

THE FIFTH HORSEMAN OF THE APOCALYPSE

UFOS: A HISTORY

1959 JANUARY - MARCH

by

Loren E. Gross

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Fremont CA

"UFOs are the Fifth Horseman of the Apocalypse."

-- Dr. Lincoln La Paz

ACKNOWLEDGMENTS:

I would like to thank pioneer UFOlogist Vincent Gaddis for the gift of his collection of UFO newspaper clippings covering the early years of the UFO mystery; as well as George Earley who took the time and trouble to copy considerable material for my use from his UFO files; and Stanton Friedman, who was equally helpful by permitting access to his extensive library dealing with aerial phenomena. Furthermore, Lucius Farish has provided some vital items, good advice, and strong encouragement. Similarly, Dr. Richard Haines gave a lot of help; as did Lawrence Fawcett.

In addition, Claude Mauge of France and Hilary Evans of England provided information and news clippings from Europe.

Tom Benson of New Jersey was kind enough to share some rare UFO news bulletins which might have been otherwise unobtainable.

Richard D. Kloian of Richmond, California, who conducted extensive searches of back issues of the *New York Times* deserves a mention; as does Edward Stewart of North Highlands, California, who gave advice on the manuscript but most of all was instrumental in obtaining complete sets of important publications, hard to find microfilm, various government documents, and other items too numerous to list.

Ander Liljegren's Arkivet for UFO Forskning in Norrkoeing, Sweden, is one of the world's best sources of UFO information and is highly recommended to anyone seriously considering research into UFOs.

I would also like to express my gratitude to Barry J. Greenwood who provided so much material from his huge UFO collection, a collection which must equal or even exceed that of any UFO organization.

Paul Cerny, active for more than 40 years in NICAP and MUFON, gave me a big stack of UFO documents from his personal files.

Another big help was the UFO collection of Les Treece-Sinclair of Elk Grove, California, which contained a number of rare items.

Considerable assistance was given by the Center for UFO Studies (CUFOS) which has an enormous UFO archive which includes the records and sighting reports of the defunct National Investigations Committee On Aerial Phenomena (NICAP), as well as the critical "Ruppelt Papers."

Another source, of extreme importance, was the voluminous UFO research files of Dr. James McDonald at The Special Collections Division, University of Arizona, Tucson.

The scrapbooks of the late Leon Davidson were put on microfilm and made accessible due to the efforts of Barry Greenwood.

It is suggested that anyone interested in UFOs pay a visit to the Clarksburg-Harrison Public Library, Clarksburg, West Virginia. The papers of the late Gray Barker are available for inspection there.

Other names I should mention include Roderick Dyke, the editor of the *U.F.O.R.C. Journal*, which evolved into the *UFO News Clipping Service*; Dr. Willy Smith, Richard Hall, Karl T. Pflock, Dominique Weinstein, and Dr. Michael Swords.

Finally, and most of all, I must praise Jan L. Aldrich of Canterbury, Connecticut, who is a kind of superman in the data gathering community and has generously shared hundreds of items from a vast research project currently in progress.

SPECIAL THANKS!

I would like to take special notice of Bob Gribble's gift of his news clipping collection and source notes for the years 1800-1996. Bob wanted his material put to good use and I will make every effort to do so. Many items from his collection form a vital part of this booklet, as they will, I'm sure, of subsequent booklets and any revisions of previous works.

Loren E. Gross

UFOs: A HISTORY
1959
JANUARY - MARCH

New Years Day.

As the new year dawned, CSI's West Coast representative Idabel Epperson typed out a letter to Ted and Lex in New York. There wasn't much in the way of significant news, although the recent meeting in Encino had made the newspapers. Max Miller, editor of "S.A.U.C.E.R.S.," had expressed regrets to Idabel he had turned down an invitation to attend after he learned that Ward Kimball had been among those at the gathering. Miller, it seems, disliked Zan Overall, which is why he stayed away.

The world famous Rose parade was on television that morning and it featured a flying saucer float. Idabel watched it cross the screen and said to herself, "Isn't that something!?" (1.) One supposes it made her feel she was part of the real world after all.

"Inside APRO."

The people at APRO headquarters in New Mexico were also feeling better about themselves. One could go to any store in town that sold magazines and pick up a copy of the January issue of *Fate* and read an article devoted completely to the Alamogordo-based group's activities and its staff. Since the Air Force was charging UFO buffs with making a lot of money, we should note how rich it was making the Lorenzen-led enthusiasts:

"Membership, including The APRO Bulletin, costs \$3.50 yearly. These dues provide almost the entire income of the organization. It's only other financial resource is from the sale of pictures to members at slightly above cost. From this sum no salaries are paid and no offices maintained. Meetings are held, business transacted, and files kept in odd corners of staff members' homes. When printing and postage, phone tolls and incidentals are paid, very little remains to cover travel costs which more often than not come out of individual pockets." (2.)

New Years Day. Kakafee, Illinois. (3:30 a.m.)

Too many drinks? (See clipping on page 2)

New Years Day. Newport Beach, California. (4:55 p.m.)

"Hovered, split up, zoomed away." (See clipping on page 2)

New Years Day. Wernher von Braun gives a warning.

Back on November 7, 1958, German rocket expert Hermann Oberth told the press he believed intelligent beings were watching the planet Earth.

On January 1, 1959, another interesting quote was attributed to another German missile scientist, Wernher von Braun, who was working for the Americans. The interview suggests that strange things were being reported during launches at Cape Canaveral. The subject being discussed was a U.S. rocket that had flown off course:

Santa Ana (Calif) Register 1-2-54

'Unidentified Flying Object' Sighted Off Newport Beach

1-1-54

JAN. 1

Trained observers of the Orange County Harbor Department and Newport Beach Life Guard Headquarters today notified government officials of a strange unidentified flying object that hovered at high altitude over Newport Beach yesterday before breaking up into four glowing parts and speeding away.

Deputy Fred Gunzelman of the Harbor Department in Corona del Mar, first spotted the high-flying bright object at 4:55 p.m. when he was taking down the flag at the Harbor Department headquarters.

He summoned Deputy Elmer Sandling and Sgt. Bruce Young

and the three men watched the object through binoculars and then notified the life guard headquarters where Lt. Mike Henry, Life Guard Jack Bell and Lt. Jim Richards also trained field glasses on the mysterious phenomenon.

The reports compiled by the six men today agreed that the object was in the same position as the evening star, which was also visible to the observers; appeared to be about the same size as the Planet Venus, glowed with the brilliance to make it easily visible to the naked eye, and appeared to hover motionless until it separated into four parts at about 5:10 p.m.

The Harbor Department officials said the object appeared to be round or disc shaped and seemed to have a tail that rotated around the object at various intervals, first appearing on one side, then the top, the other side and then the bottom.

During the 15 minutes it was observed by the Harbor Department spotters the brilliant object moved in a southeasterly direction and then broke up into four parts, each section speeding away in a different direction.

The life guards said at first it looked as if it were a huge, glowing balloon with something dangling beneath it, but then after 15 minutes it suddenly separated into four parts and each part sped away as if propelled by a powerful force.

Lt. Henry said one part headed southeast, two parts seemed to rise vertically at extreme speed and one section of the object appeared to remain stationary near the Planet Venus until it winked out or rose out of sight.

Lt. Henry and Life Guard Bell said the four parts of the

main object retained their brilliance after splitting but were not as bright as when they had been a part of the main body of the device.

All of the observers said the four sections of the object disappeared within 30 seconds after they appeared to be propelled from the scene.

El Toro Marine air officials were notified of the object but were reportedly unable to spot the mysterious sky visitor.

KANKAKEE, ILL.
RECORD
MONTHLY 5,315

JAN 2 1959

Report Seeing 1/1/59 Strange Object

Cab driver Donald Jordon and two of his passengers reported seeing a strange flying object about 3:30 a.m. Thursday as Jordon was driving two fares home from a New Year's Eve party.

Jordon was driving Mr. and Mrs. John Betourne of Armour Road on N. Schuyler avenue just across the Big Four Railroad tracks. Betourne reported this morning he and his wife and the driver saw a dark object slightly larger than a basketball cross the street just in front of the cab followed by a blinding blue flash and then disappear.

Jordon also reported the incident to Clyde Norton, day dispatcher for the Union Cab Co., when going off duty Thursday morning.

"We find ourselves faced by powers which are far stronger than we had hitherto assumed, and whose base is at present unknown to us. More I cannot say at present. We are now engaged in entering into a closer contact with those powers, and in six or nine months' time it may be possible to speak with more precision on the matter." (3.)

2 January. The Sheffield Lake case.

The UFO Research Committee of Akron received a letter on January 2nd from Major Tacker concerning the September 21, 1958 UFO case. Major Tacker's letter was virtually identical to the one being sent out by General Fisher in response to inquiries. The Air Force was resorting to a form letter that firmly asserted their findings on the case were "accurate and adequate."

Realizing they had hit a wall, the Akron group had two choices: give up the fight or become more insistent. They chose the latter. (4.)

3 January. Richmond, Virginia. (shortly after dusk)

Hovering over Brook Road? (See teletype message below)

-0-

NORTHSIDE RICHMOND RESIDENTS GOT WHAT APPEARS TO BE THE FIRST GLIMPSE OF AN...QUOTE...UNIDENTIFIED FLYING OBJECT...SHORTLY AFTER DUSK TONIGHT. POLICE SAY THREE WORRIED PERSONS REPORTED SEEING ...IN THEIR WORDS..."A LARGE, BLUISH-WHITE OBJECT WITH MULTI-COLORED LIGHTS ALL OVER IT" HOVERING ABOVE THE BROOK ROAD AREA. OFFICIALS AT THE FEDERAL AERONAUTICS ADMINISTRATION AT BYRD AIRPORT SAY THEY HAVE RECEIVED NO REPORTS OF ANY OBJECTS HOVERING IN RICHMOND. (5.)

3 January. Rochester, New York. (8:50 p.m.)

"Fantastic rate of speed."

A private pilot wrote Donald Keyhoe:

"...while playing poker with my wife and mother, with whom I reside, we (all three of us) suddenly noticed a very odd sound which sounded like a wire (electric wire) shorting out or/and a piece of paper caught in a fan. A very unusual sound for an object which seemed to be right over the house. All three of us rushed outside to see an orange-yellow (a blend of orange & yellow) light traveling from a north to south direction and without any apparent sound except when passing overhead. The speed of this steady light (no blinking whatsoever) was so rapid that even when I got the object, which was roundish in shape, in view in my 6x30 Ziess binoculars, it, instead of becoming larger, disappeared at a fantastic rate of speed as the object, at the end of the shallow turn, seemed to either split in two, one part maintaining it's southerly course and the other a rapid, a definite rapid, so very rapid that it appeared to me as a 'tracer bullet' in a westerly direction, or stop so suddenly and then change to the westerly direction. Which of the two happened, I cannot honestly tell. However, my wife was of the same opinion as to the rapid acceleration as soon as I put up the binoculars and the sudden change in direction. Immediately I called the Airport tower, asking about all due flights, military and civilian, and so forth and got a negative answer, no flights at the time of the sighting." (6.)

3 January. Dover, Ohio. (night)

"She also ran her car off the road." (See clipping below)

DOVER, OHIO
REPORTER
D. 8 300
JAN 5 1959

Flying 'Thing' Reported Seen By Doverite

Another sighting of an "unidentified flying object," probably destined to join the growing list of "flying saucer mysteries" was reported today in the New Cumberland area.

Mrs. Mary M. Sears of 107 E. Iron Ave., Dover, and her mother-in-law, Mrs. Locie Sears of New Cumberland, both saw the object, as did six children, including children of Mrs. Mary Sears and two of her sister's children.

Mrs. Sears reported this morning that Saturday night when she and her children were visiting relatives near New Cumberland, she and her mother-in-law, her son Frederick, 12, and a niece, Karen Sue Wertz, 12, drove to New Cumberland to buy ice cream.

As they were returning home, she said that she almost ran her car off the road as she watched the strange object in the sky. Her near accident caused her to bring the object to the attention of others in the car.

She said that the flying "thing" was cigar-shaped, bore a white light as well as red and green lights, but could not possibly have been an airplane. She said it hovered low, not more than 125 to 150 feet above the ground, that it gave off no engine noise, and that if it had been an airplane, it most certainly would have crashed into a hill.

She said that after she, her mother-in-law and the two children had watched the "thing" for a short time, its lights were extinguished and it disappeared. When the party in the car returned home, she said that the four Sears and Wertz children who had been outside also reported seeing the "thing."

4 January. 10 miles south of Clines Corner, New Mexico.

Another good one from New Mexico.

The following report was made by Mr. Donald Cargon, a laboratory technician for an industrial medical clinic. The following message was transmitted over the military teletype system:

UNCLAS FROM INTEL 219. FOR AFCIN SUBJECT: UFOB REPORT: REF YR MSG
AFCIN-4E4, 29 JAN 59 UFOB OBSERVER RE-INTERROGATED AND FOLLOWING
AMPLIFYING DATA OBTAINED: OBJECT FIRST SIGHTED BY OBSERVER ON U.S.
HIGHWAY 285 APPROXIMATELY 10 MILES OF CLINES CORNER, N. MEX.
(LOCATED AT INTERSECTION OF U. S. 285 AND U.S. 66 APPROX 65 MILES
E OF ALBUQUERQUE) WHILE TRAVELING N ON U.S. 285. OBJECT WAS
FIRST SIGHTED AT 10 DEGREES ALT AND 270 AZIMUTH, MOVING SLOWLY
E AND UP AND DOWN WITH FLASHING LIGHT, PASSING OVER ROAD AHEAD
OF OBSERVER. OBJECT NEXT SIGHTED 3 MILES WEST OF CLINES CORNER
ON U.S. 66, AZIMUTH 280 ALTITUDE NOT ESTIMATED. PATH WAS

PAGE TWO RJWFDN 13

TOWARD OBSERVER, TRAVELING SLOWLY. OBSERVER GOT OUT OF CAR
AND OBTAINED GOOD LOOK AT OBJECT THRU BINOCULARS, DESCRIBED
AS: SIZE OF GRAPEFRUIT, RED LIGHT AT REAR END, GLOWED OVER
ENTIRE SURFACE WITH COLORS CHANGING FROM BLUE TO GREEN TO ORANGE
OBJECT SUDDENLY INCREASED SPEED TREMENDOUSLY PASSING ALMOST
DIRECTLY OVERHEAD FROM W TO E, STOPPING AT AN UNDETERMINATE
DISTANCE TO THE E AT ABOUT 25 DEGREE ABOVE THE HORIZON.
OBJECT REMAINED HANGING MOTIONLESS AT THAT POSITION WHEN LAST
OBSERVED FROM ALBUQUERQUE, OBSERVERS DESTINATION. OBJECT,

SIGHTED BY A TOTAL OF THREE ADULTS AND TWO CHILDRED.
 RELEASE OF WX FALLONS IN THIS AREA DO NOT COINCIDE
 WITH TIME OF SIGHTING-FALLONS RELEASED AT 0500Z, TIME OF
 SIGHTING 0830Z END

BT

13/2252Z JAN RJWFDN (7.)

5 January. London, England.

"Sukhanov Discoplan."

The ongoing game between America and Russia over which country had actually developed a "flying saucer" aircraft continued. The reds scored a point on January 5th when they seemed to have convinced a highly respectable English publication. A wire story out of London on the 5th of January said in part:

"Russia plans to build a jet-powered 'flying saucer,' with a cup shaped-cockpit mounted underneath, according to the new edition of *Jane's All the World's Aircraft*.

"The reference book pictures a glider 'prototype' known as the 'Sukhanov Discoplan.' It has a single 'almost circular wing 11 feet, six inches across.

"The 'streamlined cabin' is a cup-shaped cockpit mounted under the saucer,s leading edge.

"Jane's said the glider model...[was] previewed by the Soviets at Tushino Airport..." (8.)

6 January. Markham, Illinois. (about 6:00 p.m.)

"Unlike anything I'd ever see." (See clipping on page 7)

7 January. Anniston Ordnance Depot, Bynum, Alabama. (8:00 p.m.)

"wx freak?"

Military authorities were at lost to explain an observation made at the Anniston Ordnance Depot the evening of January 8th. Since the sky was overcast, a "star" explanation was out of the question. Nonetheless, an attempt was made to blame the sighting on "weather conditions" by using the expression: "wx freak." Whatever that could mean is anybody's guess. (See information from an Air Force UFO report form 112 on pages 8-9) (9.)

MARKHAM, ILL.

BULLETIN

W.

JAN 15 1959

REPORTS WEIRD FLYING OBJECT

Two Markham residents, Ralph Kinta and his eleven year old daughter, Peggy, will be slow to scoff at reports of flying saucers in the future.

Kintz, of 16641 Wedgewood, and his daughter both sighted a flying object on the night of January 6 that, according to Kintz, was "unlike anything I'd ever seen."

The sighting was made near 167th and Central Avenue (5600 West) about 6 pm as Kintz was returning home from work.

The two described the object as sausage-shaped. As it was low to the ground, they saw two white sparking lights revolving around the craft and a crimson glow coming from the center.

"It came from the northeast to the southwest", related Kintz, "made a semi-circle to the west and headed off."

"I slowed down, then stopped the car to watch it," he added. "I noticed that other cars were watching it too."

Apparently others had seen the object also, as scores of reports were sent in regarding the sight.

A government report was sent out later in the week stating that the object was probably a weather balloon.

Kintz, who served four years in the Air Corp, doubted the explanation. "I think I've had enough training in spotting aircraft to say that it definitely was not a helicopter or weather balloon."

Anybody have any ideas?

UNCLASSIFIED

CLASSIFICATION

(SECURITY INFORMATION when Allied in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Intelligence Div, D/O, Hq AC&SC,
Maxwell AFB, Alabama

REPORT NO

IR-1-59

PAGE

3

OF

3

PAGES

b. Report from Maxwell AFB AWS: Winds: SURFACE 040/03
 6000' 210/10
 10000' ~~10000X~~ 240/20
 16000' ~~20000X~~ 250/50
 20000' ~~30000X~~ 250/60
 30000' ~~50000X~~ 240/90
 50000' 260/80

c. Ceiling : 6500' scattered, 11000 Overcast

d. Visibility : 12 miles

e. Amount of cloud cover: Three tenths at the scattered level

f. Thunderstorms: None

8. Unusual Conditions: None

9. Interception or Identification Action Taken: None

10. Air Traffic in the Area: Unknown

11. Position Title and comments of the preparing officer, including his preliminary analysis: Intelligence Officer, Intel Div, D/O, Hq AC&SC.

It is of note that this is the second UFO report out of Anniston Depot within a month (re our IR-1-58). The power of suggestion here is apparent.

The possibility of a wx freak was suggested to the AWS, but the weather was stated to have been normal.

The manner of movements of the object suggest that the occurrence could have been a 'mirror effect' from some source of reflected light; or, a powerful light reflecting from multilayered clouds and giving both the effect of vertical and circular movements.

No further information is available to this headquarters. It is important to note that the 'grapefruit size' description of the object may not have been arrived at using the 'arms length' rule of AFM 2 00-2, and is therefore unreliable. Further, no reliability estimate of the observers is submitted; this info not having been forwarded.

Local area flying would not seem to be a possible explanation for the phenomenon.

Adequate info is also lacking as to the angle of elevation during the appearance and disappearance of the object, and the manner in which it disappeared.

12. Existence of Physical Evidence: None



Clyde W. Snodgrass
 Captain, USAF
 Intelligence Officer

Comments of Approving Officer:

None

J.M.N.

UNCLASSIFIED

CLASSIFICATION

(SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY

Intelligence Div, D/O, Hq AC&SC,
Maxwell AFB, Alabama

REPORT NO.

IR-1-59

PAGE 2 OF 3 PAGES

UNIDENTIFIED FLYING OBJECT REPORT

1. Description of the Object:

- a. Shape: Round
- b. Size: Somewhat like a grapefruit
- c. Color: Red to silver to amber
- d. Number: One
- e. Formation: NA
- f. Features: Change in colors from red to silver to amber
- g. Sound: None
- h. Other Features: When object was first sighted, it was stationary and red like a ball. The object was under observation for about 7 minutes.
- i. Tail, Trail or Exhaust: None

2. Description of Course of Object:

- a. What first called attention of observer to the object? A stationary red ball or light in the sky.
- b. Angle or elevation and azimuth of the object when first observed? NW to SW
- c. Angle or elevation and azimuth of the object upon disappearance: Southwest
- d. Description of flight-path and maneuvers of object: Up and down and moving in fast circles, from NW to SW.
- e. How did the object disappear? To the SW as a silver object.
- f. How long was the object visible? 7 minutes

3. Manner of Observation:

- a. Ground -visual
- b. Optical aids: None
- c. NA

4. Time and Date of Sighting:

- a. Zulu date-time group: 0100Z, 3 Jan '59 (0100Z - 0100Z)
- b. Light condition: night

5. Location of Observers: Anniston Ordnance Depot, Anniston, Alabama, 1st Area, Block 2004

442007 10 Miles south of Anniston

6. Identifying Information on Observers:

- a. Civilian:
 - (1) [REDACTED], Age 37, Address [REDACTED] Bynum, Ala., Occupation Guard Supervisor
 - (2) [REDACTED], Age 41, Address [REDACTED] Anniston, Alabama, Occupation Guard Supervisor.

7. Weather and Winds-aloft Conditions at Time and Place of Sighting:

- a. Observers' account of weather conditions: Sky was overcast, but could see object clearly.

8 January. Risdon, Tasmania. (9:20 a.m.)

"Actual and definite sightings." (See official Royal Australian Air Force report on pages 11-13) (10.)

8 January. Near Walworth, Wisconsin. (5:15 p.m.)

"Dropped down out of the sky and then sped off." (See drawing from NICAP files on page 14) (11.)

8 January. Annapolis, Maryland. (6:17 p.m.)

"It was the prettiest thing I've ever seen, whatever it was."

"An Eastport woman saw something yesterday evening in the sky above Annapolis. She's not sure what it was—but it was quite a sight!

"Mrs. Margaret Wanex, of 519 Burnside Ave., had stepped out of her house at 6:17 p.m. to gaze at the sky in hopes of spotting the American satellite, which was due overhead at 6:20 .m.

"What she instantly saw, however, was 'a huge red ball of twinkling light, with flashes of green coming up in back of it.'

"The object, which seemed to be 'about ten times the size of a star,' appeared to be hanging over State St. when she first saw it, Mrs. Wanex said.

"After about a minute, she continued, 'it gave a big roar and started to slowly move off. It moved to my left, toward Back Creek, then hesitated, started back again, veered around in a U-shape and finally dipped down out of sight behind the rooftops in Bay Ridge.

"'It was the prettiest thing I've ever seen, whatever it was,' Mrs. Wanex concluded." (12.)

8 January. Near Ann Arbor, Michigan. (about 8:00 p.m.)

"Quintet investigates farm?"

According to the *Ann Arbor News*:

"For more than an hour Mr. and Mrs. Jack Wiedman and Mr. Wiedman's parents watched five strange objects sail over his farm. When the first object, described as 'long, with a flashing red light on top of it,' appeared about 8 p.m., Mr. Wiedman thought it was a low-flying airplane. But then it began to hover, and next moved toward him at an estimated height of 150 to 200 feet. It did not pass directly overhead but was close enough for Weidman to see dividing bars like those on the cabin of an airliner. With the red light still flashing, it continued to circle the farm. By now Wiedman had called his wife and his parents from the house; and a few minutes later, as they watched, four similar objects were seen. No sound of a motor or other means of propulsion was heard as the five objects floated through the air; Wiedman said, however, that the first object had seemed

5/6/172
2-7686

5/1/Air(1A)

UNCLASSIFIED

ROYAL AUSTRALIAN AIR ...

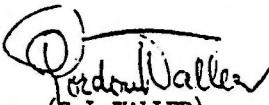
Headquarters
Tasmanian Squadron
Air Training Corps
8 Fitzroy Place
HOBART

21st January 1959

Headquarters Training Command
R.A.A.F.
Albert Park Barracks
Melbourne S.C.3

SIGHTING OF UNIDENTIFIED AERIAL OBJECTS
RISDON, HOBART, 8th JANUARY 1959

1. The attached statement giving details of sightings of unidentified aerial objects at RISDON, Hobart on the 8th January 1959 by Messrs NEWTON and SHAW was received from the Department of Civil Aviation, Hobart, on the 16th January 1959. Prior to passing the statement to this Headquarters the Officer in Charge of the Department satisfied himself that there were no local civil aircraft movements or meteorological conditions which could be associated with the sightings.
2. On the 20th January Messrs NEWTON and SHAW were interviewed by the writer. Both men are staff electrical engineers with the State Hydro-Electricity Commission and give the impression of being very mature and stable individuals. When asked to give verbal accounts of the sightings each did so with confidence and certainty. In each case the verbal account was in exact conformity with their written statement.
3. Both men were wearing sunglasses at the time of the sightings and were therefore able to visually follow the course of the second flashing object to the terminal point near to the sun's disc and to make their sightings of the black "skittle shaped" object which appeared to come from the flashing object.
4. SHAW is an ex-aircrew navigator and is 34 years of age. NEWTON is 30 of age.
5. The writer is of the opinion that actual and definite sightings were made by SHAW and NEWTON and that the matter deserves further investigation.


(G.L. WALLER)
Squadron Leader
Commanding Officer

Account of Sighting of Unidentified Flying Objects at Risdon, Tasmania on Thursday, January 8th, 1959, by W.L. Newton, 10 Mc Guinness Crescent, Lenah Valley, and A.D. Shaw, 4 Brooker Avenue, Moonah.

...

At 9.00 a.m. on 8/1/59 Newton and Shaw left the Hydro-Electric Commission's Moonah Offices for Risdon with the object of planning alterations to a high voltage underground ^{cable} terminal structure situated in Risdon Rd., on the perimeter of the works of the Electrolytic Zinc Company of A/Asia Ltd.

About 9.20 a.m. Shaw, who was looking up at the top of the structure casually drew Newton's attention to what appeared to be a piece of newspaper caught in an updraught and high in the air over the E.Z. Company's property. Its altitude would be about 1000 ft and both men watched it gradually float to earth. When it was about 200 ft from the ground it accelerated to a high speed and disappeared between two buildings in the E.Z. Company's Workshops area about one quarter of a mile away. It would have been about 30 ft. from the ground travelling about 60 M.P.H. and possibly 9 ft. long when it disappeared - It had the appearance of a pure white linen sheet and was quite flexible. (A subsequent intensive search in the area 2½ hours later revealed nothing which could account for the phenomenon).

As the object was nearly to the ground, Newton sighted a similar object and both Shaw and Newton watched this disappear rapidly in a downward direction in an area between the E.Z. Company's Administration block and the wharf several seconds after the disappearance of the first object.

Whilst conjecturing on the nature of these objects and whilst still looking to the North West after the disappearance of the second object, Shaw drew Newton's attention to a high flying object which moved at tremendous speed in a Northerly direction disappearing behind Mount Direction (Altitude 1469 ft). This object was small, flashing brilliantly with an intense white light with a frequency of about 1500 cycles per minute and appeared to be at an altitude of at least several thousand feet. This sighting lasted about one second during which the object travelled through about twenty degrees of the compass.

Both men then looked back along the course of the flashing object and immediately noticed a similar object slowly describing a large clockwise circular figure slightly to the North East of the zenith and over the Derwent River. After one complete circuit it began to hover and move on. It did this several times until it was close to the sun when it became stationary though still flashing in a similar manner to the other object described in the preceding paragraph and at a similar altitude. Suddenly two jet black elongated objects appeared slightly to the North of the object and began to float downwards towards the river.

To make the most of the sighting it was agreed that Newton would give his attention to one of the black objects and Shaw would watch what was assumed to be the parent body. The black object floated downwards and began to have the appearance of an inverted skittle with a ball attached to the end of the handle. Its descent was leisurely and the 'skittle' rotated slowly about the ball which was leading. It could have been from 3 to 6 ft. long and may possibly have reduced its dimensions as it neared the surface of the river. When about 100 ft.

.... /2

2.

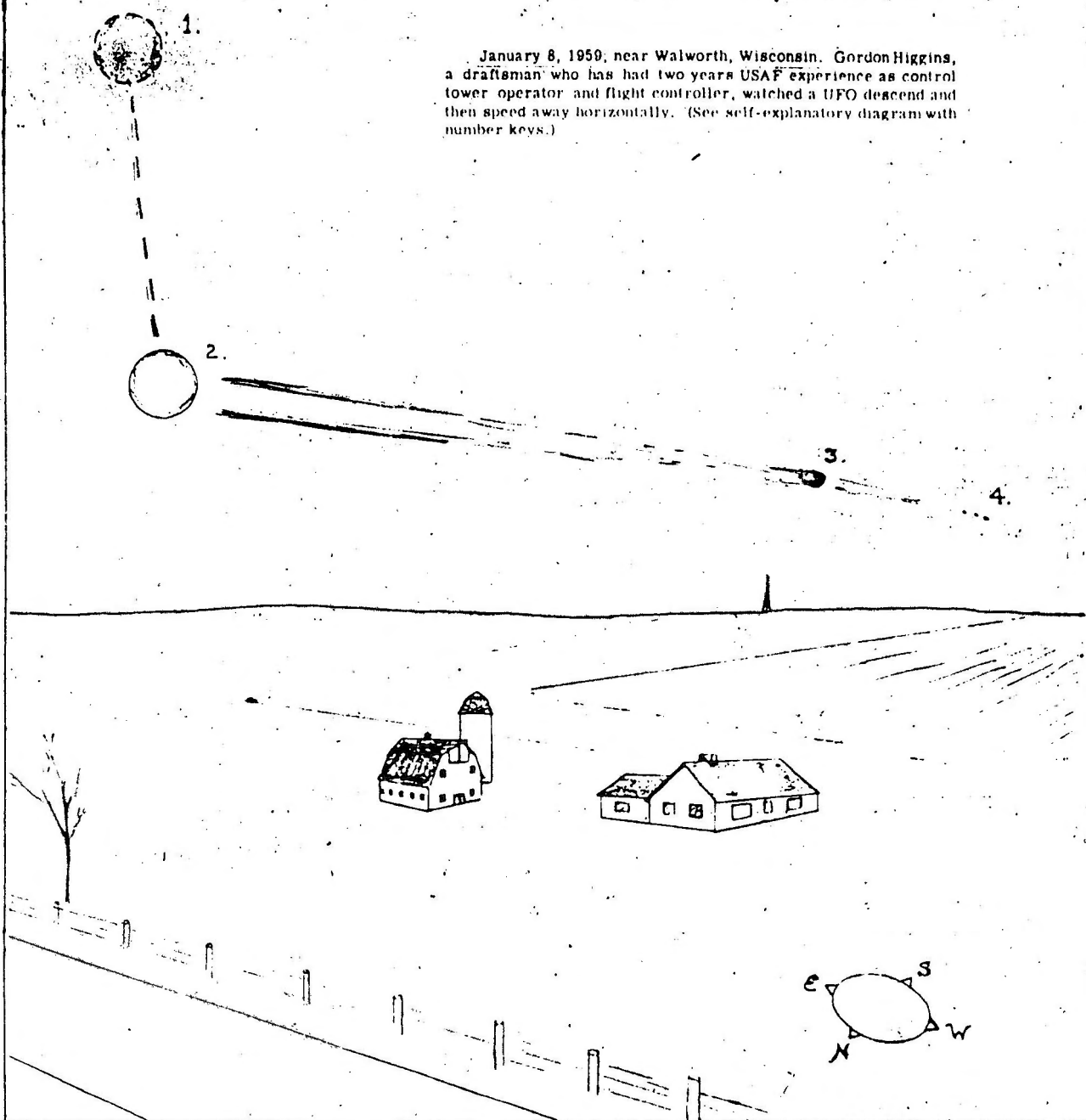
from the surface of the river its descent was arrested and it began horizontally in a Southerly direction for about 100 ft when it again ascended vertically and entered the water about 1800 ft distant without any apparent disturbance. However two sea gulls which were flying slowly upstream in the vicinity dived sharply to the surface where the object disappeared but wheeled slowly and made off. The time was now 9.45 a.m.

During this time the parent body was in the one position but slowly decreasing in size until it disappeared about the same time as the black object hit the water. Its brilliance was undiminished in intensity and was as even though it was very close to the sun's disc. The weather at the time was pleasant and sunny with a near cloudless sky and a light Southerly draught of air from the river.

W. L. Newton Elect
(W. L. Newton)

A. D. Shaw Electrica
(A. D. Shaw)

January 8, 1959, near Walworth, Wisconsin. Gordon Higgins, a draftsman who has had two years USAF experience as control tower operator and flight controller, watched a UFO descend and then speed away horizontally. (See self-explanatory diagram with number keys.)



TIME OF SIGHTING: 5:15 P.M. THURSDAY JANUARY 8, 1959
 POSITION: 1 MILE NORTH OF ILLINOIS-WISCONSIN STATE LINE
 ON U.S. 14

- | | | |
|----|------------------|-----------------|
| 1. | 40° FROM HORIZON | 100° FROM NORTH |
| 2. | 20° " " " | 100° " " |
| 3. | 15° " " " | 130° " " |
| 4. | 10° " " " | 135° " " |

WHILE TRAVELING EAST AT 5:15 P.M. THE OBJECT WAS SIGHTED AT POSITION №1. AS IT STARTED TO DESCEND SLOWLY THE AUTOMOBILE WAS BROUGHT TO A STOP TO GET A BETTER VIEW. IT TOOK APPROXIMATELY 15 SECONDS FOR THE OBJECT TO REACH POSITION №2. IT STILL GLOWED A BRIGHT WHITE AS IN POSITION №1. THEN IT SHOT OFF AT TREMENDOUS SPEED LEAVING A TRAIL OF SPARKS CHANGING FROM THE ORIGINAL BRILLIANT WHITE, TO ORANGE, AND SEEMED TO EITHER GO OUT OF SIGHT, DISAPPEAR OR DISINTEGRATE.

to emit a clicking sound like that of a geiger counter. Once, one of the objects seemed to hover, then rise straight up. The quintet circled the general area of the farm—at a distance of two or three miles—for about an hour. Then all five disappeared.” (13.)

10 January. New Zealand.

The *Joyita* and the mystery bottle.

A news story in the New Zealand *Herald* prompted the following article in the *Australian Saucer Record*:

“The strange case of the cabin cruiser *The Joyita* like a few others has caused many a guess as to its fate, and the unusual facts surrounding its disappearance has led to many odd theories as to the cause.

“We have been presented with some facts which we publish now in the light of pure interest and consideration, which has brought to light due to an announcement made over the N.B.S. of a report received in New Zealand of a bottle washed up on the coast with a note inside purporting to have been written by a member of the crew.

‘NEW ZEALAND *HERALD* 10th Jan. 1959.

‘NOTE IN BOTTLE ECHO OF *JOYITA* MYSTERY.

“An Australian wine bottle containing a note purporting to have come from the ill fated cabin cruiser *Joyita* was picked up on Whiriton Beach, eight miles north of Waihi, on Thursday afternoon. It was heavily encrusted with barnacles. The finders, two men and a woman, believe the note to be a hoax.

“It read ‘Abandoning ship, strange circular metallic object forcing us aboard it. Help us. Stewart. *Joyita*.’

“A small diagram of a flying saucer was also included. None of the European members of the crew nor any passengers was named Stewart.

“The *Joyita* was reported overdue at Apia on October 7, 1955, and the wreckage was found a month later.” (14.)

The editor of the *Saucer Record* had his doubts about the veracity of the note but he did say that it was conceivable one of the native crewmembers was named “Stewart” since it was not uncommon for a native to have a Christian name, or acquire one as a nickname. More interesting was the testimony attributed to a Mr. A. Powell, a conchologist at the Auckland War Memorial Museum, who was said to have examined the mystery bottle and was impressed with the size of the barnacles. The barnacles, he said, were fully grown, which indicated the bottle had been floating in the sea for at least two years. (15.)

Even if the message was a fake, its interesting to note that the main idea expressed was that people were being forced to take a ride in a saucer. Many persons in New Zealand favored George Adamski’s more benign beliefs.

11 January. Near Short Pump, Virginia. (8:00-8:30 p.m.)

"Row of rectangular windows."

A Mr. and Mrs. Pugh and their 12-year-old son were driving southeast on Virginia State Route #2 at 8:00 p.m. when they had a UFO experience. The three were looking for falling stars but they never saw any that night. The Pughs, however, did see something much more interesting. There were no clouds. Visibility was unrestricted.

A spot of light was noticed approximately 40 degrees off the horizon in the northeast sky. The light appeared to be "falling" from a great altitude, giving the impression, at first, that it was a meteor.

Quickly, however, the "meteor" became very mysterious. According to a FBI interview:

"The object stopped falling, appeared to keep constant altitude and came toward the automobile, it seemed to change course and head South directly over the automobile on a concurrent course at approximately the same relative speed. After three minutes on the concurrent course, object changed course and moved toward the West, where it disappeared under the horizon. (Total time elapsed: six minutes). (16.)

The object came close enough to the Pughs for them to see details. The 12-year-old told the FBI the object had a yellow-white tail about equal to the radius of the object as it fell. Once the object reduced speed, the tail disappeared. (17.)

Here is more on the description of the object:

"(1.) Appeared at a distance as a row of rectangular windows lit with a yellow light. Above the row of windows was one round, larger, and much brighter light of white color. When overhead the object appeared round, with yellow lights around the circumference.

"(2) At a distance (side view) the object appeared no bigger than a quarter held at arm's length. Overhead (bottom view) the object appeared no bigger than a half dollar at arm's length.

"The circumference lights appeared yellow; the overhead light appeared white. No other parts of the object were discernable." (18.)

The father worked as a radio announcer for the Havens & Martin Radio Station, Richmond, Virginia. He was also an officer in the Army Reserve. He was so impressed by the incident he discussed it on more than one occasion in radio broadcasts. He even suggested that the disappearance of a family the same night as his sighting may have been connected with the object he observed. (19.)

11 January. Near (?) Ithaca, New York. (early morning)

"All shook up."

Yet another "car chase" story was recorded on January 11th. According to a New York newspaper:

"ITHACA, Jan. 12 -State police here are still shaking their heads today over a report turned in to them early Sunday morning.

"Lawrence Freed of Sumner reported to Corp. Raymond Anderson that as he drove along US-27 in the 'Shepherd curve' area, he was accompanied by a 'great ball of fire.'

"Freed said the cylindrical conflagration traveled along on the right shoulder of the highway for some distance and then disappeared.

"Corp. Anderson said that Freed 'was all shook up' when he stopped at the police post.

"I know him, and his family, and I respect his report,' said Corp. Anderson, 'but, egad, we have got enough earthly things to worry about, without this!'" (20.)

11 January. The Sheffield Lake case. Mrs. Stewart's testimony.

In keeping with their decision not to be intimidated by the Air Force, the UFO Research Committee of Akron wrote Major Tacker again on January 11th, complaining that it appeared Tacker and General Fisher had not bothered to read their copy of the *Fitzgerald Report*. The Akron group singled out the statement of Mrs. Jack T. Stewart who testified she saw a round, red, object bigger than the moon with a protrusion on the top. The "form letter" response to inquiries about the Sheffield Lake case being circulated by Major Tacker and General Fisher clearly claims otherwise. The official report stated Mrs. Stewart: "...could not recall anything unusual on the night of the reported sighting." (21.)

Now that the Akron group had narrowed the debate to a single glaring contradiction, it left Major Tacker with no wiggle room. How would he respond?

13 January. Pymatuning, Pennsylvania. (about 7:00 a.m.)

"I always thought those fellows who saw flying saucers were nuts." (See clipping on page 18)

13 January. Bygholm, Denmark. (night)

"Saucer stops car."

This report was submitted to England's *Flying Saucer Review* by the director of the Danish Flying saucer investigative organization S.U.F.O.I., Captain H. C. Peterson:

"Aage Henry Hansen, of Carit Etlarsve 18, Horsens, stated he was driving in a westerly direction when suddenly he saw a stationary object over Bygholm. It was quite still for about 5 seconds. The UFO suddenly moved towards him at a height of about 100 meters, and at a speed of 60 kmt. [The witness was used to watching gliders in the air. Relying on his glider experience, Mr. Hansen estimated the UFO was about 15 meters in diameter] When it passed over his

Saucer. Over Pymatuning?

Area Man's Encounter With Unidentified Flying Object Called Weirdest Experience

A Linesville man employed by a local building contractor looks to the skies over Pymatuning Lake with a slight feeling of trepidation as he drives to work in Greenville these early morning hours.

"I always thought those fellows who saw flying saucers were nuts," according to Robert Collins, a carpenter who works for V. J. Mazzoni Company. But that was before Collins himself had what he considers the weirdest experience of his life.

Driving his half-ton pickup truck about 7 a. m. Jan. 13, Collins was traveling toward Greenville on the spillway road over Pymatuning Lake when he sighted what he

thought to be the lights of a low-flying airliner attempting a forced landing on the ice-covered lake.

He slowed the speed of the truck so that he could make a closer observation of what at first appeared to a pair of extremely bright headlights illuminating the earth.

The lights approached the road

GREENVILLE, PA.

RECORD-ARGUS

D. 8, 178

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diagonally from the east. As they grew closer, Collins said he began to see them only as one light, which was as blinding bright as an arc light.

It came over the road at the exact spot where his truck was traveling. But instead of passing by, the light remained stationary over the vehicle for three or four minutes, Collins estimates.

At that point, the truck's whole electrical system failed, as though some super force had turned off all the switches at one time. Not only did the engine cut out, but the headlights went out and the radio stopped playing in the same instant.

Although the light's approach seemed gradual, it departed at extremely high speed and disappeared in the west within 30 seconds, Collins said.

(See Flying Object, Page 2)

Flying Object

(Continued from Page 1)

He's not ashamed to admit that he was frightened while "the thing" hovered overhead. He estimates that the light originated from a source perhaps 200 feet above the truck and illuminated an area some 100 yards in front of the stalled vehicle.

"No, sir, I didn't open the window to look out, I just sat where I was until it left," Collins said.

The sky that morning was extremely dark and heavy clouds hung low. If the day had been clear, he feels he would have been able to see whatever may have been above or behind the light.

As soon as the light shot zipped off, the truck lights and radio came back on. He thinks his hand must have been "frozen" to the ignition key, which also controls the starter, because the engine, too, began to run.

Collins believes he traveled for a few feet without lights.

It wasn't until then that he noticed that his truck had been parked in the middle of the deserted highway. As he traveled on to Greenville, he went about three miles before seeing another vehicle on the road.

Kept Experience to Himself.

For a time, wishing to avoid ridicule, the Linesville man kept the experience to himself.

"I didn't even tell my wife till three days later," he said.

Collins believes whatever caused his truck engine to suddenly quit must have been some terrific magnetic force. He also wishes he had been able to have his truck checked for radio activity. The truck has run perfectly since the Jan. 13th experience, he said.

Other Sightings Reported

Several other Linesville area residents have been witnesses to a mysteriously lighted object during recent months, Collins said.

Since his own experience he has learned that Mr. and Mrs. J. E. McDonald, also of Linesville, both saw the strange light, although from a greater distance, in the same area about two months previously.

Collins, at first somewhat reluctant to discuss the mystery, said he has not reported the incident to the government's Unidentified Flying Objects bureau.

car Mr. Hansen looked out of a side window towards the north without seeing the object. However, it soon appeared in view again through the windscreen moving westwards with increasing speed. A few moments later it was flying well above the speed of a jet fighter. As the speed increased the object changed colour from yellow-green to white-yellow (like a car light) and it disappeared over Aarapgaard.

"I was rather excited about the sighting," said Mr. Hansen. "I have never believed in the so-called 'flying saucers' and except for a few articles have not read anything about them, but I must admit that I now believe in them. I can say that the car engine stopped as the object passed over. I felt myself under observation ...I had my headlamps on [The car's headlights did not go out during the incident] and tried to catch the object in the spotlight as it was going away, but without success. I therefore saw no details other than it was ellipse-shaped. I am quite sure however that the object was round, the ellipse shape being due to the angle of observation." (22.)

1950s? The native reserve at Umbumbulu, South Africa. (nights)

There is no exact dates available for the following testimony. The statement was given to the editor of England's *Flying Saucer Review* early in 1959, hence it is included here. The phenomena described does not match conventional aircraft, especially the assertion that no sound was ever heard. One should notice that Mr. Mbambo, when shown George Adamski's book, passed on any "scout ship" picture in favor of a "smoke spewing ghost rocket" breed of UFO which has some legitimacy among collectors of sighting reports. See the story below.

"White Man's Magic."

A Mr. Langton Zank of Durban, Natal, employed a native from one of the less developed part of South Africa. This native, claims Mr. Zank, had never heard of flying saucers. Here is the native's account:

"My name is Bizezakhe Mbambo and I live about 30 miles from Durban in the native reserve at Umbumbulu.

"Many times have we watched and wondered at the magic of the white man in our sky at night. We often see these things and talk about them when we come together at night to drink kaffir beer and discuss our problems with the head men of our tribe.

"Sometimes we see big round lights in the sky, as big as the moon sometimes. They are like looking at the coals in a fire, they are going bright and dull all the time. Lots of times they stay there for hours, other times they fly away very fast, sometimes they just go out.

"One night one of these things was sitting in the sky when it shone a strong light onto a hill close by, it made the hill as bright as daytime.

"Three times we have seen a big long thing, as big as the boats on the sea. When they fly away smoke comes out of the back. Twice they have flown very slowly straight along, but once this thing went very fast up into the sky.

"We have also seen big balls of fire shooting along near the ground, sometimes they break up and light up everywhere, other times they just go and go for miles till we can't see them any more. We get very frightened because they do not make a noise, so we don't know when they are coming." (23.)

The editor of the *Review* added:

"Mr. Zank also wrote that after receiving this account he showed Bizezakhe Mbambo one of George Adamski's books to page through, and he picked out a photo of a mother ship [a tube-shaped craft] and identified it as one of the things which they had seen." (24.)

14 January. 200 miles North-Northeast of Palm Beach, Florida. (7:35 p.m.)

"Rapidly climbed upward."

Investigator Norbert F. Gariety obtained the following pilot sighting:

"The Co-pilot of a Super-Constellation en route from New York to Miami via the over-water air lane saw a long illuminated UFO, at a position of approximately 200 miles North-Northeast of Palm Beach, Fla. The time was 7:35 p.m. and the altitude of the Super-Constellation was 18,000 feet.

"A cigar-shaped object crossed the path of the airliner at an estimated distance of 5,000 feet in front of the plane. It was brilliant yellow in color with clearly outlined squares which gave off a silver glow.

"The object was traveling from east to west, and according to the co-pilot was traveling faster than anything that we have in the air today. When passing in front of the airliner it was on a level course, but rapidly climbed upward [Do meteors climb upwards?] as it proceeded to the west.

"The object was only in for a very few seconds and unfortunately for the co-pilot, at the time the Pilot was turned around in his seat getting something from his briefcase. By the time the co-pilot got the pilot's attention back out into the night sky the object had already disappeared.

"As a result of the pilot's not seeing the object no CIRVUS report was filed upon landing. The airplane commander is responsible for filing for the Air Force report.

"This is a drawing made for *S.P.A.C.E.* by the co-pilot making the report to your Editor:



"This pilot was with the Air Force during World War II, and flew as a liaison pilot, and also as a co-pilot on both B-17's and PBY's with the Air Rescue Service. Since that time he has 7,000 hours of flying time with the major airlines and is now flying with one of the largest commercial passenger carriers flying out of Miami International Airport.

"Since it is airline policy not to release these reports to the general public but to file the CIRVUS report with the Air Force, he has asked that we do not use his name or the airline in print. To this end we are co-operating, as we do not wish to jeopardize his position with his company.

"It was impossible for this to have been a missile firing from Cape Canaveral for three reasons:

"(1) The object was traveling from east to west. The missiles travel to the south-southeast over a very narrow corridor. Any missile deviating from this course is automatically destroyed in the air for safety's sake.

"(2) The object seen was in an area 200 miles north-northeast of Palm Beach, which would place it north of Cape Canaveral.

"(3) If a firing had been imminent at the Cape, the Airlines would not have been taking the straight over-water route from New York to Miami. The air-lane, partly over land and partly over water and west of Cape Canaveral, would have been in use." (25.)

14 January. The Sheffield Lake case.

Major Tacker's reply.

The Akron group had challenged Major Tacker on January 11th to explain an obvious contradiction in the Sheffield investigation concerning Mrs. Stewart's testimony. Meanwhile, Congressman Baumhart read the *Fitzgerald Report* very carefully (at least that's what he claims) and then he asked Major Tacker and General Fisher on November 8th for their comments and advice. (26.) These two developments put the pressure on.

On the 14th, Major Tacker wrote back to the Akron people. The PIO officer seemed to be lashing out now that he was in a corner. He avoided the contradiction question, and again insisted the military's investigation was "accurate and adequate," moreover that the evaluation of UFO cases was done by qualified scientific personnel (Tacker's emphasis). Furthermore, the Major said the Air Force did not have the time and money to deal with "erroneous charges" by civilian UFO buffs. The military, he wrote, had no interest in proposed theories by "amateur" investigators or their "science fiction" beliefs. (27.)

18 January. St. Clair, New Zealand. (3:00 p.m.)

"Vastly intrigued."

New Zealand observatory fascinated by a UFO sighting:

'The director of the Beverley-Begg Observatory, Dunedin, New Zealand, Mr. A.J. Doig, is vastly intrigued. He has two separate but equally reliable reports of A bright object over St. Clair on Sunday afternoon, January 18, but 'cannot even make a guess' as to what it could have been.

"The object came in from the sea about 3 p.m. and traveled quickly across the sky to vanish behind the hills. One of the men who saw it estimated its time for the crossing at about a minute and a half, the other as 30-40 seconds.

"Even the greater time would give a speed far faster than any known earth

satellite, Mr. Doig says. He is hoping others who saw the object will come forward with information, so that an attempt can be made to identify it." (28.)

18 January. The *Star-Ledger* strikes again.

"200 million dollars."

The latest in the series of UFO articles by John Lester stressed money. Money was something Congress paid attention to. (See clipping on page 23)

19 January. The Sheffield case.

Congressman Baumhart writes his constituent, Mrs. Fitzgerald.

In a letter, dated January 19th, Rep. Baumhart informed Mrs. Fitzgerald the Air Force had asserted it had "thoroughly reviewed" the Sheffield case and was "entirely satisfied" the investigation had been done in a competent manner and the conclusions arrived at were valid. The Ohio legislator expressed his regrets the military's: "...analysis is not more satisfying to you." (29.) The Congressman gave no impression he could do more, or that he desired to try. He did, however, encourage Mrs. Fitzgerald to write to him in the future if she wished to discuss the situation. (30.)

19 January. Senator Lyndon Johnson and a possible UFO inquiry.

The *Star-Ledger* finally gets some reaction.

Reporter Aaron G. Benesch, of the *Ledger's* Washington Bureau was able to sent some good news to his editor. The following article appeared in the Newark, New Jersey, newspaper:

"WASHINGTON -- The Senate Space Committee, headed by Majority Leader Lyndon Johnson, may go into the whole question of flying saucers at hearings scheduled to begin Jan. 26.

"A member of the committee told *The Star Ledger* yesterday [the 18th] that he will ask Johnson within the next few days to do so. If the majority leader agrees that an inquiry should be launched, the staff members of the Space Committee will begin assembling material at once.

"The Senator who will make the plea to Johnson is one of the 10 Democrats on the space group. He displayed keen interest in a news story published in yesterday's *Star-Ledger*, which pointed out that the government has spent an estimated 200 million in the pursuit, study and investigation of 'flying saucers.'

"Despite this outlay, most of which has been by the Air Force and over a period of 10 years, that agency has confidently maintained it has no evidence to justify the belief there are such flying objects.

"If the Space Committee undertakes the inquiry, it is likely to call upon Air Force Secretary Douglas to supply the investigators with the great mass of material assembled by the Air Force over the last decade in tracking down reports of 'flying objects.' There have been a total of approximately 7,000 such 'sightings.'

Hunt for flying saucers costs U.S. \$200 million

By JOHN LESTER
Staff Writer

The pursuit, study and investigation of those illusive Unidentified Flying Objects—more commonly known as flying saucers—has cost the United States government an estimated \$200 million to date, The Star-Ledger learned yesterday.

Most of this money has been spent by the Air Force, the branch of the government directly involved, although the Army, Navy, Coast Guard, Civil Aeronautics Administration and Central Intelligence Agency also have figured in running up the total.

Largest single item of expenditure is the approximately \$75 million the Air Force has poured into "thorough investigations" of the approximately 7,500 UFO sightings it has considered worth looking into since June 24, 1947—the beginning of the so-called "modern" era of sightings.

The figure is arrived at by multiplying the number of sightings investigated by \$10,000, the average cost, according to Spencer Whedon, chief of Air Intelligence at Wright-Patterson Air Force Base, Nov. 8, 1957.

Whedon said this includes "sending out personnel, transportation expenses (of said personnel), intercepting (by pursuit planes) and administrative work."

Another \$25 to \$30 million (estimated) involves planes lost or destroyed chasing flying saucers.

OFFICIALLY, only three planes have been acknowledged lost or destroyed in this manner although there are a number of "possibles" about which the Air Force has refused to comment one way or the other.

The three are an F-51 (approximate cost \$120,000), an F-89 and an F-94 (approximate cost of each is \$1,600,000), all pursuit ships.

The F-51 was scrambled from Godman Field, Kan., Jan. 7, 1948. The pilot, Capt. Thomas Mantell, was killed when his plane crashed under mysterious circumstances. The F-89 was sent up from Kimross Air Force

Base, in Michigan, Nov. 23, 1953. It was never recovered; nor were the bodies of Lt. Felix Moncla Jr., the pilot, and his radarman, Lt. R. R. Wilson. The F-94, from Griffing Air Force Base, New York, crashed in Walesville, N.Y., June 30, 1954, killing four persons and seriously injuring one. Both pilot and radarman, whose names are unavailable, explained they bailed out when an intense heat enveloped their plane as it closed in on the target.

IN RESPECT to "possibles," statements by Gen. Benjamin Chidlaw and other high-ranking officers make it safe to assume that at least a dozen U.S. aircraft fall in this category.

Chidlaw, while commanding an Air Force base in Colorado FIVE years ago, admitted "we have lost MANY men and planes trying to intercept them (the UFO's)" and added he was seriously concerned about these losses, as were others.

The \$200 million outlay also includes an estimated \$25 to \$30 million for continuing and special studies of the UFO problem by top scientists.

(A world-famous scientist and his staff, to cite only one of many special studies conducted in the past, recently "spent months" analyzing a group of 237 saucer cases the Air Force considered extremely unusual.)

"MORE THAN 1,000" top scientists were at work on the problem in 1954, according to an Air Force statement released in June of that year.

This was in answer to queries inspired by Gen. Nathan B. Twining's statement to the effect that some of "the best brains" in the country are "trying to solve this (the UFO) riddle. If they (the UFO) come from Mars, there is nothing to be worried about."

Undoubtedly, some of the scientists involved have been — and are — "dollar-a-year" men, but certainly not all.

In any event, outstanding men in the quantity referred to don't come cheap.

ANOTHER major item in the government's 11-and-a-half year long flying saucer chase is the \$25 to \$30 million (a conservative estimate in the absence of official figures) spent for equipment and operating personnel.

Included in this are, among other things, telescopes equipped with theodolite cameras for observation purposes, special long-range radar and camera installations for tracking, photographing and "measuring" UFO's in flight and, to augment the latter, a network of visual "spotters" equipped with special "night" binoculars.

(The Ground Observer Corps did some of this "spotter" work until disbanded recently.)

One group of 75 of these "measuring" cameras was purchased in 1952 for approximately \$300,000, according to Maj. Gen. John Samford, the then-director of Air Force Intelligence.

They later were junked for being "too cheap" and not up to the performance required.

Analyses by leading laboratories of still and motion pictures of UFO's, scraps of metal, missiles and other materials reportedly from UFO's have cost an estimated \$12 to \$15 million.

(An Air Force report released in December, 1949, lists 172 analyses by Rand Inc.; 233 by Air Weather Service, and 244 by "a leading astronomer," and these are only three of many such instances of laboratory assistance undertaken at the request of the military.)

"The committee will also want to know what basis there is to the frequently-repeated charge that the Air Force has been withholding information on flying saucers, an accusation which the Pentagon heatedly denies.

"It would also ask the Air Force if it is true that one of two flying saucers have been captured. The office of Secretary Douglas recently denied there is any basis for such a report.

"At the last session of Congress a Senate subcommittee assigned several staff members to find out whether there was any justification to reports that flying saucers had been sighted. Air Force executives told the staff investigators that it had never been able to establish that those 'saucers' actually exist. [Just taking the Air Force's word for everything certainly does not constitute any sort of investigation!] The investigators so reported to the committee and the matter was dropped." (31.)

20 January. The Air Force responds immediately.

General Fisher, as Director of Legislative Liaison, lost no time in an attempt to kill off any suggestion open hearings on UFOs were needed. He wrote to the influential Senator Harry Byrd of Virginia the very next day. The tone of the General's letter, its unqualified rejection of charges against the Air Force ("no merit whatsoever"), and its assertion that "only sensation seekers and publishers of science fiction" would profit from such hearings, had to be intimidating to anyone on Capital Hill not well briefed on the UFO problem, and that, apparently, was the idea.

The signed original sent by General Fisher to Senator Byrd found its way to NICAP. Eventually similar letters to other Congressmen came to NICAP's attention. Portions of the Byrd letter were published in NICAP's *UFO Investigator*. General Fisher wrote 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 [The estimate was based on numbers supplied by Lt. Col. Spencer Whedon of ATIC].

"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." (32.)

NICAP had a problem with General Fisher's logic. If hearings brought out the "sensation seekers and sci-fi people," wouldn't that *help* the Air Force remove the "aura of mystery" surrounding UFOs? The Keyhoe-led group knew of course, that the appearance of veteran pilots and other highly trained observers before the committee would give dignity to the subject in the *proper* proportion it is entitled.

20 January. Near Haernoessand, Sweden. (daytime?)

A Russian rocket?????

There was something of a UFO flap developing in the Lapland region. A Stockholm newspaper carried the following story:

"No less than eight reliable persons observed a 'flying saucer' over Stigsjoe, near Haernoessand (Vaesternorrland Province) recently. The object approached the observers slowly from the south over (Lake) Laangsjoen at a height of about 300 meters. The object was round, 6 to 8 meters in diameter, and surrounded by a luminous ring about two meters wide. The under side of the object emitted a reddish yellow light. It was visible for about three minutes.

"The incident has been reported to military authorities." (33.)

21 January. British House of Commons.

"No special collaboration?"

It's common knowledge in the Intelligence community that America, Canada, and England have a "special relationship" in keeping with the fact each is the other's closest ally. It strains credibility to entertain the notion there is no common policy on UFOs when each country's official statements on the matter are so similar. Granted the words vary a bit, but the points made are identical and never cover more or less than what the Pentagon considers important. The impression is that the British Air Ministry, for example, is just paraphrasing a press release from Major Lawrence Tacker.

British UFO advocates had out paced their American counterparts. By 1958-59 lively exchanges between the British Air Ministry and members of the House of Commons were taking place. The Secretary of State for Air, George Ward, managed guarded replies. MPs Roy Mason and George Chetwynd were in the forefront of the effort to learn about UFO investigations conducted by the government.

On January 21st MP Roy Mason asked Mr. Ward:

"...what specific instructions have been sent to the commanders of Royal Air Force stations to collect reports from air crews having allegedly sighted unidentified flying objects; what inquiries have been held following such sightings; and to what extent there is collaboration between the Department and the respective Departments in Canada and the United States of America on this problem.

"Mr. George Ward, the Air Minister, replied that R.A.F. units have standing instructions to report unusual flying objects when they cannot readily be explained. Reports which may have a bearing on air defence are investigated. No special collaboration with Canada or the United States is required." (34.)

The *Flying Saucer Review*, which is published in London, commented:

"It will be seen from the Minister's answer that he has not denied that the R.A.F. investigates UFOs. The last part of his answer is quite clever in regard to collaboration with Canada and the U.S.A. He was asked to what extent there is collaboration and he replies to this by stating that no special collaboration is required. Please note he is not saying there is any, nor that there is none." (35.)

The sighting of something strange at London Airport a month later prompted further questions in the House of Commons.

It would be interesting to check on what MP Roy Mason had to say about UFOs in later years when he became the British Minister of Defense!

21 January Catron's Creek, Kentucky. (5:00 a.m.)

The local newspaper printed:

"A Catron's Creek resident reported a strange object in the sky at 5:00 a.m. today.

"Mrs. Flora Bruce saw the rectangular bright object from her bedroom window. 'It was about a yard long,' she said and moving in and out of the clouds.

"I watched it 15 minutes before calling my daughter,' she said. The bright orange 'something' moved behind the clouds and bright rays spread out from the cloud, she said. A huge arc circled it, she added.

"It came up from Grays Knob, she said, and disappeared in about a half an hour. The little girl asked her mother if she was afraid. The two watched the object until it faded out of sight." (36.)

21 January. Near Table Mountain in Wyoming.

"My dog Brownie was looking at it and just barking away." (See clipping on page 27)

22 January. Another Air Force "Fact Sheet" released. (See pages 28-29)

The periodic release of "Fact Sheets" were suppose to give the public some idea of the UFO situation. Invariably the Air Force played with the numbers to suit their own agenda. On January 22nd the latest release from the Department of Defense was apparently mean to calm the public by claiming "unknowns" were decreasing. Since numbers are harder than words to manipulate, the Air Force ran into trouble immediately. At NICAP Richard Hall was quick to note that the "Fact Sheet" came up with some absurd conclusions. The press release, Hall wrote, in an issue of his *UFO-Critical Bulletin*: "...stated erroneously that there had been a 14% decrease in UFO sightings in the last half of 1958 as compared to the first half. Of 296 cases investigated, the AF would only admit to two 'unknowns,' one in July and one in October." (37.)

Lex Mebane of CSI, New York, noted that actually: "...sightings had increased by 7% in that period, the AF 'error' being caused by an overlap of time periods." (38.)

Hall wrote: "Lex also noted the steady rise on a graph of the number of cases of 'insufficient evidence.' What this all means is difficult to tell. Incompetence? A cover up? Prejudice? None of the alternatives are very comforting." (39.)

Fate magazine and Air Force UFO statistics.

Realizing how sensitive the statistics issue was, *Fate* magazine assigned Robert Webster and John Ross to research an article on the peculiarities of BLUE BOOK's number tabulations and their official interpretations. Relying on the work of Dr. Leon Davidson, the two journalists examined the Air Force's *Project BLUE BOOK Special Report #14* which the military was

James Facinelli Saw This One

The Journal
(mob city)

Another 'Flying Saucer' Reported;

Another unidentified flying object—call it a flying saucer if you want to—has been reported.

This one was seen by James Facinelli on his farm six miles out on the Rawlins Road. It was about 8:15 Wednesday morning.

From his description, it sounded very similar to the object seen near Dubois a couple of weeks ago by Gene Shaeffer and his family.

"I'd been outside and had come back in and was standing at the window by the kitchen sink when I saw it," Facinelli said.

My dog Brownie was looking at it and just barking away. I went outside to be sure it wasn't something in the window-pane, and there it was, sure enough.

"It was only 800 feet away from me, probably about 500 feet in the air, beyond a patch of trees.

"My God, I thought, I wonder if that is true, that thing there.

"I stood there 20 minutes and watched it.

"It was about three times as long as a car, about 40 feet I should judge. And 10 to 12 feet wide and about 5 feet thick.

"It was oblong-shaped, like

Report Dated Jan. 22, 1959

Looked Like First One

the sketch in the newspaper. It was shaped like the back end of the new Chevrolets, flat in the center and then sort of flared up.

"It was white, then turned greyish as it pivoted around, one end higher than the other. It went clear around, and all at once, shot right at Table Mountain. There wasn't any smoke, no noise, no nothing.

"It went just like a bullet, over Table Mountain and headed towards Sinks Canyon.

"At first, I didn't believe the talk about flying saucers. It's unbelievable, but I saw it myself. I wish my wife or some-

body was there, too."

Asked if he had been drinking any, Facinelli said, "No, I'm not a drinking man and wouldn't be at that hour of the day, for sure."

Facinelli said the thing didn't have any windows and that it looked like a solid piece of metal.

After telling his story to the Journal, he headed to a restaurant for a cup of coffee before going back home.

"I'm not going to say anything to anybody about it (at the restaurant)," he said. "They'll think I'm off my rocker. I'm just going back home."

NEWS RELEASE

PLEASE NOTE DATE



DEPARTMENT OF DEFENSE
OFFICE OF PUBLIC INFORMATION
Washington 25, D. C.

IMMEDIATE RELEASE

January 22, 1959

NO. 63-59

LI 5-6700 Ext. 75131

AIR FORCE UFO STUDY SHOWS "UNKNOWN" DECREASING

The latest tabulation of Unidentified Flying Objects reports by Air Force authorities and scientists of the Air Technical Intelligence Center, covering the last half of 1958, has set a record low for the number of cases classified as "unknown", which is down to less than 1%.

The total number of sightings for the six month period was also lower than the number reported in the preceding half-year.

From July 1958 through December 1958, 296 cases of UFO reports were analyzed. This was a 14% decrease in sightings over the first half of the year.

As in previous compilations, the astronomical category accounted for the highest percentage of sightings at 32% of the total. A new category, satellites, accounted for only 1.36% and the "unknown" category amounted to only 0.67%.

A statistical tabulation of the six months period follows:

UFO Report Evaluations -- By Category and Percentage Breakdown:

	<u>Totals</u>	<u>Percent</u>
Balloons	23	7.77
Aircraft.....	60	20.27
Astronomical.....	96	32.44
Satellite.....	4	1.36
Other.....	50	16.89
Insufficient Data.....	61	20.60
Unknown.....	2	.67
Sum Total	296	100.00

MORE

UFO Evaluations -- Category Breakdown by Months:
 July 1958 - December 1958

	<u>Balloons</u>	<u>A/C</u>	<u>Astro</u>	<u>Satellite</u>	<u>Other</u>	<u>Insuf Data</u>	<u>Unknown</u>
July	11	16	13	0	14	10	1
Aug	5	17	20	2	14	19	0
Sep	1	10	19	0	8	12	0
Oct	3	11	19	1	10	8	1
Nov	2	5	11	0	2	7	0
Dec	1	1	14	1	2	5	0
Totals	23	60	96	4	50	61	2

E N D

always referring to, but which told a much different story than that implied by official press releases. That fact is important because *Special Report #14* was the parent document of the subsequent "Fact Sheets" distributed to the public and the press. The Air Force's absurd breakdown of cases had only been presented in a lucid and penetrating fashion in literature circulated within the UFO community. What Webster and Ross went to work on, was an effective summary of Dr. Davidson's research for publication for the first time in a nationally marketed magazine. The *Fate* issue containing this hard-hitting article was to appear on the news stands in February.

23 January. Major Tacker's special letter to Keyhoe.

"How many times must I tell you?" (See letter on page 31)

23 January. Balboa, Canal Zone. (dusk)

According to a special news dispatch to the *New York Times*:

"Scores of persons here and in the Republic of Panama saw a bright silver object sweeping across the sky shortly after dark last night [23 January]. United States radar stations tracked the object but failed to identify it. Last night's sightings followed a similar observation on Jan. 8." (40.)

23 January. Carrizal, Argentina. (11:40 p.m.)

"Rotating, fiery red spot."

"Dr. Hugo Edgardo Arrigoni, a physician, reported the following to the Argentine newspaper *La Prensa*:

"I was at my estate in Carrizal, district of the department of Lujan of this province, when we observed in the sky the following phenomenon. I was in company of my wife, Dr. Luz de Arrigoni, my children, and the employees Ester Miranda, Catalina Perez and Dionisio Quevedo.

"At 11:40 p.m. a speck of strong red color and remarkable brightness appeared in the sky keeping on a most speedy heading to the northwest, increasing its size continuously and having a rotary motion. At 11:45 it had reached the zenith with respect to our horizon, above the middle of the place called Pampa del Sabo, at about 30 kilometers from that property. According to what we could see its altitude was great, extra-atmospheric, and it had more or less the size of a grapefruit of about 20 centimeters in diameter. The strength of its light and the brightness had also increased proportionally.

"At that time it stopped very high in the sky and resumed a slow movement

THE EVENING STAR
Washington, D. C., Thursday, January 22, 1959

'FLYING SAUCERS' SIGHTINGS DROP BY 14 PER CENT

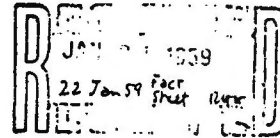
People are seeing fewer "flying saucers" these days. In one of its regular reports on Unidentified Flying Objects, the Air Force said today that sightings had dropped to 296 in the last half of 1958, a 14 per cent decrease over the first half.

Most of the sightings were evaluated as astronomical phenomena, aircraft and balloons. Fewer than 1 per cent were listed as "unknown."

DEPARTMENT OF THE AIR FORCE
WASHINGTON

OFFICE OF THE SECRETARY

23 January 1959



Dear Major Keyhoe:

Your letter of 22 October 1958 concerning unidentified flying objects, addressed to the Information Services Officer at Langley Air Force Base, Virginia, has been referred to this office for reply.

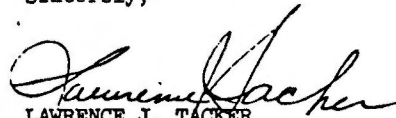
How many times must I tell you that your source of information on this subject is this office? As you know, the investigation of unidentified flying object sightings generally goes much further than the preliminary investigation conducted at Base level. Air Defense Command and the Air Technical Intelligence Center are also involved in these investigations and as a result the full story is not available at Base level. This office does have the full story available on all such investigations.

There is absolutely no truth to your allegations that the Air Force is withholding information on the subject of unidentified flying objects. Press releases are made on this subject periodically and a copy of the latest release, dated 22 January 1959, is inclosed for your information.

Concerning your question relative to the placement of advertisements in Base newspapers, the Air Force reserves the right to accept or reject advertising copy for publication in Base newspapers. We see no point in publishing advertising copy of an organization which believes that space craft from other planets exists when Air Force findings deny this fact.

In the future, please address your questions to this office. Writing other headquarters only delays your reply.

Sincerely,


LAWRENCE J. TACKER
Major, USAF
Executive Officer
Public Information Division
Office of Information Services

Incl

Major Donald E. Keyhoe, USMC (Ret.)
Director of NICAP
1536 Connecticut Avenue, N. W.
Washington 6, D. C.

of descent. At 11:50 it had reached the line of our horizon. After the five minutes it took in descending, it began to ascend, also in a straight line, and at 11:55 it was again at the same height at which it had stopped before.

"After some moments stationary, it began to move in a course almost opposite the one when first appearing, now to the southwest. Shortly after 11:55 it took that trajectory in a straight line and shooting up. The movement, at first slow, increased evenly to a remarkable speed. At the end of five minutes it started to lose its size and brightness and, having tuned into a fiery red spot, disappeared very far in the sky. It was then 12:00 p.m.

"The sky, after the shower an hour before, was cloudless and clear with the splendid illumination of the nearly full moon. We were left in a perplexity almost terrorizing, primitive and elemental before a happening which escapes completely our personal possibility of explanation.

"It must be pointed out that the astonishing aircraft had the unquestionable capacity of taking any course, and pulling up or speeding up in any direction." (41.)

23- 25 January. Lampasas, Texas.

100 carloads of the curious. (See clipping on page 33)

24 January. "Fact Sheet" challenged. (See clipping below)

AF Challenged on Report 99% Of 'Saucer' Tales Explained

WASHINGTON (UPI) — The Air Force reported here that investigations have left unidentified only a fraction of one per cent of alleged flying-saucer sightings in the last half of 1958.

It was promptly charged with concealing more than 800 unexplained flying-saucer reports.

Donald E. Keyhoe, director of the National Investigations Committee on Aerial Phenomena, who claims there are such things as flying saucers, said the Air Force

conceded that 815 of 6,700 cases still were unsolved.

The latest Air Force report said that during the last half of 1958 it analyzed 296 reports of unidentified flying objects (UFO). After investigations, it said, only two were classed as "unknown."

It gave this breakdown of UFO sightings: 23 balloons, 60 aircraft, 96 astronomical phenomenon; four satellites; 50 birds, lights and other hoaxes, and 61 ignored because of insufficient data from persons reporting the sighting.

24 January. Sydney, Australia. (about 11:30 a.m.)

Cigar-shaped object.

From Australia came this report:

"Two Sydney residents, Ken Armstrong and George Montgomery, saw a cigar-shaped object glistening in the sun from Centennial Park on January 24th, 1959, at about 11:30 a.m. It was solid, had a metallic appearance and was stationary in the

The Lampasas Dispatch

IN THE SHOPPING CENTER OF CENTRAL TEXAS

LAMPASAS, TEXAS MONDAY, FEBRUARY 2, 1959

MORE THAN 100 CARS AT SCENE

'Lights' Fail to Appear Saturday

More than 100 carloads of curious spectators descended on the general vicinity of the Spivey-Tapp Road Friday, Saturday and Sunday night, hoping to get a glimpse of the mysterious lights which were reported last week by Mr. and Mrs. Franklin Richardson, according to reliable reports.

"Many of the spectators were very respectful and genuinely interested in the lights," reported Mrs. Richardson. "However, a large percentage made the trip in a ridiculing, jeering mood and caused the farmers and ranchers in the area a lot of damage to stock and fences," she added.

As to the lights—Mrs. Richardson said "There was no sign of the lights, mostly because there was a bank of low-flying clouds and we have never seen the lights when these clouds were present."

"There were lights, however,"

Mrs. Richardson stated, "Every kind of light under the sun—flash-lights, lanterns, car lights, arc lamps and candles. But they were in the hands of the 'jokers' who wanted to make fun of the lights."

She said that there were lots of older people and some teenagers who expressed a genuine interest in the lights and stayed within the bounds of reason. "These were welcome to stay and look but we do wish that those that wish to make fun of the lights would stay away," the young woman said.

"There were so many trespassers out there Saturday night that one rancher can't get his sheep to come back up to the feed lots for feeding," Mrs. Richardson said. On the subject of the lights, Mrs. Richardson said, "We've always seen the lights east of the area, along the ridge of hills, and in the general direction of Izoro.

She emphasized that they were

not in the immediate vicinity of the Spivey-Tapp Road when first sighted but on occasion had approached the area and disappeared.

"Some of the spectators had shovels and entered the farm land in the area to dig," Mrs. Richardson reported. "Some of them asked permission and many of them didn't," she added.

Several carloads of teenagers had noisemakers and drove up and down the road yelling and tooting their horns which did nothing but scare animals, she said.

"We would like to make two requests for the future," Mrs. Richardson said. "First, that those who wish to see the lights would please not trespass on other people's property and second that they call us before they go to the scene. Our phone number is CH 2-3624 and we would appreciate the calls of those genuinely interested in the lights."

air for more than five minutes; then it turned at right angles and flashed away at terrific speed without making a sound. The sky was cloudless at the time. Prior to the sighting three mysterious explosions took place in the air above Sydney. Army officers and the like, when contacted, were unable to explain the blasts. (42.)

26 January. Hokkaido, Japan. (about 4:00 p.m.)

According to our source:

"About 4 o'clock in the afternoon Sanya Nayuki, a junior high school student, was racing with a friend on a hill near his school, when they saw in the western sky two glowing lens-shaped objects moving slowly westward. The sun had set and the sky was becoming dark; only the mountains still showed the orange tints of sunset. The orange-red objects were brightest in the center; their outlines were somewhat blurred; the boys thought there were faint tails, but are not sure of this. They moved quite slowly, and without any sound being heard. Suddenly one object stopped completely for four or five seconds, then reversed its course and went eastward. On opposite courses, both objects soon disappeared. Many other witnesses had also seen them, including attendants in a nearby sanatorium; all were mystified." (43.)

26 January. The Sheffield Lake case.

The Akron group requests immediate action.

Faced with the fact that the Air Force refused to acknowledge any weakness in its investigation and the possibility of Rep. Baumhart's meekly conceding defeat, the Akron group made it known they and Mrs. Fitzgerald would not accept the situation. The Akron group wrote to Congressman Baumhart on January 26th to say: "We request that you take immediate action to see that this matter is cleared up." (44.) Our group, the letter states, is: "...prepared to submit evidence proving that the individuals who conducted the investigation of this sighting weren't thorough and competent and that their findings weren't accurate and adequate." (45.)

Toward the end of January. Canberra, Australia. (daytime?)

Our source states:

"...Robert Weatherhead, a trainee aerial photographer at Canberra, saw a bright cigar-shaped object which he claimed was larger than an airliner. Two other men in Canberra saw the object and made a written report about it. The Canberra meteorological station said there were no balloons in the sky at the time and aviation authorities confirmed that there were no airplanes over Canberra." (46.)

28 January. Howard Preston's column in the *Cleveland News*.

"People who see things." (See clipping on page 36)

29 January. The Sheffield Lake case.

Rep. Baumhart contacts General Fisher.

Congressman Baumhart wrote to General Fisher on January 29th at the request of the Akron group, enclosing a thermofax of the organization's charges. Thus, Rep. Baumhart did not understate, or overstate, the challenge made by the Akron people and its spokesman Fred Kirsch. The Congressman now managed to make comments of his own after being pushed. He told the General:

"I would like to have a more complete report than that furnished by your earlier letter of January 16th; and your advice as to any further review that the Department may have made, or will make in view of this letter from Mr. Kirsch." (47.)

29 January. Over the Atlantic, off the Portuguese town of Viana do Castelo. (daytime?)

It was a memorable Friday. Scores of people observed a cigar-shaped object hovering over the water off the coast. No one had a camera, which was a shame because they could have gotten a good picture:

"The great ship had a silvery light shining on top and at the back a rather reddish light. The cigar was in view for half an hour! During that time the object changed from the horizontal position to a vertical one, but no changes took place in either color or shape.

"Estimated height of the object -1,000 ft. It seemed to be moving very slowly. Suddenly, the huge ship accelerated up into the sky! It climbed fast and disappeared from sight." (48.)

30 January. UFO activity in Lapland.

Article by Paul Sjoblom, special correspondent for the *Christian Science Monitor*:

"Launching sites not even approximately determined."

A dispatch from Helsinki:

"Tests with a variety of missiles preceded the launching of the Soviet 'moon rocket' during the silent period of seven and one-half months following the orbiting of Sputnik III, military observers here believe.

"More than surmise is involved, in spite of the intriguing secrecy practiced by the Soviets. For sightings of strange glowing objects flying through the northern skies over Soviet territory have been reported from time to time ever since the nights grew long and dark early in the fall.

"The sightings were made from the Finnish side of the 793-mile-long

CLEVELAND NEWS

FEB 6 1959

HOWARD PRESTON

The People Who 'See Things'

ONE DAY LAST WEEK a strange object, distinguished by a brilliant orange tail, appeared here in the western sky around sunset time. It hovered for almost half an hour in the same general location and then slowly disappeared over the horizon, out of sight.

Was it a meteor, a flaming rocket, a flying saucer, was it some phenomenon of nature?

Or do people simply see things that aren't there?

The object was reported to The News the following day and the woman who first called to tell us about it was surprised that many other people had not reported the unusual sight.

Since that time, at least a dozen others are known to have witnessed the course of the stranger in the sky. No one knows what it was and odds are we never will know. But I think it's time more credence is allotted our sky-viewers.

THEY ARE NOT, for instance, a pack of neurotics who are willing to believe that every reflection on a cloud is a ship from Mars. I know personally one of the people who watched last week's ghostly visitor and vouch for his stability.

"I was getting off the bus," this man said, "when I first noticed it. It appeared to me to be an orange ball about two

feet wide and with a tail of orange-like fire some 15 to 20 feet long. It didn't appear to be a cylinder but rather a disk a few feet wide.

"If it had been a jet plane, or the vapor from one, the trail would have grown larger as time went on. The sun's last rays on the vapor trail would have done this. But this object remained the same size.

"I walked home and it still was up there in the sky. Finally it began to move and it went out of sight behind some trees. That's the last I saw of it."

THE AIRPORT has reported nothing unusual in the sky last week. Neither have the observatories or air observers' stations in the vicinity, nor Case Tech's astronomy department. Maybe the orange disk in the ozone last week was a mirage or a trick. Maybe it wasn't.

This fact remains, that it sur-

prised the woman who reported to us that we hadn't been swamped by calls from other people who had witnessed the spectacle. It didn't surprise us. There is a tendency now not to report unusual sights in the air. One reason is that the viewers tend to become objects of ridicule in their neighborhoods. The other reason is that anything reported to any suitable government agency never is heard of again. If any investigation is made, the public never hears of the results.

People, of course, do see apparitions, some in the heavens. Imagination betrays us. We can, I suppose, wish flying saucers in the air where none exist if we try hard enough.

BUT REMEMBER the situation around Burton and Newberry a year or more ago when the saucers were seen by many different people who weren't working together on any such project? Some of these people are sturdy, honest citizens in the community. They wouldn't make up stories. They described just what they saw.

However, I know that some of them never again will relate publicly what they have observed because of the jeers, sneers and scorn which came to them as a result of their disclosures. Apparently there is a large segment of the population which believes anyone who sees strange things at night has bats in his belfry.

Wonder what the alibi of the scoffers will be if visitors from outer space ever land here?



land boundary against the Soviet Union, and most were made in the sparsely settled border zone not far below the Arctic Circle.

"Where the launching sites might be, however, has not been even approximately determined. There were no systematic observations. The sightings reported were all made strictly by chance.

"Some of the missiles have appeared to fly fairly close to the border, whereas others might have hundreds of miles away.

"The line of flight of the mysterious objects was in most cases roughly parallel to the border, or south by north. There are vast expanses of barren wilderness east of the Finnish border where missile tests could be performed without endangering persons or property.

"Some of the apparent missiles were shaped like rockets, or 'cigars,' but the majority looked like 'balls' or spheres.

"Most of the missiles flew at such a distance as to be silent, but some were close enough to give off a loud, awe-inspiring hissing sound.

"Some of the glowing spheres moved vertically up and down; in several cases the object seemed to fall straight down or at an angle earthward. This stirred up speculation here that the Soviets experienced many failures in their experiments.

"On November 18 of last year [1958] at 10:30 p.m. a weird object, which appeared to be several meters long, was sighted by five witnesses in the rural [region?] east of the town of Kajaani in central Finland. The object was described as being so brilliant it lit up the landscape like a flash of lightning. It gave off a tremendous hissing noise and was visible for more than two minutes. Its line of flight was a gradually ascending one toward the south, over Soviet territory.

"The day before in the same area six observers had sighted a fiery red and orange sphere fall toward earth from a vast height." (49.)

The Lapland activity was even reported in *Newsweek*. (See article below)

31 January. Filter Centers closed.

Citing the development of improved radar and high-speed computers, the Department of Defense announced the disbanding of the civilian volunteer Ground Observer Corps on January 31st.

As far as UFO reports were concerned, Civil Defense personnel were directed to refer such sightings to nearest Air Force Base. The responsible person required to take any action to deal with any such incident would be the Base Operations officer. (50.)

February.

HELSINKI — Travelers returning from Lapland report Russia is lighting up the Arctic skies with a variety of strange flying objects. Among them: Spheres that appear "bigger than the moon" and one that resembled a pie with a piece cut out.

For *Periscoping Space and the Atom*, page 56; *Medicine*, page 80; *Books*, page 88.

□□ *Newsweek*, January 19, 1959

2 February. Wellington, New Zealand.

"You phony."

American contactee George Adamski set out on his world speaking tour encouraged by the "Straith letter endorsement." The Californian's first stop was New Zealand where he drew a crowd of 2,200 people. A reporter for a Wellington newspaper was in the audience. (See clipping on page 39)

2 February. South of Sandusky, Ohio. (6:00 p.m.)

A professor of English at the University of Michigan informed the military of a UFO sighting. Special Agent Coghlan reported to his superiors:

"Dr. (...deleted), Ann Arbor, Michigan, Director of the English Language Institute and Professor of English, University of Michigan, Ann Arbor, Michigan, advised the writer this date the following information:

"Dr. (...deleted) and his wife while driving west on the Ohio Turnpike, near Turnpike Exit #7, at 6:00 p.m. on February 2, 1959, observed a so-called 'Flying Saucer.' He described it as a yellow toward orange speck on the west horizon when they initially saw it. He said at that time they were amused in that it looked like what they had heard of 'Flying Saucers,' and they were only mildly interested in determining what it actually was.

"The speck of light grew larger as it approached their location or as they drove toward it. The color was quite distinct but at this point it still gave no distinct shape. It headed due south leaving a decided yellow tail, very straight and bright. This tail, Dr. (...deleted) said, might compare with the appearance of the lining of a cloud in the setting sun. On watching it however, he said, he and his wife determined to their satisfaction it was in fact the tail of the thing. It left a straight tail which dispersed in time like tail stream of a jet.

"The thing then lost altitude, described a lowering arch which left a long tail, the tail becoming corrugated, as though fading away. It stopped then leaving a tail steak and there developed a decided separation between the speck of thing and the stream or tail. In the general area of the yellow point, Dr. Lado said they then observed the silhouette of a conventional aircraft going in the opposite direction and descending closer to their position than was the thing. He said they saw no contact between the yellow thing and the aircraft.

"He said the 'yellow thing' had an upper part much like the top of a sphere, while the lower part was rather level or flat.

"Dr. (...deleted) stated that he and his wife observed the above circumstances for a full six minutes in a clear sky from about 6:00 to 6:06 p.m. 2/2/1959. He added that he and his wife had previously scoffed at this sort of thing. He volunteered that both he and his wife are reasonably intelligent persons and are both level headed. He added that both he and his wife are of the conviction they observed a 'Flying Saucer.'" (51.)

Dominion 2/2/59
Space File Copy

Visiting Lecturer Talks About Flying Saucers

The Wellington public came—the converted, the unconverted, and the unsure—and they kept on coming till the Town Hall was full last evening.

And, till he began to show his films, the white-haired man who had "ridden in space ships" held the attention of all 2200 of his audience.

Half an hour before the scheduled time of starting it was obvious that the lecture by the visiting American lecturer George Adamski on flying saucers would at least be delivered to a full house.

It remained full till half-way through question time when a

score of youths left the gallery. There was a cry from one of them, as he went down the outside stairs, of "You phony."

Apart from laughter and a few jeers when Mr. Adamski was showing his films, that was the only incident.

Blue Ribbons

Those sufficiently convinced by Mr. Adamski's books and lectures to join the local Adamski Corresponding Society, had places reserved for them in the first few rows. They wore little pieces of blue ribbon in their buttonholes. There were perhaps 40 of them.

The audience was almost wholly adult. It gave Mr. Adamski an attentive hearing. But there was a subtle relaxation in the atmosphere when the films were shown.

The Press, sitting in the front row, could only just discern the white specks pointed out by Mr. Adamski as flying saucers or mother ships. It was obvious that those at the back of the hall could see nothing.

No "Hollywood"

Mr. Adamski, his master of ceremonies, and another gentleman who spoke briefly before the films, each warned the audience that they would see no "Hollywood" production. The lecturer also remarked that the films would be a good deal better through his own projector. On tour, he had to accept inferior substitutes.

He also said that if anyone in the audience could do better, they were welcome to try. Mr. Adamski seemed a little sensitive about his films.

He had some justification. There were obviously persons in the audience who felt they could have done better with a box Brownie.

The films might have served to support his remarks; it was apparent from the audience's reaction that they did the opposite. It is difficult to visualise what appears to be a pencil streak on a sheet of ground glass, highly magnified, as the magnetic pole of a mother ship.

Adroit

Mr. Adamski handled question time adroitly. He said the purpose of his lecture was to give information "but you don't have to take it if you don't like it."

Some of the more penetrating questions were answered indirectly and at least one from the Press bench was side-stepped.

An example:—

Question: Why haven't you taken photographs of a Venusian to remove any doubt?

Mr. Adamski: I think a person who asks a question like that is thinking very shallow. Who would you convince?

Another example:—

How do visitors from Venus get on in our different atmosphere?

Mr. Adamski: The Minister of Astronomy in Mexico City told me that the difference in atmosphere between Venus and Earth was the same as that between Mexico City and sea level. He asked me why United States astronomers didn't tell people the truth.

But, whatever you think of the performance from the scientific point of view, George Adamski put on the best Sunday night's entertainment Wellington has seen for quite a time.

4 February. Just south of Swan Island. (3:00 a.m.)

The stops and accelerations of a reddish light. (See letter on page 41)

4 February. San Jose, Costa Rica. (Sunset)

Oval object at "El COCO." (See letter on page 41)

7 February. Atlantic City, New Jersey. (1:40 a.m.) (See clipping below)

ATLANTIC CITY, N.J.
PRESS
D. 43,650 S. 28,633
FEB 9 1959

on 2/7

By The Seashore

Resort Ripples

"SAUCER" SCANS RESORT

Frank Samaha, 60, of 2 Oriental Pl., a radio technician formerly 11 years with radio station WBAB, said he saw a flying saucer over the resort early Saturday.

He was lying awake in bed about 1:40 a.m. looking out his front window over the skyline above the St. Charles Hotel when he heard a rumble that increased in tempo until it became a terrific roar, he said. Not even 50 bombers or a loud clap of thunder could have made so much racket, he added.

Then the ship came into sight, coming off the ocean and moving west. It was only about 400 feet above the Boardwalk.

"I was amazed. It was shaped like a saucer, only very large," Samaha said. "It was at least 50 feet across and maybe eight to 10 feet thick. It was all lit up, the whole surface and everything. I could see the square windows and there was a wavering, intense blue light in them like an arc light. Diffused white light covered the outside."

He couldn't see anyone inside because the ship was traveling at least 100 miles an hour, he said.

He said the saucer, spinning as it moved, went down along the beach and disappeared past Longport. Minutes later he heard the roar of it again, he said, and it came back over Longport, then went quiet and hovered there about 20 minutes.

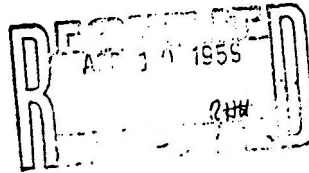
Samaha said he went downstairs to talk to someone about it and when he looked out of his window, about 2:30, it was about 10 miles high and just a dot of light.

"Oh, boy, I never thought they would come so close," he said. "You better keep watching the skies."

The following report would seem to support Frank Samaha's claims:

"Frank Samaha doesn't stand alone with his 'saucer.' Another resort resident now reports that she heard a strange rumble in the early morning of Feb. 7 and 'it was exactly as Mr. Samaha described it.'

"Samaha of 2 Oriental Place, a radio technician, reported that he was looking out over the skyline above the St. Charles Hotel about 1:40 a.m. Feb. 7 when he heard a rumble that became a terrific roar and then he saw a large



GUATEMALA CITY - CENTRAL AMERICA

For Your Records

The following Experiences were reported to me on April 7, 1959.

UFO seen from PAA Plane

At 3 A.M. , 2/4/59, enroute in a DC6B Aircraft flying from New Orleans, direct to Panama, Captain H. Dunker and his copilot and engineer saw an unexplainable device perform unexplainable maneuvers in the sky in front of them.

They were just South of Swan Island at 17,500 ft when a reddish light sped across their course from their right to their left (West to East). About 45 lateral degrees to their left, it stopped abruptly with a rapid fade in color intensity. A few seconds later it sped back across their course to a position about 10 degrees to their right, and again stopped abruptly. In only a few more seconds, the object sped back to the 45 degree left position, again stopping "on a dime" and again, as each time before, with a quick fade of color intensity. When the object started to move again, it moved right straight up at the same tremendous speed until out of sight. Total sighting about 45 seconds.

The pilots were impressed by the stops and accelerations, and can think of no other term to apply to the object than "UFO"

UFO SEEN SAME DATE AT SAN JOSE, COSTA RICA

A pilot who was sitting in the ready room (John Novak) listening to the above account also, said that there was a sighting in Costa Rica he'd heard of. He looked in his log book and found the note he'd made. The tower operator at San Jose "El COCO" Airport had told him that he had seen an oval object flashing west to East across the airport just at sunset, and the date was 2/4/59, the same as the above sighting. San Jose is not far in Air miles from the above DC6B 's position at the time of the sighting. Tho the times are wide apart, it appears that in this latest "flap" ufo's are including the Central American Area.

Best regards,

Bill Nash , Capt. PAA

craft shaped like a saucer go spinning along over the beach and disappear past Longport.

"Now, Vera Juliano of 2909 Sunset Ave. notes that she heard a rumble she thought sounded strange but until learning of Samaha's report she thought the noise was that of an airplane or a freight train crossing the trestle.

"She notes that she looked out the window but in the opposite direction to the beachfront, where Samaha saw the craft. She commented: 'I was too sleepy, but yet very much afraid, trying to think where I may have heard the sounds before. But --they were new.'" (52.)

7 February. U.S. Route 601, South Carolina. (4:20 a.m.)

"Show me!" (OK -- here it is!) (See clippings on pages 43-44)

7 February. Orlando, Florida. (5:00 a.m.)

Two in one pack. Three in another. (See clipping below)

Orlando Sentinel

Wednesday Morning, February 11, 1959

The UFOs are back. Our reporter this time is Pete Humphrey Jr., 17, operator of ham station KN4VNB, Orlando, who saw five of them at about 5 a.m. Saturday.

Humphrey said two Unidentified Flying Objects were in one pack, three in another. They moved up and down, across the sky, then back again. They weren't planes and they weren't stars, he says, because there were no stars in the sky. He observed them for about an hour and a half. My conclusion? I don't know. I've seen UFOs, too, but whether they were our planes, from Venus or wayward missiles I've never been sure.

11 February. The Sheffield Lake case.

Pushed by the Arkon UFO group, Rep. Baumhart wrote General Fisher a third time in an effort to obtain a more complete report on the Sheffield Lake case. The General replied on February 11th. The Air Force's Director of Legislative Liaison refuse to give an inch:

"In our attempt to put the UFO subject in proper perspective, it appears

MAR 26 1959

HE'S CONVINCED NOW

Charleston Man Encounters Strange Flat Flying Object

Emmet West, an engineer for the WCHS-TV station in Charleston, has just ventured to tell of his adventure with an "unexplained flying object" on a trip through South Carolina at 4:20 a. m. on Feb. 7. His story was taken down by Dave Farley of the Charleston Daily Mail staff and has appeared in that paper of March 2.

Mr. West related his experience thusly:

"I was driving along (U. S. Route 601 somewhere in South Carolina) and noticed the hood of my car was reflecting a greenish-colored light. Looking up I saw a large round object descending directly on the car. It appeared to be about 100 feet in diameter. It stopped at about 5,000 feet above me and hovered there for nearly a minute," West said.

West said the object then began to drift horizontally to the left. "I got a wonderful view of it then," he said.

"It was flat on the bottom and had a curved top. There was a sort of luminescent band of greenish light surrounding it, but the center was white."

West stopped his car and started to back up to observe the strange apparition longer. "As soon as I started backing, up it went," he said. "It moved horizontally and was out of sight over the horizon in a matter of seconds. I've never seen anything move so fast."

West, who is a ham radio operator and carries a radio transmitter in his car, tried to contact other ham stations to confirm his experience. None could be reached.

When he reached Bluefield, he contacted the Civil Air Patrol to see if they had any reports. They didn't.

Arriving in Charleston several hours later, he discovered that the Air Force had called for him and wanted him to contact them immediately.

He got in touch with officials at Wright-Patterson AFB, at Dayton, Ohio. They talked to him for some time, asking him to tell exactly what he saw. "In all, they asked me the same things three times," he said. "I guess they were trying to see if my story varied, but it didn't."

West had some questions for the Air Force, too. "Was my experience unusual?" he asked. "Not at all," was the reply. "Did anyone else report the same thing I did?" "It's possible," was the answer. Air Force officials would divulge no more information.

West is not a person to get excited easily. He has flown for 20 years and is not known among his friends as a person who believes unexplained things readily.

"I'd heard of unidentified flying objects for years, he said. "Although I didn't deny their existence I wanted to see for myself. I considered them possible but not probable. Now I'm firmly convinced there's something to all the stories you hear."

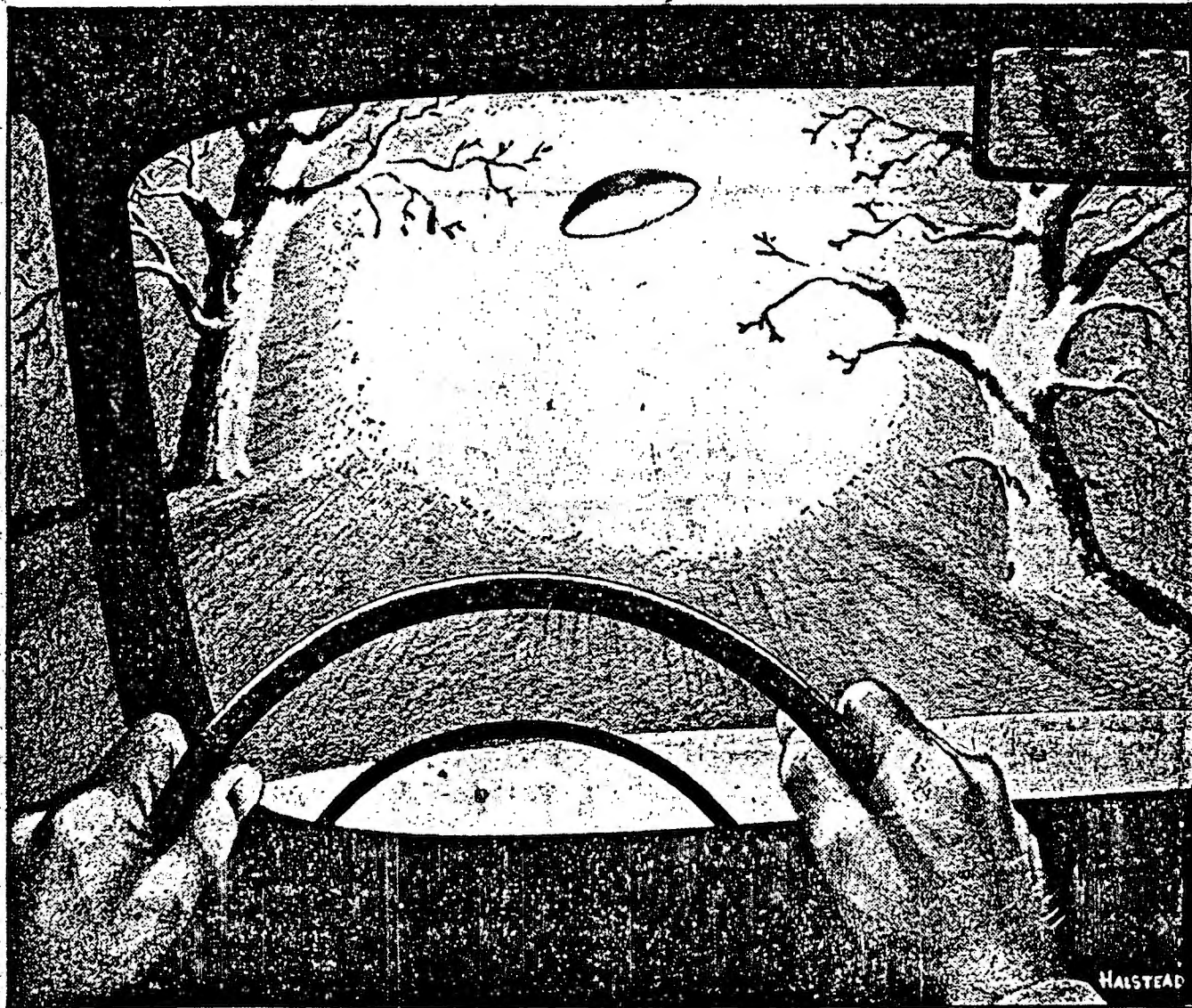
"What I saw that night had to be controlled, and common sense will tell you that whatever it was it could not have been anything we know."

"It couldn't have been a flare—they don't hover in mid-air or travel horizontally. I would also rule out balloons—they couldn't possibly attain the speed this object did."

"I certainly don't believe it could have been anything put into the air by the United States or any other country," he said. "If any country possessed such power and speed it would not hesitate to use it as a propaganda weapon, or something more serious."

West said that before his experience he had a "show me" attitude toward reports on flying saucers and other similar objects. "I'm convinced now that such things do exist," he said. "I don't know what they are, or where they come from, but they're real. My ambition now is to actually see the inside of one of those things."

by: Hugh McPherson



OUT OF NOWHERE — Daily Mail artist Ken Halstead has given his conception, above, of the sudden encounter a Charleston resident recently had with a mysterious flying object.

The saucer-shaped apparition appeared suddenly before the man as he was driving through a lonely part of South Carolina on his way to Charleston.

that the Air Force cannot compete with the science-fiction writers. We believe that we have the investigation of the UFO phenomena in responsible hands and that an adequate, thorough, and honest program is being conducted. Regardless, a small but articulate segment of people are under the mistaken belief that the Air Force has not sought the assistance of outstanding authorities from without the Air Force to assist in our evaluation of UFO sightings, and that we are withholding vital UFO information from the public, thereby preventing proper evaluation. We have, on numerous occasions, published our conclusions relative to UFO and explained our evaluation processes. This group, nevertheless, continues to claim that UFO's are objects from outer space and demand Congressional hearings on the subject.

"You can readily understand the continued interest of this small segment because the subject is so novel and fascinating that it supports over 60 organizations of one type or another. Most of these organizations publish newsletters or magazines and they expect the Air Force to furnish them material for their publications. Needless to say, we do not have the resources allotted to this project to fill the numerous individual requests which these organizations make for copies of our investigative reports and other related matter.

"Furthermore, we would be remiss in our duty to the American public if we, by our assistance, encouraged these organizations in their sensational claims and contentions. Consequently, we do not give them individual attention but rather make periodic press releases through established news channels. In so doing, we show partiality to no one person or organization nor do we place ourselves in the position of placing our stamp of approval on, or giving preferential treatment to, any of them.

"This press release approach used by all branches of the Government is considered censorship by some of these organizations and, because we will not favor them with our individual attention, they contend that we are keeping vital information from the public. The Air Force was compelled to generally adopt the press release approach because in the past when we furnished factual information to certain writers of UFO books and articles upon their individual requests our action was interpreted as granting approval and clearance to the books and articles in which the information was used.

"If we withhold certain information from the public on UFO's it is not done for the purpose of depriving the public of vital information necessary for proper evaluation nor is it done because there is scientific proof of the existence of space craft from other planets and we do not wish to alarm the American public. It is done in the majority of instances to protect the people involved from the idle curiosity of the sensation seekers. In a few limited instances it is done to keep from compromising our investigative processes and, in a few instances, it is done for legitimate security reasons.

"The Air Force has a tremendous task in defending this country against weapon systems which we know actually exist and are in the hands of our potential enemies. To divert more men and money away from this most serious mission into a greatly enlarged program for the investigation of UFO's --objects about which we have been unable to discover one iota of tangible scientific evidence --would seriously jeopardize the security of this country against a known proven

threat, would be allowing the sensation seekers to dictate our defense policies, and would, in our opinion, lay ourselves open to the charge of gross imprudence.

"The Air Force does not deny that unknown objects have been seen by responsible persons. It is in the interpretation of these sightings that we are questioned. From our investigations covering the past eleven and a half year period, the Air Force contends that when the evidence of these sightings has been sifted through the scientific criteria it has led to the conclusion that the objects were not space craft and that they did not constitute a threat to the security of this country. As an act of faith, the UFO's can be considered manned or unmanned craft from outer space, but as a scientific fact there has been no authenticated scientific evidence presented to, or discovered by, the Air Force to support this conclusion. The Fitzgerald case is no exception. [Here the General finally gets around to the point of Rep. Baumhart's inquiry] The Air Force is entirely satisfied with the findings of the Air Technical Intelligence Center for this particular sighting and considers the case closed.

"For your information, I am inclosing Department of Defense fact sheets on this subject covering the past eleven and half years of Air Force investigations of reported sightings. These releases clearly state the Air Force position on this subject." (53.)

General Fisher's assertion, apparently without reservations, that the Air Force's UFO investigation was an example of scientific integrity, does not seem to be supported by what we know about the workings of BLUE BOOK. As shown by his letter to Rep. Baumhart, the General appears to be absolutely obsessed with public relations, not science. This attitude was imitated faithfully by the General's subordinate, BLUE BOOK chief Capt. Gregory.

Late in 1958 Major Robert Friend replaced Capt. Gregory as BLUE BOOK chief. Major Friend was not satisfied with what he found. Unlike Capt. Gregory, Major Friend had a background in the sciences and he showed an interest in the data. He immediately noted that the UFO files needed to be put on microfilm for preservation. Then he became curious to see if reports had "common characteristics." This would include color, size, and geographic location. He requested additional manpower and funding. The request was denied because the High Command said it did not have the men or the money! Considering the fact that the military had hundreds of thousands of personnel and hundreds of millions in its budget, it seems incredible no resources could be allotted to Major Friend, unless, of course, the Air Force had some other reason. (54.)

In February it was felt some steps should be taken to deal with the increasing problems BLUE BOOK was facing with criticisms of its UFO investigations. Major Friend wanted to confer with advisor Dr. J. Allen Hynek more often. Dr. Hynek consulted with ATIC and BLUE BOOK people so he could improve the military's dealings with scientific evaluations and irksome public relations situations. Five suggestions were made. The first two had to do with public relations. The use of the words "unidentified flying object" in Air Force statistics was deemed too "suggestive of mystery." The appellation "unknown" was said to be a better choice. The other public relation suggestion was to make the most of any favorable publicity: "Pictures and descriptions of the phenomena or objects determined as being probably responsible for a sighting should accompany a news release." (55.) The other three suggestions concerned charges about the way the Air Force used science in its investigations. A monthly meeting of

a group of ATIC experts was recommended since it was felt the Air Force's scientific approach was inadequate (Someone should have told General Fisher!). The second suggestion about the use of science said that the monthly meetings should examine more than current reports. Experts should: "...review old, sensational, unknown cases – those that private UFO organizations were reopening 'to the further embarrassment of the Air Force' –so that, given the 'greater scientific knowledge' of the day, they 'may be removed from the 'unknown' category and reclassified as a 'probable.'" (57.) (The *assumption* that such cases *would not become more mysterious* after a reexamination doesn't seem to be very scientific!) Finally, it was recognized that it was hard to promote Air Force explanations when non-military scientists and persons of influence made known their disagreement. (General Fisher would have one think only science fiction addicts supported organizations like NICAP) The suggestion made to end this irritant had Big Brother overtones. In a strict scientific sense, one should welcome reasoned and informed comments on one's methods and conclusions. For the Air Force, however, such attention was viewed as a negative development. Thus, one might say this final suggestion is really more of a public relation suggestion than a scientific one. Did the Air Force want to add to its knowledge, or did it just want to intimidate its critics? The latter is the better guess and there were a couple of obvious targets: ex-CIA chief Roscoe Hillenkoetter and ex-BLUE BOOK chief Edward J. Ruppelt. Here is how historian David Jacobs relates the last suggestion made by the ATIC people:

"Concerned about private UFO organization claims that people 'held in esteem by the public' sympathized with the organizations' views, the participants' fifth suggestion [overall] was for the Air Force Information Service to ask these individuals' for corroboration or denial and for further detail if in the affirmative.'" (58.)

Jacobs further states that only two suggestions of the five proposed were adopted. They were the UFO word change and the idea of monthly meetings, but what about the last suggestion? We have no documentation that it was implemented but suspicions exist.

Threats would be a drastic last resort, and if knowledge of any leaked out, it would amount to proof the Air Force's anti-UFO arguments weren't worth enough consideration. Persuasion, in the strongest terms, would have been the best course of action. General Fisher's letter mentions how it could be done. He insisted no physical evidence of UFOs had been found and that there was no indication UFOs posed a danger to the country. The hardware and security issues were nothing new to Hillenkoetter and Ruppelt who were aware of the complex nature of the UFO problem and no doubt were prepared to debate these points. It was when the Air Force played its Russian card that the scales were tipped. The Communist menace brought powerful allies to the military's side.

"Sanctimonious, hypocritical bastards."

In his letter to Congressman Baumhart, General Fisher took pains to point out that to divert men and money from confronting a known proven threat to something of which there was not an "iota of tangible evidence" was "gross imprudence." The Air Force didn't have to look far to find support for its "imprudence" declaration.

Repercussions from the Top Secret "Gaiter Report" was still being felt. The ultrasensitive study on national security that was leaked to Chalmers Roberts of the *Washington Post* produced

near panic among policy-makers. Prominent figures in the Nation's business, financial, scientific and educational communities examined information detailing America's military posture in comparison with that of the Communist Block. What the Gaiter people learned appalled them. Former Defense Secretary Robert Lovett read the study when it finished and commented: "It was like looking into the abyss and seeing Hell at the bottom." (59.)

The Sputnik crisis grew into a "Pearl Harbor" atmosphere. Swamped with advice caused by the relentless problem, President Eisenhower came under tremendous strain. Nixon and Dulles spread a rumor Ike had suffered a stroke in November 1957 at the height of the Sputnik excitement.

We now know that regardless of the Sputnik successes the much feared Soviet ICBM program was still in the larva stage in the late 1950s. At the time, however, the American military loudly proclaimed the existence of a so-called "missile gap." The Army and Navy were both guilty of pushing the "missile gap" myth but the Air Force was far and away the worst offender, since to do so suited its perceived needs. Eisenhower was not fooled. The President railed against the military, calling the Generals in the Pentagon: "...sanctimonious, hypocritical bastards." (60.) He went on to say: "God help the nation when it has a President who doesn't know as much about the military as I do." (61.)

12 February. Miami, Florida. (6:05-6:08 p.m.)

"Like a cigarette."

A Mrs. Anna Ochipa was waiting for a bus on 8th Street in Miami when she happened to look up. The sky was hazy at the time and the air cool. It had been raining on and off all day. Mrs. Ochipa was alone except for another woman standing behind the bus bench. Spotting a strange object above a cloud, Mrs. Ochipa blurted out: "I wonder what that could be up there." (62.) The thing that hove into view had the appearance of a big cigarette, or tube. It was all white but did not have a gleam to it. As it moved, it seemed to jerk at regular intervals. Mrs. Ochipa turned her head to face the woman behind the bench to get her attention. When Mrs. Ochipa looked back to the UFO, she found that it was no longer in sight. (63.) (See drawing below)

Answer to no. 8 on the blank sheet mailed to me is object was 3 1/2" to 4" in size like the small size cigarette



Plain white - no other shape or form.
I was waiting for a bus on way home from work # 5 on S.W. 8th St.
on 30 if it can

13 February. The waters off Oak Harbor, Washington. (6:05 p.m.)

"Astonishing fireball."

It was round, a bright green, and the size of a basketball. It emerged from the water near the Oak Harbor Sea Dome. Hissing and whirring, the fireball zoomed away at high speed, disappearing in a climb over the horizon in two to five seconds. A half dozen servicemen in the area observed the object. Part of the military teletype message concerning the sighting is shown below. (64.)

X NONE
 XI NAVY INTELLIGENCE DUTY OFFICER
 13 TH NAVAL DISTRICT SEATTLE.
 OBJECT WAS SIGHTED EMERGING
 FROM THE WATER. IT TERRIFIED THE
 TOWER OPERATOR IN AS MUCH AS HE
 EXPECTED OBJECT MIGHT COLLIDE WITH
 TOWER. SIGHTING'S BY TOWER OPERATOR
 AND WHIDBY NAS PERSONNEL WERE
 MADE INDEPENDENTLY OF EACH OTHER.
 XII NONE

18 February. Sheffield Lake case.

Following up on General Fisher's letter to Rep. Baumhart, Major Tacker wrote the Akron UFO group on February 18th. The Major's letter was much like that of the General's, only shorter in length.

The Akron group was a stubborn bunch. They devised a new approach. Since Major Tacker happened to say that as a general rule official UFO reports were not classified, the Akron group figured they might try to get access to the official Air Force file on the Sheffield Lake case. They prepared a letter to be sent to Congressman Fred A. Ayres. (65.)

5-19(?) February. Alaska and the polar region.

"UFOs maneuvering and landing." (See clipping on page 50)

19 February. Minneapolis, Minnesota. (about 4:00 p.m.)

Another white tube, cigarette, piece of chalk, or whatever. (Continued on page 51)

TO — HQ

Save for
Munsick's
files

THE NEWARK STAR-LEDGER, FRIDAY, FEBRUARY 20, 1959

Says 'saucers' seen in Far North

By JOHN LESTER
Staff Writer

Unidentified Flying Objects, more commonly known as Flying Saucers, again have been seen "maneuvering and landing" in Northern Alaska and the North Pole area, UFO authority Lee R. Munsick of Morristown told members of the Denville Rotary Club yesterday.

Speaking at a luncheon meeting at the Rockaway River Country Club, Munsick, formerly assistant director of the National Investigations Committee on Aerial Phenomena, told Rotarians

these most recent sightings in the Arctic North took place within the past two weeks, "as nearly as can be determined at this time."

The Alaskan sighting involved a single disc-type craft that was seen by a small party of trappers about 200 miles east of Umiat, Munsick said.

The men estimated the UFO was about two miles away when they first noticed it, Munsick reported, that it rose and descended to within a few feet of the ground several times, then flew slowly

in a tight circle before disappearing.

They described it as "red colored."

Munsick attributed this to the fact that there are numerous instances on record of UFOs' glowing when in motion, a deep orange at low speeds, nearly white at high speeds.

The Polar sighting was made by two Norwegian soldiers, although no further details are available.

The Norwegian embassy, Munsick said, claimed to have no record of this sighting but added

that all information on UFOs and their sightings were considered classified.

This latest North Pole sighting is at least the fourth in which members of the Norwegian military have figured as far as is known, the speaker said.

In September, 1955, he recalled, a representative of the Norwegian General Staff revealed that "special details" assigned to observe the Arctic region "are now convinced" it was being used as a base by UFOs, especially during bad weather "when we are forced back to our bases."

An incident remarkably similar to Mrs. Ochipa's February 12th sighting took place in Minneapolis on the 20th. A Mr. E. Lee wrote NICAP:

"On Friday, Feb. 20, 1959 at about 4 p.m. CST (exact time uncertain), my father, E.A. Lee, was on the northwest corner of Lake Street and Tenth Avenue South, Minneapolis, and saw the UFO off to the S.W. – about 30 degrees south of due west. Its elevation also formed an angle of about 30 degrees with the horizontal. Distance and altitude could not be determined very well, but the UFO seemed to be only one or two miles away when first sighted.

"The UFO was a solid white oblong or cylinder (uncertain which) inclined, upwards –throughout the sighting –at an angle 75 degrees to 80 degrees with the horizontal and with the upper end farthest South. It seemed, subjectively, about 2 inches long and 3/8 to 1/2 inch thick –about as long as the two outer joints of the index finger held at arm's length. It appeared proportionately thicker than a cigarette and more like a short piece of chalk. It looked like this: The edges were sharp and clearly defined, and it was a bright white though it did not glisten or glow. No vapor, smoke, or color changes were observed. No unusual sounds were heard, but street traffic was noisy. The UFO did not seem to revolve. during the sight it moved slowly directly west apparently at the same altitude –That is, it became smaller and moved towards the horizon but did not otherwise change its aspect. The wind was from the west, according to the Weather Bureau, at 20 m.p.h. and temperature 29 degrees F. The sky was clear and cloudless, and the sun was S.W. –to the south of the UFO.



"After a few minutes, my father walked west one block to Elliot Avenue, stopped to watch a while longer, and had just left this corner when an airplane traveling N.W. from World-Chamberlain Field (about 5 miles to the S.E.) passed directly between him and the UFO. My father did not notice if it had two or four engines, but it was very large, comparing [ed?] to the UFO at this point as a chair compares with 4 rooms. At this point, the plane's elevation was about 20 degrees altitude perhaps 1,000 to 3,000 feet, and distance 1 to 2 miles –my father could distinguish its colors. The UFO appeared 4 to 6 times farther away than the plane at this time. The plane left no contrails. It was the only plane seen. It easily obscured the UFO. After walking another block west to Chicago Ave., my father found the UFO hidden behind a two-story building 1/2 block away and walked 1/4 block south where he could again see it through a gap between buildings, but it soon dropped from sight behind more distant structures. The plane passed 10 to 15 minutes after the first sighting of the UFO and the entire sighting lasted 15 to 20 minutes." (66.)

20 February. Oklahoma City, Oklahoma. (8:00-10:30 p.m.)

Red and White UFO makes 180 degree turn. F104's scrambled. Compass spins.

The UFO group ICARF compiled the following information:

"On February 20, 1959, Oklahoma City was the center of a number of saucer sightings. The first report came from Mr. Charles Kelley, of West 25th Street, who called radio station WKY shortly before 8 p.m. to say that he had seen an object which looked like a meteorite in the southern sky, but that it failed to disappear! During the next two and half hours reports flooded WKY's newsroom, reporting similar sightings of UFOs. They were generally described as fast moving objects, red and white in color, hovering and also reversing course. Reports came in from a local TV newsmen and other reliable observers.

"A truck driver driving between Guthrie and Watonga, Oklahoma, reported his compass began spinning when the objects passed overhead.

"Mr. Kelly who made the first report stated that the object he saw suddenly made a 180 degree turn, just by reversing direction.

"It is also reported that a jet was 'scrambled' from Vance Air Force Base to pursue a UFO. It is believed that gun-camera photos were secured." (67.)

Press censorship?

Listening to news bulletins that Friday in Oklahoma City was a Mr. Bob Leedy. He heard radio station WKY broadcast the fact that at least 150 people had phoned the studio to report the mysterious objects. Mr. Leedy hoped to read the full story the following day in the Saturday issue of *The Daily Oklahoman* since the newspaper and WKY were owned by the same company, but for some reason nothing appeared in the *Oklahoman* and WKY refused to say anything more except to ask any witnesses to phone an Air Force Base collect! (68.)

20 February. London, England. "Horror from space."

"I was never so frightened in all my life."

A television invasion play really shook up the English. (See clipping on page 53)

Right in the middle of things was the London-based *Flying Saucer Review* which strongly deplored what it called the "horror from space trend." In a special editorial the *Review* lectured its readership by stating the *Review*: "...knows that the space people have been observing us for centuries. They have not harmed us all this time. We reiterate the space people are friendly towards the inhabitants of earth." (69.)

Friendly? Perhaps "they" have an agenda the editors of the *Review* could hardly imagine?

20 February. Near Cedar City, Utah. (dusk)

What exactly did happen to Private Erwin????? Strange things about strange cases.

(Note: For various reasons I have departed from my usual strict chronological order of data in this section.)

In 1954 when there was many "little men" UFO reports being made in the French countryside There was one in particular that had an odd element to it. At 5:30 the afternoon of October 18th

Shades of Orson Welles

Londoners Panicked By TV 'Invasion' Play

LONDON, Feb. 21—(UPL).—A new "Men From Mars" play caused panic among hundreds of British televiewers last night when a fake newscast warned of a strange object in the sky over London.

The viewers' fright turned to downright anger and indignation when they discovered they had taken fiction for fact. Both Scotland Yard and the Associated Re-diffusion Television station then were flooded with a storm of telephoned protests.

The situation was reminiscent of the shock caused by Orson Welles with his radio play about a Martian invasion of New Jersey 20 years ago.

Last night's play, called "Be-

fore the Sun Goes Down" and written by American Lester Fuller, opened with a realistic program interruption by an announcer who warned of an approaching enemy attack.

Warns of Satellite

"This is a special announcement," he said, "a satellite is hovering over London. It may be armed. It may be war. Please tune in your radios and television for further announcements."

The announcer then went on to speculate on the object, "only 1,160 miles from the earth."

"Is it perhaps an enemy space platform armed with H-bombs and aimed at the heart of the

city? Perhaps. But the cabinet is wasting no time, giving mounting fear no chance to reach danger level. London, it decides, is to be evacuated."

That was just about enough for many of the listeners.

Arthur Acton, 60, said his wife collapsed and was "suffering terribly from shock." He called the program "monstrous."

Mrs. W. Simpson, 47, said "I'm not the scary type, but I was never so frightened in all my life."

However, the shock turned to anger when the play went on to tell the story of a man and a woman left alone in the evacuated city.

For the next hour and a half the station and the police were deluged with telephone calls.

J. L. Williams suggested that television "can't grow up it should go off the air."

They Were Certain

Norman Poole said he couldn't convince his wife and 17-year-old daughter that the announcement was just a prelude to a play.

By the time the telephone lines stopped sizzling more than 200 persons had called the television station and the management was ready to apologize.

"We are sorry if we unwittingly caused any distress but we never thought viewers would take it as anything but the introduction to the play," it said in a statement.

a village policeman named Monsieur Bachelard was driving a light truck on his way to the town of Gelles when he spotted a strange, smooth-surfaced object shaped like a fat cigar resting on the ground a few meters from the roadway. At the same time M. Bachelard experienced some trouble with his vehicle, the truck refusing to go faster than 20 miles per hour. Also, he felt an odd physical sensation of being semi-paralyzed. An account of the incident states further: "... the next thing he knows is that he is at Coheix, without knowing how or why." (70.) Later, although it was a fact that M. Bachelard was not a timid person or of a nervous nature, he: "... was afraid to go out at night for several weeks afterwards, and especially afraid of going anywhere near the scene of his sighting." (71.)

The U.S. had its own UFO case with a mysterious "psychological twist" to it. There was a reported "creature" encounter on August 31, 1955 at Loveland, Ohio. While driving near a bridge the witness said his headlights suddenly illuminated three "frog-faced" figures dressed in tight-fitting clothing. Stopping his car, the witness got out of his vehicle. He said he just stood there next to the front fender of his car just staring at the creatures who were only a few feet away. The creatures, we are told, looked back at the motorist just as intently. The witness then abruptly ends his story on a cryptic note. What we are told is that: "The next thing he knew he was on his way to [the Chief of Police] Fritz's office." (72.)

And then there was the impressive February 17, 1958 Flora Evans incident near Alcalde, New Mexico, when the woman experienced two hours of "missing time" just after encountering a UFO on Highway 64.

The subject of a "memory lapse." PFC Erwin.

On February 20, 1959, PFC Bernard G. Erwin, returning from military leave, drove south toward Cedar City, Utah. His home was in Nampa, Idaho, and his destination was Ft. Bliss, El Paso, Texas. Arriving in Cedar City Erwin turned left on route 20, a little traveled shortcut that linked Highways 91 and 89. Route 20 took him through wild mountain country. Six miles down Route 20 the landscape was suddenly lit up by a bright body in the sky that passed from right to left in a shallow dive, remaining in sight until it dropped below a nearby ridge-line. (73.) According to one source: "He couldn't tell the shape on account of the streams of light shooting out from it. He said it was large and on account of the light radiating from it he thought it was on fire." (74.) Moreover: "A bright momentary flare-up of light immediately after the object's disappearance suggested that the brilliant mass had impacted not far away. (75.) Erwin then: "...drove up the road for a few hundred yards and turned around and came back to the place where the object had flown over him. He could see the light to the north shining up into the sky and thought the plane had crashed and was burning. (76.)

Erwin braked to a stop and debated with himself about what to do. Believing an airplane had crashed, Erwin felt he had two courses of action. He could quickly drive back to Cedar City to report what he had seen, or he could seek out the downed aircraft and render immediate aid. He made up his mind to see what he could do to help right then and there. Erwin parked his car just off the roadway. Taking out his notebook, he scribbled a short message: "Have gone to investigate possible plane crash about one-quarter mile to my right. Notify state police immediately." (77.) He placed the note on the steering wheel where it would be noticed. He also took some shoe polish and made a large sign that read: "STOP," and placed it next to the car where it would be seen by passing motorists.

Since there was a chill in the air, Erwin put on his heavy army overcoat over the light sports jacket he was wearing, and with flashlight in hand, set out for the "crash site." (78.)

Conditions were not the best for a hike:

"He started to climb the steep mountain in about a foot of snow and the closer he came to the top of the hill, the brighter the light became. He figured the plane had crashed just over the top of the hill and he would be able to see it from the top. As he reached the top of the hill he blacked out..." (79.)

Within 30 minutes a fish and game inspector noticed Erwin's car and he quickly drove to Cedar City where he alerted the local sheriff, Otto Fife. (80.) The sheriff rounded up a search party and an ambulance. (81.) Within an hour and half Sheriff Fife reached Erwin's car where he began his search. Footprints in the snow led everyone directly to Erwin who was laying face down on top the hill on muddy ground. The army private was unconscious. Erwin was loaded in the ambulance and taken to Iron County Hospital in Cedar City. (82.) A ground and air search by the Sheriff Fife failed to find any trace of a plane crash. (83.)

At the hospital Erwin was placed under the care of a Dr. Broadbent. Erwin remained unconscious for 23 straight hours for no detectable reason. He seemed to be sleeping normally yet he could not be awoken. Dr. Broadbent suggested that the unusual physical state had been induced by some sort of mental shock, a type of hysteria. When Erwin did wake up, the first thing he said was: "Were there any survivors?" (84.) Erwin told Dr. Broadbent he felt fine and he asked about survivors a second time. The Army Private was assured there had been no plane crash. He said he could not remember what had happened after he had left his car and walked in the direction of the ridgeline. Furthermore, Erwin was puzzled by the fact he was missing his sport jacket. Members of the search party said they had discovered him wearing only the army overcoat.

Since doctors could find nothing wrong with Erwin, he was released from the county medical facility. (85.) The sheriff phoned Erwin's Commanding Officer at Ft. Bliss to explain the situation. The Army sent a plane to Cedar City and flew Erwin to Texas. (86.)

Several days later.

Erwin's troubles were not yet over. Several days after returning to duty, Erwin suffered a fainting spell outside his barracks for no apparent reason. His medical file showed no history of such attacks. Erwin quickly recovered and showed no ill effects.

Meanwhile, a brief news story about Erwin's experience appeared in the *Denver Post* and the *Salt Lake Tribune*, catching the eye of Coral Lorenzen of APRO. Mr. Lorenzen phoned Erwin to learn more details about the case. Erwin gave the impression of being rational and not in a hurry to talk freely about the incident. The enlisted man expressed a desire to put the whole thing behind since he wanted to make the service his career and what had happened to him might jeopardize his security clearance. Still, Erwin admitted he was curious about the subject of UFOs so he finally agreed to meet with APRO's Director of Research.

A third blackout.

Before meeting with Mr. Lorenzen, Corals' husband, Erwin suffered a third mysterious blackout on March 15th, this time in downtown El Paso. He was rushed to the emergency room at El Paso's Southwest Hospital. Erwin, it seems, had slipped into a state of unconsciousness

similar to that he had experienced the night of the so-called plane crash. Doctors were puzzled. Hours passed. At 2:00 a.m. in the morning Erwin woke up confused and anxious, asking the nurse: "Were there any survivors?"

Since this was his third blackout attack, Erwin was kept in a military hospital for 32 days for observation and various tests. As before, all test results showed Erwin to be normal, however one military doctor, a Capt. Valentine, suspected Erwin was concealing something so he administered sodium anytol. The chemical treatment failed to unlock any memory. In spite of the failure, Capt. Valentine still suspected there was something bothering Erwin at a subconscious level.

On April 17th Erwin was returned to duty with another clean bill of health, yet this is still not the end of the story.

A mysterious urge.

Within 24 hours of his release from the hospital, Erwin felt a mysterious urge to return to the site of the supposed plane crash in Utah, an urge that seemed more like a dream than something that was part of a memory. It was a strange compulsion, something he would have normally questioned, but in this case he did not. Without hesitation, Erwin left the Army post without authorization and took a Greyhound bus to Cedar City. The bus driver let him get off at a cross-road on Route 20 which was six miles from the "crash site." Erwin walked the six miles until he reached the spot where he had parked his car back on February 20th. Leaving the road, Erwin climbed the hill and went to a large bush where he found his missing sport jacket hanging on a branch. Stuck in one buttonhole of the jacket was a pencil with a slip of notepaper tightly wrapped around it. Without thinking, Erwin methodically removed the notepaper and then set it on fire with his cigarette lighter. When the paper was totally consumed by flames, Erwin suddenly came out of his trance and realized he was A.W.O.L. Rushing back to Cedar City, Erwin turned himself in to the police and then contacted the local Army recruiting NCO for advice. Military police escorted Erwin back to Ft. Bliss where his Commanding Officer pondered disciplinary action.

Because of the odd circumstances of the case, the CO consulted Capt. Valentine who had treated Erwin. Erwin was insisting his behavior was the result of some sort of "strange compulsion." Capt. Valentine recommended that Erwin be sent to a psychological clinic where he could be examined by another doctor, a Capt. Nissen. The new tests again showed Erwin to be normal.

APRO and hypnosis.

Mr. Lorenzen of APRO was intrigued by the Erwin case and phoned the Army post periodically to check on the latest developments. Jim Lorenzen had an idea. He discussed Erwin's problems with an El Paso doctor who was skilled in the use of hypnosis. Erwin was then asked if he would agreed to be treated by hypnoanalysis. Erwin said yes and appointments were arranged.

The strange behavior of the military.

One unexplained event concerning the February 17, 1958, Flora Evans "missing time" incident was the squelching of a news story written by a reporter of *Albuquerque Journal*. Someone

high up in the Lovelace medical clinic where Mrs. Evans was being treated contacted the editor of the *Journal* and put pressure on. The clinic was operated by an Air Force Colonel but there was no way of knowing if the military connection played a role in the squelching.

The Evans case is being mentioned as an introduction to the strange behavior of the military in its dealings with Erwin's experience. The role of the military regarding Erwin was impossible to conceal. It would appear that the military did not want Erwin to undergo hypnosis. For some reason Erwin's Commanding Officer refused to permit the Private to keep any of the appointments with the El Paso doctor, insisting that Erwin forget the whole business. Erwin found himself assigned to every possible extra detail to prevent him from getting off the post. Eventually Erwin became so angry he demanded a hearing by the Inspector General. The IG was sympathetic and saw to it that Erwin got some free time. Erwin managed a visit to the Lorenzens on May 30, 1959. Before he left, Erwin told the Lorenzens he was scheduled to be re-emitted to the Army hospital on July 10th. He also promised to keep in touch. The way seemed open to hypnosis sessions.

Erwin vanishes.

The Lorenzens were never to see the Army Private again. Erwin disappeared for good and was listed as a deserter on August 30, 1959. The hypnosis treatment was never conducted. Jim Lorenzen became personally convinced that Erwin's "special amnesia" was the result of an experience he could not face or accept, and the trek back to the spot where he had left his sport jacket and the burning of the note, must have been due to a post-hypnotic suggestion. By 1962 the Lorenzens had still not heard from Erwin so they wrote a story about the case for publication in Ray Palmer's *Flying Saucers* magazine since it was too long for the *APRO Bulletin*. Tacked on the end of the article was some news from APRO's South American representative, Dr. Olavo Fontes. A letter from Dr. Fontes, Mr. Lorenzen states: "...cites several cases in which children disappeared concurrent with the reporting of UFO activity. The children returned unharmed—in some cases days later—with no memory of what had happened in the interim." (87.)

Coral Lorenzen would not forget the Erwin case. In fact it haunted her.

21 February. Over Cincinnati, Ohio. (0200Z)

Whole round object lit up.

An extract from ATIC Duty Officers Report states:

"Object sighted by a Lt. Bradley, 165th TAC Recon Sq. Ky Air National Guard, based at Standiford, Kentucky. He was flying over Cincinnati (B-57) at 41,000 feet approximately 0200Z, 21 Feb 59. Sighted object flashing alternately red, white and green. Object appeared to be round and whole object lighted brilliantly in colors alternately changing red, white, green. Object was approximately 15 miles west of pilot in level flight. Pilot Bradley gave chase on heading 270 degrees under direction of Oak Hill GCI control. He chased object for about 200 miles. Object gradually pulled away. Bradley flying B-57 at 0.8 mach. This object also sighted by three other a/c, SAC Numbers Archie 23 and Archie 32 (other not reported). Reported to Moonshine and Paycheck. Further reports are forthcoming." (88.)

21 February. Cleveland, Ohio. (5:30 a.m.)

Cigar-shaped craft with a dome.

UFO events seem to be on the rise in and around Ohio during February. The following account is from a man who remembered an experience he had when he was 13 years old:

"John J. Marinelli was delivering newspapers at 5:30 a.m. on this cold winter morning. When he was one block north of East 180th St. and Euclid Avenue, he happened to notice a dim orange light in the clouds above. It moved slowly floating from east to west much like a balloon. States that the wind was coming out of the northwest.

"Finishing the route on one side of the street he crossed over and then began to walk back up the other side. As he glanced up again, he now saw three objects in a triangular formation with the lead object pointed to the north. Turning a corner, he then proceeded north for about 100 feet when he again glanced at the sky. Now there were six objects in a formation not unlike a kite with a tail. That is, four objects were in a diamond formation, while the last two were trailing behind the fourth one.

"Proceeding another 400 feet, he spotted a much larger object at a very low altitude, not much over 300 feet. At first he thought it was a large transport helicopter with a dimly lit rotor. But as it passed overhead he saw it was a cigar-shaped craft with a dome situated approximately in the center on top. The dome appeared to have a series of struts running horizontally and vertically, while a translucent light emanated from within. As it approached and passed directly overhead, John heard no sound at all.

"While watching the smaller objects, the boy got the impression that they were following him. That is, they would stop when he did, and then move forward with him. He became extremely frightened after this and ran home to relate the experience to his mother. The sighting lasted about 25 minutes.

"He was contacted by two men from Wright-Patterson AFB, in Dayton, Ohio—one an Air Force officer and one a civilian—who tried to convince him he saw a balloon [No record of this sighting can be found in BLUE BOOK files]. Evidently there were quite a few sightings on this morning and his call to the newspaper was funneled to the Air Force." (89.)

24 February. Near Naperville, Illinois. (9:40 p.m.)

"Saucertime?" (See clipping on page 59)

24 February. High over the New York-Pennsylvania border. (7-11:00 p.m.)

The Capt. Killian airliner case.

Scanning the number of news clips available, one's first impression of this case is that it was a major event. In some ways it was, but as Dr. Willy Smith observed, the case is low in information content. The true importance of the case is that it pressured the Air Force

into making an "escalation of explanations" that was a public relations fiasco for the military.

During a flight over Pennsylvania, airline Capt. P.W. Killian encountered three multicolored lights that he couldn't identify.

When Capt. Killian landed in Detroit he filed a report with his employer, American Airlines. (See document on page 60) He then checked into a hotel. Word had gotten around. One of the passengers had already contacted the *Detroit Times*. At midnight his hotel phone started to ring off the hook. In need of a good night's sleep, Capt. Killian asked the airline to answer calls for him the rest of the night (The press didn't give up. Reporters were at the hotel at 6:00 a.m.)

24 February. Victorville, California. (9:00-9:15 p.m.)

"The visit."

About the time Capt. Killian was drifting off the sleep, a young boy in California was experiencing a wide-awake nightmare. In contrast to the Killian case where the Air Force kept its distance, the "Victorville visit" prompted a thorough investigation by the local Air Division Intelligence Officer, but first a brief note about UFO activity in Southern California. (See below)

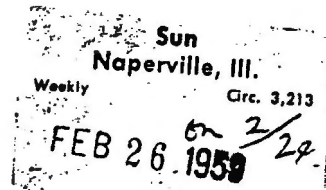
A minor UFO flap in the Victorville area.

An official report states:

"Unidentified Flying Objects have been reported to the 831st Air Division Intelligence [George Air Force Base] Officer during the past two weeks by both civilian and military observers, who decline to be used for reporting purposes for fear of 'being laughed at.'" (90.)

On the 24th of February a report was made of such interest that Captain Rudolph H. Pestalozzi, USAF, of the 831st Air Division Intelligence, investigated. The witness was a young male of school age. The boy's name has been deleted from BLUE BOOK files. Capt. Pestalozzi reported on what he learned about the witness who:

"...seems to be an average young man of average intelligence. He is liked by his schoolmates and teachers. His parents rely on him, say he is a reasonably responsible boy. He has flown with the Air Scouts and as a hobby makes and fires aerial rockets." (91.)



Is Springtime Saucertime? Or Was It?

It used to be, in the good old days, that long before the dew was on the rose — because it would be too early for roses — and before the winter had passed, indeed sometimes even before the new year had arrived, the first robin would foretell Spring.

But times change. Things are different, and it's now the space age. Tuesday night, two responsible adult gentlemen, who have never met, separately reported seeing a 40-foot object, which zoomed down from the sky, hovered at the intersection of Route 55 and Winfield road, then disappeared.

Dr. Richard Berry of Dearborn, Michigan, who was driving west on Route 55, reported this phenomena to Police Chief Alfred Ruckert at 9:40 p.m. George Brodlest, Northwestern railway worker who was traveling home to Batavia at this time, called the Naperville Police station shortly after Dr. Berry called, telling the same story. Brodlest said the object came within 50 feet of the ground.

Is it that springtime is now saucertime, and no longer "strictly for the birds?"

C O P Y
American Airlines, Inc.
Flight 139 - February 24, 1959
Captain P. W. Killian

Departing Newark 1910 arriving Detroit 2252.

It was approximately 2045 I noticed these three lights off my left wing in the vicinity of Bradford, Pennsylvania. I was flying 8,500 VFR on top of broken clouds. Visibility was unlimited with no upper clouds observed. It was extremely difficult to ascertain the distance of the lights. The color of the lights were from a yellow to a light orange. The intensity of the lights also changed from dim to a bright brilliant. Sometimes the interval of the three lights were identical to the Belt in the constellation Orion. Occasionally the rear lights lagged somewhat behind. Also changed altitudes. During the 40 minutes of observation, the three lights occasionally came forward from a 9 o'clock position to a 11 o'clock position and then fell back to the original 9 o'clock position. Also occasionally the lights extinguished completely alternating from one to another, sometimes the whole three were extinguished and during this whole operation, as I mentioned before, the lights changed in intensity. This motion was not only seen by myself but four crew members and passengers on board and also by two other airplanes in the area.

The only possible explanation other than flying saucers could be a jet tanker refueling operation. Never having witnessed refueling operation at night, I am not aware of the lighting of the jet tanker.

My air speed during this complete flight was 250 knots indicated. I also do not know the air speed of tankers during operation if this could be so. I contacted ATC to find out if they had any airplanes on a clearance and no three airplanes were given.

Intense white light. Dogs go crazy.

How it began:

"The attention of [...deleted] was drawn to the object while he was in his darkened bedroom by a bright, white, steady light which as reflected against his bedroom wall opposite the windows of the room. He realized that the light was too intense to be the headlights of a car. As his parents were away at night school and he was in charge of the home and his younger brother, he arose, dressed and went out on the front porch of the home to see what caused the light. The family pet dogs had commenced to howl and run around as if in terror and he wanted to let them in the house." (92.)

Something pays a visit:

"The object was first observed in a due westerly direction from the home, at an elevation of about 20 degrees, at an undetermined distance from the observer's position.

"[...deleted] observed the object on its first pass for about 10 seconds. It flew directly towards his home on a steady declining altitude of approach and when over his front yard at an altitude of about 8 to 10 feet, it veered gradually away to the northeast. He was, however, unable to see the object when he knew that he should have been looking at the rear of the object [?]. He could hear the object only while he could see it [?]. He went back into the house to calm the family pets and his younger brother, and noticed the time at about one minute after 2100 hours LST (0501 Z). He went back outside at five minutes after 2100 hours LST (0505 Z), and observed the object again due west of the house and approaching his position. He observed the object would pass closer to the house on this second pass and immediately went inside to get a gun. He stated that on this pass his younger brother saw the object through the living room front window which was covered by split bamboo blinds. [...deleted] went outside again at 0512Z, observed the object to the west of his position, approaching at high speed. He went back into the house and the object again sped by the house. The object passed directly over the house twice more. The last time at 2115 LST (0515Z). The object was only heard on these last two passes. On the last pass the vibration of the object could be felt throughout the house. [...deleted] did not see in which direction the object left the area." (93.)

Elongated egg.

Capt. Pestalozzi questioned the 17-year-old about the appearance of the UFO because the weather was clear (visibility 20 miles) and the boy's home was only 8 miles due south of the George Air Force Base control tower. Could it have been a plane? The High School student got a good close at the thing and he insisted the UFO was an "elongated egg." Moreover, according to what the boy told him, Capt. reported:

"The size of the object could not be accurately judged, however, the observer stated the object was slightly larger, top to bottom, than his handsbread (about 7 1/2 inches) at his arms length (27 inches), when the object was at a distance of about 50 feet. At the side view, the object was about twice as long as its height and in the general shape of an elongated egg.

"The color was dull red with purple waves coursing throughout the extremities of the object. Although the colors were dull, the intensity of light seemed moderate to bright to the observer. He did not notice the color reflected on objects below." (94.)

Strange hum.

The boy also mentioned hearing an odd sound:

"The object emitted a sound which he described as the hum of a large transformer but higher in pitch. This object also agitated the air and he described the sound as similar to but vastly greater in volume than a whip swishing through the air." (95.)

We have more than just the boy's word.

Capt. Pestalozzi reported: "His parents testified to his story of the family pets reactions to this incident. When they arrived home at approximately 0600Z, the animals were whimpering and shaking and hiding under the furniture." (96.)

Electromagnetic effects.

An additional important detail of the case was this: "[...deleted] stated that while the object was in the vicinity of his home, his radio which had recently been receiving very clear programs until then, was completely blocked by intense static." (97.) Another part of Capt. Pestalozzi's report also mentions the electrical problem:

"The static on the radio was not evident before 0500Z nor after 0515Z, indicating some electrical or magnetic disturbance in the area during these observations. [...deleted] stated that on each pass of the object he heard a very sharp cracking noise and compared it to the spark gap of an automobile spark plug but of greater volume and intensity. He was emphatic in saying that this noise was not that of a sonic boom which he has heard many times. [...deleted] was sincere, did not change his story though questioned several times on different points and seemed genuinely convinced that what he saw actually exists." (98.)

The neighbors. More EM effects:

"Two neighbors living in the area who were questioned at different times, admitted seeing 'something' at 'about that time' and experiencing severe radio and television interference. They would not, however, give

any details nor did they give the reporting officer permission to use their names." (99.)

An attachment to the BLUE BOOK report showing the shape of the UFO and the lay out of the sighting area is available. (100.) (See page 64)

The refusal of witnesses in the Victorville area to be identified with "flying saucer" reports may be due to the fact Van Tassel's spacecraft conventions were held annually in the Mojave desert just over the horizon to the south.

25 February. Capt. Killian is a hit with the press.

No doubt the big splash made by the Killian sighting was due to the pilot's attitude. No one had any trouble talking to him. Lex Mebane, investigating the case for CSI New York, phoned Killian and found the pilot: "...extremely friendly, polite, helpful, cooperative, and un-stand-offish, not at all inclined to resent the quizzing..." (101.) Dr. James McDonald agreed with Mebane: "...he was very cooperative and did not seem to hold back at all." (102.) Not only was Capt. Killian approachable, he was willing to pose for pictures, even with props! Also, the number of witnesses played no small part in the press acceptance of Killian's story. The editor of a Norfolk, Virginia, newspaper commented:

"Now, if Capt. Killian had been flying alone, without any other aircraft nearby, he might have been rewarded with a huge horse laugh when he told the story later in the pilot's lounge. But here he had built in witnesses --the passengers, the crew and pilots of other aircraft in the area. They saw the saucers, too." (103.)

In contrast to many other UFO cases during this period, the Killian airliner incident was carried by the national wire services and appeared in many newspapers across the nation. Some papers even used the words "flying saucers" and "little green men" which annoyed Killian who never said any such thing. There were even attempts by the newspapers to tie in other UFO reports with the Killian sighting which tended to lend even more credibility to the case. For once it seems the press was backing the pro-UFO advocates. The Air Force was not amused by all the publicity. In any case, the military did not contact Killian. Apparently not wanting to attract any more attention to the incident, the military kept its distance and relied on Killian's report to American Airlines and news stories in the press. The pressure to make a comment, proved the Air Force's undoing in the days ahead.

24 February. UFO hearings and the House Space Committee.

This was a bad time for UFO headlines in the Air Force's view.

A news story out of Washington did not say there was no interest in the UFO problem by members of Congress. In fact the subject managed to get noticed regardless of efforts to keep it at bay. According to Congressional staff director Charles Ducander: "...military witnesses had been asked about the UFOs while they were testifying before the committee on other matters." (104.)

AF FORM 112—PART II
APPROVED 1 JUNE 1948

UNCLASSIFIED
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	ATTACHMENT NER 1
831st Air Division, USAF	1	PAGE OF PAGES

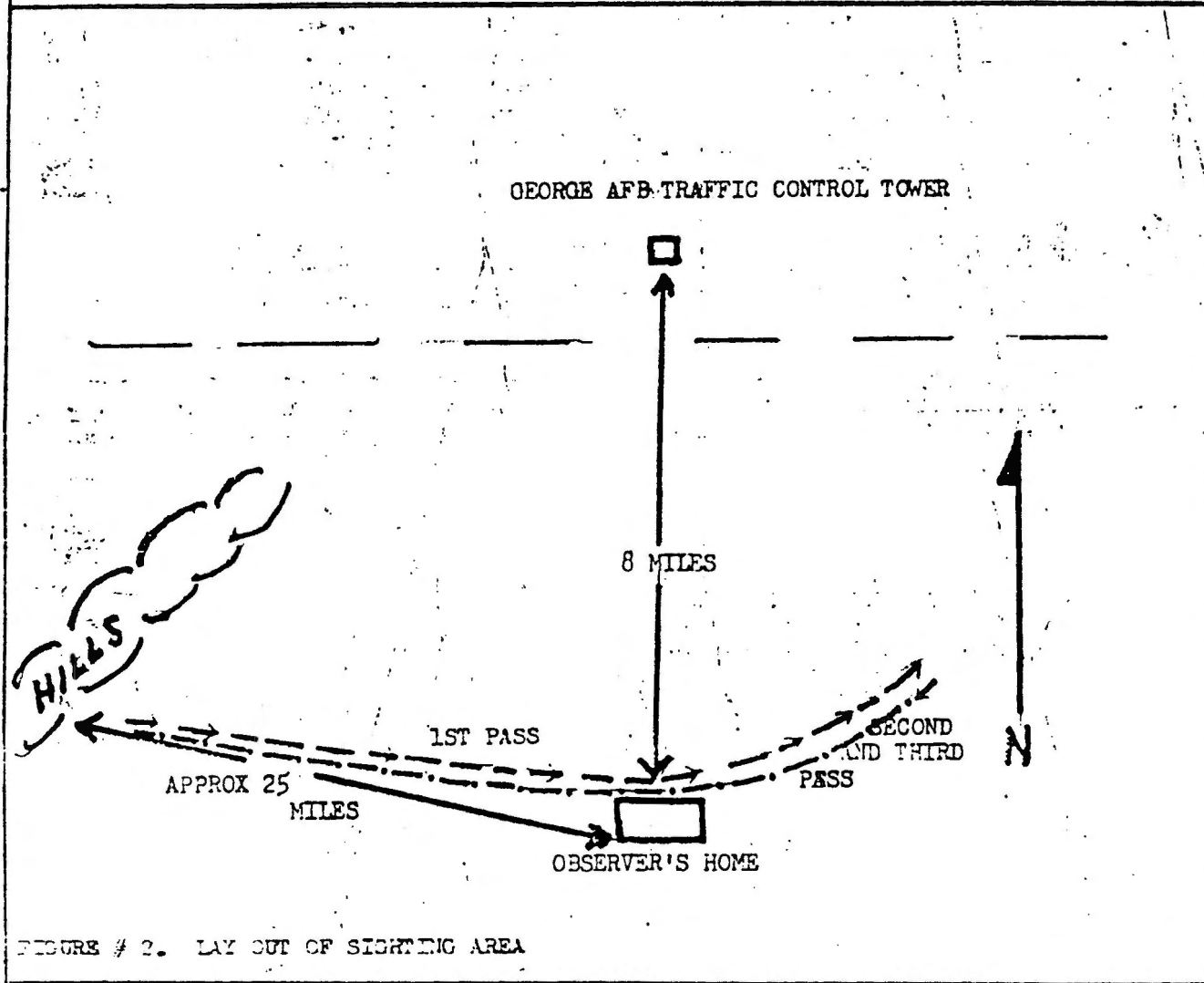


FRONT VIEW



SIDE VIEW

FIGURE # 1. SHAPE OF OBJECT



Detroit Times

59TH YEAR, No. 148 4

WEDNESDAY, FEBRUARY 25, 1959

Woodward 3-8800 7 CENTS

MYSTERY DISCS TRAIL PLANE HERE



HOSTESS EDNA LeGATE (LEFT), 22; CAPT. KILLIAN AND HOSTESS BEVERLY PINGREE, 25, AFTER LAST NIGHT'S LANDING
These three and a plane-load of passengers watched as three mysterious objects accompanied them on a flight from Newark to Detroit

Detroit Times Photo by Ed Kuran

DUA

DETROIT, FEB. 25--(UPI)--A REPORT OF "FLYING SAUCERS" OVER MICHIGAN TODAY FOLLOWED ON THE HEELS OF SIGHTINGS OF THREE UNIDENTIFIED-FLYING OBJECTS BY AN ENTIRE PLANELOAD OF PASSENGERS, PLUS THE CREW.

MRS. [REDACTED] OF [REDACTED] IN SOUTHWESTERN MICHIGAN SAID SHE WAS OUT IN A FIELD TRIMMING FRUIT TREES ABOUT 3 P.M. TODAY WHEN A HIRED HAND REPORTED SEEING THREE OR FOUR OBJECTS "ABOUT THE SIZE OF DINNER PLATES." SHE SAID SHE ALSO SAW THEM AND THE OBJECTS APPEARED LIGHT RED OR LIGHT PINK IN COLOR AND WERE "FLYING MUCH FASTER THAN A JET."

LAST NIGHT THREE STRANGE FLYING OBJECTS WERE FIRST SPOTTED OVER PENNSYLVANIA BY CAPT. [REDACTED] OF SYOSSEY, N.Y., PILOT OF AN AMERICAN AIRLINES PLANE ENROUTE TO DETROIT FROM NEW YORK.

[REDACTED] CHECKED WITH HIS CO-PILOT, [REDACTED] OF NYACK, N.Y., AND HIS ENGINEER, WHO ALSO SAW THEM. THEN [REDACTED] NOTIFIED THE 35 PASSENGERS ABOARD THE PLANE.

[REDACTED] S, 41, MANUFACTURING MANAGER OF CURTIS WRIGHT DIVISION AT UTICA, SAID HE AND THE OTHER PASSENGERS SPOTTED THE STRANGE BLuish-WHITE LIGHTS AFTER [REDACTED] NOTIFIED THEM. HE ALSO PRAISED THE WAY THE PILOT TOLD THE PASSENGERS ABOUT THE LIGHTS. "IT WAS VERY CLEVER,"

HE SAID. "THERE WAS NO PANIC OR WORRY AMONG ANY OF THEM."

[REDACTED] SAID WHEN HE FIRST SAW THE MYSTERIOUS LIGHTS, HE THOUGHT THEY WERE THE BELT OF ORION, A GROUP OF STARS IN A ROW SIMILAR TO THE LIGHTS HE SAW. BUT HE SAID HE LOOKED AGAIN AND FOUND THE BELT OF ORION TOO.

[REDACTED] SAID THE LIGHTS WERE NOT CLOSE TO THE PLANE, BUT APPEARED IN THE SOUTHERN SKY, A LITTLE HIGHER THAN HIS PLANE, WHICH WAS FLYING AT ABOUT 8,500 FEET. HE SAID THE LIGHTS APPEARED TO BE IN A UNIFORM LINE BUT AT TIMES CHANGED POSITION.

TK1213A...-26 Feb-92

Flying Saucers on the shelf.

The House Space Committee was putting the UFO mystery "on the shelf" because, according to Mr. Ducander, for: "...the next five weeks it will be occupied with hearings of 'vital concern to the security of the United States' and it has a 'tight' schedule for every day of that period." (105.) Moreover: "A more important reason, he explained, is that there is 'no firm evidence that there is such a thing as flying saucers.'" (106.) And where did the House Committee get its assurances there was no evidence? According to Mr. Ducander, military witnesses that appeared before Congressional committees, without exception, claimed that in most cases UFO sightings could explained and the remaining percentage was small. (107.)

Mr. Ducander also remarked that he:

"...did not rule out the possibility that the committee would go into UFO's

later, but before they would do so they would need some 'firm evidence' to show that flying saucers existed. The committee, of which Rep. Overton Brooks (D-La.) is chairman, will conduct space studies for many months. (108.)

The Senate Space Committee chaired by Sen. Lyndon Johnson (D-Tex.)

At least some people in a Senate committee "found the time" to consider the UFO problem. This may be due to Senator Lyndon Johnson who seems to have taken a personal interest in the mystery, but to what extent is unknown. Since Texas had a large investment in the Space Industry, it certainly didn't hurt Johnson politically to appear sympathetic to such issues. Mr. Ducander remarked that the Senate Space Committee: "...has not reached a decision as to whether it intended to take up the subject of UFOs. Staff members have had the matter under study for several weeks." (109.)

25 February. San Pedro, California. (2:10 p.m.)

"Formed quickly into formation and sped out of sight."

Maybe no one in the Victorville area of California was talking, but a witness in the Palos Verdes section of Los Angeles wasn't shy:

"Manuel Alvarzdo of Eubank Avenue reports he was looking up over the park [Banning Park] at about 2:10 p.m. when the five orange round saucers descended out of the upper blue.

"They skittered about a few minutes as if playing tag. Then when a jet buzzed into the vicinity from Long Beach, the saucers formed quickly into a formation and sped out of sight towards the ocean." (110.)

25 February. Near Barberton, Ohio. (6:45 a.m.)

"500 feet off the ground?"

From the Cleveland area came this report:

"Sighting of a saucer-shaped object, flying at about 60 miles an hour over Route 21 near Barberton was reported today by Richard Bosworth, 37, of Masssillon. Bosworth, a Cleveland chemist, said that the object had a blinking red light on top, was dark grey and as thick as a dirigible but not cigar-shaped. He said he saw the object about 500 feet off the ground a half mile away at 6:45 a.m. heading toward Medina and again at Brecksville near the turnpike. Cleveland-Hopkins Airport reported no dirigible or blimp in the area, he added. This was the first time Bosworth had seen such an object." (111.)

25 February. Army ordnance missile expert.

The Killian sighting encouraged Lt. Col. Lee B. James to take a strong UFO stand. (See clipping below) This had to be a blow to the Air Force in its public relations battle.

8 THE DETROIT TIMES ★ Thursday, February 26, 1959

'Saucers' Might Be Just That

By Joseph Sfair

The "flying saucers" that startled the passengers and crew of a Detroit-bound plane Tuesday night were quite possibly from outer space, an army missile expert said last night.

Lt. Col. Lee B. James, of the army ordnance missile command at Huntsville, Ala., where he is associated with Dr. Wernher Von Braun, told The Detroit Times:

"I know they are not from here and they are not coming from Russia. We in this civilization are not that advanced yet."

Not discounting natural phenomena, or an optical illusion, he said:

"If they (35 passengers and several crew members) saw what they really saw, it would have to come from outer space—a civilization decades ahead of ours."

Asked why the mysterious luminous objects were not caught on radar screens, he said:

"If that civilization has progressed as far as it might have, it quite possibly also has licked that problem, too."

He said metals and light would reflect sufficiently to be traced on radar, but:

"It might be a special coating or a composite of certain materials which might prevent such a reflection."

THE UNIDENTIFIED flying objects escorted the Newark-to-Detroit flight yesterday for 45 minutes in precision formation.

James said existence of flying saucers had never had final confirmation by the army or air force, despite close investigations.

Speaking before 300 in the Rackham Memorial last night, he told members of the Detroit chapter of Michigan Society of Professional Engineers that scientists had not yet been able to detect any signs of rational life in outer space.

HE TOLD THE group, celebrating National Engineers' Week, it would be 25 years before a trip to Mars, as charted by Von Braun, could be attained.

He detailed the plans for such a trip, however, aided by slide film. He said it would require a monster ship to attempt a direct flight.

Under existing designs, he said, the trip could be made one way in two years and 239 days, using a relay of ships from space stations. There would be a 449-day wait on Mars, he said, until both planets were in favorable position for a take-off on a return trip.

James added a trip to the moon might be achieved within 10 years.

26 February. Killian's story on the Long John program

People continued to phone Capt. Killian during the days following his experience, and on Long John's after midnight radio show on the 26th, millions of listeners heard a tape recording of Capt. Killian describing his sighting. Instead of fading away, the Killian case seemed to be growing into an even greater problem. The situation was not a happy one for the Air Force.

26 February. London, England.

UFO over the London airport.

The English Air Ministry was having its own troubles. London had been sent into a panic by a TV "invasion play" on the 20th, and on the 26th, an impressive UFO report was recorded

at the London airport. As the *Chicago Daily News* Foreign Service said: "The report was taken serious enough to be broadcast to the entire British nation by the BBC..." (112.) (See clippings below)

MYSTERIOUS YELLOW DISC SEEN

N.Z.P.A. — Reuter — Copyright

LONDON, March 6.

The Air Ministry yesterday recorded a mysterious yellow disc seen hovering over London Airport last Thursday as "an unidentified flying object." At least four reliable witnesses saw the "object" between 7.25 p.m. and 7.45 p.m. G.M.T.

An air traffic control officer studied it for several minutes through a binocular before checking with radar operators, who found no image on their screens.

No Clouds

One eye-witness said last night that it was like the reflection of a searchlight on clouds. "There were no clouds," he added.

The Royal Air Force Fighter Command headquarters at Stanmore, which was asked by London Airport air traffic control to investigate gave this official description: "Bright yellow light varying in intensity. It stayed in one position for about 20 minutes, then climbed away at high speed."

8

The Christchurch Star, Saturday, March 7, 1959

CHICAGO DAILY NEWS
4 Fri. March 6, 1959

MYSTERY DISK

London Stirred By a 'Saucer'

BY WILLIAM H. STONEMAN

Daily News Foreign Service

LONDON—"A real flying saucer" is reported to have been seen over London airport by four reliable witnesses on Feb. 26.

British air ministry officials have definitely classified the object as "unidentified," which means that it is not believed to have been either a stray weather balloon, a searchlight beam playing on a cloud or a planet.

The object consisted of a "glowing disk," which is reported to have hovered over the airport for 20 minutes.

THE TRAFFIC control officer in the airport tower reported that he had examined the thing with binoculars without being able to identify it.

The object was estimated to have been about 200 feet above the ground.

The report was taken seriously enough to be broadcast to the entire British nation by BBC Friday morning.

27 February. Over Denmark.

The U.S. was not the only country to have airliners sighting "strange lights."

An American Air Attache based in Sweden reported the translation of a newspaper article to the Pentagon:

"Two different SAS aircraft have seen mysterious objects in the air over Denmark. In contrast to the blinking lights of commercial aircraft, the UFO's carried steady white lights. When one of the SAS aircraft was over Prasto, the Captain reported his observation to Kastrup, but the Kastrup radar system could not spot the object despite the fact that the SAS aircraft appeared clearly." (113.)

28 February. "Seeing stars?" "A suggestion."

ATIC, Wright-Patterson (BLUE BOOK) was credited with "suggesting" a solution to "pilot

ATIC, Wright-Patterson (BLUE BOOK) was credited with "suggesting" a solution to "pilot sightings" on February 28th. (See clipping) The "suggestion" was a careless move because there was no real correlation with the Killian case, but the implication was only too clear to those following the airliner incident. Although Capt. Killian is not named in the article, there is a mention of the Orion stars and many people were offended. There had been no clouds between Killian's airliner and the mystery lights. As for the Orion constellation, Capt. Killian was on record as saying he had checked on that possibility and noted that both the Orion stars and the mystery lights were both visible in different parts of the sky. There could be no mistaking one from the other.

It is interesting to see the "suggestion" story has a Washington dateline and not Dayton, Ohio (BLUE BOOK Headquarters) It is assumed the Pentagon released the "suggestion" to the news media to discourage further interest in the Capt. Killian case.

March.

The first case listed in BLUE BOOK files for March is "missing." The index for the month adds very little information except to say, "civilians - insufficient data." You wonder what's happening in China? Where the case file should be, is a brief note. (See below) (114.)

SIGHTED SAUCERS ARE JUST STARS, AIR FORCE CLAIMS

Washington, Feb. 28 (AP)—Pilots may have been seeing stars instead of "unidentified flying objects" in a recent flurry of flying saucer reports, the air force said Saturday.

The air force technical intelligence agency at Wright-Patterson air force base, Dayton, O., said the crew of an air force transport flying between Washington and Dayton made a report similar to those by crews of two commercial air liners who said they saw bright moving objects in the skies Tuesday night in the Pennsylvania-Ohio area.

Experts of the agency said the pilots may have sighted stars, especially the formation Orion. Glimpsed thru openings in an overcast from the speeding planes, the stars may have given the illusion of traveling swiftly across the sky.

1954

Case Missing

China - Mar - April 1959

1 March. *Herald Tribune* story.

"Drunk pilots?"

An Air Force spokesman in Washington was quoted at length in a *New York Herald-Tribune* March 1st article. A single sentence in the story caused an uproar, coming as it did only a day after the military "suggested" pilots were merely "seeing stars" and interpreting them to be "flying saucers." The latest "suggestion" stated: "There are always a certain number of cases where they [UFO witnesses] can't remember a thing when they sober up the next day." (115.) (See

clipping below and on page 72)

MARCH 1, 1959
NEW YORK HERALD TRIBUNE.

'Flying Saucer' Sightings Still Get Air Force Study

By Ralph Chapman

When an American Airlines pilot, flying a DC-6 non-stop from Newark to Detroit, reported Tuesday night the sighting of three mysterious objects in the sky, the Air Force didn't exactly yawn but there was none of the excitement in the Pentagon that such a report might have engendered ten years ago.

The Air Defense Command, charged with the responsibility for investigating all UFO's (Unidentified Flying Objects) or "flying saucers," has developed techniques to the point where evaluation of such sightings has become almost routine. During the last six months of last year, according to an Air Force spokesman in Washington, 296 cases of "mysterious" things seen in the sky were investigated. Only two were classified as "unknown."

This is what people on the ground or in planes actually saw: 23 weather balloons, 60 aircraft, 96 astronomical objects (meteors, etc.), 4 man-made satellites, and 50 miscellaneous (birds, etc.). In the remaining sixty-one cases, there were insufficient data to show that anything had been seen at all.

The Day After

"There are always a certain number of cases where they can't remember a thing when they sober up the next day," commented one officer drily.

He admitted, however, that most people who report actually have seen something. The trouble is that they don't have the knowledge to understand what they see.

Not too long ago there was the case of the soldiers at a Nike base in Maryland who "saw" a flying saucer land with lights full on. A UFO investigation team hurried to the base and found a quick explanation. A near-by dairy farmer had turned on flood lights at his barn during the early hours of a winter morning. During summer months, the lights were un-

Kenneth Arnold, of Boise, Idaho, reported that, while flying his own plane, he had seen nine disk-shaped objects speeding at an estimated 1,700 miles an hour between Mt. Rainier and Mt. Adams, Wash. He described the objects as "like a saucer skipping across water."

A rash of new sightings followed. Within days, "saucers" were seen over England, South Africa, Australia and China.

Only they weren't always saucers. Some were cigar-shaped, others were "blobs," still others looked "like a conventional aircraft." In the latter category, at least, the Air Force now insists that this is exactly what they were.

Outside the military, however, there are many who insist that interplanetary travel is a fact except for earthlings. There are some who go so far as to say that the Air Force is well aware of this but is keeping it quiet for fear of frightening people. This group has a considerable following.

"We know about these people," said the Air Force spokesman. "There is not a word of truth in what they say but they know that they can sell books and magazine articles based on that line. They are making a very good thing of it."

From an objective source outside of the United States, Dr. Carl Gustav Jung, world-famous psychologist, comes the opinion that people see flying saucers just because they want to see them. "Many people today are in need of fantasy," he said in Zurich, Switzerland, recently.

Capt. Peter Killian, the pilot who reported the appearance of the strange lights during his flight to Detroit, thinks otherwise. A veteran of fifteen years of commercial flying, he ought to know. He was careful to draw the attention of his crew, thirty-five passengers aboard the plane, and the pilots of two other aircraft to the phenomenon.

necessary.

The Air Force has learned also that there are cycles in sightings of flying saucers. These correspond almost exactly with the appearance of TV shows, movies, books or plays dealing with visitors from outer space.

Look More, See More

A factor governing the number of reports is what has become known as "sky awareness." In other words, more and more Americans are looking up, especially at night. As a result, they are seeing more shooting stars and other heavenly phenomena than ever before. Add cold war jitters and the recipe for flying saucer sightings is complete.

Military authorities were themselves jittery, it is now admitted, in the years immediately after World War II. The whole business began on June 24, 1947, when a man named

A. F. Investigation

In his Syosset, L. I., home he told the Herald Tribune that all of these witnesses confirmed his own observations. Then he said:

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

The Air Force is investigating, but has still to report on this latest sighting of flying saucers or whatever they may be.

2 March. Mount Airy, North Carolina. (7:30 p.m.)

Youngsters report to the police.

A short news story states:

"Two youngsters from the Quarry Road came to Mount Airy's Police Department Monday evening at 7:30 o'clock and reported seeing a round, lighted object which seemed to be six or eight feet in diameter in the Quarry section.

"They said it seemed to be about 200 feet in the air, and was visible for approximately two minutes.

"Young Edwards and Boyd said that several other persons saw the unidentified object." (116.)

3 March. Between Pasadena and Harundale, Maryland. (8:47 a.m.)

"There it was." (See clipping on page 73)

5 March. University of Connecticut campus. (about 8:30 p.m.)

V-formation.

A campus newspaper reported:

"A V-shaped formation of luminous disks was sighted moving over Uconn Thursday evening about 8:30 p.m. by three Uconn students. About 11 objects comprised the formation which moved across campus from north-west to south-east, traversing about a forty degree arc of the sky in a few seconds.

"One of the students reported that the objects did not appear to be planes as no sound was heard. He thought perhaps that the dots could have been afterglow from high flying jets but their speed seemed to dispel this possibility. Their very marked luminosity indicated that they could not have been a flight of birds and they very definitely were not weather balloons, the students reported.

"Three puzzled Uconn students would be greatly relieved to hear an explanation of the phenomena that does not include flying saucers." (117.)

The witness was a Robert Deckert who reported his sighting to NICAP. He did not discern any sort of disk. The objects were small dots of light somewhat brighter than the stars that appeared to speed up and then abruptly disappear. (118.)

Maryland Gazette (Glen Burnie)
What Was It? Thurs, March 5, 1959

'Flying Saucer' Or Not—There It Was

By FRED WHITEHOUSE

Its brightness and shape in the clear blue sunny sky gave the impression that someone had hung a round mirror from a skyhook, 25 to 30 degrees above the horizon.

I was northbound on Ritchie Highway, between Pasadena and Harundale when it caught my eye at 8:47 A.M. Tuesday morning. The sun was behind my right shoulder.

Whatever it was, it was moving slowly from left to right, and I thought it must be the sun reflecting off the fuselage of a plane leaving Friendship airport.

Then it changed appearance, not gradually as you would expect it to with the shifting angle of incidence, but too suddenly to tell whether it went through the transition of oval shape before becoming a gray metallic stick, and I was looking at the frame of the "mirror," perpendicular to its edge.

Apparently travelling north-northeast now, the object diminished in size alarmingly. Two to three seconds later it had dwindled to a speck and become undiscernible in the crystal clear air.

With the apparent change in lateral position and direction, it had taken off at incredible speed... or such is the only logical conclusion for the observer to draw from his experience.

Whatever the explanation — "Unidentified flying Object" or optical infirmity, this justifiably-shaken scribe saw it distinctly, and believes other must have, also.

Please contact the Gazette by phone or letter, if you can substantiate the sighting. Your confidence will be respected, if you wish to remain anonymous.

6 March. London airport UFO sighting "explained." (See UPI teletype below)

NX45B

1ST LEAD SAUCER

LONDON, MARCH 6.--(UPI)--THE BRITISH AIR MINISTRY SHEEPISHLY ADMITTED TODAY THAT THE STRANGE YELLOW DISC IT REPORTED AS AN "UNIDENTIFIED OBJECT" OVER LONDON AIRPORT ACTUALLY WAS THE PLANET VENUS PLAYING TRICKS.

THE MINISTRY SAID THE PLANET VENUS, A HARBINGER OF SPRING, CAST A REFLECTION THAT INTERMINGLED WITH THE LIGHT FROM A CIVILIAN PLANE'S NOSE CONE.

SIGHTING OF THE OBJECT OVER THE AIRPORT FEB. 26 SET OFF A CHAIN REACTION THAT WHIPPED THROUGH THE AIRPORT TOWER, TO THE ROYAL AIR FORCE FIGHTER COMMAND HEADQUARTERS AT STANMORE AND THEN TO THE AIR MINISTRY.

"THE UNIDENTIFIED OBJECT HAS NOW BEEN IDENTIFIED," A MINISTRY SPOKESMAN SAID.

AIRPORT OFFICIALS SAID THE LIGHT WAS SEEN BY FOUR "RELIABLE" WITNESSES INCLUDING A MAN IN THE CONTROL TOWER WHO LOOKED AT IT THROUGH BINOCULARS.

AIRPORT OFFICIALS REPORTED THE INCIDENT TO THE RAF (CAPS) WHICH STARTED THE INVESTIGATION.

(INCLUDES EARLY)

RS1012A

"Debunking explanation delightfully stupid."

Aviation expert Charles H. Gibbs-Smith was really angry when he learned of the "official explanation. He made many highly critical remarks about what he called some "stupid debunking." For one thing, no one would own up to it:

"I telephoned both the Ministry of Transport and the Air Ministry, and both denied that they had put out any such explanation. I believe them. I know people in both these Ministries, and they are not fools. Nobody but a fool --- and a monumental fool at that--- would give the 'nose-cone' explanation. (119.)

Venus? Gibbs-Smith charged:

"If anyone in the Control Tower at London Airport --or some other airport official trained in observation--saw Venus that night and did not know it was Venus, they should be sacked immediately, for they cannot be of sound mind." (120.)

As for the nose cone idea:

"It was presumably when the UFO got going that the observers are accused of being fooled by the nose-cone light of an aircraft taking off. After mature thought, I would say that whoever advanced this theory, along with whoever appointed him and all his friends, should not only be sacked but heavily fined:

for no one but a pathologically acute bloody fool—to coin a term—could even conceive of such an idea, led alone have the temerity to advance it in public. The mere idea of such an idea is nauseating.” (121.)

9 March. Capt. Killian still commands press attention.

Capt. Killian willingly accepted invitations to take part in radio and television shows. Instead expressing objections, American Airlines arranged at least one press interview itself, and even featured the UFO sighting on the front page of the company news bulletin. (See article on page 76)

Being so prominent in the news as a UFO witness, its not hard to see why the Air Force's “stars” explanation and suggestions of “drunks seeing things” was interpreted as an attempt to discredit Capt. Killian.

10 March. Grand Bahama Island, West Indies. (0900-0925Z)

Spying on missile launches?

Here is what the military teletype message read:

“UFO DISCOVERED ON MPS-8 SURVEILLANCE RADAR SCOPE LOCATED IN GRAND BAHAMA ISLAND INCHE[?] BAHAMAS. OBJECT MANEUVERED 50-70 MILES SOUTH SOUTHEAST GRAND BAHAMA AUXILIARY AIR FORCE BASE ON HEADING OF 145 DEGREES. OBJECT COMPLETED 2 LARGE CIRCLES AT SPEEDS OF 200 TO 300 KNOTES, THEN COMPLETED FIGURE 8 MANEUVER. AT APPROX 0918Z SUBSONIC TEST MISSILE PASSED OBJECT WHICH CONVERGED ON MISSILE ON INTERCEPT COURSE OF 60 DEGREES. IMAGES ON RADAR SCREEN MERGED. MISSILE DISAPPEARED FROM SCOPE SOUTH SOUTHEAST HEADING. OBJECT DISAPPEAR GRADUALLY FROM SCOPE ON 60 DEGREE HEADING. UFO OBSERVED DISTINCTLY BY GROUND ELECTRONIC METHODS OVER OPEN SEA FOR 25 MINUTES. OBJECT SIGHTED AT NIGHT, NOTHING VISUAL, 0900Z DISAPPEARED 0925 10 MARCH 1959. SIGHTING MADE BY MR. [...deleted], A TRAINED, EXPERIENCED CIVILIAN CONTRACT EMPLOYEE OF AIR FORCE MISSILE TEST CENTER. WEATHER CLEAR NO RADAR INTERFERENCE PROBLEMS. NO AIRCRAFT CONNECTED WITH TEST AT TIME OF SIGHTING. RAMEY AIR FORCE BASE, PATRICK AIR FORCE BASE. NO TRAFFIC EITHER CIVILIAN OR MILITARY IN AREA. INITIAL REPORT GIVEN CHIEF INTELLIGENCE BRANCH AT 1550. SEVERAL RANGE OFFICERS, BASE COMMANDER, GRAND BAHAMA AUXILIARY AIR FORE BASE, RADAR OPERATOR ALL FIVE IDENTICAL REPORT ON FACTUAL INFORMAION. NO COMMENT ON POSSIBLE IDENTITY.” (122.)

Why didn't someone suggest an aircraft that did not file a flight plan?

FLAGSHIP AA NEWS

Vol. 14, No. 4



401 Published by American Airlines

March 9, 1959

Mystery Escort Greets Flagship over Philipsburg

The DC-6 Flagship droned through the clear night toward Detroit. American Airlines Flight 139, had left Newark at 7 p.m. and was scheduled to land at Detroit Metropolitan at 9:35.

Inside the cheerfully-lighted cabin, 35 passengers were enjoying a filet mignon dinner.

The voice of Capt. Peter Killian came over the loudspeaker. "Ladies and gentlemen," he said, "American Airlines has a special treat for you tonight; if you'll look out the windows on the left side, you'll get a look at our little surprise."

Clearly visible off the left wing were what appeared to be three saucer-shaped orange-yellow lights moving along with the plane.

"They aren't stars," continued the captain, "and no airplanes have colors like that." He told his passengers to "make up your own minds what they are."

Capt. Killian first spotted the lights as the Flagship flew at 8,500 feet over the central Pennsylvania town of Philipsburg, a well-known airline check point. He had just started to eat his own dinner after turning the controls over to F/O John Dee.

"I almost choked on my steak when I saw them," said Capt. Killian, "but I just watched awhile without saying anything." It was a brand-new sight to the 15-year flying veteran.

He turned to copilot Dee. "What do you see out here on my left, John?"

It was no mirage. F/O Dee saw the same things.

As they watched, the end light maneuvered sharply, closing the gap between it and the other objects, then falling back. All the time, the mysterious objects remained abreast of the airplane which was flying at 350 miles an hour.

In the cabin, the passengers were enjoying the show.

Capt. Killian radioed two other AA planes in the vicinity to make sure "I wasn't seeing lightning bugs in the cockpit." They reported back that they had sighted the objects, too.

For 45 minutes, the lights stayed with the Flagship. Then they were lost as the airplane dropped through a haze to make its landing at Detroit Metro.

Once on the ground, the story spread quickly. Newspapermen hounded Capt. Killian in his hotel room, keeping him up until 2 a.m., and resuming their seige before dawn.

"I was amazed at the interest the story generated," said Capt. Killian. He said he had been queried by planetarium officials and representatives of astronomical groups. Radio, press and television people called him from points as distant as South Carolina and Kentucky.

Back in his home in Syosset, L. I., his phone jangled constantly. But no one could decide, authoritatively, what the strange objects were.

A native of Pottstown, Pa., Capt. Killian is on reserve status with American. He is active in youth groups in Syosset, serving as a scoutmaster, an explorer adviser, a club leader, and as an instructor for rifle and archery clubs.

10 March. Between Seven Hills and Brecksville, Ohio. (6:30 – 6:45 a.m.)

"Ever see a meteor stand still?" (See clipping below)

11 March. Rear Admiral George Dufek.

"Stupid to doubt?" (See clipping below)

Stupid to Doubt Flying Saucers, Says Admiral

WELLINGTON, New Zealand, March 11 (Reuters)—United States Rear Adm George Dufek said today he does not think the existence of flying saucers can be discounted.

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

Dufek, retiring as commander of the U.S. research and exploration program in the Antarctic, is on his way home.

He said it was not beyond possibility that meteors which exploded in the earth's atmosphere were "saucers driven from Venus or other planets by intelligent creatures."

CLEVELAND, OHIO
NEWS

D. 135.891

MAR 10 1959

Fire Ball Took Turn, Two Report

Ever see a meteor stand still for five minutes, then retrace its course?

That's what Francis Donelan, Cleveland policeman and his son, Ron, 15, reported they saw this morning as they were driving from Seven Hills to Brecksville.

Donelan said: "This thing appeared to be a wide path of fire coming down. All of a sudden it stood still. It was a brilliant orange at first and appeared about six feet wide and 50 feet long and came to a point. Then it became orange-red.

"Finally it started to rise steeply and seemed headed toward Bedford. After 10 minutes it disappeared into the clouds. I thought it was a falling star or meteor at first."

Donelan, of 4312 E. Pleasant Valley Road, Independence, was helping his son on the boy's paper route. They were driving on Sprague Road toward Route 21 and saw the object between 6:30 and 6:45 a.m. Another sighting of the object was reported at the same time by a woman who would not identify herself but said she resided in a Shaker Heights apartment.

11 March. Capt. Killian case. Summaries of investigations.

The Air Force's disparaging remarks about UFO witnesses began to look more and more careless as the slow pace of an official investigation began to produce favorable results:

"Capt. [...deleted], as well as two United Airlines pilots and control tower operators at Pittsburgh Airport, observed three lights in the night sky. The 2253d Air Base Group at Greater Pittsburgh Airport was requested to investigate. The tower operators said there was nothing unusual so they didn't report it. However, a check was made with the 772nd ACWRON at Clayburg, Pa., and it was determined three B-47's were in the area on a night refueling operation.

"Capt. [...deleted] description and that of the two United Airlines pilots coincide. All three observers were heading in a westerly direction and the lights were to their left.

"A check was made with the aircraft support systems project office, Wright-Patterson Air Force Base, to determine the characteristics of a night refueling operation. The tanker has several groups of lights which at a distance would appear to be one or more lights. The time duration of a refueling operation varies, can last well over an hour, depending on the type of operation. The KC-97 refueling a B-47 will fly at an altitude of approximately 17,000 feet at around 230 knots true. This would account for the lights being approximately 30 degrees above Capt. [...deleted] horizon and his sighting them for 40 minutes." (123.)

The emergence of an appealing explanation for the Capt. Killian sighting had to be a pleasing development for the Air Force. Critics could argue the fine points of the case, but the refueling operation solution sure beat having to resort to an improbable "Venus/nose-cone light" type of answer that had experts like England's Gibbs-Smith voicing bitter complaints. It goes without saying that it would take something reasonably convincing to put the brake on Capt. Killian.

12 March. Capt. Killian's CSI talk.

The UFO group CSI of New York asked Capt. Killian to give a talk at the Hotel Anconia the evening of March 12th. The weather was very bad that night and Capt. Killian was surprised and elated when over 200 people showed up to hear him relate his UFO experience. He was also impressed to find that the crowd was sincere and serious about the UFO subject. (124.)

12 March. The British government retreats.

The "Venus/nose-cone" explanation for the sighting at the London airport was not defended by the secretary to the Air Ministry:

"For all the British government knows, the pale yellow thing which hovered over London airport on Feb. 25 was a flying saucer.

"George Ward, parliamentary secretary to the air ministry, admitted as much yesterday in the House of Commons.

"The thing was seen hovering over the airport runways for 20 minutes, but Ward said it did not show up on airport or Royal Air Force radar screens.

"Laborite Geoffrey de Freitas asserted the air ministry should have 'pointed out that there are natural conditions which could have quite easily have led to this apparent apparition—and not given, by implication, the idea that there was some Martian saucer hovering about.'

"There was insufficient evidence to determine what was the cause of this light,' Ward replied." (125.)

13 March. Purnong, Australia. (2:10 a.m.)

"There was something flesh-creepingly alien about it." "We felt something inside was watching us."

England's *Flying Saucer Review* culled its sources and reported this story:

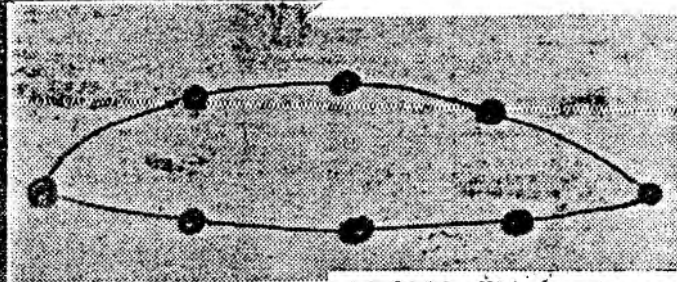
"Mr. Percy Briggs, a carrier, of Purnong, was driving towards Mannum with a load of vegetables at about 2 a.m. on Friday, March 13, 1959. With him was Mr. C. Towill, postmaster, of Claypans, who intended to visit Adelaide. They had crossed the River Murray by the Purnong ferry, and had just climbed Cournamont Hill, which rises from the river, about a mile from the ferry. As they drove over the brow of the hill, they saw before them, and to the left of the road, a huge dome-shaped arrangement of red and blue lights, 'like the lights on top of a circus tent.' They looked at each other in amazement, and said, 'What's that?' Mr. Briggs stopped the truck for a moment, then continued along the road toward the object. Before they had covered more than about 100 yards, however, the object rose from the ground at an angle of about 15 degrees and began to move away towards the south-west. As it did so, the eight or nine separate lights either merged into one light, or were replaced by a single light. As the observers continued along the road to Mannum, they watched this light receding in the sky for about 10 minutes, until it disappeared.

"While the object was on the ground, the lights changed alternately from blue to red—first half of them were red and the other half blue, then they would change colours. Mr. Briggs estimated that the individual lights were 'about 20 feet apart.' Mr. Towill made a sketch showing how they were arranged. He said that the lights lit up the trees on each side. They heard no sound from the object.

"Later, the observers pointed out the apparent size of the object, as far as they could judge by reference to landmarks. Bearings were taken, and it was found to subtend about 7 degrees. The probable distance was found to be between 500 and 1,000 yards when they first saw it. This meant that its width was between about 160 feet and 320 feet, assuming that the estimate of 7 degrees was reasonably accurate. The ground in the area was examined and checked with a Geiger counter, but no radioactivity was found. On the line of sight, and about 600 yards from the first observation point, there is a shallow, roughly circular natural depression, and this was the most probable position of the object. The area west of the first observation point is more or less level, covered with rough

grass, with an occasional stunted tree or shrub. There are no fences or other features. About 1,000 yards west, there is an area of dense trees. The observers were sure that the UFO was in front of these. The weather at the time was fine and clear; there was no moon.

"Mr. L.R. Topsfield, in charge of the Purnong ferry, said: 'There's no hooley about it—these men definitely saw something queer.' The Purnong postmaster, Mr. D.K. Crook, said: 'I have no doubt whatever those two men saw something extraordinary. They are both very reliable and neither would make a mistake.' Mr. Towill said that first reaction had been that the object was 'something from Woomera.'" (126.)



ABOVE: "It was bigger than an airliner, and studded with red and blue flashing lights..." This is Mr. Towill's pencil sketch of the mystery object which landed at Purnong. Mr. Towill is convinced that the "thing" was a space ship — visiting earth from a distant planet.

14 March. Kyger, Ohio. (night)

The haunting of Kyger.

Late Saturday on March 14th a High School junior named Charles Athey was walking along in his neighborhood when he encountered a strange object: "...it appeared to him like two saucers pressed together face-to-face topped with a red sphere-like affair which rotated. The sphere contained openings through which a light penetrated, striking his shoulder." (127.) The "thing" terrified Charles. He dashed over to the home of Roy Rupe to get help, but before anyone answered the door, the "thing," whatever it was, had disappeared.

The Rupes believed Charles because members of the Rupe clan had seen something very similar back on January 17th in the same Jessie Creek area. It seems Mr. and Mrs. Stanley Rupe, accompanied by two of their children, Caroline, 12, and Roger, 11, were on their way home a half-hour past midnight when they saw a "strange white light." Stanley, who was driving the car said: "It scared me so bad, I've only been out of the house after dark once since then..." (128.) Here is the press story on Stanley's experience:

"Rupe attempted to outrun and evade the object, but it persisted in following. 'It came along with me every time I took another direction,' Rupe declares.

"He finally rammed his car into the steps of a farmhouse after swinging into its driveway to avoid being 'trapped' by the object which at one point hovered a few feet over the road 40 feet in front of his auto.

"Rupe's brother, Lawrence, reportedly saw the object about the same time. The Langsville man also described it as being topped with a red ball whose interior lights blinked on and off.

"It was a clear night, and I'm certain it was not an airplane,' he said. Rupe, a Vanadium plant employe, was on his way to work at about 11 p.m. and was also traveling on Route 124 when he spotted the object." (129.)

Mayo Bales, a refrigeration serviceman who lived in the area, refused to believe in all the talk about "flying saucers" haunting Kyger. In five days he would change his mind.

15 March. Willoughby, Australia. (about 9:30 p.m.)

Orange lights.

According to our source:

"Willoughby residents, Mr. W. Dietz and his wife were out walking at approximately 9:30 p.m. on March 15th, 1959, when they saw two very bright orange lights. The lights remained stationary for about three minutes, then in about two seconds the northern light moved straight across and stopped vertically above the second light. After about two more minutes an orange glow came through the cloudbank and a third light took up position above the other two, then in the same way a fourth appeared above the third. The lights remained like this for about two minutes when light No.3 blacked out for two seconds or so. After a few minutes light No.1 moved south and disappeared

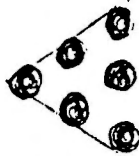
behind cliffs followed by No.2,3 and 4 at approximately intervals of one quarter of a second." (130.)

16 March. Morongo Valley (high desert region), California. (9:15 a.m.)

Triangle formation.

A letter to NICAP read:

"I saw six white UFOs hanging perfectly motionless in the sky for about 10 seconds. They seemed to be about 300 feet from where I stood and about 100 feet (or closer) to the ground. Three objects were in a formation and appeared to be fairly close together. (See diagram)



"The UFOs seemed to be between 4 or 5 feet in diameter. A luminosity came from their outer edges. Suddenly they made a short, quick, upward thrust, all in perfect formation and instantly vanished." (131.)

19 March. Tacker tackles PR problems.

In a letter dated March 19th in response to a civilian inquiry, Major Lawrence Tacker, Pentagon PIO, took the opportunity to defend recent statements made by military spokesmen. Major Tacker's letter sounds reasonable and has a great deal of truth in it. Such paperwork circulates among members of Congress and is impressive to anyone unfamiliar with the whole picture. What is more deadly, is that the letter is filed away to become part of the official record and will be sacred script to others in the military at a later time.

Major Tacker makes a surprising admission that the suggestion pilots might be mistaking stars for UFOs included Capt. Killian's sighting. Major Tacker had an easy out here since Capt. Killian was never mentioned by name. Another source of comfort was that Capt. Killian was the first to mention the belt of Orion. The Major concedes one point to position himself to make another, which was the fact (no argument here) that the Orion stars explanation was only a suggestion (possible solution). The Major then uses a lot of words to praise how Air Force findings are based on "complete analysis and evaluation." Left unsaid, it that the military was doing a bad job when it carelessly issued "suggestions." (See letter on pages 83-84)

The big omission in the Major's letter was the comment from an official source about UFO witnesses "being drunk." This "suggestion" hit Capt. Killian hard because it could drastically effect his professional reputation. Since Major Tacker admitted that the "stars" suggestion included Capt. Killian, what about the "drunk" remark? This business about a "drinking problem" made Capt. Killian quite angry even though he was not named and it was apparently not meant to be taken seriously. It's no wonder Capt. Killian warmed up to civilian UFO groups who never for a moment questioned his integrity or his claims.

DEPARTMENT OF THE AIR FORCE
WASHINGTON

OFFICE OF THE SECRETARY

19 March 1959

Dear Mr. Kirsch:

This is to acknowledge your letter of 6 March 1959 concerning the American Airlines pilot's sighting of 24 February near Bradford, Pennsylvania. In addition, two United Airlines pilots saw unidentified flying objects in the same general geographical area.

The geographical area concerned is bordered on the north along the New York-Pennsylvania border (near Bradford, Pennsylvania and Olean, New York) on the route of American Airlines Flight No. 139 departing Newark, New Jersey, at 7:10 p.m. and arriving Detroit, Michigan, at 10:52 p.m. On the south, this geographical area is bordered by the Pittsburg, Pennsylvania-Akron-Youngstown, Ohio, locale over-flown by the United Airlines flights reporting this sighting.

The American Airlines pilot said "sometimes the interval of the three lights were identical to the Belt in the constellation Orion." This was initially mentioned as a possible solution by the Air Force with the qualifying statement that the report as submitted had not yet been analyzed and that the findings of ATIC would be based upon a complete analysis and evaluation of the written report to be submitted. The pilot's report also suggested the possibility that he had witnessed a night aerial refueling operation.

Upon analysis and evaluation, this sighting turned out to be B-47 type aircraft accomplishing night refueling from KC-97 tankers. The American Airlines pilot's report of the sighting confirmed this and Air Force records show that three B-47 type aircraft were in the geographical area mentioned above on a night refueling operation. The tanker has several groups of lights which at a distance would appear to be one or more lights. The time duration of a refueling operation varies, can last well over an hour, depending on the type of operation. The KC-97 refueling a B-47 will fly at an altitude of approximately 17,000 feet at around 230 knots true air speed (ground speed 210 knots). This would account for the

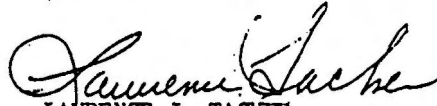
lights being approximately 30 degrees above the American Airlines pilot's horizon and his seeing them for 40 minutes. This coincides with the pilot's report of low speed and configuration of objects.

Your letter also supports this conclusion. The tankers had a ground speed of approximately 210 knots and the United Airlines pilots' reported sighting it at 8:45 p.m., 50 miles east of Youngstown, Ohio, approximately 120 miles from Akron, Ohio. This would account for the tanker aircrafts lights being sighted over Akron at 9:15 p.m. by ground observers.

These findings were made available to all media representatives through the Department of Defense press desk in Washington, D. C., on 16 March 1959. The Air Force is well aware of its obligation to keep the public adequately informed on this subject and press releases are made periodically through the Department of Defense.

For your information, I am inclosing the latest Department of Defense press release on unidentified flying objects.

Sincerely,



LAWRENCE J. TACKER
Major, USAF
Executive Officer
Public Information Division
Office of Information Services

Incl.

Mr. Fred A. Kirsch
UFO Research Committee
P. O. Box 5242
Akron 13, Ohio

19 March. Goodenough Bay, Papua, New Guinea.

"Like a Tilley lamp."

A prelude to considerable UFO activity in Papua in the months ahead was the appearance of a brilliant white light in the sky over the Owen Stanley Range on March 19th. The witnesses included a Pupunan priest, the Rev. Albert M. Ririka; and a teacher, Mr. Augustine Bogino. The two men were walking on a path on the shore of Goodenough Bay at about dusk when they spotted the thing, which was, "like another moon in the sky, but smaller." (132.) The moon was visible in another part of the sky. The light was impressive, even though they estimated that it must have been 20 miles away. It was much brighter than any star and the two men compared its brilliance to a "Tilley lamp," hence the nickname. (133.)

19 March. Kyger, Ohio. (8:45 p.m.)

No longer a skeptic.

Kyger resident Mayo Bales scoffed at tales of "flying saucers" loitering in the "graveyard hill" area of town, at least he did until the evening of March 19th. Mr. Bales was driving over the "haunted highway" Route 124 about 8:45 p.m. when he experienced a problem with his radio. According to a press account:

"Bales said his car radio reception cut-out and a 'buzzing,' static-like sound invaded the air waves. He then noticed a funny light in front of him and upon looking closer, he spotted 'the thing' 300 feet up and 75 to 100 feet in front of his vehicle. Bales also noted his car lights had dimmed.

"It was shaped like a shined-up aluminum pan with white light coming from it, not enough to hurt your eyes,' Bales described within an hour after the sighting.

"The strange light followed him from Chapel Road to the home of Dennis Spires [27 miles], his in-laws, where Bales summoned nine persons to view it. Some of them got into Bales' car and went with him, following the UFO until it vanished over a hill." (134.)

20 March. Capt. Killian's response.

Sky mystery ended?

An article in the *New York Times* datelined March 20th out of Washington gave official notice that the military considered the Capt. Killian case solved. An article in the *Times* is about as official things can get in the U.S. A civilian UFO investigator for a New York group immediately phoned Capt. Killian to get his reaction. The investigator, Gladys Fusaro, had no trouble contacting the American Airlines pilot, finding him cooperative and most pleasant:

"I asked him if he would care to comment or give his opinions on the latest Air Force 'explanation' release - 'JET BOMBERS REFUELING' -

on the sighting of Feb. 24th; if he had seen it or not." (135.)

This is what Capt. Killian told Gladys over the phone, according to notes made by her:

"Yes, someone from *Long Island Daily Press* called me yesterday and told me about it. I told him that I have seen jet bombers refueling, and I can tell what a B-47 looks like at night, but what I saw was NOT [emphasis in Gladys' notes] any jet bomber and jets. The jets have 14 lights that are lit so that the whole belly is all lit up. Of course, when at a distance it may look like a huge light, but that is NOT what I saw, and no matter what they try to say it was, I will not change my story even though they say we might have been 'drunk' and that we were looking at Orion and stars. I saw the objects as well as the stars and Orion at the same time, and I know my stars, I know what I saw." (136.)

Gladys inserted a personal comment at this point, giving her impression the 'drinking' remark made in a military spokesman's press release obviously hurt Capt. Killian,

Knowing that Capt. Killian had been invited to be a guest speaker at a New York UFO group gathering on March 28th, Gladys asked if he still planned to attend and give a talk. He said yes.

She also told Killian not to let adverse publicity by military spokesmen hurt his feelings. His reply was: "I am not going to let it bother me too much, and if they keep it up, I will really let go!!! (137.)

20 March. Murray Bridge, Australia. (9:00 p.m.)

"I slammed on the brakes."

A week after a spectacular UFO report from Purnong, another impressive sighting was recorded at Murray Bridge to the south. (See map on page 87)

Press interest was huge. The latest incident was accompanied by sensational headlines. (See page 87) The news story read:

"On Thursday, March 20, at 9 p.m., a farmer, Mr. Cirocco Elio, was driving home from Murray Bridge with his wife.

SKY MYSTERY ENDED
Air Force Says Odd Lights Came From Refueling Jets
 1959
 WASHINGTON, March 20 (AP)—The Air Force said today that mysterious lighted objects reported recently by a commercial airliner were the lights of three jet bombers refueling in the air.
 The lights were reported on the night of Feb. 24 over Pennsylvania, Ohio and Michigan. The pilot of an American Airlines plane and a number of the thirty-five passengers on a flight from Newark to Detroit told about the flying objects.
 The Air Force said today, that it had determined that the lights were from B-47 bombers that were being refueled by a KC-97 tanker in an operation that lasted for more than one hour. The Air Force report said that use of several lights during the refueling explained "some of the commercial airlines reports of being followed by lights."

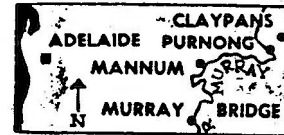
“My wife gave a cry of alarm and I slammed on the brakes,’ Mr. Elio said today.

“In the sky ahead of us was what looked like a blazing golden coin.

“It shone like a sun in the darkness. It arched upward at tremendous speed, and was gone. Neither of us have seen anything like it before.’ (138.)

(Snips from the Australian press below)

Eerie objects puzzle town



By Staff Reporter, JOHN PINKNEY

**Did a space ship from an alien planet
land this month in South Australia?**

**Eerie happenings in the township of
Purnong, 91 miles north-east of Adelaide,
are prompting residents to ask this question
seriously.**

21 March. Jet refueling explanation press coverage.

The day after the *New York Times* carried the official news release concerning the refueling explanation, newspapers around the country did the same. With few exceptions the official release was published without comment. One of the exceptions was *Detroit Times*, which contacted Mr. N.D. Puscas of Garden City who had been a passenger on Capt. Killian's airliner. After being told the military had explained the mystery lights as due to air refueling operation, Mr. Puscas said: "I never attached any importance to the fact that they may have been flying saucers—but I'm surprised that it's something as easily recognized as jet planes. "I'm glad to hear what it was because I know darned well I saw something." (139.) *The Long Island Press*, in Capt. Killian's backyard, so to speak, added its own comment to the official release: "Killian said he had been skeptical about flying saucers, but the experience converted him. Ready to re-convert, now Capt. Killian?" (140.) The jet refueling answer had a lot of appeal. Support for Capt. Killian began to melt.

22 March. Near Ann Arbor, Michigan. (1:30 a.m.)

The Michigan Flying Bird cage. Menzel and Hynek make a big mistake.

Mr. and Mrs. Gary Bond of Dexter, Michigan, reported to sheriff deputies on the 22nd they saw a strange object in the sky while driving through Dexter township. A brief account of the Bond's experience appeared in the *Ann Arbor News* on March 23rd. The Air Force's investi-

gation report has more detail, so that document is quoted here:

"At approximately 0130 hours EST on the 22nd of March 1959, Mr. and Mrs. Bond [Names deleted in official report.] were proceeding south on Town Hall Road (Se Incl 1) at about 45 mph when Mr. Bond noticed an intensely lighted object to the southeast. The object was about two miles away and appeared to be hovering. Mr. Bond called it to the attention of his wife about the same time she noticed it. They then turned due east on North Territorial Road. The object remained at about 200 feet altitude, 50 to 75 feet on the south side of North Territorial Road. It was intensely lighted and oval, elongated, dome-shaped, 20 to 30 feet in diameter. Two converging shafts of very intense pale yellow lights were shining from oval ports on the bottom of the object. There was no sound. As the Bonds approached, Mr. Bond was afraid the object was settling on the road and slowed to 10 to 15 mph. When the Bonds drew abreast of the object it was still at about 200 feet altitude, 50 to 75 feet south of North Territorial Road, at a point between the [...deleted] and [...deleted] farms, two miles west of Hudson Mills. Both Mr. and Mrs. Bond were afraid and Mr. Bond proceeded at a slow speed east on the highway. The object then paralleled the path of the car for about three quarters of a mile, remaining at the same altitude and distance from the highway. The converging shafts of light then dimmed as if they had been shuttered and a circle of eight or ten red lights appeared on the underside of the object. The object rose vertically, very rapidly, and was out of sight in five or six seconds. The total time of the sighting was eight to ten minutes. The Bonds continued east to Portage Lake Road and then south to Dexter. They saw nothing more of the object. (141.)

Dr. Allen Barrot enters the picture.

The Bond's sighting would have been recorded as just another UFO report, except for the interest in the case by a Dr. Allen Barrot. In the Stinchfield Woods about a mile and half from where the Bonds said they encountered the UFO, is the Peach Mountain Observatory. A large radio telescope dish is located on the grounds of the observatory and is quite visible to anyone driving on the roads in the area. Dr. Barrot and some colleagues were using the radio apparatus the night in question.

When Dr. Barrot read about the Bond's sighting in the press, he believed he could solve the mystery. The professor listed six reasons to support the theory that the Bonds had merely misinterpreted what they had seen:

"1. The University of Michigan 85 foot [radio] telescope is clearly visible from Territorial Road.

"2. The top of Peach Mountain is 'low in the sky.'

"3. At the time of observation (1:30 a.m.) the dish was looking at the southwest horizon and illuminated by the light of a full (almost) moon and a floodlight.

"4. The WUOM radio tower with its red aircraft warning lights is directly in line with the radio telescope as viewed from the intersection of North Territorial and Dexter Town Hall roads.

"5. The dish was being rotated from the southwest to the zenith so that an

observer on the ground would see less and less of its surface and more of its bird-cage-like under structure.

"6. When the dish reached the zenith the floodlights were turned off, the dish 'zoomed off into the sky,' and we went home." (142.)

Dr. Barrot was quite proud of his explanation and sent the information to BLUE BOOK advisor J. Allen Hynek. In a letter dated March 25, 1959, Dr. Barrot wrote:

"Here is the flying saucer story I referred to in my last letter. Since you have been on an evaluation board, you may be amused.

"It is an interesting example of [a] pretty objective observation by the people who thought they saw the saucer. They later even described the ring-like structure of [the] telescope dish, which is covered only with a wide [wire?] mesh, of course. All they described was accurate, except they mistook the turning off of the lights and the small change in relative bearing (due to distance of the telescope from the road) for motion!!" (143.)

"Recommend wide coverage."

Dr. Hynek bought the whole package and made a reference to the case in a letter to BLUE BOOK chief Major Robert Friend. The letter, dated May 13, 1959, said:

"I think that you and your associates will be amused at this Flying Saucer story and of its explanation. I would suggest that fairly wide coverage be given this incident since it is a beaut. I like the idea about its 'zooming off into the sky.' I wish, however, that all of our cases could be so neatly solved!" (144.)

Dr. Menzel and "wide coverage" of the Bond case.

Harvard's penultimate arm-chair sighting solver loved it! Menzel included the story in his book *The World Of Flying Saucers*, calling the case: "Michigan's Flying Bird Cage." Dr. Barrot never even got any credit, which, as it turned out, was a good thing.

The Barrot solution falls apart.

The Air Force final got around to doing a field investigation in mid-April. A 1st Lt. William R. Williamson, Director of Intelligence, HQ, 30th Adiv (SAGE), Willow Run Air Force Station, Belleville, Michigan; traveled to Ann Arbor to inspect the site of the UFO encounter and interview the Bonds and Dr. Barrot. Lt. Williams had Dr. Barrot's version of the sighting.

It was determined that no known air traffic was in the area at the time of the sighting and that no unusual radar targets recorded (of course if the UFO kept low enough and zoomed up in a vertical climb, radar might not pick up anything). The Bonds were found to be intelligent and reliable people. They were not seeking publicity, in fact they were quite upset the press had learned about their sighting.

Lt. Williamson asked about the red aircraft-warning lights on the WUOM radio tower. The

Bonds were familiar with the tower lights and said that was not what they had seen. A simple denial might not have impressed Lt. Williamson, but the tower, we assume, was still in place and should have been easy to check in regards to its appearance at night.

The radio telescope, however, was a different matter. The moon, the floodlight, the position of the antenna, were all believable variables Dr. Barrot came up with to "explain" the sighting. According to the professor, conditions just happened to be momentarily right to produce an illusion, and it would be tough to convince anyone otherwise since the telescope explanation (like the air refueling explanation in the Capt. Killian case) was so appealing. As for the Bonds' interpretation of events, it was "subjective" in nature and, if true, endowed with fantastic implications. Who would want to believe the Bonds?

To illustrate the UFO sighting, Lt. Williamson drew a map. He was shocked to find that the Bonds had never looked in the direction of the observatory! The Bonds and the UFO were south of the observatory the entire time during the sighting and the observatory (and the radio tower) were to the north, behind the Bonds, out of their view. (See map drawn by Lt. Williamson on page 91) Lt. Williamson met with Dr. Barrot. The map evidence was impossible to refute. There was no wiggle room. Dr. Barrot was forced to admit that the radio telescope explanation was "unlikely." (145.)

Apparently news of the collapse of the radio telescope explanation did not immediately reach Hynek or Menzel.

21 March. Kyger, Ohio.

"Saucer possee." (See clipping)

Gallipolis, O. Tribune

MAR 23 1959

UFO Snubs Kyger 'Possee'

A midnight wait and watch vigil atop "graveyard hill" failed to produce anything resembling the unidentified flying object which residents of the Kyger area have reported off and on for more than two months.

Some 75 persons invaded the area Saturday to get a glimpse of whatever might come floating along. But look to the skies as they would, nothing more than a large star could be seen.

A couple of pranksters sent up flares which were shot at by others.

Two small grocery stores on Rt. 554 profited from the trade as spectators bought food for an early spring picnic in the cold temperature.

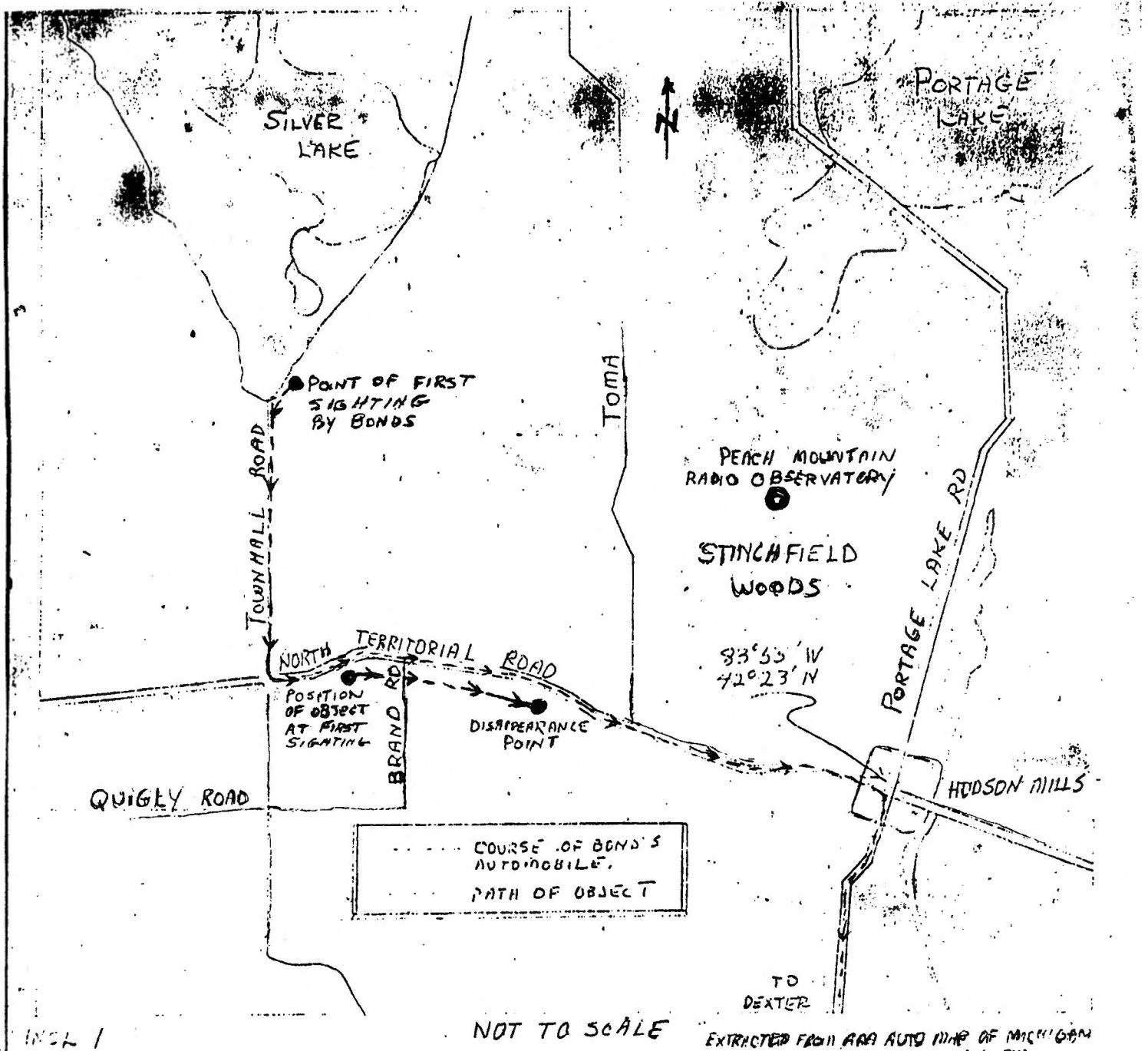
The eighteen or so individuals who have seen what they describe as a luminous-like light 16 to 24 feet in diameter are undaunted.

"We're going to keep a look-out, we feel certain we'll see it again," says Mayo R. Bales who was the last to witness the phenomenon on Thursday.

23 March. The secret message.

Often one gets the impression UFO evaluations are being done at BLUE BOOK by a PIO man thumbing through an almanac. That may be true in many cases, but surely, among the various departments of the Air Force, some interesting paperwork was generated. Did everyone agreed with Major Tacker? Was everyone in a mental strait-jacket? If not, it would not do to make such information known since it would hamper the effort to de-mystify the UFO problem.

A message classified secret resulted in an interesting exchange between the ADC and BLUE





HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE, COLORADO

2220

TEL. MELROSE 2-5311
EXT. ADODI-B

ADODI-B

SUBJECT: (U) Analysis of UFO Report

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio

1. Your attention is invited to SECRET message from 801st ACWRON dated 23 March 1959, Cite No. OPS 1314. The analysis, comments and questions raised by various staff agencies at this headquarters are forwarded for your information and review.

a. "A theory held by personnel of this Directorate is that the UFO could have been an aircraft with radar absorbent paint. Due to the aircraft's position in relation to the B-52, jet engines could have given the radar return which was picked up by the B-52." (ADC Intelligence comment)

b. "Consideration should be given to Canadian CF-100 or U.S. U-2. Either aircraft should have reflected well on the FPS-20 at SM-147 unless the power out-put was well below normal." (ADC Operations comment)

c. "The development of radar absorbent materials has been going on for a number of years with only limited success. As of 1957, a honey-comb material showed the greatest promise. This material can be used as a coating or, in some cases, as part of the structure to be camouflaged. However, it is only effective from 2500 to 13,000 megacycles and at the lower frequency the required thickness becomes prohibitive (one inch). To go down to 1300 MCs the thickness must be increased by a factor of two. The thicker material is ill-adapted to complex shapes and cannot be flown at high mach or through weather.

"Since the UFO demonstrated a high performance and was painted by a high frequency radar, some doubt is cast on the creditability of the radar absorbent

1 2
2 2

AFBFB
March 59

ADODI-B, Hq ADC, Subj: (U) Analysis of UFO Report

theory. There is, however, the possibility that a major break-through has been made in the field of radar absorbent materials since 1957. The returns to the high-frequency radar could then have been due to frequency sensitive materials having been used or merely returns from uncoated portions of the aircraft - such as the inside of the engine nacelles.

"Reference basic message. Answers to these additional questions would be most helpful to a complete analysis.

(1) Did the FPS-20 "skin-paint" the F-89 during the identification interception?

(2) Did the ground radar site attempt to paint the UFO by means of their FPS-6 height finder? Results?

(3) Did the F-89 paint the UFO on its fire control radar?

(4) Were other FPS-20 radars in the area contacted for possible track information?" (ADC Communications and Electronics comment)

2. In view of the fact that this sighting suggests a possibility of a different type of threat to the Continental United States, request this Headquarters, ATTN: ADODI, be advised of your final analysis regarding this sighting.

FOR THE COMMANDER:

DOUGLASS W. EISEMAN
Colonel, USAF
Director of Intelligence

BOOK in March 1959. It concerns a March 13th UFO report from Duluth, Minnesota.

As in a number of UFO files, what was said and done about incident proved to be more interesting than the sighting itself.

Both visual and radar reports were made concerning a single object and the witnesses were reliable military personnel. Investigators from a local AC&W site were puzzled by the lack of radar contact at times with an object that was clearly seen visually. It was BLUE BOOK's practice to glue together more than one cause to explain very unusual cases, but the AC&W people had a different way of thinking and made the daring suggestion that aerial intruders existed that had a means to evade radar detection. This idea was forwarded to Air Defense Command headquarters in Colorado.

The Director of Intelligence for ADC, Colonel Eiseman, wrote to BLUE BOOK to say that the various staff agencies within his command were aware of research on radar absorbent material and he included some information on that subject for ATIC's review. Colonel Eiseman ended his letter with the request the issue be examined: "In view of the fact that this sighting suggests a possibility of a different type of threat to the Continental United States." (146.)

Apparently the radar issue was not pursued because BLUE BOOK quickly "solved" the Duluth case:

"The radar readings were due to interference and not the existence of a real target. These interferences were probably due to excessive activity of the northern lights (aurora).

"The object seen visually by the crews of the aircraft was probably the planet Venus, brought into view by diffraction and distorted by the alternate layers of air of different temperatures to create the effects of movement and change of color and shape. The fact that this object maintained its same relative position, and that the F-102s's were unable to close on it substantiates this conclusion." (147.)

24 March. Capt. Killian goes public with his anger.

"I don't care what the Air Force says." (See clipping on page 95)

26 March. Keyhoe congratulates Killian. (See below) (148.)

TO: CAPT. PETER KILLIAN
COVENTRY ROAD
HICKSVILLE, LONG ISLAND (NY)
PHONE: WE:1-2449

MARCH , 26 , 1959

CONGRATULATIONS ON YOUR LATEST STATEMENT. WILL PHONE EARLY FRIDAY REGARDING MEETING. ALSO HOPE YOU CAN ATTEND HOTEL DIPLOMAT DISCUSSION AT 8:00 PM.

MAJOR DONALD E. KEYHOE
1536 CONN. AVE.
WASH., __, D.C.

Those Mystery Lights in the Sky Were NOT Jets, LI Pilot Insists

"I don't care what the Air Force says. The objects I saw could travel at 2,000 miles an hour and were, definitely not conventional aircraft."

Thus Captain Peter W. Killian of Hicksville, a two-million-mile pilot for American Airlines, dismissed the latest Air Force explanation of the saucer-like objects he saw at 8,500 feet the night of Feb. 25.

Capt. Killian wasn't the only one who saw what were described as "three objects giving off a blinding brilliance" in the night sky. Three other pilots and all 35 passengers on Killian's plane saw them, too.

Last Friday, an Air Force spokesman said the mysterious objects were nothing more than three B-47 bombers being refueled in flight by a KC-97 tanker. The operation, the spokesman said, takes more than an hour during which several types of signal lights are used.

"If the Air Force wants to believe that," Killian said last night, "it can. But I know what a B-47 looks like and I know what a KC-97 tanker



PETER W. KILLIAN
Denies Air Force Version

looks like, and I know what they look like in operation at night. And that's not what I saw."

Killian claimed this was the Air Force's third explanation of his sighting, "all contradictory and none satisfactory."

"I happen to know there are 14 lights on the belly of a tanker," Killian said. "And none are of the orange-hued brilliance, nor of the size of the ones I saw on the objects. And furthermore, the objects were at least triple the size of any tanker or bomber we have."

Killian said the same lights and objects were spotted by another airline pilot two minutes later 70 miles away.

"That puts their speed at roughly 2,000 miles an hour," he said.

The 46-year-old pilot said both other so-called explanations of what he had seen—that he had been drinking or had seen some bright stars through cloud formations—were ridiculous.

"I've never had a drink before or during a flight," he said, "and there wasn't a cloud in the sky that night."

Another thing irks Killian. "These explanations come from Washington," he said, "but not one of these fellows has bothered to contact me to hear my story first hand."

Lone Island Press

March 24, 1959

26 March. Eugene, Oregon. (evening)

"Secret government weapon?"

A press account states:

"A Eugene woman reported Friday that she observed 'two mysterious objects' darting across the sky Thursday evening.

"Mrs. Gordon Dowell, 435 W. 12th, told the *Register-Guard* she and her husband and several other people sighted the objects while they were visiting in the River Road area.

"At first I saw only one object. I thought it was a plane at first because of an orange-red light that kept flashing on it like a plane's landing light. Soon I saw another similar object also with a flashing light."

"Mrs. Dowell said the two lights 'seemed to kind of hanging the sky for a time,' but that they then moved in a curved course across the horizon. 'Suddenly one object sped off a tremendous speed in a southwesterly direction. The other then zoomed like a jet southeasterly. I have never seen anything like this in my life.'

"The woman then added: 'There is no use passing this off as the Northern Lights or a reflection off the clouds. I think I was observing a secret government weapon and that the government won't say anything about it.' " (149.)

26 March. McKinleyville, California. (8:20 p.m.)

Bouncing orange meteor.

A press report states:

"An unidentified flying object, possibly a meteorite, was sighted in the sky at 8:20 last night by Mr. and Mrs. William Beshears of McKinleyville.

"The couple reported the slow-moving, orange colored light to William Abbey of Arcats, amateur astronomer.

"The object was sighted first approaching from the southeast. It proceeded on a northerly course and appeared to strike the earth, bounce and disappear in the far distance." (150.)

27 March. CSI anniversary meeting at the Hotel Diplomat in New York.

An estimated 1,000 people, the largest gathering in CSI history, showed up at a special meeting on Friday evening. Donald Keyhoe was the featured speaker. Other persons of note attending were Lester del Ray, a writer for *Fantastic Universe* magazine, and radio talk show host "Long John" Nebel. Also invited was Capt. Killian but he did not put in an appearance.

Keyhoe told the crowd Killian had been instructed to keep quite after the Air Force had put pressure on American Airlines to silence him.

The censoring of Capt. Killian.

The imposition of a gag order on Killian was sensational news. Since Killian "wasn't talking," it was hard to confirm the role of the Air Force in the silencing. In a letter, dated May 23, 1959, written by a CSI official, it was said:

"I talked to Capt. Killian on the phone after speaking with you [a Mr. Baney]. It is quite true that he has been 'shut up' on the subject—isn't suppose to talk about it 'even to his wife,' and politely refused to hear about your confirmatory observations. After all, he said, he has to consider his job. The gag went on in the last week of March, after the L.I. press printed an item (March 24th) in which he heatedly denied the correctness of the second, or jet-refueling, Air Force explanation. I suppose one can sympathize with the nervousness of American Airlines over

such *lese-majeste* by one of their men, but it still has a rather ugly look. Whether the Air Force directly requested the shush-up or not, we don't know. (151.)

A Miss Mariana Best of Brooklyn was apparently at the New York meeting. She said that Capt. Killian was suppose to have dinner with Major Keyhoe that evening but the pilot's wife, almost in tears, telephoned the NICAP director to cancel the engagement. Killian was too upset to speak over the phone. Keyhoe made a promise to bring the matter to the attention of a Congressman from Baltimore who would raise hell in Washington. (152.)

Dr. James McDonald and Killian "shush-up."

Capt. Killian never really got his "day-in-court." Nine years later Dr. James McDonald reviewed the "old" Killian case. In a letter to Isabel Davis thanking her for some research material, the Arizona professor wrote:

"It was reassuring to see those press-clips from the 3/24/59 *Long Island Daily Press* and the *Journal American* for the next day. Killian's somewhat heated rejection of the 'refueling' explanation by the Air Force is entirely consistent with the statement that he made to me in my January 9, 1968, telephone interview with him. When I brought it up, his tone switched to an emphatically sarcastic one, as he said, 'Once and for all, let's get this refueling in air straight!' He stressed that he was quite aware of the nature of refueling operations then and now." (153.)

Statement in Major Tacker's book:

Dr. McDonald goes on the say:

"Hence, despite his period of apparently enforced silence once American Airlines put some kind of intra-company pressure on him after his late-March press statements, his 1968 comments to me stand as evidence that he never changed his mind on the refueling issue. As I said in my letter of January 9, Killian was not willing to make an explicit statement about that famous alleged quote that Tacker has in his book, but certainly left me with a quite clear impression that this statement was not his own. If we presume that it was somehow, worked out within American Airlines, one can see how, even in 1968, Killian would be chary about making definite remarks on that document." (154.)

Major Tacker only wrote one book about UFOs and that was *Flying Saucers and the U.S. Air Force* published in 1960. (155.) Since Dr. McDonald is not exact about the quote, one has to check the pages of Tacker's book and make a guess. The search should be worthwhile since it involves speculation that the words were "not Killian's own." We know the words are given as a quote and we assume the statement supports the Air Force's position. Those facts should limit the possibilities. (There will be more on this in the next booklet in this series)

27 March. Papua, New Guinea. (5:30-6:00 p.m.)

Flying Saucer Probe Is Urged

NEW YORK (AP)—A public congressional investigation into reports of unidentified flying objects has been urged by the leader of a flying saucer research group.

Maj. Donald E. Keyhoe, director of the national committee on aerial phenomena, asked more than 1,000 persons gathered at a hotel Friday night to write their congressmen and senators urging a public hearing of the reports.

The former marine corps flyer charged that the air force, following a policy of debunking reports of UFO (unidentified flying objects) sightings, is withholding information on the mystery aircraft.

More "Tilley Lamps." Natives frightened.

The "white light" activity in Papua began to pick up. The Rev. Norman Cruttwell of the Anglican Mission there filed the following report:

"On the evening of Good Friday, March 27, many of the students at St. Aidan's College near Dogura saw a light 'like a Tilley lamp' moving across the sky. The time was between 5:30 and 6:00 p.m., that is to say in daylight, though the sun would probably have set behind the hills.

"It came from the sea, and moved over Dogura from the direction of Cape Frere, and disappeared over the horizon in the direction of the Holy Name School. (156.)

Furthermore:

"At some indefinite date about this time, a white light was seen by Mr. George Awui, an engineer, and several other Papuans, hovering over the sea in broad daylight off Dogura. It was 'like a star, but much brighter.' They watched it for five minutes, until it suddenly went out. It was high in the sky to the west. It is conceivable that they may have been looking at Venus.

"However, at about the same time right over in Collingwood Bay, a party of mountain people from the Daga country were down at Midino on the coast, hunting for wallabies, which abound in the grass plains. They were probably sleeping in the open under the clear starry sky. One night they saw a very bright 'round white light, like a Tilley lamp,' coming from the northwest. It passed right over them, 'very close and clear' and continued on a straight course to the southeast. It made no sound. They were very frightened, and my informant, named Wavine, asked me if it was some new aircraft made by the white man, I said I did not know." (157.)

28 March. Albuquerque, New Mexico. (night)

"V-formation."

The witness was a student at the University of New Mexico, Albuquerque. He had just stepped outside his home. The sky was clear except for a thin overcast of cirrus. Visibility that night was 60 miles. The young man spotted some lights over the Sandia Mountains. He called to his friend but the objects moved too quickly. The things were in view for only about five seconds. A BLUE BOOK file card says: "Twenty to Twenty-five objects, round, size of a marble, color bluish-green, traveling in a ragged 'V-formation,' wobbling a little." (158.)

28 March. Portuguese coast south of Setubal. (evening?)

"Powerful searchlight directed on house."

Back on January 29th a large cigar-shaped was reported hovering over the Atlantic off the coast near Viana do Castelo. Now, three months later, another strange report came from the country of Portugal:

"A group of about nine or ten people, including five engineers, recently spent a weekend holiday at Vila Nova de Fontes, at the mouth of the Mira river, 90 miles south of Setubal town, Portugal. One of the engineers was Luis Netto Lopes. Two other members of the party were Vasco Belmonte and Jose Rodrigues, clerks in the Vacuum Oil Company officers. They were all dedicated to submarine fishing.

"After dinner on March 28, members of the party took a walk. One of them pointed out to the rest that a certain house in the little village was somewhat more visible than the others. They then discovered the rea-

son. The house was being focused on from a certain spot in the sky! A long beam of light like a powerful searchlight was directed down on to that particular house.

"Suddenly the beam of light was withdrawn. The group of friends discussed the affair for some time without coming to any satisfactory conclusion.

"Then once again a beam of light was seen focusing this time not on the house, but on something in the river. Senor Lopes said the glow fell upon a rock and illuminated it to a fantastic degree. Afterwards the beam moved slowly across the river and vanished as soon as it reached the bank. Nevertheless the spot in the sky from which the beam had been directed remained for a few seconds longer. Then the UFO suddenly moved at terrific speed to the west and disappeared over the Atlantic Ocean. (159.)

31 March. Adelaide, Australia. (6:05 p.m., 7:50 p.m., and 8:00 p.m.)

"Elongated circle with indistinct edges."

UFO activity picks up in Australia.

Our source states:

"...three Adelaide children reported having seen strange objects moving about the sky. Neil Abercrombie, his mother and brother, and some other friends, all saw a strange object at 6:05 p.m. Neil described it as an 'elongated circle with indistinct edges' and said they had seen a round object with red flashing lights at about 7:50 p.m. Appearing much smaller than a plane, it had come from the west, moved across the southern sky to the east, circled and then disappeared in the west. The same day, the Adelaide Weather Bureau received a report of an unidentified flying object, which was seen at about 8 p.m." (160.)

31 March. Near Goolwa, Australia. (11:30 p.m.)

"Row of evenly-spaced 'portholes.'"

The witness was Barry Neale, operator of the Port Elliot movie theater. According to our account Mr. Neale was:

"...driving home to Goolwa, on the south coast of South Australia. On a straight, undulating stretch of road, about a mile from Goolwa, he passed a low hill on his right, between the road and the sea, and saw beyond it an object on the ground, some 500 or 600 yards away. It was dome-shaped, glowing bright reddish-orange, with a row of evenly-spaced 'portholes' around it. From these 'portholes' shone white lights which Mr. Neale said were 'brighter than car headlights.' The reddish glow from the object illuminated trees behind it. Mr. Neale estimated the object to be 'about 15 feet wide,' but admitted that it could have been more, or less. He drove on slowly, but lost sight of it when he came to some trees, at which point he estimated that it was about 300 yards from the road.

"He then had the idea of driving round behind the trees so as to get closer to the object, so he turned off the main road on to a rough track and drove close to where he had seen the object. This took two or three minutes, and when he reached the end of the track, the object had gone. He got out of the car and looked around, and was just in time to see the UFO disappearing in an easterly direction, climbing in the sky at an estimated angle of 45 degrees. He watched it for about 8 seconds before it disappeared into the distance. As it receded,

the reddish glow grew fainter, though the white lights seemed to remain bright. The sky was clear and there was no moon." (161.)

Spring 1959.

An urgent summons.

Mrs. Robert Kinney, a Lt. Colonel in the Civil Air Patrol, had all but forgotten her sensational UFO experience back on November 11, 1958, when a brilliant mass of light approached her home and caused extensive damage to the house's electrical circuits. In the spring of 1959 she received an urgent summons to report to Forbes Air Force Base.

FOOTNOTES:

- (1.) Letter: To: Isabel Davies. CSI New York. From: Idabel Epperson. Los Angeles, California. 5 January 59. Photocopy in author's files.
- (2.) "Inside APRO." *Fate*. January 1959. Vol. 12, No.1. Issue #106. p.60.
- (3.) *Flying Saucer Review*. January-February 1961. p.6. (West Germany newspaper *Neues Europa*)
- (4.) Durant, Robert J. *The Fitzgerald Report*. Akron, Ohio. Published by the UFO Research Committee of Akron: Akron, Ohio, 1959. p.15.
- (5.) May be located in Air Force BLUE BOOK files by the date: 3 January 59.
- (6.) Letter: To: Donald Keyhoe (NICAP) From: William Neua. Rochester, New York. 3 January 59. Photocopy in author's files.
- (7.) May be located in Air Force BLUE BOOK files by the date: 4 January 59.
- (8.) London, England. 5 January 59. (UPI)
- (9.) May be located in Air Force BLUE BOOK files by the date: 7 January 59.
- (10.) "Sighting of Unidentified Aerial Objects." Commonwealth of Australia. Headquarters Training Command, RAAF. Albert Park Barracks, Melbourne. 30 January 59.
- (11.) *The UFO Evidence*. Ed.: Richard Hall. National Investigations Committee on Aerial Phenomena: Washington D.C., 1964. p.46.
- (12.) Annapolis, Maryland. *Capital*. 9 January 59.
- (13.) Ann Arbor, Michigan. *News*. 9 January 59.
- (14.) "Flying Saucer Echo of the 'Joyita'." *Australian Saucer Record*. First Quarter 1959. Vol. 5, No.1. p.11.
- (15.) Ibid.
- (16.) May be located in Air Force BLUE BOOK files by the date: 11 January 59.
- (17.) Ibid, p.1.
- (18.) Ibid.
- (19.) Ibid, p.3.
- (20.) Ithaca, New York. *The State Journal*. 12? January 59.
- (21.) *The Fitzgerald Report*. p.5.
- (22.) *Flying Saucer Review*. September-October 1959. p.9.
- (23.) *Flying Saucer Review*. March-April. 1959. p.9.
- (24.) Ibid.
- (25.) S.P.A.C.E. February 1959. Bulletin No.26. pp.3-4.
- (26.) *The Fitzgerald Report*. p.16.
- (27.) Ibid.
- (28.) *Flying Saucer Review*. March-April. 1959. p.2.
- (29.) *The Fitzgerald Report*. p.16.
- (30.) Ibid.
- (31.) Newark, New Jersey. *The Star Ledger*. 19 January 59.
- (32.) *The UFO Investigator*. Vol. I, No.7. February-March 1959. p.6.
- (33.) Stockholm, Sweden. *Stockholm-Tidningen*. 20 January 59. p.1.
- (34.) *Flying Saucer Review*. March-April. 1959. p.2.
- (35.) Ibid.
- (36.) Harlan, Kentucky. *Enterprise*. 21 January 59.
- (37.) *UFO-Critical Bulletin*. Editors: J. Escobar and Richard Hall. January-February 1959. Vol. III, No. p.1.
- (38.) Ibid, p.6.
- (39.) Ibid.
- (40.) *New York Times*. 25 January 59. (Special to the Times)
- (41.) *UFO-Critical Bulletin*. March-April 1959. p.3.
- (42.) Hervey, Michael. *UFOs Over The Southern Hemisphere*. Horwitz Publications: London, Melbourne, Sydney, 1975. p.42.
- (43.) *Japan UFO Intelligence*. January-February 1959. Vol. I, No.1. Published by the Modern Space Flight Assciation of Osaka, Japan.
- (44.) *The Fitzgerald Report*. p.17.

- (45.) Ibid.
- (46.) Hervey, Michael. *UFOs Over The Southern Hemisphere*. p.42.
- (47.) *The Fitzgerald Report*. p.17.
- (48.) *Flying Saucer Review*. September-October 1959. p.9.
- (49.) *Christian Science Monitor*. 30 January 59. p.10.
- (50.) *The UFO Investigator*. February-March 1959. p.7.
- (51.) May be located in Air Force BLUE BOOK files by the date: 2 February 59.
- (52.) Atlantic City, New Jersey. *Press*. 15 February 59.
- (53.) *The Fitzgerald Report*. pp. 17-18.
- (54.) Jacobs, David. *The UFO Controversy in America*. Indiana University Press: Bloomington & London, 1975. pp.166-167. (Robert J. Friend. Memorandum For the Record. "Unidentified Flying Objects Conference." No date. 20 Feb. 59? MAFB. pp.2-3)
- (55.) Hall, Michael. *A Century of UFO Sightings*. Unpublished Manuscript. p.288.
- (56.) Jacobs, David. *The UFO Controversy in America*. pp.166-167. (Robert J. Friend. Memorandum for the Record. "Unidentified Flying Objects Conference." No date. 20 Feb. 59? MAFB. pp.2-3.)
- (57.) Ibid.
- (58.) Ibid, p.167.
- (59.) Killian Jr., James R. *Sputnik, Scientists and Eisenhower: A Memoir of the First Special Assitant to the President for Science and Technology*. Cambridge, Massachusetts: MIT Press, 1977. p.7.
- (60.) Beschloss, Michael R. *MayDay: Eisenhower, Khrushchev and the U-2 Affair*. New York: Harper & Row, 1986. pp.153-155.
- (61.) Ibid.
- (62.) NICAP UFO Report Form. Miss Anna Ochiper, Miami, Florida. 8 April 59. (CUFOS files) A letter written by the witness was filed with the report form.
- (63.) Ibid. (Drawing taken from letter)
- (64.) May be located in Air Force BLUE BOOK files by the date: 13 February 59. (Air Force OSI records gives the date of this incident as 17 February 59)
- (65.) *The Fitzgerald Report*. p.18.
- (66.) Letter: To: NICAP. From: E. Lee. Minneapolis, Minnesota. 5 March 59. NICAP Files. (CUFOS archives)
- (67.) *Flying Saucer Review*. May-June 1959. p.8.
- (68.) "I Saw a Flying Saucer." *Flying Saucers*. Ed. Ray Palmer. FS-11. Issue #35. July 1959. p.40.
- (69.) *Flying Saucer Review*. March-April. p.15.
- (70.) "The Landing at Gelles." *Flying Saucer Review*. Supplement #5. June 1971. p.
- (71.) Ibid.
- (72.) Davis, Isabel and Ted Bloecher. *Close Encounters at Kelly, and Others of 1955*. Evanston, Illinois: Center For UFO Studies, 1978. p.129.
- (73.) Lorenzen, L.J. "Where is Private Irwin?" *Flying Saucers*. Ed. Ray Palmer. Issue FS-28. November 1962. p.17. The Lorenzens really wanted to follow up on this story and track down Erwin. A few slight changes were made in the *Flying Saucers* magazine account by the Lorenzens. They may have wanted to grant the confused young man some privacy, or they may have wanted some way of screening out anyone claiming to be Erwin at a future date. News clippings and a letter from the local sheriff (See next footnote) were used to correct some details. For example the man's name was "Erwin" and not "Irwin."
- (74.) Letter: To: C.H. Marck, Wheat Ridge, Colorado. From: Otto Fife, Sheriff of Iron County, Utah. 4 March 59. Photocopy in author's files. Additional detail about the Erwin case is taken from this letter. The Sheriff relates what Erwin told him. The road Erwin was on was Route 20 and not Route 14. Sheriff's name was Fife, not "Pfief."
- (75.) Ibid.
- (76.) Ibid.
- (77.) Cedar City, Utah. 21 February 59. (AP)
- (78.) Lorenzen, L.J. "Where is Private Irwin?" *Flying Saucers*. November 1962. p.18.
- (79.) Letter: To: C.H. Marck, Wheat Ridge, Colorado. From: Otto Fife, Sheriff of Iron County, Utah. 4 March 59. The Sheriff mentions "a foot of snow" on the ground. It would seem a pretty cold spot to pull off a hoax.

- (80.) Lorenzen, L.J. "Where is Private Irwin?" *Flying Saucers*. November 1962. p.19.
- (81.) Letter: To: C.H. Marck, Wheat Ridge, Colorado. From: Otto Fife, Sheriff of Iron County, Utah. 4 March 59. Photocopy in author's files. (CUFOS Archives)
- (82.) Ibid.
- (83.) Lorenzen, L.J. "Where is Private Irwin?" *Flying Saucers*. November 1962. p.19.
- (84.) Ibid, p.20.
- (85.) Ibid.
- (86.) Ibid.
- (87.) Ibid.
- (88.) May be located in Air Force BLUE BOOK files by the date: 20 February 59.
- (89.) The *C.U.P. Newsletter*. September 1968. Vol. III, No.3. A Cleveland UFOlogy Project Publication. p.1.
- (90.) Air Intelligence Information Report, by Captain Rudolph H. Pestalozzi. HQ 831st Air Division, George AFB. 2 March 59. p.3. May be located in Air Force BLUE BOOK files by the date: 24 February 59.
- (91.) Ibid.
- (92.) Ibid, p.1.
- (93.) Ibid, pp.1-2.
- (94.) Ibid. p.1.
- (95.) Ibid.
- (96.) Ibid, p.3.
- (97.) Ibid, pp.1,3.
- (98.) Ibid, p.3.
- (99.) Ibid.
- (100.) Ibid, p.4.
- (101.) "Information on Peter Killian UFO Sighting of Feb. 24, 1959." (CSI records?) Capt. Killian case file. CUFOS archives. "24 Feb. 59."
- (102.) Letter: To: Isabel Davis. From: Dr. James McDonald. 20 January 59. Flies of Dr. James McDonald. Special Collection Division, University of Arizona, Tucson, Arizona.
- (103.) Jersey City, New Jersey. *Jersey Journal*. 25 February 59. (Washington Bureau)
- (104.) Ibid.
- (105.) Ibid.
- (106.) Ibid.
- (107.) Ibid.
- (108.) Ibid.
- (109.) Ibid.
- (110.) San Pedro, California. *News Pilot*. 26 February 59.
- (111.) Cleveland, Ohio. *News*. 25 February 59.
- (112.) Chicago, Illinois. *Chicago Daily News*. 6 March 59.
- (113.) Air Intelligence Information Report, by Major John H. Remick USAF. OairA, Sweden. p.1. Photocopy in author's files.
- (114.) May be located in Air Force BLUE BOOK files by the date: 1 March 59.
- (115.) New York, New York. *New York Herald-Tribune*. 1 March 59. Article by Ralph Chapman. (Keyhoe really blew his top when he read this article)
- (116.) Mount Airy, North Carolina. *Times*. 6 March 59.
- (117.) "Uconn" [name of newspaper?] campus newspaper item: "Disk Sighted." No date. (See footnote #118.)
- (118.) NICAP UFO report form. Robert Deckert. 14 March 59. NICAP files. (CUFOS Archives)
- (119.) Gibbs-Smith, Charles H. "Venus and the Nose-cone light." *Flying Saucer Review*. May-June 1959. p.10.
- (120.) Ibid, p.11.
- (121.) Ibid.
- (122.) May be located in Air Force BLUE BOOK files by the date: 10 March 59.
- (123.) May be located in Air Force BLUE BOOK files by the date: 11 March 59.
- (124.) Telephone transcript. "Report of Telephone Conversation Between Mrs. Gladys Fusaro and Mrs. Peter Killian - March 16, 1959." Photocopy in author's files. (CUFOS Archives)
- (125.) Toronto, Canada. *Toronto Daily Star*. 12 March 59. p.13.

- (126.) *Flying Saucer Review*. September-October 1959. p.6.
- (127.) Gallipolis, Ohio. *Tribune*. 20 March 59.
- (128.) Ibid.
- (129.) Ibid.
- (130.) Hervey, Michael. *UFOs Over The Southern Hemisphere*. p.42.
- (131.) NICAP UFO report form. Bess Rushfeldt, San Diego, California. Letter attached to report form. Date of letter: 26 January 59. (CUFOS Archives)
- (132.) "The New Guinea Sightings." *Flying Saucer Review*. Special Issue No.4. August 1971. p.10.
- (133.) Ibid.
- (134.) Gallipolis, Ohio. *Tribune*. 20 March 59.
- (135.) Telephone transcript. "Report of Telephone Conversation Between Captain Killian and Mrs. Gladys Fusaro - March 20, 1959. Subject: Capt. Peter Killian." Photocopy in author's files. (CUFOS Archives)
- (136.) Ibid.
- (137.) Ibid.
- (138.) Sydney, Australia. *Sun-Herald*. 29 March 59.
- (139.) Detroit, Michigan. *Times*. 21 March 59.
- (140.) Jamaica, New York. *Long Island Press*. 21 March 59.
- (141.) May be located in Air Force BLUE BOOK files by the date: 22 March 59.
- (142.) Ibid.
- (143.) Ibid. Letter: To: "Allen." From: "A. Barrot." The Observatory of the University of Michigan. Ann Arbor, Michigan. 25 March 59.
- (144.) Ibid. Letter: To: Major Robert J. Friend. ATIC Wright-Patterson AFB. P.O. Box 9487. Dayton, Ohio. From: J. Allen Hynek, Associate Director, Smithsonian Institution, Astrophysical Observatory. 13 May 59.
- (145.) May be located in Air Force BLUE BOOK files by the date: 22 March 59.
- (146.) May be located in Air Force BLUE BOOK files by the date: 13 March 59.
- (147.) Ibid.
- (148.) "Killian, Capt. Peter." NICAP files. (CUFOS Archives)
- (149.) Eugene, Oregon. *Register-Guard*. 27 March 59.
- (150.) Eureka, California. *Humboldt Standard*. 27 March 59.
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1959: Highway Billboards and dime saver booklets featured green aliens.

