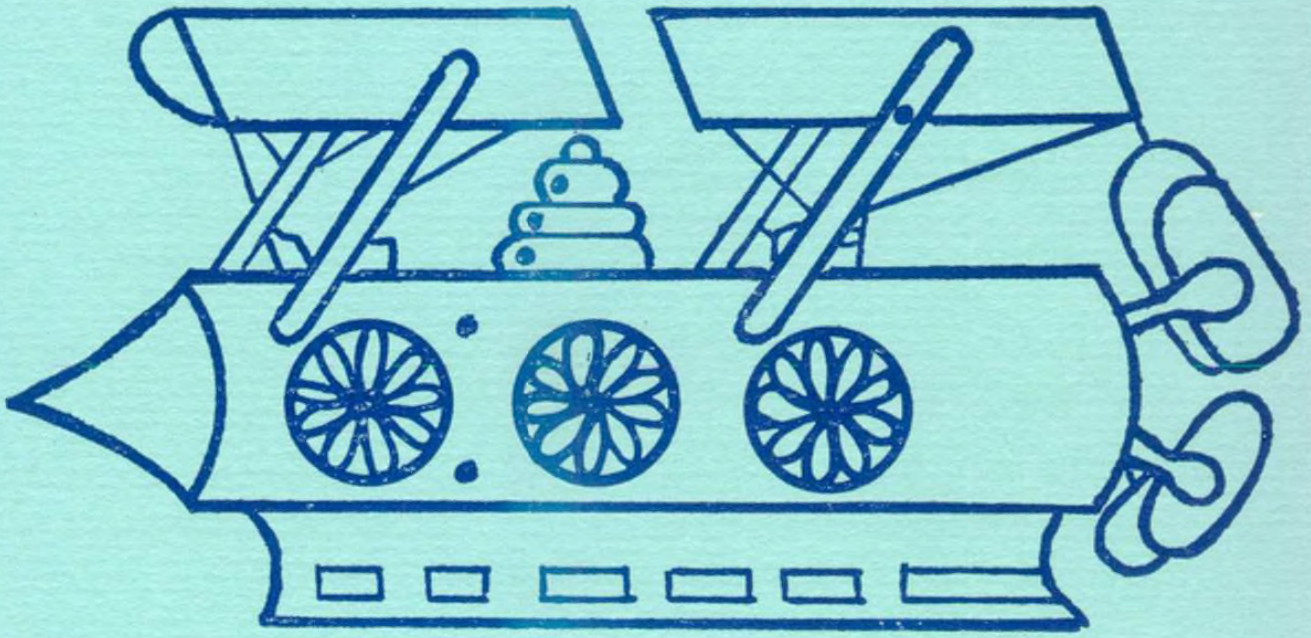
FLYING SAUCER REVIEW

JULY - AUGUST 1966

VOLUME 12, No. 4

12th YEAR OF PUBLICATION



Was it a UFO that appeared like this to a witness just before the turn of the century?

See . . .

THE STRANGE CASE OF THE 1897 AIRSHIP

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1966
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Annual Subscription
U.K. and Eire £1.8.0
U.S. and Canada $4.50
Overseas equivalent of £1.10.0 English Currency.
Single copies 5s. 0d.

Please address all letters to:
The Editor,
Flying Saucer Review,
21 Cecil Court,
Charing Cross Road,
London, W.C.2.
Subscriptions:
49a Kings Grove,
London, S.E.15.
Telephone:
NEW Cross 0784

Remittances payable to
"Flying Saucer Review"

FLYING SAUCER REVIEW

The bi-monthly Journal of SPACE

INCORPORATING FLYING SAUCER NEWS

Vol 12 No. 4 JULY-AUGUST 1966

Official Investigations

MR. KNUT HAMMARSKJOLD, the new Director-General of the International Air Transport Association, caused something of a stir on May 23rd when addressing the Aviation and Space writers' Association in New York. According to *The Times* of May 24, 1966, he said he believed in flying saucers. Mr. Hammarskjöld—and we quote him—" introduced this contentious subject because of the political repercussions it might have on our future outlook in the Air Transportation field ". After asking if it is really unlikely that intelligent civilisations exist beyond our planet, he went on to say that it is a " moot point whether this possible interest from outer space which apparantly has increased during the last decade, is only a reflection of our increased opportunity to observe what is happening around us ".

Mr. Hammarskjöld should know what he is talking about. There must have been a great number of reports of UFOs from pilots and crews of aircraft of the member airlines of I.A.T.A., a world-wide organisation. We use the expression " must have been ", because since the time of B.O.A.C. Captain Howard's sighting over the Atlantic in June 1954, the bulk of reports, if made at all, would appear to have been pigeon-holed away from the public gaze. Perhaps Mr. Hammarskjöld has been turning out the pigeon-holes. Reading between the lines, it seems he would welcome an investigation.

A follow-up result of this report in *The Times* was that the *Daily Mail* put questions to a number of people, including the Rt. Hon. Denis Healey, Minister of Defence, and published the replies on May 25th. Mr Healey is on record as saying that someone investigates every flying saucer reported.

Good ! And especially good if that particular reply came direct from Mr. Healey's cuff. But we still do not really know who does the investigating. Nor do we know how or where it is done. Until the conclusion from such investigations—and the methods employed—are made public, we are in no position to evaluate the extent of Britain's contribution to the solution of the mystery.

Our friends in France tell us there is generally a more rational outlook in their country than either here or in the United States. This subject of ours—to use our French friends' expression—is not so bedevilled by a fringe of cultists as it is elsewhere. Several men in prominent positions do not scorn the subject, but most of them prefer to lie low for the present.

So we are left with the thought that if there is to be any real lead towards worthwhile official investigations it must come from the

United States of America where, although they seemingly have the power and the funds for such a project, the question remains as to whether the authorities are sufficiently forward-looking for such a role. It is difficult to forbear from remarking that the existence of Project Blue Book and its predecessors for some seventeen years has served only to create an absurd situation. Funds would appear to have been voted to these projects mainly for the purpose of explaining whether or not the saucers come from outer space. They have not been financed to make objective investigations, or to look for an original pattern of the UFO phenomenon, if there is one. In a nutshell, the idea of Blue Book has been to explain : unidentified cases have been filed away and not examined.

The latest news indicates that something is afoot in Washington D.C. Early hints of a possible awakening have been the recommendations by Dr. J. Allen Hynek, Scientific Consultant to the U.S. Air Force, and also by Dr. Carl Sagan and his cadre, that the Air Force should widen UFO study. These were reported in the last issue of the REVIEW. Now we learn of the Hearing on UFOs by the Committee on Armed Services of the House of Representatives, before which Dr. Hynek and Major Quintanilla of Project Blue Book appeared.

Despite this turn of events we are left with the uneasy feeling that this new move got off on the wrong foot. It was particularly noticeable that Dr. Hynek, after making his statement to the Committee, was obliged to answer a question as to whether any scientist... " has concluded these phenomena come from extraterrestrial sources ". He replied that he knew " ... no competent scientist who would say that these objects come from outer space ".

At this early stage nobody should be expected to answer such a question. Instead, questions should be posed merely on scientific points based on objective observations such as those which Mr. Hammarskjöld and many others know are going on around us. Questions should *not* be on philosophical or general points. A state of affairs which requires too much courage of scientists, or others, must be avoided, if those authorising the investigations are sincere, and if the situation is to develop in the desired manner.

The problem, then, is how an official investigation can be managed without anyone being asked to state whether or not the " visitors " are from outer space. Whilst we ourselves do not deny the possibility that this could be the solution, we understand well that scientists—who might otherwise be prepared to examine the astounding evidence of objective reports for the first time—would shrink from that particular question. We hope to suggest a feasible solution to this problem in our next issue.

NOTICE TO SUBSCRIBERS

We regret to announce that as a result of last year's increase in postal rates, and recent increases in production costs, we have been obliged to raise our subscription rate from 25s to 28s. per annum. For the past eighteen months a satisfactory increase in the number of subscribers has enabled us to contain various increases in costs, but the stage has now been reached where we can do this no longer.

This is the first increase in price since November 1961.

The overseas rate, which was not increased in 1961, now rises to 30s, and the dollar rate to $4.50. Single copies : 5s. or sterling equivalent.

MELBOURNE MAN SNAPS A UFO

by Peter E. Norris, LL.B.

Our contributor is President of both the Victorian Flying Saucer Research Society and the Commonwealth Aerial Phenomena Investigation Organisation, which embraces all the major UFO groups in Australia.

A MEMBER of the Victorian Flying Saucer Research Society has released a colour UFO photograph taken by him in the Melbourne suburb of Balwyn at 2.21 p.m. on Saturday April 2, 1966.

The member has requested his name and address be withheld for business reasons, but this writer will call him James Brown for purposes of reference.

Brown is well known in Melbourne UFO circles. A student of the UFO subject for more than ten years, he holds qualifications in engineering and is a director of his family's engineering company. He is also an instructor in civil defence.

Brown's report is as follows :

" It was a warm clear day and suddenly the whole garden became lit up. It was like a reflection from some huge mirror being shone on the garden. I looked up and saw an object, bright and shining, coming towards me. It would have been between 20 feet to 35 feet in diameter and was about 150 feet up in the air.

" It seemed to float down towards me. It resembled a big mushroom with the stalk pointing towards earth.

" Then it spun through a 180 degrees angle on its vertical axis to take up the position in which I photographed it. It then turned slowly through another 180 degrees on its horizontal axis to bring the stalk part facing me.

" From an almost stationary position it shot off northwards at terrific speed, accelerating to what seemed to be hundreds of miles an hour in seconds.

" I had run and got a carpenter who was working on the house. Seconds after it took off we heard a boom similar to the sound jets make when going through the sound barrier. "

The writer subsequently interviewed the carpenter (name withheld on request) who confirmed Brown's story. In particular he emphasised that he had Brown in sight when the photograph was taken, and insists Brown was alone all the time.

After photographing the UFO Brown ran back to the carpenter and they stood shoulder to shoulder waiting for the photograph to process. When it was taken from the camera, the image of the UFO on the print was immediately perceived.



Although it is still under analysis by VFSRS photographic advisers, it can be said at this stage that the Brown photograph has caused considerable head scratching in sceptical circles. After all, a colour photograph taken in a polaroid camera is not the easiest of things to fake.

Not the least interesting aspect of the photograph is the pinkish colouring which can be discerned on the underneath parts of both the flange and the " stalk " of the UFO, whilst the upper parts of the surface appear to be of a brightly polished reflective material. Is this a reflection of the roof and chimney over which the UFO was apparantly travelling when photographed ? Can it be

(*Continued on page* 27)

House of Representatives Armed Services Committee Hearing on UFOs

The official report of the Hearing on Unidentified Flying Objects by the Committee on Armed Services of the House of Representatives, at Washington D.C., on April 5, 1966, has been published by the U.S. Government Printing Office. What began as a closed hearing was thrown open to the press, TV and radio, by Chairman the Honourable L. Mendel Rivers.

One important thing to emege from the hearing is that Project Blue Book has worked on the hypothesis that all UFO reports can be explained in conventional terms, and that it is now realised that this restricts proper scientific research. The report conveys an impression that some unidentified cases have not been followed up as well as they might have been, and at times one not only senses a measure of confusion on the part of Project Blue Book, but is led to the conclusion that the American Air Force (and indeed all other Governments) knows little more about the truth of the mysterious celestial objects than we do. Indeed, one can speculate that the cloak of secrecy had been donned merely to hide this fact.

SUMMARY OF THE REPORT

Opening the proceedings, Chairman Rivers asked Air Force Secretary, Dr. H. Brown to " shed light on these highly illuminated objects which can't be written off as too many responsible people are concerned. "

Secretary Brown, in a prepared statement, told of the investigation programme of Blue Book, of the 10,147 reports from 1947 to the end of 1965, and of the 646 unexplained cases. Types of misidentifications were mentioned, and it was stated that UFOs were neither extraterrestrial, nor were they a threat. The Secretary also attached a special report of the USAF Scientific Advisory Board Ad Hoc Committee to review Project Blue Book.

[*The recommendation that a scientific panel be set up was included in the report on page iv. of the cover of the May/June issue of* FLYING SAUCER REVIEW.]

The Chairman asked the Secretary if anyone in authority alleged that these objects came from other planets or from outside the universe, and Dr. Brown replied that no one in the Air Force or executive branch has expressed such a belief.

At this point Dr. J. Allen Hynek, Air Force Scientific Consultant, and Major H. Quintanilla of Blue Book came into the picture.

Dr. Hynek read a statement in which he described three aspects of the UFO phenomenon : the widespread reports, the growing public interest, and the ' flying saucer " idea of visitations from outer space which was not warranted by the data available or by logical inference. He told how he had attempted to remain as open-minded as possible in his nineteen years as consultant, despite the fact that at first the subject seemed utterly ridiculous, and that he thought that like a craze it would die out in a short while. Yet in the last five years more reports were submitted to the Air Force than in the first five years. He felt there must be aspects worthy of scientific attention. In the past it has happened all too often that matters of great value to science were overlooked because the new phenomenon did not fit accepted scientific outlook at the time (meteorites, X-rays, and fossils were given as examples).

Later Dr. Hynek described how the Air Force used a working hypothesis that all reports had either a conventional explanation, or were misidentifications, other well-known phenomena, hallucinations, or hoaxes. He pointed out, however, that one must be aware that adherence to one hypothesis may turn out to be a roadblock to research.

When his statement was concluded, Congressman Bates asked Dr. Hynek what he thought of the question as to whether anyone of scientific knowledge had concluded these phenomena come from extraterrestrial sources, and the reply was " . . . puzzling cases exist, but I know of no competent scientist today who would say that these objects come from outer space."

An account of the Exeter (N.H.) sighting, submitted by Mr. Raymond E. Fowler of NICAP (Mass), was read into the record. Dr. Hynek admitted it was one of the unidentified 5 per cent of cases, but added that he had not himself investigated it.

When asked about 20 well-reported, unexplained cases which he had chosen for furthur study [*see* FSR *May/June 1966, P. iv of cover*] Dr. Hynek gave details of a report by two students of Wisconsin University who with two other people in a car saw one evening what they first described as a police car blinker light—until they realised the light was too high. Then they thought the lights were on an aircraft about to crash, but as the object came closer they saw four huge red lights and a larger single white light. This Dr. Hynek described as escalation of explanation which, coming from intelligent, sincere individuals, he found far more interesting than reports from individuals who, having seen a light in the sky describe it as a spaceship patrolling the earth.

Describing the case further, he said he was puzzled that only the four people should see the object, and he asked himself whether it was some strange psychic projection to which they were prone.

In a reply to Congressman Nedzi, Dr. Hynek said he

FROM THE CONCLUSIONS OF THE SCIENTIFIC ADVISORY BOARD

This extract from the report submitted by Secretary to the U.S. Air Force, Dr. H. Brown, is remarkable both for its content—and its language :

" . . . there appears to be no verified and fully satisfactory evidence of any case that is clearly outside the framework of presently known science and technology. Nevertheless, there is always the possibility that analysis of new sightings may provide some additions to scientific knowledge of value to the Air Force."

knew of no formal studies going on overseas, [*in a reply to the Daily Mail—published on May 25—British Minister of Defence Denis Healey said all flying saucers reported are investigated.*] He also said that although no competent scientist believes extraterrestrial intelligence is involved, the possibility should be kept open as a possible hypothesis : we should not close our minds to it.

Later in the preceedings Congressman Price spoke of satellite tracking systems, and asked if there would be a record of them (UFOs) somewhere. To which Dr. Hynek replied : " I would certainly think so, and this . . . is one of the most potent arguments against extraterrestrial visitation by intelligences, unless they were so superintelligent they knew how to evade completely our surveillances. I think this would be pretty difficult. " He also agreed that they could be tracked if they left orbit.

Questions and answers followed concerning the UFO photographs published in *Life* magazine (April 1,—*Life International* April 18) and Chairman Rivers instructed that the negatives were to be obtained for examination by Dr. Hynek. Towards the end of the deliberations, Major Quintanilla denied that any cases involving radar sightings were unsolved. Also the point was made that many people (as was the case in the Beaver County sightings) were afraid to hand over to the Air Force negatives of photographs of alleged UFOs, for fear of confiscation.

UFOs & ELECTROMAGNETIC WEAPONS

by C. Maxwell Cade

DR. BERNARD FINCH, in the January-February issue of the FLYING SAUCER REVIEW, gave a most interesting account of the electromagnetic effects which have frequently been reported in association with UFOs, and states that in his view the effects are merely incidental to the presence of the UFO. There have, however, been numerous reports of " energy beams ", producing tingling sensations or partial paralysis, and these, combined with the generally " stand-offish " behaviour of the visitants suggests, to my mind, a deliberate use of electromagnetic energy as a deterrent. I do not for one moment intend to suggest anything like " Death Ray ", but something more like an electrified " cow-fence ".

It might be informative if these reports were critically studied after reviewing (so far as Security permits) the present state of Radiation Weapons on earth ; it is not generally realised that not only have Military Death Rays become a horrible reality, but that milder versions have ready found civil applications. The first serious attempts to produce a death ray used radio waves, but until the development of very high frequency waves (microwaves) for radar in World War II, there were no sources sufficiently intense to be of any practical use at ranges of more than a few yards. In recent years, many doctors have drawn attention to the dangers from high-intensity microwaves, such as employed in the Distant Early Warning radar chains. Intense radar waves can literally cook a man's internal organs whilst externally he appears to be unharmed ; it seems, in fact, that many deaths may have occurred due to to the fields associated with those rare phenomena known as thunderbolts, or lightning balls. These fields can exist even in the absence of any visible " ball ", and probably account for cases of the following type : Dr. B. Hartwell, of Ayer, near Lowell, Massachusetts, reported to the Massachusetts Medico-Legal Society that on May 12, 1890, while driving through a wood near Ayer, he saw in a clearing the crouched form of a woman. " She was in flames at the shoulders, both sides of the abdomen and legs . . ." In April 1961, the Reverend Winogene Savage reported in *Fate* Magazine a similar case in Fulham. The brother of one of his friends was awakened in the early hours of the morning by the sound of his wife's screams. In the living room, he found her lying on a rug on the floor, burning furiously, with a scintillating lightning ball hovering over her. The man was badly burned trying to put out the flames, and neighbours who answered his cries for help assisted by throwing buckets of water over the poor woman. They were rewarded with electric shocks, and it was all in vain. She died in hospital shortly afterwards. One more case (I have collected scores) will suffice : in January 1930, at Kingston, New York State, Mrs. Stanley Lake was found burned to death, her body terribly charred. Her clothing was not even scorched.

There is nothing mysterious about a mechanism which can cook a body inside its undamaged clothing ; most hospitals possess one. It is called a diathermy apparatus. It is just a short-wave radio generator arranged so that the output is absorbed by a human body. The patient sits or stands between electrodes (which do not make actual contact with him) and the radio energy is absorbed by his tissues. Since the interior of the body is moist, and thus a better electrical conductor, it

receives the most heat. Similar in principle is the " microwave oven " used in the U.S.A. for cooking, It works the reverse way to ordinary ovens, and cooks meat from the inside out. If the oven is set too high, it is possible to char the *inside* of a steak while the *outside* remains raw. According to the theory of Professor Peter Kapitza, a lightning stroke can, under certain conditions, set up a " standing wave " of microwaves, and where this standing wave is most intense a lightning ball will be formed. And if a human being is standing at that particular point ? Bearing in mind the enormous energy associated with ball lightning, it is evident that the victim will be in much the same position as if he were standing between the electrodes of a giant diathermy apparatus, giving out not just few watts, but tens of megawatts.

Plasma Guns

About twelve years ago, Professor Kapitza suggested that laboratory experiments should be carried out to evaluate his theory, and considered that an electrodeless discharge should form a spherical plasmoid under suitable conditions. He proposed that powerful microwaves should be focused into a confined space, and suggested that the resultant artificial lightning ball would have a diameter equal to one quarter of the wavelength of the microwave field. About eight years ago, a study of magnetically controlled plasmas was made at the University of California Radiation Laboratory. A plasma gun was constructed : two electrodes made of titanium with absorbed deuterium were used to strike an arc of several thousand amperes, with a pulse duration of about half a microsecond. The heat of the arc evaporated electrons and ions from the electrodes, and the magnetic field associated with the current-pulse pinched the plasma into a slender column. The doughnut-shaped plasmoids were magnetically expelled from the gun with a speed of about 120 miles per second.

Although seemingly unrelated, this work was one of the vital links in the chain of research projects which now seems likely to lead to the systematic production of artificial lightning balls as a weapon of war. One apparatus for making ball plasmoids has been developed by the Bendix Research Laboratories ; another equipment, developed in Russia, is stated to use a quartz tube with a special profile, and with a core of extremely refractory material which carries electric arcs. When thermal dissociation within the gases in the tube are judged to be complete, it is suddenly cooled, causing a luminous lightning ball about the size of a grape to be formed. Natural lightning balls vary in size from tiny beads like pearls to enormous globes of several yards in diameter. It has been calculated that a ball of five feet in diameter could contain energy equivalent to the explosion of 400 pounds of T.N.T. From all of this it is very clear that when it becomes feasible to produce large synthetic lightning balls, and to " shoot " them in the same way as small toroids have already been propelled, then the synthetic thunderbolt will offer a weapon of unparalleled potential.

Laser weapons

Lasers offer another practicable weapon, although at present the power densities available are inadequate except for anti-personnel applications at short ranges. In America, Maser Optics Incorporated produced a " laser rifle " for the U.S. Army two or three years ago. This rifle is capable of blinding a man or setting his clothes on fire at a range of just under one mile. It weighs 25 lbs., and is powered by a battery which stores enough energy for 10,000 flashes. The maximum firing rate is once every ten seconds.

With a view to producing laser weapons capable of setting fire to whole cities at ranges of hundreds of miles, military authorities have been investigating explosive-driven magnetohydrodynamic (MHD) generators to replace the high-voltage capacitor banks which drive conventional lasers. Under a U.S.A.F. Contract, MHD Research Incorporated, and Hercules Powder Company, have recently tried out a 6-inch by 8-inch MHD generator driven by 450 grams of " C4 " explosive, seeded with caesium nitrate for greater electrical conductivity. This generator produced a peak power pulse of 300 million watts, lasting for 200 microseconds, or 60,000 joules of energy. Powers of 1,000 million watts, at durations of a millisecond (total energy = one million joules) are expected to be achieved shortly.

Civil use of rays

Turning to the civil applications which I mentioned earlier, radar is now being used as a means of reducing the menace of birds near airports. Experiments on chickens in cages have been made by the National Council of Canada, and the experiments are being extended to seagulls, pigeons, and other birds known to be dangerous to aircraft taking off or landing. The chickens were irradiated at 16,000 megacycles with field intensities of 10 to 30 milliwatts per square centimetre. On exposure, a chicken immediately becomes agitated and after a few seconds collapses. On removal of the radar beam, the bird at once regains its normal posture.

But there is much we do not know about the

effects of radio waves. A Johns Hopkins University medical team has recently found an association between mongoloid children and fathers who work with powerful radar sets. Mongolism is a chromosomal disorder which causes mental retardation as well as facial and other physical abnormalities.

In recent years, Government funded research in the U.S.A. under the specific heading of " Radiation Weapons " has run at more than 2 million dollars per annum, out of a total laser research budget of about 20 million dollars per annum. Lasers to operate in the ultraviolet, visible and infra-red regions of the spectrum are all under development, and the feasibility of a gamma-ray generator is to be studied. A gamma-ray would be indetectable without instruments, and victims who were not killed outright might die of cancer or leukemia months or even years later. It is a small consolation, faced with the prospects of such a horrible weapon, that except in outer space its range would be sharply limited by atmospheric absorption.

I have only touched on the fringe of present-day " Death Ray " researches. Within a few years, so great is the pace of technological advance, the potentialities of these weapons will have increased to an unimaginable extent. UFOs clearly are the product of such an advanced technology : their weapon capacity must already be immense.

Image Orthicon Photographs of Martian Canals

by Gordon H. Evans

Mr. Evans, a business management consultant with a degree in political science at Columbia University, has several articles on Strategic Studies to his name. Another of his articles on the Martian Canal photographs appeared recently in SAUCER NEWS of New Jersey.

FOR many years astronomers have seen the canals of Mars, or rather, *some* astronomers have seen them. We might even say that there are two groups of planetary observers : the " canal seers " and the " non-canal seers ". Those who have seen the canals describe them, in words or in drawings, as a delicate web of interconnecting lines covering the entire surface of the planet, exclusive of the poles.

The most famous of the canal seers was Percival Lowell, who founded an observatory in Arizona in the late 19th century dedicated largely to the study of Mars. Many people have read Lowell's popular books *Mars and its Canals* (1906) and *Mars as the Abode of Life* (1909). His wonderful maps and sketches show the canal system as strongly resembling a terrestrial transportation system. Lowell was convinced that the canals were waterways constructed by a Martian race dying of drought, to transport annually its small remaining store of water from the polar caps to centres of equatorial agriculture.

Yet many astronomers who have looked for the canals have seen nothing. Through the years a debate has raged in astronomical circles over their existence. In recent years it is fair to say that the balance of opinion has turned against the intelligently constructed canal theory, holding that what has been seen are either optical illusions or else, perhaps, cracks in the Martian surface. Very few astronomers believe the canals are the gigantic engineering works of an advanced Martian civilisation.

The trouble with proving the reality of the canals is that they are most difficult to photograph; they are very fine detail of the Martian surface. As a light ray enters the earth's atmosphere, differences in gas density cause refraction. This in turn causes slight, but very rapid movements of the telescopic image upon the photographic plate. Since Mars is a weak light source, time exposures must be used. Fast photographic film has a coarse grain, not well suited to catch the faint tracery of the canals. Fine grain film has a slow exposure time, and thus integrates the light messages coming to it through the earth's turbulent atmosphere. As a result, the canals of Mars have never been satisfactorily photographed, at least by conventional methods. Again and again the Mars specialists have said that they have photographed the canals, but when their evidence is produced, very little may be seen, at least to the layman's eye.

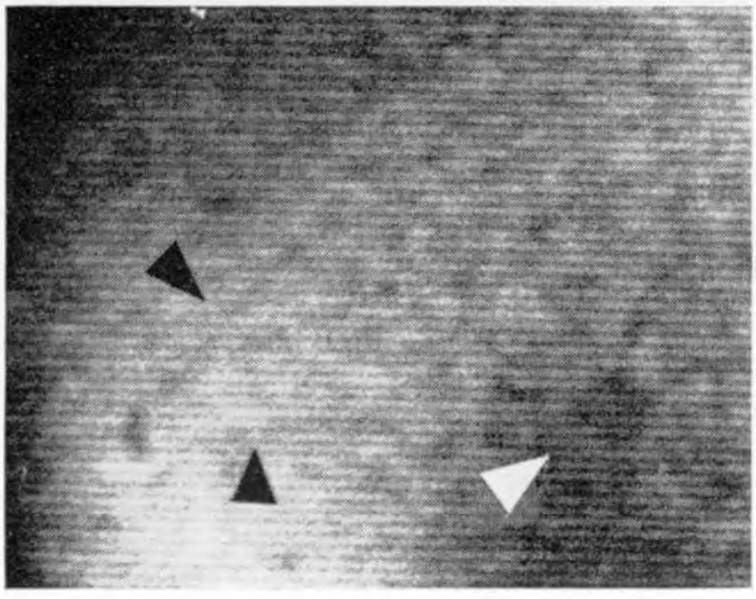
However, a few years ago a new family of techniques was used which allowed really satisfactory photography of the Martian canal system for the first time. The techniques are called image intensification. They employ a simple principle.

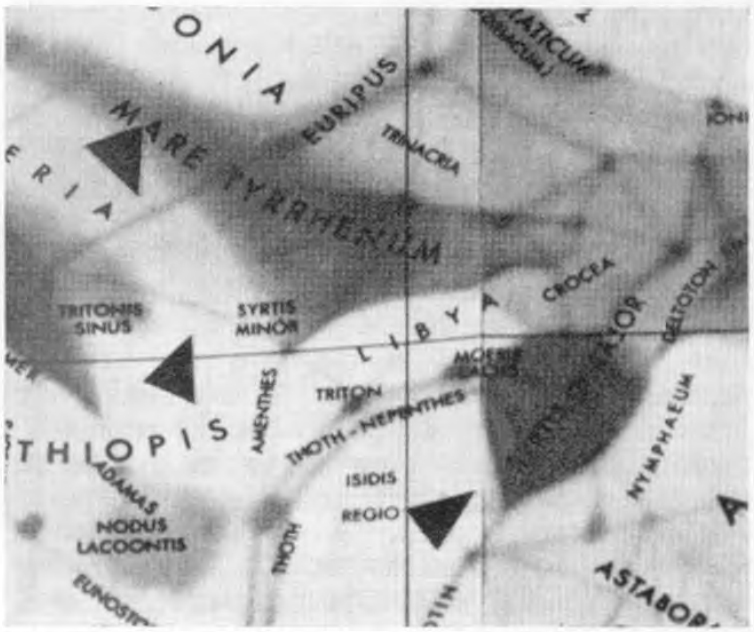
Instead of placing a camera behind the lens of the telescope the astronomer places a photo-cathode. When a ray of light strikes the photo-cathode, it is converted into electrons which bounce out the other side. The electrons are focussed and accelerrated upon a target. In some image intensifiers this target is a luminescent screen which reproduces the visual image of the telescope with a slight loss of resolution. In other systems, the so-called image orthicons, the final display stage is a television screen.*

One might think that the image intensifiers or image orthicons would result in a loss of detail, rather than a gain. In fact this is not the case. The great advantage of image intensifiers is that they allow the telescope image to be enormously brightened. For example, a photon of light entering an image orthicon system has between 20 and 200 times better chance of being caught optically than if conventional photo-astronomy is employed. Therefore the image intensifier, or image orthicon is an ideal means of solving the Mars canal photography problem. With a very much brightened image, fast film and exposure times may be used, and the canals caught in those moments of good " seeing " when the atmosphere holds steady for a second or two.

In the pictures accompanying this article, the results of some image orthicon work on Mars are shown. The photographs are probably not the most impressive that have been taken. The telescope used was a 12-inch Cassegrain located in the Southwestern part of the United States. The time was during the last opposition of Mars in the spring of 1965. " Seeing " conditions at the time were described by the astronomer who took them as only " poor to fair ". Despite the small instrument, the modest " seeing " conditions, and the fact that the image orthicon system used is probably not the best available for Martian canal photography, the net gain over photographs of Mars taken by conventional methods with similar equipment and under similar circumstances is about 15 times. This is a remarkable improvement. To the scientist, it means that photography of Mars, using the new family of electronic techniques, is an order of magnitude and a half higher than without them. To the layman, it means that photographs can be taken 1,500 per cent better than the old variety.

Actually, image intensified photographs of Mars have apparently been taken since the mid-1950's. I believe that during the Mars opposition of 1956, extensive work of this nature was done on the planet at at least two observatories, namely Lowell, nr. Flagstaff, Arizona, and Mt. Wilson in California. Nonetheless, the photographs here reproduced

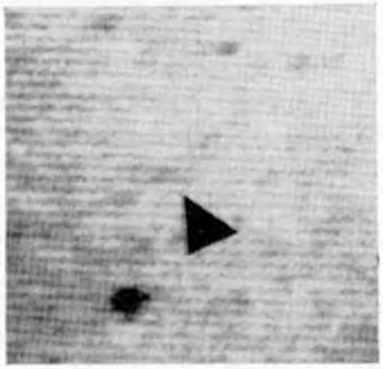




Courtesy of Lowell Observatory

Enlarged section of image orthicon photograph of Mars (left) shows a marked resemblance to part of a Lowell Observatory map of the planet. The map shows the region around the Syrtis Major ; the right hand arrow (in white on the photograph and in black on the map) indicates the Syrtis Major. Note the bent canals rising horn-like from the Syrtis Major in Crocea. The two great canals on the left side of the map originate on the Western shore of the Mare Cimmerium, near the Tritonis Sinus. The map is of the type often drawn in the past from visual observation.

are, as far as I know, the first of their kind ever published of Mars. Why this has been so, given the great efficiency of the new technique, is rather a mystery. Why have not similar, or much better intensified pictures appeared in astronomical journals and found their way thence into the world of the press ? We can only guess at the answer, and a glance at the photograph suggests the guess. In it, some of the Martian canal system is apparent. A careful study of an original print shows just above the threshold of visibility, the widespread delicate interconnected system described by Lowell and his followers. Only portions of it are strong enough for reproduction but the portion that is, is quite unmistakeable. The canals are here and not only are they here, but they are strongly reminiscent of the engineering works—water-ways or not —of a higher technological civilisation.



This long canal is probably Protonilius in the northern hemisphere of Mars. The dark spot is a "hole" in the negative caused by a speck of dust at the meeting of the camera and the telescope lens. Three faint dots on the section of Protonilius are called the Ismenius Lacus North and south have been exchanged in these photographs following astronomical convention.

I believe that it is very likely that the radically improved photographs of Mars taken over the past few years have been deliberately witheld at the instigation of the state. They are too revealing of a scientific culture far ahead of ours, one that could be sending spaceships to our world. If the public realised that such a Martian civilisation exists it would be an easy inference that the flying saucers are Martian craft. This inference the state does not wish the public to draw ; hence a major discovery, made perhaps at many observatories, has been, in this writer's opinion, suppressed. How unlovely is the role of government in the search for truth.

What then, the reader may already have asked himself, of Mariner IV's pictures ? They show no canals. Indeed, maps were released by the United States Air Force and the National Aeronautics and Space Administration which showed many of the prominent Martian canals, and the course of Mariner's cameras over them. Frame after Mariner frame should have shown canals, if they were there. But none of them did. It is true that some people, including officials at NASA, have seen faint lines across some of the Mariner IV photographs. But none of the clearly drawn canals which are on the maps are evident.

Indeed, where did the canal system shown on the NASA and Air Force maps come from ? How is it derived—in order to be disproved ? I think these are very interesting questions indeed. What do they tell us about the Mariner IV mission and its photographic results ?

* Very few articles on image intensifiers or image orthicons have appeared. One the reader may be interested in is "Image Orthicon Astronomy" by J. A. Hynek and J. R. Dunlap in *Sky and Telescope*, Vol. XXVIII, No.3, (Sept. 1964) pp 126-130.

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THE STRANGE CASE OF THE 1897 AIRSHIP

By Jerome Clark

To publish this vitally important article in more than one section would so destroy its impact that, despite its length, it has been decided to present it in its entirety. Accordingly our popular contributor's article The Greatest Flap Yet?—Pt. IV. **has been held over for a later issue of the** REVIEW.

It began in November 1896 in Northern California. All that month and into December, Western newspapers, publishing a confused conglomeration of truths, half-truths and outright falsehoods, gave sensational treatment to the appearances of—what, no one really knew, though just about everyone had an opinion. Those who had not seen it considered it proof that a great many of their fellow citizens were quite mad. Those who **had** seen it, understandably feeling that they were better qualified to judge their own sanity, called it " the airship ". The " airship ", they maintained, was a piloted craft of some kind, carrying brilliant searchlights and human-like passengers, capable of flying against the wind, landing and taking off when approached.

After December, there were no more reports. With no UFO enthusiasts to keep interest alive, the public quickly dismissed the stories from consciousness and went on to what it fancied more pressing concerns—temporarily.

For in March 1897 the airship—or airships—reappeared, this time all over the Midwestern and Western United States, in large numbers and in the presences of thousands of witnesses. By the time the phenomenon had left—in May—one of the most revealing, and neglected, chapters of the UFO saga had concluded.

What I wish to emphasize in the article that follows is not so much the *fact* of the airship as its meaning in relation to the whole UFO problem. Although the reports I and several others have uncovered to date constitute only a fairly small proportion of all the published incidents of 1897 (it is hoped that a more definitive, greatly expanded work can be published in the future), it is evident that continued probing into the mystery serves only to confirm the existence of a highly important pattern, the significance of which we turn to after we have examined some of the sighting reports. In this pattern, I suspect, we shall see the crux of the entire UFO situation—*present* as well as *past*.

The airship reappeared over Kansas and Nebraska in late March 1897. Sightings did not begin gradually, as they often do in the early stages of modern UFO "flaps", and there certainly is no justification for the view, expressed by a correspondent of mine, that the airship worked its way eastwards from California after December 1896. There simply were no reports of airships between January and mid-March; but afterwards reports suddenly began to be made in almost staggering numbers.

The first recorded sighting, so far as we know, was made from Belleville, Kansas, on March 25, where at 10 p.m. a " mysterious airship " (not described) passed over the town and was seen by " at least 50 citizens ", according to newspaper accounts. (It appeared on the two following nights as well.) Previous to this, however, it seems to have been observed by ranchers and farmers mostly in northern Kansas and southern Nebraska, but Iowa may have received at least one visitation, if the testimony of Robert Hibbard is to be credited.

Hibbard, who farmed 15 miles north of Sioux City, claimed that one night late in March an " anchor " hanging from a drag rope attached to the rear of an airship caught him in the slack of his trousers and dragged him several dozen feet. When finally his trousers ripped, he said, he fell to the ground. " His reputation for truth-telling has never been bad ", one newspaper noted, " and the general opinion is that he either ' had 'em ' or dreamed his remarkable experience ".

Another source refers to sightings at Lincoln, Beatrice, " and other Nebraska points, " and at Marysville, Washington, and Hadham, Kansas.

On the night of the 29th, worshippers leaving an Omaha, Nebraska, church saw a strange object pass through the sky, hover and fly away again. It was visible to them for half an hour. Shortly thereafter, residents of the south-east portion of Omaha viewed the ship, seeing a large bright light, " too big for a balloon ". Travelling slowly

and close to the ground, it disappeared in the north-west behind a series of bluffs just outside the city.

Some of the best reports of the flap were made on the night of April 1, when sightings occurred in both Missouri and Kansas. At 8.15, at Kansas City (in the first state), " thousands of people ", claimed the city's newspaper, " saw the mysterious light ", as it moved from west to north to south, then back to north. Its altitude varied : it would descend close to the ground, only then to rise rapidly away.

According to the Kansas City *Times,* " The light seemed about the size of a big street light and didn't seem to be as high as the clouds. It shot out a beam of light very much like a searchlight. Some of the time the light was white, and then it changed to a bright red. Its general course was towards the north-west, but several times it reversed and travelled for awhile in the opposite direction. It moved with a regular motion, not comet-like. Some said they watched it go out of sight over the northern horizon ".

Citizens of Everest, Kansas, watched the airship for an hour and twenty minutes the same night and got a particularly detailed view of the phenomenon.

" For five minutes at one time the airship seemed to skirt the lowest edges of a cloud that hung low down in the heavens and it was then that the powerful lights on board were reflected on the clouds and the outlines of the ship were clearly distinguished.

" The basket or car seemed to be 25 to 30 feet long, shaped like an Indian canoe. Four light wings extended from the car, two wings were triangular. A large dark hulk was discernible immediately above the car and was generally supposed by the watchers to be an inflated gas-bag. That the same power that furnished the light was used for lifting the ship was evident from the fact that the lights grew dim as the ship went upward, and as the ship came nearer the earth, the light was as bright as the light of a locomotive. One observer claimed a blue colour appeared, other than white and red. "

Someone, an anonymous 1897 Menzel, had an explanation : the " airship " was not that at all—it was the planet Venus. Upon hearing so, a witness snorted " Venus does not dodge around, fly swiftly across the horizon, swoop rapidly toward the earth, and then soar away until lost in the southern sky ".

The same night a guard at Fort Leavenworth in Kansas reported seeing the airship, only to be warned that he would be subject to possible dismissal on grounds of mental illness if he continued to talk about it. But most other Kansans seemed much more open-minded about the mysterious craft, and it became a favourite subject of conversation among them. An engineer at Fort Leavenworth, suggesting that airships might be used as weapons one day, remarked, " Just think of it—an army corps of soldiers sailing over large cities and shells of every size and description being dropped among the people. The slaughter would be something awful. War now, as compared with war *then,* is mere child's play ".

II

Far away from Kansas, in the Upper Midwestern state of Michigan, the airship passed over the village of Galesburg the night of April 1—one of a number of indications that more than one airship was involved in the 1897 flap. Witnesses reported seeing a brilliant light which revealed the vague shape of the machine's main body ; from it emanated both an odd " crackling " noise, apparently the sounds of its motor, **and the distinct sounds of human voices.**

Four days later, hundreds of Omaha natives sighted a steel cigar-shaped object cruising at an altitude of about three-fourths of a mile. Visible for five minutes, it flew against the wind into clouds, reappeared briefly, and disappeared, moving at a high speed and still against the wind, into the northern sky.

A rash of airship sightings broke out on the nights of the 9th and the 10th, in three states. To mention some of the localities reporting visitations :

Norman, Oklahoma, April 9. Mr. T. J. Wiggins, assistant cashier of the Norman State Bank—" a sober man and a devout church member "—saw a long dark object carrying a very bright light on its end and flashing red lights along its sides. (Two nights later, nearly 400 persons in Norman claimed to have sighted an identical phenomenon.)

Illinois. A brilliantly-lighted construction appeared low in the sky over a lake near Evanston, then flew erratically over the city on a westward course. It was observed at the same time, though at a greater distance, at Niles Center and Schermerville.

At 9.30, South Chicagoans watched the airship cross the lake, fly inland, turn slowly to the northwest, and disappear in the darkness. According to the Chicago *Tribune* for April 10.

" At several points the moving wonder was observed by persons equipped with small telescopes or powerful field glasses, and these persons claimed to have described the outlines of the structure bearing lights, the consensus, on the uncertain basis for estimating dimensions of bodies moving through the air at unknown distances, is that the

main body of the night flyer was about 70 feet in length, of slender proportions and fragile construction.

" To this body, it is reported, were attached the movable headlight and the other lights . . . A few observers claim they also saw, a short distance above the body, lateral structures resembling wings or sails. These appeared to be about 20 feet in width, and as they were seen from one side, their length could not be accurately estimated. "

One of the first witnesses, a young jeweller, maintained that the airship was actually two cigar-shaped bodies attached together by girders. Since this sighting occurred apparently in the dusk, while most of the others took place in the dark, it should be taken seriously, in my opinion, as perhaps a more accurate description of the ship's appearance.

If estimates of the object's length are to be accepted literally, an airship, but a smaller one than its Evanston-South Chicago counterpart cruised over Mt. Carroll, Illinois, at 8.40 p.m. Coming out of the north-east, it crossed the city, turned west, and flashed away " at a terrific speed ". Witnesses said the phenomenon was about 8 or 10 feet in length and no more than two or three feet high. It was " oblong " in shape and carried a large red light.

Iowa, April 10. At Newton at 8 p.m., 2000 citizens viewed an airship as it hovered over the southwest part of the city for forty minutes. Heading north-west it dropped what looked like a parachute with a light attached to it. Some observers thought this might be a message from the craft's occupants and went out to retrieve it, but newspaper accounts do not say whether the searchers found anything.

The airship also appeared briefly over Eldon at 7.25, Ottumwa at 7.40, and Albia at 8.10.

Illinois. A mysterious object carrying an intense white light took 15 minutes to fly over Galesburg. Viewers who watched it through binoculars estimated it to be at an altitude of three-fourths of a mile.

All of this activity caused Professor George Hough, an astronomer from North-western University, to smile. " Alpha Orionis has been roaming through its regular course in the firmament ten million years ", he said, " and why it should have been settled upon in the last three weeks, and pointed out as the headlight of a mysterious aerial vessel, is a hard thing to explain " Not that Professor Hough had ever seen what his " gullible " fellow countrymen called an " airship ", of course. He had better things to do, he said.

Joseph Piersen of Evanston sighted red, green and white lights which reflected off two cigar-shaped bodies. The object—or objects—gave off a " hissing " sound. " This phenomenon, " he emphasised, presumably with tongue in check, " took a course entirely out of the route of Alpha Orionis. "

III

An airship followed a train all the way from Howard to Artesian, South Dakota, on the night of the 15th. Conductor Joe Wright told a reporter for the Madison (South Dakota) *Sentinel* that the object appeared just after dusk and flew progressively closer to the ground until it had " passed out of view ", i.e., apparently landed.

Another airship was seen at 9.00 p.m. the same night by observers at Eureka, Kansas. Yet another reportedly approched the Washington Monument in Washington, D.C., at an altitude of 600 feet, then sailed for Georgetown and disappeared behind hills back of the city.

Twenty-four hours later, half a dozen Texas cities saw a craft " shaped like a Mexican cigar, large in the middle, and small at both ends, with great wings, resembling those of enormous butterfly. It was brilliantly illuminated by the rays of two great searchlights, and was sailing in a south-easterly direction, with the velocity of wind, presenting a magnificent appearance ". (*New York Sun.*)

Three days afterwards, at about 9 p.m. a gigantic object flashed searchlight beams along the ground at Sistersville, West Virginia. According to a reporter, " An examination with strong glasses left an impression of a huge cone-shaped arrangement 180 feet long, with large fins on either side. "

IV

April 19 produced two of the most interesting reports of the flap. The first is the well-known Sisterville incident (see above), described in more detail in Keyhoe's *The Flying Saucers Are Real.* The second is the until-recently unpublicised " operator " report from LeRoy, Kansas, clearly one of the best such stories in the annals of the UFO saga. The witness seems to have been a highly reliable man, and moreover, I have been able, through the efforts of a Kansas correspondent, to obtain further substantiation for the claim.

The Yates Center, Kansas *Farmers' Advocate* for April 23, 1887, reported, " Hon. Alexander Hamilton of Vernon came to town last Wednesday [April 21] and created quite an excitement by announcing that he had been having some experience with the much-talked-of airship. Mr. Hamilton is an old settler, was a member of the legislature in the early days and is known all over Woodson,

Allen, Coffey, and Anderson counties." Hamilton told the following story to the newspaper :

" Last Monday night about half past ten o'clock we were awakened by a noise among the cattle. I arose, thinking perhaps my bulldog was performing some pranks, but upon going to the door, saw to my utter amazement, an airship slowly descending over my cow lot about forty rods from the house.

" Calling Gid Heslip, my tenant, and my son, Wall, we seized some axes and ran to the corral. Meanwhile the ship had been gently descending until it was not more than 30 feet above the ground and we came up to within 50 yards of it. It consisted of a great cigar-shaped portion possibily 300 feet long with a carriage underneath.

" The carriage was made of panels of glass or other transparent substance, alternating with a narrow strip of some other material. It was brilliantly lighted within and everything was clearly visible. There were three lights : one like an immense searchlight and two smaller, one red the other green. The large one was susceptible of being turned in every direction.

" It was occupied by six of the strangest beings I ever saw. There were two men, a woman, and three children. They were jabbering together but we could not understand a syllable they said. Every part of the vessel which was not transparent was of a dark reddish colour.

" We stood mute in wonder and fright, when some noise attracted their attention and they turned their light directly upon us. Immediately upon catching sight of us, they turned on some unknown power, and a great turbine wheel about 30 feet in diameter, which was slowly revolving below the craft, began to buzz, sounding precisely like the cylinder of a separator, and the vessel rose as lightly as a bird.

" When about 30 feet above us, it seemed to pause, and hover directly over a three-year-old heifer which was bawling and jumping, apparently fast in the fence. Going to her, we found a cable about half an inch in thickness, made of the same red material, fastened in a slip knot around her neck, one end passing up to the vessel and tangled in the wire.

" We tried to get it off but could not, so we cut the wire loose, and stood in amazement to see ship, cow and all rise slowly and sail off, disappearing in the north-west. We went home but I was so frightened I could not sleep but arose Tuesday morning, mounted my horse and started out to find some trace of my cow, but coming back to LeRoy in the evening found that Lank Thomas, who lives in Coffee county about three or four miles west of LeRoy, had found the hide, legs and head in his field that day.

" He thinking someone had butchered a stolen beast and thrown the hide away, had brought it to town for identification but was greatly mystified in not being able to find a track of any kind on the soft ground. I went home last night but every time I would drop to sleep, I would see the cursed thing with its big lights and hideous people. I don't know whether they are devils or angels or what but we all saw them and my whole family saw the ship and I don't want any more to do with them."

" Mr. Hamilton looked as if he had not entirely recovered from the shock and every one who knew him was convinced he was sincere in every word," the *Advocate* concluded. It published the testimony of prominent citizens who knew Hamilton well :

" As there are now, always have been, and always will be, sceptics and unbelievers, whenever the truth of anything bordering on the improbable is presented, and knowing that some ignorant or suspicious people will doubt the truthfulness of the above statement, now.

" Therefore, we, the undersigned, do hereby make the following affidavit.

" That we have known Alex Hamilton from 15 to 30 years and that for truth and veracity we have never heard his word questioned and that we do verily believe his statement to be true and correct.

E. V. Wharton, State Oil Inspector
H. H. Winter, Banker
H. S. Johnson, Pharmacist
Alex Stewart, Justice of Peace
F. W. Butler, Druggist
H. C. Rollins, Postmaster
M. E. Hunt, Sheriff
E. K. Kellenberser, M. D.
J. H. Sticher, Attorney
H. Waymire, Druggist
Jas. L. Martin, Register of Deeds

" Subscribed and sworn to before me this 21st day of April, 1897. W. C. Willie, Notary Public."

After copying Hamilton's story, the Burlington *Daily News* printed another affidavit.

" We, the undersigned, residents of Burlington, Kansas, do hereby certify that we have known Mr. Alexander Hamilton ever since he was chased out of Missouri in 1855 [apparently a reference to Hamilton's possible involvements with pro- and anti-slavery elements then in conflict in Missouri and Kansas] ; that he was the first County Clerk of the Coffee county ; that he is in all respects a

perfectly truthful and reliable man. And no lover of truth will ever question any statement made by him . . . .

" J. M. Lane, H. E. Cowgill, Orson Kent, Wm. Manson, M. E. Grimes, J. M. Baldwin, David Grimes.

" Subscribed and sworn to before me this 29th day of April, 1897. H. B. Cheney, Notary Public.

A final piece of evidence for Hamilton's veracity is given by his granddaughters, (the daughters of Wallace Hamilton—identified as " Wall " in the narrative), who were interviewed late in 1965 by Mr. Harry Fleenor of Topeka, Kansas. Both women told Mr. Harry Fleenor that the story was a well-known one in their family, and that their grandfather had maintained until his death (in 1912) that he had seen a strange craft and its equally peculiar occupants take off with a heifer calf. Their father, perhaps fearing ridicule, refused to discuss the subject.

V

The next " operator " story which allegedly occurred about the same time (we have been unable to determine the exact date), is less easy to judge because we have less information concerning the witness's character. The man appears to have been fairly prominent, however, and news-references to him are universally favourable. Even the *Arkansas Gazette,* which previously had ridiculed much more " mundane " airship sightings, termed this the " most authentic story printed ".

The speaker is Captain James Hooton, described as " the well-known Iron Mountain railroad conductor ".

" Of course I saw the airship. There is no doubt in the world about it and you will be safe in banking on what I tell you. It came about in this way :

" I had gone down to Texarkana to bring back a special, and knowing that I would have some eight to ten hours to spare at Texarkana, I went to Homan [Arkansas] to do a little hunting. It was about 3 o'clock in the afternoon when I reached that place. The sport was good, and before I knew it, it was after 6 o'clock when I started to make my way back toward the railroad station. As I was tramping through the bush my attention was attracted by a familiar sound, a sound for all the world like the working of an air pump on a locomotive.

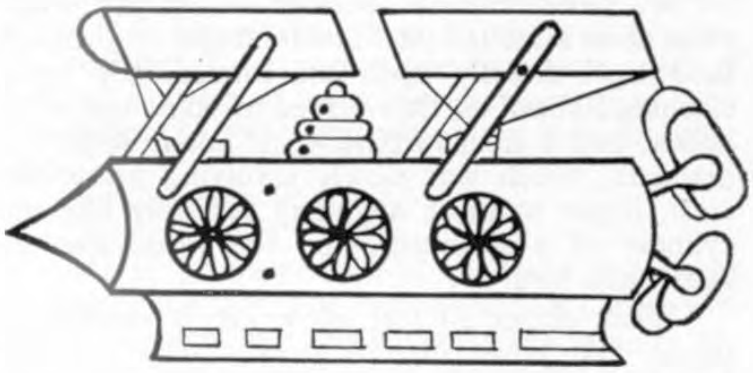
" I went at once in the direction of the sound, and there in an open space of some five or six acres, I saw the object making the noise. To say that I was astonished would but feebly express my feelings. I decided at once that this was the famous airship seen by so many people about the country.

" There was a medium-sized looking man aboard and I noticed that he was wearing smoked glasses. He was tinkering around what seemed to be the back end of the ship, and as I approached I was too dumbfounded to speak. He looked at me in surprise, and said : ' Good day, sir ; good day. ' I asked : ' Is this the airship ? ' and he replied : ' Yes, sir ', whereupon three or four other men came out of what was apparently the keel of the ship.

" A close examination showed that the keel was divided into two parts terminating in front like the sharp edge of a knife-like edge, while the sides of the ship bulged gradually toward the the middle, and then receded. There were three large wheels upon each side made of some bending metal and arranged so that they became concave as they moved forward.

" ' I beg your pardon, sir, ' I said, ' the noise sounds a good deal like a Westinghouse air brake.' ' Perhaps it does, my friend ; we are using condensed air and aeroplanes, but you will know more later on. '

" ' All ready, sir,' some one called out, when the party all disappeared below. I observed that just in front of each wheel a two-inch tube began to



Captain Hooton's picture of the airship

spurt air on the wheels and they commenced revolving. The ship gradually arose with a hissing sound. The aeroplanes suddenly sprang forward, turning their sharp ends skyward, then the rudders at the end of the ship began to veer to one side and the wheels revolved so fast that one could scarcely see the blades. In less time than it takes to tell you, the ship had gone out of sight.

" This drawing I have made you is the best I can do under the circumstances. I consider I was

fortunate in seeing the ship. You may add that she pumped while standing still like the air pump of an engine. One particular feature I remember is that what I would call the cowcatcher was sharp as the blade of a knife and almost as pointed as a needle. There was no bell or bell rope about the ship that I could discover, like I should think every well regulated air locomotive should have."

The airship Hooton sketched strikes one as being ridiculously improbable in appearance and may constitute a barrier to full acceptance of the story. On the other hand, it may offer circumstantial evidence *for* it. Somewhat similar ships had been reported before (see particularly the South Chicago airship description), and the fan-shaped wheels on the side figured prominently in some 1896 California sightings with which it is unlikely Hooton was familiar. Alexander Hamilton, remember, reported the presence of a "wheel" connected with the propulsion mechanism, although this one was larger and *beneath* the craft rather than on its side. Further, Hooton's airship bears a definite resemblance to the mysterious machine that crossed New Mexico in 1880. (See Lucius Farish's *An* 1880 *UFO*, FLYING SAUCER REVIEW, May/June 1965.)

VI

The 1897 flap had definitely reached its peak after the third week of April, although scattered sightings continued to be made into May. Only one is worth mentioning in detail.

The testimony below is that of two Hot Springs, Arkansas, law officers, Constable Sumpter and Deputy Sheriff McLemore who were on an official duty when they allegedly encountered an airship and its passengers.

"While riding north-west from this city on the night of May 6, 1897, we noticed a brilliant light high in the heavens. Suddenly it disappeared and we said nothing about it, as we were looking for parties and did not want to make any noise. After riding four or five miles around through the hills we again saw the light, which now appeared to be much nearer the earth. We stopped our horses and watched it coming down, until all at once it disappeared behind another hill. We rode on about half a mile further, when our horses refused to go further. About a hundred yards distant we saw two persons moving around with lights. Drawing our Winchesters—for we were now throughly aroused to the importance of the situation—we demanded : 'Who is that, and what are you doing ?'

"A man with a long dark beard came forth with a lantern in his hand, and on being informed who we were proceeded to tell us that he and the others—a young man and a woman—were travelling through the country in an airship. We could plainly distinguish the outlines of the vessel, which was cigar-shaped and about sixty feet long, and looking just like the cuts that have appeared in the papers recently. It was dark and raining and the young man was filling a big sack with water about thirty yards away, and the woman was particular to keep back in the dark. She was holding an umbrella over her head. The man with the whiskers invited us to take a ride, saying that he could take us where it was not raining. We told him we believed we preferred to get wet.

"Asking the man why the brilliant light was turned on and off so much, he replied that the light was so powerful that it consumed a great deal of his motive power. He said he would like to stop off in Hot Springs for a few days and take the hot baths, but his time was limited and he could not. He said they were going to wind up at Nashville, Tenn., after thoroughly seeing the country. Being in a hurry we left and upon our return, about forty minutes later, nothing was to be seen. We did not hear or see the airship when it departed.

"John J. Sumpter, Jr.

"John M'Lemore.

"Subscribed and sworn to before me this 8th day of May, 1897.

"C. G. Bush, J.P."

The Fort Smith *Daily News Record* noted that while Sumpter and McLemore were subjected to a great deal of ridicule, "they, however, most seriously maintain that it is absolutely true, and their earnestness is puzzling many, who, while unable to accept the story as a fact, yet see that the men are not jesting". The *Arkansas Gazette added*, "As both are men of undoubted integrity, their statement can be fully relied upon as being true".

Especial attention should be paid to one detail in the last paragraph of the affidavit : the relationship between the ship's light and its motive power. We have already seen that independent witnesses had commented that **whenever the ship accelerated its light dimmed.** If Sumpter and McLemore were lying, then, we must conclude that they were quite familiar with other sightings, even those in newspapers that may have been inaccessible to them. (By coincidence or otherwise, in mid-April Illinois farmhands claimed to have come upon an airship also piloted by two men and a woman.)

VII

Among those who accepted the existence of the airship, there was little doubt that the craft was piloted by terrestrials, presumably American inventors. Except for an editorialist in the Colony,

Kansas, *Free Press* (who theorised it was a spaceship from Mars), it does not seem to have occurred to anyone that the phenomenon could have been anything more than that. (For an elaboration of this point, see my article *A Contact Claim* in the January/Febuary 1965 FLYING SAUCER REVIEW.) **This may be the single most important fact of the 1897 flap.**

It should be evident that the events of 1897 are not " typical " of UFO activity as we know it today. Indeed, I have even refrained from referring to the airship as a " UFO ", for while that is what it was *in the literal sense,* it is not at all like that which we call a " UFO " today. The phenomenon seen in the United States in 1880, 1896 and 1897 (and Wales and New Zealand in 1909 and South Africa in 1914) was an *air*ship, a kind of heavier than-air construction built for limited flights through the immediate atmosphere. It was most decidedly *not* any sort of spacecraft, as modern " flying saucers " appear to be.

In every contact claim of the period, the idea that the ship was a terrestrial construction was bolstered in varying ways conveniently supporting the technology and temperament of the times. It was widely believed that, with the relatively rapid advances in science then being made, an aircraft of some sort would be invented in the near future (just as now interplanetary spaceships are expected in the next few years). Every action of the airship could conceivably have been predicted by Americans of the late Nineteenth Century. Here there were no concepts beyond their comprehension : no UFOs powered by " antigravity ", no craft of highly advanced design, no " little men " or golden-haired Venusians. Nothing, in short, *we* who today grant the reality of UFOs have come to expect.

The 1897 contacts were inevitable, if one accepts the premise that limited contact can and does occur. Because of the peculiar nature of the airship, contact could not have been anything other than what it was: reinforced belief in a terrestrial construction. If the operators had been unconcerned with the human reaction to their appearance, they would presumably have flown machines of more advanced design, rather than the almost ludicrous creations cited in contemporary newspapers.

Studying the 1897 reports, one noted ufologist has concluded—and will so argue in a forthcoming book—that the airship was invented by an American scientist. While I do not know whether he has special information which leads him to this conclusion, I rather suspect that his idea is based upon a superficial, somewhat incomplete examination of the existing data. Certainly, almost everyone who who has studied the period at one time or another wonders if terrestrials were completely responsible —there were enough rumonrs published in the press to confuse anyone. But eventually one must conclude, as Thomas Edison did, that " it is absolutely impossible to imagine that a man could construct a successful airship and keep the matter a secret ".

Moreover, to accept this researcher's view, we must believe that our anonymous inventor—and the dozens of persons who would have had to pilot the airships—appeared in New Mexico in 1880, California in 1896, the entire United States in 1897, Wales and New Zealand in 1909, and South Africa in 1914. We must also believe that all this was carried out in virtually complete secrecy—and that since that time nothing has come to light to discredit the role of the Wright Brothers in the creation of the first heavier-than-air machine.

I submit that the truth is more likely to be, as I have assumed throughout this paper, that the airship was was extramundane (though not necessarily interplanetary) in origin. Making these assumptions, we suggest that the mystery can be understood if we theorise that the intelligences behind the UFOs (1) wish to mislead us or (2) wish to present themselves **within the context of the observer's environmnt.** These points may overlap, but they are based upon opposite presumptions about the ufonaut's purpose.

In the first case, we envision a long-term mission carried out by beings from Elsewhere ; though not necessarily hostile, these beings do not care to have us know what their identity and purpose are, and so have contrived (through subtlety, their more obvious activities, the messages imparted in contact) to give us false ideas about them. (For a more detailed discussion, see my *The Meaning of Contact,* FLYING SAUCER REVIEW, September/October 1965.) What they **are** doing here is not particularly relevant in the formation of this hypothesis though I hope to discuss this subject in a later article.

To mislead us, the ufonauts assume a character easiest for us both to believe and to understand. In ancient times the superstitious called them gods or wizards, and we have an odd story, cited by W. R. Drake (*Spacemen in Norman Times,* FLYING SAUCER REVIEW March/April, 1966), in which beings announce they are from " Magonia " or " Magus "—" magic land ". Paul Misraki (Paul Thomas) in his excellent *Flying Saucers through the Ages* (Neville Spearman, 1965), argues that the angels of the Bible were actually UFO entities. Today, in the " Space Age " we are led to believe that " flying saucers " are spacecraft. In April 1897, then—six and a half years before Kitty

Hawk—what more logical than a terrestrial aircraft ?

In the second theory we follow much of the same reasoning, but we take a less suspicious view of the motives of our visitors. Perhaps, we speculate, the UFO beings **cannot** make extensive contact with us, by reason of the very nature of the UFO. Unable to land and prove conclusively their existence, they attempt to make themselves known by showing themselves in forms that witnesses are able to comprehend—airships in 1897, spaceships in 1947. If they appeared in their **true** form, they might well be so strange that we might not recognise them at all. Presumably, as in the passing of time human knowledge and consciousness expand, the UFO mystery will continue to evolve until at last we understand what it really means.

Admittedly, here we are involved in speculation of a grand order. I should make clear, however that these latter suggestions are not generally original with me, but with a ufologist whose writings, under the name " Peter Kor ", have appeared in several American UFO magazines. Kor, in creating a series of highly complex hypotheses relative to the UFO problem, has argued that researchers have completely misinterpreted the significance of the mystery they are dealing with. While he is not always totally convincing, Kor is mapping out important new territory that we would do well to explore, and we must not ignore him.

At any rate, whatever the truth may ultimately prove to be, I submit that the 1897 wave indicates the futility of any atempt to divorce flying objects from the general situation in which they operate. It may well be, as Kor has written, that individual reports only hinder our understanding of the enigma. Perhaps saucers in particular mean very little, saucers in general everything.

The airship, then, may be one of the greatest clues to the enigma. Its lesson for researchers into the Post-Arnold period should be obvious. Whether we are being duped intentionally or whether the UFOs simply cannot meet us on their terms, they have created a much deeper mystery than most of us are willing to concede.

HISTORICAL NOTE

Speaking as an aeronautical historian who specialises in the periods before 1910, I can say with certainty that the only airborne vehicles, carrying passengers, which could possibly have been seen anywhere in North America in 1897 were free flying spherical balloons, and it is highly unlikely for these to be mistaken for anything else. No form of dirigible (i.e. a gasbag propelled by an airscrew) or heavier-than-air flying machine was flying—or indeed **could** fly—at this time in America.

Charles H. Gibbs-Smith, M.A., F.M.A.,
Hon. Companion of the Royal Aeronautical Society.

JOINING THE TEAM . . .

The Editor is pleased to announce that Mr. R. H. B. Winder, C.Eng. B.Sc., A.M.I.M.E., has accepted an invitation to act as engineering consultant to the FLYING SAUCER REVIEW.

Mr. Winder, who obtained his honours B.Sc. in Mechanical Engineering at Leeds University in 1944, has devoted his career to mechanical research and design, with emphasis on advanced concepts and automation. His early interest in the UFO mystery fell dormant about 1952, but was re-awakened in 1960 after reading the Ruppelt and Keyhoe books, and " discovering " the FLYING SAUCER REVIEW.

MAIL BAG

Correspondence is invited from our readers, but they are asked to keep their letters short. Unless letters give the sender's full name and address (not necessarily for publication) they cannot be considered. The Editor would like to remind correspondents that it is not always possible to acknowledge every letter personally, so he takes this opportunity of thanking all who write to him.

English Orthoteny

Sir,—With regard to *Isle of Wight Antics* a section of the "World Round-Up" feature in the March REVIEW, perhaps you would be interested to know that there is a suspected orthoteny (discovered by Gordon Creighton) running from Burton, through the Charlton Crater site, through Ringwood to the Isle of Wight (it goes through Ventnor). This is an integral part of the British orthoteny system, and runs to a major orthotenic centre in the English Channel, 40 miles from the Isle of White.

The line is also a primary ley, and with other such leys and ley-orthotenies makes up a very symmetrical diamond pattern which I think is the basis of all the leys and orthotenies in Britain.

J. Goddard, Wynchland, Walton Bridge Road, Shepperton, Middlesex.

Robert Gribble on N.I.C.A.P. and NICAP

Sir,—In the interest of truth and accuracy, I should like a correction printed regarding the letter from George W. Earley—FLYING SAUCER REVIEW, *Mail Bag*, March-April, 1966.

Mr. Earley's statement that I organised N.I.C.A.P. in mid-1962 following my expulsion from the original NICAP is untrue. The organisation that now operates under the name National Investigation Commission on Aerial Phenomena was organised on January 1, 1955 and, has been active since that date— under several different names. Also, the name National Investigation Commission on Aerial Phenomena replaced the previous name prior to my expulsion from the original NICAP by some four weeks.

Mr. Earley also states "Prior to his membership in the original NICAP, Gribble organised and headed the Aerial Phenomena Research Association and it is because of that somewhat tenuous link that he claims that his N.I.C.A.P. has been serving the public since 1955.' This statement by Mr. Earley is also untrue. At no time did I ever organise or belong to an organisation known as Aerial Phenomena Research Association.

Also, in Mr. Vallee's article in a recent issue of the REVIEW, he states —or implies—that N.I.C.A.P., Seattle supports **all** of the contact claims. This statement is untrue. We have stated in print our backing for two of the contact claims— and no more.

Robert J. Gribble, Director, National Investigation Commission on Aerial Phenomena, 5108 South Findlay Street, Seattle, Washington 98118 U.S.A.

Further thoughts on dematerialisation

Sir,—Invisibilty need not be due to dematerialisation and the Cappoquin photograph supports this contention. Here is a picture showing more than was seen by the eye. Checking the light sensitivity of the type of film exposed revealed that it was particularly sensitive in the ultra violet region. The significance here is that most of the effluence was invisible against the blue sky to the eye but not to the camera (U. V. radiation being at the blue end of the spectrum).

Taking this idea further, could not the Valensole sighting (disappearance) be explained this way, if it flew off above the horizon into a clear sky. Also James R. Peek's Gemini 5 photographs (*The greatest flap yet ? Part 2*) would surely have been taken against a blue sky, taking note that the only one he saw was green.

The Templeton photograph could fit into this theory, although it was of a man and not of an object. I presume the sky was clear and the man was against the sky. And was Mr. Templeton questioned about the weather ?

A. Calvert, 26 Well Rd. Barnet, Herts.

Angel Hair Theory

Sir,—I have long wondered why I have never seen a clear indication as to the real nature of "angel's hair".

While reading M. Jacques Vallee's book, *Anatomy of a Phenomenon*, I thought I was to have it at last. On page 62 he has the line : 'These fibres . . . dissolve spontaneously upon touching the ground, as if formed of ionized particles in an unstable state.' But he stops there, not taking the one step onwards.

I can best take this step myself by quoting from the Science Programme entitled *Universe*, prepared by Science Service Washington, D.C., and published in 1964 by Doubledays. Under the heading "Electrons propel Spacecraft" it reads as follows :

"A new electrical propulsion technique ejecting hot electrons and ions should be capable of propelling spacecraft to distant planets at speeds of more than 100,000 miles per hour.

"In the new technique the electrons in a plasma are trapped by crossed electrical and magnetic fields. The first causes them to absorb energy, and the second causes them to spiral around the lines of force. Eventually the electrons escape through the exhaust nozzle, indirectly pulling ions with them."

And so producing Angel Hair ?

H. Bowden, 6 Denman Drive, Newsham Park, Liverpool, 6.

Demat ?

Sir,—With regard to UFOs seeming to disappear suddenly and the thought in certain peoples' minds that perhaps these phenomena came from another dimension.

I have watched flights of birds at different times—and there probably could have been a hundred or more in a flock—and at one point as they fly in the distance, presumably turning in some way, they disappear completely only to appear again in a split second (you will have observed this yourself). Is it conceivable that if they stayed on the same course when they disappeared and not turned to appear again, then to all intents and purposes to an observer they would have disappeared completely ? Or is it possible that in flight they all enter another dimension momentarily ?

Perhaps the same principle may apply to UFOs.—

Miss Beryl Green, 74 King Street, Egremont, Wallasey, Cheshire.

Photographs of an alleged UFO over Lancashire

WE are indebted to Miss N. Driver, a reader of the FLYING SAUCER REVIEW, for obtaining prints of the two photographs which appear on this page. Print No. 2 accompanied an article which was published in the *Morecambe Guardian* on Friday, March 18, 1966, from which we learn that the UFO was seen in the sky skimming across Sunderland Point near Morecambe on Sunday March 13, by Mr. Brian Wilson, aged 20, of Albert Road, Morecambe, while he was enjoying an afternoon's fishing. We take up Mr. Wilson's story as it appeared in the newspaper :

" I was just glancing around when suddenly I saw this dull black shape gliding through the air. I couldn't say how big it was or how fast it was moving. It just appeared to skim across in a gliding motion and then vanished, probably into the clouds."

" But 19-year old Brian, who had his camera with him at the time, was not slow off the mark, and within the few seconds the object was visible, he managed to record its passage on film.

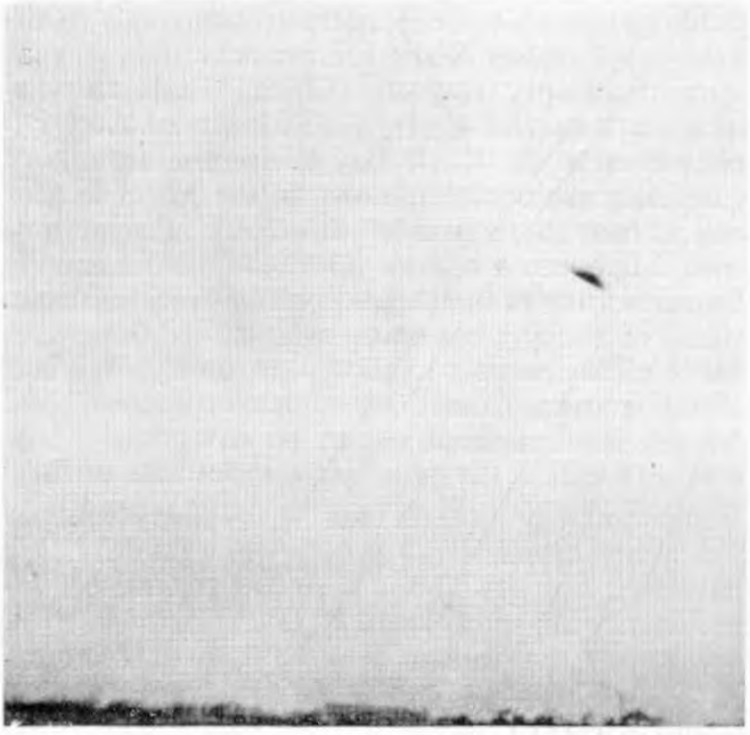
" His two photographs, taken looking in the direction of Morecombe Bay, show a dark oval shaped blurred owing to its speed, and although the first photograph shows a flat looking blob, the second image is unmistakably ' saucer ' shaped, with a flat, oval base, and a slightly domed portion in the centre.

" As far as can be gathered from the photographs, the object appears to have approached in a gradually downward curved arc with its dome directly towards the camera, which accounts for its blob-like appearance, but the second photopraphs clearly shows that the object has altered its angle of inclination and is climbing away from the camera which has caught it side-on.

" Said Brain : ' I don't know what made me look up in the first place. I suppose I wasn't concentrating on my fishing the whole time and I just glanced around and saw it. It didn't make any noise and there was certainly no rush of air or anything like that '.

" Asked if he had any views on what it might be, he said : ' I just don't know. I've never really believed in flying saucers. I don't know '. He added : I couldn't really say what colour it was either. The sun was behind it, although it wasn't shining, and consequently it appeared very dark. '

" Earlier this year, there were official reports of unidentified flying objects over the Bay which appeared twice within three weeks. "





IN OUR NEXT ISSUE . . .

A TEN POINT RESEARCH PROPOSAL by Jacques Vallée
MORE ABOUT ANTARCTICA by Oscar A. Galindez
and many other features including a remarkable photograph from the North of England, unusual reports from Norway, Finland and the Argentine, a surprising item about detectors, a possible new solution to an ancient mystery and contributions by our science consultants.
Not forgetting the second instalment of EVEN MORE AMAZING . . .

BOOKS REVIEWED...

By Charles Bowen

IN 1958, Criterion Books of New York introduced to the English-speaking world a translation of one of the finest books on the UFO mystery ever to be written—*Mystérieux Objets Célestes by* **Aimé Michel.** The English language edition, with an appendix by Alex Mebane, is known as *Flying Saucers and the Straight-Line Mystery*. Now, eight years later, a new French edition of *Mystérieux Objets Célestes,* revised and augmented, has been published by Editions PLANETE, of 114 Champs Elysees, Paris 8.

Where long-serving researchers are concerned there is little more that can be said about this facinating work : for those who are new to the subject, I suggest that their studies will never be complete unless they read the book. Aimé Michel skillfully draws the picture of the greatest UFO wave—in the light of present knowledge—which has visited this planet. The activities of the visitors over Western Europe particularly France, during the late summer and autumn of 1954, were so intense, and created such a deluge of reports that many cases were missed completely by the few interested, harassed researchers. M. Michel told me in a recent letter that hitherto unknown cases of the period are still coming to light eleven or twelve years later. And because only he himself and a tiny handful of others were involved in studying the phenomena, and because there was no attempt to make an official investigation, he described the period of the wave, regretfully, as the " great lost opportunity ".

In *Mystérieux Objets Célestes* one discovers practically every known manifestation of the phenomenon, from the giant vertical cigars of Vernon and St. Prouant which triggered off the wave, to the discs, the spheres, the "jellyfish saucers", the objects with appendages, the dividing objects, to the egg-shaped objects, the landings, the small ' operators ', and to the sugar-cube shaped ' metallic ' figure of Prémanon. Above all there is the astounding pattern in the sequences of sightings unearthed by the author, the pattern of the manifestations along straight lines on the earth's surface —orthoteny, the subject's first important scientific discovery.

In January/February issue of the REVIEW I published a letter from M. Michel in which he expressed doubts about the value of his discovery : he speculated that the researchers had been intended to discover the patterns so that they would be diverted from uncovering the real intentions of the visitors. M. Michel feels that he may have fallen into a trap for, because they no longer fitted the patterns, he ignored important cases after October 15, 1954.

Well, whatever the truth, the patterns he discovered were real and persistent, the cases that provide the patterns were very real indeed, and many of them are among the best-authenticated on record.

This is a welcome return of a most valuable contribution to the study of the mysterious objects from the skies.

A more recent addition to our libraries, another of the most important books on UFOs, has made its long-awaited appearence in a British edition. *Anatomy of a Phenomenon* by **Jacques Vallée,** published by Neville Spearman Ltd., 112 Whitfield St., London W.1. follows less than a year after the Henry Regnery (Chicago) edition. *Anatomy* is a careful study of all aspects of the UFO phenomenon, in which may be found accounts of staggering incidents unknown to the world in general before the arrival of this book. The author, who collaborated with Aimé Michel before leaving France to live in the U.S.A., presents a case for the study of the phenomenon by qualified scientists. Mr. Vallée attempts to show how their misgivings about studying something which is not on hand for precise examination can be overcome : how they can tackle the problem without loss of face.

One small quibble is that Mr. Vallée dismisses too many of the UFO groups rather loftily. We have had our say about what we considered unnecessarily sharp criticism of G.E.P.A. of Paris in our review of the American edition of *Anatomy*. We know that the capers of some groups have frightened away serious people who might otherwise have been tempted to look at the subject. We know also that some groups—and here the Lorenzens' A.P.R.O. and Keyhoe's NICAP spring to mind—have put in remarkable service and reliable work over the years, but Mr. Vallée considers their progress to have been ' microscopic '. Possibly so, but one must not lose sight of the fact that these groups are amateurs (NICAP headquarters has a small paid staff, but the regional sub-committees are all spare-time amateurs). These groups—

A.P.R.O., NICAP and the rest—have had to rely entirely on their own efforts and slender recources, they have received no help or encouragement from Authority, they have had to ward off ridicule. Yet by some miracle they have survived and have amassed extensive filing systems of reports, some of which have gone on record in their publications, and all of which may one day be of extreme value in the study of the subject.

I feel certain Mr. Vallée has derived a measure of assistance for past researches from some of the groups. Perhaps it would be more profitable for him to co-operate with, and encourage the most reliable among them.

The author's comments about FLYING SAUCER REVIEW are kind, but as an afterthought I cannot help wondering if he may have been too busy to observe all we have been saying *since* October 1964.

These however are but tiny complaints about what is otherwise an excellent book, one of the most comprehensive analyses yet to appear on UFOs, and one which must be read by all who are interested in the subject.

SOME PRELIMINARY THOUGHTS ON DATA PROCESSING

By William T. Powers

Our contributor, an American electronics engineer with degrees in mathematics and physics and experience with radiation-measuring techniques, is at present working on low-light-level television systems for astronomy.

JACQUES VALLEE has offered a method for classification of UFO reports on the basis of the type of objective phenomenon apparently being reported. If one takes each report as an objective report, and as being suffiiently full of information to permit elimination of one classification over another, and if the reports do not yield any sub-classes worthy of differentiation within the five classes defined by Vallée, or any ambiguous cases, then the five Vallée classes should suffice for an analysis. In fact, this appears to be the case. Vallée has reduced most sightings to those major types which seem to be repeated over time and over the world, and his classification has introduced a regularising method into the analysis of UFO reports.

There remains, of course, the danger that the very existence of these categories will tend to form future observations into one or another niche, at the expense of information which in fact makes a particular sighting differ from any " prototype " sighting in significant ways. If a sighting were reported, for example, in which a cloud-like object swooped down, emitted smaller objects, and then turned bright blue and exploded, the tendency would be to class this as a Type II-B sighting, despite the colourful explosion which makes it wholly different from other Type II-B sightings. Such a classification would be recorded, and on later data-processing, only the fact that a type II-B occurrence had happened would be retrieved. Clearly, classification can be a hindrance to analysis as well as an aid.

Closely-related is the effect that use of classifications in terms of objective phenomenon can have on one's general impression of the regularity of UFO occurrences. If every occurrence is put in one of five major categories owing to the fact that just five such categories exist, then later on, in reviewing records of sightings, it is possible to gain the impression that UFO phenomena fall rather remarkably uniformly into five sharply-defined classes. One tends to forget the initial judgments whereby each recorded phenomenon was weighed and subsequently assigned to the class which it *most nearly fitted*. This is always the danger : classification schemes tend to be self-reinforcing and self-justifying. By looking only at those features which do match the criterion features for a given class, one tends to minimise and even obliterate differentiating and perhaps quite important features, which fall in no preassigned class.

These facts pose a problem for the data analyst. On the one hand, it is necessary to find generalisations which give dimensions to the phenomenon under study, so that one event can be differentiated from another and likened to still others. On the other hand, any such procedure seems to force one to throw away, in effect if not in strict fact, all information that might prevent finding a place for a sighting in one of the existing classes.

The answer to this dilemma, which offers rich ground for criticism of any approach involving classifications, is not to abandon classification as a method—after all, scientists have to rely on classification as the primary way to begin all studies of new phenomena—but to find a way to preserve

the abberant information so that as the classifications are expanded and refined in the future, the data that originally had no place can be brought back in. Vallée's categories cannot be criticised on the grounds that they are inadequate—one would have to dig deep to find a case which at least in part would not fit one of them. They can be criticised only from the standpoint of the impression they could give an outsider, one who is not intimately familiar with the source-material from which they are drawn. The wrong impression is that all sightings of a particular type and subclass are alike, or that any differences that do exist are trivial. We are not in a position yet to say which differences are trivial and which are not.

To Vallée, of course, and to others who spend much time working their way through reports of sightings, the differences are not forgotten. Each case is an individual, so much so that they are remembered by their names : Socorro, Valensole, Monticello. Mere mention of these names brings flooding back to memory all the details of each case, the memorable phrases of the witnesses, the look of the countryside, the emotions of the observers communicated through their personal reports. Unfortunately, these memories are not written down anywhere, nor is there a place for them in any classification scheme. The richness of the original reports is lost, the more so when the interviewer is unsympathetic, as is usually the case in Air Force reports.

No, we cannot abandon classification schemes, because they are the opening moves for putting UFO investigations on a scientic footing. But we must find a way to preserve the details, the details that make any sighting of a given type different from any other sighting of the same apparent type. This cannot be done without labour, and the labour that is required cannot be done without money. Money or love, and somehow it seems that while love can inspire great thoughts, money works better for inspiring consistent deeds.

If anyone is serious about finding out what the more puzzling UFOs really are (no matter what they prove to be, whether fact, hallucination, or profitable fancy), then a serious effort is called for. Not only must every report be classified according to the best current scheme ; every scrap of information concerning every report must be written down, punched into cards for instant availability ; additional information must be sought, both about witnesses and about other people in the vicinity of a sighting who may have been witnesses to the same thing.

Tests must be conducted to see how many reports can be elicited from various localities by *fabricated* (yes, *faked*) UFO reports ; to see how many people in various localities will report odd phenomena like airplanes dropping purple flares ; to see how many people in a given locality where sightings have occurred could have been in a position to verify a report ; to see how accurately people report phenomena which can be fully identified. We must calibrate the measuring instrument for this phenomenon, the random lay observer.

We must also analyse the available information. If all the reports which have survived the elementary screening operations (eliminating obvious balloon, satellite, and aircraft sightings) were subjected to factor analysis on fast computers one could hope to predict where significant sightings would next be likely to occur and set up apparatus to detect in some physical way evidence in corroboration of the human reactions. Perhaps patterns could be found which would show that the reports were dependent on simple phenomena like phases of the moon or time of year: perhaps more interesting results would occur such as indications that particular climatic conditions were associated with reports of odd events in the sky. With sufficient care and objectivity, one could hardly fail to arrive at scientifically valid and interesting results. At worst, a new field of sociology might be revealed. At best (or is it worse still ?) one might discover convincing evidence in support of the idea that our island is host to others, from elsewhere.

DON'T FORGET ...

tell your friends about the

FLYING SAUCER REVIEW

AND about the SPECIAL ISSUE

(see details on inside front cover)

EVEN MORE AMAZING . . .

Further light on the A.V.B. case

By Gordon Creighton

IN FLYING SAUCER REVIEW for January/February, March/April and July/August of 1965, we related all that we had learned up till then about Antônio Villas Boas[1] and the MOST AMAZING CASE OF ALL, and we ended our account by mentioning an important new series of six articles in the Brazilian magazine *O Cruzeiro* of Rio de Janeiro (but, oddly enough, in its Spanish edition only) which seemed to contain much further material about the case and which we therefore hoped to translate and publish in due course.

Soon after I had completed the quite lengthy job of translating the articles from *O Cruzeiro,* I was astonished to receive last autumn, from Dr. Buhler in Rio de Janeiro, a complete 13-page photostat of a remarkable document in Portuguese. This consisted of full typewritten transcripts of the original declaration made by Antônio Villas Boas before Dr. Olavo Fontes, M.D., and Senhor Joao Martins, and of Dr. Fontes' official signed report on his medical examination of Antônio.

These two documents are dated February 22nd, 1958, that is to say only a few weeks after Antônio's alleged encounter with the strange people who kidnapped him one night, and carried him aboard their craft for an extraordinary purpose—an act of procreation between beings of different worlds.

Owing to the enormous accumulation of work with which we are beset, my translation of these two documents had proceeded slowly, and, although now more or less complete, still required checking and polishing. Meanwhile the articles in *O Cruzeiro* had proved to contain extracts from the same documents, and we can therefore disregard them.

But now, to my great surprise, comes a letter dated April 25, 1966, from Dr. Fontes himself, and enclosed with it is a translation of the whole of the Declaration, and of the Medical Report, made by Miss Irene Granchi. This is most valuable, and Miss Granchi will see that a good deal of her work has gone into the complete English version which follows. (I have included one or two passages which were absent from her rendering, either because she had missed them or because, for the sake of modesty she perhaps thought it better to omit them. But I offer no apologies to anybody for giving a translation of every word of Antônio's story and of Dr. Olavo's report, for if this "most amazing case" is true then it is of the utmost importance and must be set down in full for all who want to know the facts.)

The Declaration and Medical Report are preceeded by Dr. Olavo Fontes' covering letter of April 25 to me. This letter is also of the greatest importance, inasmuch as it throws light on the early history of the case and explains certain discrepancies which readers will note between the version already given by me in FLYING SAUCER REVIEW last year and the version in the original Declaration now to hand.

For, I must repeat, this Declaration is dated February 22, 1958, whereas the one that I gave previously, had reached us, in a roundabout way, namely through the SBEDV, Sociedade Brasileira de Estudos sôbre Discos Voadores (Brazilian Society for the Study of Flying Saucers), and was based on the account given by Antônio to Dr. Buhler and a companion (Dr. M.P.A.) when they both made the long journey into the hinterland of Minas Gerais State to interview him, in July, 1961, that is to say *more than three-and-a-half years after Antônio's trip to Rio.*

As I hope I have made clear long ago, Antônio Villas Boas is no sophisticated urban type. A handsome brown-skinned man, to judge by the photographs of him which I have, he is evidently a Caboclo (a man of partly Portuguese and partly Amerindian ancestry.) He has had very little education, as the Medical Report confirms, and is quite a typical small farmer of the vast Brazilian Interior. That Dr. Fontes and Senhor Martins should have found him so highly intelligent does not surprise me, for I have had plenty of contact with such farmers in my own travels in Brazil, and I know that everything in the account of this man sounds authentic, insofar as his own background is concerned.

That there should be some variations (but remarkably few and certainly not important) in two tellings of this story separated by an interval of more than $3\frac{1}{2}$ years is surely no ground for sur-

prise. In fact they are just the sort of discrepancies which we could expect to creep in if Antônio's experiences were genuine. What *would* have looked highly suspicious would have been the discovery that there were no discrepancies at all!

And now, to cap it all, comes the fact that as Dr. Fontes says in his covering letter to me, the symptoms of the **illness suffered by Antônio after his cosmic dallyings very strongly suggest radiation-sickness.**

It seems therefore that the lady in the case was "hot-stuff"—and in more than one sense of the term. So, if anybody still wants to prove that Antônio invented the whole story, it looks as though they are going to have to show us precisely how this simple half-breed farmer from the Great Brazilian Out-Back managed to get himself **radio-active.**

There is also another item of interest that I can include here. In his declaration, it will be seen that Antônio says he had endeavoured to memorise something of the appearance of the strange writing which stood in vivid red light over one of the doors inside the Visitors' craft, and that he had already sent Senhor Joao Martins his sketched attempt to show what the writing looked like, but that now, on February 22, 1958, he no longer recalled it very well. There is consequently no portrayal of this inscription in the Declaration now received, but here again we are most fortunate in the multiplicity of our contacts, for it so happens that last year Dr. Buhler sent me a copy of the writing and I therefore append it at the end of Antônio's Declaration. We do not yet know how Dr. Buhler got this sketch; and whether it is a reproduction of the original one given by Antônio to Joao Martins, or based on a rendering given on some other occasion, but no doubt we shall learn these details in due course.

Dr. Olavo Fontes' Letter

Rio de Janeiro, Brazil
April 25, 1966

Dear Mr. Creighton,

In a recent trip to the U.S.A. I had the opportunity to see a number of the FLYING SAUCER REVIEW, with your article *The Most Amazing Case of All—Part* 1.

I was very interested, because I am one of the three persons in Brazil possessing the complete report on that incident. In fact I made a personal investigation of the whole affair, together with the newspaperman Joao Martins, who was the man first contacted by the witness, Antônio Villas Boas.

Antônio Villas Boas wrote two letters to Joao Martins[2] shortly after the incident had occurred, and we finally decided to send him the money for the trip to Rio de Janeiro.

He arrived here about four months after the happenings, with everything still fresh in his memory. He was subjected to an exhaustive cross-examination and interrogation and also to a medical examination including psychological tests.

We decided not to publish the results of our investigation because the case was too "wild", and also because of the possibility of another similar case occurring which could be compared with this one—a comparison that would have been most interesting if the first case were not generally known.

But no second case appeared[3] and now, eight years later, you have finally published the results of the investigation made by the Sociedade Brasileira de Estudos Sôbre Discos Voadores.

Unfortunately, their report is not complete—not because of any failure in their investigation, but due simply to the fact that their interview with Villas Boas took place nearly four years after the incident. Obviously his recollection of the events wasn't as good as it was when we first interviewed him. There was a loss of detail, and he didn't remember many things that could be important for the evaluation of his experience.

To correct this situation, I enclose herewith the complete report about his amazing experience. I would like to see it published in the Review, together with any comments or conclusions you would like to make on the whole case.

Concerning his medical history, the symptoms described suggest radiation-poisoning or exposure to radiation, but unfortunately he came to me too late for the blood examinations that could have confirmed such a possibility beyond any doubt. I was then without the additional evidence necessary for making such a diagnosis, and decided not to talk about it.

Sincerely yours,
Olavo T. Fontes, M.D.

Deposition by Antônio Villas Boas. This deposition[4] was given in Dr. Fontes' consulting room on the afternoon of February 22, 1958, in the presence of a witness, the journalist Joao Martins.

"My name is Antônio Villas Boas. I am 23 years old and a farmer by profession. I live with my family on a farm which we own, near the town of Francisco de Sales, in the State of Minas Gerais, close to the border with the State of Sao Paulo.

"I have two brothers and three sisters, all of whom live in the same neighbourhood (there were two more, but they have died). I am the youngest son but one. We men all work on the farm, where

we have many fields and plantations under cultivation; we also own a petrol-driven tractor ("International") for ploughing. When the time comes round for cultivation we work the tractor in two shifts: during the day the work is done by two labourers whom we hire for the job. At night it is usually I who do it, working alone (so then I sleep during the day), or at times I work with one of my brothers. I am single, and in good health.

"I work hard, and I am also taking a correspondence course, studying whenever I can. It was a sacrifice for me to come to Rio, for I should not have left the farm where I am badly needed. But I felt it was my duty to come here and relate the strange happenings in which I have been involved, and I am ready to comply with whatever you gentlemen may deem best, including making a declaration before the civil or military authorities. I would however like to return home as speedily as possible, for I am very worried about the situation in which I left the farm.

"It all began on the night of October 5, 1957. There had been a party there at our house and we had gone to bed later than usual, at 11 o'clock. I was in my room with my brother Joao Villas Boas. Because of the heat, I decided to open the shutters of the window, which looked out on to the yard of the farm. Then I saw, right in the middle of the yard, a silvery fluorescent reflection, brighter than moonlight, lighting up the whole ground. It was a very white light, and I don't know where it came from. It was as though it came from high up above, like the light of a car head-lamp shining downwards spreading its light all around. But in the sky there was nothing to be seen from which the light could be coming. I decided to call my brother, and showed it to him, but he is a very unbelieving person, and said it was better that we go to sleep. Then I closed the shutters, and we both lay down to sleep. But some time later, being unable to overcome my curiosity, I opened the shutters again. The light was still there, in the same place. I continued to watch. Then, suddenly, it started to move slowly towards my window. Quickly I closed the shutters—so quickly indeed that it made a loud noise and awoke my brother who was already asleep. Together in the darkness of our room we watched the light penetrating through the little slats of the shutters and then moving towards the roof and shining down between the tiles.[5] There it finally went out, and did not return.

"The second episode occurred on the night of October 14. It must have been between 9.30 and 10.00 p.m., though I cannot guarantee this as I had no watch on me. I was working the tractor, ploughing a field, along with my other brother. Suddenly we saw a very bright light—so bright that it hurt the eyes—stationary at the northern end of the field. When we saw it, it was already there and was big and round, approximately the size of a cart wheel. It seemed to be at a height of about 100 metres and was of a light red colour, illuminating a large area of the ground. There must have been some object inside the light, but I cannot positively affirm this, since the light was much too strong for me to be able to see anything else. I called to my brother to go over there with me and see what it was. He did not want to, so I went alone. When I got near the thing, it suddenly moved and, with enormous speed, shifted to the southern end of the field, where it stopped again. I went after it again, and the same manœuvre was repeated; this time it went back to where it had been at the start. I went on trying, and the same manœuvre was repeated twenty times. By then I was tired, so I stopped following it and went back and joined my brother. The light remained stationary in the distance for a few minutes longer. From time to time it seemed to give out rays in all directions, with flashes like the setting sun. Then the light suddenly vanished, just as though it had been turned out. I am not certain if this is what actually happened, for I cannot recall whether I kept looking in that direction all the time. I may have looked away in another direction for a few moments, and it may have climbed rapidly and disappeared before I looked over there again.

"On the following day, which was October 15, I was alone, ploughing with the tractor at the same place. It was a cold night and the sky very clear, with many stars. At precisely 1 o'clock a.m., I suddenly saw a red star in the sky. It really looked like one of those big, brightly shining stars. But it wasn't, as I soon discovered, for it rapidly began to grow larger, as though coming in my direction. In a few moments it had grown into a very luminous, egg-shaped object, flying towards me at a terrific speed. It was moving so fast that it was above the tractor before I had had time to think what I should do. There this object then suddenly halted and it descended till it was perhaps 50 metres or so above my head, lighting up the tractor and all the ground around, as though it were daylight, with a pale red glare so powerful that my tractor lights, which were on, were completely swamped by it.

"I was terrified, for I had no idea what it was. I thought of making my escape on the tractor but I saw that with the low speed it could develop, my chances of success would be slight, given the high speed shown by the object which meanwhile was still stationary there in the air. I also thought of jumping down and escaping on foot. But the soft

earth, turned up by the plough-blades, would have been a difficult obstacle in the dark. It would have been difficult for me to run with my legs sinking knee-deep into that treacherous soil, and if I put a foot in a hole I might even break a leg. For perhaps about two minutes I remained in this agonised state, not knowing what to do. But then the luminous object moved forward, and stopped again at a distance of some ten or fifteen metres in front of the tractor. Then it began to drop towards the ground very slowly. It came nearer and nearer, and I was now able to see for the first time that it was a strange machine, rather rounded in shape, and surrounded by little purplish lights, and with an enormous red headlight in front from which all the light had been coming that I had seen when it was higher up in the sky, and that had prevented me from making out any other details.

" I could see the shape of the machine clearly, which was like a large elongated egg with three metal spurs in front (one in the middle and one on each side). They were three metal shafts, thick at the bases and pointed at the tips. I could not distinguish their colour, for they were enveloped by a powerful reddish phosphorescence (or fluorescent light, like that of a luminous sign) of the same shade as the front headlight. On the upper part of the machine there was something which was revolving at great speed and also giving off a powerful fluorescent reddish light. At the moment when the machine reduced speed to land, this light changed to a greenish colour, which corresponded —such was my impression—to a diminution in the speed of rotation of that revolving part, which at this point seemed to be taking on the shape of a round dish or a flattened cupola. (The shape of it could not be made out before). I cannot say whether this was the actual shape of that revolving part on top of the machine, or whether this was simply the impression given by its movement, for at no moment did it ever stop moving, not even later, when the craft was on the ground.

" Naturally the majority of the details that I am describing now were only observed by me later. In that first moment, I was too nervous and agitated to see much. So much so, that, when I saw three metal supports (forming a tripod) emerge beneath the machine when it was at only a few metres from the ground, I totally lost the little self-control that I had left. Those metal legs were obviously meant to take the weight of the craft when it touched the ground on landing. I did not manage to see this actually happen, for I started up the tractor (its engine had still been running all this time) and shifted it round to one side, trying to open out a route of escape. But I had only travelled a few metres when the engine suddenly died and, simultaneously, the tractor lights went out. I am unable to explain how this happened, for the starting-key was in and the lights were on. I tried to get the engine to start again, but the starter was isolated and gave no sign of life. Then I opened the tractor door on the opposite side from where the machine was, and jumped down to the ground and started to run. But it seems I had lost precious time trying to get the tractor started, for I had only run a few steps when somebody grabbed one of my arms."

Comment by Dr. Olavo Fontes

This description of the first moments after the appearance of the craft above the tractor is different from the one given by Villas Boas in one of his letters to Joao Martins last November. In that letter, he said that on seeing the " object " stationary above the tractor, and being unable to escape on the tractor owing to its low speed or on foot because of the danger and the handicap presented by the freshly turned soil, he had decided to turn off the engine and wait and see what happened. He had then seen the object land, a short distance from him, on its metal tripod, and had seen its door open, a ladder come down, and two men in strange clothing appear. One of them had begun to descend the ladder, while the other one had signed to Villas Boas inviting him to come nearer and to enter the machine. It was only then that panic had seized him, and he had tried to start up the tractor. Not succeeding in this, the starter being isolated (there is no reference made to his lights), and seeing one of the men already down on the ground and the other man half way down the ladder, he had quickly abandoned the tractor via the door on the other side, and had been seized, after a few steps, by the first of his pursuers. From here on, the two versions agree.

This contradiction was the only one that we were able to discover during our interrogation of Villas Boas. We do not demand an explanation for it and merely note it for future evaluation. The existence of this contradiction was one of the reasons for Joao Martins' unbelief regarding the case.

[The Antônio Villas Boas account will be continued in our next issue—EDITOR]

NOTES (By G. Creighton)

[1] In October 1964, when Part I of *The Most Amazing Case of All* was being written, the witness was known to us only as " A.V.B. ", his full name having not been divulged. The Editor suggested that to help the story ' flow ' we should give the mysterious A.V.B. a normal Portuguese name. That is how A.V.B. came to be known as " Adhemar ".

[2] By 1957 many people throughout Brazil had heard of Joao Martins, and had seen his articles on UFOs in magazines and newspapers.

[3] Let us not be too sure that no further case has yet appeared ! There are features in the Valensole affair which have not yet been clarified, and it is a fact that one of the symptoms suffered by the French farmer was identical with one of those experienced by the Brazilian farmer, Antônio (overwhelming sleepiness).

[4] A man to whom I recently read out part of my translation of Antônio's story remarked that it sounded altogether too " literary " and too technical for a statement by a Brazilian farmer of the Interior. On analysing his objections, it dawned on me that this was not at all due to my translation, which is a very close one, but simply to the fact that Portuguese is a *Latin* language. It is a fact that quite frequently in English we have a Saxon word and a Latin word for the same concept, and that of the two the Latin one is more " literary ". This is natural, given the Germanic basis of our language. Seen from this angle, it often happens that the languages of the Latin family strike Anglo-Saxon hearers as unnaturally " literary ". But in fact the vocabulary of Antônio is entirely right and in keeping with what one would expect in a man in his position in life. Although he has only had primary school education. Antônio belongs entirely to the white, European civilization of Brazil. From his photograph it is obvious that he is a " Caboclo " and has some Indian blood in his veins, like so many Brazilians. But his pattern of thinking and cultural background are totally European.

[5] For the benefit of British or other readers who may find it peculiar that the light should have penetrated the roof in this way, I should explain that in Brazil (as in many other hot countries) rural houses never have " ceilings ". For better ventilation, the space is open right up from floor to roof, and indeed it very frequently happens in Brazil that thieves make their entry by stripping off a few tiles and jumping down into the house.

(*continued from page* 3)

established thereby that the UFO must be a large object at some distance from the camera and not a small artifact tossed into the air close to the camera ? The answers to these questions will be eagerly awaited.

One other incidental matter arises. RAAF investigators have been relatively quiet during the recent Victorian flap, but are known to have investigated at least one of the sightings. However. despite the considerable national publicity accorded to the Brown photograph in both press and television media, it is a surprising fact that official circles have so far completely ignored this vital (perhaps definitive) evidence of UFO existence. One can only guess at the reasons, but could it be that officialdom is now only interested in the explainable sightings, those which keep down to a negligible figure the percentage of " unknown " cases ? Only time will tell.

NOTE

CAPIO was formed under the distinguished patronage of Air Marshal Sir George Jones. K.B.E., C.B., D.F.C., on February 28, 1965, at the close of the first Convention of Australian UFO groups at Ballarat, Victoria. The function of the Organisation is to correlate the work of reliable UFO groups. In representations to official organisations Australian UFO groups now speak with a unified voice through CAPIO, whose address is P.O. Box 43, Moorabbin, Victoria, Australia.

PERSONAL COLUMN

(Rate : first three lines 5/-, additional lines—or part—5/- each).

URGENTLY NEEDED : Cine film material (any gauge) of UFO sightings on loan for film research purposes. Postage refunded. Lawrence Moore, 4 Armadale Road, London, S.W.6.

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WANTED : Copy of Vol. 11, No. 4 Flying Saucer Review, in clean condition. Write : W. A. Colclough, East Lorn, Aboyne, Aberdeenshire, Scotland.

" THE SKY PEOPLE "—WANTED, copy of **first** edition of B. le Poer Trench's book : Mrs. M. A. Spong, 39 Chesterfield House, Chesterfield Gardens, London, W.1

Together we harmonise and become one. Who are we ? WE ARE UFOLOGISTS EXTRAORDINARY. Contact : " Lochryan-Bay ", 119 George Street, Whithorn, Wigtownshire, Scotland.

" SPACELINK ", articles, news, comment. 9/8d. post free quarterly. " UFOLOG " monthly sighting sheets, 12 issues 10/6d. post free. F. W. Smith, 4 Connaught Road, East Cowes, Isle of Wight.

Submarine Craft in Australasian Waters

by H. J. Hinfelaar

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ALTHOUGH Unidentified Submarine Objects USOs) are less often sighted than their counterpart—Unidentified Flying objects (UFOs)—their appearance in New Zealand and Australian waters during the year 1965 has been rather prominent.

Before listing the cases we have on record, we feel that readers should be aware that in most cases these " submarine " sightings have been explained away as conventional submarines. Curiously enough, the explaining away is not always done by the authorities but rather by the usually untrained observer, who because of his lack of knowledge of the facts accompanying the sighting, immediately plunges for the explanation at hand—i.e., a patrolling submarine. On one occasion I had the opportunity of discussing the subject, and in particular " submarine " craft, with an officer of Navy Intelligence. I soon realised that the scoffing attitude usually attributed to men of the Services was completely lacking, and that the possibility of the existence of these alien " submarine " craft was seriously considered. From this officer I received the impression that because of lack of facilities it has not always been possible to follow up sightings in the most efficient manner. I also understood that the liaison between the various Services wasn't always as smooth as it could have been, and in some cases left much to be desired. In brief, the whole thing was considered rather unwieldy and could easily get out of hand.

Usually, if sufficient details of a sighting are available and particularly a description of the craft sighted, Navy Intelligence will have no difficulty in deciding whether it concerns a conventional submarine or a USO. Should they decide on the latter, it is normally stated that " the sighted craft is unlikely to be a submarine ". To make an immediate evaluation of the sighting, important points such as rocky coast, depth of water, small inlets and locality, as well as a logical reason for submarines being in the sighting area, are taken into consideration. Should the points mentioned constitute a definite submarine hazard, then the possibility of it having been a conventional submarine has been eliminated. We may then consider it more than likely that a USO was sighted. Although intelligence reports indicate that more than 80 Russian submarines are operating in the Pacific and that Russian long-range submarines are lurking off the N. Z. coast, they have no need to come in close to the coast, as the short or medium range missiles they are carrying would still allow for a distance of 100 miles to deal a crippling blow. Having regard to all these points let us now examine some recent Australasian incidents.

USO in Kaipara Harbour (New Zealand)

On January 12, 1965, Captain K., an airline pilot, carried out a " positioning " flight (no passengers) from Whenuapai (Auckland's airport) to Kaitaia (north of Auckland). The crew comprised Captain K., first officer and operations officer. They left Whenuapai at 11 a.m., and were to reach Kaitaia by 12.10 p.m. Captain K. decided to fly visually, following the coast line at low altitude. On approaching the southern end of Kaipara Harbour (just north of Helensville) he dropped 500 feet to have a closer look at anything on his flight path. The plane was a DC3. The tide in the harbour was well out and the water over the estuaries and mudflats quite shallow. When about one third of the way across the harbour, he spotted in an estuary what, at first glance, he took to be a stranded grey-white whale. He veered the aircraft slightly to port in order to fly more directly over the object, and on approaching it, he saw that what he had mistaken for a whale was a metallic structure of some sort. He observed the following details :

1. It was perfectly streamlined and symmetrical in shape.
2. It had no external control surfaces or protrusions.
3. It appeared metallic and there was a suggestion of a hatch on top, streamlined in shape, not quite halfway along the body as measured from the nose.
4. It was resting on the bottom of the estuary and headed towards the south as suggested by the streamlined shape.
5. The shape was not that of a normal submarine.
6. Captain K. estimated its length at 100 feet, with a diameter of 15 feet at the widest part.

7. The object rested in no more than 30 feet of water and the craft was very clearly defined.

Captain K. did not alert the other two crew members, having been ridiculed over the years for various other reports. However, in May he reported to Navy Intelligence, who confirmed that due to inaccessibility of the estuaries, the craft sighted could not possibly have been a conventional submarine. Although the Navy may have checked the spot, we are unaware of it.[1]

The Wonthaggi (Australia) USOs

On April 11, 1965, two men had gone to the beach at Wonthaggi, 82 miles from Melbourne, to inspect a wrecked fishing boat. While on the cliffs they saw two objects about half a mile off shore and watched them for 15 minutes. One of the men, Mr. R. Banks, said, " We saw two strange craft, half a mile off shore and about 100 yards apart. Their strange appearance had us baffled, so we sat down and watched them. They turned away from one another and headed out to sea. While they were going away they disappeared, and then we realised they were submarines and only their conning-towers had been showing ". The sighting was reported to the Navy and a naval spokesman commented as follows :- " A preliminary investigation of the report suggests, in view of the locality and configuration of the coastline, that the objects are unlikely to have been submarines. "—It was also stated that the objects could not have been either British or American submarines, as the Royal Navy submarines operating in Australia were in Sydney, and that any movements of American craft in or near Australian waters were generally reported to the Royal Australian Navy.

Three Sightings North of Brisbane

Three sightings of a submarine north of Brisbane, Queensland, were reported over a period of 5 days.

On April 15, 1965, two youths reported seeing a cylindrical or oval-shaped object three-quarters of a mile off Coolum. On Sunday night, April 18, 1965, two fishermen were chased by a big vessel off Mooloolaba, near Brisbane. They said the craft was 100 feet long, had a small bridge and had a cabin or cowling on its stern. A former Air Force pilot reported seeing from the air an object resembling a crash-diving submarine, between Coolum and Noosa Heads. All reported sightings were investigated by an expert submariner from Sydney, but no comments have been made.

The Fraser Island (Australia) incident

On June 6, 1965 private aircraft pilot, Mr. C. Adams, and a television cameraman Mr. Les Hendy, reported seeing four or five " mysterious objects " floating in the sea 3 miles east of Fraser Island, 150 miles north of Brisbane, at about 11.30 a.m. Mr. Adams first noticed two of the objects from a distance of about 8 miles while flying over Fraser Island. The weather was clear and the objects appeared to resemble two big dark-coloured logs. They were narrow and up to 100 feet long. As he steered toward them two or three similar but smaller objects appeared near the other two. They did not apear to move, but seemed to " sort of submerge " when the plane was about one mile away from them. From the air they appeared to be lying just below the surface and when " submerging " from sight seemed to do so without disturbing the surface. Mr. Adams was certain that the objects were too big to be fish or sharks, and the wrong shape to be whales. Mr. Hendy regretted that they were too far away from him to film them. Several experts got their heads together and decided that the objects sighted were migrating whales. However, their explanation was soon squashed when part-owner of the Seabrae Hotel —Mr. G. Sampson—and Mrs. V. Grady reported that they had sighted a similar object on the very same day, half-a-mile out between Redcliffe Pier and Redcliffe Point. They watched it for 10 minutes. It was long and black and there appeared to be a black balloon suspended over it. A Fisheries Dept. spokesman commented that it was unlikely to be a whale, because they very seldom come into Morton Bay. [2]

Strange undersea craft off Rugged Island New Zealand

The date was Saturday, November 13, 1965, when two Bluff fishermen, Mr. R. D. Hanning, aged 41, skipper of the fishing craft *Eleoneai*, and Mr. W. J. Johnson, made the sighting.

They had set out from Bluff, the port of Invercargill, to tend to cray pots in the area of Stewart Island, the southermost part of New Zealand. At 11.30 a.m. they were about half a mile off Rugged Islands, the north-western point of Stewart Island, when they saw a strange craft come out of the water.

Its tapered structure rose about 15 feet above the surface, and measured about 5 feet high at the top and 12 feet at the water line. Then, about 30 feet away from it, there was another object, box-shaped, about 10 feet long and 5 feet high. There was no sign of any periscope or railing and nothing but the " tower " and " box " were visible. The water was smooth and the object was in clear view only about 300 yards away. (The object's position was only 500 yards off Rugged Islands).

The men had it in sight for 10 to 11 seconds, when suddenly there was a great surging of water like a tide boil and both objects disappeared. Both men were rather startled at this display and in fact were somewhat frightened by it. They hung around for a few minutes, decided not to investigate and steamed off. The water—at the spot from which they made the sighting—was about 30 fathoms deep to a sandy bottom, although the coast near Rugged Islands is rocky and rugged.

Late that Saturday afternoon the *Eleoneai* put into an anchorage, and after having discussed the sighting again during a meal, Hanning and Johnson called Awarua Radio and asked whether any submarines were known to be in the area. They related their experience and the next thing they received was a message from the Navy.

On returning to Bluff on the Tuesday following, the men were interviewed by the Navy. Hanning then made the statement that he had seen a submarine once at Bluff and had looked at pictures of others. He was emphatic, however, that the object they had seen looked quite different and that they could not have mistaken it for whales or logs, of which they had seen any amount. It was then that they described the object as being black or brown in colour, without any markings.

The Press suggested that the men had seen part of a Russian nuclear submarine and that they had been sworn to secrecy by the Navy Authorities. However, the men, as well as the Navy, denied this. The Navy, through its spokesman, the Deputy Chief of Naval Staff stated that " it was most unlikely that the object—whatever it might have been —was a submarine, because it would have been operating in an area, where there were rocks, a definite submarine hazard. Besides, there was no logical reason for any submarine to be in that area ".

Our efforts to obtain additional information from the two fishermen has proved unsuccessful, and we feel that the witnesses are loath to have further publicity.

NOTES

1. See SPACEVIEW No. 43.
2. See SPACEVIEW No. 44.

World round-up

of news and comment about recent sightings

ENGLAND

Another ovalloid

Reports of ovalloid-shaped objects along the Channel coast came frequently during last summer and autumn. Reader Frank B. Pearson of Ipswich writes to tell of yet another such sighting at Eastbourne Sussex, on Monday, August 23rd, at about 9.30 p.m. The incident was reported in the local newspaper on August 25th, as follows (cutting enclosed, but name of newspaper omitted) :

" The Eastbourne inshore rescue boat was launched just before 10 p.m. on Monday after a report to the police that a ' long white object ' had been seen floating some way off the shore near the Central Bandstand. No trace of the object was found."

Mr. Pearson was one of those who sighted the object, and says that to him it appeared as a misty nebulous ball shape in a grey-blue colour. It seemed to skim across the sea, without noise, and must have been quite unusual to have attracted so much attention.

More from Little Hulton

From the *Farnworth and Worsley Journal* of February 5, 1966 come the following strange accounts :

" The boys of Junior R. Peel Hall School, were busy at their craft desks, making a helicopter when one of them saw something which made their eyes as round as saucers. He nudged his friends, ' Look, a spaceship.'

" Four boys watched silently as a silvery elliptical object hovered high above Madams Wood for several minutes. Then it rose into cloud and disappeared. "

After details of two ' fly over ' sightings, the *Journal* continues :

" Most dramatic of all, a nine-years-old boy to whom I spoke described in detail how he had watched a ' flying saucer ' land that afternoon in a field less than a quarter mile from the Armitage estate. He described the saucer as being ' as big as a football field.' The point on which his story stands or falls is that the ' saucer ' produced two grabs which picked up a cow. A sliding trap between the grabs opened in the side of the superstructure and the cow disappeared within. The saucer took off.

" Sad to relate, no farmer in the area seems to be missing any cattle, even to out-of-this-world rustlers.

" Those are the broad out-lines of the case for flying saucers in Little Hulton.

" Details : the four boys of Junior R class are called Brian Fenlon, James William Minor, Geoffrey Gunschom and Kevin Mather. They are all 10 years old. The nine-year-old who watched the cow ' rustling ' is Graham Allan Moss. 61 Owlwood Dr., and although he attends Peel Hall Junior School, he does not know any of the four other boys, neither do they know him. All the boys are said by their teachers to be truthful and unlikely to exaggerate a great deal any minor incident."
(Credit : John Peers of Little Hulton, Walkden, Manchester.)

SCOTLAND

Experts baffled

The *Daily Record* of April 29, 1966, carried the following account :

" Hundreds of people were

puzzled yesterday by a mysterious flying object. Met. experts at Aberdeen Airport said : ' It must have been a balloon of some sort.

" ' The only thing was—it was travelling east to west—the opposite direction to the prevailing wind '

" The spokesman added : ' Where it came from or what it is we don't quite know. I haven't seen anything like it before. We studied it for some time and if it was a weather balloon it must have been very high and of a considerable size. '

" Coastguards as far away as Banff spotted the object early in the morning. "

(Credit : W. S. Robertson of Methil, Fife.)

Loch Long UFO

Mrs. A. J. Maclachlan of Gleneroe, Arrochar, writes to tell of a sighting by her neighbours Mr. and Mrs. J. Burden in February, 1966, who are not sure of the exact date, and who did not report the occurence because they were not sure it was a flying saucer.

The Burdens were returning home from Arrochar by road at about 11.0 p.m., and were passing the Torpedo Range at the time, when they saw a bluish-coloured UFO which was shining very brightly. The sky was clear, but dark, and the witnesses could not estimate size or altitude of the object. Its apparent size was that of a woman's fist at arms length. It was over, and moving down Loch Long towards the Firth of Clyde, and climbing away until it disappeared from view. The witnesses wonder if there were any similar reports around about the same time.

AUSTRALIA

Clayton object and mystery " aircraft "

The *Dandenong Journal* of April 21, 1966, carries an account of a sighting by staff and students of Westall High School at Clayton, not far from Melbourne, which has puzzling aspects :

" Last week *The Journal* was able to obtain only the information that the object sighted was ' round and humped with a fat base, grey or silver grey in colour and being circled by what appeared to be light aircraft.

" It has now been reliably established that the object was in fact chased by five light aircraft, and that the pilots were obviously in a position to observe it. However the absence of any record of this number of aircraft operating from airstrips in the vicinity at the time of the sighting, has deepened the mystery.

" Officials at Moorabbin airport say a dozen aircraft took off from there on the morning of April 6, one of which was a cross country flight.

" Other craft were on ' circuits and bumps ' training flights but were flying to the south-east of the strip. (The Westall School is three and a half miles to the north-east).

" The RAAF had no aircraft operating in the area at the time.

" One plane, piloted by Mr. Bob Ford, of Smith St., Thornbury, was flying " somewhere in that area " at the time of the sighting, but Mr. Ford said he didn't notice anything unusual in the air.

" A science teacher at Westall High School, Mr. Andrew Greenwood, who this week became one of the first to help break the silence surrounding the incident said he had observed the object clearly.

" He said five light aircraft were circling the object and were flying at a relatively low altitude. The aircraft had played a ' cat and mouse ' kind of game with the object, Mr. Greenwood said.

" He described the object being chased by the aircraft as : Like a thin beam of light, about half the length of a light aircraft. It was silvery-grey and seemed to *thicken* at times.

" ' The thickening was similar to when a disc is turned a little to show the underside. '

" The object was never really stationary, Mr. Greenwood said, It seemed to move from side to side and up and down.

" At first there was one plane apparently observing the object. Later, Mr. Greenwood noticed five aircraft which attempted to follow the object as it occasionally accelerated back and forth from east to west. Mr. Greenwood first saw the object when it rose into the air from behind pine trees near the school. After about 20 minutes (at about the end of morning recess), Mr. Greenwood looked away, and when he looked back it had disappeared."

(Credit : Mrs. Judith Magee, Victorian F.S.R.S.)

CANADA

Disc with ' transmission housings '

From the *London Evening Free Press* (Ontario) of March 30 we learn how Mr. John Lewis, a Wellington Road service station attendant saw a bright saucer-shaped object hovering 700 feet above Westminster Hospital. The sighting was at 11.15 p.m. on March 29, and lasted for about five minutes. The report continues :

" Mr. Lewis said the flourescent disc, about 35 feet wide, was motionless when he first saw it, and he heard no unusual noise. The strange object was domed in the centre, with two protuberances ' like giant transmission housings' on one side.

" As he watched, the disc flipped into a vertical position, shot blue flames from its two ' transmission housings ' to make a comet-like trail, and disappeared into clouds . . .

" The disc did not spin, because the ' transmission housings ' remained stationary. "

The official weather report for midnight was of an overcast sky with cloud at 1,000 feet and visibility two miles.

Confirmation of the sighting came from a Mr. Glen Roberts of Wimblest Avenue, " who said he watched a ' white object ' float from the Adelaide Street South area to a point over Westminster Hospital before it disappeared. Mr. Roberts said the ' light ' was about 30 feet across

$1,000,000 FOR OFFICIAL UFO STUDY

Under the six-column headline FLYING SAUCER HUNT TO COST A MILLION, the *Chicago American* of May 29, 1966 published an article on the recent Hearing in Washington D.C., (see page 4), and announced—" The United States Air Force has decided the unidentified flying objects are worth a 1 million dollar investigation.

" By July 1, Dr. Harold Brown, secretary of the air force, will instruct a large, as yet unnamed, university to gather a panel of civilian scientists to conduct a close study of the UFOs."

and looked like a shimmering white neon sign. He watched it for about five minutes."

(Credit : W. Dillon, Luton, Bedfordshire.)

Burns from saucer

Mr. F. K. Letteney of 21 Butler Ave., Lexington, Mass., sent in this translation from the Greek newspaper *Everyday* of Athens. The date of the newspaper was April 5, 1966, and the report was datelined Hamilton, Ontario, April 4. It reads :

"Flying saucers continue to appear according to witnesses in Canada. A 13 year-old boy named Charles Kozens not only saw a flying saucer, but came in contact with this mysterious machine. Kozens certifies that on Thursday evening he saw two flying saucers land in a field at a small distance from town. According to his description both of these flying saucers were about 2.5 metres long, and about 1.2 metres wide and one metre high and they carried blue and green flashing lights. One of them had an antenna which the young man attempted to touch but he received a shock due to an electric discharge. The young man still bears the marks on his arm which are about 7 cm long. This is a report which a police officer made after he examined him.

"Another two young men of Hamilton, the Emery brothers, claim also that they saw Wednesday evening two flying objects above the town of Hamilton. Their father, an engineer, certifies that his sons were frightened by the sight of these objects."

NEW ZEALAND

Mystery objects photographed

This account comes to us from *The Evening Post* of May 11, 1966 :

"Three mystery objects were photographed in the pre-dawn darkness over New Plymouth on Sunday morning. The photographs, which have baffled local photography experts, were taken by 16-year-old Brian Pollock from the bedroom of his home, who said, "I woke up about 5.50 and looked out of the window to see what the day was like. Then I saw the objects. 'I got my camera and tripod and set it up beside my bed. I thought I was seeing things—when I looked away I could still see them, just as when you look at the sun for a time.'

"But Brian's biggest shock came while he was taking the photographs.

"When he first saw the objects they were a hexagonal shape. 'Then they just changed before my eyes to an enlarged circular shape.'

"Later the objects reverted to their original form and disappeared.

"'They just went . . . there wasn't a flash or anything.' During the five minutes the objects were observed they did not move at all in the cloudless sky.

"Brian used exposures of two, five and 15 seconds on the sequence. He has a £120 camera with a built-in meter which reads light at a distance."

A later edition carried reproductions of the photographs, and also the comments by the Director of the Carter Observatory, Mr. I. L. Thomsen, who was sceptical.

(Credit : Harold H. Fulton, Palmerston North, N.Z.)

FIJI

Large objects with pendants

This account of a sighting on May 6 comes from the *Man. Standard* of May 13, 1966

"The publication of photographs of mysterious lights in the sky taken by a New Plymouth youth, Brian Pollock, was commented on by Mr. A. H. Marlow, a building contractor in Suva, who said yesterday that he saw the lights at Nandi Airportt last Friday night.

"They first appeared at about 7.30 p.m., and were visible for about two minutes before moving off in a south-easterly direction, he said.

"'They appeared as one large globular white light with a yellowish tinge followed by three similar red lights—like a big globe with small red satelites attached.'

"Fijian porters at the Macamba Hotel saw them first and there was great excitement as people rushed outside to look. They were not at all like aircraft and gave a steady glow rather than the oscillations of an aircraft light.

"'There was no noise or reverberations as could be expected from an aircraft, and the lights appeared to be too close for aircraft noise not to be heard.

"'We got the impression as it hovered over Nandi that it was fixing a position from the airport lights, and then moved off to the south-east.'

"Mr. Marlow said sightings were also reported at Lautoka, 20 miles away, and at Ba, 40 miles away, to the south-east."

(Credit : Harold H. Fulton.)

SOUTH AFRICA

Object follows two vehicles

From *Die Oosterlig* of Port Elizabeth of April 28, 1966 :

"The police at Aliwal North are to conduct a special investigation after more than 40 people had noticed a strange reddish light in the sky on Sunday at about 4 a.m. The light seemed to be chasing two vehicles that were travelling in different directions. The acting district officer of police at Aliwal North, Capt. W. van der Vyver, said that the police had been notified that the object strongly resembled a Flying Saucer.

"The unidentified object travelled at varying heights east of the Aliwal/Jamestown road. An unknown man and woman saw it first.

"The man stopped a lorry in which Mr. George Fitzek of Aliwal North and about 40 coloured people were returning from a rugby match at Cradock. According to Mr. Fitzek, the motorist was badly frightened. He said that he had travelled up to 80 mph but the light, which changed in size, colour and shape, had kept pace with him. Some of his passengers were visibly shaken thinking that it was some sort of ghost.

"When Mr. Fitzek turned back to Aliwal North the light also changed course and travelled in the same direction. He later decided to stop. The light did likewise just hanging in the sky. Mr. Fitzek then switched off the engine so that he and the coloured men could hear if there was any sound. Everything was silent, however. The lorry was then turned at an angle and with its headlamps Mr. Fitzek sent morse signals to the object requesting it either to leave or to come nearer. The light suddenly dropped lower until it was about 800 yards from the lorry.

"The possibility that it could have been a helicopter was most unlikely because there was no sound whatsoever, and because there was hardly any wind worth mentioning it could also not have been a weather balloon, as it had travelled in opposite directions and at different speeds."

Credit : Philipp Human (who also translated from the Afrikaans.)

Cigar near Witbank

The following letter was published in the Johannesburg newspaper *The Star* on May 6, 1966 :

"Sir,—I read in The Star with great interest, reports of phenomena seen by several people in the Middelburg-Machadodorp skies. I have also seen

a strange object in the night sky, but was very wary of reporting my experience for fear of being called a 'crank.' Until then I was a complete sceptic.

"On February 14 at 7.40 p.m. on our farm in the Witbank district, I was outside and became aware of a strange sound which became louder and louder until the whole air seemed to throb with it. I looked up and saw what at first appeared to be a firework rocket. Then, as it came closer, I thought it might be a falling star, and then it became fully visible overhead.

"It seemed to hover, the sound became even more intense, and I saw what looked like a cigar-shaped object at the front of which was a very bright light. I saw small portholes, and the rear end was almost transparent, bathed in a bluish glow. As I watched, it suddenly shot upwards and disappeared and the sound stopped simultaneously.

"Several of our farm workers told me the next day that they had heard this fantastic noise, and had thought that something was going to crash through their roofs.

(Sgd) Mrs. Jean Feldt,
Kendal."
(Credit: Philipp J. Human.)

Flying Saucer over Kloof

From the *Natal Mercury* of March 14:

"A Pinetown health inspector's mind boggled yesterday when he saw disappearing over the Kloof skyline an object which looked suspiciously like a flying saucer.

"The man declined to disclose his name because, he said: 'I might become the laughing stock of Pinetown. I am not saying the object was a flying saucer—I don't believe in those things—but it was definitely disc-shaped, and was shining in the sun. Suddenly it dipped, turned on its belly and making only a slim silhouette, disappeared behind the trees. I couldn't tell how far away it was but it must have been somewhere over Mariannhill-Kloof or near that area,' he said.

Another witness to the Kloof sighting was Mr. W. M. Bier, of P.O. Box 106, Estcourt, Natal, who wrote to the *Mercury* on March 17, as follows:

"Sir,—Concerning the report of a 'flying saucer' over Kloof, published in your issue of March 14, the object was seen by me at 5.15 p.m. on March 13, flying about 10 miles north-east of Estcourt at a height of about 5,000 ft., with a speed of about 200 m.p.h., in the direction of Ladysmith. It appeared like a bright star about the size of a football and by the time it was near Ladysmith looked no bigger than a tennis ball.

"Its speed and height remained constant. If it had wings they were not visible. I concluded it must be some radio-controlled object and that the Defence Department would know something about it. If not, then we must draw our own conclusions."

(Credit to Philipp J. Human).

UNITED STATES OF AMERICA

Orange discs over Burnham

From the Waterville *Morning Sentinel* of March 17, 1966.

"While the U.S. is putting men in space at an increasing rate, it wasn't anyone on our side that five Burnhan residents saw in the sky Wednesday night.

"Daniel Estes, 24, first saw two objects in the sky about 7.45 p.m. He immediately told his mother, Mrs. Sally Estes; the Rev. Nellie Lane; Mrs. Oscar Auger; and an unidentified MCI student who was with him.

"They too saw the objects which Mrs. Auger described as large orange discs. She said the objects were first seen to the south and appeared then to be about the size of the moon.

"None of the five persons could estimate the altitude of the objects. She said they gradually moved in a counter-clockwise circle. The objects seemed to move at erratic speeds first slowly, then quickly, then slowly again. They moved toward the viewers, but never passed over or around them, finally returning to about the same position as originally seen.

The orange light went off from time to time for minutes at a time, but when it was visible, it didn't blink, she said. There was no sound at any time, she added.

(Credit: Welton P. Farrow, who tells us that Burnham is about 15 miles from Waterville, Maine in an easterly direction.)

UFO over Boston School
Power failure reported

The following report is taken from the *Record American* of Boston, Mass., April 13, 1966 edition:

"The sighting of a strange unidentified flying object sent a small section of Dorchester into panic last night. At the same time, a mysterious power failure blacked out some 2000 homes in a nearby section of Roxbury.

"The UFO was first seen by a resident at 24 Thane St., Dorchester, hovering over the Oliver Wendell Holmes grammar school. She alerted others who also watched the object as it hovered, circled and landed on the roof of the four-story school.

"Ten or 15 boys playing basketball by the light of a street lamp were so frightened by the appearance of the object that they scattered and ran to their homes.

"First to see the object was Pearl Moses, 15, who was returning home from an errand to the store with her girl friend, Annie O'Neil, 14, of 18 Algonquin St., Dorchester.

"'It was hard to describe,' Pearl said. 'It didn't give off much light but it was hovering about 10 feet above the roof of the school. It appeared to have two sections—an oval shape with a dome on top—and was about as large as a helicopter. There were lights around the bottom that changed from red to white to green. They were in a bunch.

"'It started to circle the school' Pearl said, 'then it would speed out of sight. In a minute and a half, it would reappear. When it moved it went like a roller coaster, up and down, you know.'

"Robert McCambly said he and Pearl's brother, Robert Moses, 18, went outside when Pearl came in and told them about the UFO. 'We went to the front steps and watched it.' McCambly said. He and Bob Moses agreed on the size of the object but they thought 'it was squarer on top.' The boys also agreed that the object had a bright white light shining down from the centre of the bottom section.

"'We went through the school yard and on to School St. on the other side,' McCamby said. 'It was then about 30 feet above the roof of the school. It circled away and disappeared, then in a minute or so, it returned.'

"Wayne Bell, 14, occupant of the second floor at 24 Thane St., and Michael Welsh, 13, who lives on the third floor, were returning from the YMCA on Washington St. when they spotted the UFO.

"'This thing came down out of the sky,' Wayne said. 'I thought it would crash into the school. Then I saw another one following it. They were going slow. Both of the things went behind the school,' the boy said. 'I ran home with Michael and I didn't want to go out anymore.'

"Wayne and Michael said 'some kids were playing basketball under the street light. They all started to

yell and they ran like blazes away. That's when we ran, too.'

"Wayne's brother, Mark, 16, saw the strange object from a window of the second floor apartment. 'It was the weirdest thing I ever saw—just sitting there on the roof,' he was quoted as saying.

"The object was first seen about 7.45 p.m. Eight minutes later power failed in some 2000 homes in a Roxbury area of Blue Hill Ave., Elm Hill Ave., Stanley St. and Warren St. Power was restored fully by 10.02 p.m. by emergency Edison Co. crews who switched in alternating power lines. However, the cause of the failure was not determined.

(Credit : F. K. Letteney, Lexington, Mass.)

ZAMBIA

Incidents in Central Africa

The following reports were taken from a ZBC broadcast on December 2, 1965, by the son of one of our readers :

"Mr. Eric Williams (of Broken Hill) saw recently a large object one evening at dusk near Broken Hill, Zambia. He was about 75 yards away from it and estimates the size as being about 50 ft. high by 100 ft. in diameter. He could clearly see portholes arranged around the object with a greenish light coming from the interior.

"The saucer hovered near the ground for about 20 seconds and then flew off at high speed."

"A doctor employed by the Zambia Government saw an object in the sky in June 1965 near the border of Zambia with the Caprivi Strip ; it was in broad daylight and some friends were with him at the time—all saw the object.

"Through binoculars they saw a bright oval shaped object rotating and shimmering in the sunlight ; it was moving rapidly across the sky. They estimated its height at about 2000 feet up, and say it was about one mile away from them at the time."

(Credit : W. J. MacLean of Edinburgh.)

SWEDEN

Flying Train

We are indebted to Mr. Lars Andersson of Domnarvet, Sweden, for sending us the following report of a sighting observed at Borlänge and other places in Sweden :

"During weather-observations at 19.00 hours, on October 29, 1965, I observed a very long shining 'train' of objects coming from the south towards the north. At first I saw it about halfway to zenith in a southerly direction and I reached for my field-glasses (7 x 50). Through these, I could see it very clearly for about 30-60 seconds. It consisted of a group of 10-30 powerfully shining 'points' (like stars) in a long-stretched group and very thinly placed with mutually unchanged positions. The colour of the points was mostly yellow-white, but also red, green and blue. The front points had no tail, but those in the middle and at the rear had tails which were very narrow, thin, long-stretched and straight. The whole 'train' had a length of more than 7 degrees. The speed was slow and it crossed the sky in 1-2 minutes.

"The sky was clear and through the field-glasses I could directly compare the points with the stars behind. The shining objects were brighter than Venus or Jupiter. The objects moved in a course which was straight or a little curve-shaped and vanished behind the north horizon."

Watkins

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