 Second Street SW
Rochester, Minnesota
Judith Burke, 420 Bedford Avenue
Mount Vernon, New York
Alan Calodny, 209-05 82nd Avenue
Queens Village, Long Island, New York
Max Cohen, 1 Short Lane, Levittown
Long Island, New York
Mrs. Frank Gamboni, 333 Fortieth Street
Brooklyn 32, New York
Ted Gerbracht, 69 Ontario Road
Bellerose 26, New York
Miss C. Lois Jessop, Apt. 3-H, 101 West
55th Street, New York 19, New York
William T. Sherwood, 200 Pinnacle Rd. S.
Rochester 23, New York

for this purpose or to forward names to other members. As soon as possible, we shall list these names by areas to forward to other members. Meantime we are publishing as many names as space permits in the hope that it will enable members living in the same cities or in neighboring areas to make contact and to help establish NICAP Affiliates. ●

Bernard Haugen, Route 1
Cary, North Carolina
Mrs. Virginia Dooley, 10817 Lee Avenue
Cleveland 6, Ohio
Joseph Hollendorfer, 372 S. Maple and
Five Points, Akron 2, Ohio
Fred A. Kirsch, 1309 Forest Glen Drive
Cuyahoga Falls, Ohio
Mrs. Sadie LaVack, 2188 Briarwood Road
Cleveland Heights, Ohio
Mrs. Claude Middleton, Irvine Hill Farm
Granville, Ohio
W. S. Mowery, Route 2
Tipp City, Ohio
Mrs. Charles L. Nash, 2241 North 4th
Columbus 2, Ohio
Edward D. Blanchard, 35 Avon Road
Narberth, Pennsylvania
Thomas F. Green, Box 91, Gettysburg
College, Gettysburg, Pennsylvania
Jack L. Fincannon, 2921 Kenilworth
Lane NE, Knoxville 17, Tennessee
Paul Lash, 3625 Ringgold Road
Chattanooga, Tennessee
Nathan Baldwin, 56 Orpheum Avenue
Salt Lake City 11, Utah
Larry W. Bryant, 1002 Arnold Street
Warwick, Virginia
Mrs. Marvin Hess, Box 21
Rhineland, Wisconsin

(CANADA)

H. M. Curran, Box 303, Halifax
Nova Scotia ●

"Unidentified Aircraft" Alert at McGuire AFB Still Unexplained

No explanation of the "unidentified aircraft" alert at McGuire Air Force Base on June 7, 1957, has been received by NICAP, although a request for the details was sent to McGuire AFB almost two months ago.

An Air Force statement on June 7 revealed that three fighter squadrons had been alerted because of "an unusual number of temporarily unidentified aircraft."

We regret being unable to furnish additional information as planned and announced in the No. 1 issue. ●

THE FLYING SAUCER STORY

A History of Unidentified Flying Objects Continuing a Series

The Foo Fighters

Months later, as winter began to spread over war-torn Europe, several Allied fighter pilots and bomber crews returning from a mission radioed their English base. All had the same story to report: They had encountered mysterious flying objects on the bombing route to Germany. Under interrogation by Intelligence officers, the airmen described the objects as silvery-looking discs or balls, which maneuvered around them, evidently under control.

In the next few weeks, scores of similar reports came in. Several pilots insisted the objects had made close passes, or circled them at close range. Although there had been no attack or collision, Intelligence officers began to fear that these were new Nazi weapons, being tested before all-out use against Allied aircraft.

Then, as our Pacific operations increased, identical reports on the so-called "foo fighters" came in from our Far East forces. By now, some pilots and gunners were firing on the objects when they seemed dangerously close. No hits were reported; the "foo fighters" either changed positions or sped out of sight.

After the war, Allied intelligence quickly searched for the answer. But they found no trace of any such machines. Instead, they learned that the Germans and the Japanese also had been worried, thinking the objects to be secret Allied devices. In the next few weeks, Eighth Air Force Intelligence ran down every possible lead, but they found no explanation. Later, "pilot fatigue, optical illusions, and meteors" were suggested as the answer to the strange "foo fighter" reports. But requests for the Intelligence report were always denied, and the document is still unavailable.

Soon after the first mass sightings in 1947, the "foo fighter" story was revived by some of the American press. The basic details were confirmed by the *Washington Evening Star*, in a story datelined July 6:

"During the latter part of World War II, fighter pilots in England were convinced that Hitler had a new secret weapon. Yanks dubbed these devices 'foo fighters' or 'Kraut fireballs.'

"One of the Air Force Intelligence men now assigned to check on the saucer scare was an officer who investigated statements of military airmen that circular foo fighters were seen over Europe and also on the bombing route to Japan.

"It was reported that Intelligence officers have never obtained a satisfactory explanation of reports of flying silver balls and discs over Nazi-occupied Europe in the winter of 1944-45. Later, crews of B-29's on bombing runs to Japan reported seeing somewhat similar objects.

"In Europe, some foo fighters danced just off the allied fighters' wingtips and played tag with them in power dives. Others appeared in precise formations and on one occasion a whole bomber crew saw about 15 following at a distance, their strange glow flashing on and off.

"One foo fighter chased a Lieutenant Meiers of Chicago some 20 miles down the Rhine valley, at 300 m.p.h., an AP war correspondent reported. Intelligence officers believed at that time that the balls might be radar-controlled objects sent up to foul ignition systems or baffle Allied radar networks.

"There is no explanation of their appearance here unless the objects could have been imported for secret tests in this country."

This suggestion that the saucers were a secret weapon was heard repeatedly during the summer of '47. Behind the scenes in Washington, Defense officials knew full well that the saucers were not American devices. At first they too even doubted the existence of saucers.

Kenneth Arnold

It was the now-famous Kenneth Arnold sighting on June 24, 1947, which set off the "saucer scare."

Though the details of Arnold's report are known to all readers of flying saucer books, they form a necessary part of any UFO history.

On this fateful day in June Arnold, a Boise businessman, was flying his private plane to Yakima, Washington, when a flash on his wing suddenly caught his eye. Looking over toward Mt. Rainier, he saw what appeared to be nine metallic objects, flying near the peaks.

"They flew close to the mountain tops, in a diagonal chainlike line," he later told reporters. "It was as if they were linked together."

The objects, which he pictured as shield-, or crescent-shaped, were about 50 feet in diameter. He estimated their speed at 1200 miles per hour.

"I watched them about three minutes," Arnold reported. "They were swerving in and out around the high mountain peaks. They were flat, like a pie-pan, and so shiny they reflected the sun like a mirror. I never saw anything so fast."

Unfortunately, when he talked to the press, Arnold described the flight of the UFOs as "saucerlike," or similar to a plate skipping across water. A reporter seized on the phrase, and the ridiculous name "flying saucers" was born. Had Arnold called them simply unidentified objects it might have changed the entire UFO story. But the comical name still handicaps serious investigations.

At first Arnold's strange story was almost labeled a hoax, but his personal reputation and his experience in flying through mountainous territory impressed some of the local editors and wire service men. As a result his first publicized sighting became front-page news throughout the country and in many parts of the world. In Washington the reaction varied. Some officials labeled it a gag but others, especially in the Defense Department, were puzzled. Even those who thought it a hoax were jolted when other sighting reports quickly followed.

(To be continued)