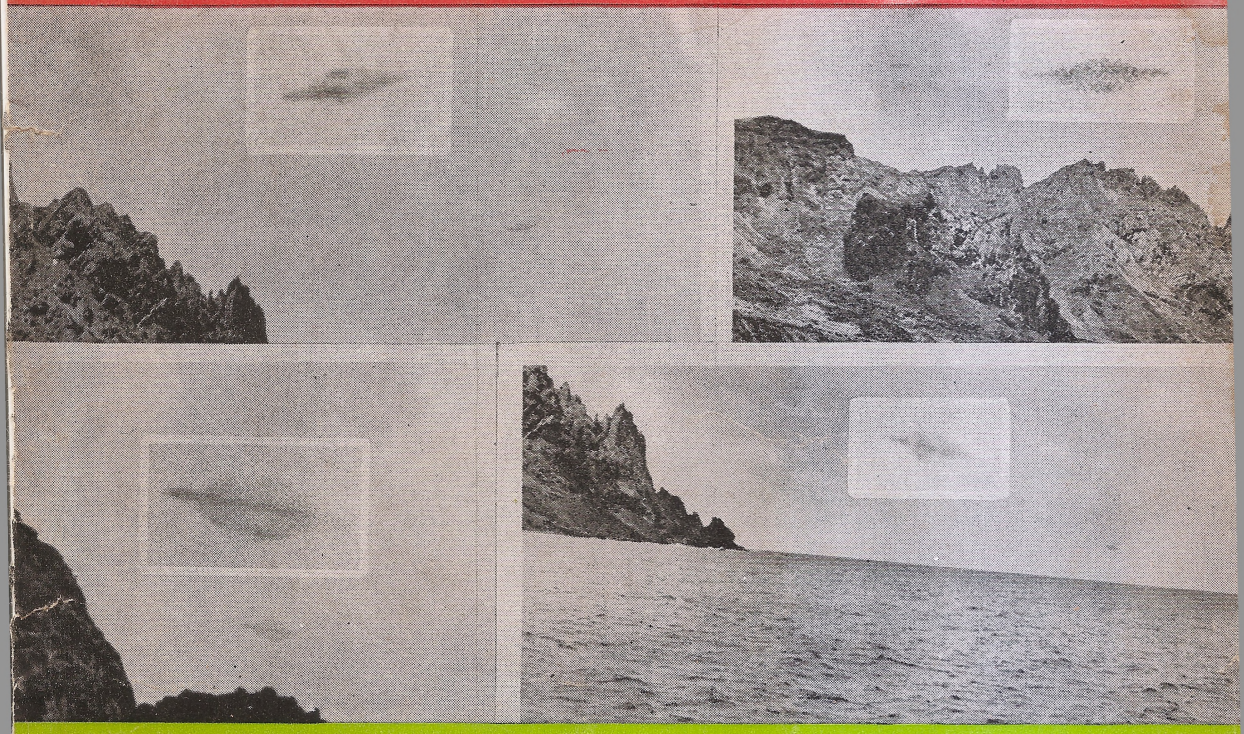
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The Magazine of Space Conquest

FEBRUARY, 1961

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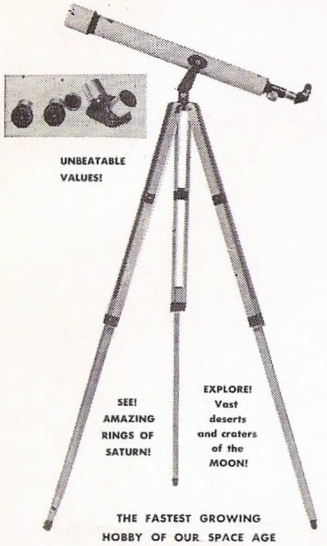
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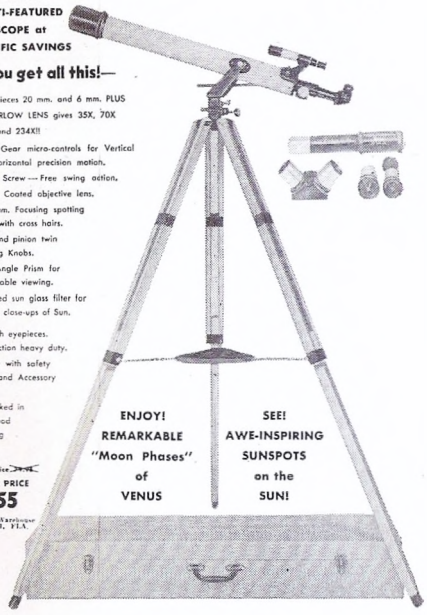
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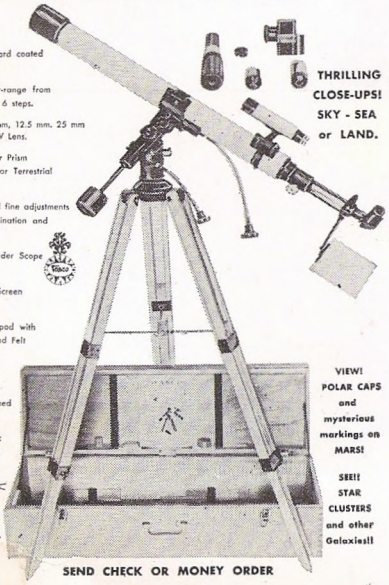
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The Editor

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Half page	$ 50.00
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Specifications: Page size, 7⅞"x5" Column size 7⅞x2⅜" Covers, 8"x5" Color, black. Additional colors on back covers only, by special arrangement

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FLYING SAUCERS

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Address all correspondence to "Editorial Office, FLYING SAUCERS, Amherst, Wisconsin." FLYING SAUCERS is published every other month by Palmer Publications, Inc., C-137 Hickory, Mundelein, Illinois. Re-entered as second class matter at the Post Office at Amherst, Wisconsin. Additional entry at Sandusky, Ohio. Subscriptions 1 year (6 issues), $2.00; 2 years (12 issues) $4.00. Some material in this magazine is copyrighted by others, and may not be reproduced without permission. Printed in U.S.A. by Stephens Printing Corporation, Sandusky, Ohio.

"BYRD DID MAKE NORTH POLE FLIGHT IN FEB., 1947!" —*Giannini.*

Although the following consists of a series of letters between Richard Ogden, a FLYING SAUCERS reader who took it upon himself to query Mr. Giannini, author of the mysterious book "World's Beyond The Poles", and Mr. Giannini, we present it as an article, in which the editor intersperses his own comments. Undoubtedly this will lead to still further action on the part of Mr. Giannini, whose place in this weird question of the mystery surrounding both Poles must most certainly be settled in public in the pages of this magazine. Thus, we invite Mr. Giannini to use all the space he needs in our pages to present his case—which as we see it is to produce the proof with which he backed up his book and the information concerning Byrd that he has presented.

The question being placed before the readers of FLYING SAUCERS at the present moment is not whether or not the Earth is hollow and that openings exist at both poles, or whether it is otherwise shaped and extends into space at both poles (Giannini's theory), but whether or not Admiral Byrd actually flew over the North Pole in February, 1947, and whether or not he "penetrated 1700 miles beyond it" into an unknown land area which does not exist on present-day maps. Therefore, we present the following letters as evidence, and we will let both of them stand on their own merits. Mr. Ogden's letter is actually a composite of two letters, which we have re-arranged as one letter, omitting extraneous comment. If Mr. Ogden feels we have distorted his meaning, he is welcome to correct us. Mr. Giannini's letter is presented verbatim.

1233 Ninth Avenue West
Seattle 99, Washington
August 2, 1960

Mr. Ray Palmer
FLYING SAUCERS
Route 2, Box 36
Amherst, Wisconsin

Dear Ray:

On July 23rd I wrote another letter to Mr. Giannini asking him to give an account of himself about Admiral Byrd and what THE NEW YORK TIMES reports. I asked him your question about why he tried to destroy his theory by including a fictional flight by Byrd to the North Pole in 1947. I told him: "I am out to do just one thing: GET THE FACTS. I will play no favorites. If this thing is a hoax, I will expose it. If there is some truth behind it, I will bring that out too."

Well, it seems Mr. Giannini doesn't give up; and I rather suspect you will be printing an apology to Mr. Giannini for calling him a liar about Byrd's flight to the North Pole in 1947. I begin to suspect there was something mighty fishy about why the Department of the Navy in Washington refused comment on whether Admiral Byrd made a flight to the North Pole in 1947. I had written a letter dated

April 13, 1960 to Admiral Arleigh Burke, Chief of Naval Operations, about Giannini's claims only to find no reply to that letter. Perhaps this is why I wrote Giannini again without giving up.

Mr. Giannini has proven that there was an Arctic as well as an Antarctic expedition during the period 1946-1947, and now I know why the Navy refused comment. (*Editor's note: The following are quotes from Giannini's letter to Ogden.*) EXPRESSING THE FEATURE, LITTLE KNOWN, THAT THERE WAS AN ARCTIC & ANTARCTIC EXPEDITION DURING THE PERIOD 1946-1947. There follows excerpts from the New York Times' accounts during the month of February, 1947:

Feb. 6, 1947; "Present Antarctic Maps Become Waste Paper."

Feb. 8, 1947: "Izvestia Sees Threat In U.S. *Arctic* Moves."

Feb. 9, 1947: "Pronouncement by Rear Adm. Cruzen, 2nd in Command of U.S. Antarctic Expedition: "I have been in the polar zones for extended periods on three occasions. I am first to admit that I, too, am only beginning to understand the full facts about either pole."

Feb. 17. 1947: "(Frigid, Alaska) Frigid Force on Trek." (Arctic)

Feb. 22, 1947. "Byrd Quitting Antarctic Base, Ready to Leave."

Feb. 23, 1947: "Army Fliers Found with Downed B-29 Safe in Arctic." "The plane was one of a number which have been making routine photographic and mapping trips in the Arctic for many weeks."

Feb. 25, 1947: "FOR THE FIRST TIME, THE PURPOSE OF THESE FLIGHTS (ARCTIC), HAS BEEN GUARDEDLY ADMITTED."

Feb. 26, 1947: "The Navy announced that the aircraft carrier, Philippine Sea, is due at Quonset, R. I. tomorrow from Antarctica."

Feb. 28, 1947: Rear Admiral Cruzen, (at Antarctic) speaks to press."

Note: Contradicting instance of recent communication the foregoing is to be found on microfilm ending period designated.

Was it essential that Byrd wait for the "Philippine Sea" to arrive at Quonset? Could he not have flown to the Arctic base on Febr. 22nd?

And when did we desire that the Soviet be informed of our Arctic moves? Observe the above reference of Febr. 25th.

Whatever may be discovered, this author is pleased that Mr. Palmer has something to play with. The play may be instrumental in selling a few more books. The present book edition entailed an expenditure of $3,000.00

No, Giannini did not make Giannini a liar. Nor did or could Palmer and all of this nation's confessed theorists make Giannini a liar.

In the event copies are required, this author will autograph and personnally color the illustrations on all books ordered directly from this author.

And in closing, this author notes that Palmer and associates have made no effort to contact the Office of U. S. Naval Intelligence at the Pentagon. Why?

Since the Febr. 25th reference speaks of "guardedly admitted" who other than Naval Intelligence would possess data concerning the reason for the guardedness?

How does Palmer truly desire the facts, or is he only interested in controversy for the questionable uplift of his reading audience? It should be recalled that this author originally referred Palmer to Naval Intelligence as well as the Times.

Sincerely,
Giannini

P.S. This author wrote: Byrd flew 1700 miles beyond North Pole, not South Pole in 1947. And this author's book was unconcerned with the 1947 South Pole activity. But it did describe the South Pole activity of January 1956.

Mr. Giannini asks: "Was it essential that Byrd wait for the Philippine Sea to arrive at Quonset? Could he not have flown to the Arctic on February 22nd?" A very good question and the Navy refuses comment. There appears to be nothing ruling out the possibility of a secret flight by Admiral Byrd after February 22nd 1,700 miles beyond the North Pole. Newspaper accounts show mighty strange things were going on in the Arctic.

Mr. Giannini speculates that Admiral

Byrd left the Antarctic on February 22nd and made a secret flight to the Arctic. According to THE NEW YORK TIMES of April 15, 1947 Admiral Byrd arrived in Washington on April 14th aboard the Mount Olympus, flagship from the Antarctic and docked at the Washington Navy Yard. Therefore, it doesn't seem possible that Byrd made a secret flight to the North Pole; yet the fact remains that Admiral Burke, chief of Naval Operations, refused to answer my letter of April 13th asking him if Byrd made that secret flight. If he didn't, why didn't the Navy answer. In view of this I don't think Giannini can be dismissed. Navy appears to be covering up for some sort of military secret or my letter would have been answered. What that secret is I don't know. But I do know one thing: The Admiral is (*censored-Ed.*) for not answering that letter. So don't tell your readers that I dismiss your saucer theory. I can't disprove it any more than anyone can disprove Giannini. The whole thing is a bottomless mystery, thanks to the Navy.

I have a letter dated May 16, 1960 from Major Lawrence J. Tacker, USAF, Public Information Division, Office of Information, regarding your saucer theory. He says: "The Air Force has no knowledge of the discovery of an oasis near the South Pole."

I believe you have an obligation to your readers to stop switching your arguments about Byrd from the North Pole to the South Pole but to go back to what you originally stated in your article "Saucers From Earth." Mr. Giannini deserves credit, not discredit.

Sincerely,
Richard Ogden

P. O. Box 695
New Providence
New Jersey
July 30, 1960
Dear Mr. Ogden:

Supplementing the hurried reply of July 27th, please be informed as follows: This author was extended courtesy, by the New York office of U.S. Naval Research, to transmit a radio message of godspeed to Rear Adm. Richard Evelyn Byrd, U.S.N., at his *Arctic base in February*, 1947.

At that time, the late Rear Admiral Byrd announced through the press, "I'd like to see land beyond the pole; that area *beyond the Pole* is *the center of the great unknown.*" Subsequently Admiral Byrd, and a naval task force, executed a seven hour flight, of 1700 miles, over land extending beyond the theorized North Pole "end" of the Earth.

In January, 1947, and prior to the flight, this author was enabled to sell a series of newspaper features to an international feature syndicate only because of this *author's assurance to the syndicate director that Byrd would in fact go beyond the imaginary North Pole point.*

As a result of this author's prior knowledge of the then commonly unknown land extending beyond both pole points, and after the syndicated features had been released in the press, this author was widely investigated by the Office of U. S. Naval Intelligence. That Intelligence investigation stemmed from the fact of Byrd's definite confirmation of this author's revolutionizing disclosures. (The book records that feature of investigation.)

Later, March, 1958, this author delivered a radio address in Missouri, expressing the import of land discovered beyond the imaginary *North Pole* and South Pole points of archaic theory. Interest in that radio address was eloquently expressed by radio listeners in Missouri, Kansas, Iowa, Nebraska, and Oklahoma. (Their letters, about 500, are at hand at this date.)

And one of the most interested listeners was the local secretary of the U.F.O. And, if I am not mistaken, your able Ray Palmer's magazine is conducted in the interest of the U.F.O. organization.

The secretary requested that this author personally address the local U.F.O. chapter; and we willingly agreed. But it developed that an appropriate meeting place or auditorium could not be acquired by the local chapter due to lack of funds.

Prior to that radio address of 1958, and after the extensive land discovery *beyond the South Pole* point in January, 1956, the U.S. Chief of Naval Operations, Admiral Arleigh A. Burke, U.S.N., personally directed this author's basic treatise for adequate study by The Technical Assistant for Polar Projects in the Office of the Deputy Chief of Naval Operations for Fleet Operations and *Readiness*, at The Pentagon. (The Admiral's letter to this author is at hand; and photostatic copy may be had.)

Simultaneously, request for this author's basic treatise was received from

diplomatic agencies of all other nations holding land bases beyond the South Pole point—the assumptive "end" of the Earth, south—.

Now, during the past three months, this author was invited to luncheon by a member of the late Rear Admiral Byrd's family. And that gentleman, who had read WORLDS BEYOND THE POLES, observed: "Your book has changed the Byrd family's outlook concerning Admiral Byrd's accomplishments and elevated their personal esteem for him."

Significantly, it was not until then that this author was afforded realization of the Byrd family's previous ridicule of Admiral Byrd's honest appraisal of land he discovered *extending beyond and out of bounds of the* Copernican Theory's assumed Earth "ends," both *north and south.*

This author has graciously afforded you and Ray Palmer considerable wordage at no little effort. And this author is not subsidized by any agency, scientific or otherwise.

When this author answered your original communication, he reasonably assumed that the N. Y. Times would have quoted Byrd's statement and the other press dispatches of February, 1947. Further, this author then had no intention of a prolonged discussion with you or Ray Palmer. But, in consideration of the interest expressed by Palmer and your good self, we are convinced that you and the reading audience served by Palmer should be in possession of all the facts.

However, we are impelled to take a very dim view of Palmer's facetiousness in such forlorn expressions, as you have quoted: "We would have wound up talking to ourselves." That manner can hardly compliment Palmer's intelligence. For we have at hand most commendable expressions relating to comprehensions of the book content from the following, to mention only the more important:

Director, National Science Foundation. Washington, D.C.
Director, The Arctic Institute of North America, Montreal, P.Q.
Director, Adult Education, St. Louis University, St. Louis, Mo.
Librarian, Pope Pius XII Memorial Library, St. Louis, Mo.
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Librarian, Notre Dame University, Notre Dame, Indiana.
Capt. W. I. Martin, U.S.N., Commander, Barrier Force, U.S. Atlantic Fleet
Rear Admiral G. L. Russell, U.S.N., Commandant, Twelfth Naval District, San Francisco, Cal.
Commander Thomas R. Weschler, U.S.N., Personal Aide to The Chief of Naval Operations.
The Consul General of Spain
" " " " Finland
" " " " Denmark
" " " " Belgium
" " " " New Zealand
" " " " Chile
" " " " Mexico
" " " " The Union of South Africa
The First Secretary, Australian Embassy
The Chairman,
Committee on Science and Astronautics,
U. S. House of Representatives,
Washington, D.C.
His Eminence,
Francis Cardinal Spellman,
Archbishop of New York, N.Y.C.

The foregoing have in fact received this author's treatise and/or book. And their intelligent and commendable expressions to this author fail to indicate that the book features presented developed the least amount of delirium or caused them to "talk to themselves." And should you or Palmer doubt the authenticity of the foregoing list we shall be pleased to send you or Palmer, or both, photostatic copies upon payment of reproduction costs plus pstage.

Your interests, and the best interests of Palmer, can be best served by an intelligent and dignified application to the transcendent values described in this author's original work, WORLDS BEYOND THE POLES and PHYSICAL CONTINUITY OF THE UNIVERSE.

And Ray Palmer may be sure that "GIANNINI DID SOMETHING IN WRITING THAT BOOK." He did too much after thirty-three years of application without subsidy from any source. (And, if you doubt the thirty-three years, there has been preserved press copies which describe this author's premature

disclosures to the late Capt. Sir George Hubert Wilkins and the late Rear Admiral Richard Evelyn Byrd in *August*, 1928.)

Mr. Palmer is considerably at fault in his quoted contention, "Giannini stakes his verity on the New York Times accounts." Giannini does no such thing. This author simply replied to you, as an unknown individual, with a conclusion assumed to be so and without any interest as to whether the N.Y. Times had or had not carried the dispatch of other New York publications of that particular time. We depend on no publication; for we are cognizant that no publication holds all the facts. Further, the legitimate book account *does not mention the New York Times.*

Those accounts described Byrd's 1700 mile flight, of seven hours, over land and fresh water lakes BEYOND the assumptive North Pole "end" of the Earth. And the dispatches were intensified until a strict censorship was imposed from Washington.

As concerns your own too hasty observations, be informed that this author made no "blunder" of fact, nor did he in any manner "destroy" his book," as you so wrongfully assert. Neither you or Palmer, or his combined reading audience, can destroy the book or in the least measure detract from its transcendent features.

Neither you, or Palmer, or his reading audience, KNOW where Rear Admiral Richard Evelyn Byrd was during the *entire month of February*, 1947. But the conservative and revealing Times accounts recently transmitted to you, (and which you did not want to see) should afford a more intelligent appraisal for your own benefit.

Concerning your issue with Palmer's contention that Byrd flew 1700 miles beyond the South Pole, you should now have realization that the 1700 miles applied to the February, 1947, flight beyond the North Pole. But, and this little morsel you can believe or reject, as you will, Rear Admiral George Dufek, acting under Admiral Byrd accomplished a flight of 2,300 *miles beyond the South Pole on January* 13, 1956. Does that little feature disturb? It fails to disturb members of Naval Intelligence with whom this author has spoken since the occasion.

Would you, or Palmer, like to have the U.S. Chief of Naval Operations or the magnificant White House hero of the American mob kiss you tenderly on the cheek and affirm, "Yes, Ogden, that is correct?" This author's studied conclusion is, don't wait for them to do so.

Ogden, in all seriousness, this author commits the following to you and to Ray Palmer: You abide on the west coast where it should be possible to develop film industry interest in a cinema dramatization of WORLDS BEYOND THE POLES. Your reward, and Palmer's reward, for any material contribution making for such development would be most magnificent, indeed. And, since you claim that you do like facts, you may be assured that such widespread dissemination of book features would at long last bring out all the facts. For it would then be too late for the frightened rabbits, in Washington, D.C., and elsewhere, to attempt further withholding of the information which should have been made public property as early as the year 1947.

But do you really want the facts, or do you just want to make petty and empty controversy? For you have to date been guilty of gross misrepresentation in your reference to "fictional flight."

We do not know who you are or what your associations may be; but we do believe you are sincere. And, if we are correct in that conclusion, it would be well for you to *be sure of your facts.* The N.Y. Times cannot provide all the facts, though we reasonably assumed it could until we spent six hours running a microfilm of 1947 Times editions. However, and as previously related, the Office of U.S. Naval Intellignce very definitely can provide the confirmation required; the U.S. Naval Research Bureau can do likewise; and the outgoing White House hero can do the same. BUT, but, but, will they. That would require a measure of moral stamina which is almost too much to expect.

The so-called "peasant" Soviet government has long been in *possession of all the facts* expressed most articulately by this author's work. And that possession of facts by the Soviet, plus the *Soviet's most able exploitation of such facts,* represents the paramount reason why this great nation has been compelled to suffer the gross indignities heaped upon it, and its representatives, in a manner heretofore never tolerated from any government or combination of governments.

This author cares not a little how you, or Palmer, or Palmer's magazine, use the name, Giannini. But inasmuch as

the name has been known and respected for more than 60 years, from Vancouver to San Diego—due to the activity of the late Amadeo Peter Giannini of Bank of Italy and Bank of America fame—Ray Palmer will not be contributing to the growth of his publication on the west coast, at least, if he continues to be indiscreet in his presentation of that name, Giannini.

On the other hand, and as recorded, there is considerable to be gained by an *honest and truthful* evaluation of this Giannini's transcendent book features. Therefore, we shall be pleased to hear from you and/or Palmer whenever you and Palmer are pleased to express serious reasoning compatible with the sensational discoveries and unprecedented application of our time.

Sincerely,
Giannini

c/ W.T.P.
H.M.B.
F.A.G.

Before we make pertinent comments on Mr. Giannini's letter, we wish to assure him we are not "playing," nor are we trying to uplift our reader audience (although what editor doesn't welcome new readers!). We are personally vitally interested in the truth, and if Mr. Giannini's book is truth, we are vitally interested in his book. Much has been said concerning the fact that we have suggested the Earth may be shaped like a "doughnut." Let's clarify that right now: there is only one "fact" established to date, and only one "statement of theory" made by us, and that is simply that the Polar Areas are not as simple as our present maps show, but something MIGHTY PECULIAR is true about both! And we intend to find out what it is. Our personal opinion remains unchanged, the Earth is a sphere, but that its **surface** is not necessarily spherical although it **appears** to be. Those appearances are both optical and astronomical. We have demonstrated quite conclusively (and more information will certainly be forthcoming) that the "horizon" is an optical illusion common to both lenses and the human eye, and that the eye or the camera are no "proof" that the world is round, and that to offer the "hull-down" phenomenon as **proof** of sphericity is totally irrelevant. We conceive of the possibility that an Earth, viewed from Mars for example, with a hole at the Poles would appear to be a perfect sphere with either ice-caps or cloud cover at the Poles. If there is a hole in Mars at the Pole, it could be quite true that it is concealed by a cloud cover which is erroneously called an "ice-cap." Mercury, during the recent transit across the face of the sun, developed a bright spot on its diameter which was the same intensity of the sun's face. Astronomers theorized that the bright spot was ON Mercury, whereas your editor theorized it was the sun's brightness shining through a Mercurian "hole." **Both,** of course, are **theory!**

Next, we made no effort to contact Naval Intelligence for two reasons. 1) Mr. Ogden had done it. Our readers do much of our "leg work," thanks be! 2) Our experience with Naval (and other) Intelligence has been quite bitter. Let us say that we consider any contact with them on the part of a civilian as "wasted effort," and all that can come of it is a lovely "run-around," if not a very real "push-around." We HAVE been pushed around by the military Intelligence agents, not only mentally, but physically. It is an experience we're not likely to forget, and one we won't let THEM forget. When a citizen of this country can be arrested without warrant, confined, denied access to legal counsel, or to communicate with friends or family, and can be knocked flat on his back, insulted, lied to, framed, coerced, threatened, and then final-

ly, released and told to "keep your nose clean," Ray Palmer is the **wrong** citizen to try it on. If the military has a legitimate secret it wants kept, all this citizen asks is a courteous request to avoid spilling any vital beans. Punching around is not the sort of a request we can comply with. It is a fact that the Air Force has publicly announced that "flying saucers do not exist," therefore this editor believes that there is no military secret to be kept, and considers anything relating to flying saucer research (and this "polar area" as a possible origination point for flying saucers is related) is a perfectly legitimate field for civilian inquiring. As a civilian, we reserve the right to chase "phantoms," if phantoms they be!

Now, concerning Giannini. All we know to date is that Byrd COULD have made a North Pole flight in February, 1947. Giannini is 100% right there. It does not mean that he did, however.

Aside to Mr. Ogden: If Major Tacker says the Air Force has no knowledge of an Oasis near the South Pole, we refer him to the "Bunger Oasis" and suggest that as Chief of the Public Information Division, Office of Information he acquaint himself sufficiently to perform the duties of his office. If he is truly so lacking in information, we suggest to his superiors that he might be profitably replaced by a more informed man. His salary definitely comes under the heading of "governmental waste". As for my "switching around from North Pole to South Pole," we're not—we're concerned with **both,** but we're hanged if we know which is which in our information, particularly in the case of Giannini. Until we have it straightened out, there is bound to be a lot of confusion, even in this editor's mind! How else can we straighten it out if we don't present all the pros and cons?

Mr. Giannini: if the New York office of U. S. Naval Research extended you the courtesy of transmitting a radio message of Godspeed to Byrd at his **Arctic** base in February, 1947, and that message was transmitted, can you condemn us for suggesting that perhaps you have the documentary evidence to support this? If you have, there is no question as to a Byrd North Pole flight in February, 1947.

How could you assure the "syndicate director" that Byrd would actually fly over the North Pole beyond that imaginary point without actual documents? May we have such evidence.?

Your basic treatise, directed by Admiral Burke to the Technical Assistant for Polar Projects could not have been done without documentary action. Do you have such documents? You say you do, and even if so, why would it be evidence of the truth of your treatise? In that respect we refer to the long list of people who "did not talk to themselves" when informed of your theory. In your book, on page 30, you tell of a meeting with William Cardinal O'Connell wherein you outlined your theory to him. His comment was: "If it is so, the world will know of it." So far as we know, the reactions of each one of those persons you list who gave you "commendable expressions" was precisely on the order of the O'Connell comment. This editor submits that this is the polite comment, expressing nothing positive, but possibly even concealing a quite negative reaction. O'Connell is not at all convinced. He says "if it is so," it will all come out in the wash. In effect, he is saying "but **you** haven't proved it to be so at all!" He's just

being polite to another of those visitors we all have who take up our time with matters we're really not interested in, or in which we do not concur in the least. Rather than bruskly saying "I don't believe it is so," or worse, "bunk!", we say something polite.

If an author (you, as example) send copies of your treatise to a hundred prominent people, you should get a hundred polite expressions, none of them condemning the treatise. To say that they are "evidence" for the acceptance of the theory is wishful thinking. We wonder how many publishers said to you: "Your book is extremely interesting, but not quite in our line." That is probably why you had to spend $3,000.00 to get it printed yourself. Not that a publisher's opinion not to publish means a thing, mind you! Many publishers have turned down truly great books, to their chagrin later on. But likewise, their polite comment does not constitute an endorsement.

Requests from diplomatic agencies of all other nations holding land bases "beyond the South Pole point" is **certainly** evidential! We would appreciate such documentary evidence, and offer you our pages to present it to back up your book! You should have used it in your book — or is it all "confidential" and you are instructed not to reveal the fact that the request has been made? But you say to us that all the other nations requested it, so the secret is out. Best let us back it up with the document itself.

As for you being "subsidized by any agency, scientific or otherwise," we are going to take the opportunity to enlarge upon our own thought in this respect. If you mean anybody described as a private citizen or group of citizens, or a private scientific or business firm has not subsidized you, we have no argument. We accept your word. The "otherwise" bothers us. If the "otherwise" was a governmental agency whose purpose was confusion and cover up of the flying saucer story, then of course the "otherwise" becomes meaningless, because such subsidy would automatically also carry with it the connotation of deceit — you could not be subsidized by such an agency, and at the same time admit it! So, the "otherwise" is extraneous to your assertion, and should properly have been left out. Major Tacker, as an example, would have left it out. His training would have dictated it.

To close our comment, let's suggest to our readers that in this editor's mind, it is **quite possible** that not only is Giannini "subsidized," but also Mr. Ogden. Presumably Mr. Ogden is a reader of FLYING SAUCERS who is enormously interested in flying saucers, and determined to furnish us with every bit of evidence he can. We appreciate that, and it makes no difference to us if he is "subsidized" or not. Either way, his help is valuable. As O'Connell put it to you: "If it is so . . ." it will come out in the end, and your editor is a patient man.

Mr. Ogden, don't go off into the wild blue yonder because of the foregoing — I am merely stating a possibility. In the sort of investigation your editor is engaged in, the scope of "possibilities" must always be included in all thinking. For example, I would probably not be in flying saucer research today at all, except for a "possibility"; a "beauty parlor operator" whose unlisted phone number could be discovered by asking for it at Marine Intelligence at the Federal Building!

On December 24, 1959 in a TIG Brief to all Operations and Training Commands Major General Richard E. O'Keefe, Acting Inspector General warned that UFO sightings would increase. The TIG Brief was headed "UFOs SERIOUS BUSINESS" *Why?* After telling the public that these "Unidentified Flying Objects" (AF name for "FLYING SAUCERS") do not exist for over 13 years.

11 Years Ago, On December 30, 1949 **"PROJECT GRUDGE" reported that" because of our nuclear bomb and space-rocket tests we are likely "at this time above all" to be observed by space visitors concerned over possible aggression by earth races."**

The FLYING SAUCERS ARE HOSTILE!

By George D. Fawcett



(Published with the specific request of the author that no editing or cutting be done, the editors guarantee that this is a word for word presentation of Mr. Fawcett's manuscript.)

The following article was written by Mr. George D. Fawcett, a native of Mount Airy, North Carolina and a serious UFO and FLYING SAUCER INVESTIGATOR for the past fourteen years. As a private hobby he has spent much of his spare time, money, and energy into an investigation of the strange flying objects sighted in the skies around the globe. Many of his research articles have been published in various newspapers, bulletins, and pamphlets. He has lectured to groups in Virginia, N.C., Panama, Rhode Island and Massachusetts. He has been on radio programs and his column "CHASING THE FLYING SAUCERS" has been published in North Carolina newspapers since 1954.

Fawcett's "SAUCERIANA COLLECTION," consisting of clippings, books, photographs, scrapbooks, and magazine articles has recently been

accepted by the National Air Museum of the Smithsonian Institution in Washington, D. C. for "public exhibit" in 1961. Fawcett is a member of the Aerial Phenomena Research Organization in Alamogordo, New Mexico; the National Investigations Committee On Aerial Phenomena in Washington, D. C. and the Aerial Phenomena Research Committee in Seattle, Washington State. So much for that, now here's the story . . .

In September 1947, the Air Force concluded that the flying saucers were real. In 1948 a top secret Air Force conclusion was that these "Unidentified Flying Objects" (Air Force name for "flying saucers") were spaceships. In 1950 Air Force Intelligence analysis showed that these UFOs demonstrated "controlled maneuvers." In 1953 however a secret Pentagon scientists' panel urged more proof, asking the Air Force to Quadruple its UFO project and to give the American people all UFO information, including the Air Forces startling conclusions. Since that date through official censorship, ridicule and misinformation the public has constantly been told that the "flying saucers" do not exist, despite the continued radar and visual sightings by qualified observers, UFO movies and photographic evidence, jet pursuits and the recovery of "fallen fragments."

But now the **SITUATION** has changed, for on December 24, 1959 in an TIG AF Brief issued by the Inspector General to Operations and Training Commands the UFO's are called "SERIOUS BUSINESS' after almost 12 years of telling the public repeatedly that there were no such things as flying saucers. The press and news media for the most part have mirrored the publicly expressed opinions of the Air Force over the same period, but now were quick to see the "sudden change" in the Air Force policy. On Capitol Hill many Senators and Congressmen were beginning to ask for "open hearings" on the subject. Armed Forces Censorship Regulations JANAP 146-B, CIRVIS REPORTS, and AFR 200-2, which carry heavy penalties for servicemen reporting UFOs to the General Public, were keeping the military mum on the subject, at least until they were discharged or retired from active duty.

In the meantime the C.I.A. carried on its censorship of the strange flying objects for the Air Force. The F.B.I., the Armed Services, the Civilian Defense Directors, the Moonwatch Teams and the Ground Observers Corp have all been asked to relay U.F.O. sightings to the Air Force for urgent action.

In JANAP 146-B issued on March, 1954 it was interesting to note that Unidentified Flying Objects were listed among aircraft, missiles, submarines, and surface vessels and should be reported if engaged in suspicious activity or observed in any unusual location or course.

These many strange "whatniks" were in the skies long before the "Sputniks and Explorers" of today. And long before the Russians. Canadians, Norwegian, French and American began to develop circular craft using a new "air cushion" principle, the "flying saucers" had already demonstrated the superior speeds and maneuvers over any man-made aircraft or missiles of this earth. The true "flying saucers" I decided in 1952 were real, ageless, worldwide, appearing in periodic cycles of time, with hundreds of landings recorded in history and having an outer-space origin. And even since the advent of the so-called "Space Age" in 1957, I have seen no reasons to change my former beliefs, except with **one, new addition.** It is my present belief, in keeping with the Air Force announcement that the **UFOs** are

SERIOUS BUSINESS, that they have a right to be, because the **FLYING SAUCERS** are **HOSTILE**. The FEAR of PANIC is the chief reason behind the present international censorship and conspiracy on the subject. In addition, these objects are a threat to the defense of our country and others of the world and these "Unidentified Flying Objects" have already contributed to the technical and scientific knowledge of the world in the present and future SPACE RACE. That is why "flying saucers" are being censored, chased, and imitated and investigated by many of the major countries of the world at the present time. I honestly believe that the people of the world have a right to know about the dangers that they must face and are being educated, but too slowly to the fact, that someone, somewhere, many years ago accomplished SPACE TRAVEL, while we all were in the stage of just talking about it and perhaps ignorantly joking about the subject. Now for the STORY behind the HOSTILE FLYING SAUCERS . . . and let the readers draw their own conclusions!!

In recent months, the U-2 Plane Incident has died down somewhat, but instead much has been made of seven or eight "Mystery Moons," in orbit around the Earth. Both radar screens and professional and amateur astronomers around the globe have reported picking them up on the screens and observing them with telescopes. Some of them, neither the Americans nor the Russians are willing to admit belongs to either of them. Right away this recalled to my mind a statement by General Douglas McArthur in 1955, that "the nations of the world would have to unite against attack by people from other planets. For the next war will be an interplanetary one!"

Without further delay, here is the up-to-date stary of the HOSTILE FLYING SAUCERS!

1944 - Army Pilot Charles F. Lane reported that his plane motors stopped and the instruments froze when he was approached by one UFO over the Himalaya Mountains in India.

August 28, 1945 - Passenger Leonard J. Stringfield reported that his C-46 developed engine trouble when approached by three luminous blobs of light near Iwo Jima.

December 5, 1945 - Five TBM Avenger Bombers and One PBM Martin Mariner with a total of 27 men disappeared without a single trace during a training mission, in good weather and with good radio contact. UFOs were being reported by the news during that period of time, near Fort Lauderdale, Florida.

June 21, 1947 - Lt. Frank M. Brown and Captain William Davidson of Air Force Intelligence died when their plane crashed near Tacoma, Washington State. Their mission: bringing back UFO fragments that crashed to earth at Tacoma.

July 23, 1947 - Pilot John H. Janseen reported that his plane motors conked off, but his plane remained suspended in the air, during a close approach of 2 UFOs over Morristown, New Jersey. Janseen reported an electric-like pricking sensation during his hair raising experience.

September, 1947 - ATIC conclusion that the flying saucers were real.

January 7, 1948 - Captain Thomas F. Mantell, Jr. killed while chasing a "flying disk" over Godman Air Force base in Kentucky. His F-51 fighter plane's wreckage was found scattered over a wide area.

July, 1948 - Captain C. S. Chiles and Co-Captain John B. Whitted reported that a cigar-shaped UFO almost collided with their Eastern Airlines DC-3, that it rocked their plane over Montgomery, Alabama.

1948 - A top secret ATIC conclusion that the UFOs were spaceships.

October 12, 1949 - "Captured Saucers" first reported in New Mexico.

December, 1949 - Air Force Jets Fired on UFO over New Jersey.

December 30, 1949 - Major Jeremiah Boggs, Air Force Intelligence said that some pilots had fired at UFOs to bring them down for closer examination.

March 9, 1950 - "Flying Disk" Reported to Have Landed at Mexico City, Mexico.

April 10, 1950 - At Amarillo, Texas, David Lightfood, 12, reported that he had touched a landed "flying saucer," but that the object released a gas or spray of something when it took off, which turned his arms and face bright red, causing welts. A younger boy confirmed his story.

April 20, 1950 - At Lufkin, Texas-Pharmacist Jack Robertson reported that a globe-like UFO, which emitted a red glow hovered above his car about 20 feet, then made a "whoosing sound" and threw off sparks that burned his face.

1950 - Pilot Chet Swital reported that his plane and another plane were circled by UFOs, which paralyzed the plane motors and instruments over the Muroc Air Force Base in California and a New Mexico Air Force Base.

1950 - An Air Force Intelligence Analsysis Showing "Controlled UFO Maneuvers." That the "Flying Saucers" Were Real and Spaceships.

July, 1952 - In Atlanta, Georgia,—Pilot Fred Reagan's Piper Cub Plane Collided with Bright, Dazzling Lozenge Shaped UFO. Reagan died in May, 1953 because of a degeneration of brain tissue due to extreme atomic radiation, for which authorities there were unable to offer an explanation.

July 24-25, 1952 - An Italian named Carlos, was fired at by hovering UFO, which used some sort of green ray near the Sercho River in Italy.

July 26, 1952 - The U.S. Air Force Issued a "Shoot 'Em Down" Order to Pilots Encountering UFOs. This was mentioned in AF press release.

1952 - An Air Force F-86 Jet Pilot Opened Fire At a Hovering UFO in Ohio.

1952 - In Dublin, Ireland a 10 inch "red hot" disk landed and burned a child there.

August 19, 1952 - At West Palm Beach, Florida a Scoutmaster named J. D. "Sonny" Desvergers reported his encounter with a hovering UFO, which shot a "Ball of Fire" at him, burning his arms, face and head and rendering him unconscious. Charred roots indicated possible electric induction.

September 13, 1952 - At Sutton, West Virginia, Mrs. Kathleen May, a National Guardsman and 5 other boys were investigating a landed globe-like UFO object on a hillside. All of the witnesses were repelled from the hilltop by a noxious sickening odor of the landed object. They all suffered choking spasms and vomiting, because of their incident.

September 13, 1952 - At Frametown, West Virginia Mr. and Mrs. George Snitowsky and baby were gassed and felt electric-like shock after their car stopped near a soft, violent hue colored landed UFO. This happened on the same night of the Sutton incident at a spot not far from the same location.

September 14, 1952 - At Belle Glade, Florida employee Gloyd Brown of the Everglades Experiment Station noticed his eyes and nostrils began to smart and burn, after a circling UFO passed several times over the station. It smelled like an acid, ammonia-like odor. The cows were badly frightened by the incident, and there was a 33% reduction of milk production on the following morning.

September 22, 1952 - At Center-

ville, Virginia Mrs. E. L. Hazelwood reported that she watched several brightly illuminated UFOs and became ill for several days, because of the odor given off by the strange objects.

October 23, 1955 - At Indianapolis, Indiana farmer John Hobner was forced by a blinding bluish-white lighted UFO in a nearby field close to the highway to crash his car into a tree. Hobner suffered minor inurijes.

December 4, 1952 - At Laredo AFB in Texas a Lt. in the Air Force reported a near collision with his F-51 and a strange flying blue-lighted UFO. The pilot turned off his plane lights in order to avoid further pursuit by the UFO, and frightened he made a hasty landing.

January 29, 1953 - Merchant Lloyd C. Booth near Conway, South Carolina reported that he shot at a flying egg-shaped UFO that hovered over his farm for 45 minutes. The bullet bounced back with a metallic thud and the next morning 20 of his livestock were found dead on his farm from "unknown causes."

January, 1953 - A Secret Report by a Scientists' Panel at the Pentagon, which urged (1) that the AF quadruple its UFO investigation project, and (2) that they give the American people all UFO information, includ- the AF conclusions. This in **1960** has yet to be done!!

October 19, 1953 - Near Philadelphia, Pennsylvania-A National Airlines DC-6 Pilot put his plane into a dive to avoid being rammed by a shiny disc-shaped UFO. Passengers were hospitalized.

October, 1953 - Near Washington, D.C.—Captain J. L. Kidd put his American Airlines DC-6 passenger ship into a dive to avoid collision with a lighted UFO. Passengers were thrown into the aisles by the unexpected maneuver.

November 23, 1953 - Kinross Air Force Base, Michigan—Pilot Lt. Felix Moncla, Jr. and Radar Office Lt. R. R. Wilson and their F-89 plane was being tracked on radar when it merged on the screen with another UFO, 70 miles off Keweenaw Point. The plane and its pilots never returned from the mission and up to this date, no trace has been found of either.

January-March, 1954 - Over the Tyrrhenian Sea, Near Malta and in the Mediterranean Sea area Four RAF Planes and Pilots Disappeared. Wreckage of One Was Found, Which Indicated Explosion Was Followed by Fire and Intense Heat. Flying saucer-and cigar-shaped UFOs were being reported in large numbers at that time in Italy, France, England, New Zealand and the United States.

January 4, 1954 - At Marigname Airport in France Fragments Were Left by a reported cigar-shaped UFO with windows, which landed on the airport runway.

1954 - On Heligoland Island, off Germany, Scientists Were Reported Investigating a UFO which crashed to the earth there.

April 20, 1954 - A Part of a Hovering UFO that Fell Upon a Farmhouse, Was reported under close investigation.

May, 1954 - A F-94 Jet Fighter Pursued a UFO above Utica, New York. As the gleaming pulsating object moved towards the F-94 a mysterious blast of heat filled his cockpit. Unable to breathe and feeling the plane about to melt the pilot and radar officer bailed out. The jet itself plunged into the town of Walesville, New York and killed 4 persons.

August, 1954 - Australian Sheep Grower W. C. Hall saw six petrol-tank shaped UFOs land on his ranch in North Queensland, Australia. His chickens, cattle and even the jack rabbits on his farm were affected by an oddly colored exhaust fumes

of the UFOs, which he believed brought about a change in the genes of animal life on his ranch, due to Atomic Radiation, as various freaks were born afterwards.

August 27, 1954 - At Woodside, California fragments from a hovering UFO landed on the open highway. Now under investigation by authorities.

October 5, 1954 - Beaumont, near Paris, France—As a Luminous UFO approached to within 150 yards of eyewitnesses they reported that they felt a strange sensation "as if nailed to the ground." In addition to the temporary paralysis, the witnesses noticed the UFO gave off a peculiar smell.

October 21, 1954 - A silvery UFO object hovered above the Rubber Plant near Pozzuoli, Italy. As it rose vertically with a piercing whistle the observers noticed that a Pekinese dog, watching the UFO barked and fell dead.

October 28, 1954 - Near Monza, Italy—A large group of townspeople watched a "silvery disc-shaped UFO land on a sports field. Several hundred witnessed the event. For several days after the object landed and took off, many of the population of eyewitnesses still had red eyes as after effects of the blinding light.

April 8, 1955 - Air Force Jets fired at a UFO circling a balloon, but destroyed the balloon and missed the UFO, over Rockfield, Illinois. This was a story about the fish, er I mean, the "saucer" that got away.

August 6, 1955 - Cincinnati, Ohio —Witness, Not Wanting Name Revealed Reported he saw an oval-shaped UFO resting near his driveway. While watching the pulsating of the object, his eyes suffered severe irritation and he had to consult the doctor for relief.

1955 - Government Investigators Announced that they had found an Increase in Background Radiation in the Skies After UFO sightings had been reported in the vicinity.

August 2, 1956 - Amarillo, Texas—Pilot J. G. Kirby photographed a UFO with a long exhaust trail of some sort near it. Hensley Air Force Base Officers told Kirby that the Glow Was Caused by Radiation Vapor. He was instructed to keep silent about his photograph and his sighting by the Air Force, which he did for over a year, before breaking secrecy.

1956 - Above the Atlantic Ocean, Of Gander, Newfoundland—A Navy R7V-2 Transport, a Four Engine Super Constellation Had to Dive to Avoid a Collision Course with a giant disc-shaped UFO "Like Gigantic Dish On Top of Another," which appeared to be approximately 350 and 400 Feet in Diameter, with Lighted Edges. Confirmed by Ground Radar.

September, 1956 - At Great Falls, Montana the Air Force Base sent 3 jets to investigate hovering UFO over Missoula, Montana. As they approached the strange flying object, their plane instruments went crazy (magnetic field?) and became useless. One jet went into a dive for 15,000 feet. The nose and wing of his plane were slightly damaged.

October 2, 1956 - Nightwatchman Harry J. Sturdevant of the Hebeert Elkins Construction Firm of Trenton, New Jersey reported while on duty he saw a red-lighted cigar shaped UFO near the Delaware River. The smell of the object made him nauseated and he couldn't swallow. He collapsed in pain, but managed to crawl to his parked car. Six weeks later his sense of taste and touch were impaired and he had only been able to work a few days. Leonard B. Willits, a New Jersey State Workmen's Compensation referee awarded Medical Compensation to the nightwatchman, who had encoun-

tered a UFO, which made him ill and affected his senses of smell, taste, and touch.

March 10, 1957 - Near Puerto Rico Captain Matthew A. Van Winkle of Pan American Airlines was forced off his course by a "green circular object UFO," which was witnessed by other pilots in the vicinity also. Due to his sudden maneuver, some of the plane passengers were hospitalized.

July 17, 1957 - An American Airlines DC-6 Aircoach had to swerve to avoid collision with a UFO at Salt Flats, Texas. Some of its passengers were hospitalized, among the 85 on board the ship.

July 24, 1957 - Near Amarillo, Texas - a TWA Constellation Airliner had to dive to avoid collision with a moving UFO and some of its passengers were treated for injuries.

July 28, 1957 - At Knoxville, Tennesee an American Airlines plane was struck by a "Ball of Fire UFO," which knocked a small puncture in the tail of the plane.

August 14, 1957 - At Joinville, Brazil—Commander Jorge Campos Araujo of a VARIG Airlines C-47, the Cargo Ship PP-UCC reported that the engines of the Airliner began acting up, coughing and missing and that all the cabin lights dimmed and also went dead after the near approach of a strange luminous UFO, which had a dome on the top of it.

August 21, 1957 - Parana City, Argentina—Fragments from a UFO landed on the ground.

September 7, 1957 - Near Ubatuba, Brazil (located in Sao Paulo State) —Exploding UFO showers fragments to the beach, witnessed by many.

November 4, 1957 - At Orogrande, New Mexico—Many car motors stopped and headlights went out when "Luminous Egg-shaped UFO" hovered above the highway. Rocket Engineer James Stokes received burns on his face from the object that gave off a heat wave and created electrical interference with the so-called "hallucinated machines" on the ground.

November 4, 1957 - Brazilian Fortress, Itaipu, near Santos, Brazil— This incident tells of a Luminous Orange UFO with a humming sound and a wave of heat that overcame two sentinels on duty, rendering them unconscious and burning them on various places of the body. The UFO caused lights all over the fortress to collapse. Turrets, heavy cannons, and elevator electric systems also collapsed. Intercommunications were disrupted and alarms on electric clocks began to ring without reason.

November 4, 1957 - At Ararangua, Santa Catarina, Brazil-Captain De Beyssac of VARIG Airlines reported as he closed in on a large hovering red UFO, that his ADF, his right generator, and his transmitter receiver all burned out at the same time.

November 6, 1957 - Near Merom, Indiana—Ironworker Rene Gilham saw a brightly luminous hovering UFO and suffered burns on his face and eyes.

November 6, 1957 - Near Montville, Ohio—Plasterer Olden Moore saw a hovering circular UFO and heard a "whirring sound" as an object landed in the field 500 feet away. A Geiger Counter later showed a deadly radio-activity level existed after the sighting in the area.

November 8, 1957 - Pacific Ocean —The Panamerican Stratocruiser "Romance of the Skies" crashed in the Pacific Ocean. UFOs had been reported in the vicinity.

November 9, 1957 - In Hillsborough, California—Fragments from a UFO landed, now under investigation.

November 10, 1957 - In Madison, Ohio—Housewife Mrs. Leita Kuhn

saw an acorn-shaped UFO above her garage. She noticed that she had to keep covering her face in order to view the strange object. As a result of the incident, she suffered body rash, failing of vision and burns on her arms and legs, similar to "Radiation Burns" noted her doctor.

November 13, 1957 - Crownsville, Maryland—A strange metallic UFO exploded over the area and left fragments on the ground, which are under investigation by the Air Force.

December 7, 1957 - Dallas, Texas——A man there is reported dying from "Radioactive Burns" received by a close approach of a luminous UFO.

December 15, 1957 - Langdon, North Dakota—UFO fragments found on the ground, now under investigation by the Air Force.

February 17, 1958 - Santa Fe, New Mexico—Mrs. Leroy Evans and Mrs. Fred McIntosh each suffered burns while watching a hovering UFO near near the ground.

May 5, 1958 - Near Montevideo, Uruguay—Pilot Alejo Rodriguez flying in his Piper Aircraft reported a bright silvery UFO, metallic top-shaped object, with a slight vapor trail which hovered over Uruguay and created such intense heat that he was forced to open the windows and the plane door and remove his jacket.

October 26, 1958 - Above the Lock Raven Reservoir, Near Baltimore, Maryland Mr. Philip Small and Mr. Alvin Cohen watched a hovering luminous egg-shaped UFO, felt a wave of heat, heard an explosion as the object left the area and suffered burns from their encounter. Noted electrical interference with car lights and motor.

December 10, 1958 - Rio Negro, Uruguay—Persons watched a luminous egg-shaped UFO, felt heat coming from the object and found fragments which fell to the ground during the incident.

December 16, 1958 - Tampa Bay, Florida— A B-47 Stratojet crashed and exploded, UFO's reported seen in the vicinity.

December 21, 1958 - Juyjuy, Argentina—UFO fragments land, under investigation.

1958 - Pacific Ocean—An Air Force pilot indicated that his plane was "shot at" in a UFO encounter, and crew opinions that the strange "bursts" or explosions near the transport were linked with previous disappearances of AF planes in this Pacific area. More on this case later!

February 22, 1959 - Utah—PFC Bernard G. Irwin of Ft. Bliss, Texas reported the sighting of a "Ball of Light" Circular UFO in the skies. The object, whatever it was, rendered him unconscious for 24 hours.

April 1, 1959 - McChord Air Force Base, California—Air Force C-118 Transport Crashes, 3 Persons Killed, UFOs seen in vicinity.

April, 1959 - Seattle, Washington —Air Force Acknowledges a "Frantic Radio Report" that we have hit something or something has hit us," which preceded a mysterious crash of a C-118. No survivors. Eyewitnesses on ground reported sighting 3 or 4 parachute-like glowing UFOs following the plane prior to its crash.

September 7, 1959 - Wallingford, Kentucky--Fragments Fall to Ground From Hovering UFO. Under Investigation.

September 24, 1959 - Redmond, Oregon—A UFO with Tentacle-Like Projections, Glowing with Red and Greenish Colors Moved through "Controlled Maneuvers. Reported from the Ground observers, picked up on Air Force radar for over an hour. After the object moved away, an active search for the UFO was conducted by 7 jet fighters, a B-47 bomber, and a Tripacer, which later

was asked to check the area for signs of "RADIOACTIVITY."

September 29, 1959 - Texas—A Braniff Airways Turbo-Prop Airliner crashed in Texas, claiming 34 lives. UFOs were reported in the vicinity.

October 19, 1959 - Near the "Big Marsh," outside of Poquoson, Virginia—Two Schoolboys, Mark Muza and Harold Moore "shot at" a hovering UFO. The bullet struck a metallic surface and rebounded to the ground.

1959 - A Brazilian Air Force B-26 Commander asked permission to take off without lights on his bomber, in order to avoid further pursuit by a strange UFO, that had followed his plane for almost an hour before he reached the Airport.

December 24, 1959 - In private instructions briefing Air Force for Operations and Training Commands, Major General Richard E. O'Keefe, Acting Inspector General recently warned that UFO sightings would increase. The TIG brief was headed "UFOs-SERIOUS BUSINESS." The AF he said was chiefly concerned with defense and technical aspects of the phenomena. Air Force Investigators should use binoculars, cameras, Geiger counters, magnifying glasses and containers for any "fragments or ground samples" recovered. This order came, as the Air Force was again telling the public that the "flying saucers" just don't exist.

March 2, 1960 - Near Labuttendorf, Austria—Newspaper Man Edgar Schedelbauer of Vienna, Austria for newspaper "WIENER MONTAG," suffered "great red spots" on his face and hands after his close encounter with a milky-white spider-shaped hovering UFO. It made a low humming sound and then a jet-like roar, as it hovered about 50 feet above a road. Photographer took pictures of the object. Now under investigation.

March 12, 1960 - The AERIAL PHENOMENA RESEARCH ORGANIZATION at Alamogordo, New Mexico announced that its organization has fragments of an "Extraterrestrial Flying Saucer" that fell from exploding UFO in Brazil in 1957 and photographs of an "Extraterrestrial Flying Saucer" taken at Trinidade Island in 1958.

May, 1960 - The NATIONAL INVESTIGATIONS COMMITTEE ON AERIAL PHENOMENA in Washington, D.C. announced that the "UFOs or FLYING SAUCERS" are unknown devices, which have been reported by scores of reliable observers, are intelligently controlled machines from outer space." Vice Admiral R. H. Hillenkoetter, former head of the Central Intelligence Agency, stated that the "unknown objects are operating under intelligent control." He added "I know that neither Russia nor this country has anything even approaching such high speeds and maneuvers." Speaking as a NICAP Board Member, Admiral Hillenkoetter said it was high time the secrecy was ended.

June, 1960 - The U.S. Air Force is currently busy investigating films and movies of "UFOs and FLYING SAUCERS" taken over Michigan in February, over Austria and Iowa in March, over Wisconsin in April and over New York in August, all of this year 1960. They were photographed by a newspaper man, a restaurant owner, a pilot, a housewife and an astronomer. (A point of information.) I have listed over 171 different photographs or movies taken worldwide since 1905 in my own private "SAUCERIANA COLLECTION."

September 6, 1960 - Near Hartford, Connecticut—Fragments Fell to Ground From Bluish - Green Speeding UFO and landed with a hissing sound. They are now under

investigation by the National Aeronautics and Space Administration in Washington, D.C.

This article has been printed, in hopes that it will be given consideration as an accurate research paper into acts of UFO and FLYING SAUCER hostility It is far from being a complete list, as time does not permit me to do a better job

It should serve as a warning that many of the UFOs are dangerous and hostile. So before you go running to meet those so-called peaceful visitors from Venus, should you encounter a UFO, you should think twice, because they may not be peaceful or from Venus!

I became interested in these objects in **1947**, witnessed them in **1951** and **1954**, was convinced of their reality in **1952**, ran into Army censorship in Panama in **1955**, concluded with their hostility in **1960. 1961** and the years that lie ahead should bring us many other "visitors from space," even as we cross over the threshold into visiting space ourselves.

My thanks for information for this article, go out to FATE, TRUE, and LIFE magazines, the Air Force, and IFSB, FSI, CSI. NICAP, and APRO: all of which are made up of civilian and military researchers and investigators. As of late, my thanks go to APRG, the Woonsocket, R I. YMCA "Project Saucer" Committee, and the Massachusetts and Rhode Island TWO-STATE UFO STUDY GROUP.

POSTSCRIPT

I hope that the enclosed items regarding UFO hostility will prove to be food for thought for those thousands, perhaps millions, who are searching for the many answers to the riddle of the "flying saucers." I hope that the 90 incidents regarding the dangerous and hostile UFOs will help others in preparing a defense against attack by such objects, and will provide information, which will help mankind's efforts in achieving space travel for himself and for peaceful purposes only: to the benefit of mankind. For the thousands of other groups and individuals who made this pamphlet possible. I also extend my thanks and appreciation.

Since completing this pamphlet the following case has been reported to me. **November 6, 1957** (note cases for this date alone already mentioned) near San Antonio Texas Civilian Cook Lon Yarborough at Lackland Air Force Base reported electric interference with his car motor and headlights, when approached by bright egg-shaped UFO, which landed on ground. Yarborough heard a "whistling sound" and felt a blast of hot air, but suffered no burns.

STATEMENTS

Among the many eyewitnesses to the phenomena are such persons as Claire Booth Luce, U.S. Lady Ambassador; Navy Secretary Dan Kimball, Astronomers Clyde W. Tombaugh, American who discovered the Planet PLUTO and British Lunar Expert H. P. Wilkins.

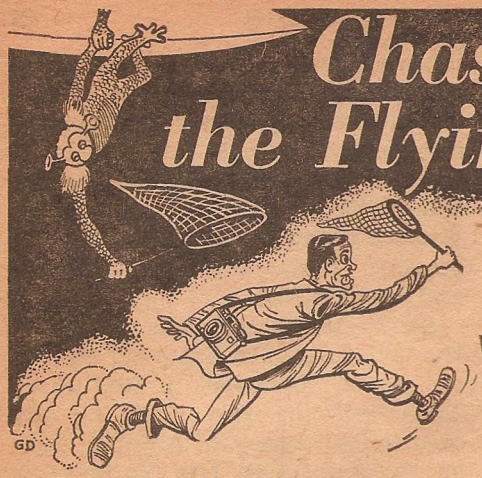
AIR CHIEF MARSHALL Lord Dowding (England) - "The saucers exist and they are not manufactured on the Earth."

DR. HERMAN OBERTH (Germany) - V-2 Rocket Fame - "The saucers are "Vikings from another Planetary System."

LT. COLONEL JOHN O'MARA (United States) - Admitted in Effect "The saucers are interplanetary, and we also have saucer-shaped crafts ourselves."

WILBUR B. SMITH (Canada) Head of "Project Magnet-Flying Saucer Detector Station" "I'm convinced they're real, that they're machines of some kind. From the Weight of evidence, I believe the

(Concluded on page 58)



Chasing the Flying Saucers

with



GRAY BARKER

Author of:
THEY KNEW TOO MUCH ABOUT FLYING SAUCERS

You are a common, ordinary private at a lonely military garrison.

You and your buddy walk guard duty at the top of the fortifications. Everyone else in the fortress is asleep—for it is two o'clock in the morning on a moonless tropical night.

Quiet and peace reigns on this lush coastline of Brazil. It is not a time of war, and you relax in this beautiful place. When the moon is out the ocean is a sea of silver, but now, even though the stars, stretched in an endless canopy, burn fiercely, there is a darkness which oppresses the land and makes your fortress an isolated island where alone there seems to be reality.

Were it not for your companion, there would be only the shooting stars for company.

Suddenly your buddy points at one of the stars which has suddenly burst into attention. It is over the Atlantic, and it is moving. Not like a meteor, but slower—and deliberately.

It is something to relieve the monotony until your realization tells you it is moving on what seems to be a deliberate course, in your direction.

Then your interest, now growing into concern, is quickened, as you determine this is no star at all—but some sort of flying object, with people or things in it; though you don't know why you feel there are people or things in it: it is the feeling you get as the panic of the next minutes is somehow previewed within you.

That panic is then directly presaged by the knowledge that the thing IS HEADED DIRECTLY TOWARD THE FORTRESS!

It comes over high—too high for a plane, for it suddenly halts in mid-air. There is a silence, an unbearable silence of suspense—as the thing seems to drift, drift downward, slowly and deliberately, closer and closer above you!

The white glow of its arrival has now deadened to a harsh orange glow, something like a Hallowe'en color. But this is no harmless jack-o-lantern. **It is a craft of some sort, disk-shaped and big as a Douglas bomber.**

You should have alerted the garrison, but you haven't. Your guns hang limply at your sides as both of you stare at the thing above you, as if mesmerized.

When the circular object is about 150 feet above your fortress it again halts, and it just hangs there.

Nothing else.

Then the low, dull humming noise, changing to a higher pitched whining.

Then hell . . .

The heat wave reaches you first like the gentle touch of a warm room, entered from winter. But it grows in intensity and quickly engulfs you. It is not ordinary heat, but a kind of invisible fire that seems to envelop your clothing. It is too late to call for help. You go stumbling about the narrow area, screaming and beating the air around you. As you black out your last nightmarish memory is of overwhelming heat intermixed with blind terror . . .

Hostile Saucers

The one sentry had collapsed, while the other was still running and screaming from one side to another. Finally he slid under a heavy cannon for shelter.

When the noise had reached the living quarters below, the men jumped from their bunks and ran toward their battle stations, not knowing what was happening above, though appropriating to themselves some of the terror of the screams.

Panic soon reigned there too. The lights went out; all electrical circuits were dead. Apparently the fortress' dynamos had stopped functioning. Somebody fumbled for the emergency circuits, but they were dead too. Among the confusion came a nerve-racking jangle—of more than a dozen alarm clocks throughout the place which, though all set for 5:00 A.M., were strangely going off at that moment.

The fortress was conquered by panic; whoever the enemy was, the men were certainly delivered into his hands.

Then suddenly the lights came back on, and the men regained some of their composure. They ran outside to contact the enemy, but found nothing—ONLY A STRANGE ORANGE LIGHT CLIMBING VERTICALLY IN THE SKY AT GREAT SPEED.

The one sentinel remained unconscious; the other still crouched under the gun, crying and mumbling, as if completely mad. The post doctor rushed to the men. Both were badly burned. One suffered from what apparently was heat stroke, and both had second-degree burns over most of their bodies. Hours passed before the less afflicted could recover from shock and relate the terrifying nightmare you have read at the beginning.

Thereafter, as usual, the hush-up. This report, tracked down by medical doctor, Olavo T. Fontes, and given to the Aerial Phenomena Research Organization (4740 East Cooper St., Tucson, Ariz.), is not presented here as a mere horror tale, but to explore a very important point made last September by a noted saucer researcher.

"THE FLYING SAUCERS ARE HOSTILE!" That is the title of a lengthy report prepared by George D. Fawcett, based on his more than ten years of gathering UFO evidence. We don't quite agree with George's title, which may give a conclusion stronger than his evidence justifies; but we want to give him a stage where this little-circulated research report can reach the many readers of FLYING SAUCERS for their consideration.

The incident above, which took place at the Brazilian Army Fortress Itaipu, along the coast of Sao Paulo state, near Santos, on Nov. 4, 1957, is only one of 90 reports he lists as involving hostility on the part of saucers.

While other researchers have published magazines, Fawcett has devoted his time to collecting and organizing UFO information into useful reference units. We first heard

of him when we joined Albert K. Bender's ill-fated organization, The International Flying Saucer Bureau, back in 1952. At that time Fawcett was on Bender's International Council. Since the closing of that important organization, Fawcett has carried on his research independently, as he did even then, though remaining constantly in touch with the writer.

For complete details see Fawcett's own article in this issue. (Ed.)

Were These Accidents?

It may be unfortunate that Fawcett does not editorialize in his reports, and that the reader, as a consequence, may not reach a valid conclusion.

Were these near-misses and occasional injuries the result of deliberate attacks by saucers—or were they only accidents, without bad intentions by the saucerians?

With the superior technology demonstrated in these encounters, the saucers surely could have inflicted more destruction than actually occurred. Yet, with such a superior technology, and the advanced intelligence we tend to connect with such, could not the operators of such craft have avoided the damaging contacts with terrestrials?

In the case of the "attack" on the fortress, the business of the saucer must have been something other than agression, else presumably it would have wreaked more havoc than it elected to do. Maybe that business was simple observation, with the side effects unknown to the saucerians. Or maybe they just didn't care.

Finally, in going over some of Fawcett's accounts of contact in the sky, we are led to wonder how many reports, involving mysterious plane crashes which left no survivors (or those which were hushed up) were of necessity not available to the compiler. Maybe such reports, were they available, could shed some light on the perplexing question of why plane accidents deinitfely occur in cycles.

But what of people on the ground who have complained of being variously frightened, irradiated, sickened, or even burned by saucers? Fawcett includes a bundle of these, too.

Keep Looking Up

Although Fawcett's reports definitely show that people have been injured and killed as a result of encounters with UFOs, we don't believe that a concrete case for overt hostility has been built up. As for near-collisions with airliners, our own planes have near-misses almost daily and sometimes crash into each other; though one would like to believe the saucer people have better radar systems.

Close ground encounters seem to follow a pattern in that these contacts often cause redness of the skin, burns and other irritations, somewhat like, but not necessarily identical to radiation burns. In very rare cases have terrestrials complained of being "rayed" or otherwise attacked; instead it seems the injuries have been caused unintentionally by saucerians who either didn't know or didn't care whether such contacts could be damaging.

Some points are definitely proved by the Fawcett report, however. Whether or not intentional weapons, certain devices, either carried by the UFOs or a part of their propulsion or communication systems, appear to be powerful indeed, and far more effective than any weapon we have invented. If the saucers **wished** to attack on a large scale, there seems to be very little we could do about it.

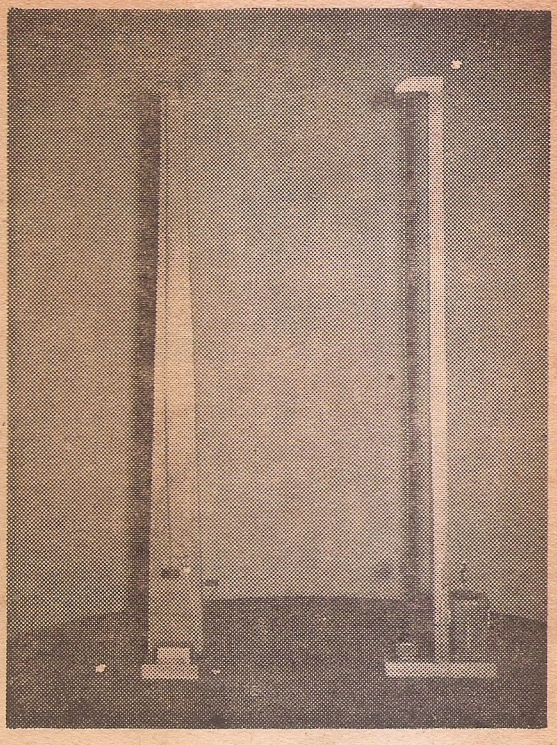
Just as the existence of saucers has been proved by an overwhelming number of sightings by reliable ob-

(Concluded on page 58)

MAGNETIC U.F.O. DETECTOR

By

Arthur C. Aho



While traveling in different areas I have made several experimental flying saucer detectors and have some good reports of results. One especially made by Jim Hendrix, 5449, Morris Avenue, St. Joseph, Missouri, who told me of several sightings as a result of the detector sounding off. Of most interest to me was his report showing the apparent sensitivity of the gadget. He tells of his going outside at his place of employment and scanning the skies. He saw what appeared to be a UFO above a high broken overcast. At the same time Mrs. Hendrix who was at home several miles away, was alerted by the detector.

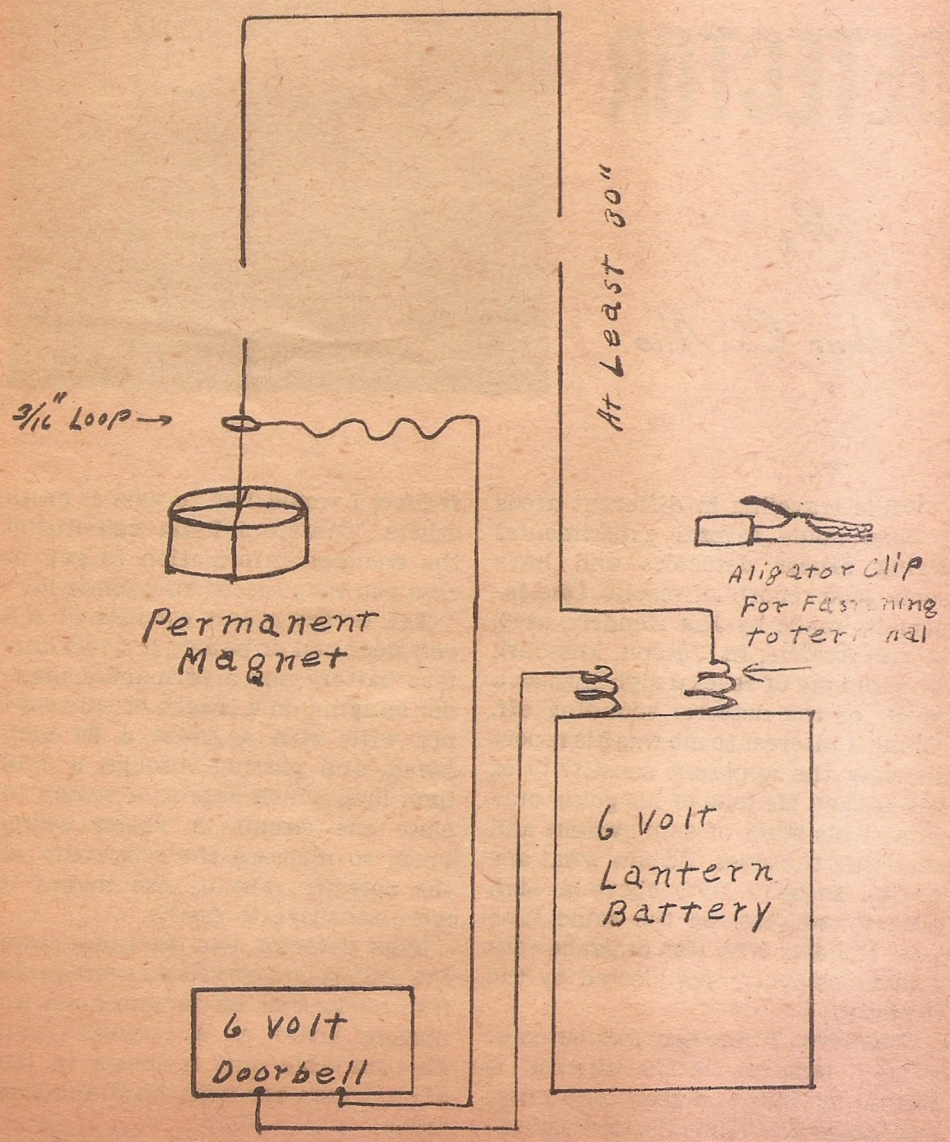
Whenever I mention this detector at my lectures, keen interest is shown by flying saucer enthusasts and plans are immediately requested. As this simple device seems effective, I would like to pass it on to others. Therefore I am submitting the enclosed information to you in case you may see fit to publish it.

The detector unit consists of a 6 volt door bell or buzzer, a 6 volt lantern battery and a permanent magnet hanging on a length of thin copper wire with at least a 30 inch swing, and passing through a 3/16 inch loop which acts as a switch to close the circuit. A longer swing tends to increase the sensitivity of the detector, but it also makes it more sensitive to drafts.

This detector can be hung from the ceiling or a shelf as a permanent fixture, or can be mounted on an upright board as a portable unit. This portable unit is shown in the photo which has both front and side views.

A good magnet for this unit is

manufactured by R. J. R. Toy Co. This is a round disk ceramic magnet and is sold by many toy stores 3 on a card. It is also handled by many Western Auto Supply Stores (I use 2 of these disks on the detector) Most large hardware stores handle magnets, and another good source is in cast-off radio loud speakers. The permanent magnet type can be detected without dismanteling by holding a knife blade close to the back coil or the old speaker.



THE BRAZILIAN NAVY UFO SIGHTING at the ISLAND OF TRINDADE

By Olavo T. Fontes, M.D.

(Reprinted from The A.P.R.O. Bulletin)



Dr. Olevo T. Fontes

When Navy officers, competent technicians and experts on meteorological and atmospheric phenomena, from a military Meteorological Station and Oceanographic Post doing research connected with the IGY, report seeing the same UAOs on at least eight different occasions, the event can be classified as very unusual. Add the fact that a number of other people saw these UAOs and that in two cases they were observed through theodolites, and the story gets even better. Add a few more facts—that these UAOs were photographed and the photos, showing a lot of detail of the UAO, were proven to be genuine according to official statements; that they were picked up on radar and that several people got a close look at the object at least in two of the sightings—and the case becomes one of the best in the whole history of UAOs, good enough to convince even the most ardent skeptics. Enough to prove that they are real—some type of vehicle flying through our atmosphere.

If you have something more than good circumstantial evidence—something concrete like genuine photo showing detail of the UAO, measured speeds, or sizes — then you have hard, cold, scientific facts. If your photos are also offered as proof that the UAOs are intelligently controlled, for they represent a permanent record of the motion of the UAO, i. e., a photographic sequence of a UAO's flight path — then your case is closed. But remember that if they are real, then they

have to be spacecraft because no one can give a second thought to the possibility that the UAOs might be a supersecret U. S. aircraft or a Soviet development. You know that no country in the world has developed their technology far enough to build a craft that would perform as the UAOs are reported to do. It would be absurd to think that the millions of dollars spent on the investigation of the UAO mystery are being spent to cover the existence of a UAO-type weapon.

This is the situation when you face the reports of the UAO sightings at the Island of Trindade, a Brazilian possession lost in the middle of the South Atlantic Ocean. Most of these incidents are known to the Brazilian public, but there are important details which have not been disclosed. However, even the information already released through the Brazilian press must be included, for it is almost certain that the American public doesn't know anything about it. It is a well-known fact that reports of flying saucers from other countries, when published in the American press, do not contain the necessary detail to give them factual stature. Most are fragmentary, and come through the news services merely as an "item," mostly without verification, and many times without even names or dates. Therefore I am going to report the whole story of the Brazilian Navy sightings at the Island of Trindade, the remarkable series of incidents which caused a tremendous impact on the Brazilian public and put the uneasy Navy authorities of my country in a very difficult position.

Hundreds of hours of my time were spent on an exhaustive personal investigation of these amazing incidents, to uncover all the facts connected with them, even the ones not revealed through the press. I was very lucky in my search, mostly because I was informed about the UAO's pictures at a time when they were still a top-secret subject — long before their publication.

The first word of the sightings came on February 4, 1958, when a Navy Commander phoned me to report a startling story. That man, a close friend of mine, had been a hard-boiled skeptic for many years. In the past, I had tried to convince him that UAOs were real objects but got no results — all my attempts had failed. Now he was calling to tell me he had changed his opinion just a few days ago, after he had seen some amazing pictures of a flying saucer taken a few weeks before by a Navy officer, at the Island of Trindade. "They are authentic," he told me, "because they were shot from the deck of a Navy ship, the NE 'Almirante Saldanha,' in the presence of a number of Navy officers and sailors, who had sighted the UAO too."

My friend went on to say that the ship was at the Island of Trindade on a scientific mission, and that an investigation had been made immediately. The ship's C. O. had taken the necessary measures to get the film developed aboard, in the presence of reliable witnesses, and had requested the negatives for examination. These negatives had been submitted to a careful investigation by photographic experts, in order to eliminate any doubt about their authenticity.

He had seen the five pictures the day before and was deeply impressed. They showed a strange object which was obviously an aerial machine of unknown type. He was also informed that a craft of the same kind had been sighted by the crew of

a Navy towship traveling near the coast of Bahia (State). He said the evidence was enough to convince him that saucers existed.

This was the Navy officer's story. Feeling that he was now sincerely interested in the UAO problem, I advised him to talk to Commander X (there is no need to tell his real name), an officer from Navy Intelligence who was, in fact, the Head of the Brazilian Navy investigations of UAOs, and also the "contact officer" on the same subject with the U. S. Navy "He was the person who showed me the pictures," was my friend's answer. He then told me that Com. X was one of his best friends in the Navy He also said he was going to request special permission to show me the pictures, under compromise. He warned that the matter was going to be difficult because the photos were classified for official use only

Permission was granted on February 14. On that occasion my personal investigation of the case was already yielding good results. From several sources, through my contacts in the Brazilian Navy, a lot of new information on the incident had been collected. I already knew the following basic facts connected with it: (1) — that the man who had shot the pictures was not a Navy officer, but a civilian—a photographer named Almiro Barauna; (2)—that the UAO appearing in the photos had been sighted on January 16, 1958; (3)—that Mr. Barauna had taken only **four pictures** of the object; (4)—that the fifth one, which showed the same saucer (or a similar one), had been shot by a Navy sergeant stationed on the Island, on a different date,—before the arrival of the NE "Almirante Saldanha;" and, (5)—that at least **six** other sightings had been made at the Island before the arrival of that ship, in less than two months.

This was the information I had obtained when, on the evening of February 14, I went to the Brazilian Navy Ministry according to the instructions received. I met the Navy officer who was my friend and we went to talk to the intelligence officer who was to show me the UAO photos. I was permitted to make a close examination of the four pictures shot by Mr. Barauna. I also saw the fifth one, which was together with the others, but no one told me anything about its different origin. The intelligence officers who worked on the UFO problem seemed to constitute an efficient staff and it was a pleasure to talk with them. We discussed openly the details of the saucer structure appearing in the enlargements made from each photo. They had traced the flight path of the object across the sky and carefully plotted on special charts the data concerning size, speed and altitude. They had no doubt about the authenticity of the photos. The Navy Photo Reconnaissance Laboratory did a complete analysis of the original negatives, which included visual studies, frame-by-frame slide projection, microscopic examination, granulation tests and measurements of the images' brightness. And the photo lab report had concluded that the photos were genuine. Also, a photogrammetric analysis made outside the Navy, by a civilian organization, the "Cruzeiro do Sul Aerophotogrammetric Service," had definitely excluded the possibility of a falsification or photographic trick. And the photographs agreed with the description of the object that the observers had seen—i. e., all witnesses had recognized the object appearing in the pictures as the same one they had sighted over the

Island.

They confirmed the information I had collected about other sightings at the Island, but no additional details were given. At the end, they asked me to keep absolute silence about the whole matter. And so I did for a long time. I am not breaking the compromise assumed. As a matter of fact, all information released in that interview was published later in the press. The secret data included in this report, not yet published, were picked up from other sources under no compromise.

After the meeting at the Navy Ministry, the next thing was to try to find the man who had taken the photos. This task was given to reporter Joao Martins, one of our best UAO investigators, who was already working with me in the case. He found Mr. Barauna on the night of February 15. He told him he wanted the photos exclusively for his magazine. Barauna agreed, but advised that the publication could be made only after authorization from the Navy for he had assumed a compromise to keep the matter secret. The permission was granted on the same night, verbally, by Com. C. A. Bacellar. However, it was still subject to the approval of the Navy Ministry and Martins was forced to wait for it.

This seemed to be the end of my investigation of the photographs. The amount of data I had gathered was accurate but it was inconclusive as far as getting a definite answer was concerned. Then something unexpected came to change the situation. On February 20, the first news about the incident appeared in the press: the newspaper "O GLOBO" printed a note on the rumors that a flying saucer had been sighted at the Island of Trindade by the crew of the NE "Almirante Saldanha." The note said that the information had not been confirmed or denied at the navy Ministry, but a Navy spokesman had said that a statement on the case would be released to the press at the proper time. That same night Martins was visited by Mr. Barauna. The man had bad news. Com. Bacellar had phoned him to report a very unpleasant fact: that same night, a radio news program had announced that a newspaper, the "CORREIO DE MANHA," was going to print next morning "exclusive pictures" of a saucer taken by the Navy, at the Island of Trindade. Bacellar also said that the Navy, taken by surprise and worried, had made a desperate attempt to stop the publication at the last moment—but failed . . . Then they had sent him to inform Barauna that he was free from the compromise and should take the proper measures to defend his own rights. Mr. Barauna told Martins that he was free to break their contract, too. But Martins decided to accept the fight. They prepared a written contract which was signed by Barauna. They went immediately to the office of the involved newspaper to stop the publication. Their attempt was a failure, too. It was then decided to publish the pictures in another newspaper, at the same time.

The newspaper "O JORNAL" was contacted and agreed to print the photos. Next morning, on February 21, the case was published in both papers. "O JORNAL" printed also a report about the sighting as told by Mr. Barauna, which has also been published in "The A. P. R. O. Bulletin" (March, 1958).

Despite the careful measures to maintain secrecy, some one had broken the censorship and put the Navy authorities in a very difficult position. And the man who had done

this could not be punished because he was the Brazilian President himself. Ten days before, he had received several copies and enlargements of the UAO photos from Admiral Alves Camara, the Navy Minister, as evidence that the Navy had proof of flying saucers' reality. A few days later the President was visited by a close friend, a person connected with the editor of the "CORREIO DE MANHA." During the interview, that person noticed some strange photos spread on the President's table and asked about them. The President told him. He became very excited and asked permission to get them published. The President promised to consider the demand. Several days later, under the pressure of insistent demands, he finally acceded to liberate the pictures. And when the Navy tried to stop the publication at any cost, the President—who had not asked for the Navy's advice on the subject—said that his decision, right or wrong, was final. The photos were published. The incident made headlines in Rio's newspapers and later all over the country. Excellent enlargements of the pictures were printed in the press, showing the saucer moving over the sea and hovering above the Island's mountains. The effect on the public was tremendous. A thing like that had never before been revealed to the Brazilian people. Those photographs were clear enough to show the object was an unknown type of craft. And they had been shot by a member of the Navy's scientific expedition, i. e., they had been authenticated by the Navy.

The case remained on the paper's front pages for seven days. Navy authorities did not know what to do, for the thing was too big to be concealed anymore. To deny any connection with the incident was a childish thing, an unnecessary lie—but they tried it. The maneuver was a failure, however, for the orders to keep the secrecy about the matter were not obeyed by civilian observers aboard the ship. They talked. Their reports confirmed Barauna's report. Under the pressure of public opinion, the Navy was forced to issue an official release which caused a Congressional inquiry into the Navy policy about the UFOs. This marked the climax of the confusion and controversy which followed public announcement of the startling events at the Island of Trindade.

The Congressional inquiry was approved at the House of Representatives on February 27, 1958. According to Brazilian law, Representative Sergio Magalhaes requested the Navy Minister to explain the facts connected with the incident at the Island of Trindade. The text of this fascinating document was printed in all Rio's newspapers on February 27 and 28. It is transcribed below, quoting verbatim from the Government Printing Office publication, the "Diario do Congresso Nacional."

"HOUSE OF REPRESENTATIVES OF THE U. S. OF BRAZIL"

"OFFICIAL INQUIRY"

"Subject: The Navy Ministry is requested to answer or explain the following items of the inquiry presented by Rep. Sergio Magalhaes (Rio de Janeiro, D. C.) on February 27, 1958, and approved by this House.

1—If it is true that the crew of the NE 'Almirante Saldanha' witnessed the sighting of a strange object over the Island of Trindade.

2—Considering that the official statement released from the Navy Minister's Office recognizes that photos of the strange object were taken 'in the presence of members from the crew of the NE "Almirante

Saldanha" '—it is asked if an investigation was made, and if the reports from the Navy officers and sailors involved were registered.

3—In the hypothesis of a negative answer, the Navy Minister is requested to explain the reasons on which he has based his inclination to attribute no importance to the fact.

4—If it is correct that the photos were developed in the presence of officers from the NE 'Almirante Saldanha, and that the pictures showed the image of the strange object since the first examination.

5—If the negatives were submitted to a careful examination in order to detect any photographic trick contrived before the sighting.

6—Why the information was kept secret by Navy authorities for about a month.

7—If it is correct that other similar phenomena were observed by Navy officers.

8—If it is correct that the commanding officer of the Navy tow ship 'Tridente' witnessed the appearance of the strange object called a 'flying saucer.'

"JUSTIFICATION:

The appearance of these strange aerial objects known as 'flying saucers' has attracted the world's interest and curiosity for more than ten years. For the first time, however, the phenomenon is witnessed by a large number of members from a military organization, and the photos of the object receive the OFFICIAL SEAL through a statement released to the press by the Navy Minister's Office.

Yet, as the problem affects the national security, more information is necessary to clarify the facts. There is some controversy in the information divulged through the press, but the Navy apparently has no intention of releasing a complete report to stop the confusion and inform the public. Furthermore, the Navy Minister's Office, having declared (officially) that a large number of people from the NE 'Almirante Saldanha' crew had sighted the strange object photographed over the Island of Trindade—in spite of this, there was no request for the witnesses' reports or any other measures, as confessed the Chief of the Navy High Staff when interviewed by the press." UNQUOTE.

The flying saucers had achieved the honor of being referred to in the House of Representatives. By now the words "flying saucer" were being batted around by every newspaper reporter, radio and TV newscaster, and man on the street. It had become apparent that the press was reviving its interest in UAOs. Newspaper reporters uncovered and printed a lot of valuable information on the matter, for they rival any intelligence officer when it comes to digging up facts. But the best thing they were able to get was the Navy secret report to the House of Representatives with the answers to the questions asked by Rep. Sergio Magalhaes. The information was published on April 17, 1958, by several newspapers at Rio (CORREIO DA MANHA, O JORNAL, and JORNAL DO BRAZIL).

The document pointed out that the reports hadn't actually started with the Barauna Incident. Several other sightings over the Island had been witnessed by a number of workers, sailors and officers, on different occasions, during the months of December (1957) and January. Some of these cases had not been taken into consideration, said the report, "though the witnesses reported the sighting of the object on different days, because their stories were not

sufficient for scientific evaluation due to the observers' lack of qualification (sailors and workers), and to the brief duration of the phenomena." But in five incidents, at least, the reports had come from Navy officers, scientists, and other equally credible observers — and those reports couldn't be discarded. The Navy investigation of the matter was started in January, soon after the arrival of the NE "Almirante Saldanha" at Rio de Janeiro, and closed on February 2.

The Navy report also included an account of these other incidents, which involved "unidentified objects" shaped like a flying saucer, and tear-shaped devices. "One object," said the report, "when seen from below, showed a spherical outline and its color was undefined for some, like stainless steel for others. The size was not determined. All the reports called attention to the high speed, controlled maneuvers, and exreme mobility of the objects spotted. Their movements were not continuous like those of an airplane— but abrupt and rapid, with sudden changes of course and speed, and right-angle turns."

It contained also the Navy's analysis of the Barauna Incident to gether with the evaluation of the photos taken by that photographer. The conclusion at the end of the document was the following:

"Personal reports and photographic evidence of certain value indicate the existence of unidentified aerial object (s)."

All the information transcribed above was printed in the Brazilian press, as well as a summary of the several sightings at the Island. No one knows who gave out the data to newspapermen, but some clues suggest Rep. Magalhaes himself Anyway, the information was correct. I was able to check the matter personally. **I saw the Navy report itself,** in the hands of some friends from the Navy. In fact, there was more information in it than what had been revealed through the press. The matter will be discussed again in another portion of this report.

Incidentally, the Navy reaction to the publication of information contained in the secret report was expressed in the official release made by Commander Raul Lopes Cardoso, from the Navy Minister Office, on that same day:

"The Navy has sent a **memorandum** to the House of Representatives with the answers to the questions asked by Rep. S Magalhaes, in an official document, on the sighting of a flying saucer on January 16, 1958, at the Island of Trindade. I must declare, however, that such a memorandum is a classified document, and the House of Representatives is not authorized to divulge any information included there. Only the President of the Republic or the Navy High Command, could give the order to declassify the Navy Secret Report on the subject and make it available to the public.

"I would like to make it clear, on the other hand, that the document received by Rep. S. Magalhaes **is not** the Navy Secret Report itself. That Report continues to be absolutely secret. Any information or comments about it are still forbidden. What was sent to the House was a single memorandum, classified too." (Rio de Janeiro O JORNAL, April 17, 1958).

Rep. Sergio Magalhaes was the obvious target of the Navy release transcribed above. To avoid trouble, he was careful in his official declaration to the press on the matter. He said only the following:

"After receiving from the **Navy**

the information requested in the inquiry connected with the flying saucer of Trindade, I have concluded that an unidentified object **was seen** by the crew of the NE "Almirante Saldanha," and **photographed** by Mr. Almiro Barauna.' (Rio de Janeiro JORNAL DO BRAZIL, April 17, 1958)

* * *

The facts reported above represent only a part of the whole history, but they are enough for the reader to get a general idea about the situation and to realize the extraordinary significance of the remarkable sequence of UAO sightings at the Island of Trindade The following account presents the true and complete story based on what I learned in my investigation of the matter. Most of the information included was published in the press, but my report contains also data which has never before been divulged. In these instances, I have left out the names of the people who gave me the information, or the names of certain people who were associated with the Navy project—people who have cooperated to help me but do not want publicity But the greatest care has been taken to make sure that the omission of a few names has in no way altered the basic facts because this report is based on facts—all of the facts. Contrary to the present thinking in military circles, I believe that the public must be told every detail of every phase of the UAO investigation Therefore nothing of significance was left out.

Now let us consider the events in the order in which they occurred

* * *

Sightings at the Island of Trindade

Trindade is a small, deserted, rocky island located in the middle of the South Atlantic Ocean between the Brazilian coast and the African continent, more than 600 miles off the coast of Bahia. During World War II, it was used as a military base for U. S. and Brazilian warships fighting German U-boats. But it was abandoned after the end of the war, remaining completely deserted and forgotten until 1957 In October, 1957, however, a task force from the Brazilian Navy arrived there, under the command of Captain-of-Corvette Carlos Alberto Bacellar. The Hydrography and Navigation Division of the Navy Ministry had decided to build an Oceanographic Post and a Meteorological Station on the island for research connected with the IGY

By early November the task had been completed. The installations began their activities. Besides equipment for oceanographic and meteorological studies, there was also a radio station on the island. Instrument-carrying meteorological balloons were released daily by Navy technicians to study high-atmospheric conditions. These weather-balloons were flexible bags inflated with hydrogen and painted red to make it easier to spot from the ground. The gas inside the balloons expanded gradually as they ascended (because of the drop of atmospheric pressure), and a stage was reached when the balloon could not expand further and then it burst. The instruments were automatically dropped by parachute before this moment. Each balloon carried a radio transmitter which started to send a radio signal as the balloon began to climb. Information registered on the balloon's instruments was automatically sent to the ground station. At the moment the instruments were parachuted the radio signal changed automatically to a higher frequency. The balloon's movements were tracked all the time through optical devices because

a close observation of its ascent would give information on the winds at various heights. The technicians tracked the balloon with theodolites, to avoid losing contact with it.

November was coming to an end. On the morning of a clear, sunny day, a meteorological balloon was being tracked with a theodolite as it slowly climbed into the sky. Com. Bacellar was inside the radio station, picking up its radio signals. Everything seemed to be normal. But suddenly the signals' frequency changed unexpectedly. Puzzled, Com. Bacellar sent a man outside to tell the operators at the theodolite that the balloon's instruments had been parachuted prematurely. The technician came back a few minutes later and was very excited: "They said that the instruments have not been dropped yet, Commander, and that . . ."

"That is impossible," answered Bacellar, "because I am listening to the new signal. What is happening outside?"

"I don't know, sir, but they say there is another object in the sky near the balloon, and perhaps . . ." But he had no time to finish the sentence because the commander was already running through the door.

It was unbelievable. There was another object in the sky besides the balloon, hovering over the Post at a great altitude. It could be sighted distinctly with the naked eye, appearing as a bright luminous speck, silvery in color. It seemed to be moving from one side to another and making tight turns. At its apparent height, the speed had to be tremendous to convey an impression of motion so clearly defined. It was at an elevation of about 80 degrees. Despite the impression of motion, the first suggestion was that the "unknown" might be the planet Venus. The possibility was immediately checked and it was found that the azimuth and elevation of Venus did not coincide with the position of the object.

Com. Bacellar took over the theodolite and found the balloon still there, whereupon he immediately abandoned it and picked up the unidentified object as it came out of the sun. Through the 20-power scope, the UAO presented a distinct oval-shaped outline and was about three times as long as it was wide It was silvery-white in color and reflected sunlight with what looked like a metallic shine It appeared at times to change shape according to its position in space in relation to the observers. Sometimes it seemed round, or looked liked a planetary disk.

There was a cloudless sky and no haze. The object left no vapor trail or exhaust. No projections were noted on the surface. It was not rotating, but the small change of shape at intervals suggested an oscillatory motion of some sort.

The balloon burst at the proper time but the UAO was still there. It remained in sight for almost three hours. At the end, diminishing gradually in size, it finally was lost to sight by the technician who was tracking its course all the time.

A radio message signed by Com. Bacellar was sent to Rio reporting the events and asking for instructions.

According to Com. Bacellar, this was the first UAO sighting at the Island. I had another information about two previous incidents in October, before the arrival of Bacellar. It was said that, in one of them, the UAO had **landed** at a deserted spot on the island but—when approached —moved away at high speed after

a swift take-off. The information had come from a reliable source, but Com. Bacellar denied it.

The second sighting happened on December 5, 1957. A worker, according to his written report at the C. O. at the island (Com. Baceller), watched a strange object cross the sky overhead at 8:00 a. m. The alien craft was flying silently at a height of about six thousand feet; it was silvery in color and round-shaped; its angular diameter was similar to that of the full moon's.

This report didn't attract unusual interest at the time because the witness was a person with no special qualification.

On December 31, however, came the third sighting. The same object (or a similar one) passed again over the island. The time was 7:50 a. m. A silvery, circular object, with an apparent size compared with the full moon, crossed the sky silently at about six thousand feet. This time it was watched by five workers, a sailor, the island's doctor, and a Navy officer—Lieutenant Inacio Carlos Moreira

By this time, the commander was worried. If those UAOs were hostile, the Navy garrison at the island had no chance to fight back in the case of an attack. The island had no weapons for defense — no artillery, long-range weapons, or even anti-aircraft cannons. Com Bacellar did not expect an attack, of course, but his men were uneasy—and he knew it. There might be trouble in handling them if those UAOs—whatever they might be—continued to appear over the island.

The fourth sighting occurred on the following day, January 1, 1958. For obvious reasons, almost everybody was alert, with eyes turned toward the sky. At 7:50 a. m., a bright point of light flashed over the sea at very high speed. It described a 90 degree trajectory on the sky before vanishing into the horizon. In the middle of this trajectory, it glowed brightly for a few seconds—like a mirror reflecting the sun. The whole garrison, including Com. Bacellar, saw the object. At that hour a number of sea-gulls were flying around. Was it a sea-gull? Com. Bacellar said he is not sure. If it was a sea-gull, it was the fastest of its kind in the world.

Workers and sailors witnessing the phenomenon, on the other hand, reported that the object sighted was the same they had seen on other occasions. Besides, it had appeared at the same time and was moving in the same direction (to the North) as the UAO of the previous day.

Next day, January 2, another alarm was given—this time at night. But the men were excited and the thing was seen for a few seconds only. No one was sure about it. The sighting was discarded. The same night, however, the Navy tow ship "Triunfo," traveling off the Bahia coast, some 400 miles off the Island of Trindade, was circled for almost ten minutes by an unknown aerial object. The whole ship's crew witnessed the incident. The UAO was round-shaped, encircled by a weird orange glow, and maneuvered at high speed—with sudden changes of course and right-angle turns. At certain times it hovered motionless in mid-air for a brief time, sometimes close to the ship.

This was the fifth sighting of the series. It was not published in the press.

These facts seem fantastic, but they are recorded in the Navy Secret Report on the Trindade Incidents. The most incredible event was yet to come. According to the secret Navy document sent to Rep. Sergio Magal-

haes, the sixth sighting happened on January 6. As usual, another weather balloon had been released that morning and was being tracked from the ground. The sky was blue and clear, with no haze, and there was a solitary **cumulus** cloud almost overhead. Com Bacellar was inside the radio cabin, tracking the balloon's slow ascent via the signals emitted from its radio-sonde. Everything appeared to be normal . . .

Suddenly a strange thing happened: the radio signals began to diminish gradually in intensity, fading away as if the transmitter was moving to a distance outside the range of the ground station antenna. And there was no change of frequency. In fact, the signal's frequency did not change even at the expected time, when the instruments should have automatically dropped by parachute. The change never came because soon the radio-sonde was dead. For unknown reasons the balloon's transmitter was now silent.

Worried, Com. Bacellar went outside to investigate. There was nothing unusual at first sight: the balloon was already very high in the sky and still climbing up; it was slowly approaching the large cumulus cloud, which was overhead at an altitude of fourteen thousand feet. The balloon's instruments were expected to be dropped at this height.

It was then that the observers saw a strange thing: the balloon was sucked suddenly toward the cloud, entered it, and was lost to sight. It appeared again about ten minutes later, and resumed its ascent in the sky—more rapidly now, for it was lighter than before its disappearance into the cloud. The balloon's instruments had disappeared when it was inside the cloud. In fact, it had entered into that cloud still carrying its instruments—but it had left the cloud without them.

Had the balloon's instruments been parachuted when it was out of sight, inside the cloud? Maybe, but no one saw the parachute coming down with them. No one can be sure because they were not found.

As would be expected if they were picked up by an interloper.

Yes, there was an interloper inside the cumulus cloud. It came out soon after the balloon and was first spotted by the technician at the theodolite. Com. Bacellar was alerted and saw it too: a silvery object, with the color of polished aluminum shining in the sunlight. It came slowly from behind the cloud moving along a SW-E direction. Com. Bacellar looked at it through binoculars and then asked for the theodolite.

Through the 20-power theodolite, the UAO looked like a half-moon with a bright white color. Bacellar followed it with the scope for half an hour. It was still moving from the Southwest to the East—but later it changed course and started to move from East to West. At this moment, Bacellar called a technician to resume keeping the slow-moving UAO in the radio post, to check the radio-sonde data. He went later to a ship to get a sextant and, from the deck he followed the object through that optical device for a long time.

At 12:15 p.m. the UAO finally disappeared behind a cloud-bank (cirrus clouds) and was not seen again.

According to Com. Bacellar's observations, the UAO's angular velocity was like that of the sun when the object was moving on an E-W course. However, when it moved in the other direction (along a SW-E course) the speed was much higher.

This sighting was reported in the press on April 17 (Rio de Janeiro CORREIO DA MANHA, O JORNAL,

and JORNAL DE BRASIL) and May 17, 1958 (magazine O CRUZEIRO). All the details were included, except the facts connected with the radio-sonde signals and the balloon's instruments. These are related here for the first time.

At this point, I would like to call the attention of the reader to the fact that Com. Carlos Alberto Bacellar is a highly qualified officer, a competent technician, and an expert on meteorological and atmospheric phenomena. He started the first systematic radio-sonde research in my country. Therefore, he is well qualified to detect the difference between a UAO and a balloon, or the planet Venus, or any other meteorological or astronomical phenomena. His observations of the sightings described above were obviously more precise and accurate but, unfortunately, he could not talk about the matter. He confirmed the incidents but refused to give out more details because the data was still classified.

There was still another sighting in January according to the information I received from another source. When questioned about it, Com. Bacellar angrily refused to admit its existence. He said the whole thing was a lie. Despite this lack of confirmation I will report the case because the information came from a very reliable military source.

According to the information, this seventh sighting occurred just a few days before the arrival of the NE "Almirante Saldanha." This time the UAO appeared very low over the island. It flashed toward the Meteorological Post at terrific speed, slowed down abruptly, and hovered for a few seconds over it. Then it started to move again, described several circles around the island, hovered briefly above the "Desejado" peak, moved again on a "zig-zag" course and was gone into the horizon at tremendous speed. When last sighted, it was flying in a Northwesterly direction. This UAO was a weird object. It appeared to be made of polished aluminum (or similar metal), and was shaped like a flattened spheroid with a large ring circling its equator. The spheroid body did not rotate, but the ring appeared to be spinning at fantastic speed. The object made no sound as it flew through the sky. In spite of the fact that it had been sighted almost at noon, on a clear sunny day, against a cloudless sky—this UAO was surrounded by a bright greenish glow, which almost disappeared when the object was hovering, to become brighter when it started to move.

A number of people at different spots on the island witnessed the sighting. The witnesses were scared and spread alarm and confusion through the garrison. Com. Bacellar, it was said, submitted the witnesses to a careful interrogation after taking measures to avoid any contact between them. All reports agreed that the "unknown" was a solid object about twice to three times the size of a DC-3; that it appeared to be intelligently controlled; and that its performance was beyond anything manufactured upon this planet.

The investigation also revealed another important thing (also denied by Com. Bacellar): that the UAO had been photographed by one of the witnesses, a Navy sergeant. The man was taking pictures of the island with a box camera when he spotted the UAO moving across the sky. He shot one picture before it disappeared. The negative was immediately requested by Com. Bacellar and the film developed the same day. The picture was good enough to

show that the object photographed was the same as described by the witnesses. Its spherical outline as well as the large thick ring around it could be clearly seen in the enlargements made from the negative. On the other hand, it seemed that the UAO's rapid motion had not been adequately stopped by the box camera; the object appeared out of focus on the photo and no good detail was observable.

This photo was probably one of the five UAO pictures I saw at the Navy Ministry, together with the ones taken by Mr. Barauna. Despite the lack of detail, it is very important as evidence, for it shows the same object seen later in the photos taken by another person.

With this we can pass to the last UAO sighting at the Island of Trindade, the one that was widely reported through the press. It is the best case of the whole series, not only because of the amazing photographs taken by Mr. Barauna, but also for other important reasons that will be presented in the next portion of this report.

The UAO Photos Authenticated by the Brazilian Navy

In early January, 1958, the ship "Almirante Saldanha" left Rio de Janeiro's harbor and proceeded toward the Island of Trindade with a crew of three hundred. That ship had been previously a Brazilian Navy school-ship, but it had been converted into a hydrographic unit to be used for investigations connected with IGY research. It belonged to the Hydrography and Navigation Division of the Brazilian Navy and, since October, 1957, the ship had made several trips to Trindade, most of them connected with Navy's oceanographic studies for the IGY.

Several civilians were aboard the ship this time, invited officially to collaborate with the Navy Ministry in the scientific studies which were underway at the Island. One man was Almiro Barauna, a photographer and former newspaperman now working as a "free lancer." He was also an expert in submarine photography and had been invited to work in the field for the Navy.

After a routine trip the ship arrived at the Island and stayed there for several days. It was scheduled to leave for Rio on January 16. That day, at 12:15 p.m., when the ship was preparing to depart, a strange object was sighted simultaneously by a number of observers gathered on the deck. The UAO came toward the Island at high speed, hovered briefly over a peak, disappeared behind it for a short time, and appeared again to move away toward the sea. Mr. Barauna was taking pictures of the ship's maneuvers at that moment. He spotted the UAO and got four pictures of it.

Let's review what happened as told in the witnesses' own words. Let's begin with Almiro Barauna's report. He was interviewed by reporter Joao Martins and his statements were published in the magazine O CRUZEIRO (March 8, 1958). They are transcribed below:

"Barauna's Report

"Q. Mr. Barauna, what were the reasons for your presence aboard the NE 'Almirante Saldanha'? A. The Navy has invited several teams specialized in submarine hunting to visit the Island of Trindade. I am a member of the Icarai Club for Submarine Hunting, and our group was invited for the last trip. So, on January 8, when the ship left Rio, I was aboard together with the following members of my group: Amilar Vieira Filho, captain of our team, a Government employee (he has a job

at the CACEX); Jose Teobaldo Viegas, instructor at the Aero Club of Niteroi and Air Force Captain (retired); Mauro Andrade, from the London Bank; and Aloisio, municipal employee at the Federal District. We were going to try to beat some records on submarine hunting. Personally, I was going to take underwater photographs for the Navy, and also to write some articles about the Island and the activities of the scientists working for the IGY.

"Q. Was any other civilian aboard, besides your group? A. Yes. There was Prof. Fernando, a geogolist, with two assistants, and also a photographer, and a reporter from the newspaper 'JORNAL DO BRASIL.' The three scientists left the ship and went to the island.

"Q. Please tell me what was the date of the sighting? What happened? A. It was on January 16, at 12:15 p.m. The ship was preparing to leave the island, to come back to Rio. I was on the deck observing the operations to take aboard the boat used in the trips between the ship and the island (the island has no harbor). The sea was agitated. The weather was cloudy, clear, with no shadows. It had my Rolleiflex 2.8—model E, which was kept inside an aluminum box for protection against the corrosive effects of water and salt. I had left my Leica with a telephoto lens in my cabin a few moments before. The deck was full of sailors and officers. Suddenly, Mr. Amilar Vieira and Captain Viegas called me, pointing to a certain spot in the sky and yelling about a bright object which was approaching the island. At this same moment, when I was still trying to see what it was, Lieutenant Homero—the ship's dentist—came from the bow toward us, running, pointing out to the sky and also yelling about an object he was sighting. He was so disturbed and excited that he almost fell down after colliding with a cable. Then I was finally able to locate the object, by the flash (of light) it emitted. It was already close to the island. It glittered at certain moments, perhaps reflecting the sunlight, perhaps changing its own light—I don't know. It was coming over the sea, moving toward the point called the 'Galo Crest.' I had lost 30 seconds looking for the object, but the camera was already in my hands, ready, when I sighted it clearly silhouetted against the clouds. I shot two photos before it disappeared behind the peak 'Desejado'. My camera was set at speed 125, with the aperture at f/8, and this was the cause of an over-exposure error, as I discovered later.

"The object remained out of sight for a few seconds—behind the peak—reappearing bigger in size and flying in the opposite direction, but lower and closer than before, and moving at a higher speed. I shot the third photo. The fourth and fifth ones were lost, not only because of the speed the saucer was moving, but also for another reason: in the confusion produced as a result of the sighting, I was being pulled and pushed by other persons also trying to spot the object and, as a consequence, photographed the sea and the Island only—not the object. It was moving again toward the sea, in the direction from which it had come, and it appeared to stop in mid-air for a brief time. At that moment I shot my last photo (the last on the film). After about 10 seconds, the object continued to increase its distance from the ship, gradually diminishing in size and finally disappearing into the horizon.

"Q. Did you hear anything unusu-

al during the sighting? Was the object emitting any sound? A. I am not sure, to be honest, because of the noise made by the sea waves against the island's rocks, as well as for the yelling aboard the ship at the time. However, I think that I heard nothing besides those sounds.

"Q. What was the color of the object? A. It showed a dark grey color, appearing to be surrounded—mostly in the area ahead of it—by a kind of condensation of a greenish, phosphorescent vapor (or mist).

"Q. Did the object appear to be metallic? A. Yes. It was obviously a solid object.

"Q. How was it flying? Any special characteristic? A. Yes. It showed an undulatory movement as it flew across the sky, like the flight of a bat. And when it came back, it changed speed abruptly, with no transition, in a jump.

"Q. Do you know how many persons aboard the 'Almirante Saldanha' sighted the object? A. The object was sighted by almost all the people on the deck at that time, including Lieutenant Homero, Captain Viegas and Mr. Amilar Vieira.

"Q. What happened after the sighting? A. The ship's commander and several officers from the garrison wanted to see what I had got in the photos. As I was very curious too, I decided to develop the exposed film at once, aboard the ship. The processing was done under the supervision of several officers, including Com. Carlos A. Bacellar. But only the negatives were seen aboard. The reason: there was no photographic paper for the copies on the ship at that time. The negatives, however, were seen and examined by the whole crew.

"Q. Did you keep the negatives in your hands? A. Yes .

"Q. Were you under any pressure to give up those negatives to the Navy's authorities? A. No. Com. Saldanha da Gama (the ship's C.O.) and the other Navy officers aboard were very kind. They never tried to get the negatives from me.

"Q. What happened when the ship came back to Rio? A. The ship stopped first at Vitoria, in the State of Espirito Santo. As it was going to stay there for two days and later travel to Rio, we were permitted—the civilians from the submarine hunting group only—to leave the ship there and to take a bus for the rest of the trip. Later, two days after the arrival of the 'Almirante Saldanha' at Rio, Com. Bacellar (ex-commander of the Navy Post at Trindade) appeared at my residence. He wanted to see the enlargements made from the negatives, and asked permission to take them to the Navy's authoritives. Two days later they were returned with congratulations. I was also requested to appear at the Navy Ministry as soon as possible. They wanted to ask me certain questions, and to see the negatives again.

"Q. And what happened there? A. I was interviewed by several high-staff officers, who asked me all kinds of questions. I went there twice. At the first meeting, they requested the negatives for examination. They were sent to a civilian organization. the 'Cruzeiro do Sul Aerophotogrammetric Service,' remaining there for four days. I was told by the Navy officers that the analyses proved they were genuine—excluding definitely the possibility of a trick or falsification. On the second visit, they performed several 'Time-tests'. While I worked with my Rolleiflex, taking shots at the same time-intervals I had used to photograph the object, three Navy officers with chronome-

ters registered the times. They came to the conclusion—based on these tests as well as on studies concerning the ship's position and examinations of charts of the Island—that the object was flying at a speed between 900 and 1000 Km./hour (600 m.p.h.). The object's size was also estimated, on the basis of studies related with the Island's details also appearing on the photos, diagrams drawn on charts, graphs, etc. The object was about 120 feet in diameter, and about 24 feet high.

"Q. Do you know anything about the official report on the case? A. I saw a 'dosser' which was consulted many times during the interrogation. However, I didn't read what was written there. I was also informed that my photos, mixed with other pictures, had been shown to witnesses of the sighting—to be identified. The result was positive.

"Q. Do you know anything about any photos by other people aboard the ship? A. No. Besides myself, there were at least four other persons with cameras at the time of the sighting. But apparently they were not able to spot the object in time, or were paralyzed by their own emotions.

"Q. Were you warned against something by the Navy's authorities? Was there some recommendation? A. Yes. They requested me to keep the matter secret for some time. I was permitted to publish the case only after authorization from the Navy. The permission was granted, verbally, on the night of February 15, by Com. Bacellar. They made only one restriction, which I cannot mention for the reason that I have given my word . . .

"Q. Do you know if your sighting was the first over the Island of Trindade? A. I was informed of four other sightings over the island during those thirty days preceding the incident of January 16. I was also informed of another thing: At one of those sightings, the 'object' was photographed by a Navy sergeant. His photo obviously was not released and probably never will be—the reasons are evident. Besides those four sightings, there was also the radar case. A 'target' flying at supersonic speed was tracked through the radar of the 'Almirante Saldanha', on January 15.

"Q. Did you receive any money from the Navy for your work at the Island of Trindade? A. No. I was there as a guest.

"Q. Did you receive any money from the Navy for your photographic work, or for the enlargements you made for them? A. No. I only received the photographic paper to be used for enlargements.

"Q. How many enlargements have you given them? A. Thirty-eight.

"Q. One last question: What kind of impression did you get from observing the 'flying saucer'? A. I am absolutely sure it was a controlled object—either directly or by remote control—but very well operated, in any case. The general impression of people aboard the ship was the same: it had come to make a close observation of the ship." Unquote.

The interview transcribed above was rechecked and confirmed by the witness. However, Mr. Barauna also talked to the press reporting additional details not mentioned previously. The more interesting were the following ones:

(1). "I cannot estimate the number of persons on the ship's deck at the moment of the sighting. However, during the official investigation ordered by Com. Saldanha da Gama, about one hundred members from the ship's crew confirmed that they had sighted the UAO.

"The radar was not in operation at the time. The object was already gone when it was put to work

"I shot the six pictures in about 14 seconds." (Rio de Janeiro ULTIMA HORA, February 21, 1958)

(2) "I was worried for a few days after an officer told me that I was under military regulations, as any civilian aboard a Navy ship, so that the film was going to be confiscated according to orders from the Navy Headquarters, at Rio. But nothing happened. Now I am convinced that he was joking." (Rio de Janeiro ULTIMA HORA, February 22, 1958)

BARAUNA'S INTERROGATION AT THE NAVY MINISTRY

On February 24, 1958, the newspaper "O GLOBO" printed an exclusive interview with Almiro Barauna about his interrogation at the Navy Ministry. As that part of his story had not been reported yet in full detail, it is interesting to know what he said in that interview, which is transcribed below:

"I went to the Navy Ministry for a four-hour interrogation about the photographs. The negatives were projected on a large sized screen. After a careful examination by all officers from the Navy General Staff gathered at the place, the Chief of the Intelligence Service (who was the officer of highest rank there) told me the following: 'I am going to ask questions. Do not be offended, for I do not doubt the authenticity of your pictures. But we need your answers for some questions. Now, if you were going to fake a photo, how should it be done in order to escape detection?'

" 'Commander, as an expert in photography, I am well aware that no photo of such a kind could resist an accurate examination,' was my answer.

" 'In your opinion,' said the Commander, 'what should be done to distinguish a faked photograph from a good one?'

" 'A laboratory examination of the negatives should be made on the following points: granulation, emulsion, and large-scale projection. The definite proof, however, good enough to detect any tricks, would be a microscopic examination,' I said to them. 'It would demonstrate the increase in granulation connected with the double-exposure needed for the trick,' I concluded.

"After a few more questions, the intelligence officer said: 'We want your negatives for those examinations. Do you agree? I agreed, of course, and he got the film. These things happened three days after the arrival of the 'Almirante Saldanha,' at the Navy's Intelligence Headquarters. A few days later, the negatives were returned in an official envelope with a card informing me about the results of the analyses.

"Some days later I was called again. This time they also asked for my Rolleiflex. They wanted to make tests in order to estimate, if possible, the speed of the flying saucer at the moment of the sighting. The tests were performed. They showed that I had taken my six pictures in 14 seconds, and that the saucer was flying at 900 to 1000 Km./hour. One of my photographs, taken when the saucer was hovering over the 'Desejado' Peak, stopped in space, did not show (as they said) the turbulence in the surrounding air observed in the others with the object moving. There was a kind of vapor or condensation in front of the flying object when it was moving—similar to that produced by the engines of a jet plane.

"At the end of the meeting, the Intelligence chief officer said he was

convinced that my photos were authentic. Then he showed me another photo which had been taken by a Navy telegraphist-sergeant—also at Trindade. A box camera had been used. I was surprised. That photo showed the same object seen in my pictures. It was evidently the final proof. They told me it had been taken some time before my arrival at the Island." Unquote.

ADDITIONAL REPORTS ABOUT THE INCIDENT

When the curtain of security around the sighting was broken, the Navy General Staff released special instructions forbidding the ship's crew and Navy officers to have any contact with the press on the matter. The Navy authorities refused at first to make any comment on the incident. All military chiefs interviewed by the press denied any knowledge of the matter, or said that only Minister Alves Camera was entitled to say anything. Some Navy departments even tried to show a complete lack of interest, explaining that the pictures had been taken by a civilian eventually aboard a warship. On the other hand, the NE 'Almirante Saldanha' remained off Rio de Janeiro's harbor and finally received orders to leave Guanabara Bay "to make another trip related with IGY studies." This occurred on February 21, at a time when newspapermen were making desperate attempts to reach the crew kept aboard the ship. At the last moment before the ship's departure, it was divulged that reporters were free at least to contact the crew and get their reports on the flying saucer. However, the permission was denied by a counter order, for the Navy General Staff was against it. New instructions were issued to sailors and officers aboard the ship emphasizing that no contacts with the press were permitted. That same day (Feb. 21), a Navy spokesman called the press to say that the Navy had no responsibility regarding the incident, and that no official statement was to be released about it. But he agreed that the following information—with no official support—might be published:

"On the morning of January 16, 1958, over the Island of Trindade, the crew of the school ship 'Almirante Saldanha' sighted an unidentified aerial object for a few seconds. A civilian who was aboard the ship took some pictures of the object. The Navy has no connection with the case, and its only connection with the occurrence was the fact that the photographer was aboard the school ship, and came back with the ship to Rio." Unquote (ULTIMA HORA, Feb. 21).

Another spokesman, from the Navy High Staff Command, released the following statement to the newspaper O GLOBO, the same day:

"The news about a flying saucer sighted over the Island of Trindade were received here with utmost reserve. There will be an investigation to verify the authenticity of the sighting and photos. No officer or sailor from the NE 'Almirante Saldanha' witnessed the event."

It was evident that the Navy authorities didn't realize the incident was too big to be concealed. Their desperate attempt to give the impression that the Navy had nothing to do with the incident was a foolish move. To deny any connection with the incident was a childish thing. The "unofficial statement" should not have been released. The press and the public already knew enough to see where the truth lay. On the other hand, the strict orders which forbade military people to give out any information on the matter did

not apply to civilian observers aboard the ship. They talked to the press. Captain J. T. Viejas, from the AF (ret.), was the first to confirm Barauna's report in a press interview on February 22. His report is transcribed below:

"I was on the deck. My friend Amilar Vieira Filho suddenly called my attention to what he thought to be a 'big seagull.' I looked toward it and was unable to control my excitement, shouting: 'Flying saucer!' Mr. Barauna was 20 yards away with his Rolleiflex, watching the maneuvers. He heard my shouts and came running—in time to take four pictures of the object. Other people were also alerted by my alarm: a sergeant, sailors, the ship's dentist (Lieutenant-Captain Homero Ribeiro), and other persons. They all sighted the object. The photographer Farias de Azevedo, who was more distant, didn't come in time to get photos.

"The first view was that of a disk shining with a phosphorescent glow, which—even at daylight—appeared to be brighter than the moon. The object was about the apparent size (angular diameter) of the full moon. As it followed its path across the sky, changing to a tilted position, its real shape was clearly outlined against the sky: that of a flattened sphere encircled, at the equator, by a large ring or platform. Its speed was around 700 miles an hour at the moment it disappeared into the horizon.

"The object was sighted at 12:20 p.m., when the ship was preparing to leave the area. It caused a tremendous confusion aboard. Mr. Barauna found it very difficult to operate his camera, being pushed and pulled by excited observers around him. In fact, he was almost thrown into the sea. He got so nervous after the sighting that he needed more than an hour to calm down and be able to develop the film. However, in his excitement he forgot to rewind the film before opening the camera, and it would have been ruined if he had not been warned by an officer at the last moment.

"The negatives were immediately developed by Barauna in the presence of Com. Bacellar. The whole crew was gathered outside, waiting with great anxiety for the results. The negatives were seen by everybody on the ship.

"When the ship arrived at Rio, the negatives were taken to the Navy Ministry and projected on a screen, together with a picture of a flying saucer sent from the U.S., in a military report informing the Navy about sightings made in that country. A comparative study demonstrated that the object sighted at Trindade was similar in shape to the one photographed in the U.S.

"Flying saucers have been sighted several times in the past months by members of the Navy Post at the Island of Trindade. Some of those people observed UFOs on more than one occasion last year, and were even able to guess with accuracy the time a saucer would be sighted again over the island (the exact hour). But it was believed that they were mistaken. There are a lot of seagulls in that region. In any case, Com. Bacellar was so worried about the presence of the UFOs around weather balloons launched from the island that, in November 1957, he sent a radio message to the Navy reporting the strange events." Unquote (Rio de Janiero DIARIO DA NOITE, O JORNAL, etc., February 22, 1958).

Captain Viegas' interview was a tremendous blow for the group who still tried to keep the secrecy about

the incident. The press reaction to the Navy's attitude was going to be dangerous unless the policy to deny any connection with the case was changed at once. It was obvious that to forestall any more trouble the Navy had to talk freely about the facts and not to try to hide them. As a result, statements of several Navy authorities were released that same day—all of them confirming the sightings and the existence of the photographs. Some of these statements will be transcribed in another part of this report, but one of them will be presented now—for it came from an officer who was aboard the NE 'Almirante Saldanha' when the UAO was sighted.

This officer was Com. Paulo Moreira da Silva, of the Navy's Hydrography and Navigation Service. He was interviewed on February 22 by reporters from the newspapers "O JORNAL" and "DIARIO NO NOITE," releasing the following statement:

"The object sighted in the skies of Trindade was not a weather balloon, neither an American guided missile. I cannot give yet my conclusions, for the data are being analyzed in a secret evaluation at the Navy Ministry. I can tell, however, that the object was not a meteorological balloon—for the one which he had launched that day was released at 9:00 a.m., two hours before the appearance of the object in the sky. This balloon was tracked until it burst at the proper altitude. Besides, while the object was encircled by a greenish glow, our balloon was of red color. Also it was not a guided missile from the U.S., because the Island of Trindade is off the route of those rockets; they are launched from Florida in the direction of Ascension Island." Unquote.

The reports from other civilian observers aboard the NE 'Almirante Saldanha' were also printed in the press. One of them came from Mr. Mauro Andrade, employee of the London Bank of South America, and member of Baruana's group. In an interview published in the newspaper "O GLOBO" (Feb. 22, 1958), he said:

"I didn't witness the sighting because I was inside the ship, not on the deck, when the object was seen. But I can give a list of responsible people who saw it and saw the photographer Barauna take the pictures as well as develop the negatives.

"I don't know how I was tracked by the press. I was startled by the publication of news and photos related with the incident because we had promised—all of us—to keep the whole thing secret.

"I was somewhere inside the ship, was alerted by the shouts, and ran outside to see what was happening. Yet I didn't see the object. But all people I found on deck told me that they had really sighted a flying saucer. I believed them, and my belief was confirmed by the film developed aboard. In fact, I saw a thing on the negatives which looked like a flying saucer, although I cannot be sure if it was really one of them. The film was developed before the eyes of witnesses, and was shown later to every one aboard." Unquote.

The other report came from Mr. Amilar Vieria Filho, president of the Icarai Club for Submarine Hunting, and a member of the CACEX Research Division (a Federal Department). He avoided any contact with the press for several days, but was finally interviewed by a reporter from the newspaper "O GLOBO" on February 27. He explained that his attitude was based on two reasons: first, the compromise assumed by the whole delegation of his Club to tell nothing about the strange

sighting of January 16, at Trindade; and second, his natural aversion to any kind of publicity. However, after the Navy official release on the matter, and after the interview given by other members of his group, he felt that the silence he had imposed on himself was not justified anymore. He made the following statement:

"First, I want to make it very clear that I don't know if what I saw was really the so-called 'flying saucer.' What I saw, in fact, was an object of grey color and oval in shape when first sighted, which passed over the island and then —emitting a fluorescent light it didn't possess before—went away toward the horizon and was gone, vanishing just on the horizon line. Everything happened in just a few seconds, in no more than 20 seconds, and for this reason I cannot give you more details about the curious craft. It looked like an object with polished surface and uniform color. I am sure it was not a balloon, an airplane, or a sea-gull."

He was not going to tell anything more, but the reporter decided to ask a last question:

"Flying saucer or not, can you tell me if the strange object you sighted was the same registered on Barauna's photos?" After a brief hesitation came the answer:

"As I said before, the thing was too rapid. It was almost impossible for the human vision to fix any detail of the object. Mr. Barauna, however, was operating with a camera of modern type which was able to register those details. Generally speaking, the shape of the object sighted was the same seen on the negatives developed aboard the NE 'Almirante Saldanha.'"

The reports of Captain Viegas, Mauro Andrade, and Amilar Vieira Filho represent additional evidence confirming the story told by Almiro Barauna. They were rechecked with the witnesses and confirmed. They were not denied by the Brazilian Navy. However, two things are still lacking to meet the challenge of the UAO agnostics—the non-believers. One of them is an official release from the Navy confirming the whole thing. The other is a written statement signed by Com. Bacellar, former chief of the Navy Post at Trindade.

These important documents will be presented in the conclusion of this report, together with other additional facts connected with the case.

The Official Attitude of the Brazilian Navy. Official Documents and Additional Evidence About the UAO Photos Taken from the NE "Almirante Saldanha"

At the beginning of this report, it was said that the UAO photographs taken at the Island of Trindade were proven to be genuine, according to official statements. The first official document supporting that statement has already been presented to the reader; it was the Navy secret memorandum to the House of Representatives with the answers to the questions asked by Rep. S. Magalhaes. Two other official documents shall be presented now.

The Navy Official Release and Other Official Statements

On February 22, 1958, under pressure of public opinion and the press, the Brazilian Navy Ministry was forced to issue an official release, admitting for the first time that a UAO had been photographed over the Island of Trindade, in the presence of a number of members from the garrison of the NE "Almirante Saldanha." The document from the

Navy Minister's office was the following:

"With respect to the news divulged through the press insinuating that the Navy Ministry has attempted to avoid the publication of facts connected with the appearance of a strange object over the Island of Trindade, this office declares that such information is without basis.

"This Ministry sees no reason to forbid the publication of pictures of said object, taken by Mr. Almiro Barauna—who was at the Island of Trindade as a Navy guest—in the presence of a number of elements from the NE 'Almirante Saldanha' garrison, aboard that ship from which the photos were taken.

"Evidently, this Ministry cannot make any statement about the object sighted over the Island of Trindade, for the photos do not constitute enough evidence for such a purpose." Unquote (Rio de Janeiro CORREIO DA MANHA ULTIMA HORA, February 23; O GLOBO, February 24, etc. Sao Paulo O ESTADO DE SAO PAULO, February 23, 1958)

That same day, a Navy spokesman told the press that the authenticity of the photos taken aboard the NE "Almirante Saldanha" was now confirmed beyond any doubt, and that those who had rejected them as proof were entirely wrong. He also stated that the whole UFO problem was being investigated and, at the end, the Brazilian Navy would release a decisive report about it. (Rio de Janeiro CORREIO DA MANHA, February 23, 1958)

Admiral Gerson de Macedo Soares, the Navy General Secretary, told the newspaper O GLOBO that what he knew about the matter was already in the papers. He concluded his statement with the following words: "I do not see any reason to doubt the reports of reliable witnesses. Personally, I believe in the reality of the flying saucers, even if they come from another planet."

Admiral Alves Camera, the Navy Minister, told the U.P. on February 24, "that he didn't believe in flying saucers before, but after Barauna's photographic evidence he was convinced." The statement was made when the Navy Minister was leaving the Rio Negro Palace, at Petropolis, after his weekly meeting with the President. Minister Alves Camara, talking with newspapermen, also said that "the Brazilian Navy has a big secret which cannot be released, because it cannot be explained." He confirmed once more the authenticity of the pictures taken from the NE "Almirante Saldanha." (Credit: As a press dispatch, of Feb. 24, published in several newspapers)

Com. Paulo Moreira da Silva, in a new press interview, confirmed his previous statement that "the mysterious object seen at Trindade, on January 16, was not a meteorological balloon." He also rejected bluntly the possibility of a hoax with the following statement:

"I do not wish to discuss the personality of the photographer who shot the pictures of the unknown object sighted by many people of recognized responsibility. I can state, however, that the photos are authentic, and that the film was developed on the same occasion, aboard the NE 'Almirante Saldanha'—and also that the image of the object on the negatives was verified, at the same opportunity, by several officers, **not eight days later** as it has been said—thus entirely discarding any possibility of photographic trick.

"I do not wish to advance my opinion stating categorically that I saw a flying saucer. Yet, I can say that the UFO seen at the Island of Trindade was not a weather balloon,

neither an American or Russian guided missile, nor a plane or a sea-gull . . . " (Rio de Janeiro O JORNAL, February 26, 1958)

Since the beginning of the "Flying Saucer" mystery, the attitude of various governments has been and remains fundamentally the same—flying saucers do not exist. As any serious researcher on the subject will admit, there is a deplorable tendency toward secrecy and ridicule. But good UAO reports cannot be written off. And sometimes we have something more than good circumstantial evidence. In the Trindade case, for instance, we have an official release and official statements saying that an object was sighted, that it was a UAO, that it was photographed in the presence of witnesses, that the photos are genuine —and that the object in the photo was not a balloon, an American or Russian guided missile, an airplane, or a sea-gull . . . What was it?

Com. Bacellar's Press Release

Captain-of-Corvette Carlos Alberto Bacellar, the C.O. of the Navy Oceanographic Post at the Island of Trindade from October, 1957, to January, 1958, was the man who rebuilt the Navy Base, and also a witness to several of the UAO sightings reported in this review. On January 16, 1958, he was aboard the NE "Almirante Saldanha" to make his return trip to Rio. He was contacted by reporter Joao Martins. In a personal report, emphasizing the fact that he was not entitled to speak in the name of the Navy, he made the following written declaration (with the approval of the Navy Ministry) about the UAO sightings at Trindade:

"1—An unidentified aerial object was really seen by some people on the deck of the NE 'Almirante Saldanha.' I was not a witness of the sightings because, at that moment, I was inside my cabin; however, I was called to the deck immediately after the event.

"2—The fact caused some natural excitation and the subsequent racing of people to the ship's deck, attracted by the shouts of those who sighted the object.

"3—The photographer Almiro Barauna was on the deck with his camera and, after the happening, was under a deep nervous excitation. I stayed at his side all the time, in order to watch him develop the film.

"4—The film was developed in a photo-laboratory prepared aboard, when Barauna was able to get his nerves under control—about an hour after the incident.

"5—The AF Captain Jose Teobaldo Viegas (retired) went with him into the darkroom, holding a flashlight during the film's development, while I waited outside.

"6—I saw the film immediately after it was developed, still wet, and —making a careful examination—I was able to determine:

"(a) that the pictures preceding the sequence connected with the object's passage corresponded with scenes taken aboard a few minutes before the incident;

"(b) that, in the pictures connected with the sighting, was visible, in different positions, an image looking like the object seen later on the copies—with details which only the enlargements made afterward showed more clearly;

"(c) and that the two photos lost by Barauna because he was too nervous, or because he was pushed by other excited people around him—showed the sea and part of the Island's mountains;

"(d) the negatives referred to were seen by many people aboard.

"7—Afterwards, in Rio, I called

Barauna (as we had prearranged) and brought him twice to the Navy Ministry.

"8—I warned Barauna against any publicity about the fact before the proper permission would be granted, and also that he would be informed as soon as the proper authorities decided to authorize the publication of the photographs.

"9—The negatives were given by Barauna to Navy authorities but were later returned again to him, through myself. On this occasion, however, I said he was free to use the pictures as he wished, under certain restrictions, for they belonged to him.

"10—At my request, and using paper I had supplied, Barauna prepared six complete series of the four photos and sixteen enlargements of details of the object.

"11—That was the fourth time that in the forty days preceding the incident the passage of an 'unidentified aerial object' over the Island of Trindade had been verified." Unquote.

The amazing document transcribed above was printed in the magazine O CRUZEIRO, of May 3, 1958. It was the last official release on the UAO incidents at the Island of Trindade—and also the best. There is no doubt about the extraordinary significance of such a report, for the information included in it was the last piece of evidence we needed to prove that Barauna's photographs are genuine—and good enough to show that UAOs are real, i.e., some type of vehicle flying through our atmosphere.

Incidentally, the analysis of the photographs outside the Navy also confirmed their authenticity. As said before, Barauna's negatives were taken to the "Cruzeiro do Sul Aerophotogrammetric Service," one of the best equipped photo-laboratories in South America on the eve of February 22, 1958, Mr. Stefano (the laboratory's chief and top photography expert), together with a group of photo technicians, did a careful examination of the negatives. After several hours of rigorous tests, the commission came to the following conclusion: "It was established that no photographic tricks are involved. The negatives are normal." This written photo lab report was signed and sent to the Navy Ministry, where it was added to the UFO Secret Report which was later sent to the National Security Council. After discussing the accurate laboratory tests made in the Navy Photo Reconnaissance Laboratory and in the aerophotogrammetric lab, the top secret report emphasized that both examinations had proven that the photos were authentic. On the basis of such an evidence, concluded the report, the sighting of an unidentified aerial object in the skies of Trindade could be positively established. But the available data was not enough to make sure that the object was, in fact, a flying saucer—no they added other elements to make easy its identification.

The information above was printed in the press (Sao Paulo DIARIO DA NOITE, February 22). The data related with the photo lab report were rechecked and confirmed, but only these.

This ended my investigation of Barauna's photographs. It must be pointed out, however, that the data included in the preceding paragraphs of this review do not represent the complete story of the Trindade affair. Therefore, it is necessary to discuss the details not yet reported—at least those that might contribute to a better evaluation of the whole case. They will be listed in

the following pages.

Trip of Major-General Thomas Darcy

On February 22, 1958, some of Rio's newspapers reported that copies of Barauna's photos had been sent to the U.S. to satisfy the request of authorities at the Pentagon. According to the information, the American embassy at Rio informed the Brazilian government about the interest they had to study the pictures and to compare them with other photos they possessed in the U.S. The Armed Forces General Staff, at Rio, had taken the necessary measures to deliver immediately the copies requested

By a curious "coincidence," an unexpected visitor arrived at Rio a few days later. He came in a Pan American airliner on February 26. He was Major-General Thomas Darcy, the USAF representative in the Brazil-U.S.A. Joint Military Commission for Defense. In an interview with the press, at the Galeao International Airport, he said:

"The reasons for my visit to Brazil are connected with several things. One of them is related with the supply of airplanes and equipment for Brazilian anti-submarine defense. On this trip I am going to discuss with Brazilian military authorities several problems of interest to both countries. Also I will make a visit, of course, to Salvador AF Base. I am going to discuss some secret matters, too."

The newspapermen then asked for his opinion about the Trindade sightings. His answer was the following:

"In the USAF we have a well-established viewpoint about flying saucers. We came to the conclusion that 85 per cent of these UFOs can be explained as natural phenomena of atmospheric origin. Regarding the other 15 per cent—the mystery still remains, and we prefer to withhold our opinions on the matter." (Rio de Janeiro O GLOBO, ULTIMA HORA, O JORNAL, etc., February 27, 1958)

Major-General Thomas Darcy, former Commander of the 22nd Tactical Air Command, during World War II, has made several trips to Brazil in past years to discuss military problems with Brazilian authorities. His last trip, however, was a surprise. Even the military didn't expect it. On the other hand, no one suspected that it might be connected with the Trindade case—despite the reference to Salvador AFB, the AF Base nearest that Island.

The Facts Reported by Members of the NE "Almirante Saldanha" Garrison

On February 24, 1958, the NE "Almirante Saldanha" arrived at Santos, S.P. Members of the crew were permitted to visit the town and there, for the first time, were contacted by the press. Their declarations were printed in two Sao Paulo's newspapers (FOLHA DA TARDE and O ESTADO DE SAO PAULO, of February 25). All of them confirmed the passage of the UAO over the Island, watched by all members of the crew on the ship's deck at the time. Several of them had been eye-witnesses of the event. A Navy sergeant who refused to tell his name to the reporters, said that, "during the three days preceding the arrival of the ship, many inhabitants of the Island (including authorities) had spotted the passage of the 'object' several times. According to their reports, the UAO appeared between 10 and 11:30 a.m. over the 'Galo Crest,' maneuvered in several directions, and disappeared into the horizon—to come back just a few seconds later. It then moved away at high speed and was

gone. These sightings were interesting, but the real sensation had been the incident of January 16, because of the photographic evidence supporting it."

In the course of my personal investigation, I asked some friends in the Navy to verify the sergeant's story. They said the reports existed, but had been rejected due to the observers' lack of qualification and brief duration of the phenomena. At my request, they also rechecked the radar report. They confirmed Barauna's report. According to the radar technicians, the ship's radar set had picked up a target flying at supersonic speed the day before Barauna's sighting, at about 12:05 p.m. The operator had tried to switch the set to automatic tracking, but failed, and the strange body was not identified. However, as they were not alerted about flying saucers at that time, the radar technicians admitted the possibility of a defect in the set and rechecked it. They found that everything was normal.

Another bit of interesting information was reported by reporter Paulo M. Campos, writing in the newspaper DIARIO CARIOCA, of February 23, 1958. He said:

"I am going to tell you something about the flying saucer sighted at the Island of Trindade; something not yet printed in the papers. I cannot vouch for it, but my source is the best possible. According to my informant, more than the sighting of the flying saucer itself, what really made a deep impression on the Navy was the report that instruments like radio transmitters, and apparatus with magnetic needles, ceased operating while the flying object remained in the Island's proximity. The Navy decided to consider this a top-secret fact."

Inside Navy circles, it was not possible to obtain any information of the fact. All sources interviewed by the press refused to confirm or deny the information. At my request, my Navy friends also rechecked it. They confirmed the data but failed to get further details concerning the event.

The UAO Sighted from the Tow Ship "Tridente"

In an interview with the press, Admiral Gerson Macedo Soares, the Navy General Secretary, confirmed the fact that a Navy officer had sighted a flying saucer near the coast of Espirito Santo (State). Com. Pedro Moreira, the public relations officer for the press, confirmed the information too. It is believed that this sighting was made from aboard the Navy tow ship "Tridente," and the ship's C.O. as well as several officers and sailors were the witnesses. (Rio de Janeiro CORREIO DA MANHA, (February 25, 1958)

I must confess that I was not impressed when I read this information in the papers. Those who saw the first part of this review know that, in the beginning of my investigation of the Trindade cases, I had received information about a sighting involving a Navy tow ship. Yet, according to my source, that ship was the "Triunfo" and the incident had occurred on January 2, 1958, near the coast of Bahia. The press report was not correct I thought.

However, just a few days later, I saw again the name "Tridente." This time it appeared in an official document, the Congressional inquiry approved by the House of Representatives (item 8) on February 27, which was already transcribed in the first part of this review. Now I was impressed. I rechecked my information but got the same answers. Yet something was wrong. I was inclined to believe that the discrepancy

might be due to a confusion of names, for the lack of a better explanation. It was then that I was startled by some amazing information. Someone told me that the C.O. of the "Tridente" had sighted the UAO, near the Espirito Santo coast, on the same day of the Barauna case—i.e., on January 16, 1958. The same source confirmed the other sighting too.

The next thing was to try to get more data on the "Tridente" sighting. I enlisted the aid of several friends and we tried to get an account of other UAO sightings on the Espirito Santo coast that day. One of them was lucky and got a report about a similar object in that area. The sighting had been witnessed by a physician, Dr. Ezio Azevedo Fundao (Director, Surgery Service, Pedro Ernesto Hospital, Rio de Janeiro), his father, wife and two sisters. Dr. Fundao has a summer house on the Beach Coast (Villa Velha), Espirito Santo, half an hour out from Vitoria (the State capital). That night, the doctor's car was parked on a small road beside the house, and was hit and practically destroyed by a truck. The whole family was awakened by the crash and went outside to see what had happened.

When everything was normal again, at 2:30 a.m., one of the doctor's sisters called the attention of the others to a bright object that hovered over the Rocky Islands, at a distance of about 2400 feet from the observers and about 600 feet above the ground. It remained there, motionless, for about 40 minutes. It finally disappeared when it was covered by thick, low-flying clouds that moved across the sky.

That object's shape was exactly the same as the UAO to be photographed over the Island of Trindade less than twelve hours later. Its spherical body appeared to be translucent, with a silvery light. The ring looked like aluminum shining in the sunlight. The UAO's size was, according to the observers, like that of a "Convair" plane. A beam of light was emitted from its bottom projecting toward the sea below. This searchlight was steady and moved from one side to another.

The object was too bright to be a lighted balloon. As the night was clear, its outlines were sharply defined against the sky. It was obviously a craft of some sort. It couldn't be an airplane because airplanes don't hover in one spot, and it was not atmospheric phenomena. The observers heard no noise and they were away from all city noises.

By a coincidence or not, the beacon at the Barra lighthouse, located at the same area, collapsed at the hour the UAO was sighted to reappear only fifty minutes later. By another coincidence, the Navy tow ship "Tridente" was within about two miles of the site that same night. From the ship's deck, the C.O. had spotted the object at approximately the same time.

We talked to Dr. Fundao about his sighting. He emphasized the fact that he didn't know what the UAO was, but he was sure it was something he had never seen before . . . He was also interviewed by reporter Joao Martins, and his report was published in the magazine O CRUZEIRO, of June 7, 1958

* * *

The Last Sightings on the Island of Trindade

After the happenings of January 16, 1958, the Brazilian Navy decided to set up special photographic equipment at Trindade. This camera project included automatic cam-

eras with telephoto lenses which were to be kept ready to photograph any new UAO appearance, at any time. Technicians handling the equipment were to stay at their posts day and night—each man being substituted by another every four hours.

I don't know if the system worked as planned. But I was informed that a UAO reappeared over the Island on March 7, 1958, in the daytime. One of the observers, a Navy doctor, tried to photograph it with his camera—but nothing appeared on the negatives.

The UAO was sighted again on October 5, 1958, at 8 p.m. It was described as a luminous object round-shaped and encircled by a bright, red glow, moving across the sky at high speed. It hovered over the Island for about 4 minutes, then it moved away toward the northeast at tremendous speed and was gone. The sentry who saw it was so scared that he forgot to alert the garrison while the object was still in sight.

These sightings were not published in the Brazilian press.

The UAO Sightings at the Island of Fernando Noronha

Fernando Noronha is another small rocky island in the South Atlantic Ocean between the Brazilian coast and the African continent. Unlike Trindade, it is placed along the route of the U.S. guided missiles fired from Cape Canaveral in the direction of Ascension Island. Because of this strategic position, the island was selected two years ago as the place for a U.S. guided missile and satellite tracking station. According to the military treaty between the two countries, the instruments set up over the island to track high, fast-moving objects—the guided missiles and satellites—were to be operated by American crews and Brazilian technicians working together. As soon as the tracking station was built, it was put into operation together with the already existing tracking system net.

Recently one of the Brazilian technicians working at the tracking station arrived at Rio to see his family. He stayed here for a week. He told us a startling story. He said that the first UAO sightings over Fernando Noronha occurred the same day the station had begun its operations.

An ICBM had been fired from the Atlantic Missile Range in Florida, and as it roared up into the stratosphere and fell back to earth, the crews of Fernando Noronha were ready to record its flight. Suddenly a target was picked up on the radar screens. It was the rocket and the station started to track it. But a few seconds later another "rocket" was spotted moving along the same trajectory. Something was wrong. They had been called to track one rocket but the radars had picked up two rockets. A radio message was immediately sent asking for an explanation. There was no explanation, was the answer, for only one missile had been fired. The radar operators said that the second target looked real, too, but it was "explained away" as a reflection caused by an inversion layer.

The "ghost rockets" continued to be picked up, however, almost every time a guided missile was being tracked by the station. Soon it became clear that those fast-moving objects chasing the guided missiles were real too. They were sighted by every person at Fernando Noronha. Sometimes only one was spotted, sometimes they came in pairs, sometimes a whole formation including three or four unknowns was sighted.

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Some of them followed the rocket they were tracking during the whole tracking sequence. But others changed course and went in another direction. And a few even stopped for a time over the Island. Most of them were round-shaped and their performances showed clearly that they were UAOs—not guided missiles.

Besides the UAO activity connected with the guided missile tests, UAOs began to appear over the Island at almost regular intervals—"as if they were patrolling the area," concluded our informant. He also said that all those sightings were classified, and that his name could not be used in connection with the information if it was published.

* * *

In the light of the information about the UAO activities in the area of Fernando Noronha, it is not difficult to guess what they were doing over Trindade. Taking into account all of the evaluated data, it is evident that these UAO's are spy-ships. They are keeping every guided missile test range, satellite launching base, and tracking station around this world under close watch all the time. When they detected signs of activity on Trindade they started an investigation to discover what we were doing there. For some time, they probably suspected the new base to be somehow connected with our rocket and satellite tests. As soon as the obvious peaceful character of the meteorological studies performed there was established, the UAOs abandoned the survey—to concentrate on more important targets. Fernando Noronha is one of these targets. The UAOs are still being sighted there.

These conclusions are based on the facts—all of the facts related with the remarkable sequence of military UAO reports included in this review. You may accept or reject them. Yet, you cannot deny the fact that the evidence presented is more than enough to prove that UAOs are real objects. And if you are one of those who accuse UAO researchers of creating the mystery of the flying saucers, believing what they want to believe and rejecting all other possibilities, I have for you the unbiased opinion of Colonel Joao Adil de Oliveira, former head of the Brazilian Air Force investigation of these strange objects in the sky. If you cannot meet his challenge, then you shall have to revise your ideas on the subject. In an interview with the press, on February 28, 1958, he said the words that will be used to close this review. They are:

"It is impossible to deny any more the existence of flying saucers at the present time. Regarding the Trindade photographs, I see no reason for disbelief, neither to admit that the photographer would dare to take the risk of a public expose of his fraud (if it was the case) nor to think that reporter Joao Martins—an expert on the matter and a responsible newspaperman—would accept the photographic evidence for publication without a previous examination to test its authenticity. And, to close the issue, the Navy High Command itself released an official note confirming the photos' authenticity.

"The flying saucer is not a ghost from another dimension or a mysterious dragon. It is a fact confirmed by material evidence. There are thousands of documents, photos, and sighting reports demonstrating its existence. For instance, when I went to the AF High Command to discuss the flying saucers I called for ten witnesses—military (AF officers) and civilians—to report their

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Many governments are interested in Flying Saucers. Who isn't? Read, "My Trip To Mars. The Moon, And Venus", $1.05 postpaid. Buck Nelson, Rt. 1, Dept. R, Mountain View, Mo.

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evidence about the presence of flying saucers in the skies of Rio Grande do Sul, and over Gravatai AFB; some of them had seen UFOs with the naked eye, other with high powered optical instruments. For more than two hours the phenomenon was present in the sky, impressing the selected audience: officers, engineers, technicians, etc.

"How to doubt?" Unquote (Rio de Janeiro O GLOBO, Feb. 28, 1958).

FLYING SAUCERS ARE HOSTILE!

(Concluded from page 21)

saucers come from outer space."

Air Force Press Officer At Pentagon ALBERT M. CHOP (United States) - "One Thing Is Certain. We're Being Watched by Beings From Outer Space."

General L. M. CHASSIN, General Air Defense Coordinator for NATO* BELIEF IN UFOS VITAL TO NATIONAL SECURITY - "If We Persist In Refusing to Recognize the Existence of These Unidentified Flying Objects, We Will End Up, One Fine Day, By Mistaking Them For Guided Missiles On An Enemy; And the Worst Will Be Upon Us."

CHASING THE FLYING SAUCERS

(Concluded from page 24)

servers, we believe this report offers indisputable proof that they also have the technological capability of hostile acts, and possibly the conquering of the earth should they so deign. We believe, however, their moral capability for such acts is yet to be proven.

Some of these reports lead us to a conclusion different from those advanced by both the "hostile saucers" and the "spacemen are here to help us" schools. Maybe the saucerians are here on some strange business we haven't been able to figure out, and as far as humans go, just don't give a damn about us. If we get in their way, too bad; if we stay out of their way, well and good.

But whether or not they have any hostile design (more than 10 years of mass appearances have to the contrary tended to indicate that they have not), their capability of such behooves us, I believe, to keep our eyes continually on the heavens.

THE END

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LETTERS

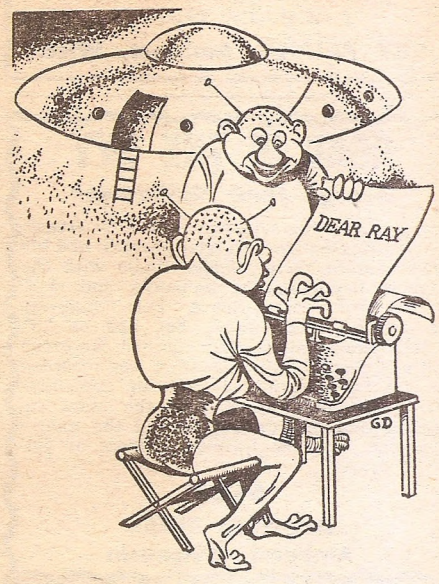
Dear Mr. Palmer:

I almost rolled over laughing after reading your reply to Peter Kor's article in the last issue of FS. I disagree with him in regard to the existence of flying saucers, but I couldn't agree with him more in regard to the Shaver Mystery. Your answer, when stripped of all the excess wordage, consisted of the following:

1) You will not show Mr. Kor one of the caves. Since a cave will not be produced, we can assume for the purpose of this argument that one does not exist. I don't think your flimsy "danger" argument fooled many of your readers.
2) You are unable to procure any physical evidence that the Shaver theory is true. No Dero or Tero bodies or even any of their artifacts are brought forth for our examination.
3) The only evidence that you supposedly do possess is that of visual sightings, but you tell Mr. Kor to dig them up for himself. How do we, the readers, know that they exist at all? Even if there has been reports of "little blue men," they could very well be the illusion of the mentally ill or of people with purely mercenary interests. Even if these reports were numerous and from reliable sources, which I'm sure they are not, we would have no proof that the "the little blue men" actually came from the interior of the earth.

When all things are taken into account, it seems that your arguments in no way even start to convince the intelligent reader that the Shaver Mystery possesses even a spark of truth.

I also think that your arguments in regard to your hollow earth theory are full of holes. I could cite numerous proofs to disprove your fantastic theory. The one which comes to my mind at the moment concerns the speed of conductivity of shock waves through rock. If one took a hollow rock ball, and struck it a blow with a hammer on one side, the shock waves would go through the solid part of the



ball to the other side. These shock waves would have to travel in the *outer shell!* If we took a solid ball, and did the same thing, the shock waves would travel *directly through* the solid ball to the other side! This same thing has been done by geologists, only this time the ball was the earth! The time lapse between the original shock and its recording on the other side of the earth when measured by very precise seismographic equipment has proven absolutely that the earth is a solid mass. The scientific evidence is conclusive, but to save face you will probably produce the usual pseudo-scientific answers I have heard in the past.

One can readily realize why a serious UFO organization like NICAP does not want its magazine published under the same cover as FS. They simply don't want to be labeled as crackpots. I hope you have the courage to tell the readers what is only too clear to me, the fact that the Shaver Mystery is a fraud.

Kenneth Upton
3516 Nyland Ave
Oxnard, Calif.

Let's take your three points and apply them to something else, and see whether they actually hold water or not. Let's say



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that instead of the Shaver Mystery and the caves, I had said "God and Heaven." Now we'll duplicate your reasoning in each of your points:

1) You will not show Mr. Kor Heaven. Since Heaven will not be produced, we can assume for the purpose of this argument that it does not exist. I don't think your flimsy "you've got to die to go there" argument fooled many of your readers.

2) You are unable to procure any physical evidence that God exists. No body of Christ, or even any of his clothing or possessions (for instance, his carpenter's hammer and saw), are brought forth for our examination.

3) The only evidence of God's existence that you supposedly do possess is that of visual sightings (visions), but you tell Mr. Kor to dig them up for himself. How do we, the readers, know that they exist at all? Even if there have been reports of "angels" and "spirits" (such as Moses and Elias) they could very well be the illusions of the mentally ill, or of people with purely mercenary interests (the collection box on Sunday). Even if these reports were numerous and from reliable sources, which I am sure they are not, we would have no proof that God actually came from Heaven.

The trouble is, you know nothing of the Shaver Mystery! The very best proof of it is the fact that if you LOOK you'll find plenty of evidence. Just so you won't feel we are asking you to do any work, why not read the December issue of SEARCH, particularly the article "Voices In Your Mind." However, we will shortly begin publication of a new magazine in which we will no longer ask that anyone look for himself, but we will present all the evidence we have down to the last iota, and it will take YEARS!

Now, about your shock waves. You've got it all down pat! More so than the geologists. THEY don't say they are positive! Only you do. Nobody really knows just how fast shock waves travel in various media. Sound, for instance, travels faster in water (a denser medium) than in air. It travels even faster through iron. You can't even tell us what a "shock wave" is! SOMETHING travels out from a pount of impact. We call it a shock wave. All we've done is name it. You speak glibly of "time lapse," but more astute minds than yours are even today trying to find out if "time lapse" is different in outer space, and whether speed of a moving ship, traveling through space, might effect the rate of time lapse on its occupants. They fancifully say that a space traveler might even travel at the speed of light, go a decade of light years away, and return to find he has aged only half as fast as those left behind, and most of his friends have died of old age! With serious scientists (Einstein was one of them) postulating such things, you are being very bold indeed to speak of "time lapse" and positive scientific evidence.

Why not read what we have to say, if you are interested; and quit reading if you feel it is a fraud? If your mental processes assure you we are frauds, you are being a fool to listen to our lies! Secretly, we think you're not a fool at all, but really interested, and that some of the things we say make sense to you. You really don't think we must be WHOLLY right? That would be impossible!—Rap.

Dear Mr. Palmer:

I always find your editorial very interesting. I hope this article and pictures in an old Christian Science Monitor will help to satisfy your curiosity regarding the huts of Scott and Shackleton in the Antarctic.

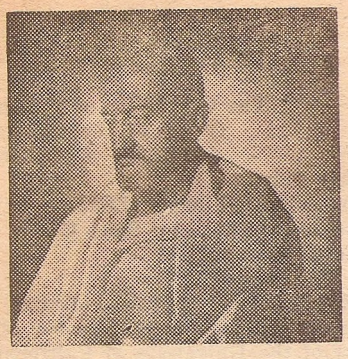
This Shackleton hut certainly seems to be made of wood. The Scott hut's windows are broken. Glass windows? And it had a door with hinges so it couldn't have been made of snow blocks or have been just a tent. It says these huts "still stand half buried in snow." It is strange that they are only "half buried" instead of being buried under a hundred feet of ice, as you say, and when Byrd's camp "was buried deep beneath the surface, in perpetual ice and they had to tunnel down to it." It looks as if the Shackleton hut has sand and gravel around it.

Alice U. Johnson
522 Deming Place
Chicago 14, Ill.

According to the article you sent us, Shackleton's hut is on Cape Royds, and all three huts (those of Scott also) are on Ross Island, on a jutting volcanic cliff above the ice cliffs of the Ross Shelf at McMurdo Sound. Thus, it is easy to see the "errant journalism" which led to the misunderstanding in our last issue. The huts were not built on the ice, nor were they anywhere near the Pole, but actually, as far away from it as you can get, and

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TO READERS OF THIS MAGAZINE



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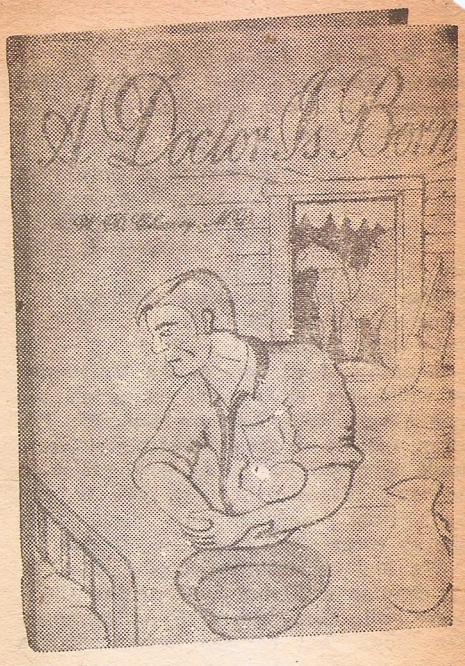
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still be on the Antarctic islands off the cost of Antarctica itself. Thanks for the information, it was quite valuable to our concepts. —Rap.

University of California
Socio-Psychic Dept.
Berkeley, Calif.
August 1, 1960

Mr. Ray Palmer, Editor,
Flying Saucers Editorial Office,
Amherst, Wisconsin
Dear Mr. Palmer:

A group of us here at the University of California have been examining the contents of *Flying Saucers* magazine. Too often, reports of unidentified objects, etc., leads skeptical critics to howl. It must be very disconcerting for you to run up against overly rational people who simply refuse to believe the obvious.

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Sincerely yours,
Dr. Lark Tomei,
414 E. 15th,
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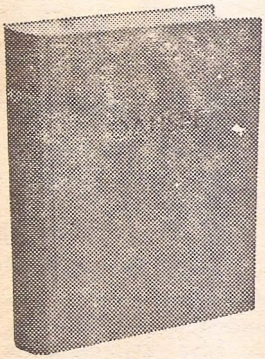
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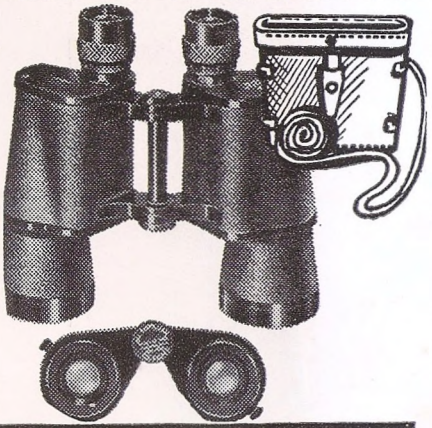
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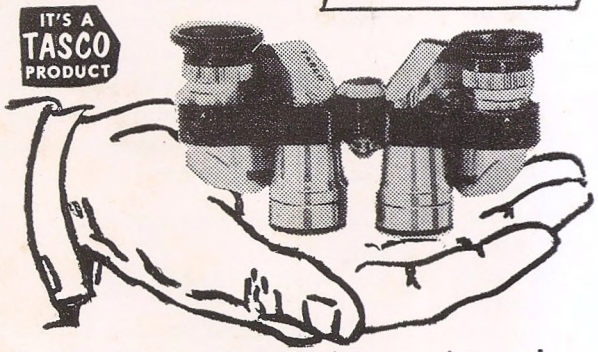


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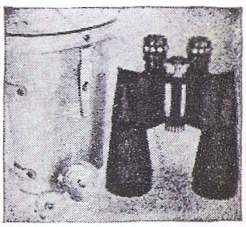
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