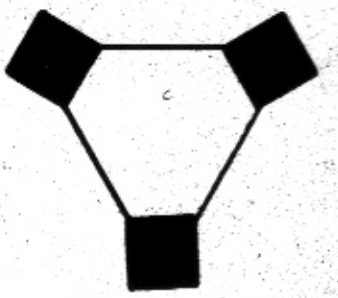
HOW UFOs NAVIGATE! The VORTAC Beacon



By Robert A. Goerman

From all the baffling data that has been collected concerning flying saucers, here, at last, is the first breakthrough into how they actually use the flight corridors across the U.S.

Some were lucky.

It was shortly after midnight on Oct. 19, 1953, when Capt. J.L. Kidd, the pilot of an American Airlines DC-6, droned along at 8,000 feet enroute from Philadelphia to National Airport at Washington, D.C. The copilot spotted it first—a silvery, metallic "something" dead ahead. It didn't even vaguely resemble a conventional aircraft. Hell, it didn't even carry the required series of running lights. Kidd cut back his airspeed and the copilot flicked on both landing lights.

Two things happened.

Kidd realized that the thing was streaking toward him on a head-on collision course. He slammed the wheel forward plunging the airliner into a steep dive. Passengers who had unfastened their seat belts were tossed violently upward. At about 5,000 feet, the captain eased the plane out of the dive bringing free-floating passengers crashing back into the aisles and seats.

When the DC-6 set down at National Airport, ambulances were on hand to rush the injured to hospitals, but luckily only first aid was required.

On Apr. 14, 1954, Capt. J.M. Schidel of United Airlines experienced a near head-on collision with an "unidentified craft" while cruising at 5,000 feet in a clear sky over Long Beach, Calif. During the pilot's evasive maneuvers, a stewardess suffered a broken ankle, a passenger was flung down the aisle with sufficient force to break her left leg, and other passengers were skinned and bruised.

Some were not so lucky.

A frantic emergency call radioed from a C-118 plane with four men aboard was received at 7:44 p.m. on Apr. 1, 1959. The message, "We've hit something or something has hit us—*Mayday! Mayday!—This is it!*" Seconds later, the transport shredded itself on the side of a mountain between Orting and Sumner, Wash. Witnesses stated that they saw two yellowish-orange UFOs following closely behind the plane.

Some were just baffled.

In his second book on the UFO enigma, *Flying Saucers From Outer Space,* Maj. Donald E, Keyhoe, U.S. Marine Corps. (Ret.), describes a conversation that he had with the captain of a major airline who'd seen a disk at close range:

". . . When you've got a plane full of passengers, it's no joke—even if you do kid about it later. One night, a big reddish-orange disc, glowing like hot metal, flew alongside and paced us for miles. Every time I tried to ease away, it would follow, the same when I tried to climb away from it.

"At first, I was just plain dumbfounded. Then I realized we were

helpless, if whoever controlled the thing wanted to attack. The copilot and I had a bad five minutes before it pulled up and left us. Maybe the saucers are friendly—*but I wish to heaven they'd stay off the airways!*" (Emphasis added)

If you're confused at this point, don't feel bad. You have plenty of company. For years, UFOs have paced our civilian and military aircraft, surveyed our airports and air bases, and even imitated the maneuvers used by aircraft during Instrument Landing System approaches. For an equal number of years ufologists have wondered just what exactly was going on. Surely simple curiosity wasn't the explanation. After all, if you've seen 1,000 aircraft, you've seen them all.

It was during the second week of January 1972, that I received a letter from a gentleman who I will refer to as Allan Enlo (which is a pseudonym). That letter sparked my interest and inspired this report.

FIG. 1

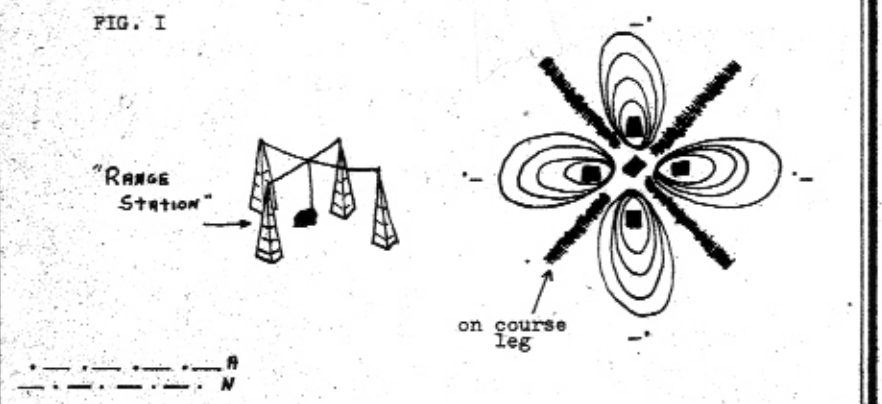
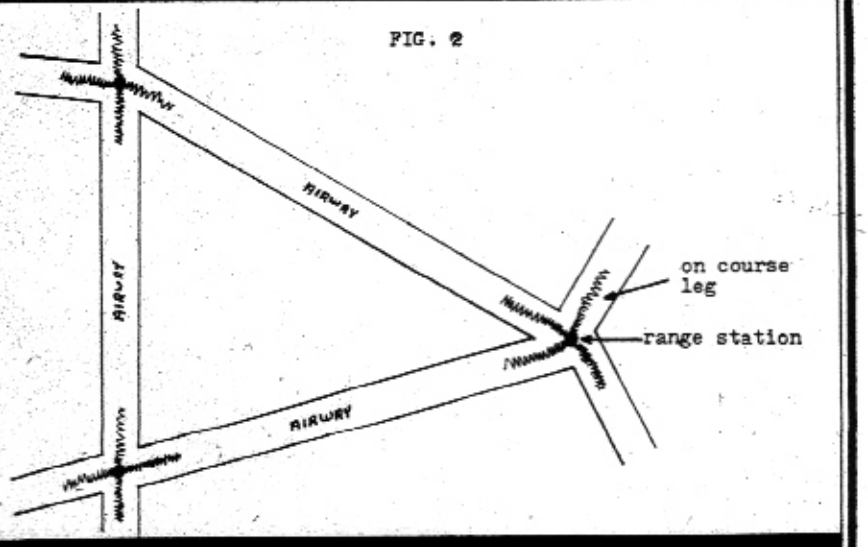


FIG. 2



With VOR - Position Along An Airway Can Be Found By Getting A Fix From An Off Airways Station

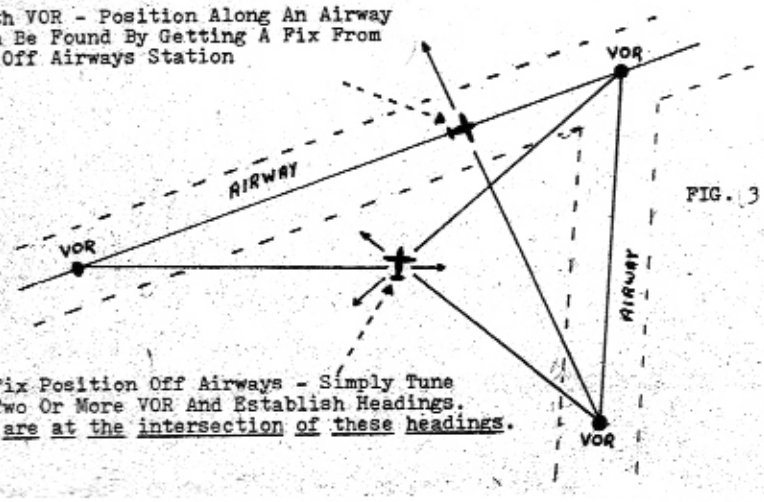


FIG. 3

To Fix Position Off Airways - Simply Tune In Two Or More VOR And Establish Headings. You are at the intersection of these headings.

1-8-72

Dear Mr. Goerman:

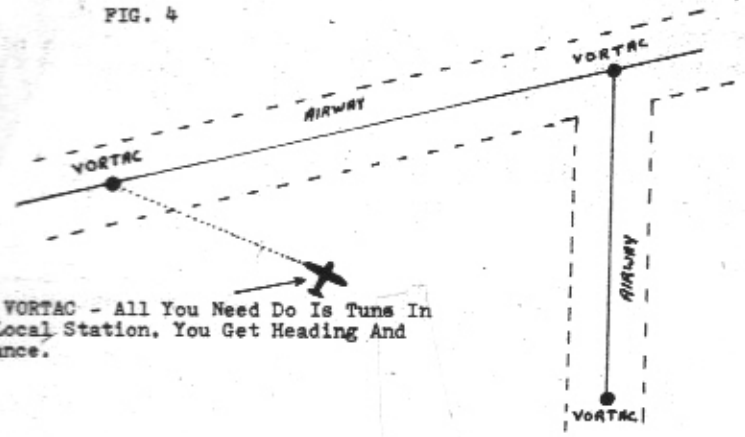
As a part-time pilot, it seems only natural that I would look at UFOs from an aviation-minded point of view. As a pilot I am well aware of a real need for some system of navigational aids if one is to do any amount of flying over unknown territory. Even with highly detailed charts, any pilot will tell you how easy it is to lose your bearings even under the best of conditions in daylight. Without aids of some sort, navigation has to be looked upon as an art, with the final outcome dependent on a series of educated guesses.

Applying this point of view to UFOs it can be easily supposed that they would have an even greater need of these aids than we do. They could establish their own system and run the chance of having it discovered by us, or do the smart thing and use the very same system we use ourselves. This would supply them with a system designed to give just the aid they need with no threat of exposure to them. All they would have to do is to learn to use it, and this could easily be accomplished by watching our planes as they fly and monitoring various radio frequencies until they broke the code.

This would lead to a large number of sightings around airports and incidents of UFOs following aircraft while taking off and landing as they tried to learn our system. This phase might also be accompanied *by some near misses and possibly some collisions.* These incidents would decrease as they became more experienced with our navigational methods and would be replaced by an increasing number of UFOs seen flying parallel to or along our *airways* as they continued to develop experitise in the use of our aids.

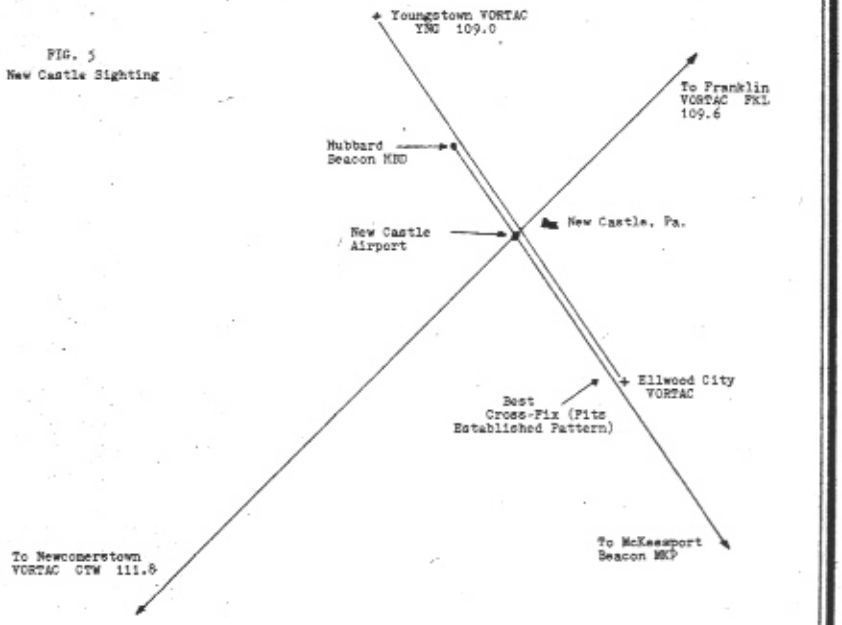
If the above sounds reasonable, it gets even more interesting when one starts plotting UFO sightings on aeronautical charts and finds them falling not only near, but also traveling along established *airways.* Further plottings, particularly of hoverings and landings, begin to show a slight divergence in their methods of using these navigational aids.

FIG. 4



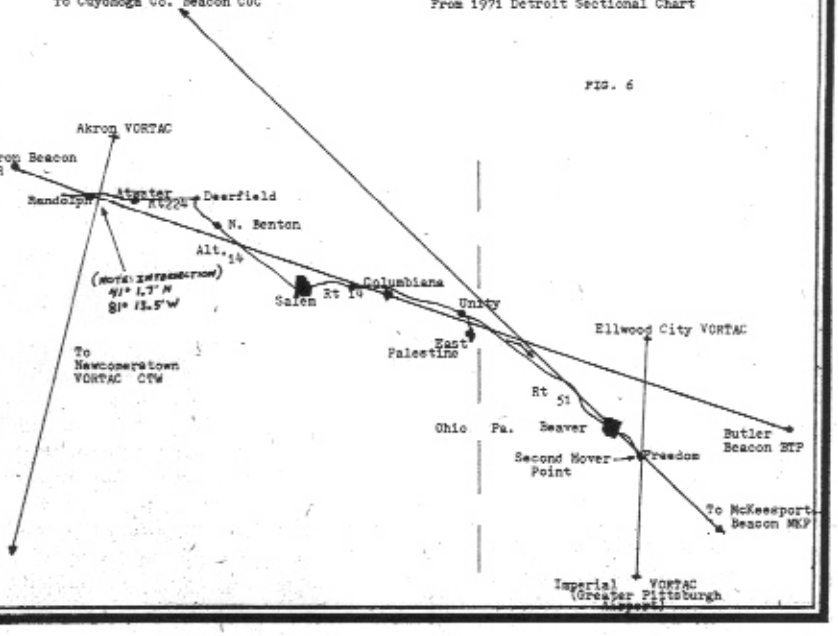
With VORTAC - All You Need Do Is Tune In Any Local Station, You Get Heading And Distance.

FIG. 5
New Castle Sighting



Atwater, Ohio UFO Chase
From 1971 Detroit Sectional Chart

FIG. 6



This difference in utilizing our techniques is so dissimilar from our methods that it can only be called alien.

Sincerely
Allan Enlo

Airways? Now where had I heard that term before? In Keyhoe's writings, sure, but . . . I picked up my copy of the famed, *Scientific Study of Unidentified Flying Objects* better known as the Condon Report off the bookcase. Thumbing through the volume that I had reviewed a few days previously, I found my goal, listed as Cast 1482-N, and also listed as *unidentifed*.

About 15 miles east of Utica, N.Y., on June 23, 1955, the pilot and copilot of a Mohawk Airlines DC-3 spotted a UFO with lighted windows race directly overhead. The strange craft, only 500 feet above them, was elliptical in shape and about 150 feet long. After it sped out of sight, it was observed briefly by two pilots in a Colonial Airlines DC-3 and another airline crew.

The albany, N.Y., control tower also reported that they had seen the object pass by on the Victor-2 (airway). It was tracked moments later, *Still on the Victor-2 Airway*, by radar at Boston, Mass., and still traveling eastbound.

Here it was, not only visual confirmation by the crews of three aircraft but also the Albany control tower as well as the Boston radar. That UFO deliberately followed a Victor-2 airway.

What are airways anyway?

Well, airways, the routes that pilots follow in flying from one air terminal to another, are the basic framework of the Air Traffic Control System. These "freeways of the sky" are clearly defined paths through the navigible airspace of the U.S., and are designated as such by the Federal Aviation Administration. More on that later.

I began to study those head-on, near collision cases with a new perspective and, yes, things began to make a little more sense.

Head-on approaches and the reaction of UFOs to the near collisions seem to strongly indicate two things:

- The UFO had already been on the given airway long before the coincidental approach of our planes; and,
- In almost all of the cases the UFO's reaction seemed to indicate that they were totally unaware of our presence until after, or, at best, just prior to the encounter.

Well, that was five years ago. Since then Allan Enlo has become one of my closest allies in the fight for the truth behind the UFO puzzle. So here, for the

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NAVIGATE!

(Continued from page 19)

first time in print, I will present to the readers of ***UFO Report,*** the Vortac Connection.

The Need To Navigate

Navigation is defined as the process of directing the movement of a craft from one place to another. A *fix* will be henceforth defined as an accurately known point which marks a craft's position at a given time. Keeping these terms in mind, it is a known fact that any detailed aerial study of an area requires the ability to fix your position accurately and to return to selected points of interest within a half mile accuracy. Aliens would need the ability to fix their positions precisely not just on sunny days but also at night and in all types of weather. This guide line rules out any suggestion of a system of navigation that relies entirely on using optical instruments to establish visual reference points. A quick examination of the problem brought three possible answers to mind:

1) They could be using a form of navigation totally unknown to us at this time;

2) They could establish their own network of electromagnetic reference points; and,

3) They could use those radio aids we have already set up for our own navigational purposes.

The first possibility was beyond anything we could determine, and the second seemed to be illogical in that we could discover and disrupt such a system. But the third seemed so logical and obvious that Enlo could not resist checking it out. From the very beginning, the pattern was there and has continued to hold true for well over 90 percent of the sightings he has plotted since.

Terrestrial Air Navigation

The connection between many past UFO sightings and our electronic system of navigational aids is by its very nature somewhat complex and often quite confusing to those not knowing something about our airways system. I shall try to give enough information about this system, and the relationship of UFO sightings to it, so that anyone can plot UFO incidents and detect the patterns that Allan Enlo has been observing for many years now.

LF/MF Four Course Range—In 1928, the U.S. Government began installing the first radio navigation system, the LF/MF Four Course Radio Range. The LF/MF referred to Low Frequency-Medium Frequency, 200 KHz to 400 KHz, a radio-wave band just below the standard AM broadcast band. This system consisted of hundreds of transmitters called Range Stations located in a network across the country. These Range Stations consisted of a double loop antenna (see figure 1) from which signals were sent that formed four tight "on course" beams radiating from the station. These on-course "legs" as they were called, were positioned so that if you flew outbound from one station on a "leg," you would soon begin picking up on your special receiver a leg radiating from another station 50 or so miles ahead. By flying "on the beam" signals you could travel across the country, moving from one station to another. To eliminate mistaken identity, each station was assigned an individual three-letter station identification signal.

By sending a coded "A" (dot-dash) on one loop and a properly spaced "N" (dash-dot) on the other, the two signals would merge into a solid "on course" tone (1,020 cycles per second) at the four interference bands (see figure 2). these were called the legs of the station and were positioned to create our airways system.

THE TRANSITION PERIOD

In mid-1947, it became apparent that the LF/MF system simply did not have the range needed to service the rapid expansion of air traffic. At that point, the Radio Technical Commission for Aeronautics set up a special committee to "develop a more refined system." In 1948 a new plan was presented for the building of the Common System and

the Civil Aeronautics Administration (now the FAA) was given the job of establishing and operating the ground equipment.

The Common System—As the name implies, it is a system of air navigation and traffic control for use in common by all aviation, civil and military.

VHF Omni Range (VOR)—(see figure 3) The Very High Frequency OMNI directional Range was the successor to the previous system. The new band (108 MHz to 118 MHz) fits just above home FM radio and unlike the older system is practically static free, even in severe thunderstorms. The transmitter superimposes two signals over a full 360 degrees, the combination varying with the direction. A receiver aboard the aircraft instantly indicates the direction, but not the distance to the station. By tuning to a second station to get another bearing, the pilot can accurately chart his position.

VOR/DME—Distance Measuring Equipment is a device airliners have added which eliminates the need for a second VOR bearing. An electronic device promptly displays the distance between plane and VOR station.

VORTAC—VOR/DME, combined with the military's similar TACAN (Tactical Air Navigation), which uses a single signal for both bearing and distance, forms the system called VORTAC.

This system is the basis for today's world-wide navigation network. (See figure 4).

The Non-Directional Radiobeacon—There is still one carry-over in use from the old low frequency days, known as the Nondirectional Radiobeacon. These low power stations are positioned at various locations, usually near a large airport, to serve as reference points for instrument landings. A special receiver known as an ADF, Automatic Direction Finder, is used to establish headings to such stations and can be used to make positional fixes. But as most flying done today is with higher frequency OMNI (VOR or VORTAC) receivers, little cross-country navigational reference is made to such beracons. Their range is quite limited, and as stated above, they are only used as a local reference for instrument landing approaches. But although these beacons have been reduced to a minor role in our present system, you will soon see that they still hold an important place in the minds of the ufonauts.

The Discovery

The first thing Allan Enlo noticed when he began to plot UFO sightings was that almost all the sightings fell squarely on an airway.

Secondly, Enlo observed that whenever a report of a hovering or landing was plotted there was a Cross-Reference Fix running between two other stations, one on either side of the base course or leg. At first he thought that this was merely a coincidence, but as he analyzed more reports of this type it became apparent and then quite logical that such fixing of position is exactly what a scientific-minded alien would do.

True, at a superficial glance all such sightings falling on an airway could be written off as misidentified aircraft doing their thing. But the cross-fix reference system is just *not* the way we use the system. The fact that airline pilots occasionally reported UFOs coming at them head-on only reinforces the conclusion that these craft were using our system by showing that they were already on that airway long before our planes came into the picture.

As the years passed, the pattern seemed to hold. But as the "transition period" (1950-1957) progressed, a subtle change in UFO sightings was detected. As the newer VOR system became widely operational, and DME and TACAN were added, this new pattern revealed clearly that these craft were indeed *alien.*

The Big Difference: The Vortac Connection

If a UFO would fly along with one of our aircraft and scan the radio frequencies until they found a station in front of the plane and one behind it, all they would have to do is pace the aircraft for a few miles to determine that it was in all probability flying between those two stations. With the "Range Stations" they would have the added clue of the "on course" legs.

With VORTAC, all you have to do is tune in any single local station to precisely fix your position.

But if the aliens thought we used two stations simultaneously to establish our flight routes and adopted this method for their own use, there is every reason to expect that they would use the same technique when determining a cross-fix. *It is totally different from any method we use but resembles what we* appear *to do.*

Now and then, it is apparent by their actions that they are *not* aware of the fact that there is coded positional data available in our OMNI signals. Of course it's not entirely their fault. It's just that the planes they did follow simply happened to be the type which most often uses that airways system.

Plotting Your Own

The first step is to acquire charts. I have found the most practical of these to be a Sectional Aeronautical chart. These have a scale of about seven miles to the inch and enough detail of the terrain to easily locate sighting positions. All electronic navigational aids are represented. along with the transmission towers of commercial radio and TV stations. (Power lines are indicated also, but for some unknown reason they are not as accurate as they could be.) You can pick up a map of your area for $1.15 each at your local airport or by writing to: U.S. Dept. of Commerce; National Oceanic and Atmospheric Administration, National Ocean Survey (C-44) Riverdale, Md. 20840.

One reminder again. These current charts should only be used to plot fairly recent sightings (reports from the mid-1950s to the mid-1960s might relate more to the older low frequency network). There are enough differences to make the plots meaningless.

I find that a good road atlas is also invaluable in locating many of the small towns so often listed in UFO reports but that may not be named (though they are shown) on the charts.

A Weems MK II Aircraft Plotter (a small protractor-like instrument used in navigational calculations), available at most local airports, is also quite useful. With it you can determine true course headings of different flight lines.

While you're at the airport, pick up a copy of a Flight Information Handbook as it gives you the locations of many AM broadcast transmitters. As these have from time to time been used by UFOs, it's a good idea to have such data handy.

Note: If you have access to a large selection of UFO sighting reports, I strongly recommend that you start with the hovering or landing type accounts. These offer the best experience as they force you to consider both VHF-UHF and low-frequency sources in your plots. Not to mention the fact that landings where trace residues are found, and hoverings of the close-encounter kind, offer *confirmed positional fixes,* which meandering nocturnal lights don't.

Analysis of Two UFO Sightings

News clipping from the *Valley News Dispatch of New Kensington, Md.,* dated Nov. 4, 1973:

UFO Reported Seen Near New Castle—New Castle, Pa. An unidentified flying object was reported hovering over the New Castle Airport area for about an hour late yesterday before speeding toward the Ohio border. State Police said more than 100 residents—including three state troopers—watched the mysterious object fly at various speeds around the area. Trooper Patrick Sneal said the craft emitted a brilliant glow which grew dim as it hovered near the ground. "Then it would gain altitude and glow again," he said. Sneal said one of the troopers who saw the object from about a mile away described it as "large" and

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"weird." He said the craft was first sighted at seven p.m. and about an hour later accelerated across the sky in a southwesterly direction. There was no confirmation from the airport because it was closed, but trooper Trooper Sneal said all the witnesses insisted the object was not an airplane. He said other sightings had been reported at various times near the Ohio border.

When you first start looking for a possible connection between this sighting and OMNI stations, you will find that the best fit is on a line running between Franklin OMNI (FKL-109.6), in Pennsylvania and Newcomerstown OMNI (CTW-111.8), in Ohio (see figure 5). This line represents the base course as it passes directly over the airport and furnishes the southwesterly course the UFO took later into Ohio. But before we get into a detailed analysis, let's look for a cross-reference fix as this report concerns a hovering. I first looked for a fix between the low frequency nondirectional beacons. Hubbard Beacon-HBD 408 (about 10 miles to the southwest of the airport) to McKeesport Beacon-MKP 287 (52 miles to the Southeast) fits the bill.

Up until this time they have usually used the frequency band opposite that of the base course stations; that is, if the base was between VHF OMNI's then the cross-fix would be between medium frequency beacons, or if the base was between beacons, the cross-fix would be between OMNI's.

If it should turn out that OMNI stations were used both for base courses and cross-fix in the case you're analyzing, then other sightings made in 1973 should be studied carefully to see if the pattern holds up. Unfortunately I have seen very few reports for that year and have not been able to determine if this relationship is a real one.

The importance here is that up until this time it appeared as though the UFOs were limited in the type of equipment they had. It was as though they could only track two stations of either kind at any given time and were almost forced into using the technique listed above. But now, however, if they're suddenly able to monitor four stations in the same band silultaneously, it's a clue that there has been a refinement in their equipment.

This is not to say that because the UFOs were restricted to a certain number of receivers for a particular band that this equipment was poor in quality. On the contrary. Although their VHF reception seems to be confined to the same line-of-sight requirements we use with this band, their low frequency receivers appear to be vastly superior to ours. As I said earlier, the nondirectional beacons were intended for local use only and, at 500 watts output, are considered usable at a range of 30 to 40 miles at best. There are many UFO sightings that I have plotted where the stations used for cross-fixing a position are located up to three or more times the distance from the hovering point, well beyond *our* capabilities.

As for the altitude limitations mentioned earlier, I would like to point out that, as I just noted, VHF and UHF beacons are line-of-sight signals and regardless of the quality of your receiving equipment, this limitation will hold. This means that the farther you are from the station, the higher your altitude must be to receive its signal due to the curvature of the earth.

If the UFO reported had in fact used the Franklin and Newcomerstown OMNI stations as a base course (and had to be receiving both simultaneously to establish this course), then at the greatest distance, 118 miles, it had to have been flying at an altitude of about 7,500 feet while over Franklin and could have descended to about 3,000 feet over the airport at New Castle. If it descended any lower after hovering over that area it would have had to climb back to a high enough altitude to again pick up the signals from the two stations before leaving to the southwest. If the beacons mentioned were used for the cross-fix, they could be received right down to ground level at the short distances listed. However, if the two OMNI stations were used as possible cross-fix references, their signals would be usable down to only about 500 feet from the hovering point.

Now, let's try and reconstruct this sighting. It seems likely to me that the UFO approached the New Castle area from the northeast on a slowly descending flight path that it established between the Franklin and Newcomerstown OMNI stations. Over New Castle Airport, the craft first hovered at an altitude of about 3,000 feet. After visually establishing the location of the intersection there is no reason why the UFO could not have descended lower or wandered away from that point for a short distance, about a mile, in any direction.

Upon leaving, the UFO would have had to return to this spot and climb once again to 3,000 feet before continuing to the southwest. As it flew off, it could descend to a minimum altitude of about 2,000 feet halfway between the two base OMNI stations or near a point about three miles south of Columbiana, Ohio, if it continued on that course. From there on it would have to again climb slowly to keep both stations in "sight."

The New Castle report, demonstrating the link between the UFO and our navigational aids, is quite typical and serves as a model for this type of sighting. The only information required to work out a similar plot is the latitude and longitude of the hovering or landing site.

Case 2—Apr. 17, 1966, Spaur and Neff incident—Atwater, Ohio. A now classic encounter case in which two men, Dale Spaur and Barney Neff, were driving along a road when they spotted a luminous saucer. Pulling off to the side of the road they watched the saucer land and began to approach it. Suddenly they felt the intense heat of a ray which temporarily paralyzed them. When the saucer took off they recovered and returned to their car.

After analyzing the data, I determined that the UFO flew on a line that appeared to run from the Akron nondirectional radio beacon five miles east of Akron to the Butler beacon two miles southwest of Cooperstown, Pa. (see figure 6). In the initial report, the UFO was seen taking off on a line between the Akron OMNI four miles south-southeast of Ravenna, and Newcomerstown OMNI located seven miles east-southeast of Newcomerstown, Ohio. This intersection puts the UFO's initial position one mile east of Randolf, Ohio, just off the southern edge of Route 224, and appeared to match the location given by Spaur and Neff.

If the UFO was in fact following a straight line course, or, more likely, a series of straight line courses, a line drawn from this point to Unity, Ohio (36.6 air miles on a true heading of 109 degrees), appears to be the longest stretch. It was here that Officer Huston entered the picture and where, a few miles farther east, the UFO appeared to have made its first course change.

Before we consider that aspect, however, let us back up and reconstruct how the UFO would appear from Spaur and Neff's observation point as it flew along this segment.

Route 224 proceeds almost due east from the original sighting point, while the UFO was seen heading in a general east-southeasterly direction. This means that the UFO appeared to be following the road for the first few minutes, and then gradually veered off to the witnesses' right, placing it about three-fourth's of a mile south of them as they passed Atwater. The maximum deviation of the flight path from the roads would be at Deerfield where they would have to leave Route 224 and switch to Alternate Route 14 if they hoped to continue to follow the UFO. At that point the UFO would be about two and three-fourth miles away. Alternate Route 14 would carry them southeast

through North Benton to a point about two miles past where the UFO's flight path would cross the highway, moving from their right to their left.

Alt. Route 14 would bring the two men to Salem where the UFO would now be about two miles away to the north-northeast. Then the men would pick up Route 14 and by following it east, would again cross the UFO's flight path. This would cause it to appear to move slowly back toward the road from their left until, at Washingtonville, it would again seem to be closely following the highway they were on. This situation would continue until the UFO would once again appear to cross the road a few miles farther on, and would remain directly over the right shoulder of the road until after passing Unity (north of East Palestine), when about two miles ahead, at the Pennsylvania state line, it would cross the road once more and drift left again.

At this point Ohio Route 14 changes to Pennsylvania 51 which begins to swing off more to the southeast on its way to Beaver Falls, Pa. It was shortly past this point (four air miles on the original base course) that the UFO would have had to execute a course change if it was to continue traveling parallel to the highway. If you draw a straight line from the Cuyohoga County low frequency non-directional beacon a few miles east of Cleveland to the McKeesport beacon east of McKeesport, Pa., we got just such an alternate flight path.

This new course (on a true heading of 134 degrees), would take the UFO slightly north of and nearly parallel to Route 51. The maximum deviation from the road would be well under one mile after the course change. The UFO continued until seen at its closest approach at Conway, Pa.

The Numbers

Skeptics may claim that there is no big deal in the report that flight paths of UFOs fall on straight lines. Such a claim would seem to indicate that there was nothing unusual in finding a UFO traveling in a straight line between two known aircraft navigational aids, or *any other line* drawn through a particular area.

A key word in our study is "consecutive."

That word makes all the difference between what we are presenting and the known laws of probability. Without going into a lengthy discussion of the mathematics involved, it is enough to say that, when viewed with the idea of consecutivity, after the third point falls on a given line there is little or no chance that the phenomena has anything to do with random natural events.

If you plot the path of a UFO along a line (airway) between a pair of OMNIs

or beacons, and then are able to establish two or more consecutive points where that UFO was reported along that same line, there is, as in the case of the Atwater sighting or the multiple witness-radar confirmed sighting discussed earlier, only about one chance in over 500,000,000 that this was an observation of some natural event. For practical purposes, there is no chance at all.

In other words, *this was a physical object, under intelligent control, purposefully moving along a line between two beacons or an airway, and possibly alien.* This is especially true if you consider the Atwater case in which the UFO navigated over long distances between low frequency beacons, *Something we just don't do!*

Nuts and Bolts

There has recently been a radical change in trends regarding the interpretation of raw UFO reports. Personally, I feel that interpreting UFO data is akin to interpreting a religious tract. Talk of "alternate realities" and "psychic hallucinatoy phenomena" has entered the realm of ufology.

Because of this, many researchers have had a tendency to *toss the baby out with the bath water.* They insist the "nuts and bolts" mode of thinking is wrong; the "Extraterrestrial Origin" hypothesis all washed up. Bring in the "psychic, the paraphysical, the ultraterrestrials." Granted, there is information that suggests that the psychic aspect plays an important role in the close encounter type of sighting, but merely because you inject the non-physical, there is abolutely no reason to claim that UFOs do not represent tangible vehicles constructed from metal, nuts and bolts, or whatever.

Grassroots

Well, time to tie the ends together.

I've taken you through a crash course on our air navigation techniques, introduced you to the "Vortac Connection," and talked about the known laws of probability. Now is the time to discuss the most significant factor in ufological research.

You!

That's right, you, the "grassroots." When all is said and done, the "big names" and notables can do no more than assimilate the information that observers around the world give them. Recently it has been rumored that individual UFO investigators "have outlived their usefulness." Throughout the recent history of UFO civilian investigation, snide remarks were made about "teenage UFO buffs, housewives with tape recorders, and all those little nobodies whose names meant nothing to the ufological elite."

Perhaps the distinguished authorities should keep it in mind that these grassroots investigators who they have lately taken to criticizing, might just do what they've been asking them to do all along—namely, shrivel up and disappear. But when these roots die, so goes the crop. The resulting famine may make the ufological connoisseurs regret the loss of the most important source of UFO data on the scene today—those average people who report sightings, landings, and contacts. Without their constant flow of information—including, hopefully, the plotting of UFO flights—what would these "experts" investigate? ★