

THE U.F.O. Investigator

FACTS ABOUT FLYING SAUCERS (UNIDENTIFIED FLYING OBJECTS)

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JANUARY, 1958

Did the Air Force Deceive the Public About the November Sightings?

The True, Documented Story of the November UFO Crisis

According to United States Air Force spokesmen, the November UFO sightings were a combination of errors, lies, incompetence, hysteria, and the inability of even highly trained aerial observers to recognize familiar objects. NICAP presents the following detailed account of the situation so that members and the press may decide whether or not the truth was deliberately hidden. —Editor

For two taut weeks in November, as verified UFO reports poured in from trained observers, the U. S. Air Force faced a growing crisis. Under a barrage of questions from the press, Air Force Headquarters officials battled to offset the dramatic news stories and public demands for the facts. The battle was won, but only after —

- The Air Force had labeled a Coast Guard officer and Coast Guard radar experts as incompetent.
- The Air Force Public Information Officer at White Sands Proving Ground had warned all Air Force personnel of official punishment if they publicly revealed UFO sightings.
- A rocket engineer at White Sands, whose story first was called "satisfactory" by the Air Force, was isolated in a hospital because of "nervous tension" after which his story was publicly labeled a hoax by Air Force Headquarters.
- A Navy pilot, witness to a UFO sighting in California, had been told not to appear on a television network program.
- The senior Public Information Officer at Los Angeles had practically reversed himself, after revealing serious Air Force concern and urging the Secretary of the Air Force to let the public know whether the UFOs were extraterrestrial or earthmade.
- The Air Force had labeled most reports as "humbug," ridiculing hundreds of reputable and qualified observers, including even Air Force pilots, radarmen, guided missile trackers and other Air Force specialists.
- Air Force officials had blamed the November sightings on hysteria caused by the Sputnik satellites—even the reports by CAA tower operators, airline pilots, and members of the armed forces whose duties require cool-headed thinking and an absolute lack of hysteria. The pre-Sputnik sightings were blamed on other causes, listed later in this report.

The following report includes most of the factual evidence, though some sightings are omitted from lack of space. The key November cases will be familiar, but other important items and certain behind-the-scenes details may cast a new light on the entire November crisis.

During October there had been an increase in UFO reports, but few had been published. None of the military pilots' encounters had leaked to the press.

The first big November case to hit the papers occurred at Levelland, Texas, on Sunday, November 3, 1957.

However, before this action started there were three other sightings—possibly

linked. At 8 p.m. on November 2, Odis Echols, owner of Station KCLV in Clovis, New Mexico, saw a strange glowing object speeding southeast. Not long afterward the Ground Observer Corps at Midland, Texas, logged reports of a large bluish object flying west at low altitude. At 11:20 p.m. CAA tower operators Calvin Harris and Sandy McKean—on duty in the Amarillo Airport tower—sighted a peculiar bluish object moving through the sky. Never before, said McKean, had they seen anything so spectacular.

Then the Levelland story began to break. Between 11:15 p.m. Saturday night and See NOVEMBER CRISIS, p. 3, col. 2

Air Force General Admits UFO Sightings Kept From Public

The Air Force has officially admitted keeping UFO sighting reports from the public by classifying them "For Official Use Only." The statement was made in November by Maj. Gen. Joe W. Kelly, Director of Legislative Liaison, in an official AF letter to the National Investigations Committee.



Maj. Gen. Joe W. Kelly USAF

General Kelly also admitted that Air Force claims that NICAP had been given all UFO information in USAF possession were untrue. He said flatly that the AF had never intended to give the Committee any of the sighting reports requested.

Previously, on September 12, 1957, General Kelly had written Rep. Peter Frelinghuessen, New Jersey, that NICAP's Director "had been given all the information in the hands of the United States Air Force." On September 11 this same statement was sent from General Kelly's office to Vice Adm. John M. Hoskins, USN, Ret., Director of Declassification Policy in the Defense Department.

The AF admissions, now made public for the first time, were signed by General See SIGHTINGS, p. 3, col. 1

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EDITORIAL

We are very grateful to the many members who sent holiday greetings to the staff of NICAP, and also to all those who have so kindly refrained from complaints about this long-delayed issue. In addition to the continued lack of editorial help, we were forced to take out several items already set up and to prepare almost 8,000 words of new material on the November crisis. To know that so many members realize our difficulties has been very encouraging and we shall keep on trying to surmount the financial problem and get on schedule.

In order to bring this edition up to date it has been designated as the January issue, but members will also note that it is listed as Vol. 1, No. 3. As stated before, all members will receive twelve copies, regardless of the elapsed time since joining NICAP. To close the gap, we hope to print extra issues after we get on schedule.

Meantime, thanks once more for your warm and friendly messages. We are sorry it is too late to send you Christmas greetings, but we wish all of you a happy and prosperous New Year.

FOUR NEW SPECIAL ADVISERS APPOINTED

NICAP is pleased to announce the appointment of four new Special Advisers. Detailed information and statements by each one will appear in the next issue. The new members are as follows:

Dr. James C. Bartlett, well-known Baltimore astronomer. Formerly a skeptic about UFOs, Dr. Bartlett changed his opinion after personal sightings of both disc-shaped and cigar-shaped objects. An article is now in preparation for issue No. 4 including these UFO reports and Dr. Bartlett's views on the question of life on Mars and other aspects of the UFO problem.

George Todt, columnist and public relations counsel. A former World War II officer and television commentator, Mr. Todt holds the record for the number of newspaper columns inserted in the Congressional Record. In the last few years, he has investigated and seriously discussed the UFO subject, pointing out the weight of verified evidence to his readers. NICAP is greatly indebted

to Mr. Todt for his public support and his advice on public relations.

Ralph Mayher, UFO investigator, now on the staff of KYW, Cleveland, as news cameraman. Most members will recall Mr. Mayher for the important moving-picture he took of a UFO over Miami, in 1952. Since he was then in the Marine Corps, he released the film for official analysis, and it was turned over to Air Force Intelligence. Despite repeated requests by Mayher, it has never been returned nor the AF analysis revealed.

Frank Halstead, professional astronomer, formerly curator of Darling Observatory, Duluth, Minn. For more than five years, Frank Halstead has actively investigated various phases of the UFO problem. In 1954, at Darling Observatory, he sighted and publicly confirmed the existence of the so-called "moon road," which was first reported by amateur astronomer Frank Manning, at New Orleans. NICAP is glad to have the benefit of Mr. Halstead's professional experience and his UFO investigations.

ADDITIONAL UFO GROUPS

NICAP apologizes for accidentally deleting the San Francisco group headed by Robert Keith from the list of UFO groups in preceding issues. We are especially indebted to Mr. Keith and his associates for their careful investigations of several sightings in their area and for their constant efforts to promote interest in NICAP. San Francisco area residents can contact this group by writing to Robert H. Keith, 942 Glennan Drive, Redwood City, California.

We are sure that all members will join us in extending deepest sympathy to Capt. William B. Nash, NICAP Special Advisor, in the loss of his wife Alice, just before Christmas. Our sympathies also go to the three orphaned children Mrs. Nash and her husband so warmly had brought into their home.

LOIS EWING, Anderson, Indiana

"I am a graduate of Ball State Teachers College in 1933... At present I am teaching in the Anderson public schools.

"I firmly believe it will be only a matter of time until it will be universally accepted that these objects come from outer space and are extraterrestrial."

C. H. MARCK, Denver, Colorado

"I feel sure there are Unidentified Flying Objects coming into our atmosphere at very high speeds from outer space, under intelligent control."

PAUL F. DUBOIS, Westfield, New Jersey

"I am a foreman of a sheet metal shop. I am a high school graduate and attended Rutgers University for several years prior to the war, studying engineering. I served as a Lieutenant in the U. S. Air Force for four and a half years during the war and was a navigator on a B-17, completing a tour of operations in Europe.

"I think that the saucers have been around a very long time and that evidence of them may be found in archeological search."

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Kelly on November 15, 1957. The spokesman's letter was in answer to a NICAP Board communication to General Thomas D. White, Air Force Chief of Staff.

Pointing out the AF claim that NICAP had been given all UFO information, Board members requested that General White follow through and deliver all the sighting information involved. Those signing the request were:

Major Dewey Fournet, Jr., USAFR; Prof. Charles A. Maney; Vice Adm. R. H. Hillenkoetter, USN Ret.; Frank Edwards; Rev. Albert Baller; Dr. Earl Douglass; Col. R. B. Emerson and Rev. Leon C. LeVan.

In official AF letters to Congressmen, Maj. Gen. Kelly is now on record as having made at least four contradictory statements on withholding of UFO reports. General Kelly has stated:

- That UFO reports are a matter of public record, except for names of witnesses and any secret radar and aircraft items involved. (Statement to Senator Francis Case, South Dakota)

- That answers are provided on any UFO cases attracting national attention. (Letter to Rep. Lee Metcalf, Montana)

- That NICAP had been given all information in Air Force hands. (Letter to Rep. Frelinghuessen, New Jersey)

- That the Air Force would not release any UFO reports to NICAP and that the Air Force had never so intended. (Letter to Director of NICAP) In the November 15 letter to NICAP, General Kelly also said:

"Classification assigned to specific UFO sightings is not a classification involving the security of the United States. Rather it is an 'official use only' classification to protect the names of individuals who have requested anonymity."

It is evident from a comparison of the above official statements that UFO sighting cases CAN be released by simply removing witnesses' names and classified items — as was done in 1952-1953 when forty-one classified UFO reports were declassified for the present NICAP director.

It is equally evident that the "official use only" label is not to protect witnesses but to keep detailed factual UFO reports from the American press and the American people.

WORLDS WITHOUT END

First, Earth was all, then the Sun, and then the Galaxy of 100,000 million suns, "like sand... flung down by handfuls and both hands at once." Now, we see our galaxy as one among a billion galaxies where suns and earths and atoms are ceaselessly created in a universe without end.

—General Dynamics Corporation.

PAUL LASH, Manager Cascades Motel Chattanooga, Tennessee

I have long been a believer in UFO. I would certainly like to see you pin the Air Force down to making a statement that there are spaceships, or prove that there are none.

NOVEMBER CRISIS, from p. 1, col. 2

1:30 a.m. Sunday, a huge oval-shaped object was reported as landing or closely approaching trucks and cars on Highway No. 116. In three cases, as established by Sheriff Weir Clem, close passage of the UFO had stopped car engines and dimmed or put out headlights.

At 1:30 a.m. Clem and Deputy Sheriff Pat McCulloch saw the glow from the object as it crossed above the highway brightly lighting the pavement. This light also was seen by Patrolmen Lee Hargrove and Floyd Gavin, following in separate cars.

In general, the reports agreed. The mysterious object was 125 to 200 feet long, oval shaped, flat on the bottom. In rising vertically, it glowed a neon-red; in its brief landings on the road, the light became bluish-green.

Each observer was interviewed separately by Sheriff Clem and fortunately these interviews were witnessed by NICAP Member James Lee, who had rushed to the scene to investigate for the Committee. In Lee's phoned report to NICAP he stressed the witnesses' sincerity. Both he and the sheriff were convinced the reports were true.

(A few days afterward, Sheriff Clem and Mr. Lee were told that the engines of two grain combine machines at Pettit, near Levelland, were stopped at the same time as the Levelland incident, apparently by the same flying object.)

Undisclosed until later, a similar sighting was made at 3:00 a.m. Sunday by Army MP's Cpl. Glenn H. Roy and Pfc James Wilbanks at the north tip of White Sands Proving Ground.

Both MP's told Intelligence officers in an open session that what they saw looked like the landing and takeoff of a controlled object from outer space.

The UFO, they said, was about 75 to 100 yards in circumference.

"It came down very slowly to about 50 yards," said Cpl. Roy. "It stayed there three minutes, giving off a brilliant reddish-orange light. Then it came to the ground fairly fast. It looked like a completely controlled landing."

At the time, there was no official attempt to explain away the report.

As Sunday wore on, papers all over the country began to set up the Levelland story for Monday morning editions. But this was only the start.

At 7:30 p.m. at Deming, New Mexico,

a large brightly-lit object swept in over the area. It was seen by Robert Toby, radio station owner and GOC observer, and CBS-TV cameraman Russell B. Day.

As the UFO maneuvered through the clear sky, Day recorded its movements on 35 feet of film.

It was just after this at 8:00 p.m. MST when the second White Sands sighting came. As officially released by Lt. Miles Penney, CO of a camp 90 miles north of proving ground headquarters, a two-man patrol sighted a bright object hovering 50 feet from the ground. According to the men, SP3 Forest R. Oakes and another SP3 named Barlow, the strange object was 200 to 300 feet long. It took off, climbed at a 45 degree angle, and disappeared.

Before Sunday ended, two more reports by expert observers were on record. At 10:55 p.m. Tech. Sgt. Jack Waddell, USAF control tower operator at Dyess AFB, saw an oddly lighted object glowing neon-red near the San Angelo highway.

At 11:53 p.m. the CAA tower at Amarillo, Texas, received a UFO report from a Navy pilot flying over the city. Giving the object's bearing, the pilot described its glow as alternately dim, then brilliant. He said the UFO was climbing and then descending at varying speeds.

About four hours later another "interference" report was phoned in at Chicago by police at suburban Elmwood Park.

At 3:12 a.m. Monday two Elmwood Park officers and a fireman had sighted a glowing orange-red object about 200 feet long hovering 250 feet above Elmwood Cemetery. When they radioed the police station dispatcher, Daniel de Giovanni stepped outside and also saw the stationary UFO.

As the police in the squad car turned their spotlight up toward the object, the spotlight beam and their headlights dimmed. The hovering object quickly began to move, heading west, then disappeared.

By Monday morning—November 4, 1957—teletype reports of the main sightings were being studied by Air Force Intelligence in the Pentagon, at ADC (Air Defense Command) in Colorado Springs, and at ATIC (Air Technical Intelligence Center) in Dayton. A member of ADC's 4602d Air Intelligence squadron had already been flown to Texas to check the Levelland case.

Though the big "flap" had only begun, the press and newscasters already were asking pointed questions. A press release had been prepared in July with the usual AF claim that flying saucers did not exist. But would this be taken seriously now?

The Navy pilot and the CAA men—these were aviation experts. The MP's and the Texas police—these too were reliable observers. It wouldn't be easy to brush all of them off.

Continued on next page

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The press release was held up.

But that evening the pressure increased. Shortly after 10:00 p.m. the official teletypes brought a disturbing message from the Air Force Missile Development Center near Alamogordo, New Mexico.

James Stokes, a research engineer at the Center, had just reported a dramatic UFO encounter. A huge, elliptically shaped object, Stokes said, had appeared between the Center and White Sands. As it passed near Highway 24 it had cut out his radio and then stopped his engine and those of ten other cars.

Stokes estimated the UFO's length at 500 feet. At its closest point, he said, he could feel a wave of heat. The object had no visible portholes nor any exhaust trail.

This report, coming from a Missile Center engineer, was bad enough. But to make it worse, the story had been broadcast by KALG in Alamogordo and the report was now on the press wires.

Though the Air Force didn't know it then, a new radio interference incident had occurred at the very moment Stokes' story went on the air.

At 10:00 p.m. a dazzling red ball of fire trailing a weird greenish-yellow vapor had flashed over Kodiak, Alaska. It was sighted by three persons, including Kodiak patrolman John Boucher.

Boucher was in his police car when suddenly the area around him "lighted up as if someone had turned on field lights." The light came from a flaming red ball whizzing out of the east.

"It skimmed about 50 feet over a school," Boucher reported to Navy HQ in Kodiak. "I attempted to radio police headquarters, but there was interference. It was a steady 'did-did-dit' that went on for about two minutes.

"Jan Bueckers, the guard at the jail, noticed the interference, too."

By now reports from reputable observers were coming in from widely separated points. For example:

- A mass sighting of UFOs in Barahona Province, Dominican Republic; seen by hundreds, several discs had hovered for two minutes, then sped off into the east.

- A report of a rocket-shaped UFO by Professor Jacques Hebert, Department of Physics, Ottawa University, Canada.

- At Spooner, Wisconsin, a sighting of a bright oval-shaped object streaking across the sky. Witnesses: Newspaper Editor William Stewart, an Episcopal minister, and three other citizens.

On Tuesday morning, November 5, three Air Force statements were released.

From the Air Defense Command: "One published saucer report will set off a rash of sightings."

From Air Force HQ: "We are making a

serious investigation of the Levelland case... (but)... we don't investigate all of the reports."

From Air Technical Intelligence Center: "We investigate all the reports; we never know when one may turn up something new."

At the same time, the press release summary made up in July and stated by one wire service to have been held for an emergency, was ordered made public that afternoon, November 5.

But before it could reach the papers, the Air Force was swamped with more sightings—the most important from highly qualified observers.

One of the most impressive sightings came from the Coast Guard, which considered it so important that a special press conference was held at its New Orleans office.

At 5:10 a.m. Tuesday morning in the Gulf of Mexico radarmen on the Coast Guard cutter Sebago had picked up a strange flying object. According to Cdr. C. H. Waring, CO of the Sebago, the blips were very strong, indicating that the object was solid.

At 5:21 a.m., after the UFO had been tracked maneuvering in concentric circles

Dr. TELLER SAYS STRANGE LIFE FORMS MAY EXIST ON PLANET MARS

Life on Mars and other planets may be a strange chemical combination hard to recognize as life, according to Dr. Edward Teller, noted scientist who has been called the "father of the H-bomb."

During questioning about our space plans by the Senate Preparedness Subcommittee on Nov. 25, Dr. Teller said space explorations would lead to great advances in scientific knowledge.

"I am certain that people will go to the moon and will get to the planets," he told the subcommittee. He said it would be extremely valuable to put up an observatory on the moon because it would enable us to use wave lengths over the entire spectrum, whereas we now are limited to just a few.

"Then," he added, "even though I know the moon is a very inhospitable place I will look for any kinds of traces of life. They may show up in some strange and unexplainable chemical combinations. I will certainly look for something like that when we get to Mars. It is quite possible that when we get there first we won't even recognize life because it will be so strange.

"In exploration of the moon and planets there are a great number of most interesting and inspiring things... If you make such a very big step like going to the moon, it will have both amusing and amazing and practical and military consequences."

about the Sebago, the object glowing brightly was seen for three seconds by four men on deck: Lt. Donald Schaefer, Ensign Wayne Schotley, Quartermaster Kenneth Smith and Seaman-radioman Thomas Kirk.

The object was moving horizontally at very high speed. The men could see no visible means of propulsion nor any vapor trail.

During its maneuvers around the Sebago the unknown object at times reached a speed of almost 1000 mph. Once, briefly, it appeared to be stationary seven miles north of the vessel.

The last radar contact showed it to be 175 miles north, heading toward Louisiana. It had covered this distance in 17 minutes as proved by the Sebago's official log.

Front page stories of this official report overshadowed a number of other verified cases revealed on Tuesday, November 5:

- At Selma, Alabama, three Air Force pilots disclosed that they had seen a UFO, like the one in the Sebago case, flash through the sky on Monday.

- Three Atlanta firemen reported seeing a huge round object with a shiny glow early Tuesday morning.

- From Johannesburg, South Africa, came a bulletin on a South African Air Force chase of two UFOs which had appeared over the city on Friday, Nov. 1.

(Details later sent to NICAP revealed three additional sightings, Nov. 2 to 4. On Nov. 1 two disc shaped objects were seen by hundreds of Johannesburg residents, one maneuvering at high speed, while the other hovered over the city. A Sabrejet pilot, ordered to attempt an interception, climbed to 45,000 feet but was still below the UFOs. In another case a UFO was caught in a searchlight beam from Dunnottar Air Force Base.)

"We can only assume," said a South African AF Intelligence officer, "that the objects were some form of physical phenomena for which we have no explanation."

By Tuesday noon several American scientists had put out explanations for the key sightings based on their interpretation of the news accounts.

Explaining the Levelland and Alamogordo cases, Dr. Donald Menzel, Harvard Observatory, said the objects were nothing but mirages. He said it was not surprising that "a nervous foot" could stall a car in such cases, but did not mention the radio fading and reported effects on headlights.

In addition, an October statement by Dr. Menzel was repeated in which he said that besides weather phenomena, causes for UFO reports included floating cobwebs and owls which glowed as a result of fungus and rotted wood in their nests.

At Miami W. W. Talbott, former Weather Bureau observer, said ball lightning caused the Texas and New Mexico

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reports. This was denied by J. C. Ballard, meteorologist-in-charge, U. S. Weather Bureau, Atlanta.

Mr. Ballard said ball lightning has never been reported more than a few feet or a few yards from observers. Also he said the balls are the size of a man's fist and they don't move in concentric circles.

At Buffalo Dr. W. R. Dornberger, missile expert with Bell Aircraft, said the Texas and New Mexico witnesses had seen "whirling air turning at seven machs." (At seven machs—seven times the speed of sound—the air would be whirling at approximately 6000 mph. Ed.)

This whirling action, said Dr. Dornberger, would set up magnetic and luminous fields capable of blotting out any electric power within the area of the field.

(To NICAP's knowledge, no other authority has ever mentioned the possibility of air whirling at this speed. No violent winds or turbulence were reported in the Texas and Alamogordo cases.)

At about the same time, an Air Force spokesman in Washington said the Texas-Alamogordo reports probably were caused by St. Elmo's fire. (The Encyclopedia Britannica states that St. Elmo's fire is a brush-like discharge of atmospheric electricity which is seen around church steeples and the masts of ships. It also has been seen around tips of aircraft propellers and wings, but NICAP can find no record of St. Elmo's fire appearing independently and in a mass 125 to 250 feet long. Ed.)

But in spite of the AF and scientists answers, still more UFO reports clattered in on AF teletypes. Several which came from armed forces pilots were classified "for official use only" and did not reach the press. But some uniformed men made their sightings and opinions public—enough to prove that these were not "crackpot stories."

Three of the Tuesday reports drew wide attention:

1) The Long Beach Case.
November 5, 1957.

At 3:50 p.m. six "saucer shaped objects" were reported operating at high speed over Long Beach Airport. The sighting—an official AF report—was given to the press by Major Louis F. Baker, commanding officer of the Air Force weather observation post at Long Beach. Two other AF weather experts and ten military personnel waiting at the airport also saw the objects. The group of six discs was spotted at an altitude of 7000 feet, near the base of a cloud bank.

"They were circular and shiny like spun aluminum," said Major Baker. "They changed course instantaneously without the loss of speed which planes have in a dogfight."

He said the objects were larger than twin engine C-47 aircraft—military name for the DC-3.

2) The Navy Sightings at Los Alamitos.
November 5, 1957.

From 6:05 p.m. to 7:25 p.m. personnel at Los Alamitos Naval Air Station in California reported almost continuous UFO sightings. One report came from Lt. Richard Spencer, a Navy pilot.

Spencer said the object was not a star nor a plane and that its light seemed to pulsate. The object also was seen by the Navy tower operator, Louis D. Mitchell.

Lieut. Spencer was later told not to appear on the television program "You Asked For It," as previously planned. He was quoted as saying he believed the official directive applied to all members of the armed forces.

3) The AEC Plant Sighting at Augusta.
November 5, 1957.

At about mid-evening Tuesday a strange "ball-like" object glowing red was seen hovering over the Atomic Energy Commission's Savannah River Plant near Augusta.

An alert was ordered immediately at the 35th Air Defense Division, Dobbins AFB, Marietta. It was reported that this followed the radar pickup of a UFO by an AF aircraft control and warning unit at Aiken, South Carolina. But the Aiken unit refused to say whether jets had been scrambled for an interception. Dobbins AFB said its radar had found "nothing that after investigation proved to be out of the ordinary."

One of the several civilian witnesses was the executive editor of the Augusta CHRONICLE, Louis Harris, who saw the object from the newspaper building. It appeared as a constant red light, he said, either a small light relatively close or a huge object at a distance.

No explanation was offered in the Augusta case. In California the Naval Air Station sightings were called a temperature inversion mirage by Dr. Dinsmore Alter, Director of Griffith Observatory. But this was quickly labeled as impossible by Air Pollution Control meteorologists who said there had been no inversion strong enough to refract light. Later Dr. Alter was quoted as saying the witnesses might have seen the star Arcturus.

On Tuesday night, November 5, 1957, newspaper editors and newscasters were divided—some fully accepting the new Air Force claim that flying saucers did not exist, others running the new UFO reports in full, with no tongue-in-cheek treatment.

The latter group included reports from:

● Houston, Texas, where several businessmen and other citizens described "an

See NOVEMBER CRISIS, p. 6, col. 2

METAL OBJECT FROM SKIES RUSHED TO ATOMIC FOR ANALYSIS

A strange aerial object exploded over State Hospital, Crownsville, Maryland on November 13, 1957 and a burned piece of metal fell on the hospital grounds. The metallic fragment was quickly taken over by the Air Force and was flown to the Air Technical Intelligence Center at Dayton for analysis.

This incident occurred just one week after the Air Force stated that "not even a minute fragment of a so-called flying saucer was ever found."

A detailed report kept from publication for a week was unearthed by News Director Lou Corbin of Station WFBR, Baltimore. Mr. Corbin is also a Special Adviser for NICAP. The facts were confirmed by the Air Research and Development Center at Baltimore after earlier confirmation by Army Intelligence at Fort Meade.



NICAP Special Adviser Corbin

As reconstructed by Mr. Corbin, formerly a lieutenant colonel in Army Intelligence, the incident occurred on the morning of November 13 just after a flurry of UFO sightings which the AF later claimed were hoaxes or various weather phenomena.

At 9:10 a.m. two hospital employees, William A. Zick and J. Caswell, saw a round object hovering over Crownsville or descending very slowly toward the grounds. As they watched the UFO there was a sudden explosive sound and the object disintegrated into two or three pieces.

One remnant about the size of a cigarette pack fell on the grounds and was recovered by Zick and Caswell. According to Dr. Richard Jansen, a member of the

See METAL OBJECT, p. 6, col. 1

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hospital staff who also saw it, a metallic ash clung to the fragment. He stated that it could have been magnesium.

A call to Fort Meade quickly brought an Army Intelligence team to the scene. The area where the piece of metal fell was roped off and the ground was checked with Geiger counters. The fragment itself was then carefully wrapped and taken away by an Intelligence officer. The area was kept roped off overnight and periodic rechecks were made with Geiger counters, but the Army investigators would not say whether the ground was unusually radioactive.

When Corbin first learned of the incident he checked with Fort Meade. After some delay an Army Intelligence spokesman, Peter Linton, gave Corbin the basic facts. The metal fragment, he said, had been delivered to Air Research and Development at Baltimore. At ARDC Corbin was told that the piece of metal had been flown immediately to ATIC, Wright-Patterson Air Force Base, Dayton.

The ARDC spokesman, a Major Coleman, said the object definitely was not a meteor and that he had no idea what it was.

"Will the ATIC findings be made public?" Corbin asked him.

"I don't know," said Coleman. "It's possible."

At this point Corbin enlisted the aid of Paul Parker, Station WIP, Philadelphia, who cooperates with Corbin in UFO investigation.

Following through, Parker phoned the ATIC public information officer, a civilian named Ted Hyatt. Hyatt insisted he knew absolutely nothing about any metallic fragment or even whether such an item had reached ATIC. (Information on such a development would not necessarily be given the PIO immediately. Ed.)

Even before the Crownsville incident several recent cases of strange falling objects were on record. On August 21 a brightly glowing object fell with a loud roar at Parana City, Argentina. It was believed to be a meteorite until an analysis was made by Director Juan Olsacher of the National Science Museum at Cordoba City.

On November 5 Director Olsacher announced that the object contained a presumably "man-made metallic compound" including aluminum, magnesium and lithium.

On November 9, four days before the Crownsville fall, another brilliant, glowing object fell from the sky at Hillsborough, California. Reported by several witnesses at 1:30 a.m., the object first lighted up the sky with a clear white glow. Then, as it neared the earth it became multi-colored.

At least two fragments struck the ground. One landed about 75 feet from the home of Ralph N. Jacobsen, a metallurgist, sending up spiral columns of smoke. It was

NOVEMBER CRISIS, from p. 5, col. 2

egg-shaped glowing object" and one observer reported car and radio interference.

● Beaumont, Texas, where a sighting was made by Police Capt. Clyde C. Rush, five other policemen and reporter Paul Smith.

● Chicago, Illinois, where two sheriff's deputies and a police sergeant saw an oval shaped UFO.

A few hours after these cases a report of contact with occupants of a flying saucer was made. The story came from Kearney, Nebraska, where a 48 year old grain buyer named Reinholdt Schmidt said he had seen an elliptically shaped spaceship land near the Platte River. The occupants, Schmidt said, were two men and two women who talked in "high German." He said he was invited inside while the crew repaired their machine but that they refused to say where they came from. The press was strongly skeptical, particularly after they found that he had a prison record. Shortly after this the county attorney filed a mental illness complaint. When Schmidt was confined to an institution there were suggestions that he had been locked up to keep him from talking. However, he was soon released.

Although the press in general rejected Reinholdt Schmidt's story, a majority of the press and broadcasters maintained a serious attitude toward reports by pilots and other trained observers. A few, like the Columbus DISPATCH, were critical of the Air Force investigation. (See the DISPATCH editorial in this issue.)

definitely not a meteorite, Jacobsen said after an examination.

The second known fragment fell a mile from Jacobsen's home, burning a hole in the driveway of Arnold Bean, 1456 Vancouver Avenue, Burlingame. The molten metal burned for 20 to 30 seconds with a flame at first bright red, then vari-colored. Heat from the burning object killed all the flowers in a ten-foot radius of the hole.

The fragment which fell near Jacobsen's home was recovered by police and analyzed at Stanford Research Institute. It was stated to contain aluminum alloy. The source is still unknown.

The California and Argentine objects may possibly have been linked with rocket or missile experiments, but in the Crownsville case a UFO was definitely involved.

Up to now no statements on these incidents have come from ATIC or Air Force HQ. Though the Air Force has refused to release UFO case reports to NICAP, the Committee as a matter of record has requested full information on the sighting and the full evaluation. The Air Force also has been asked if it will now modify its statement that "not even a minute fragment of a so-called flying saucer was ever found."

Many Wednesday morning papers (Nov. 6) carried the latest AF release attributing UFO reports to balloons, aircraft, stars, meteors, comets and other celestial bodies, reflections, searchlights, birds, kites, blimps, clouds, sundogs, spurious radar indications, firework displays, flares, fireballs, ice crystals, bolides and hoaxes.

Only 1.9% of the reports from January to June 1957 were "unknowns," the Air Force concluded.

On this same morning—still Nov. 6—a statement from ATIC at Dayton said that 3% of the reports were "unknowns."

The Air Force also announced a radar alert by the Air Defense Command and said that trained personnel were investigating the UFO reports. However, it added, nothing unusual was expected since all but 2% of the sightings have had natural explanations.

Without comment, the Chicago DAILY NEWS published a report by Capt. Irving Kravitz of Trans World Airlines. A few hours before, said Capt. Kravitz, he had seen a strange object moving swiftly through Nebraska skies.

"It was a brightly lighted object and was going faster than any jet," the TWA captain declared. (A detailed report on this incident was examined by the CAA and the Air Force. Ed.)

From St. Petersburg, Florida, came another early morning UFO report by numerous citizens, including Paul Hayes, news director for WSUN-TV and Eddie Ervin, sports writer for the St. Petersburg INDEPENDENT. Both Hayes and Ervin had previously been strongly skeptical.

At Buffalo a conviction that the UFOs are extraterrestrial was publicly stated by Edward L. Kramer, assistant chief engineer, Plant Engineering Department, Bell Aircraft Corporation. Mr. Kramer also disclosed that he and other observers had seen a bright orange object moving at a high altitude over Buffalo on October 10.

"These objects are definitely from outer space," said Mr. Kramer. "They are nothing created on this earth. They do not fit in with our knowledge of mechanics or electronics. This is apparent in their illuminating powers and their ability to move off with great rapidity."

The reality of the objects reported in the Southwest also was emphasized by Dr. Lincoln LaPaz, Director of the Institute of Meteoritics, University of New Mexico. Though he said flatly they were not interplanetary, Dr. LaPaz contradicted Air Force statements when he said:

"Whatever they are, you can bet they belong either to us or to the Russians."

The fear that the objects might be Russian was voiced by several papers, including the Cincinnati TIMES, despite massive evidence refuting this explanation.

Continued on next page

NOVEMBER CRISIS, from p. 6

On Wednesday, November 6, the AF HQ claims were partly offset by Col. Dean Hess, chief AF public information officer at Los Angeles. A former minister and a Korean ace, Col. Hess publicly revealed serious Air Force concern about the flying saucer sightings and urged the Secretary of the Air Force to tell the facts.

In an interview published by the Los Angeles MIRROR NEWS and briefed in press stories, Colonel Hess said the Pentagon was "greatly concerned." He said he had phoned the Air Force Secretary's office and asked for a thorough investigation "so the public may know the real nature of these objects."

Said Colonel Hess, "I'm not going to be satisfied with one of these routine inquiries. I am sure the American people would be receptive to information as to whether these objects are of terrestrial or celestial origin."

Adding to the implication that information had been withheld, an Associated Press story from Dallas disclosed that the Air Force had held up a UFO picture for over a year. The photograph showed a jagged trail believed to be the glow of "radiation vapor" from the object. (Full story elsewhere in this issue.)

This was followed by a new Dr. Menzel statement in which he explained the Coast Guard report: The officers and men in the Sebago had been misled by bubbles of hot air.

Then from Winnipeg, Canada, came the report of a UFO chase by six Royal Canadian Air Force interceptors. The fighters as seen by ground witnesses had not tried to close in but had warily circled behind the strange round object. No explanation was given by the RCAF.

Between 5:00 and 6:00 p.m. on Wednesday thousands saw a glowing, apparently metallic object moving over Western New York. The first official report came to the Buffalo Filter Center from a GOC post in Dansville. The three observers on duty, said Filter Center Sgt. George Hatch, were fully experienced in identifying aerial objects.

"They said the object appeared to be made of highly polished metal, or else was glowing very brightly," said Sgt. Hatch. He flashed word to the Air Control and Warning Base in Lockport, New York. Officers there refused to confirm or deny a report that AF radar had tracked the object.

Later Wednesday evening an unknown lighted object was reported by hundreds in southern Michigan, including Police Chief Donald Miller at Decatur, deputy sheriffs in Eaton County, and Waldron Stewart, editor of the Adrian TELEGRAM.

Editor Stewart and a Lenawee County deputy tried to catch up with the object

as it accelerated from a hovering position. But even speeds of over 100 mph were in vain, said Stewart. The UFO climbed steeply, circled to the southeast, and then disappeared.

Not long after this—out in California—an Air Force sighting at Edwards AFB leaked to the press. At about 7:30 p.m. MST six Air Force MP's in three widely separated areas reported seeing an orange ball shaped object move southwest over the super-secret test center. It was flying, the MP's estimated, at about 200 feet.

The story leaked out when Edwards AFB officers called county sheriff substations at Lancaster and Palmdale and asked them to watch for the UFO.

Colonel Dean Hess said he had sent the report to the Air Defense Command.

"We don't question the integrity of the observers," he told the Los Angeles TIMES.

By this time many newspapers were running the official AF disclaimer alongside the latest UFO reports, apparently to let the public take its choice. One fully verified case handled this way was the sighting by two veteran Illinois State troopers on Wednesday night, Nov. 6.

First sighted near Danville, Illinois, the "brilliant flying object" was chased for 15 miles by officers Calvin Showers and John Matulis. The UFO—first a brilliant white then changing to orange—was moving at "a terrific rate of speed" the troopers said.

The two officers said they were unable to notify their headquarters during the chase because their radio mysteriously went dead. Before and after the chase, however, it was in perfect condition.

Lieut. John Henry, Urbana police district chief, accepted the reports as genuine.

"These are two experienced, trusted policemen," he said, "and their reports are very reliable."

Though the Air Force made no comment on other Wednesday reports, Edwards AFB officers put out a statement during the night to explain what the specially trained Air Police and other witnesses had seen.

The star Arcturus, said Edwards AFB, seemed much brighter and bigger than usual and appeared to "blink" and change colors. Also, they stated, jet bombers were dropping photoflash bombs five miles south of the base. It was Arcturus and the flash bombs, said Edwards officials, which had tricked the Air Police and the public.

At the same time, general AF claims were strongly countered by Capt. Edward J. Ruppelt, former chief of the Air Force UFO Agency, Project Blue Book.

"There is sufficient evidence of flying saucers' existence to warrant further investigation," said Captain Ruppelt. He also urged the AF to release more information.

Continued on next page

SPHERICAL OBJECT CLIMBING TOWARD MOON REPORTED BY SWEDISH GOVERNMENT

A military report of a round glowing object spiraling upward toward the moon has been under analysis by Swedish government experts since November 25, 1957.

The report, released by Swedish Defense Headquarters in Stockholm, was made by a Swedish Army captain at Kottedala on the west coast.

"The captain described the object as a flattened sphere circling moonward," said a Defense Headquarters spokesman. "Its sides were somewhat elongated and there was a flickering glow as from burning exhaust gases at one side. The captain reported he watched the object through his field glass for twenty minutes.

"We know it was no airplane nor any meteorological balloon and the Stockholm Observatory has told us it was no meteor," the spokesman stated. "We are taking this report seriously, since it came from a competent observer. All details were forwarded to the FOA, the scientific research institute of Sweden's armed forces."

Inevitably the sighting set off speculation that this might be linked in some way with Russian satellite or missile experiments. However, despite USSR satellite successes, there is absolutely no indication that the Russians are anywhere near operation of an actual spaceship.

Even the American experts who are most pessimistic about our lagging program do not believe a Russian spaceship now exists.

NICAP has asked the Swedish government for its conclusions. Since Swedish officials have previously answered questions about UFO reports, we hope this new information will be released to us for publication.

SPACE NOMENCLATURE

It has been suggested that NICAP cease using the term "outer space" except when referring to the regions outside of our solar system, which has been the customary use of the term. It is true, as the National Geographical Society has pointed out, that the regions of our solar system should be referred to simply as "space." However, the term "outer space" has been widely used to designate anything beyond our atmosphere.

Where possible, without leading to confusion, NICAP will attempt to use the correct terminology, but it is believed the phrase "outer space" will eventually be accepted as embracing even our solar system.

NOVEMBER CRISIS, from p. 7

For the first time, Ruppelt confirmed long-withheld UFO reports of electrical force field effects.

"During my tenure with Project Blue Book," he said, "we had reports of radiation and induction fields in connection with UFOs." The recent reports, he added, should add a whole new dimension to the UFO investigation.

Captain Ruppelt also criticized Doctor Menzel's mirage claims:

"This is one thing we proved the UFO is not. We went to Dr. Joseph Kaplan, the UCLA meteorologist and others, and we spent a lot of money to determine if mirages were the answer. The only positive answer we got was that they were NOT mirages."

In 1953, Ruppelt said, top American scientists recommended a big increase in funds for an intensified UFO investigation. But it ran into a governmental economy drive and the AF then adopted the position that the UFOs do not exist.

"The Air Force ought to give us some answers," he declared, "even if it requires money. They shouldn't play mum."

Later on Thursday, November 7, Spencer Whedon, chief of air intelligence at Dayton, said it costs the Air Force about \$10,000 for each major trackdown of a flying saucer report. This includes, he said, sending jets to investigate intruders. Several newscasters quickly asked why the AF was spending so much money if it is actually convinced that flying saucers do not exist.

During the day, Col. Dean Hess surprised many who had read his earlier statements. In a televised interview he repeated the latest Air Force claims—that there is no evidence the flying saucers even exist. To many who heard him, it seemed a strange reversal. (NICAP has received several letters from California members who saw the program and suggested that Colonel Hess had been ordered to retract his earlier words.)

On this afternoon, Thursday, Nov. 7, the Air Force found that another UFO report had been leaked to the press—at Alamogordo. Between 1:45 and 1:55 a.m. six Holloman AFB airmen on duty at the base had sighted an "unidentified flying light" which changed from white to orange to red. The object, the airmen said, also made a whistling sound as it passed overhead.

When the leak was discovered, an official warning not to talk about UFOs was issued in the Holloman AFMDC Daily Bulletin. A copy of the warning was given to Mrs. Coral Lorenzen, Director, Aerial Phenomena Research Organization at Alamogordo, who formerly was employed at the base. With APRO's permission, the official section is printed here, verbatim:

"7. UNIDENTIFIED FLYING OBJECTS:
On November 7, six airmen claimed they

sighted an unidentified flying object and did not report this to the proper base authorities. They did, however, give this information to the local press. Request that each member of the military and civilian, employed at this center, refrain from any public statement on political, diplomatic, legislative or scientific matters or any controversial subjects, such as UFOs, without first contacting the Center Information Services Officer. This request is in accordance with AFR 190-6. Disciplinary action may be taken against offenders. (Lt. Col. McCurdy, HDN, Ext. 491.)"

(Colonel McCurdy was the Senior PIO who earlier stated that Engineer Stokes' UFO report was satisfactory.)

Another report made public on Nov. 7 came from Mr. Olden Moore, Geauga County, Ohio, who reported seeing a round controlled object land temporarily in a field near Montville, Ohio. According to Moore, his car's electrical system was affected. Civil Defense officials checked the ground, found its radioactivity above normal. Later, Moore said he was questioned by high officials and sworn to secrecy. (NICAP expects further details on this case.)

By Friday, the 8th of November, fewer sightings from trained observers were being reported. Whether there was an actual decrease, or fewer witnesses were talking, has not yet been determined.

One unusual report on Nov. 8 came from Australian Government astronomers at the Commonwealth Observatory, Mt. Stromlo, in Canberra.

Just after 3:00 a.m., four Mt. Stromlo astronomers sighted a luminous object moving westward, brighter than anything in the sky but the moon.

"It is the first time," said Dr. A. R. Hogg, the assistant director, "that the observatory has sighted what might be called an unidentified flying object. What it was remains an open question."

It moved too slowly to be a meteor, he said, and was neither Sputnik I or II. If

NATIONAL AVIATION TRADES ASS'N URGES MEMBERS TO REPORT UFOs

In a recent NATA newsletter Executive Director Charles A. Parker told members that former NATA President Samuel Freeman had been named a Special Adviser to NICAP and also asked that any members with recent information on sightings send it in for relaying to NICAP.

The Committee greatly appreciates this cooperation by NATA and we suggest that NICAP members with access to business newsletters or trade journals ask that similar requests be published. Such notices should assure witnesses that their names will be kept confidential, if so requested.

sighted again, it would be an indication that something was circling the earth like the satellites, concluded Dr. Hogg.

Back in the United States a sighting report verified and taped by Dr. Adolph G. Dittmar described a round silvery object flying ahead of a jet bomber near Ausable Forks, New York. As the bomber started to gain, it was reported, the UFO speeded up to stay ahead. During a discussion with an AF major, the officer confirmed that many UFOs had been seen that morning over Plattsburgh AFB. (About 27 miles distant.)

The next day — Saturday, the 9th — there were three developments of unusual interest.

At 9:15 a.m. the crew of an Eastern Air Lines flight and two EAL ticket agents clearly saw a bright UFO above Lafayette Airport in Louisiana.

"It was a big shiny rounded object," said Capt. Truman Gile, Jr., a veteran with 16 years of flying. "We watched it about four minutes. Then it disappeared, as though someone had turned off the light."

The other witnesses included Co-pilot James Hall and Stewardess Jean Mayo. They agreed with Captain Gile that the UFO seemed to hover just beneath a cloud layer at 20,000 feet.

Captain Gile said he had never seen anything like it before and never wanted to again.

"I reported the sighting to the Air Defense Command in Baton Rouge," he said. "They were on the phone waiting when we landed there."

The second development on November 9 was a Pentagon statement in regard to firing on UFOs. The Air Force said its pilots have orders to shoot down unidentified flying objects if they become "hostile." The AF statement read:

"Any object detected and not identified could be called a UFO, not, of course, meaning a flying saucer as no such thing has ever been sighted by the Air Defense Command. When, and if, a UFO is not identified, it would be forced to land and, if it would not, or showed hostile acts or intent, it would be intercepted or destroyed."

(According to Captain Ruppelt, the term "UFO" was coined to apply specifically to flying saucers. In 1954 a Navy directive termed PRNC Instruction 3802.1 and referring to an Air Force letter, 200-5 of 29 April 1952, also confirms that "UFO" sighting reports do not apply to any ordinary aircraft or missiles.)

The third item was an announcement from London that both Norway and the Netherlands had reported a mysterious object flashing overhead.

By Sunday, as the first week of the "flap" ended, there were still enough

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JANUARY, 1958

NOVEMBER CRISIS, from p. 8

authentic reports to show that sightings had not suddenly ended.

● Astronomers at the National Observatory in France sighted a mysterious yellow elliptical object—"neither a meteor nor a space rocket."

● At Eau Claire, Wisconsin, about 5:50 p.m. on Sunday, November 10, 1957, Police Lt. Harold Lovvik and several other Eau Claire officers observed a large bright aerial object from which cones of light shot out. It was also seen by members of the Menomonie police department.

Spokesmen at Truax AFB in Madison said the objects, seen in Wisconsin Sunday and previously, could have been "traveling meteorites."

● Shortly after 7:00 p.m. three policemen at Hammond, Indiana, saw and chased an "elongated object" reported by numerous citizens. Capt. Dennis Becky said a loud beeping sound caused interference on his police radio during the pursuit. He also stated that police had many complaints about the "beeps" interfering with car radios and blacking out television sets.

As the second week started, sightings continued at a reduced rate and the interest of some reporters and newscasters shifted to the Pentagon. Lou Corbin, Station WFBR Baltimore, informed NICAP that he and Paul Parker, WIP Philadelphia, were cooperating in an attempt to learn the next Air Force move.

"I think there's a stronger statement coming," said Corbin. "Even though press coverage of sightings has dropped, that AF release hasn't stopped questions by the press."

When NICAP learned that Corbin had been unable to reach Stokes, a query was put to Maj. L. J. Tacker, through whom all AF HQ statements on UFOs were being funneled. Major Tacker stated that Stokes had been in the hospital "for nervous tension" and also that Stokes now believed he might have seen some kind of weather phenomenon.

On November 14 NICAP learned that the new Air Force release was due the

W. T. BARRETT, District Manager
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Cincinnati, Ohio

I have read books on the subject with an open mind. I am an average American and think that the public should be informed. If information is presented in the right way, I do not believe there will be any mass hysteria or "bolt for the hills."

I hope that with level-headed thinking and investigation some conclusion can be reached on UFO's. There have been too many sightings by too many people to brush this thing off lightly.

next day. That evening a new, slightly different "interference" incident was reported at Tamora, Illinois. Electric power failed in a four mile area at a time when a strange flying object was said to have been sighted by Mrs. John Riead, wife of a justice of the peace. District Power manager H. D. Heath said workmen found an open circuit breaker, but could find no cause for the unusual interruption.

The following day, November 15, the Air Force issued its expected statement. It labeled all the November sightings as hoaxes, mistakes or as caused by natural phenomena. Five cases were singled out for specific answers:

1) The Levelland incident was caused by ball lightning or St. Elmo's fire. The cause of the stalled cars—wet electrical circuits.

2) In the Alamogordo case the originator of the report had pulled a hoax, said the Air Force.

3) The Coast Guard report brought the AF explanation that radar operators had misread the scope; there were false returns; also the operators had tracked a jet and a propeller driven plane without recognizing them; the deck officers were also misled and had made erroneous reports.

4) In the case of MPs' reports at White Sands, the AF said one object seen was the planet Venus, the other was the moon.

5) The Kearney case was considered wholly unreliable.

Though the Air Force made no attempt to give specific answers for many authentic reports, this was generally overlooked in news stories. The hoax angle inevitably appeared in many headlines and surprisingly few papers questioned Air Force claims that trained observers were in fact deluded.

Privately, some Coast Guard officers denounced the AF explanation of the Sebago case as completely untrue and a deliberate slur on the ability of the Coast Guard officers and radarmen. But for some reason Coast Guard HQ withheld comment. Nor did any officers at White Sands speak up to defend the MPs who were supposed to have mistaken the moon and Venus for spaceships descending at close range.

On the same day Maj. Gen. Joe W. Kelly, Director of Legislative Liaison, USAF, wrote NICAP that the Air Force never intended to turn over UFO sighting reports to the Committee, despite his previous letter to Rep. Peter Frelingheusen of New Jersey that NICAP had received all UFO information in the hands of the Air Force. Paradoxically, in this very same letter General Kelly revealed that UFO reports are withheld via an "official use only" classification and at the same time he insisted that the USAF had never withheld UFO information.

Within 24 hours it was evident that the new AF press release had turned the tide.

Many papers stopped running UFO reports. However, a small but important percentage seemed less impressed than by former AF disclaimers. There were indications that the next "flap" might be harder to explain.

Another result, noticed at NICAP, was a revived fear of ridicule by reputable observers. But UFO reports have not been blacked out completely. Some newspapers and newscasters again are mentioning local sightings. Even an occasional military report leaks out, despite official restrictions.

One of the latest occurred on the afternoon of November 25 when the crew of an AF bomber saw—and reported publicly—three UFOs over the Gulf of Mexico.

Because of official withholding of most military sighting reports the preceding material is not a complete picture of what happened in November. But there is enough documented evidence for analysis and intelligent conclusions.

The opinions of NICAP Board members and Special Advisers will be released later. Meantime, we urge members to weigh the facts carefully so that they can evaluate future sightings and official statements.

The lull may end at any time and the next big increase in sightings may not only top the November flap but break down UFO censorship. A strong hint of it was seen in Canada on December 14 when the dramatic sighting of a huge disc upset the Chatham-Windsor area.

Seen by scores of police, an airliner crew, civil defense officials and hundreds of others, the UFO—described as a whirling flaming orange disc—was fully reported with a front page factual story in the Windsor DAILY STAR.

(Though it was first spotted in the U.S., before it streaked across Lake Erie, officers at Selfridge AFB in Michigan denied any knowledge of the object.)

As it flashed over Kent County, the strange object was watched and trailed by dozens of police. Later Capt. J. A. Miller said it was an oval shaped disc, whirling and fiery orange, flying at an altitude of 2000 feet at terrific speed.

Police radios in the region crackled for more than half an hour as reports flowed in from officers who had sighted the UFO.

Over a wide area hundreds of motorists stopped on highways to watch the swiftly maneuvering disc. In Chatham and Ridgetown the provincial police told the press that the UFO was real "beyond any doubt."

But most important of all was the lack of an official Canadian attempt to hide the facts from the public—or to ridicule the witnesses.

This was Canada. But it can happen here, too. The November flap was not in vain.

COVER-UP SUSPECTED IN REPORTED AIR-UFO CHASE

Civil Aeronautics Board Disapproves UFO Pursuits by Airliners

After a 7-month probe of a UFO encounter by an American Airlines plane, NICAP has evidence indicating that important facts have been officially withheld, and that Capt. Raymond Ryan, the pilot involved, may have been pressured into changing his original report.

Since the case raises the question of airline-passenger safety, all documents, including reports of investigations by the Civil Aeronautics Administration and the Civil Aeronautics Board, will be submitted to appropriate Senate and House subcommittees. Both the CAA and CAB investigations were made at NICAP's request.

Since April 10, 1956, two days after the incident occurred, this UFO case has remained a "sleeper." Requests for further details have been repeatedly refused by the Air Force, American Airlines and Captain Ryan himself.

Reprinted herewith is a front-page story of the encounter, as it appeared in the BUFFALO EVENING NEWS, April 10, 1956. Assistant City Editor Lenord U. Kreuger has informed NICAP in writing that the NEWS stands behind the story as published.

This is the story as published in the Buffalo EVENING NEWS, April 10, 1956:

AIRLINER CHASES BRIGHT LIGHT MILES ACROSS THE STATE

Object Streaks Ahead of Convair at 800 mph
"This is Absolutely Real," Pilot Declares

A veteran American Airlines pilot on a flight from New York to Buffalo Sunday night spent 45 fantastic minutes pursuing something which, until somebody offers a better explanation, can only be called a flying saucer.

Capt. Raymond E. Ryan, 43, of 199 Lorfield Drive, Snyder, left New York at 9 PM Sunday at the controls of Flight 775 bound for Albany, Syracuse, Rochester and Buffalo.

The flight was routine into Albany, where the big Convair landed at 10 PM. Fifteen minutes later she was airborne again, heading into a starless sky which soon would unfold the strangest sight the captain and his crew had ever seen.

"I was flying at the time we took off from Albany," Capt. Ryan said. "We made a left turn after clearing Albany and headed for Syracuse."

Almost instantly, as the big plane turned westward, the captain saw "this bright light hovering over Schenectady." At first, he said, he thought it was another plane.

"We started to try to by-pass it and I remarked to my first officer, William Neff; 'Oh, that's an awfully bright light!' The stewardess, Miss Phyllis Reynolds of Eggertsville, came into the cockpit and she too saw the light.

"Suddenly, as we came abreast of it," Capt. Ryan said, "it put on a burst of tremendous speed and darted off to the west." He said his plane was flying at about 240 miles per hour and estimated the object then was traveling "about 800 or 900 miles per hour."

He said he could not judge the size of the object. Capt. Ryan explained that "the light was so bright you wouldn't want to look at it." He added that the object seemed at times to change color from "a very bright white to an orange color" especially when it passed over cities or towns.

When the light was about eight miles west of the plane, Capt. Ryan recalled, it seemed to slow down and keep its distance as the plane followed.

"We decided to call Griffiss Air Force Base in Rome and ask them if they had radar operating," the captain said.

They didn't and replied it would take 30 minutes to activate the equipment. But they requested the airliner which had its powerful landing lights biting into the darkness in an attempt to identify the object, to douse all but the small navigational lights.

The Air Force personnel then reported by radio to the Convair that they could see the plane and also "an orange object in the sky." The Air Force alerted a scramble of two jets. While the jets were being prepared for takeoff, the military base requested Capt. Ryan to follow the object which was now traveling at about 6000 feet or 1500 feet higher than the Convair.

Capt. Ryan turned off his Syracuse bound course and headed northwest, following the flying object. At no time, he said, did he ever get closer than three miles to it. He followed it to "just beyond the shoreline of Lake Ontario near Oswego" and lost radio contact with Griffiss.

Contacting the CAA tower in Syracuse, he was told they had been monitoring his conversations with the Air Force. About five miles over the lake, Capt. Ryan decided to abandon the pursuit. "The object was heading northwest over the lake toward Canada. I knew I couldn't catch it or keep up with it."

The jets which took off from Griffiss could not locate the object, the Air Force

told Capt. Ryan. But it had been seen by the CAA towers in Albany and Watertown as well as by naked eye observers at Griffiss Air Force Base.

A veteran of 23 years of flying with 62 Atlantic crossings, Capt. Ryan said he has seen meteors and other strange sky phenomena. The light he and his crew—and observers along the course—saw was none of these.

"This is real, brother," the captain said. "This is absolutely real."

He added, "I've read about fantastic flying saucers and I'm the type of fellow that—well, you've got to show me. But I'm convinced there was something fantastic up there."

After giving up the chase, Capt. Ryan returned to Syracuse and his normal course.

Soon after the Buffalo Evening News story appeared, the present Director of NICAP, then acting as a private investigator of UFOs, asked the Air Force for the Griffiss AFB report on this case and the analysis and conclusions of AF Intelligence.

This request was refused. At the same time a spokesman denied the AF had any evidence that flying saucers existed.

On April 5, 1957 NICAP began a thorough investigation with a courteous request to Captain Ryan for any additional details. To date two such requests have remained unanswered.

On May 21, 1957 NICAP asked Major Gen. Joe W. Kelly, Director of Legislative Liaison, USAF, for the AF report on the case. No answer to this request has ever been received.

Shortly after this NICAP asked the Civil Aeronautics Administration to secure a report from Captain Ryan. On August 12 the CAA forwarded to NICAP a statement from Ryan flatly denying he had chased the UFO to Lake Ontario.

"I did not deviate from course at any time," Ryan told the CAA. "I did sight an object and it was witnessed."

Continued on next page

COVER UP, from p. 10

In view of the contradictory newspaper account, Ryan's denial raised three possibilities:

- 1) He had been silenced by American Airlines, independently or at AF request.
- 2) The newspaper story of the chase was a fabrication. Considering the reputation of the Buffalo Evening News and the chance of a libel suit—or at least demands for a public retraction—this seemed very unlikely.
- 3) Captain Ryan falsely reported the chase story to the NEWS. This also seemed very unlikely, since he was rated as a careful, responsible pilot. Also, it would almost certainly lead to a violent reaction by American Airlines and probably a public denial, if it were untrue.

A check with the Buffalo Evening News has shown that no demands for a change in the published story ever were made. Since Captain Ryan resides in a Buffalo suburb and there is an American Airline office in Buffalo, their silent acceptance of this front page Buffalo story seems to indicate there were no grounds for complaint.

Though not proof, it is strongly suggestive of a high level cover-up.

If Ryan had been silenced by the airline, there could be sound reasons. Such a chase could appear a flagrant disregard of passenger safety. If the pilot had overtaken the UFO for a closer look, as the AF had reportedly requested, a collision might have occurred.

Since AF jets were hunting for the UFO, there was a chance they might collide with the airliner—closing in at high speed. Also, if the jets fired on the object, airline passengers might feel their lives were being endangered. Since the AF has admitted firing on UFOs, this could strongly influence airline officials to silence Ryan.

If the AF had silenced him, it probably would be done through the airline. The AF reasons would be obvious: the Buffalo News story quoting Ryan put the AF on record as privately sending an airliner to chase a UFO while publicly denying that such things existed.

NICAP's reopening of this "sleeper" story could focus press and congressional attention on two questions: Airline passenger safety during UFO chases, and AF contradictions regarding UFOs.

On August 23, since the Buffalo Evening News quotations of Captain Ryan were obviously the key, NICAP phoned the newspaper and asked for the facts. The Director was told by Assistant City Editor Kreuger that the paper would back the story 100% in court if necessary. (Written confirmation of the newspaper's stand was sent to NICAP on August 26 and also on November 30.)

A NICAP letter immediately was written to CAA Administrator James T. Pyle asking that Ryan be told to explain the contradictory reports. On August 26 NICAP also asked American Airlines for an explanation. Through Frank Branton, the line's public relations man in Washington, the Committee was given this reply from AA offices in New York:

"American Airlines knows all about the case and will have absolutely no comment."

That same day NICAP's Director put the question by phone to Capt. W. W. Elwood, assistant adjutant, Air Technical Intelligence Center, Dayton. On August 27 the ATIC public information officer, Ted Hyett, said that ATIC refused to comment on the Ryan case or the AF policy of using airliners to chase UFOs.

A call to the office of Brig. Gen. Arnold Leuhmann, Director of AF Public Information at the Pentagon, brought these instructions: "Submit the question in writing to the Chief of Staff and you will receive a specific answer."

Before writing the Chief of Staff, NICAP again urged the CAA to question Ryan. This time the CAA agreed, suggesting that the Civil Aeronautics Board also investigate. On October 10, while the two investigations were underway, NICAP sent a registered letter to Captain Ryan covering the investigation and stating that the Buffalo News stood squarely behind the published interview.

"This is to give you an opportunity to explain the contradiction between the two stories," NICAP stated. "It appears that you have been directed to change your first account and that you are therefore a victim of circumstances."

"The point at issue is this: If you did not deviate from your course, why did you give the detailed story to the Buffalo Evening News describing the flight to the shore of Lake Ontario, following the UFO at the request of the U.S. Air Force?"

The letter was delivered on October 16. To date Captain Ryan has not denied the quoted interview nor has he sent an explanation.

On October 17 following instructions from General Leuhmann's office, NICAP wrote Gen. Thomas D. White, the Air Force Chief of Staff, asking for the AF report on this incident and the Air Force policy of using airliners to pursue UFOs.

No answer has been received from General White.

On November 15 a letter from Maj. Gen. Joe Kelly repeated his frequent denial that the AF is withholding UFO information. But he evaded any mention of the Ryan case and other UFO case reports NICAP had requested.

At about the same time, Mr. Prebel Staver, Assistant to Administrator Pyle, CAA, phoned NICAP to report that the

CAA inquiry was finished. No deviation from course by Ryan was found, he said.

Mr. Staver also stated the plane's log showed routine flight time between Albany and Syracuse. He refused to permit NICAP to see the investigator's report.

The plane log claim made the Buffalo News story even more important. Unless the newspaper had been given a false account of the UFO chase, there appeared only one answer: the log had been altered to conceal the facts. NICAP does not state that this was done, but it must be considered in light of the published story.

On the same day a similar informal report came from a safety official of the CAB. He told NICAP that Ryan had admitted being in radio contact with Griffiss AFB. A Griffiss officer, he quoted Ryan, had told him they were scrambling jets to intercept the UFO. But Ryan still insisted he had not chased the object.



Vice Chairman Chan Gurnee, Civil Aeronautics Board

On October 24 NICAP was sent the formal CAB answer, signed by Vice Chairman Chan Gurnee. After stating the Board's disapproval of using passenger carrying airliners to chase UFOs, Mr. Gurnee gave Capt. Ryan's answers to CAB investigators:

Again Ryan had denied deviating from his course; he also denied being requested to do so. The plane's log, said Vice Chairman Gurnee, showed a flight time from Albany to Syracuse of 48 minutes, which would make the reported deviation impossible. No attempt was made to force Capt. Ryan to explain the contradictory stories. Nor, said Mr. Gurnee, was there any reason to question Ryan further, nor to query CAA tower personnel at Syracuse, Albany and Buffalo.

Two days later NICAP wrote President C. R. Smith of American Airlines and gave him a second chance to clear up the matter. On November 4 an answer came from Vice Pres. Willis Player, saying:

Continued on next page

COVER UP, from p. 11

"Capt. Ryan states unequivocally that he did sight an object. He also states unequivocally that he did not chase it. His flight time between Syracuse and Albany confirms that statement."

This was followed on November 25 by the formal CAA reply. It was signed by Roy Keeley, Director Office of Flight Operations and Air-worthiness. The CAA, said Mr. Keeley, has no policy on the use of airliners to chase UFOs and does not consider it necessary. Nor does the CAA, Mr. Keeley stated, feel it necessary to ask Capt. Ryan about the two contradictory stories.

The final document in this case is a November 30 letter from the Buffalo Evening News repeating that they "stand behind the story as published."

This, to date, is the Capt. Ryan case.

NICAP COMMENT

It is felt that the evidence calls for an open hearing, preferably by a Congressional committee. NICAP also believes that there should be a definite CAA policy based on that of the Civil Aeronautics Board prohibiting UFO chases by airliners, in the interests of passenger safety.

NICAP further recommends that any passenger on an airliner used in a UFO pursuit should report the facts to this Committee or the press, or both.

Meantime, the Committee will continue its efforts to uncover the truth in this case. Any new information bearing on the matter will be appreciated, and the sources will be kept confidential if so requested.

MRS. FREDERICK C. LEE
Binghamton, New York

I am an executive secretary of the American Civic Association of Binghamton, a social agency. I have attended Cornell and have been a teacher of citizenship.

I have no doubt that UFO are inter-planetary, for no fool on earth would endanger our airliners nor expose secret weapons over all nations, nor do what they are capable of doing without its becoming known.

MRS. ANNA LEONARD
Cherry Valley, Illinois

It is my opinion that some kind of super-intelligence (certainly farther advanced technically, even centuries ago, than we are now) has been observing this planet and —who knows?— even landing.

I feel that until there is a bonafide contact with a space being, no one will ever know why we are being observed. On the other hand, maybe the government does know and is keeping it secret.

British Astronomer Agrees on Conspiracy of Silence About UFO's

In a recent statement to the Director of NICAP, Dr. H. Percy Wilkins, noted English astronomer, has agreed that there is a conspiracy of silence about Unidentified Flying Objects. Whatever their nature, he added, the UFOs certainly exist.

Dr. Wilkins also revealed that he had sighted an oval-shaped UFO above Mount Etna in September 1957. A detailed report on this object which he watched through binoculars will appear in a new book soon to be published by the famous lunar authority.

This was Dr. Wilkins' second UFO sighting. In 1954 during a daylight airliner flight in the United States he saw three oval-shaped metallic-looking objects flying together. Until this experience he says he had been extremely skeptical of flying saucer reports. (For a full account of this sighting see Dr. Wilkins' "Mysteries of Space and Time.")

Several important points which will be more fully detailed in his new book have been indicated by Dr. Wilkins in the Nov.—Dec. issue of the British Flying Saucer Review. Permission to quote these points has been graciously given NICAP by the Review.

The best authorities, says Dr. Wilkins, agree that other celestial bodies are inhabited by intelligent beings and he states that the odds for this are at least 1000 to 1. Though he suggests that such planets may be far away in our galaxy, he does not rule out the possibility of life on Mars or Venus.

In regard to Venus, Dr. Wilkins says flatly "The fact is we do not know what the surface of Venus is like. It may be a dusty wind-swept area... a moist world with vegetation, even animals or reptiles. ... Our knowledge has been confined to just as far as we can penetrate the cloud layer, and that is not much. For all we know, Venus may at the present time be the abode of living creatures of an advanced type."

By contrast, says Dr. Wilkins, conditions on Mars are much better known since it has a thin atmosphere and definite surface markings. The changes our telescopes show, he adds, are due either to the growth of some form of vegetation or to the deliberate activity of intelligent beings.

"Perhaps we are wrong in looking at the surfaces of the planets for evidence of life," says the British astronomer. "Perhaps such life is beneath the surface; we do not know.... If there are rational beings on Venus or Mars, it is reasonable to suppose that they have already, or will in the

future, attain to the same degree of scientific knowledge as ourselves. Indeed they might well be far in advance."

By comparison, the moon—which Wilkins has studied for many years—appears to be sterile. He does not deny the possibility that races from unknown worlds may have visited the moon or established a base there. However, his observations to date have brought no proof of such operations, though he confirms statements by other noted astronomers that strange lights and unexplained changes have been seen on the moon.

Inevitably this leads to the question of the so-called moon bridge reported in 1953 and since.

In December 1953 a taped interview with Dr. Wilkins was broadcast by the British Broadcasting Corporation, in which the lunar expert confirmed the existence of this bridge over the Mare Crisium. Under questioning he said that it was extraordinary for its regularity and that it looked almost like an engineering job.

Since then some astronomers here and abroad have sharply attacked the moon bridge story, implying that the BBC quotations were completely fabricated. Several astronomers, including Willy Ley, have insisted that the bridge was only an optical illusion.

These claims have now been blasted by Dr. Wilkins himself in his letter to NICAP though he adds that part of the recorded BBC interview was not broadcast. This included a statement that he had not considered the bridge other than a natural object. Confirming his earlier sighting of the formation, Dr. Wilkins now has told NICAP that he clearly saw the bridge with the Mount Wilson 60-inch reflector telescope.

Dr. James C. Bartlett, well known Baltimore astronomer, has also informed NICAP that he has sighted the bridge.

In his letter to NICAP Dr. Wilkins also disclosed several interesting facts about his moon observations which the UFO INVESTIGATOR will be permitted to quote when the material is published.

A review of this forthcoming book will be presented as soon as this publication appears. Meantime NICAP members will find other important lunar information in his previous book "Our Moon." Because of the United States—USSR race for the moon, this professional "bible" on the lunar sphere has taken on new value.

LEONARD SCHULMAN
Jackson Heights, New York

I am a free lance musician, having attended the Juilliard Institute. I believe that UFOs are extraterrestrial; their source and purpose I would not know.

DEPUTY CHIEF OF NAVAL OPERATIONS DENIES UFO "SHOOT TO KILL" ORDER

In an official statement to NICAP, Vice Admiral Thomas S. Combs, Deputy Chief of Naval Operations, has denied published reports of a Navy "shoot to kill" order applying to Unidentified Flying Objects. The press account, originally published in the Fullerton, California, NEWS TRIBUNE, has recently been revived because of an official admission by the Air Technical Intelligence Center that Air Force pilots have fired on UFOs. (Air Force comments on this ATIC statement are discussed elsewhere in this issue of "UFO INVESTIGATOR.")

The NEWS TRIBUNE story was based on a dispatch from Honolulu written by a representative of OCNS (Orange County News Service) of California. It carried the following statement:

"The United States Navy will not publicly admit that it believes in flying saucers, but it has officially ordered combat-ready pilots to "shoot to kill" if saucers are encountered, OCNS has learned.

"The information was first learned when Navy pilots navigating trans-Pacific routes from the United States to Hawaii were ordered in a briefing session to engage and identify 'any unidentified flying objects.'"

Admiral Combs, answering NICAP's request for the facts, said he had made a careful investigation and was unable to find any basis for the news story.

"It is quite possible," he states, "that in briefing the pilots the briefing officer correctly told them to report any Unidentified Flying Objects (UFO) and then he expanded into matters of attack. If so, he should have additionally outlined the CONAD (Continental Air Defense) directives and the areas they cover. I believe he might be either overzealous or not completely informed. The pilots' reactions appear to be exaggerated."

The reactions to which Admiral Combs referred were attributed to a number of Navy pilots in Hawaii.

Some of these Navy pilots, said the OCNS' dispatch, readily admit sighting objects "they believed were saucers." The existence of the saucers, the account went on, was generally accepted by most of the Navy men.

"I believe there are such things," one pilot was quoted, "but I think that Washington might be wrong in their 'shoot to kill' orders. The fact that saucers are in our atmosphere doesn't mean to me that there's any pending invasion—which is what Washington seems to believe. And if there were an invasion, we'd do a lot better if we sent out a flight of priests and ministers, rather than rockets and machine-gun bullets."

According to the OCNS dispatch, the major reason for the "shoot to kill" order is the hope that a pilot will shoot down a UFO so that there will be tangible evidence for examination.

"How do we know our bullets will work on a UFO?" another Navy pilot was quoted. "If we do shoot, that's asking them to shoot back. And we don't know what they're going to shoot at us."

In citing a briefing of Navy pilots in Reserve Squadron VP-771 at Los Alamitos Naval Air Station, the OCNS story states that pilots were told to fire on UFOs "if they appeared hostile."

This general order to all armed forces pilots has been in effect for several years. It was released to the press on July 29,

1952, by Maj. Gen. Roger Ramey, then chief of Air Defense Command, and has since been officially reaffirmed. But the OCNS story goes far beyond this.

Commenting further on the reported "shoot to kill" order, Vice Admiral Combs said that Navy units of the Continental Air Defense are alerted for unidentified planes and UFOs, making interceptions as necessary.

"It is a routine matter to scramble fighters to make interceptions in the ADIZ (Air Defense Identification Zones)," he stated. "The same situation applies in Hawaii. I can see how this thing can be built up as a result of the remarks of a briefing officer who was slightly off base, misunderstood or overzealous. After considerable research with the various offices of the Chief of Naval Operations, I have been unable to furnish any basis for the remarks in the newspaper."

NICAP Comment

The Committee finds no reason to doubt Admiral Combs' statement on the OCNS report. However, the armed forces order on UFO interceptions leaves one vital question unanswered:

Who decides if a UFO is hostile?

If a temporarily unknown object proves to be a conventional aircraft of an enemy nation, its invasion of United States air space makes the answer simple.

But if a UFO proves to be a non-terrestrial machine, are our pilots "on

MEMEBER QUOTES

JOHN T. ROWLAND, Cdr. USNR
Newcastle, Maine

I am a graduate of Yale College, class of 1911, and a veteran of both world wars in the Navy, serving in destroyers in the First, and on the staff of Commander, Destroyers Atlantic Fleet, in the Second. I was retired in 1952 with rank of Commander, U. S. Naval Reserve. I am a writer and also I design and build small sailing craft. A large part of my life has been spent at sea and as an explorer.

I believe that the efforts of this Committee to unearth and present the real facts are most important.

PETER HEGGS
Hamilton, Ontario, Canada

I am an engineer engaged in electronics with an education in the engineering and physical sciences — English technical colleges and Royal College of Science in London, England.

I had six years service in the Royal Air Force as radar officer engaged in research and development during the late war.

I reach the conclusion that the UFO's must come from outer space. One can only assume that these ships come from another part of the galaxy. I do not preclude operating bases on Mars or Venus.

THOMAS E. GORDON, Jr., DDS
Orlando, Florida

I am a practicing dentist, having been graduated from Emory University School of Dentistry. I served two years with the Air Force in Germany during a rash of saucer sightings in the spring and summer of 1954.

My special interest is astronomy. I am a member of the Board of Trustees of the Central Florida Museum.

My own interests are to definitely prove to myself that a hard core of truth exists in this matter. (I am inclined to believe it does.) However, I must have irrefutable proof definitely divorced from any fraud, intended or accidental, and containing no element of the "lunatic fringe"—before I will become an avowed apostle of UFO's.

their own" in deciding if it is hostile—or do they have secret, explicit instructions designed to prevent unwarranted attacks on UFOs?

The Air Force has already been asked this question, and the same query will be sent to the Navy. Answers will be published in the UFO INVESTIGATOR or in a special bulletin.

PICCARD'S 2000-YEAR SPACE TRIP THEORY POSSIBLE ANSWER FOR UFO'S

The possibility that UFOs may come from far distant solar systems has received new emphasis through a statement by Prof. Auguste Piccard, noted stratosphere balloon pilot and deep sea explorer. Citing Einstein's theory of relativity, Professor Piccard has declared that space travelers of the future will make trips lasting thousands of years and will return to the earth without having aged.

Professor Piccard stated that voyages at near the speed of light—186,324 miles per second—will be possible by using the force of light to propel spaceships. (Research into this method, called photonic drive, was announced by the United States Air Force earlier this year.)

"Such machines will enable man to reach a solar system, say 1000 light years away," Professor Piccard said in a lecture at Lausanne, Switzerland, reported by Associated Press. The journey, he explained, would take 2000 years as measured by people on earth, but the space travelers would be unaffected by the passage of time.

"Only on landing would they perceive that the earth's calendar had advanced by 2000 years," he added. "Meanwhile, everything in the spaceship will have been suspended and preserved in time.

"This is no longer science fiction," the Swiss explorer declared. "It is strict reality, established by Einstein's theory of relativity and now provable in the laboratory."

The conversion of nuclear energy into light rays is the method suggested by Prof. Piccard as making speed-of-light travel possible. This, he said, would enable a spaceship to reach Mars in 35 hours, Jupiter in four days, and Saturn in six days. Even on these relatively short trips, he stated, the spaceship occupants would be unaware of the passage of time.

Though he did not refer to flying saucer reports, Professor Piccard's prediction focussed new attention on UFO time travel possibilities, and at least partly reducing the ridicule and fantasy often linked with such a suggestion.

For several years the theory of time dilatation has been accepted by leading astronomers, though some differ as to its application. One capable discussion of the subject was published in the July 1952 issue of the *Journal of the British Interplanetary Society*. It was written by Dr. L. R. Shepherd, the Society's technical director and a leading English scientist.

As an illustration, Dr. Shepherd assumed that a space traveler X makes a roundtrip to Procyon 10.4 light years distant, while an observer Y remains on earth to record the elapsed time. Using a travel velocity of .990 c (c is the speed of light) Dr. Shepherd shows by the formula of special relativity that the time recorded by the traveler X is one-seventh that measured by Y on earth.

As a result, Y records X's return 21 years later, while to X the elapsed time is only three years. As Dr. Shepherd admits—and Professor Piccard has just indicated—everyone on earth would be much older, in this case by 18 years.

Despite this unfortunate factor, time dilatation—fantastic as it now sounds—may someday be the answer to long range space flights.

Obviously, if the time dilatation theory is correct, it will work as well for space flights TO the earth from other worlds.

Skeptics frequently insist that UFOs cannot be real because

- No planet in our solar system can support intelligent life.

- Space trips from other star systems are impossible because of the vast distances and time involved.

New light on the first point—as regards life on Mars, at least—will be found elsewhere in this issue. As to the second point, the time dilatation theory refutes this objection, leaving wide open the possibility of trips to and from even the distant galaxies. At the same time it raises a new and important question.

A New Question is Raised

What would be the value of any earth exploration by spaceships from a far-off world—say 200 light years away? By the time the crews returned everyone they had known would be dead, unless their life span was far greater than our own.

Even so, their world might be changed almost beyond recognition. The type of government that sent them might have been replaced by one indifferent or even hostile to long range space explorations.

How would such a program work out here on earth?

For shorter space flights—even for several years—there undoubtedly will be volunteers. But how many men or women would agree to the age-long voyages, to saying goodbye forever to all they knew on earth? To most, it would be an appalling thought.

It may be suggested, as aircraft industrial wizard William P. Lear already has said,

that robots could be substituted in UFOs for long flights and periods of observation. Shorter flights of this type already have been planned here on earth, using robot controlled craft to circle the moon, Mars and Venus.

But detailed exploration by machines alone, of many light years distance from the earth, would require super-robots that stagger the imagination.

However, self-sacrificing crews or super-robots would seem the inevitable answer to space flights through hundreds of light years. If these two are ruled out, and if the UFOs are true space craft, then these strange objects must come from a nearer star system—from worlds our own space crews can expect to reach—without too long a journey, not only to reach but to return home, to a familiar and little changed earth.

AMERICAN ROCKET MAY BE CIRCLING SATURN, SAYS OBSERVATORY HEAD

A United States rocket fired a few months ago, apparently reaching a speed of 25,000 mph, is believed to have escaped into space, according to the Director of Georgetown University's Observatory, Father Francis Heyden. The famous priest-astronomer has been consulted by the Defense Department in regard to various projects.

"A missile we fired last summer has never been found," said Father Heyden. "It may have been fired at too great a speed. Today it may be orbiting around Saturn."

Previously, reports that an American rocket had escaped into outer space were denied at the Pentagon. But to date there has been no specific denial of Father Heyden's statement. The observatory director is generally considered a conservative astronomer, careful not to make claims he cannot prove.

Probably it is only a coincidence, but Father Heyden's statement was made on the same day that the Air Force revealed it had launched high altitude rockets from balloons in the Pacific. Radar tracking later showed that an altitude of 4000 miles had been reached.

Shortly afterward Station WFBR in Baltimore asked AFHQ if all these rockets had returned to earth. After a two hour delay WFBR was told that the Air Force "assumed all the rockets had returned."

If one did not return, it is possible that it was this to which Father Heyden referred, with the date changed for some reason.

Regardless of the time, if a United States rocket has escaped from the earth's gravity, it indicates that we should be able to launch large satellites and moon rockets much sooner than has been officially admitted. It is to be hoped, in view of the Russian successes, that this report is correct.

UFO Link Discounted in Pacific Airliner Crash

The mysterious ocean crash of the Pan-American stratocruiser "Romance of the Skies" on November 8, 1957, is still unsolved, according to the Civil Aeronautics Board. However, there has been nothing to prove that this disaster was linked with an unidentified flying object.

This theory, mentioned by one newscaster, apparently was first stimulated by a Navy official's suggestion that a meteor had hit the plane. Since then, radio and ignition interference from UFOs, widely reported at the time, has been cited as a possible reason for a forced landing and the lack of a radio distress signal.

Five days after the plane disappeared a mass of debris and bodies was found in the sea, scattered over a wide area. Twelve of the bodies had life jackets and none of them had shoes—clear evidence that the passengers were prepared for a forced landing. But this only deepened the mystery. If there had been time to prepare for ditching why hadn't the crew sent out a distress signal so that rescue forces could know their last position?

Apparently something happened so suddenly that it knocked out all the communication systems at once. At the plane's normal rate of descent—500 feet per min.—the crew would have had 20 minutes to signal while descending from 10,000 feet.

Even at double the normal rate, they would have had ten minutes. The plane could not have been in a headlong dive or no one could have put on a life jacket.

It appears that some unknown disaster occurred at 5:27 PST, the moment at which several of the victims' watches had stopped. The strongest probability is that at least three engines had failed, possibly all four, prior to the last fateful moment.

At first there evidently was a controlled descent with partial or complete loss of power. If humanly possible, the crew would have sent distress signals immediately. Hundreds of newspapers and broadcasting stations asked the obvious question:

What happened to knock out all the radio transmission systems?

Because of the current reports of radio and electrical interference by UFOs, it was inevitable that the UFO answer should be suggested. If the UFOs' propulsion systems involve artificial gravity fields, as suggested by Prof. Hermann Oberth and other competent scientists, then electrical interference from a UFO's force field could be expected, if the device were operating relatively close to an aircraft.

In this case a UFO approaching the Pan American stratocruiser conceivably could affect both its ignition and radio systems.

Under such circumstances the captain would have had no alternative but to nose down and prepare to ditch the plane.

But this answer does not explain the apparent loss of control preceding the crash. The disaster was not caused by inability to see the water. At 5:27 p.m. whoever had the controls could have seen the ocean clearly enough to select the best approach to level off and stall in with minimum damage.

Instead, as both Navy and CAB investigators agree, the giant airliner went in at a steep angle, disintegrating from the impact. This suggests either that there was no one on the controls in the last moments, or that a second disaster befell the plane during its glide toward the sea. Fire or smoke in the cockpit could have driven out the crew or the pilot could have been blinded by smoke and lost control.

For a UFO to fit into this picture, one of two conditions would seem necessary: There would have to be some secondary hostile action, such as causing a fire or crippling control surfaces, or else the UFO's force field short-circuited an electrical system, starting a fire. The pilot could have made an ordinary ditching, as Pan American crews are constantly trained to do, if he had had only ordinary engine failure.

Unless positive evidence comes to light definitely involving a UFO, NICAP believes that supporting this theory will only cause harm. Linking UFOs with every unexplained crash will lead to ridicule by the press, and even serious investigators who are not involved may be labeled as irresponsible. If NICAP unearths any new facts, members will be informed. Results of the CAB investigation will be published as soon as released.

R. F. SHORTEN, 145 George V Avenue, Dorval, Quebec, Canada:

I have had six years overseas in the Canadian Army. For two years I was an aircraft spotter in a light AA Battery and gave lectures on aircraft identification. At present I'm employed by Trans Canada Airlines as a radio technician.

As to personal contacts, as in certain books, I'm very skeptical about these. If these craft are controlled by intelligent life, possibly our atmosphere is deadly to them, as a methane one would be to us!

I fail to see why ours should be the only intelligent life in the entire creation. The odds are far too great. I even fail to see why a carbon cycle, as ours, has to be the only workable one.

You have my permission to quote my name at any time.

ANTI-GRAVITY RESEARCH REVEALED AS ARMY SPACE PROJECT

Anti-gravity experiments linked with future outer space operations have just been announced by the Army. Basic research to develop a method of neutralizing or controlling the earth's gravitational pull is being conducted at Redstone Arsenal, the Army's missile center at Huntsville, Ala.

This announcement is of special interest for two reasons. First, because Professor Hermann Oberth, the first great rocket scientist to suggest that UFOs have artificial gravity fields, is on an Army project at Redstone. The nature of his work has never been disclosed, but it is reasonable to suppose that he has an important part in this and other space travel projects.

The Army's anti-gravity work and the other G-field research being carried on by the Navy, Air Force and leading aircraft companies also take on new importance because of the electrical interference from UFO close-range operations, as reported by a number of reputable witnesses.

(Details of these cases are given elsewhere in this issue.)

It is generally believed that an anti-gravity force field would produce interference effects such as have been reliably reported.

EDWARD W. MERKEL, JR., Cincinnati, O.

"I am a schoolboy at Walnut Hills High School in Cincinnati.

"As for my opinion on flying saucers, I suppose like most beginners I am skeptical about them being from outer space.

"I joined NICAP to find out as much as possible and help educate the public."

EARL N. SHAFER, Cincinnati, Ohio

"I am a Post Office employee.

"I am convinced the UFO's are real and not made in this world.

"To some persons the idea that the objects might come from Mars or Venus seems fantastic. But what if the truth in the matter is even more unbelievable?

"It seems to me that suppression of the facts is unjustified and undesirable."

Error in Quoting NICAP Director

On November 4, 1957 a press wire story quoted NICAP's Director as stating that reports of a spaceship visiting the southwest seemed to be bona fide. The actual wording of the Director's statement was that "these UFO reports at Levelland, Texas and Alamogordo seem to be bona fide." Use of the word "spaceship" was apparently a misunderstanding of the term "UFO" as used by NICAP.

Serious Flaws in AF Special REPORT 14 Revealed by NICAP Analysis

On November 5, 1957, the United States Air Force said it had reduced the "unknowns" in UFO reports to 1.9%. The Air Force also denied the existence of any strange aerial vehicles, terrestrial or interplanetary. All of its conclusions, the Air Force states, were based on Special Report 14, the Air Force Project Blue Book.

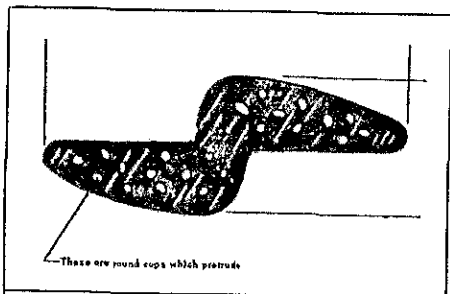
A careful analysis of Special Report 14 by NICAP has revealed serious flaws and contradictions which appear to confirm Capt. Edward Ruppelt's denunciation of the report as practically worthless.

Beginning in this issue NICAP will analyze the main points of the Air Force Project report. This first section will deal with the Air Force claim that no working model of a flying saucer could be built.

Special Report 14 states that out of 3201 UFO reports examined only 12 were found to contain sufficiently detailed descriptions to be of any practical use. Using these 12 cases—which the Air Force calls the "cream of the crop"—widely varying and sometimes weird sketches were made up. In Report 14 they are shown as proof that no one has agreed on the appearance of the flying saucers.

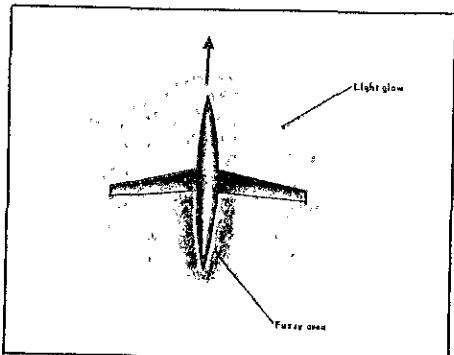
In the following columns, these 12 cases and sketches are given exactly as shown in Special Report 14. NICAP's comments will follow the last case.

CASE I. (Serial 0573.00)



Two men employed by a rug-cleaning firm were driving across a bridge at 0955 hours on July 29, 1948, when they saw an object glide across the road a few hundred feet in front of them. It was shiny and metallic in construction, about 6 to 8 feet long and 2 feet wide. It was in a flat glide path at an altitude of about 30 feet and in a moderate turn to the left. It was seen for only a few seconds and apparently went down in a wooded area, although no trace of it was found.

CASE II. (Serial 4508.00)

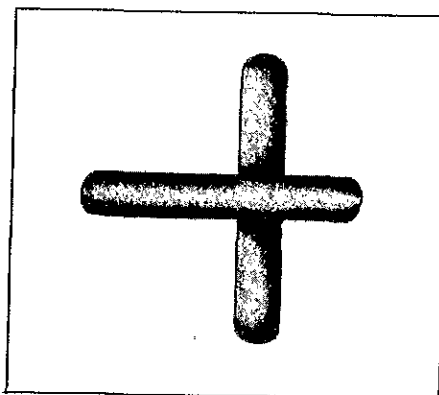


A naval aviation student, his wife, and several others were at a drive-in movie from 2115 to 2240 hours on April 20, 1952, during which time they saw several groups

of objects fly over. There were from two to nine objects in a group and there were about 20 groups. The groups of objects flew in a straight line except for some changes in direction accomplished in a manner like any standard aircraft turn.

The objects were shaped like conventional aircraft. The unaccountable feature of the objects was that each had a red glow surrounding it and was glowing itself, although it was a cloudless night.

CASE III. (Serial 2013.00, 2014.00 and 2014.01)



Two tower operators sighted a light over a city airport at 2020 hours on January 20, 1951. Since a commercial plane was taking off at this time, the pilots were asked to investigate this light. They observed it at 2026 hours. According to them, it flew abreast of them at a greater radius as they made their climbing turn, during which time it blinked some lights which looked like running lights.

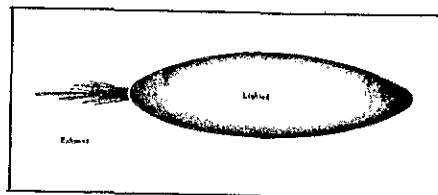
While observing plane was still on its climbing turn, the object made a turn toward the plane and flew across its nose.

As the two men turned their heads to watch it, it instantly appeared on their

other side flying in the same direction as they were flying, and then in 2 or 3 seconds it slipped under them and they did not see it again. Total time of the observation was not stated.

In appearance it was like an airplane with a cigar-shaped body and straight wings, somewhat larger than a B-29. No engine nacelles were observed on the wings.

CASE IV. (Serial 4599.00)

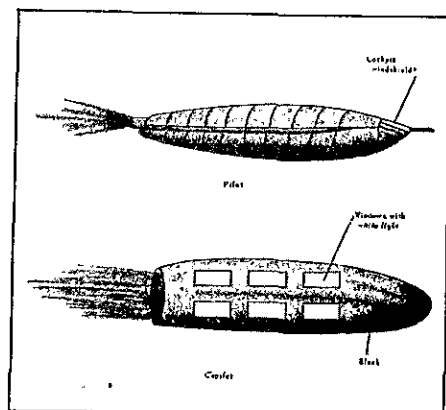


A part-time farmer and a hired hand were curing tobacco at midnight on July 19, 1952, when they looked up and saw two cigar-shaped objects. One hovered while the other moved to the east and came back, at which time both ascended until out of sight.

Duration of observation was 3 to 4 minutes. Both had an exhaust at one end, and neither had projections of any kind.

It was stated that they appeared to be transparent and illuminated from the inside.

CASE V. (Serial 0565.00 to 0565.03)



A pilot and copilot were flying a DC-3 at 0340 hours on July 24, 1948, when they saw an object coming toward them. It passed to the right and slightly above them, at which time it went into a steep climb and was lost from sight in some clouds.

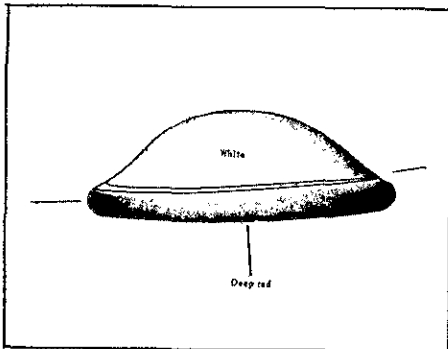
Duration of the observation was about 10 seconds. One passenger was able to catch a flash of light as the object passed.

The object seemed powered by rocket or jet motors shooting a trail of fire some 50 feet to the rear of the object. The object had no wings or other protrusion and had two rows of lighted windows.

CASE VI. (Serial 4822.00)

An instrument technician, while driving from a large city toward an Air Force base

Continued on next page



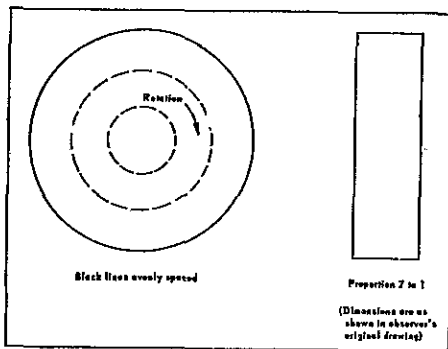
on December 22, 1952, saw an object from his car at 1930 hours. He stopped his car to watch it.

It suddenly moved up toward the zenith in spurts from right to left at an angle of about 45°. It then moved off in level flight at a high rate of speed, during which maneuver it appeared white most of the time, but apparently rolled three times showing a red side.

About halfway through its roll it showed no light at all. It finally assumed a position to the south of the planet Jupiter at a high altitude, at which position it darted back and forth, left and right alternately.

Total time of the observation was 15 minutes. Apparently, the observer just stopped watching the object.

CASE VII. (Serial 2728.00)



A Flight Sergeant saw an object over an Air Force base in Korea at 0842 hours on June 6, 1952. The object flew in a series of spinning and tumbling actions.

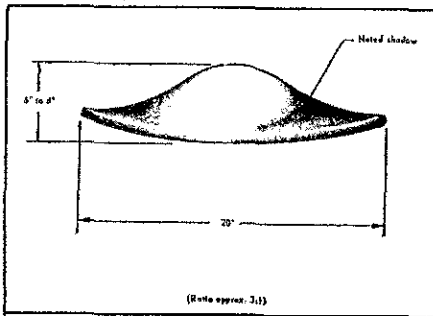
It was on an erratic course, first flying level and again tumbling, then changing course and disappearing into the sun. It reappeared and was seen flying back and forth across the sun.

At one time an F-86 passed between the observer and the object. He pointed it out to another man who saw it as it maneuvered near the sun.

CASE VIII. (Serial 0576.00)

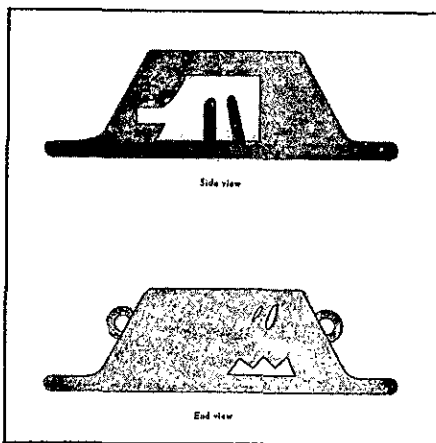
An electrician was standing by the bathroom window of his home, facing west, at 0825 hours on July 31, 1948, when he first sighted an object.

He ran to his kitchen where he pointed out the object to his wife.



Total time in sight was approximately 10 seconds, during which the object flew on a straight and level course from horizon to horizon, west to east.

CASE IX. (Serial 0066.00)



A farmer and his two sons, aged 8 and 10, were at his fishing camp on August 13, 1947. At about 1300 hours, he went to look for the boys, having sent them to the river for some tape from his boat.

He noticed an object some 300 feet away, 75 feet above the ground. He saw it against the background of the canyon wall which was 400 feet high at this point.

It was hedge hopping, following the contour of the ground, was sky blue, about 20 feet in diameter and 10 feet thick, and had pods on the side from which flames were shooting out.

It made a swishing sound. The observer stated that the trees were highly agitated by the craft as it passed over.

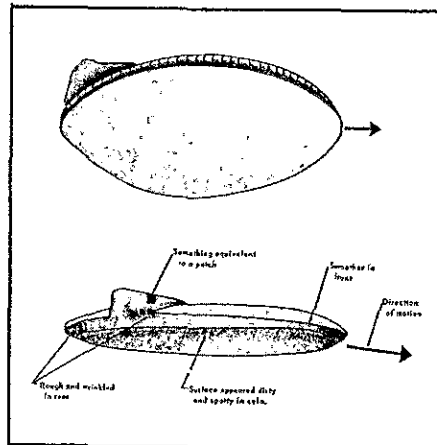
His two sons also observed the object. No one saw the object for more than a few seconds.

CASE X. (Serial 1119.00)

An employee in the supersonic laboratory of an aeronautical laboratory and some other employees of this lab, were by a river, 2-1/2 miles from its mouth, when they saw an object. The time was about 1700 hours on May 24, 1949.

The object was reflecting sunlight when observed by naked eye. However, he then

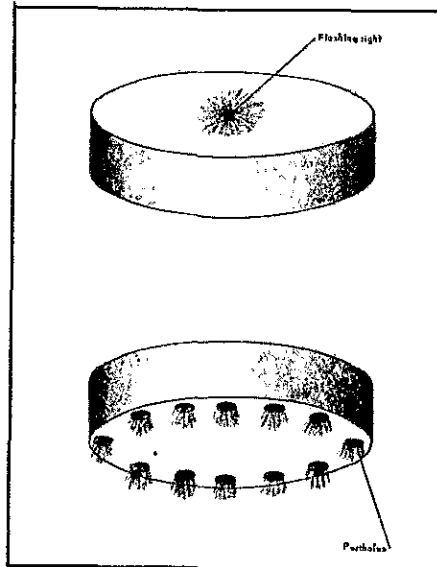
looked at it with 8-power binoculars, at which time there was no glare. (Did the glasses have filter?)



It was of metallic construction and was seen with good enough resolution to show that the skin was dirty.

It moved off in horizontal flight at a gradually increasing rate of speed, until it seemed to approach the speed of a jet before it disappeared. No propulsion was apparent. Time of observation was 2-1/2 to 3 minutes.

CASE XI. (Serial 1550.00)



On March 20, 1950, a Reserve Air Force Captain and an airlines Captain were flying a commercial airlines flight. At 2126 the airline Captain directed the attention of the Reserve Air Force Captain to an object which apparently was flying at high speed, approaching the airliner from the south on a north heading.

The Reserve Air Force Captain focused his attention on the object. Both crew members watched it as it passed in front of them and went out of sight to the right.

The observation, which lasted about 25 to 35 seconds, occurred about 15 miles north of a medium-sized city. When the

Continued on next page

REPORT, from p. 17

object passed in front of the airliner, it was not more than 1/2 mile distant and at an altitude of about 1000 feet higher than the airliner.

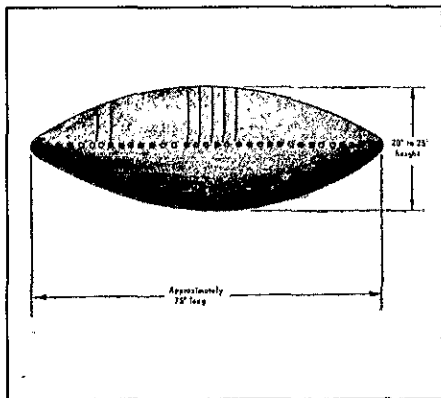
The object appeared to be circular with a diameter of approximately 100 feet and with a vertical height considerably less than the diameter, giving the object a disc-like shape. In the top center was a light which was blinking at an estimated 3 flashes per second.

This light was so brilliant that it would have been impossible to look at it continuously had it not been blinking. This light could be seen only when the object was approaching and after it had passed the airliner.

When the object passed in front of the observers, the bottom side was visible. The bottom side appeared to have 9 to 12 symmetrical oval or circular portholes located in a circle approximately 3/4 of the distance from the center to the outer edge. Through these portholes came a soft purple light about the shade of aircraft fluorescent lights.

The object was traveling in a straight line without spinning. Considering the visibility, the length of time the object was in sight, and the distance from the object, the Reserve Air Force Captain estimates the speed to be in excess of 1000 miles per hour.

CASE XII. (Serial 3601.00)



At 0535 on the morning of August 25, 1952, a musician for a radio station was driving to work from his home when he noticed an object hovering about 10 feet above a field near the road along which he was driving.

As he came abreast of the object, he stopped his car and got out to watch. Having an artificial leg, he could not leave the road, since the surrounding terrain was rough. However, he was within about 100 yards of it at the point he was standing on the road.

The object was not absolutely still, but seemed to rock slightly as it hovered. When he turned off the motor of his car,

he could hear a deep throbbing sound coming from the object.

As he got out of the car, the object began a vertical ascent with a sound similar to "a large covey of quail starting to fly at one time."

The object ascended vertically through broken clouds until out of sight. His view was not obscured by clouds. The observer states that the vegetation was blown about by the object when it was near the ground.

Description of the object is as follows:

It was about 75 feet long, 45 feet wide, and 15 feet thick, shaped like two oval meat platters placed together. It was a dull aluminum color and had a smooth surface.

A medium-blue continuous light shone through the one window in the front section. The head and shoulders of one man, sitting motionless facing the forward edge of the object, were visible.

In the midsection of the object were several windows extending from the top to the rear edge of the object; the midsection of the ship had a blue light which gradually changed to different shades.

There was a large amount of activity and movement in the midsection that could not be identified as either human or mechanical, although it did not have a regular pattern of movement.

There were no windows, doors or portholes, vents, seams, etc, visible to the observer in the rear section of the object or under the object (viewed at time of ascent). Another identifiable feature was a series of propellers 6 to 12 inches in diameter spaced closely together along the outer edge of the object.

These propellers were mounted on a bracket so that they revolved in a horizontal plane along the edge of the object. The propellers were revolving at a high rate of speed.

Investigation of the area soon afterward showed some evidence of vegetation being blown around. An examination of grass and soil samples taken indicated nothing unusual. Reliability of the observer was considered good.

● Hundreds of reports by well trained observers are in Air Force files, sightings which describe disc shaped and cigar shaped objects. Whether deliberate or not, what most of these top rated cases showed does not appear in Special Report 14.

● The most bizarre sketches—In Cases 1 and 9—represent reports by untrained observers.

● Reports by better trained observers—Cases 5, 7, 10 and 11—in general, conform to the usual disc or cigar shaped sightings. Case 3—showing an object with wings—is the exception; even here the sketch does not conform to the cigar shaped description.

● In other cases the sketches are poorly drawn. In Case 5—the famous Chiles - Whitted sighting in 1948—the actual descriptions by the pilots indicate a well streamlined device rather than the crude machine shown. The same applies to Case 11—the Chicago and Southern Airlines sighting; the actual details do not fit the box-like device portrayed.

● Finally, and most important of all, the Air Force claim that no working model could be produced is absolutely contradicted by the formerly secret Project Grudge report declassified temporarily for the press in December 1949.

In this official Intelligence report, stated to be based on a serious scientific investigation, appears the following AF conclusions:

"From a confidential analysis of Intelligence reports, Group 1. The most numerous reports indicate daytime observation of metallic disc-like objects roughly in diameter ten times their thickness."

From this official description a working model of a UFO or a flying saucer can be built without the slightest trouble.

Furthermore, the chief scientific consultant on the project then was the same man who headed the Report 14 analysis and still is listed as the top Air Force consultant—Dr. Allan J. Hynek, astrophysicist at Ohio State University. It seems impossible that Dr. Hynek—and the Air Force—could completely forget their own careful findings of 1949.

In the succeeding issue NICAP will cover the Report 14's claims that:

Radar sightings are worthless unless accompanied by visual reports.

All Air Force Project personnel were bored disbelievers in UFO reports.

The contradictory percentages in Report 14 and the admission that many of the "unknowns" came from sources rated as "Excellent."

(To be Continued)

SEREDA M. FEENER
Gloucester, Massachusetts

I am a student studying by night and working by day... NICAP is doing an excellent job despite certain handicaps and I believe in time these difficulties will be overcome. Much of the old superstitions remain in dark unexplored corners of peoples' minds... silly fallacies they hate to give up. It is an effort to think the way through to the truth.

The majority have never benefited by the fools they have cheered and followed, such as Napoleon and Hitler; but by the few pioneers they have mocked, such as Columbus and Edison who—while the world slept and dreamed—worked their way upward in the night.

COLUMBUS DISPATCH URGES SCIENTIFIC UFO INVESTIGATION

During the November increase in UFO sightings a number of newspapers showed a new critical approach toward the Air Force statements on this subject. One of the most forthright, chiefly a sharp appraisal of Dr. Menzel's mirage theory, appeared in the Columbus EVENING DISPATCH of November 7, 1957. The main points follow.

Dispatch Editorial:

Best tipoff on the fact that the multiplying reports concerning mysterious flying objects from various parts of the United States has official government investigators baffled is the announcement by Dr. Donald H. Menzel of Harvard Observatory that the whole thing is "just another flying saucer scare."

Dr. Menzel is the chief hatchetman and knocker-down of the premise that all Unidentified Flying Objects (the government's term) are explainable in terms of meteorological phenomena. His book "Flying Saucers" (1952) is the bible of those who refuse to admit the slightest possibility that the UFOs just might come from outer space or even from this earth.

The thesis of his book itself has been rather thoroughly exploded by the writings of others in the field, some of them as experienced and well qualified as he....

Dr. Menzel may very well be right in discounting the spaceship theory; in fact, the probabilities would seem to lean that way. But neither closed-minded dogmatism such as his nor the hints from Air Force headquarters that they do not expect to turn up anything new or interesting in connection with the latest sightings bear evidence of the open-minded scientific detachment which ought to accompany any scientific inquiry.

The best way for the government probers to convince the public that every flying saucer report eventually will be explainable in terms of known material or natural phenomena is not to prejudge them, as obviously is being done in the case of the new reports.

NICAP congratulates the DISPATCH and other newspapers which asked for a more sensible and scientific approach to the UFO problem.

FLORENCE RIEGER
Chicago, Illinois

I have had a high school education and I manage a millinery shop. I am of the Jewish faith and, in my humble opinion, religious beliefs should be strengthened with the positive proof that life exists on other planets. For surely this would prove a plan of creation, not just an accident of birth on one small spot in the universe.

NICAP GOVERNORS SAY U.S. SPACE OPERATIONS SHOULD GIVE DEFINITE UFO EVIDENCE

New, important information on UFOs, which could solve the flying saucer mystery, will result from United States space operations, according to nine Governors on NICAP's Board. The nine Board members stating this belief are:

Rev. Albert Baller; Dr. Earl Douglass; Frank Edwards; Col. Robert B. Emerson, U.S. Army Reserve; J. B. Hartranft, Jr., President, AOPA; Vice Adm. R. H. Hillenkoetter, USN, Ret.; Rear Adm. Herbert B. Knowles, USN, Ret.; Rev. Leon C. LeVan; and Prof. Charles A. Maney.

In a joint statement approved for NEA news service, the nine Governors declared:

"The United States satellite and space exploration program should give us new, valuable information on Unidentified Flying Objects, affording definite evidence as to their reality. This will result because of a tremendous increase in observation of the skies by radar, telescopic and naked-eye tracking systems.

"This will certainly increase the number of detailed UFO reports from trained observers — reports including accurate measurement of courses, speeds, altitudes, maneuvers, and sizes and shapes of such objects.

"Manned satellites certainly would enable detailed observation of UFOs," the NICAP Governors' statement continues, "whether they were orbiting space bases or spaceships maneuvering at high altitudes.

"If our manned satellites are equipped with telescopes, as planned for some, it will also enable detailed observation of UFO devices operating at lower levels—such as the huge disc tracked and pursued in the Far East by an Air Force jet pilot some months ago." (See No. 2 issue of the UFO INVESTIGATOR. Ed.)

Another NICAP Board member, Major Dewey Fournet, Jr., U. S. Air Force Reserve (formerly Pentagon liaison officer on the UFO Project) states that some U. S. satellites—especially the larger ones—could be instrumented to detect or photograph UFOs within their range and transmit details to earth stations. The majority of NICAP Board members fully agree with the former Air Force authority on UFOs.

Endorsing the Governors' statement, NICAP's Director, Maj. Donald E. Keyhoe, USMC, Ret., told NEA there has been an increase in authentic UFO reports since the first Russian satellite drew public attention to the skies. Other points made include the following:

NICAP has been informed that spotters of Operation Moonwatch (network system to track the U. S. Vanguard satellite) have sighted a number of flying saucers during tracking practice over wide areas.

Our Redstone missile has been officially stated to carry a robot "brain" and an electronic controlled "program" which will handle any contingency up to a head-on collision with another rocket or satellite.

Another United States space machine planned is the "Snooper," designed by Rocketdyne, North American Aviation.

This will be a one and a half ton spaceship propelled by an ion engine. Unmanned, it will circle the moon or a solar system planet for a year or more, if desired, photographing the surface and recording data on the atmosphere, temperature, speed of rotation and the like.

This "Snooper" will be similar to space machines announced by the Russians for investigating the moon and our solar system planets. According to Russian statements, television pictures will be received by USSR stations on earth, indicating whether there is life on Mars or Venus.

NEA Obtained Director's Statement

"If you reverse this," said NICAP's Director, "it is obvious that an intelligent race on another planet could also be sending similar "snooper" machines—or a more advanced observation device—to circle the earth for prolonged periods and relay back their findings."

"It is quite possible then," Maj. Keyhoe said, "that our first satellites and spaceships may encounter just such interplanetary machines—manned or remote-controlled. Our space devices may even be closely approached by such alien machines for direct observations."

Even without such a close approach, the Director pointed out, existing or planned U. S. space machines will enable us to detect any UFOs operating in our atmosphere. Coded information can be sent to earth stations by telemetering systems—exactly as the original sputnik recorded meteoritic hits on the satellite.

If a UFO approaches one of our orbiting satellites, it can be photographed and the results either televised to earth or the film returned by a nose cone built to with-

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GOV NICAP, from p. 19

stand high temperatures. The fact that the nose cone of a Jupiter C-rocket was recovered after a highspeed descent shows that instrument records and films can be safely returned to earth.

Other Points in NICAP Statement

Manned satellites of course will afford the best chance for detailed information on UFOs. One which could be used is the Meteor Junior spaceship, planned to operate as a satellite with a crew of three to four scientist-observers during a two month flight.

This machine, designed to be operated 2000 to 3000 miles out, if desired, may be the forerunner of larger "space platforms" which will carry radar, infra-red and telescopic equipment.

If a flying saucer approached such a space platform, or if it were observed within a reasonable distance, the crew could launch highspeed unmanned rockets to follow the UFO and photograph its speed, maneuvers and appearance at close range.

(Most gun-camera pictures of UFOs which have been taken by jet pilots seldom show more than round, blurred objects, since the UFOs usually out-distance them.)

Besides making detailed observations, our space devices can be equipped to attempt automatic communication — by light signals or by radio—when they are close to UFOs.

Any answer could be automatically relayed to earth and direct communication could then be established from earth stations, by remote control of the space device communication systems.

Unmanned "moon transmitting stations" (which may be in the news within a very short time) will afford another chance to detect and record UFO operations.

Since both the United States and Russia are planning manned moon bases, it is not impossible that a race from some other planet has already set up such an operating base on the moon. While there is no proof that this has happened, robot reporting stations could easily relay information of any alien space machines operating near or on the moon.

The same of course would apply to Mars, Venus, or other solar system planets, which we plan to investigate, first by robot devices and then by manned spaceships.

The increased information coming into NICAP headquarters — along with many questions about UFOs and space flight — shows a new awareness of outer space possibilities of many kinds.

In the NEA release the Board members requested that anyone with authentic

information on UFOs send the details to NICAP to be evaluated, with conclusions released to the press and NICAP members.

CLARA FOSSUM
Rochester, Minnesota

I am employed in the Insurance Section of the Mayo Clinic. Previously I attended Duluth and Winona State Teachers Colleges and taught school for several years.

I do not know what to think of the UFOs but have been reading any material I can find on the subject trying to keep an open mind and to separate truth from fiction.

MRS. JAMES C. POLLARD
Selma, Alabama

I am a clerk typist at Craig Air Force Base, Alabama. I am convinced that the UFOs are from some other star in our galaxy. They are piloted by some form, human or otherwise, of super intelligence. They must have had this small Earth under their watchful supervision for many hundreds of years. I think there must be some kind of a Federation of Worlds out there and they are waiting for us to "grow up" spiritually and mentally. This watchfulness has been greatly stepped up since we began playing with the atoms. I believe these beings are benevolent although they may become dangerous to us if, for the safety of the universe (I know too little of the dangers of a mighty chain-reaction to judge here) we force them to change their policy.

JOHN W. TOMPKINS
Eagle Pass, Texas

I am a grower and shipper with special interest in air and space travel, and our future military position.

Graduate Texas A&M, ROTC in 1938, ex-Lt. Col. army reserve, WW2 campaigns in Solomon Islands, New Guinea and the Philippine Islands.

I have no definite opinion on the UFO problem, but I am interested and have read all available information on the subject.

ELEANOR G. VON HEIMBURG
Washington, D. C.

I am the Director of a small hospital...

These very real objects have been reported for thousands of years and they MUST be from outer space. Their purpose? I don't know. Probably they are just travellers. Perhaps colonies of moles on earth, if they could speak, would ask similar questions about OUR airplanes!

AUTHOR OF "LIFE ON OTHER WORLDS" REVERSES SELF TO DENY UFO REALITY

During a recent television appearance in England the former British Astronomer Royal, Sir H. Spencer Jones, said it was quite inconceivable that there were superior races dwelling on other planets. This is contrary to opinions publicly expressed by Dr. Clyde Tombaugh, discoverer of the planet Pluto, Dr. Harlow Shapley, former director of Harvard Observatory, and other famous astronomers. It is also contrary to Dr. Jones' own published statements.

In his "Life on Other Worlds" published by MacMillan in 1940, Dr. Jones stated his conclusion that intelligent life is scattered throughout the universe and that it sometimes reaches highly developed stages. He also said that the possibility of intelligent life on Mars could not be excluded — a possibility involving the building of artificial waterways by a race which obviously must have reached this technological stage far ahead of any earth civilization.

The former Astronomer Royal made his latest public statements while ridiculing the possibility that flying saucers could be vehicles from other worlds. Queried about UFOs by interviewer Daniel Farson, Jones said that no machine could fly from the nearest planet in under 750 years, even if it were possible for it to fly at 1000 miles per second. The spacemen, he said, would have to be Methusalahs.

Since Mars during its closest oppositions is less than 35,000,000 miles from the earth, Dr. Jones' figures appear to be slightly in error. At 1000 miles per second a space vehicle would travel 60,000 miles a minute, or 3,600,000 miles per hour.

At the suggested speed a trip to Mars would require just under ten hours. Even tripling the time for acceleration and deceleration, the trip would take less than a day and a half. Considering Dr. Jones' high standing, the 750 year figure is a strange discrepancy.

Dr. Jones' comments are cited for one reason only: to show that even great scientists occasionally make errors and also that they may reverse their earlier beliefs, despite years of research and careful calculations.

In Dr. Jones' case the reversal is puzzling because it opposes a noticeable trend. Most famous astronomers now agree that there must be a large number of inhabited planets throughout the universe, some with races more advanced than our own.

AIR FORCE DENIES UFO WITNESSES MUZZLED DESPITE ORDER AT DALLAS

On November 5, 1957, a UFO photo kept secret by the Air Force for over a year was released to press services by Air Force officials at Hensley Field, Dallas.

The picture — vividly showing the unknown object's vapor trail — was taken by a civilian, former bomber pilot J. G. Kirby of Dallas. When the photo was revealed Kirby said the picture and his sighting report had been held up by the FBI and the AF since September 1956.

Three weeks later, in an official statement to NICAP, an Air Force spokesman branded as a "damn lie" any UFO witness claims of having been silenced. The officer, a Major Tacker, information officer in the Office of the Secretary, insisted that no pilots or other witnesses in or out of the armed forces had ever been told not to reveal UFO information.

An official Air Force "Fact Sheet" issued in November 1953 made the same claim in these sentences:

"There have been misconceptions that the Air Force is withholding flying saucer information from the public. Persons involved in sightings are free to say what they please."

This statement has been officially repeated to the press, Congressmen, and the general public, every year since 1953. But the evidence in the Kirby incident and other verified cases strongly indicates it is not correct.

According to the Associated Press, the UFO photo was revealed by the Air Force itself, early in November, at which time ex-pilot Kirby was permitted to talk. In his public statement Kirby said he and his family sighted the unknown object near Amarillo, Texas, August 2, 1956. The object, he said, was about 15,000 feet high and maneuvering near a frontal cloud. He stated that it left a glowing emerald-green trail which descended toward the ground.

On his return to Dallas Kirby called the FBI. An agent studied the picture he had taken, then took it to nearby Hensley Air Force Base. The Air Force, Kirby said, theorized that the glow was caused by radiation vapor. It was then that he was instructed to keep silent about the picture and his sighting.

Confiscation of a UFO picture is not new. In 1952 the Air Force took over a moving picture of a UFO from Marine Corps corporal Ralph Mayher in Florida. Despite Mayher's urgent requests for the picture's return or a statement of what was learned, the Air Force still insists it never had the film. (For more details, see story in this issue announcing the Special Adviser appointment of Mr. Mayher, who is now a news photographer and announcer with KYW in Cleveland.)

This is also not the first report to NICAP showing that reputable UFO witnesses have been muzzled—witnesses both in and out of the armed forces. There is no question of this censorship; JANAP 146, a Joint Chiefs of Staff directive, clearly specifies severe penalties up to ten years in prison and a fine of up to \$10,000 for anyone revealing UFO reports made through the armed forces emergency communication system. Air Force Regulation 200-2 also states that no UFO reports will be released

except sightings already explained as conventional objects.

But the Kirby case raises a different question. Mr. Kirby was not in the armed forces nor did he make an official report under JANAP 146 or AFR 200-2 or a similar Navy directive.

By what authority then was he ordered to keep silent?

A year long censorship by the FBI can be ruled out. It is obvious that Kirby's orders came from Air Force officials after the FBI gave them the picture. But unless the security of the United States was involved, no Government agency—military or civilian—had any legal right to keep Kirby from talking. And the Air Force has repeatedly stressed that the security and safety of the United States are NOT involved in any way.

Probably millions of Americans do not realize this lack of authority. Letters and verbal reports received by NICAP show that a number of citizens have been frightened into keeping still.

A request for silence is another matter, if a reasonable cause is cited—such as the need for temporary silence while other witnesses are being interrogated. But it should be a request—not an order.

NICAP suggests that when any UFO witness is ordered to keep silent he should ask for 1) the legal authority for the order, 2) the name and official position of the person giving the order, and 3) the reason for the order. A citizen also is within his legal rights if he insists on having a witness to these proceedings.

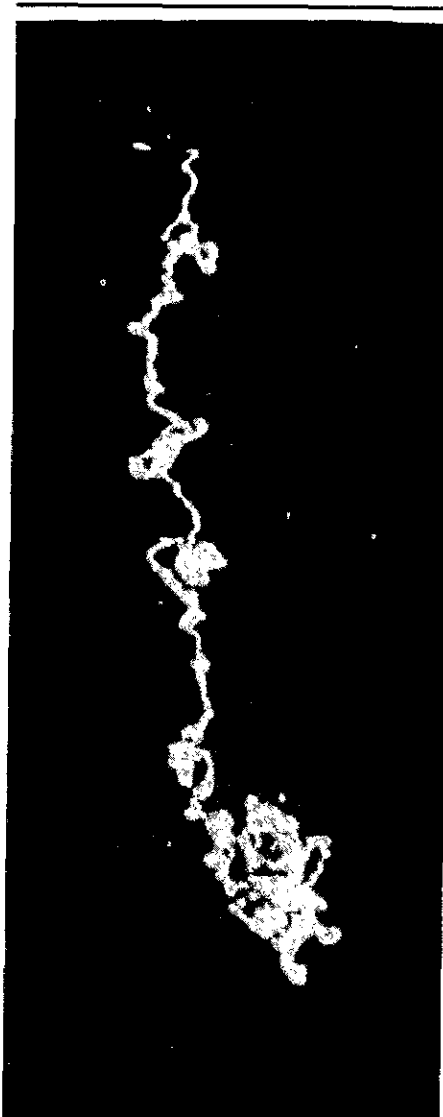
NICAP requests that anyone who has been silenced in regard to UFO information and who is not in the armed forces send the details to this Committee. If so specified, we will not reveal names, though we believe that full publicity on such cases will help to end any attempts at illegal censorship.

NICAP IS GRATEFUL FOR YOUR HELP

We are very grateful to the hundreds of members who have sent us newspaper clips, sighting reports and other information on UFO's.

This flow of information is vital to NICAP's investigation and every member who contributes is bringing us that much nearer to the eventual solution of the UFO problem. We are especially in need of clippings from local newspapers, with details of sightings or other UFO developments which do not reach the press wires.

We should like to thank each member personally, but until our staff is larger we hope you will accept our apologies for the lack of individual letters.



Suppressed UFO picture taken by ex-AF pilot J. G. Kirby, Dallas. Note diamond shaped object, at bottom of trail

FROM THE PRESS

Worcester, Mass., "TELEGRAM":

It is probably presumptuous to assume that the human race on our own planet is the only possible race of beings anywhere in the universe which could possess the intelligence to conquer interstellar space. But the human mind is limited in its concepts, even as the minds of some lesser breeds of creatures are limited.

If there is a race of intelligent beings in some other part of the celestial domain and if that race has pushed ahead of us in technical matters, the other race may have moved ahead of us in finding answers to other problems, too. If some of them would be willing to land on our planet and advise us on certain matters which seem, to our feeble brains, incapable of solution, we ought to be ready to welcome them. It is hard to understand why anyone would not want to believe in flying saucers even when the evidence is still rather slim.

Allentown, Pennsylvania.
CALL - CHRONICLE:

"One of the greatest mysteries of the post-war period!"

This is the way Dr. Ralph N. Van Arnam, assistant professor of mathematics and astronomy at Lehigh University, described the flying saucer phenomena.

Van Arnam says he is keeping an open mind on the matter... He added that scientists cannot fathom an intelligence from another planet in our own solar system directing such objects but "we just don't know."

The consensus is that there's something behind flying saucer reports, he added.
(Story by staff writer Ann Kovalenko)

Rocky Mount, N. C., TELEGRAM

Numerically the odds favor the existence of life on other planets and therefore the possibility of outer space visitors. We know that our own sun is one of the more insignificant stars among the millions in a galaxy which itself is speeding through space out on the edge of vast numbers of other galaxies with their billions of stars and planets. We would be presumptuous indeed to assume that earth alone in the vast universe supports life and a form of higher intelligence. If flying saucers are directed by beings from another world, the purpose of their reconnaissance of our planet remains, of course, unknown. Whether they are friendly or hostile awaits some dramatic future development.

Should our out-of-this-world visitors prove to be hostile and bent on destruction and conquest, we imagine that differences now existing between nations would soon be reconciled. Even contemplating such

CAPT. ORVILLE HINTS CENSORSHIP OF UNKNOWN SATELLITES STORY

Capt. Howard T. Orville, USN, Ret., head of the President's Weather Control Commission, says that he holds the same ideas on unknown satellites orbiting the earth as he expressed in 1954.

Interviewed by Lou Corbin on WFBR on October 24, 1957, Captain Orville was questioned about the views he stated three years ago. A tape of the 1954 WFBR broadcast contains the following:

Mr. Corbin: Do you know of any condition under which two such objects could enter the earth's atmosphere and pick up orbits 400 and 600 miles out?

Capt. Orville: No, not that I know of. Your doubts are well justified.

Mr. Corbin: If there are two bodies circling, then they would be unnatural or not natural?

Capt. Orville: If that should be true, military security would prevent discussion.

Mr. Corbin: Then it is not impossible that the two bodies, if they are there, might well be space stations?

Capt. Orville: Well, that is an interesting thought. I don't know of any set of circumstances that would account for two bodies orbiting around the earth.

Mr. Corbin: But we still have the puzzle of something circling the earth.

Capt. Orville: Yes.

During the broadcast on October 24, 1957, when asked if there was any new information about the unknown satellites, Captain Orville said it appeared that the military might have kept the matter from publication.

"From the American people?" asked Mr. Corbin.

In reply Captain Orville said he did not wish to call it a deliberate cover-up. Then he added:

"But we didn't hear any more about it, did we?"

a possibility underlines the folly of humanity divided against itself.

CHRISTIAN SCIENCE MONITOR:

"Why do men want to venture into the forbidding regions between the stars?"

In answering the question, the Christian Science Monitor quoted this fitting statement by the great explorer Fridtjof Hansen:

"The history of the human race is a continual struggle from darkness toward light. It is, therefore, of no purpose to discuss the use of knowledge. Man wants to know and when he ceases to do so he is no longer man."

NICAP HAS MEMBERS IN FOURTEEN FOREIGN COUNTRIES

The National Investigations Committee now has members in fourteen foreign countries, as follows:

Australia, Brazil, Canada, Denmark, England, India, Italy, Japan, Mexico, New Zealand, South Africa, Sweden, Switzerland and Venezuela.

NICAP's United States membership covers 47 states. (South Dakota is the only state not yet represented.) We also have regular members in the United States Territories of Alaska and Hawaii.

Although the Committee needs a larger membership for financial support of its operations, it is gratifying to have a membership network of such national and international scope, since it serves both as a source of UFO information and for the investigation of sighting reports here and abroad.

Erroneous Claim Regarding Admiral Fahrney

In the September issue of "The Ufologer" published in Washington, D. C., it was stated that Rear Admiral Delmer S. Fahrney, who was formerly chairman of NICAP's Board of Governors, had listened to tape recordings of alleged messages from Venus received through a medium.

The "Ufologer" editors printed the item in good faith, but the individual relaying the statement had absolutely no basis for this claim. Admiral Fahrney did not attend the Pentagon meeting where the tapes were played, nor has he heard any of these tapes at any time.

ORDERS FOR REPRINTS OF ISSUE ONE

Requests continue to come in for copies of the first issue of the UFO INVESTIGATOR. As stated in our last number, the first issue is out of print. If we receive enough definite orders, however, we shall run off another edition.

This also would enable NICAP to grant requests of new members that we begin their membership with the first issue.

The cost of single issues remains at \$1, including postage. This is necessary because of the heavy cost of printing.

If you definitely wish a copy of Issue #1 please send us your order by postal card. Do NOT send any money until you are notified, through the magazine or directly, that copies are available.

We shall need at least five hundred orders to justify a re-run and the special mailing involved.

Meantime, take care of your Issue #1— for it is already a collector's item.

The People Who See "Flying Saucers"

As discussed elsewhere in this issue, Dr. James C. Bartlett, the noted Baltimore astronomer, has courageously revealed his series of dramatic UFO sightings.

Undoubtedly many UFO witnesses who have kept silent for fear of ridicule will be encouraged by Dr. Bartlett's stand and will now reveal hidden sightings.

NICAP has already noted a change in the general attitude. Hundreds of its members have agreed to have their names listed publicly. These include a steadily increasing number who have heretofore kept silent about sighting of Unidentified Flying Objects.

There are still some who feel that such publicity may seriously affect their business or private lives. Unfortunately, their fears are not without solid foundation. But the ridicule is decreasing, mainly because of the many reputable citizens who have come forward and added their reports to the mass of UFO evidence.

In the belief that it may encourage others who are debating such a step, we are listing some of the names of UFO witnesses who have "stood up and been counted." This is only a small percentage of those publicly reporting UFOs. All the names would fill many pages, if not this entire issue of the UFO INVESTIGATOR.

We also suggest that this list be used in presenting the UFO evidence to newcomers to the subject. It is an effective answer to persons who claim that all those who report flying saucers are hoaxers, publicity seekers or crackpots.

Capt. Jack Adams, pilot Chicago and Southern Airlines.

Capt. Richard Adickes, pilot TWA (Trans World Airways).

Capt. Jack Adriance, pilot PAA (Pan American World Airways).

George Allen, navigator BOAC (British Overseas Aircraft Corporation).

Lt. E. J. Ambrose, U.S. Marine Corps.

G. W. Anderson, flight officer Chicago and Southern Airlines.

Capt. E. J. Arnold, pilot EAL (Eastern Airlines).

Kenneth Arnold, private pilot and businessman who coined "flying saucer" phrase.

James F. Bachmeier, former Navy pilot, pilot Mid Continent Airlines.

Capt. John Baldwin, pilot Conner Airlines.

Capt. Douglas Barker, Australian pilot.

Harry Barnes, traffic controller CAA (Civil Aeronautics Administration).

William Blackwell, chemical company employee.

Col. Donald J. Blakeslee, commanding officer Fighter Wing, U. S. Air Force.

Louis P. Bluver, chief observer GOC (Ground Observer Corps).

Dudley Bolger, private pilot.

Dean Bourland, engineer Boeing Aircraft.

Lee Boyd, first officer BOAC.

Lt. David C. Brigham, U.S. Air Force.

Capt. Kenneth G. Brosdal, pilot PAA.

Capt. W. M. Bruen, pilot National Airlines.

Capt. William Call, Jr., pilot EAL.

Capt. Paul Carpenter, pilot AA (American Airlines).

Capt. Richard Case, pilot AA.

Capt. Francois Cavasse, pilot Air France.

Capt. Dario Celis, Venezuelan airline pilot.

Capt. Clarence S. Chiles, EAL pilot.

Capt. Olf Christiernnson, Swedish pilot.

Michel Clement, Air France co-pilot.

Pierre Closterman, French air ace.

Howard Cocklin, CAA tower operator.

Lt. H. G. Combs, U.S. Air Force.

James Copeland, CAA radar operator.

B. J. Cores, Venezuelan airline flight officer.

Robert Corshaw, sheriff's deputy, Ventura County, California.

Mrs. George Dittmar, high school teacher.

G. P. Drury, deputy regional director Civil Aviation, New Guinea.

W. Dryland, New Zealand storekeeper.

Joseph Eaton, airport operator.

Capt. Giovanni Ercola, Brazilian airline pilot.

D. L. Falwasser and F. Ferrier, agricultural pilots, New Zealand.

Charles Fisher, civil engineer.

E. J. Fitzgerald, vice president metal equipment firm, Chicago.

G. Duncan Fletcher, vice president Kenya astronomical association.

Capt. Peter Fletcher, BOAC pilot.

Donald Freestone, PAA master mechanic.

Frank Garosi, GOC observer.

Florian Giabowski, police constable, Ontario, Canada.

Daniel Godfrey, BOAC flight engineer.

Lt. George F. Gorman, Air National Guard pilot, North Dakota.

Jack A. Green, ex-AF jet pilot; flight test analysis, Northrop Aviation.

J. C. Gregory, executive secretary of Winnebago County CD Council, Illinois.

M. Greze, former fighter pilot.

Capt. Victor Hancock, pilot Tennessee gas transmission company.

Reg Harrington, Cortland, New York businessman.

D. Hawke, ex-pilot WW2, New Zealand.

Capt. Walter W. Hawkins, TWA pilot.

Lt. Donald J. Hemer, USAF F-86 pilot.

Dr. Seymour Hess, astronomer Florida State University, President ALPO and editor "Strolling Astronomer."

Gloria Hinshaw, TWA DC-3 hostess.

Capt. Don Holland, U. S. Marine Corps jet pilot squadron commander.

A. Hollander, official of Israeli National Aviation Company.

Capt. James Howard, Royal Air Force veteran, BOAC pilot.

Dr. Craig Hunter, director medical supply company.

C. H. Jenkins, engineer Boeing Aircraft.

L. D. Jensen, traffic controller, Fargo.

T. S. Johnson, RAF pilot.

1st Lt. Roy L. Jones, B-29 pilot.

A. Kabli, physicist, Israel

Dr. J. J. Kalizkewski, formerly chief engineer, General Mills; Navy cosmic ray project.

Capt. Charles J. Kratovil, TWA pilot.

Dr. Lincoln LaPaz, director New Mexico Institute of Meteoritics.

William Lear, Jr., president Lear, Inc. Winner 1950 Collier trophy.

R. L. Lemon, BOAC flight officer.

CPO Charles Lewis, U.S. Navy.

Clare Booth Luce, former Ambassador to Italy.

Ewart McDiarmid, RNZAF, WW2 pilot and businessman.

Dick McKendry, sheriff's deputy Ventura County, California.

Capt. Robert B. McLaughlin, U.S. Navy.

Capt. Robert Manning, TWA DC-3 pilot.

Nicholas Marianna, businessman and ball club manager.

Don Martin, chemical company superintendent.

Lt. Col. Lee Merkel, pilot commander Kentucky National Guard.

Col. Frank Milani, director CD, Baltimore.

Guy Miller, pilot Tennessee gas transmission company.

S. N. Miller, manager jewelry store St. Paul, Minnesota.

R. Moon, New Zealand farmer.

Marty Morrow, United Airlines hostess.

Robert Mueller, PAA flight engineer.

Capt. Ned Muller, PAA pilot.

John Murphy, sheriff's deputy Ventura County, California.

Peter J. Naughton, sheriff Point Townsend, Washington.

CWO Delbert C. Newhouse, U. S. Navy photographer.

Jerry Noosinow, PAA flight engineer.

Robert O'Connor, GOC observer.

Tord Olsson, Swedish photographer.

Lt. William L. Patterson, U. S. Air Force jet pilot.

D. W. Paul, New Zealand businessman.

Saul Pett, Associated Press writer.

Capt. Casey S. Pierman, Capital Airlines.

Capt. W. T. Rainbow, New Zealand pilot.

Allen R. Roberts, GOC observer.

Continued on next page

FLYING SAUCERS, from p. 23

Jim Roddy, GOC and news reporter.
 Lt. Harry L. Roe, Jr., Ohio Air National Guard.
 Flight Lt. J. R. Salandin, Royal Air Force jet pilot.
 Capt. Francis Saloranzino, Ecuadorian Air Force pilot.
 Maj. Charles Scarborough, U. S. Marine Corps Reserve jet commander.
 Douglas Scott, BOAC radio officer.
 Don Sheehan, PAA flight engineer.
 Capt. D. Shrum, PAA pilot.
 Capt. E. J. Smith, United Airlines pilot.
 Maj. James B. Smith, U. S. Air Force F-86 pilot.
 Richard Smith, PAA flight engineer.
 C. H. Smythe, RAF pilot.
 Capt. Willis Sperry, American Airlines pilot.
 Capt. Charles Stanton, USMCR.
 Capt. Ralph Stevens, United Airlines pilot.
 William Stewart, BOAC flight engineer.
 First Lt. D. C. Swimley, USAF.
 First Officer Dion W. Taylor, PAA co-pilot.
 Dr. Clyde W. Tombaugh, astronomer and discoverer of planet Pluto.
 S. G. Trounce, First Officer New Zealand National Airlines.
 A. R. Tuckett, air traffic officer and pilot, New Zealand.
 Maj. E. J. van Nierkerk, radar instructor African Air Force.
 Capt. Matthew A. Van Winkle, PAA pilot.
 M. Veillot, control tower operator Le Bourget, France.
 Rev. Ross Vermillion, former B-29 pilot.
 Capt. Lawrence W. Vinther, Mid-Continent Airlines pilot.
 Adolph Wagner, deputy CD coordinator Baltimore, Maryland.
 Rodney Warrick, high school principal Marysville, Ohio.
 John Washuta, PAA flight engineer.
 Wells Alan Webb, chemist, author and physicist.
 Daphne Webster, BOAC stewardess.
 Maj. E. C. White, U. S. Marine Corps Reserve pilot.
 John B. Whitted, EAL flight officer.
 W. P. Whitworth, RAF wing commander.
 Dr. H. Percy Wilkins, noted British astronomer, world famous lunar expert, President International Lunar Society.
 John Williams, CAA tower operator.
 Lt. R. R. Wilson, U. S. Air Force F-89 pilot.
 Capt. Robert Wyland, PAA pilot.
 Joseph Zacko, CAA radar operator.
 John Zimmerman, geologist.

C. L. Montesquieu in Persian Letters, 1721

All scientific men were formerly accused of practicing magic. And no wonder, for each said to himself: "I have carried human intelligence as far as it will go, and yet So-and-So has gone further than I. Ergo, he has taken to sorcery."

No Official Press Censorship on UFOs, Says CSI President

The charge that there is an officially imposed press censorship on UFOs is a mistake, according to John DuBarry, the president of Civilian Saucer Intelligence, New York City, and formerly associate editor of TRUE Magazine. Such claims can retard serious UFO investigations, Mr. DuBarry told NICAP, in commenting on the recently improved press coverage.

NICAP agrees that there is no evidence of any official order to the press. In the past few years some Air Force public information officers have tried to persuade newsmen and editors not to print UFO stories. This policy has had a decided effect in reducing press coverage of saucer reports and in some cases it has caused a tongue-in-cheek treatment of the subject. But despite this, wire services and many newspapers have shown a more serious approach in recent months. We are therefore reprinting a former statement by Mr. DuBarry, with the hope that members will follow this veteran newsman's advice, as summed up in the last paragraph.

UFO censorship is presumed to operate in two areas—in the government and in the press. Before considering its causes and effects, let's define the term. By censorship I assume we mean deliberate interference with or suppression of communication for reasons of policy. Such censorship has indeed taken place in the government, as Donald Keyhoe and Edward Ruppelt have showed us.

Though the policy basis is still unclear—whether it's fear, stubborn disbelief, or simple bafflement, we don't know—there has been a more or less successful squelching of good UFO cases.

In the press, however, the situation is different. No central command exists, as in the government, that can compel silence. From experience on both newspaper and magazine staffs, I know that most publishers and editors would react against any attempt to shut them up about UFOs. I am sure that the government has not tried directly to do so.

A few publications, I don't doubt, have adopted a self-imposed censorship as a matter of policy. (They don't believe in saucers, or they don't want to encourage public concern about them.) Most publications just don't know what to think and consequently accept Air Force pronouncements. If they're silent, we can blame them for being negligent or gullible, but not for being censored.

As a matter of fact, local newspapers report a fair number of UFO sightings, and news clippings are the mainstay of our UFO files.

Therefore, let's capitalize on this LACK of censorship in the press. If UFO invest-

RETIRED ARMY GENERAL WARNS OF "SECOND RATE" AMERICA

The United States is dangerously close to becoming a second-rate power, according to Brig. Gen. Bonner Fellers, U. S. Army, Retired.

"The meaning of our drift into second place militarily—and that is precisely where we are drifting—is terrifying," General Fellers stated in the October 12 issue of HUMAN EVENTS. "The Soviet satellite as it encircles the globe has sounded our last warning. But there is yet time to prevent disaster if we act intelligently now."

General Fellers blamed inter-service rivalry rather than lack of funds for United States failure to lead in satellite operations. Though he denounced "hysterical spending" General Fellers called for a two billion dollar budget increase to accelerate our missile and space operations programs.

RADAR ABSORBING MATERIAL MAY CREATE SERIOUS PROBLEM

A short time ago a British firm, the Plessey Company, stated it had produced a new material which absorbs radar impulses so that no energy is reflected back to the receiver. It was claimed that this new material which radar cannot detect might provide new standards of navigational safety for aircraft and shipping by eliminating unwanted radar reflections.

If such a material has been produced it could eventually upset all present systems of radar detection of enemy aircraft and possibly missiles. Until more details are forthcoming from the company it is difficult to see how aircraft could be created entirely of nonreflective material.

However, the possibility of producing such material might possibly be a factor in explaining some peculiar UFO reports. There have been cases where objects were seen visually but radar was reported to have detected no solid object. Assuming that the radar reports were genuine, it is theoretically possible that certain types of UFOs—particularly small observation units—might be constructed of a material which would absorb rather than reflect radar impulses.

When further details are received from the Plessey company, they will be submitted to NICAP's advisers on radar for their conclusions.

igators and groups will take it as a major duty to give calm, reasoned, intelligent comments on observable phenomena in letters to editors, radio newscasters, etc, we'll get a hearing and we'll help to keep press channels open until conclusive proof is at hand.

OFFICIAL AIR FORCE STATEMENTS ON UNIDENTIFIED FLYING OBJECTS

1947

June 27. Pentagon answer to press queries on Kenneth Arnold June 24 flying saucer report: "We have no idea what the objects are, if they actually exist."

July 5. Air Corps spokesman at Pentagon: "No investigation is needed. The saucers are only hallucinations."

July 5. Air Corps spokesman at Wright Field, Dayton: "The Air Corps is making a careful investigation."

July 7. Air Corps public relations officer at Pentagon: "We can't ignore this. Too many reliable pilots are telling the same story—flat, round objects able to outmaneuver ordinary planes and faster than anything we have. Too many stories tally. . . We have a jet at Muroc and fighters at Portland standing by."

July 7. Another Air Corps spokesman at Pentagon, statement to Associated Press: "The flying saucers may be one of three things:

1. Solar reflection on low hanging clouds.

2. Small meteors which break up, their crystals catching the rays of the sun.

3. Icing conditions could have formed large hailstones and they might have flattened out and glided a bit, giving the impression of horizontal movement even though falling vertically."

July 7. Pentagon statement to all press services: "Army Air Force Intelligence officers since July 2 have been investigating reports of unidentified objects flying at very high speeds in various sections of the country. No such phenomena can be explained by any experiments being conducted by the Army Air Force, and the statements of witnesses are being correlated in an effort to identify the reported objects."

July 8. Air Corps statement at Pentagon: "We are investigating a flying disc report by Navy rocket engineer C. T. Zohm and three other rocket scientists."

Sept. 23. Official analysis report from Air Technical Intelligence Center to Gen. Hoyt Vandenberg, Commanding General Army Air Corps: "The reported phenomena are real."

Situation in 1947: The Air Corps was skeptical, then puzzled, and finally convinced that the reported objects were real. It issued orders for all pilots, including National Guard flyers, to bring down a flying saucer by any means for examination.

1948

Jan. 8. Air Corps statement to press after death of Capt. Thomas Mantell, Jr., WW2 ace: "Captain Mantell was killed while in pursuit of a flying saucer."

Jan. 22. The Air Corps officially established Project Sign, a secret intelligence investigative agency. This project had a 2-A priority and included top scientists, astronomers, rocket designers, pilots and other experts under secret contract, in addition to Air Corps intelligence officers.

July 24. Statement by Gen. George C. Kenney, then chief of the Strategic Air Command, after the so-called "space ship" sighting by the pilots and a passenger of an Eastern Airlines plane: "We're completely mystified. We have nothing remotely like the machine described. I wish we did."

August — date withheld. Top Secret Estimate of the Situation by ATIC later declassified but never released, stating that the flying saucers were interplanetary spaceships.

Situation in 1948: Full-scale, secret, scientific investigation by Air Corps; chases of UFOs by interceptors; official radar confirmation of UFO reality; official sighting reports withheld from the public.

1949

April 27. Air Force 22-page Digest of flying saucer studies at Wright Field: "In the Mantell and Eastern Airline cases the objects are still unidentified. . . The Air Force project is a serious, scientific business. Hoaxes and crank letters play a small part. . . The project is a young one."

Dec. 27. Air Force press release: "The Air Force has discontinued its special project investigating and evaluating reported 'flying saucers'. . . The reports are the result of misinterpretation of various conventional objects, a mild form of mass hysteria, or hoaxes, and continuance of the project is unwarranted."

Dec. 29. Declassified AF Secret Summaries of Intelligence Investigations of UFOs: "It will never be possible to say with certainty that any individual did not see a space ship, an enemy missile or some other object." Discussing the motives of possible visitors from space, the intelligence report also stated: "Such a civili-

zation might observe that on Earth we now have atomic bombs and are fast developing rockets. In view of the past history of mankind they should be alarmed. We should therefore expect at this time above all to behold such visitations."

Situation in 1949: A tug of war between Air Force skeptics and believers in the spaceship had developed, with some believers urging that the public be given all the evidence. An article in TRUE Magazine by the present Director of NICAP stated that evidence showed the flying saucers to be interplanetary vehicles. This article, quoted in Dec. 26 press stories and broadcasts, caused a flood of demands for the truth. An Air Force group, which believed silence the best policy until more answers were known, decided to deny the saucers' existence—even though their own ATIC experts had declared them to be interplanetary—and to explain away the sightings, even those by expert witnesses.

1950

Feb. 22. Air Force HQ statement after a Navy visual and radar tracking report of two UFOs at Key West Naval Air Station: "There is absolutely no evidence that flying saucers exist."

Mar. 18. Air Force HQ statement after a sharp increase in reports by armed forces pilots, airline captains, radar operators and other trained observers: "The saucers are misinterpretations of ordinary objects, aberrations, meteorological phenomena or hoaxes."

Mar. 22. Air Force statement after the published flying saucer report by Cdr. (now Captain) R. B. McLaughlin, USN, then officer in charge of Navy guided missile tests at White Sands Proving Grounds. This report, cleared by Security and Review at the Pentagon, described several UFO sightings at White Sands, including the report of an elliptical object over 100 feet long tracked at 18,000 mph at an altitude of 56 miles. Air Force comment when queried about this Navy report: "We have no evidence that the flying saucers are other than hallucinations, hoaxes, and errors in identification."

November 1950. Published statement by Col. Harold E. Watson, Chief of ATIC: "Behind nearly every report tracked down stands a crackpot, a religious crank, a publicity hound or a malicious practical joker."

Situation in 1950: Air Force believers in the spaceship answer were under pressure to keep quiet. The Air Force investigation continued, but under a general "explain-

Continued on next page

AIR FORCE STATEMENT, from p. 25
ing away" policy. Ridicule was the theme
of most official statements.

1951

January and February Air Force HQ statements after the publicized sighting of a cigar-shaped UFO by Capt. L. W. Vinther and co-pilot, Mid Continent Airlines, and CAA tower operators at Sioux City, Iowa: "We have no evidence that such objects exist; in general, such reports are hallucinations, mistakes, hoaxes or natural phenomena."

Situation in 1951: Publicly the Air Force continued to ridicule anyone reporting a UFO, but behind the scenes a new and serious investigation was ordered by Maj. Gen. (now Lieut. Gen.) C. P. Cabell, then Director of Air Force Intelligence.

This reversal of policy in mid-September of 1951 was ordered by Gen. Cabell when he found he had been falsely informed that every authentic UFO report was carefully checked. As a result, experts in various fields were again put under contract to help investigate UFOs.

1952

June 4. Statement by the then Air Force Secretary, Thomas K. Finletter, after an Intelligence briefing: "There remain a number of sightings that Air Force investigators have been unable to explain. As long as this is true, the Air Force will continue to study 'flying saucer' reports."

In making this public statement, the Air Force asked for detailed reports and photographs of any strange objects sighted.

June 24. Air Force statement given to LOOK Magazine by an ATIC colonel: "These reports come from sincere people; they are not crackpots. They are seeing something; we have to find out what."

Statement for LOOK by Capt. Edward J. Ruppelt, then head of Project Blue Book: "The only conclusion we have come to so far is that 'flying saucers' are not an immediate and direct threat to the United States. They have been around for five years and haven't struck yet. But that doesn't mean they are not a potential threat. If the saucers turn out to be natural phenomena, we'll drop out and turn it over to the scientists. But if they turn out to be hostile vehicles, we will keep after them."

July 29. Air Force HQ statement after a huge increase in UFO sightings by pilots, CAA tower operators, missile trackers, and hundreds of other trained observers and reputable citizens: "Only a small percentage of reports from reliable sources remain unexplained. The rest are mistakes

in identifying ordinary objects, hysteria, phenomena and hoaxes."

July 29. Statement by Maj. Gen. John A. Samford, then Director of Air Force Intelligence, at a press conference to explain the mass of recent UFO sightings in a quotation that deals specifically with radar and visual sightings at Washington National Airport: "I am satisfied that the returns seen Saturday night were caused by temperature inversions."

September statement by Maj. Lewis Norman, USAF, an expert on temperature inversions, designated to give the official Air Force viewpoint on the Washington Airport cases—an interview also attended by Albert M. Chop as official AF Press Desk witness—in which Major Norman commented on the low temperature inversions involved (1.5 to 2 degrees) and said: "They could not possibly explain the Washington sightings."

Situation in 1952: Starting out again with a serious, scientific investigation, the Air Force in July found itself struggling with the problem of what to tell the public after the tremendous surge in sightings by highly trained observers. Faced with press demands for the facts, the Air Force had two choices: It could either reveal its evidence that the UFOs were real and probably interplanetary, or it could once more brush off the reports as worthless. The latter policy was chosen, but a number of Air Force Intelligence officers continued to urge that all evidence be made public.

Continued next issue

Capt. K. C. McINTOSH (SC) USN, Ret.
New Orleans, Louisiana

My special interests are history, statistics and economics. Schools: Depauw Univ., Amherst College, Babson Institute and La Salle Institute.

My opinion of UFO: Certainly they are interplanetary, possibly intergalactic. Since no solar planet seems to fill the requirements of mass, temperature and atmosphere, my first tentative guess is that they may come from a planet of Alpha Centauri.

Purpose: Exploration, trade when we stop bickering long enough to be trustworthy.

CHATTANOOGA UFO CLUB
Belgrave F. Gostin, Chairman
306 Central Drive, Chattanooga 11, Tenn.

This informal group of 12 engineers and aides of the Electrical Laboratory and Test Branch of TVA (Tennessee Valley Authority) meets irregularly to review late news information and to hear tape recordings. The wives meet with the club members. Some in the group are members of the Barnard Astronomical Society and a few joint meetings will be devoted to the UFO subject.



NICAP Adviser W. B. Smith, head of former Canadian UFO Project

AIR FORCE RESERVE COLONEL DENOUNCES UFO SECRECY

Adding to the number of Air Force officers who have criticized the official policy of censorship on UFOs, Lt. Col. Jim McAshan, USAFR, Knoxville, Tenn., recently asserted that the Air Force is keeping flying saucer information secret.

"There is a very definite effort on the part of the Air Force to play down the seriousness of incidents involving UFOs," Colonel McAshan stated. "They release publicity only on the cases they can prove to be hoaxes."

Colonel McAshan, who served on active duty during WW2 and the Korean War, declared that revealing the facts about UFOs would be beneficial to the nation. Reports of UFOs go far back into history, he said. In more recent times, he added, very accurate reports have been made by hundreds of highly trained observers, many of them in the armed forces. During WW2, said the colonel, bomber crews in Europe sighted small glowing objects flying alongside their aircraft. These have never been identified as earthmade objects.

McAshan also stated that an Air Force regulation has effectively prevented most AF personnel from disclosing reports on UFOs. In regard to the recent increase in sightings he said reputable reports from engineers and military personnel were quickly brushed off. He predicted that no official reports would be released on any of these authentic cases. In contrast, he said, hoaxes usually are given wide publicity as far as AF policy was concerned.

Members Interested in Forming NICAP Affiliates

The following NICAP members gave permission for their names to be used in the UFO INVESTIGATOR as being interested in local UFO clubs. The names are listed by states for easy reference.

- Mrs. J. D. Shaw, Box 1826
Palmer, Alaska
- W. F. Frawley, 1019 East Second
Hope, Arkansas
- Mrs. Mildred M. Higgins, Route 5
Fayetteville, Arkansas
- Mrs. Robert Wheeler, Box 194
Inverness, California
- Rev. Winogene Savage, 11184 Carson Dr.
Lynwood, California
- Mrs. John Meyer, 4036 Las Pallas Way
Sacramento 21, California
- Mrs. Mary Lauren, 916 State Street
Santa Barbara, California
- Trudi Ray Hefner, 14411 Villa Woods Pl.
Pacific Palisades, California
- Edward Grill, 2333 Lindaire Avenue
San Jose 28, California
- Mrs. Idabell Epperson, 3790 South Harvard
Los Angeles 18, California
- Daniel W. Engelman, Box 1013
Mountain View, California
- Mrs. Ann Druffel, 257 Sycamore
Pasadena, California
- Mary Donaldson, P. O. Box 254
Yucca Valley, California
- Ms. Marion Claire, 122 W. Arrellaga #17
Santa Barbara, California
- Mrs. Dorothy M. Barrigar, 5711 Market
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- Olga Rapp, 926 Massachusetts Avenue
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- Jack Brotzman, 6038 Haverhill S. E.
Washington 22, D. C.
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- Mrs. Ethel Pett, 2391 S.W. 24th Terrace
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- W. R. Peters, 1103 Ferdinand Street
Coral Gables, Florida
- F. J. Dufourd, 201-1/2 Hazard Street
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- George T. Crawford, 540 Raven Ave.
Miami Springs, Florida
- Fred W. Coleman, 240 East 59th Street
Hialeah, Florida
- Miss Miriam Coffin, 2142 Kuhio Avenue
Honolulu 15, Hawaii
- Wayne M. Sutphin, 1920 South Park
Springfield, Illinois
- Isabella Whelan, 90 North Avenue
Aurora, Illinois
- William W. Suther, Jr., 1241 N. Paulina
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La Grange Park, Illinois
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Chicago, Illinois
- Wallace E. Johnson, 5201 Suffield Terr.
Skokie, Illinois
- C. A. Cochrun, 901 South Lynn Street
Champaign, Illinois
- Mrs. Martha Carreon, Route 1
Bartleso, Illinois
- Roland S. Carey, 19 North West Street
Aurora, Illinois
- Chester Cain, 475 Oakdale
Glencoe, Illinois
- Russell D. Williams, Route 1
Boggsstown, Indiana
- Mrs. Loretta Tenkely, 5530 Northcote
East Chicago, Indiana
- Clyde C. Reavel, 802 South Butler Ave.
Marion, Indiana
- Hal F. Campbell, 48 West Hendricks
Shelbyville, Indiana
- E. V. Brown, 918 North West Street
Lebanon, Indiana
- Mrs. Phyllis W. Parrish, 25 MacArthur
Alexandria, Louisiana
- John Rowland, River Road
Newcastle, Maine
- Ludlow Elliman, Box 277
Damariscotta, Maine
- B. F. Burnside, 505 Calvin Lane
Rockville, Maryland
- R. F. Symonds, 15 Pequot Road
Marblehead, Massachusetts
- Jeffrey H. Utter, 51 Pakachoag Street
Auburn, Massachusetts
- Paul C. Miller, 34 Clifton Street
Worcester 10, Massachusetts
- Mrs. Sally Kemble, 33 Elm Street
Marblehead, Massachusetts
- Charles Henderson, Jr., Noble and
Greenough, Dedham, Massachusetts
- Miller C. Johnson, Jr., 14242 Riverview
Detroit 23, Michigan
- Edgar Buss, Route 3, Box 250
Hopkins, Minnesota
- Martin J. Neeb, 6249 Southwood
St. Louis 5, Missouri
- Mrs. Joan Peterson, 210 Virginia, Box 524
Lewistown, Montana
- Jerome Sigler, 546 Euclid Avenue
Helena, Montana
- Mrs. Mary Trasmundi, 4611 Broadway
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- Margaret E. Ray, P. O. Box 43
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- John M. Elling, 330 Grove
Somerville, New Jersey
- Albert Onori, 74 Summer Avenue
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- Mrs. Robert A. Muller, 750 Watchung Rd.
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- Julia Meaker, 230 West Washington Ave.
Washington, New Jersey
- James J. Hunt, 207 Stuyvesant Avenue
Newark 6, New Jersey
- Harry Marsden Foster, Gagemho, Lake Valhalla
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Milford, Pennsylvania
- Fred Zimmerman, Route 1, New England Rd
Tamaqua, Pennsylvania
- Dr. Thomas W. Price, Route 1, Box 176
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- Frank DeGregorio, 1 Martin Drive
Lansdowne, Pennsylvania
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Continued on next page

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Halifax, Nova Scotia, Canada
Mrs. Alex Pierson, Glen Cross P. O.
Ontario, Canada
Mrs. P. Patterson, Route 1
Prince George, British Columbia, Can.

FRED TYNER
Thiensville, Wisconsin

My personal opinion concerning the UFO's is that they are solid objects under intelligent control. I feel that the present evidence warrants no further conclusions and that even the conclusion concerning solid objects under intelligent control is supported by only very good circumstantial evidence.

FRED W. BLOECHER
Kenil, New Jersey

I first became interested in UFOs through my son, Ted Bloecher, who is connected with CSI in New York City. I am firmly convinced of the possibility of UFOs from outer space. To deny this would seem to me to be very shortsighted and contrary to the many reputable reports received from many reliable sources. Of the nine planets in our system, we know that one is inhabited; if one, why not others?

HERBERT R. ANDERSON
Kansas City, Missouri

I am 28 years old and have had three years service in the Army. I successfully completed a 60-week course in electronics in June 1952. I believe that the UFO's are real and that they must be under intelligent control. Since the intelligence seems to be — from all accounts — far superior to any we know of, it is only reasonable to assume they must be from another planet or planets.

"IT IS IMPOSSIBLE"

Despite the success of Sputnik and our own quickening steps toward space travel, there are still skeptics—including a few scientists—who say that spaceships will never reach Mars or Venus or even the moon.

Practically every important development and invention was ridiculed before it was proved successful. The list of things once declared "impossible" — including the steamboat, telegraph, airplane, and many other inventions — goes back as far as records can be traced.

Possibly the first prehistoric man who made a dugout canoe by hollowing out a log was called a fool—until he climbed in and paddled away.

The following item from a Boston newspaper of 1873 illustrates this general human tendency to disbelieve anything new and startling:

"Beware the Inventor!"

"A man about 46 years of age, giving the name of Joshua Coppersmith, has been arrested in New York for attempting to extort funds from ignorant and superstitious people by exhibiting a device which he says will convey the human voice any distance over metallic wires.... He calls the instrument a 'telephone.'

"Well informed people know it is impossible to transmit the human voice over wires.... and that were it possible to do so the thing would be of no practical value. The authorities who apprehended this criminal are to be congratulated and it is to be hoped that his punishment will be prompt and fitting."

Today, fortunately, most Americans are less skeptical than in 1873. We soon accept as commonplace many former "miracles"—such as radio, television and supersonic planes.

In the next decade or two, diehard skeptics may have a hard time as our space explorers take us into an age of fantasy come true. Somewhere along the way they will probably have to accept the greatest discovery of all:

The existence of other worlds, peopled by beings as intelligent as anyone on this earth.

It could be sooner than we think.

PRIVATE SAUCER-SHAPED PLANE TO BE BUILT

Plans for an experimental flying saucer, for sale at the cost of a medium priced car, have just been announced by Jet-Air, Inc. of El Cajon, California. According to Orval Thompson, president of the firm, the saucer-shaped plane will be about 25 feet in diameter and will operate on the ducted

fan principle, like the Navy "flying platform." A conventional aircraft engine will power the machine.

The saucer, Thompson states, will be able to land in backyards and take off vertically, eliminating the need for an airport. The first test model probably will carry only the pilot, but it can be modified to carry one passenger. Slightly larger machines can be produced, Thompson said, with a compartment seating four or more.

P. E. NORRIS
Melbourne, Victoria

One question I would particularly like to ask is whether any new evidence has come to hand concerning the Mantell affair.

You will, of course, remember that Captain Ruppelt theorises that Mantell died while pursuing a sky-hook balloon.

A. Captain Ruppelt's suggestion was only a theory and no records were ever found to substantiate the suggestion. It should be recalled that one of Captain Mantell's wingmen climbed to 33,000 feet and searched a wide area but saw absolutely no trace of the mysterious object. If it had been a skyhook balloon it could not have vanished from the area so quickly after remaining in one spot for almost an hour. In addition, Martin Caidin, well known writer on space travel plans, makes it plain that this answer was not considered seriously during the Air Force investigation. Mr. Caidin states that during his duty with AF Intelligence which covered this period they thoroughly investigated the skyhook balloon answer and ruled it out completely. The Mantell case remains completely unexplained.

Statement by a Commander in a foreign navy, a career officer who was a pilot for six years and flew a dozen different types of aircraft (Name withheld by request):

I have been studying the UFO problem since June 1947. After approximately three years of study, it became obvious to me that the UFO's are interplanetary.

JAMES VELDMAN
Forest Park, Illinois

I am a student at Chicago's De Paul University where I am taking a Liberal Arts course. I definitely do not believe in the so-called "contact stories." I do believe that UFOs exist, that they are spaceships and that there is a censorship on UFO information. I believe that it is most probable that these vessels originate on planets beyond our own solar system.

FOREIGN UFO GROUPS AND PUBLICATIONS

(Countries Listed Alphabetically)

AUSTRALIA

Australian Flying Saucer Research Society

Fred P. Stone, Editor

Pub: **AUSTRALIAN SAUCER RECORD**

22 Northcote Street
Kilburn

Queensland Flying Saucer Research Bureau

C. A. Lehmann, Secretary

Pub: **LIGHT**

72 Bowen Street
Brisbane, Queensland

BRAZIL

C.P.D.V. — Flying Disks Research Center

Auripebo Simoes, Editor

Pub: **THE FLYING SAUCER**

P.O. Box 8449
Sao Paulo

Jose Escobar Faria, Editor

Pub: **UFO CRITICAL BULLETIN**

Rua 13 de Maio No. 1240
Sao Paulo

ENGLAND

Flying Saucer Service, Ltd.

Brinsley le Poer Trench, Editor

Pub: **FLYING SAUCER REVIEW**

1 Doughty Street
London W. C. 1
\$3.50 Year

Markham House Press

David Wightman, Editor

Pub: **URANUS**

31 Kings Road
London, S. W. 3
\$1.50 Year

Society of Metaphysicians, Ltd.

Pub: **LE COURRIER INTERPLANETAIRE** (English Edition)

Archer's Court
Hastings
\$2.00 Year

FRANCE

Comite Internationale d'Enquete

Marc Thirouin, Editor

Pub: **OURANOS** (French)

27 Rue Etienne Dolet

Bondy, Seine

\$2.50 Year

JAPAN

Flying Saucer Study Group

Yusuke Matsumura, Director

Pub: **UFO NEWS REPORT**

Isogo P.O. Box 3
Yokohama

NEW ZEALAND

Civilian Saucer Investigations of New Zealand

Harold H. Fulton, Editor

Pub: **FLYING SAUCERS — FACT — NOT FICTION**

Box 72

Onehunga SE 5

Auckland

\$2.00 Year

SWITZERLAND

Association Mondialiste Interplanetaire

Prof. Alfred Nahon, Editor

Pub: **LE COURRIER INTERPLANETAIRE** (French Edition)

25 Avenue Denantou
Lausanne

J. Heinrich Ragaz, Editor

Pub: **WELTRAUMBOTE** (German)

Seestrasse 309
Zurich 2/38

THE FLYING SAUCER

This large mimeographed newsletter is one of several new foreign publications giving serious attention to the investigation of UFO's.

The English language edition and Portuguese **O DISCO VOADOR**, both publications of the Centro de Pesquisa dos Discos Voadores, indicate that Brazil is gradually becoming more alert to the UFO problem.

LE COURRIER INTERPLANETAIRE

While this is frankly a semi-metaphysical magazine it does publish a number of saucer sightings and developments, particularly reports originating on the Continent. For that reason the magazine may be of

interest to members who wish detailed foreign reports (NICAP will select fully verified sightings from this and other foreign publications beside reporting UFO cases from its own foreign sources).

FLYING SAUCER REVIEW

Recently le Poer Trench took over the editorship of this honored publication from Derek Dempster (now in the U. S.) who had built it into one of the best and most respected UFO magazines in the field. It is printed on heavy magazine stock and well illustrated. The **REVIEW** took over the defunct **FLYING SAUCER NEWS** some time ago and its policy, NICAP understands, is now being altered.

A more detailed discussion will be published as soon as this new information is received.

FLYING SAUCER STUDY GROUP

This new organization has been well received in Japan, particularly by that country's aviation journals, which have printed several articles by Director Matsumura. The director also has generously provided various American and European journals with articles describing the development of UFO interest in the Orient.

URANUS

This three-year-old magazine contains general articles, news items, and letters. The pocket-sized mimeographed magazine has taken part in several controversies over various personalities in the saucer field, and gives a liberal insight into the problem of UFO's.

WELTRAUMBOTE (in German)

This Swiss publication, the title of which means "Space Messenger," is a compact magazine combining book reviews, listings of UFO publications and personalities, photographs, and signed articles.

Continued on p. 31, col. 3

THE FLYING SAUCER STORY

A History of Unidentified Flying Objects

PART III

One of these came on June 28th, when an Air Force pilot, flying an F-51, saw a formation of disc-shaped objects near Lake Mead, Nevada.

Six hours later, at Maxwell Air Force Base in Montgomery, Alabama, four Air Force officers sighted a UFO maneuvering at high speed. The saucer changed course several times, accelerating as it did so. Intelligence officers at Maxwell Field quickly relayed the report to the Pentagon.

Meantime, the publicity given Arnold's sighting naturally had set off a wave of sighting reports. Many of these were pure hysteria, some were deliberate hoaxes, and others were natural mistakes — the result of millions of people looking into the skies and mistaking weather balloons or planes banking in the sun for some unknown object.

But, though hundreds of the sightings could easily be explained or ridiculed, there were others which caused new concern in Washington.

One of these was the July 8, 1947 sighting at Muroc Air Base — now called Edwards Air Force Base — in California. On this important day, several strange flying objects were seen by an Air Force test pilot, a group of officers and airmen, and several technicians. In one of these sightings the UFO's were described as two fast-moving discs which circled the Base. The experts at Muroc insisted the objects were real and under intelligent control.

Smith-Stevens Sighting

Meantime, another convincing report had come in from an airline crew. On July 4th, Captain Emil J. Smith of United Airlines took off from Boise, enroute to Seattle. Smith had been joking about the saucers at the airport, but shortly afterwards, over Emmett, Idaho, his skepticism changed abruptly.

Together with his co-pilot, First Officer (now Captain) Ralph Stevens,

Smith saw five disc-shaped objects ahead and above. This sighting was witnessed also by Stewardess Marty Morrow. After a few moments, four more UFO's came into sight. Although it was impossible to be certain, Smith believed that the discs were larger than their United DC-3 airliner.

By now, many high-ranking Defense officers and civilian officials were seriously alarmed. The World War II *foo-fighter* reports were hastily re-examined in the fear that Intelligence had missed some clue. Fear began to mount that the U.S.S.R. had seized some secret device along with the German scientists who had created it. It was just barely possible — they thought — that the Germans, under Russian pressure, had perfected and enlarged these devices, creating a global-range weapon.

Air Corps Alarmed, Confused

For weeks planes of the Armed Forces were kept on the alert with orders to photograph and, if possible, bring down one of these strange "flying saucers." Despite this behind-the-scenes tension, the public was told there was no need for concern. The first official debunking of the saucers came on July 4th, when the United Airlines report reached Washington. "No investigation is needed," said a Pentagon spokesman, "The saucers are only hallucinations."

On that same day, crossing up the spokesman, Army Air Corps officers at Wright Field admitted that the Air Materiel Command was seriously investigating the disc reports.

On July 7th another unnamed Air Corps spokesman tossed out several possible answers which were quoted by the Associated Press:

- "1. Solar reflection on low-hanging cloud."
- "2. Small meteors which break up, their crystals catching the rays of the sun."
- "3. Icing conditions could have formed large hailstones; flat-

tened out and glided, giving the impression of horizontal movement, even though falling vertically."

Several prominent scientists immediately ridiculed these suggestions.

At Syracuse, New York, a Veterans Administration psychiatrist denied published claims of mass hysteria. "Too many sane people are seeing the things," he said, "The government is probably conducting some revolutionary experiments."

This, too, was immediately denied by none other than Dr. Vannevar Bush, world-famous scientist, and also by Dr. Merle Tuve, inventor of the proximity fuze. Both insisted that there was no such secret American weapon.

Topping this, a scientist at California Tech declared the discs were caused by the transmutation of atomic energy. The college hastily disclaimed any connection with this idea.

Phenomenon "Real"

The plain truth, as admitted later by officers on duty in Washington at the time, was that no one knew anything — they were simply guessing. Meantime, UFO reports kept pouring in not merely from the United States but from most parts of the world. By the middle of summer, Army Air Corps Intelligence officers at Dayton were convinced the saucers were actual objects — source unknown. This was confirmed in a secret letter sent by the commanding officer of the Air Technical Intelligence Center at Dayton to Gen. Hoyt Vandenberg, chief of Staff of the Air Corps. "Whatever this phenomenon is," said ATIC, "it is real."

At that time opinion was divided — the saucers were either interplanetary or secret Russian devices. Between September 23rd — when the secret letter was sent to General Vandenberg — and the end of the year, United States Intelligence, with the help of the British, ran down every possible lead.

Continued from p. 30

The net result was complete rejection of the Russian answer; it was impossible that the Russians could have made such a tremendous technological leap since the end of the war. Intelligence reports also showed that the Russians were far behind the United States in both aircraft and missile development.

The alternative answer — that the discs were interplanetary — remained uppermost at ATIC, and within a short time it received new impetus.

Mantell, Kentucky Air N. G. Pilot, Killed

On January 7, 1948, Captain Thomas F. Mantell, Jr., was killed while chasing a flying saucer.

This case, probably the best known to all UFO researchers, has been listed several times as "explained" and then "unsolved" by the U.S. Air Force. At last report, it is now in the unsolved category.

Early on the afternoon of January 7 a large, round, glowing object was sighted by thousands of people throughout the State of Kentucky. Its diameter was estimated at 250 feet by the Kentucky State Police, when they transmitted a warning to Fort Knox. About 30 minutes later this strange object was sighted from the tower at Godman Air Force Base. During the next hour the UFO was seen and examined through binoculars by a dozen officers and Air Force technicians, including Col. Guy Hicks, Commanding Officer.

It appeared to be hovering over the base, and the watching airmen could see it glow alternately red and white. It was unlike anything any of them had ever seen.

During this period, Capt. Thomas Mantell, a World War II ace, and three other F-51 pilots neared Godman Field on a training flight from Louisville. Captain Mantell, the flight leader, immediately received radio instructions from the control tower to investigate the UFO.

Climbing through broken clouds, after pulling away from his wingmen, Mantell called the tower.

"I've sighted the thing. It looks metallic — and it's tremendous in size . . . now it's starting to climb."

A little later he called the tower again, "It's at 12 o'clock high, making half my speed. I'll try to close in."

At 3:08 p.m. Mantell's wingman called in. He and another F-51 pilot had sighted the weird object, but Captain Mantell had outclimbed them and was hidden by the cloud layer.

Seven minutes passed, then at 3:15 Captain Mantell called the tower again. "It's still above me making my speed or better. I'm going up to 20,000 feet. If I'm no closer, I'll abandon chase."

After that, silence. The tower called Mantell repeatedly. There was no answer. Later they found that Mantell's plane had disintegrated about 90 miles from the field. The captain's body was found near the wreckage, which was scattered over several thousand feet.

One witness on the ground said the F-51 seemed to explode in midair. However, there was no sign of fire, which fact ruled out a normal explosion but left the question of structural failure from a normal or unknown cause.

One fact sometimes overlooked in discussing the Mantell case was later stated by the Air Force on April 27, 1949: "Five minutes after Mantell disappeared from his formation the two remaining planes returned to Godman (the third plane had been short on fuel and had gone on to Louisville). A few minutes later, one pilot resumed the search, covering territory 100 miles to the south as high as 33,000 feet, but he found nothing.

"Subsequent investigation revealed that Mantell had probably blacked out at 20,000 feet from lack of oxygen and had died of suffocation before the crash.

"The mysterious object which the flier chased to his death was first identified as the planet Venus. However, further probing showed the elevation and azimuth readings of Venus and the object at specified time intervals did not coincide.

"The object still is considered 'un-identified'."

On the day after Mantell's death newspapers quoted an Air Force statement that the captain had died while chasing a flying saucer. Immediately rumors began to spread. There were tales that Mantell's body had been destroyed or pierced by a strange ray. Another rumor had it that his entire body had been spirited away by creatures in the saucer. But even discarding the rumors, intelligence officers and specialists at ATIC — or at least part of their number — were convinced the UFO had been a spaceship.

By this time all UFO reports were classified and the entire investigation was labeled "Secret" under the name "Project Sign."

As the Air Force itself stated, in April 1949, this project was a serious scientific investigation. Under secret contract to the Air Force were astrophysicists, rocket engineers, aeronautical experts, and scientists in various fields. After every important sighting intelligence teams flew to the scene and interrogated all witnesses. At Dayton, all possible normal answers such as balloons, aircraft, birds, meteors, and so forth were checked, then accepted or ruled out. But at least 30 percent of the cases remained unsolved and these were, in the main, reports from highly trained observers — the best possible witnesses.

(To be continued)

PUBLICATIONS, from p. 29

FLYING SAUCERS, FACT — NOT FICTION

Civilian Saucer Investigation of New Zealand is one of the oldest private agencies in UFO research. It is headed by editor-president Harold H. Fulton, a regular sergeant in the Royal New Zealand Air Force. This 32-page publication contains many important "down-under" and Empire news items, gleaned from clipping services in England, Australia, and New Zealand. The magazine is well printed and its generally conservative material is frequently quoted by other UFO publications.

THREE COLLEGE STUDENTS HELP SOLVE PROBLEM.

Three college students, who have asked not to be named, have presented a simple solution to a question raised by a NICAP correspondent:

"I would like to subscribe to your magazine but my husband and I are just starting out, furnishing our new home, and we cannot afford the \$7.50. We both are very much interested in UFO's. Isn't there some way you can just sell us the magazine, without our having to become members of NICAP. We really want to know the answers and I imagine there are thousands of others like us who cannot afford to join. Isn't there something you can do about it?"

As already explained to NICAP members, the original fee of \$15 was cut to \$7.50 in January, with all the privileges of the \$15 membership retained. If NICAP becomes a large organization we may be able to reduce the fee even more.

However, it is impossible to cut expenses any lower — with the small staff even now working on a deferred pay basis. Nor would it be fair to sell the magazine at a relatively low cost to non-members, since the members would then be footing the bill for printing and administrative costs.

However, it should be easy for anyone interested in UFO research to find two or three others who could join for a combined-membership. This would have to be taken out in one name, and only one copy of the *UFO INVESTIGATOR* and special bulletins would be received. But that this can be worked out is proved by another letter received a short time ago:

"Enclosed check for a membership in NICAP really comes from three of us since none of us could swing it alone. Since we all live in the same building there will be no problem in sharing the magazine and the bulletins. Good luck in getting the answers about the saucers."

If you know of friends who are interested in UFO's and who have the

MYSTERY OF TINY DISC FOUND IN 1955 NOW SOLVED

The mystery of a small radioactive disc revived by a question from one NICAP member, has been solved with the aid of another member. The only puzzle remaining is why its discovery in Central City, Colorado, in 1955 caused such a furor at the time.

On April 14, 1955 the following United Press story appeared in newspapers all over the United States.

Central City AEC officials admitted today they were unable to identify a small but highly radioactive metal disc found in a gulch south of this historic mining community.

The mysterious metal disc, measuring two inches in diameter and about a quarter-inch thick, also had baffled the FBI, U.S. Geological Service, State Health Officials, and veteran mining men as to its origin or use.

A Geiger counter reading of the strange "button" showed it registering more than 20 percent radioactive.

Morris Stein, 30, a millworker for Cherokee Uranium, Inc., found the disc in Lake Gulch a mile south of here. He said he spotted what he thought was a chunk of lead and pocketed it at the time without further investigation.

The millworker said when he was removing the lead to make fishing weights yesterday he discovered the mysterious disc inside. Officials said the lead apparently was a homemade shield for the object.

The disc has a small glass window on one side, and a white powdery substance which glows in the dark is visible inside the window. On the reverse side, the object has a clasp similar to a clip used to hold objects on trouser belts.

same problem as to finances, pass this suggestion along. Help NICAP to grow.

Also on back is an inscription reading: "UNDARK" at the top. At the bottom it reads: "22M-TTR58 USRC" then "POISON INSIDE."

A Denver radiologist said the disc's radioactivity probably was not harmful but advised all who handled the object to carefully wash their hands afterward.

A detailed examination of the object was scheduled by the puzzled officials.

Despite a United Press check in Washington no explanation was forthcoming and although it seemed obvious this was an earth-made device of some kind, there were inevitable rumors that the device was somehow connected with UFO operations. The fact that it had been found near a uranium plant at Central City added to the speculation.

In contrast the answer proved quite prosaic.

The disc, as it turned out, was one of several million markers produced for the Army by the United States Radium Corporation (USRC), of Morristown, New Jersey.

According to C. W. Wallhausen, Vice-President of the firm, it was furnished with a belt clip for Army use. The Navy had a similar unit for attaching to decks and bulkheads by means of screws.

Mr. Wallhausen stated that "these markers are hazardous only if handled in very large quantities, or if the radioactive material within the marker is ingested (swallowed).

How the luminous nighttime marker (trade-name UNDARK) got into the desert near Colorado City is unknown. The member who ran down the details suggests some discharged service man may have taken it home as a souvenir, then disposed of it—or that some uranium prospector used it for calibrating his geiger counter, then lost it in the gulch.

Regardless, any suspicion that the small disc was dropped from a UFO can now be forgotten.