

# THE U.F.O. Investigator

FACTS ABOUT FLYING SAUCERS (UNIDENTIFIED FLYING OBJECTS)

- Published by the National Investigations Committee on Aerial Phenomena -

Vol. 1, No.7

February - March, 1959

## AF SPOKESMAN RIDICULES UFO WITNESSES, SAYS SOME ARE DRUNKS

### Action Follows Airline Pilots' Reports Of UFO Formation

In an attempt to discredit six airliner crews who recently reported a UFO formation, an AF Headquarters spokesman has publicly ridiculed all "flying saucer" witnesses. Some were sarcastically labeled as persons who "can't remember anything when they sober up next day." The rest, implied the official spokesman, either were deluded by ordinary objects or were outright liars.

This official AF statement was in direct answer to an inquiry by the New York *Herald Tribune* about the sighting of a UFO formation by six American and United Airlines crews, on February 24. The Air Force answer appeared in the March 1st edition of the newspaper.

Since rigid airline rules prohibit pre-flight drinking, as the AF well knows, this was obviously a deliberate slur. Apparently the AF spokesman hoped, by grouping the pilots with drunks, to offset the testimony of these capable observers. At best, the AF statement branded the crews - 12 pilots and several flight engineers - as incompetent or deluded. It also disparaged the intelligence of all the passengers who saw the UFO formation.

The full story of the Feb. 24th sightings and the AF action follows in chronological order. This account includes new details secured in a NICAP interview with Capt. Peter Killian of American Airlines, and in additional interviews with Killian and some of the other pilots by these NICAP members: Mr. Lex Mebane, of CSI, NY; Mr. George Powell, aeronautical engineer, Philadelphia; Miss Miriam Brookman, president of New York City-NICAP Affiliate, and Mr. George Popowitch, president of the Akron UFO Research Group.

#### The Airline Sightings

At 7:10 pm, Feb. 24, 1959, an American Airlines four-engine DC-6 airliner took off from Newark Airport, bound for Detroit, non-stop. At the controls was Capt. Peter Killian, a pilot for 20 years - 15 of them logged in airliners, for a total of more than four million miles. His first officer was John Dee, licensed - like Killian - as an experienced airline pilot by the Federal Aviation Agency.

The DC-6 was over Pennsylvania, flying at 8500 feet, when Capt. Killian first saw the UFOs.

"It was 8:45 pm," he reported. "We were between Philipsburg and Bradford when I looked off to the south and saw three yellowish lights. There were in a line formation.

"At first glance, I thought they were stars in the 'Belt of Orion'. Then I took a second look and saw both Orion and the foreign objects. Orion was considerably higher; also the objects were brighter and of a different color."

There was no chance of mistake, Capt. Killian later told NICAP. "Though there were broken clouds below us, at 5,000 feet, all the sky above that layer was

absolutely clear. We had a visibility of about 100 miles.

"At first, I estimated that the objects were not over a mile from us. Since I didn't know their size, this was just an impression. I believe now they were not that close. However, at intervals one would move in closer then fall back into formation."

After pointing out the UFOs to First Officer Dee, Killian notified his 35 passengers by the public-address system, using a casual approach to avoid alarm. The stewardesses, Edna LaGate and Beverly Pingree, turned out the cabin lights for a better view, and in the next 40 minutes all aboard saw the mysterious objects.

One of the passengers had an aviation background - Mr. N. D. Puncas, general manager of Curtiss-Wright's Utica division. His report agrees with that of Capt. Killian - the sky was cloudless above the airliner. The UFOs, he said, appeared to be round. "I looked out and saw the objects in precise formation," he stated. "Every now and then one would glow brighter than the others, as if it moved closer to the plane. I have

Continued on next page

## ADMIRAL SAYS NOT TO DISCOUNT 'FLYING SAUCERS'

Rear Admiral George Dufek, in a statement on March 11, has advised the public not to discount the reality of flying saucers.

Admiral Dufek, who has headed the U.S. Antarctic research and exploration program, said it was not beyond possibility that some of the supposed meteors exploding in the earth's atmosphere actually "were saucers driven from Venus or other planets by intelligent creatures.

"I think it is very stupid," he said, "for human beings to believe no one else in the universe is as intelligent as we are."

This issue was re-opened to include the important airline sightings of Feb. 24 and the AF action which followed. Because of the delay in publication, this is called the February-March issue. However, this is NOT a combination of two publications. The regular news bulletin is now being prepared.

## ARMY ADMITS SECRET UFO ORDERS

In an official letter to NICAP, the U.S. Continental Army Command (USCONARC) has admitted the existence of a classified Intelligence Directive covering UFO reports by USCONARC personnel.

NICAP had requested a copy of the directive, which was cited by the USCONARC Daily Bulletin in rescinding a previously published ad by NICAP member Larry Bryant. Mr. Bryant's ad had requested that he be contacted by Army personnel interested in the UFO subject.

The denial of NICAP's request, signed by Col. Lawrence J. M. Mulhall, at USCONARC Headquarters, Fort Monroe, Va., contained this explanation:

"Security regulations prohibit sending a copy of the USCONARC Intelligence Directive dated 27 May, 1958."

This is one more link in the chain of evidence proving the existence of high-level UFO secrecy, despite AF claims that no information is withheld.

## The UFO INVESTIGATOR

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

Copyright 1959 National Investigations  
Committee on Aerial Phenomena.  
Newspapers, press associations and broad-  
casters may use up to 400 words without  
special permission.

Donald E. Keyhoe, Director & Editor  
Richard Hall, Secretary and  
Associate Editor

### NICAP BOARD OF GOVERNORS

Dr. Marcus Bach, State University of  
Iowa, Iowa City, Iowa. Rev. Albert  
Baller, Robbins Memorial Church, Green-  
field, Mass. Dr. Earl Douglass, relig-  
ious writer and columnist, Princeton, N.  
J. Frank Edwards, Radio-TV commenta-  
tor, Indianapolis, Ind. Col. Robert B.  
Emerson, USAR, Baton Rouge, La. Maj.  
Dewey Fournet, USAFR, former AF HQ  
monitor for the Air Force UFO project.  
Mr. J. B. Hartranft, Jr., President, Air-  
craft Owners and Pilots Association,  
Washington, D. C. Vice-Adm. R. H.  
Hillenkoetter, USN, Ret., formerly Di-  
rector, Central Intelligence Agency, New  
York, N. Y. Rear Adm. H. B. Knowles  
USN, Ret., Eliot, Maine. Prof. Charles  
A. Maney, Defiance College, Defiance,  
Ohio.

### NICAP PANEL OF SPECIAL ADVISORS

Dr. James C. Bartlett, astronomer,  
Baltimore, Md. Mr. Norman S. Bean,  
Director of Engineering Development,  
Station WTVJ, Miami, Fla. Capt. C. S.  
Chiles, Eastern Airlines, New York, N.  
Y. Mr. Albert M. Chop, former AF public  
information official on UFOs, Santa  
Monica, Calif. Mr. A. L. Cochran, elec-  
tronics engineer, Arlington, Va. Mr.  
Lou Corbin, former lieutenant-colonel, Army  
Intelligence, now Chief WFBR News  
Bureau, Baltimore, Md. Mr. Samuel Free-  
man, past president, National Aviation  
Trades Association, Bedminister, N. J.  
Mr. Frank Halstead, astronomer, former  
curator Darling Observatory, Duluth,  
Minn. Mr. Ralph D. Mayher, news photog-  
rapher, KYW, Cleveland, Ohio. Capt.  
R. B. McLaughlin, USN, C. O. Naval  
Ordnance Laboratory, Corona, Calif.  
Capt. W. B. Nash, Pan American World  
Airways, Miami, Fla. Warrant Officer  
D. C. Newhouse, USN, Chief Photogra-  
pher (Aviation) who photographed a UFO  
formation over Utah 1952, Norfolk, Va.  
First Officer W. R. Peters, Pan American  
World Airways, Coral Gables, Fla. Mr.  
Wilbert B. Smith, electronics engineer  
and former chief of the Canadian Govern-  
ment's UFO project, Ottawa, Canada.  
Mr. Kenneth B. Steinmetz, amateur as-  
tronomer, head of Denver "Moonwatch,"  
Denver, Colo. Mr. George Todt, colum-  
nist and public relations counsel, Los  
Angeles, Calif.

### Air Force Spokesman

NICAP is aware that many  
in the AF personally dislike the  
secrecy about UFO's. Some AF  
members have given us assistance,  
without violating security, which  
indicates a wide acceptance of  
UFO reality. There is growing  
evidence that the AF is the  
"whipping boy" carrying out the  
policy of a higher agency, and we  
regret that our fight to end the  
secrecy has to be directed at the  
Air Force.

But in the attack on reputable  
witnesses, described in the ac-  
companying article, the unnamed  
AF spokesman has gone far be-  
yond any official need to rebut  
honest testimony. NICAP be-  
lieves the spokesman should be  
publicly named, and that an Air  
Force apology should be given  
the airline crews involved.

### Airline Sightings

never experienced anything like it be-  
fore."

Only one passenger was apprehensive.  
"I told him," said Killian, "if there  
was any danger I'm sure they would have  
done it long ago."

When the DC-6 was over Erie, Capt.  
Killian put out a radio call, asking if  
any other airline crews in the area could  
see the objects. Two other American  
Airlines captains quickly answered.  
One, a little farther north, told Killian  
he had been watching the UFOs for 10 to  
15 minutes. The other, near Toledo, said  
he had looked out and seen the objects  
after Killian's call.

As they were crossing Lake Erie,  
Capt. Killian radioed a UFO report to  
American Airlines communications at  
Detroit Airport. By this time, the air-  
liner was descending and the three  
objects were lost in a lower-altitude haze

### UFOs Seen by United Airline Pilots

Meantime, unknown to Killian and Dee,  
the UFOs also had been sighted by three  
United Airlines crews. In one case,  
Capt. A. D. Yates reported the objects  
were tracked from 8:40 to 9:10 pm,  
between Lockhaven, Pa., and Youngstown,  
Ohio. This was confirmed by Flight  
Engineer L. E. Baney.

The UFOs also were seen by the  
crews of United Flights 937 and 321,  
both flying west from Newark. While  
observing the objects, the crews had  
discussed them by radio. All the pilots  
and flight engineers agreed that the  
lights were on separate vehicles which  
were holding a formation.

At Akron, added confirmation came  
from ground witnesses. Between 9:15  
and 9:20 pm, several local UFO reports  
were logged by the Akron UFO Research  
Group. All the witnesses described three  
glowing objects.

After Capt. Killian's flight landed, a  
passenger told a Detroit newspaper about  
the sighting. The local American Air-  
lines press official then approved the  
release of Capt. Killian's report.

Next morning, at Washington, NICAP  
asked the AF for a comment. At that  
time, the AF had no explanation for the  
sightings but said they were investi-  
gating.

The Federal Aviation Agency was then  
queried, and an official statement was  
given to NICAP:

"Our responsibility ends when a UFO  
report is forwarded to the military." The  
FAA said it had no information on the  
airline pilot's reports; nothing had come  
in from their Detroit offices.

That same day, FAA traffic controllers  
in the Detroit tower denied they had been  
notified. The Detroit *Free Press* was  
told they were "completely in the dark"  
about Capt. Killian's report. (By then it  
was a front-page, banner headline story  
in the Detroit papers.)

### Army Expert Suggests Space Ships

In the early hours of Feb. 26, "Long  
John," on Station WOR, broadcast a  
short interview with First Officer Dee.  
The sky above the plane, said Dee, had  
been "very clear." Confirming Killian's  
published report, he added that they had  
briefly considered the possibility of a  
jet-refueling operation, but a check after  
landing disclosed there had been no such  
flights. (Capt. Killian later told NICAP  
he had already rejected this idea.)

Meanwhile, in Detroit, a space-ship  
explanation was suggested by Lt. Col.  
Lee B. James, an Army missile expert  
associated with Wernher von Braun, in  
the Army Ordnance Missile Command at  
Huntsville. Speaking before the Michigan  
Society of Professional Engineers, Col.  
James said the objects seen by the air-  
line crews were quite possibly from outer  
space.

"I know they are not from here," said  
the missile expert, "and they are not  
coming from Russia. We in this civili-  
zation are not that advanced yet."

If the crews and passengers really  
saw what was reported, Col. James said,  
the objects "would have to come from  
outer space — a civilization decades  
ahead of ours."

One engineer asked him about Capt.  
Killian's report that his radar screen had  
not shown the UFOs.

"That civilization quite possibly has  
licked that problem," Col. James replied.  
"It might use a special coating or a  
composite of certain materials which  
might prevent such a reflection."

Feb. 26th also brought a public state-  
ment from American Airlines — a surprise  
because previously the company had been  
close-mouthed about UFOs. Commenting  
on sighting locations, the airline dis-  
closed that its pilots had had a consid-  
erable number of sightings in the mid-  
west, where this encounter had occurred.

In an interview by Lex Mebane, that  
night, Capt. Killian enlarged on the  
changing glow of the UFOs. Not only  
had their color altered at times, from  
yellow to bluish white, but their intensity  
had varied from extreme brilliance to  
temporary fade-outs. Killian had briefly  
wondered if the UFOs were trying to  
signal, but he did not see any pattern or  
regularity. (continued on page 3)

## UFO FOLLOWING VANGUARD REPORTED BY TRACKING CENTER

The Akron-Canton Satellite Tracking Group has reported an unidentified object which was following the Vanguard "weather" satellite in its orbit of the earth. Members of the group emphasized that it could not be the rocket booster, which had been sighted earlier. They said they had no explanation for the strange object.

If this was actually a UFO, it would appear to have been observing the Vanguard satellite. There have been several reports of UFO interest in earth-launched rockets, and one report of a so-called "ghost" satellite which was picked up by radar, after Sputnik I was put into orbit in 1957. (See general story on Vanguard) †

continued

The UFOs' speed also varied, Capt. Killian told Mebane. At times, they would pull ahead quickly, then apparently lag as if to let him catch up. These movements were easily observed, since the airliner was flying a constant 300-degree course. The captain said some passengers asked him to fly closer to the objects, but he had to consider their safety, even if regulations had permitted this. Also, he added, he obviously did not have enough speed to catch up with the UFOs.

### The Air Force Explanation

For three days, the AF was silent about these reports. Then on the morning of Feb. 28, it released to the press this official opinion of the Air Technical Intelligence Center:

The airline crews all had been misled by the Belt of Orion. Glimpsed through broken clouds, Orion's stars had created an illusion of fast-moving objects, deceiving the airline pilots.

To back it up, the AF stated that an Air Force transport crew flying from Washington to Dayton, that same night, had seen Orion through broken clouds at 8500 feet, and could vouch for the illusion.

To anyone knowing the facts, the AF explanation was preposterous. Capt. Killian was on record: He had seen BOTH Orion and the UFOs simultaneously - and in a clear sky. So had members of the other airline crews, and the night-flying experience of these airline pilots exceeded that of the average AF transport crews.

All this was well known at the Air Technical Intelligence Center. Despite this, the AF censors had deliberately cast doubt on the ability and integrity of these airline veterans.

If the AF claim were to be believed, there were only two choices: All six crews were befuddled - or lying.

Because of this ridiculous implication, suspicion about the AF transport story has been expressed. Specific details were not given: Names of the pilots; their night-flying experience; the plane's position and time when Orion was sighted through broken clouds, so that Weather Bureau records could be checked. (NICAP is asking for Weather Bureau reports along the Washington-Dayton route for that night.)

The AF story may be true - a lucky

coincidence which provided ATIC with something to publish as an answer to the airline reports.

But that explanation, applied to the airline sightings, is completely contrary to fact. And ATIC must know it.

After the AF story appeared, NICAP phoned Capt. Killian and asked his reaction. Killian firmly stood his ground.

"I certainly know Orion when I see it," he said. "It wasn't any brief look. During those 45 minutes I saw both Orion and the unknown objects repeatedly. So did other airline pilots."

"What do you think of this AF transport story?"

"Maybe they did see Orion through breaks in clouds. I can tell you this: No experienced airline pilot is going to be deceived like that - we've seen stars through cloud breaks thousands of times. And those other crews have confirmed what I reported.

"Also, in our area, the only clouds we had were about 3500 feet *below* us. Above that, visibility was unlimited - the sky was absolutely clear. Those other captains would testify to that. So could everybody on our flight; the cabin lights were switched off and they were all looking out."

At the time of this conversation, the AF statement in the *Herald Tribune* had already appeared. Capt. Killian was asked for a comment on the "sobering up" implication.

"Naturally, I don't like it," he said. "They know we don't drink before flights - it's one of our strictest rules."

Besides the AF statement, the *Herald Tribune* article had carried the following quotation from Capt. Killian:

"I am sure there are people on other planets who have solved the problem of space travel. I sincerely believe their vehicles are coming close to the earth."

"Is that quote correct?" Killian was asked.

"Yes," he said. "That is what I believe."

In order that NICAP members may realize the full import of the AF spokesman's statement, here is a summary of the main points:

1. The AF says it was jittery after World War II, when the Kenneth Arnold UFO report set off the public "saucer scare." But the AF techniques have now reduced evaluation of reports to a routine, with no excitement.

2. Sightings go in cycles caused by

UFO publicity on TV and radio, and in books and articles.

3. There is more sky awareness; more people are looking up, especially at night. Many have cold-war jitters, so they see flying saucers.

4. There are always some reports caused by intoxication.

5. There are some persons who actually have seen things they could not understand - because they lack the intelligence or knowledge to identify them as ordinary objects.

To illustrate this, the AF used the September 1958 case where Army man at a Nike base in Maryland reported a glowing UFO. This, said the AF statement, was actually a floodlight seen at a distance. (The AF did not mention that they had first told Washington newspapers the glow came from arc-welders' torches, on a power-company job - an attempted explanation the power company had refuted and forced them to change.)

6. Outside the military, there are many people and groups who insist interplanetary travel is going on. The AF knows about these people, said the spokesman, and there is not a word of truth in what they say, but they sell books and magazines and are making a good thing out of it. (This was worded as a condemnation of all UFO investigative groups, including NICAP. NICAP has not made a dollar's profit, and its claims are documented. But since the AF spokesman avoided names, and also hid behind anonymity, he is safe from lawsuit.)

### NICAP's Evaluation

Taken together, the February 28th "Orion" explanation and the AF spokesman's statement were plainly meant to serve three purposes:

1. To offset the airline crew's reports.
2. As a warning to all airline pilots that they too would be officially ridiculed if they publicly reported UFO sightings.
3. To reduce the growing support on Capitol Hill for open UFO hearings.

It seems clear that the AF - or a higher agency dictating to the Air Force - is determined to block any Congressional drive for the truth. Beside this smearing of reputable observers, there is now a campaign to persuade Congressman that UFO hearings would actually be harmful because it would encourage the "science fiction writers" who insist on UFO reality. (See the report on Gen. W. P. Fisher's letter to Senator Harry F. Byrd, elsewhere in this issue.)

But the AF tactics in the recent airlines case may backfire on the censors. Though some airline pilots now swear they will never publicly report a UFO, others are aroused by the AF spokesman's statement. If the majority of airline pilots who have seen UFOs unite in self-defense, their combined testimony will have a powerful impact on Congress.

## VENUS MAY BE "BIG SURPRISE" SAYS NOTED ASTRONOMER

### AF Hurrying Venus Probe Satellite

The planet Venus may have an atmosphere capable of supporting life not unlike the Earth's, according to a new theory by Dr. Robert S. Richardson, Associate Director of Griffith Observatory in California. Dr. Richardson was already noted for his studies of Mars, at Palomar, and his report of blue, vein-like "canals" on the Red Planet.

"There is much talk about going to Mars and of life on Mars while Venus is scarcely mentioned," states Dr. Richardson. "But don't sell Venus short — it may yet turn out to be the big surprise of the space age."

Apparently, his views are shared by the U.S. Air Force, which is hurrying plans for two Venus shots — one to be a satellite with photographic equipment.

Since we are not even near manned space flight, there can be no urgent reason to get close photographs of Venus — unless it is to learn whether there is life on Venus which could explain UFO operations.

The first Venus shot is scheduled for June 3, a probe with a 78-pound payload. It will be called Able-4-Thor. The second is scheduled for the very next day. Designated as Atlas-Able, it will have a payload of 325 pounds and will be a two-stage vehicle using the powerful Atlas ICBM as the booster.

The first probe may go past Venus, but the second is designed to circle the planet and obtain all possible information. This period in June was selected because the earth and Venus will then be in a better position for the launchings.

However, the closeness of the two shooting dates has aroused some speculation. If the first probe successfully passes close to Venus, its appearance could be expected to cause intense interest if there is intelligent life there. The arrival of a larger orbiting satellite soon afterward might cause a quick investigation, if an advanced race lives on Venus. Such investigation possibly would be in the form of attempted interception or observation by space vehicles. There might also be an attempt to destroy the alien satellite, or to bring it down for examination.

If telemetered signals, or television images relayed this information back to earth, the AF and higher agencies conceivably might get important answers to the UFO problem, such as: Whether Venus is a base for space operations; and whether it is hostile to space visitors or reconnaissance.

Should the orbiting satellite prove that Venus is devoid of life that could threaten us, or would interest us, then

## 3 ½ Hours Moon Flight Predicted

Maj. Gen. John B. Medaris, chief of the Army missile program, expects that a photon-powered spaceship will be able to reach the moon in not over three and a half hours. Gen. Medaris gave this estimate on Feb. 24, at Duke University. Such a vehicle, he added, should reach the nearer planets in two days and would require only 3½ tons of fuel for the latter journey. He indicated he expected such a propulsion system to be developed within the next ten years.

the search for UFO bases could be concentrated on the moon, Mars, or other solar-system planets.

The AF may claim that the probes are mere routine, but their urgent attempt to learn more about Venus indicates otherwise.

Regardless, the following opinions of Dr. Richardson take on new interest because of the AF-Venus plans.

In answer to the reasoning that Venus must be a dustbowl planet, because we have been unable to detect water vapor in its atmosphere, Dr. Richardson argues that our instruments can only detect water vapor, hence actual water might go undetected. The temperature above the Venusian cloud layer, he added, is not much above the freezing point, so that most of the water would be in the form of ice particles.

If you are moving to a new address, please notify us promptly so our publications will reach you without delay.

Actually, he continued, the whole surface of the planet, or most of it, might be covered by water. This would explain the abundance of carbon dioxide detected in the atmosphere. Much of the earth's carbon dioxide, by contrast, has been used up by entering into rock formation.

The gases which have been detected in the Venusian atmosphere, Dr. Richardson points out, are not poisonous ones. Although oxygen has not been detected, it could be present at a lower level beneath the cloud layer. If there is ample water, and oxygen, Dr. Richardson concludes, "the presence of life in some form would seem to be almost inevitable." If the estimates of maximum surface temperature (about 170° F.) are correct, however, it would have to be a form of life adapted to high temperatures.

Dr. Richardson's statements added weight to previous speculation that Venus might be a home of life. Frank Korkosz, astronomer at the Springfield, Mass., Museum of Science, has suggested that there may be intelligent life on Venus which has been using space ships to observe earth. (See The UFO INVESTIGATOR, December, 1958.) Dr. I. M. Levitt, director of Fels Planetarium, said in 1954 that if water and oxygen are present on Venus "some form of life should be present."

## AIR MINISTRY CONFIRMS STRANGE OBJECT, THEN COVERS UP

Just two days after the UFO sighting by six U.S. airline crews, British Air Ministry officials admitted that an object definitely classed as "unidentified" had been seen at a low altitude over London Airport. The actions that followed lead to the suspicion of a cover-up strongly resembling the USAF "Orion" brush-off.

On the evening of Feb. 26, a "glowing disc was seen over London Airport by four reliable witnesses. One of them was the traffic control officer in the airport tower, who observed the object with binoculars and reported it as a UFO. An official Air Ministry report given to Reuters press service said the object also was seen for 20 minutes by witnesses at the Royal Air Force Headquarters, at Stanmore. Their official description reported to the Air Ministry is as follows:

"Bright yellow light, varying in intensity, some 200 feet from the ground. It stayed in one position for about 20 minutes, then climbed away at high speed."

The Air Ministry classification "unidentified" means, that such an object is not a balloon, searchlight beam on a cloud, a star, or any of the other things sometimes mistaken for "flying saucers."

This classification remained unchanged for a week. Then on March 6, contradictory explanations were issued by the Air Ministry and London Airport officials.

At first, an Air Ministry statement said the glowing object was the nose cone of a civilian plane. Neither the aircraft, nor its pilot, was identified by the Ministry.

That same morning, London Airport officials stated the object was the planet Venus distorted by a cloud layer.

Later on March 6, an Air Ministry spokesman combined the two answers as follows: It could possibly have been caused by an aircraft navigational light plus the planet Venus. The stationary yellow disc was probably the planet, and the subsequent sudden movement was caused by the plane light. On this guesswork basis, the spokesman then concluded:

"The unidentified object has now been identified."

Just as the USAF "Orion" story ridiculed the intelligence of trained airline crews, this Air Ministry explanation makes fools of the RAF witnesses and the traffic control expert in the tower. British official policy seems to parallel that of the USAF, to explain away any UFO report, no matter how ridiculous or flimsy the answer.

## UFO SIGHTINGS RAPIDLY INCREASE

In the last two months, verified sightings of Unidentified Flying Objects have increased at a rate hinting at a new "flap." The step-up of space probes by the U. S. and Russia may be the chief cause, setting off new intensified surveillance of our planet.

As this issue closes, more reports are coming in from South America, Canada, England and other foreign areas, besides added sightings in the U. S. (These will be covered in the next news bulletin.) The following cases have been selected as typical of the recent reports.

Jan. 3, Rochester, NY. About 8:30 pm, private pilot William Neva and other witnesses sighted a circular, orange-yellow object flying due south. Through binoculars, Neva saw the UFO make a "perfect, shallow turn" to SW, estimated altitude 1000 feet. Then the object, or a part which separated, turned sharply west, shot away "like a tracer bullet." A crackling sound was heard as it passed overhead. The airport tower said there were no aircraft in the area.

Jan. 8, Wisconsin. At 5:15 pm, former AF control-tower operator Gordon Higgins, driving near the Illinois-Wisconsin border, saw a large, circular object descend slowly, then race off horizontally to the SW, changing to orange color and leaving a trail of sparks. A similar report came from Mrs. Earl Becker, Iron Ridge, Wisc; also, radio newscasts said the object was seen in a five-county area. (That night "fiery objects" - officially explained as burning balloons - were seen at several places in the U. S. See January NICAP Bulletin.)

Jan. 27, Cleveland. At 9:45 pm, school board member Robert H. Jamison, and other witnesses, sighted a strange lighted object. Mr. Jamison reports it was rounded at both ends, and had numerous lights.

Feb. 3, Pinoak, Pa. Private pilot and newspaperman Joseph Klosinski, with another witness, reported a bright, circular object flashing overhead at about 7:45 pm. Klosinski said it was at a very low altitude, beneath a cloud layer estimated at 1500 feet. He heard a sound like "rushing air."

February 4: Watertown, N. Y. A red, glowing object which lit up the ground was reported to the sheriff's office at 11:20 p.m. Henry J. Fikes, county Civil Defense director, said he suddenly noticed a bright light behind his car. He saw a strange ball of light gliding down slowly and emitting a few sparks. Fikes said the object was definitely not a flare or a meteorite.

Feb. 7. On US Route 601, South Carolina. About 4:20 am, TV engineer Emmet West, WCHS, Charleston, W. Va., saw a large UFO directly above the highway. (See detailed separate story.)

Feb. 11. South Carolina area including Orangeburg, Charleston, Ellaree, etc.; sighting of a huge, glowing UFO

(possibly two) from widely separated points, at about 4:15 am.

At Orangeburg, Mrs. James Hutto saw a strange object from her window and called her husband to see it. Time, 4:15 a.m. Mr. Hutto said later it appeared to be a very bright flat disc with slots on top. As it came directly toward them on a SE course, rotating rapidly, it made a half right turn and disappeared. The object was in view for about 15 seconds.

At the same time, in the Charleston area, dozens of witnesses, including pilots, ministers, and a park superintendent also reported a huge, glowing UFO. Most reports said it moved rapidly from NW to SE giving off a brilliant light which lit up the ground like daylight. A meteoric fireball was later suggested as an answer, but the possibility that more than one object was involved also was raised. This resulted from two good reports of a high-speed UFO moving from W to E about 4:12 a.m. and one report of a disc going from SE to NW. The Air Force announced an investigation.

The pilot of a chartered DC-4, who spotted the 4:15 object just after his take-off from Charleston Municipal Airport, said it resembled a large aircraft.

The object moving from W to E at about 4:12 a.m. was reported by two county detectives and an FAA control tower operator. Park Superintendent G.B. La Boon and his wife, in Ellaree, S.C., saw a brilliant sun-like object at 4:15 a.m. going approximately SE to NW, or the opposite direction to most of the other reports. The UFO was a greenish-orange disc-like object with a brilliant white aura, La Boon said. It disappeared over the horizon in about 30 seconds.

Feb. 18. Iowa. Observers in several areas reported an elongated or "topedo shaped" object, brilliantly lighted, moving south to north.

Feb. 22. Montreal, Canada. A spokesman for the Royal Canadian Air Force said they had received conflicting UFO reports indicating an unusual object. One witness, an Air Force officer, described a large round object—a "big red ball"—moving west to east, climbing swiftly.

Feb. 24. The sightings by six airline crews, covered in the lead article.

Feb. 24. Michigan and Wisconsin. About 6:30 am. a huge bluish-green fireball was sighted by hundreds of witnesses, include state police, and control-tower operators. Some described it as a flaming, cigar-shaped object. Suggested as of natural origin, but closely resembles the "green fireballs" which Dr. Lincoln La Paz has insisted are a mystery.

## First NICAP Subcommittee Formed

The first official NICAP subcommittee, organized by Gary N. Longfellow in Alton, Illinois, is now operative. Members of the investigative unit include Andrew Hogue, Sr., an astronomer; Dr. Irwin Parrill, chemist; William Mary, teacher and former radar technician; and Robert Boedy, mining engineer. Longfellow, former Air Force crew chief with experience in police investigation work, will act as chairman of the team, which is to be designated *Illinois Unit #1*.

Other subcommittees are being formed around the country, some in universities, to make first-hand investigations and preliminary evaluations of local UFO incidents. The most important findings of each unit will be published in the UFO INVESTIGATOR.

In Peoria, *Illinois Unit #2* is in the process of being formed. The nucleus of the team consists of Robert C. Burr, Bradley University chemist, and his wife, a psychology student at the university. The second NICAP team completely formed, awaiting only settlement of final details, is *Minnesota Unit #1* in St. Paul. Members include a research chemist, a General Mills scientist, and others with technical experience.

While NICAP affiliates are open to all members in an area, the subcommittees are to be relatively small units (an average of 4-6 members) made up primarily of scientifically trained personnel. Organizers of the units are asked to submit a list of the names, special training and/or experience, and equipment, for approval by NICAP. Credentials will be issued upon acceptance, and names of subcommittee members in sensitive positions will be kept confidential on request. Scientists are welcome to participate in either an active or advisory capacity, regardless of whether they are NICAP members. For more information, write to Associate Editor Richard Hall.

Feb. 25. About 60 miles north of Barbiton, Ohio, a dark gray, egg-shaped object with a red light was reported seen by Richard Bosworth, a Cleveland chemist. Time: 6:45 am.

Feb. 26, London Airport sighting, described elsewhere.

If these increased UFO sightings are caused by our satellite and space probe launchings, then we may expect them to continue, possibly with surveillance at closer range.

Please send us any UFO reports which appear in your local news papers, with the name and date of the paper; often the local reports do not get on the press wires. We will gladly send UFO report forms for use by any available witnesses.

It is important for us to get all possible UFO reports, so that we can present Congress with massive, verified evidence if public hearings are held.

## AF TELLS CONGRESS WHY IT OPPOSES UFO HEARINGS

In its fight to block open hearings on Unidentified Flying Objects, USAF Headquarters is now telling Congressmen that this would merely aid the science-fiction writers and would prevent the AF from "taking the aura of mystery out of UFOs."

In official AF letters signed by Maj. Gen. W. P. Fisher, Director of Legislative Liaison, this statement has been given to each Senator and Congressman who suggests — or even mentions the possibility — of public hearings on UFO problems. NICAP has several of these letters in its possession, including the signed original sent by Gen. Fisher to Senator Harry Flood Byrd of Virginia, on January 20, 1959.

Following are verbatim quotations from the letter to Senator Byrd:

"The allegation that the Air Force is withholding vital UFO information has no merit whatsoever.

"It would be an impossible task to attempt to determine the specific cost of the Air Force UFO investigations for the past 11 years." (NICAP Note: In an official press statement from the Air Technical Intelligence Center, Lt. Col. Spencer Whedon has said that each major investigation cost the Air Force \$10,000. Multiplying the number of major investigations by this amount would very quickly give a fair indication of the huge sum the AF has spent and is still spending to check on "non-existent" objects.)

"The Air Force feels that public hearings would merely give dignity to the subject out of all proportion to which it is entitled. The sensation seekers and the publishers of scientific fiction would profit most from such hearings, and in the long run we would not accomplish our objective of taking the aura of mystery out of UFOs." (NICAP: If hearings disclosed that all the UFO reports were in fact "science fiction," the AF would gain tremendously from public hearings. This would most certainly end the mystery. The truth is that public hearings, if they included the appearance and testimony of veteran pilots and other trained observers, would prove the reality of UFOs, the AF censorship, and probably the reasons for the official secrecy.)

After stating the Air Force objections to hearings, Gen. Fisher adds that the AF will give wholehearted cooperation if "overriding considerations" require such hearings.

But the tone of this persuasive letter is such that most Senators and Representatives, unless well informed through factual UFO evidence, will accept the AF explanation. However, enough Congressmen have indicated their dissatisfaction with the AF answers to warrant a belief in eventual hearings.

For this reason, it is important that every NICAP member — if convinced

## Avro 'Disc' Nearing Test Stage

After nearly six years' work, a jet-propelled disc-shaped aircraft, built by AVRO, Ltd., Canada, is approaching its first full-scale flight tests. The project was underwritten by the USAF about five years ago, when financial problems held up AVRO's progress.

In October, 1955, Mr. Donald Quarles, then Secretary of the Air Force, stated: "We have a project with AVRO which could result in disc-shaped aircraft." An artist's conception, showing a round device with a raised cabin, was released at the same time by the Defense Dept. The statement and sketch were tied in with an AF debunking of flying saucer reports, in Special Report 14.

Many Americans got the impression that the AVRO disc had been in operation secretly and was responsible for UFO reports. This was mainly due to Secretary Quarles' warning not to be misled by sighting revolutionary types of AF machines.

Actually, the AVRO device then was still in preliminary stage, and the only other VTO — vertical takeoff — aircraft consisted of one or two models confined to test areas — and not saucer-shaped.

The belated appearance of the AVRO disc, in the next two or three months, may revive suspicions that such "saucers" have been flying for a long time — causing UFO reports. It should be remembered that verified UFO sightings were made years before, with hundreds of official reports by both Allied and enemy pilots in World War II.

The design of the AVRO disc, using conventional jet propulsion, is believed to have resulted from pilots' detailed reports of round-shaped machines — the "flying saucers." This could be an important first step toward duplicating the UFOs' performance. But the estimated top speed — about 1500 mph — is less than one-sixth of the UFO speed officially recorded in USAF radar tracking of the unknown objects. Matching such speeds, by duplicating the propulsion and guidance system, still appears to be well in the future.

that the AF policy is wrong — write to his Senators and Congressman and strongly urge public hearings. To show the need, we quote the following statement to NICAP Member Russel Dwain Williams, in answer to his letter to Senator Lyndon Johnson, majority leader and Chairman, Preparedness Investigating Subcommittee. On February 16, Senator Johnson wrote Mr. Williams:

"The staff of the Preparedness Investigating Subcommittee is at the present time making an investigation into this matter. In order that they may have the benefit of your thoughts, I am forwarding your letter to them."

Senator Johnson's letter was written after NICAP had promised his subcommittee proof of AF censorship, and lists of verified sightings and key witnesses, if they would hold public hearings.

## UFO PRESS STORY CENSORSHIP REPORTED

According to a Tampa industrialist, the St. Petersburg, Fla., *Independent* was ordered by government authorities to stop publishing details of a UFO sighting on Dec. 12, 1958.

On this date, a number of citizens in Tampa and St. Petersburg sighted a round, silvery object moving slowly toward the Gulf of Mexico. One of the witnesses was Mr. Leonard L. Minthorne, head of a large exporting and shipping company with New York offices and agents in 46 countries. In a report to NICAP, Mr. Minthorne gave these details:

The object, sighted at 4:30 p.m., was a brilliant silver color. At first it looked about the shape of a top, but later appeared more elongated. It was not possible to know the exact size, but Mr. Minthorne had the impression it was about 100 feet in diameter.

On Dec. 13, a news item on this sighting appeared in the St. Petersburg *Independent*. Since Mr. Minthorne's observation of the UFO was more detailed than that reported in the paper, he phoned the *Independent* to offer this added information. The editor with whom he talked was polite but evasive, Mr. Minthorne told NICAP.

"He stated he had had several reports concerning the object but had been instructed by government authorities to write no further articles or make no further comments about it whatsoever in his newspaper."

When asked if the instructions came from the Air Force, he replied he could not even say "what branch of the U.S. Government had told him to disregard reports on the object."

The AF has denied newspaper requests for details of specific sightings. But this is the first instance reported to NICAP where any U.S. Government official flatly ordered a paper to stop all comment on a UFO sighting. There is no proof that it was the Air Force, but this is probable, since the AF claims absolute jurisdiction in the UFO investigation.

This could be the beginning of — or an attempt at — outright censorship which would block all mention of UFOs in the press or on radio or television. To NICAP's knowledge, there is no legal authority for such a blackout. The majority of our Board of Governors have publicly warned that the secrecy about UFOs is dangerous, and most of our members agree.

Unless absolute proof to the contrary is given to the NICAP Board, and its Special Advisers and staff — including proof that silence is in the best interests of the country, we shall fight any attempted censorship. We urge that members inform us promptly if they learn of any such cases, so that we can make them public.

## SCIENTISTS' POLL. EXPECT SOME TYPE OF LIFE ON MARS

In a poll by the National Geographic Society, 36 of the 37 scientists covered said they believe the first space traveler to reach Mars will find some form of life there. Dr. William M. Swinson of Lowell Observatory, Flagstaff, Arizona, revealed one basis for this belief: Spectroscopic studies indicate that matter on Mars absorbs the same wavelengths of sunlight as some plant life on Earth.

Increased interest in conditions on Mars also has been indicated by the Air Force.

Oxygen locked chemically into Martian soil may be released through heating, by space-travelers from Earth, the AF recently disclosed. Tests at the AF School of Aviation Medicine, at San Antonio, have included "cooking" of two types of soil believed similar to that of Mars, with temperatures ranging up to 1500 degrees. The heating of this soil — sandstone and lava — caused the release of a small amount of oxygen.

Spectroscopic studies will be carried out to determine whether such soil actually does exist on Mars. If so, then plans may be developed for future space-men to obtain their oxygen in this way, from the Red Planet.

Another experiment at the AF school has involved the breeding of mice at higher and higher elevations (simulated in pressure tanks). The purpose: To see if mice can be developed to stand typical low atmospheric pressures, like those on Mars. If this can be achieved, it might indicate that earth creatures could exist on Mars.

The AF tests also take into account the temperature variations on Mars, not only with experiments on mice but in tests involving various types of bacteria. From a previously widespread disbelief in the possibility of any kind of Martian life — even lichens — the pendulum now is swinging to a general acceptance of such life, with a cautious admission by some that there may be a highly intelligent Martian race.

### DON'T MISTAKE EXPLODING ROCKET FOR UFO

In January, the Army announced tests of a small weather rocket designed specifically for use over thickly populated areas. Constructed of finely spun glass fiber, the 7-foot "Arcas" rocket will burst when its mission of gathering weather data is complete, and will scatter about 1300 cubic inches of dust harmlessly into the air. The rocket, developed by the Office of Naval Research, weighs 71 pounds and measures 4½ inches in diameter.

Though bursting of these rockets may be too high for ordinary ground observation, NICAP is informing its members so that these "explosions" and scattering of dust will not be suspected of any link with UFOs.

## TV ENGINEER'S UFO SIGHTING BRINGS HURRIED AF CHECK-UP

In a recent UFO encounter which led to an immediate AF Intelligence check, a Charleston, W. Va., television engineer changed from a near-skeptic to an absolute believer in flying-saucer reality.

The witness involved was Mr. Emmet West, engineer at WCHS-TV, in Charleston. Mr. West's report was sent to NICAP by Mr. Hugh McPherson, announcer and newscaster at the station, who emphasized the engineer's reliability.

At 4:20 a.m., on Feb. 7, 1959, West was driving along U.S. Route 601, in South Carolina. Suddenly he noticed that the hood of his car was reflecting a greenish-colored light.

"Looking up," he said, "I saw a large round object descending toward the car. It stopped at about 5,000 feet above me and hovered for almost a minute."

West estimated the object to be about 100 feet in diameter, though this was only a guess. He said it was flat on the bottom and had a curved top. A band of greenish-white light surrounded the white center.

When he started to back his car, for a better view, the strange object began to move horizontally."

"It was out of sight in a matter of seconds," he said. He tried to raise some ham radio operators with the transmitter in his car, but failed. When he reached Bluefield, he reported the sighting to the Civil Air Patrol. As soon as he arrived in Charleston he found that the Air Force had been calling from Dayton, asking him to contact Wright-Patterson AFB immediately. When he phoned, AF Intelligence officers at ATIC asked for every detail of the sighting.

"In all, they asked me the same things three times," said West. "Then I asked if my experience was unusual. They said, 'not at all.'"

When he inquired if anyone else had reported the UFO, he was told "It's possible." But the intelligence officers would not reveal any more information.

The TV engineer has flown for 20 years and is familiar with ordinary objects in the sky. It couldn't have been a flare or a balloon, he said, because of the hovering, swift acceleration and high speed.

"But what I saw was controlled, and I'm sure it was not put into the air by the U.S. or any other country."

Before this, he was not convinced such things existed.

"Now I am convinced," he said. "I don't know where they come from or what they are — but they're real."

If by error you receive NICAP literature for prospective members, please pass it on to a friend or to your local library.

## CIVIL DEFENSE ORDERED TO REPORT UFOs TO AF

New Civil Defense orders on reporting unidentified flying objects have been issued following the disbanding of the Ground Observer Corps. The Air Defense Filter Centers were closed on January 31st.

Special Adviser Lou Corbin, who notified NICAP of this development, commented:

"It seems very peculiar to issue new official orders for reporting to the Air Force objects which the Air Force says don't exist."

A Civil Defense Training and Operating Instructions sheet, dated February 2nd, orders County Directors and other Civil Defense personnel to relay all UFO reports to the nearest Air Force Base. The order stipulates that the essential facts of UFO reports from the public "be reported to the Air Force base after informing the person reporting that this action will be taken, and that the Air Force Base Operations Officer is responsible for appropriate action."

On November 21, 1958, a Department of Defense news release stated that the G.O.C. had been outmoded by improved radar facilities and high-speed computers. Nevertheless, it concluded by urging G.O.C. volunteers to utilize the experience they had gained by taking part in Civil Defense programs. As indicated by reports reaching NICAP, part of this experience was in observing and reporting UFOs.

The new Civil Defense orders, channeling UFO reports through Air Force Bases, might be an attempt to improve the flow of information to appropriate agencies without revealing information about jet scrambles. During the G.O.C.-Filter Center set-up, news of many UFO pursuits was made public by civilian volunteers. More recently, personnel associated with the system had been debunking UFO reports. Under the new C.D. orders, UFO reports will go to Base Operations officers. If any subsequent action is taken, it is doubtful whether the public will learn about it.

### NEW SPECIAL ADVISER APPOINTED

We are glad to announce the appointment of Mr. Norman S. Bean, Director of Engineering Development, TV Station WTVJ, Miami, as a NICAP Special Adviser. Besides his long experience in the electronics and communications fields, Mr. Bean has been a serious UFO investigator for several years, giving particular attention to reports from Florida and the Caribbean area. Mr. Bean is now checking on an unusual report which he hopes can be released for NICAP publication.

Membership in NICAP, at \$5, includes voting privileges and a year's subscription to the UFO INVESTIGATOR and NICAP bulletins.

## Orbiting Vanguard Shows UFO Possibilities

The Vanguard photographing satellite, launched on February 17th, should be a reminder to critics who have asked what purpose UFOs could have in orbiting the earth. When first discussed by NICAP, observation satellites were only a theory—now they are an accepted fact. Yet the idea that visitors from space might survey the earth in this manner was — and still is — considered preposterous by many.

The new satellite, capable of photographing the gross features of the atmosphere with infra-red light, is expected to orbit for 10 years or more. It is the forerunner of "big brother" photo-reconnaissance satellites which will be able to observe and photograph the earth's surface in detail.

Powered by two batteries triggered to operate only over sun-lighted areas, the "weather eye" satellite was set to scan 25% of the earth's surface over a two week period, before its batteries wore out. Although the photocell units could not pick up any details of ground features, they could picture such broad features as large scale storms. More advanced photographic equipment is scheduled for future satellites of this type.

If visitors from another planet are circling the earth, perhaps unable to land because of our different atmosphere or for other reasons, they could be using a similar technique. Photographic equipment—such as TV cameras—could be used to scan and map the earth's surface, and especially to observe our aeronautical and space developments.

Such observation could even be accomplished with the smaller discs which have been reported, since we have already built tiny TV camera equipment that would fit in such a device. An aerial TV camera weighing only 9 pounds has just been unveiled by Lockheed's Missiles and Space Division. Lockheed experts proved, with a simulated image, that it could photograph the earth from hundreds of miles out in space.

Even if some UFO landings have occurred (and none has been indisputably established) a photo-survey would be a logical preparatory step, and might already have been completed by the visitors.

Our first attempts to study Mars and Venus at close range will be by instrumented rocket probes, until we have some knowledge of the surfaces and the composition of their atmospheres.

If, in the process, we discover that these planets are inhabited by intelligent beings, we will undoubtedly proceed with the utmost caution. Probably no attempt at actual contact would be made until a long survey showed us what manner of beings we were dealing with.

Many believe this is the answer to the UFO operations.

(See also report on UFO following Vanguard)

## ARMY INTELLIGENCE RESCINDS UFO AD IN OFFICIAL BULLETIN

Citing two Army orders, the Fort Monroe *Daily Bulletin* on Dec. 29, 1958, rescinded a paid request for UFO information it had published in its Dec. 22 issue. Two CIC (Counter Intelligence Corps) investigators told NICAP member Larry Bryant, who had inserted the item, that it was in violation of the following Army orders:

1. DA (Dept. of the Army) Letter 6 Aug. 1957 — Subject: Unconventional Aircraft.
2. U.S. Continental Army Command Intelligence Directive 27 May 1958, paragraph 2 B (5).

Dear NICAP Members:

We urgently need your help. As this issue plainly shows, we are in a crucial period, trying to increase Congressional support for hearings against determined AF opposition. A project that would advance this is held up by lack of office help. Local volunteers do their best, but they are few, and their spare time is limited. We urgently need at least two paid, full-time assistants, to work on this vital project and to help handle the mass of accumulated mail. We are doing all that is humanly possible. Please help us build up our membership and support and promote NICAP in every way you can.

Sincerely,

Donald E. Keyhoe  
Richard H. Hall

## CSI WILL HOLD PUBLIC MEETING

A public panel-discussion of Unidentified Flying Objects will be staged in New York City on Friday, March 27, by Civilian Saucer Intelligence. The meeting, to be held in the ballroom of the Hotel Diplomat, 108 West 43 Street, is scheduled to start at 8 p.m. The list of panel members was not complete as this issue closed, but it will include "Long John" Nebel, who frequently discusses UFOs on his WOR program, and the Director of NICAP. Members of CSI will be admitted free on presentation of their cards. There will be an admission charge for the general public.

## FITZGERALD REPORT

Copies of the "Fitzgerald Report" (see Dec. UFO INVESTIGATOR) are available from the Akron UFO Research Committee at a price of \$1.00 each to cover printing costs. Address: P.O. Box 5242, Akron 13, Ohio.

NICAP is sending copies of this issue, along with renewed requests for open hearings, to the Space and Armed Services Committees of both the Senate and House of Representatives. Copies also will be sent to the increasing number of Congressmen who have declared their interest in an investigation.

## Frank Edwards Programs Cover UFOs

Two syndicated radio programs, by the veteran commentator Frank Edwards, now make information on UFOs regularly available from an increasing number of U.S. broadcasting stations. It is expected at least one of the series will soon be heard in Canada.

"Stranger Than Science," a 15-minute program, allots about 10% of its time to UFOs. The other show, "Mysteries From Outer Space," is exclusively about Unidentified Flying Objects. It is prepared in five-minute segments; stations can use one, two or more segments as desired.

Mr. Edwards, a member of the NICAP Board of Governors, began investigating UFO reports in 1947.

"Interest is now higher than ever," he told NICAP. "There has been a big change in the public attitude in the last two years."

## MEMBERSHIP CARDS POSTPONED

We regret that NICAP 1959 membership cards could not be sent with this issue, as planned. Shortage of help, and illness of the Director and the Secretary, made it impossible to finish separating the addressograph cards of those who receive our publications on an exchange basis, or for press and broadcast promotion purposes.

Also, first-class mailing in envelopes was not intended, for this issue, because of the high additional cost. It was made necessary at the last moment because of the delay when the issue was re-opened for the important front-page story.

The 1959 membership cards will be sent as soon as possible; we expect to include them with the April issue.

## NICAP'S NEW YORK AFFILIATE MEETING HELD MARCH 12

The first public meeting of the New York City-NICAP Affiliate was held on March 12, at Adelphi Hall, New York. One of its chief purposes was to illustrate how to distinguish natural manufactured objects in the skies. One of the features was a film entitled, "What We See In Our Skies."

The meeting was addressed by John Lester of the Newark *Star Ledger*, whose syndicated news series on UFOs has attracted wide attention.

The group also heard a report by Capt. Peter Killian, American Airlines, whose Feb. 24th UFO-formation sighting — confirmed by crews of five other airliners — upset the AF debunking program and aroused new interest on Capitol Hill.

New York NICAP members interested in joining the Affiliate may reach its president, Miss Miriam Brookman, at 100 East 21st Street, Brooklyn 26, N.Y.

Please Help Us Get New Members