

# 'SAUCERS'

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UNIDENTIFIED FLYING OBJECT? No—but an unusual saucer-shaped cloud-effect. Photographed during the summer of 1955 near Mt. Lassen, California. (Photographer's name withheld by request.)

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THE TRUTH BEHIND AIR FORCE UFO REPORT

(EDITOR'S NOTE — Last February FLYING SAUCERS INTERNATIONAL asked Edward J. Ruppelt, author of the newly published "THE REPORT ON UNIDENTIFIED FLYING OBJECTS" (Doubleday: \$4.50), for a statement regarding Air Force News Release 1053-55, relative to Special Report No. 14 of Project Blue Book. (This is the famous Air Force UFO "denunciation" of last October 25th.) Mr. Ruppelt kindly complied, and his statement is reproduced in full following a brief biographical sketch.

(Edward J. Ruppelt was born in Iowa in 1923, where he attended both grade and high school. In 1942 he was called to active duty and shortly thereafter flew submarine patrol off the Atlantic coast. About this time he graduated from radar school in one of the first classes as an airborne radar operator. During the war he picked up five battle stars, two theater combat ribbons, three Air Medals and two Distinguished Flying Crosses.

(Ruppelt was released from the Army Air Force at the end of the war. In 1951 he graduated from Iowa State College with a degree in aeronautical engineering. Because of the Korean war, he was recalled to active duty and assigned to the Air Technical Intelligence Center at Wright-Patterson AFB, Dayton, Ohio.

(After participating in several very highly classified projects as a technical intelligence specialist, he was given the task of organizing and directing Project Blue Book—the Air Force's UFO investigative body—which he was in charge of from early 1951 to September 1953.



Edward J. Ruppelt

(Ruppelt and his staff analyzed over 4,500 UFO sightings during his tenure as chief of the project, and has traveled some several hundred thousand miles investigating many of the "better" reports received at ATIC. "I sat in on all of the UFO policy making conferences that were held during the time that I was in charge of Blue Book," he says, "and gave briefings to every major Air Force command in the United States."

(The former Captain Ruppelt is presently employed with a West Coast aircraft manufacturer as a research engineer on special guided missile and aircraft contracts. The majority of the data he collected while with Project Blue Book is contained in his 315-page volume.

(Cont.)

Statement from Edward J. Ruppelt—

TO BEGIN WITH, THE NEWSPAPERS, or at least many of them, seemed to have badly misconstrued this release. The press bits that I saw intimated that the Air Force was saying that such things as vertical take-off fighters, the new AVRO "saucer" and several other aircraft of radical design had been sighted by people and mistaken for UFO's. I have the release and this was not the case. All that it said, possibly in an effort to throw cold water on the UFO reports, was that in the future such aircraft might be reported as UFO's. If the press, or at least those that played up these types of aircraft as "the answer," had been on the ball they would know that there are only two VTO aircraft in existence; that these two aircraft are at Edward's Air Force Base; and that they do not stray but a few miles from the instrumented test ranges at Edwards. It will be several years, probably, before this AVRO saucer-shaped aircraft ever flies. All of these data have been published in Aviation Week magazine.

PROBABLY THE MOST ASTOUNDING part of the press release, at least to me, was the statement that a report "based on a study by a private scientific group under the supervision of the Air Technical Intelligence Center" concluded that all but a very few UFO sightings could be explained. This was a shock to me because I was the one that had this study made, I worked with the people that made it, and I know how they made it. In the first place the study wasn't made to try to solve the overall UFO problem. It was an attempt to see if a statistical study of UFO reports would give any indications that the UFO's actually were something that we knew nothing about. In other words something unknown, be the unknowns interplanetary spaceships, a new natural phenomena, some type of aircraft from some country on this earth, etc. The answer was, after spending a considerable amount of money, statistical methods were no good for a study like this. They didn't prove a thing. The results were such that by interpreting them in different ways you could prove anything that you wanted to. This is not a good study. I was out of the Air Force by the time that the report was published in its final printed form but I saw the unpublished draft and had written it off as worthless.

Another interesting point is that the report was finished in September 1953 and it wasn't released as the "latest hot dope" until October 1955.

—Edward J. Ruppelt.

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"To welcome new procedures is the test of greatness, for it betokens breadth of view. Most men's knowledge is cut on a bias of early acquisition, and cannot be adapted to new habits of thought."

—Percival Lowell, Mars as the Abode of Life.

"Whether the next few years bring War or Peace, the material progress is SPACEWARD. Let us see to it that our Spiritual progress surpasses the material, and rules it."

—Orfeo Angelucci, "Progress in Reverse,"  
(Talk of the Times—February 1956).

REPORT ON COMMUNICATION ATTEMPT

By JOHN OTTO

AS STATED IN THE LAST issue of SAUCERS, an attempt to contact outer space intelligences was made, from 1 to approximately 5 a.m., on the morning of October 28th/1955. This is the continuation of that report as contained in the December 1955 issue of SAUCERS, with a slight evaluation of the reported data.

Unfortunately, I could not stay on the west coast to go over all of the details and file them for proper reference, so I had to be content with what was acquired the first night—the night of the telephone calls themselves; for, unfortunately, Gordon Sturgill and Ben Hunter took it upon themselves to restrict the mailed in data to me from this test and, to date, I have had no response whatsoever from either of these gentlemen. I haven't had so much as a post card from them pertaining to the many tapes that were mailed into the station (KFI) at my request. It is quite obvious that I cannot report on what was probably forwarded from these recipients of radio activity, so I will report on some of the data that were investigated before I left the coast.

FROM THE TIME THE MESSAGE was broadcast to Space inhabitants and to occupants of "flying saucers," there was an air of expectancy. Shortly after 2:15 a.m.—fifteen minutes after our request for a return was transmitted—the switchboard was flooded by interested callers, most of whom had heard some highly interesting and astounding response to our request.

One of the first to call was a chap in San Diego who had made a recording in which, he stated, he heard some high speed code and that, instead of hearing it during the specific listening period of 15 seconds at 2:15 a.m., he had heard it at 2:10—fully five minutes preceding the allotted period!

This, incidentally, seemed to be the entire pattern of the response: just preceding the actual listening period, and I suspect very much that the data coming in at the 2:10 period was highly authentic and a true answer to our request. I was personally keen to acquire this 2:10 material and partially convinced that data following, at 2:15, would have to be rejected on the grounds that tampering was evident.

I will not mention the names of any of the recipients in this report because they have never forwarded a release for me to do so, although the evidence at hand is well filed and complete names and addresses with resume accounts of activity are on hand for documentation.

THE SECOND CALL was of interest because of its location, the Marine Sub Station. The station's operator called to notify us that his telemetering equipment was functioning in an unusual manner during the listening period. It was stated that there was a terrific buzzing and all sorts of strange interference at the time.

Another call, from Monterey, Calif., said that unintelligible code was intercepted. Then we proceeded to receive calls with other information that is wholly explainable from our present knowledge—

(Cont.)

## REPORT ON COMMUNICATION ATTEMPT

ONE PERSON HAD A CAT WHICH ACTED UP in a strange manner at 2:10, when the radio started humming in a strange tone, then a series of hisses like someone blowing into the mike of the station's transmitter. The actual signal heard was blown through in three short, one very long, and two two short hisses! The cat suddenly fuzzed out with the hair standing straight on edge and made a pass at the radio set, hissing and spitting at it and, according to this report, the cat was as if hypnotized, which lasted through till the wee hours of the morning!

Beside this, there had been considerable activity observed and reported in the form of strange lights over the Hollywood Hills, plus some strange rattling on the roof like hail being dropped, which, on the examination of the roof and patio section, showed nothing to be the actual cause of the noises—at least nothing tangible, like gravel or hail.

ANOTHER OUTSTANDING CASE was when a dog howled pitifully and a "D" flat tone was heard that shook the windows and the doors in a listener's house!

In another instance, there was a chap that called in by the name of the grandfather of code development. (Purely a coincidence in this case, but even here it is suspected that there may be an association of some sort which we are completely unaware of as yet.) This party had heard a six-letter word repeated over and over again, but could not make out the actual word meaning.

There were many more of this type of return and some were relayed right back over the microphone and over the air of KFI, Hollywood, that morning.

That we had some interesting and valid material to work with was evident but, as in all these efforts, somebody goofs and the best laid plans of mice and men go astray.

ONE CASE OF OUTSTANDING MERIT was when a Dr. of Science called in to state he had a full tape of the broadcast. Upon attempting to acquire a copy of this man's tape, we—Max Miller and myself—had an unusual experience. The man could never be found at his office to check it and, on arrival within several blocks of the location, we noted a helicopter hovering over the place. Thinking that this had something to do with the mysterious blasts and explosions (or "vibrations"—Ed.) which had been felt in that section of Los Angeles County, we had no more interest in that than a passing reference. Suddenly I noticed that the "windmill" was cutting a tight hovering circle right over the Sc. D.'s office!

Taking a particular fancy to this occurrence, we photographed the 'copter above us, and in several of the pictures we included the highly decorated car of mine (lecture signs taped to side).

IN EVALUATION, I PROBABLY should have taken each case apart for you, the reader, but not having done so, I will attempt an overall evaluation on the events and probably touch one or more of the bits of evidence which were or were not cited here.

(Cont.)

## REPORT ON COMMUNICATION ATTEMPT

IN THE INTERCEPTED MESSAGES of assumed letters that were heard in Morse, it is highly suspected that this may have been an answer attempt without any effort to establish an intelligent message—merely to prove that answering was permissible and possible.

On the other hand, in the case of the hum and signal sounds that interrupted the tranquillity of the animals (of which a number were reported), there seems to have been put to use a certain high frequency insertian meant to strike up an interest. Bewildering, yet one that would make people sit up and listen or take notice where they had never done so before. The fact that the signal of the letters, if in Morse code, made no intelligent message, seems again to be a case of attempting to show that there was reason and pattern to the answers along with the attention-getting noise of a hum in a frequency that was sure to stir attention. (KFI is a 50,000-watt clear channel station at 640 kc—Ed.)

Where the official equipment had been disturbed, here, again, was an attempt to prove a point—but not to answer in message form yet.

IT WAS REPORTED TO ME that there were some coded messages received which turned out to be straight teletype transmissions. This may have been the case, although to date I have heard none of them that were made at the time. There seems to be something of an enigma here. After acquiring the coded material over WGN, Chicago, in 1954, there was a sudden increase in freak radio wave propagation throughout the Midwest! There was, for several weeks afterward, some astounding interference from standard transmission sources and, to the person never investigating this data, they may state that this was not out of the ordinary. But let us see what actually happened—

At our lab, here in Chicago, we started to pick up very strong signals over the telephones and varied and assorted radios. Taking one of these sets to the lab, we put a hunt on it and found the signal to be emanating from a standard teletype source. But what astounded us was that the signal was coming in so strong that, after closing the gain to almost off, the signal was being recorded at incoming antenna voltage in the region of what was computed to be a transmitter beaming the stuff from a distance of 5,000 miles and at approximately 25 million watts! (The most powerful transmitter we have on this planet, to this writer's and many of his associates' knowledge, is a one million watt job used by the Government!)

In view of this, where does a transmission emanate from that registers at 25 million watts? To the uninformed, they may state our Government has it but, like the veritable "saucer" which many of us have seen, we cannot built it, let alone demonstrate it.

THERE MAY BE A FREAK skip wave that is in some way multiplying itself after rebound, but I doubt this seriously. I am inclined to believe that these elusive Visitor friends of ours are able to pick up and "scan" anything we transmit here on our planet and, in playing around with us—the curious infants of an aged Universe—they can drum up a little more investigative activity on our part, just as they have after showing their craft to us from time to time.

## PROJECT MAGNET

### THE CANADIAN FLYING SAUCER STUDY

PROJECT MAGNET WAS AUTHORIZED in December 1950, following a request made to the Canadian Department of Transport by W. B. Smith, for permission to make use of the Department's laboratory and field facilities in a study of unidentified flying objects and physical principles which might appear to be involved.

The program consisted of two parts. The first part was the collecting of as much high quality data as possible, analysing it, and where possible drawing conclusions from it. The second part consisted of a systematic questioning of all our basic concepts in the hopes of turning up a discrepancy which might prove to be the key to a new technology.

Unfortunately, the program was plagued by well meaning but misguided journalists who were looking for spectacular copy, or copy which could be turned to political account, to such an extent that both those who were working on the project and the Department of Transport found themselves in an embarrassed position. Consequently, when the Project Magnet Report was made and permission sought to extend the scope of the investigation through Federal financial support, the decision was finally made in 1954 that this would not be advisable in the face of the publicity from which the whole subject had suffered.

PROJECT MAGNET WAS OFFICIALLY dropped by the Department of Transport in October 1954, although the Department indicated its willingness to permit the continued use of laboratory facilities, provided this could be done at no cost to the public treasury. The project has been continuing under these conditions, and to this extent may be said to have gone underground. The Government of Canada are not participants in the Project and not in any way responsible for its conclusions.

The conclusions reached by Project Magnet and contained in the official report were based on a rigid statistical analysis of sighting reports and were as follows; There is a 91% probability that at least some of the sightings are of real objects of unknown origin. There is about 60% probability that these objects are alien vehicles. (Alien meaning not of earthly fabrication.)

THE CONCLUSIONS BASED ON STUDIES of the basic physical concepts were as follows; Many of our fundamental concepts are inherently ambiguous and quite a different philosophy can be built up on the alternatives. Several of these alternatives lead to much simpler arithmetic and presentations which do not have to resort to patchwork corrections to make them all embracing. Furthermore, some of our ideas with respect to fields and their behaviour are wrong.

Recent Project Magnet activities have dealt with following up any and all leads. Many of these leads were dead ends, but a few were quite significant and well worth the overall effort. At the present time a definite pattern is emerging, and the groundwork is being laid for a new technology which may literally lead us to the stars.

—W. B. Smith.

## TRC COMMUNICATION EQUIPMENT

(Editor's Note—The following is condensed from material submitted by George Hunt Williamson, Research Coordinator of the Telonic Research Center (SAUCERS—Sept. 1955).)

\* \* \*

**MASTER UNIT COMMUNICATOR.** This unit transmits and receives on infra red and ultra violet frequencies.

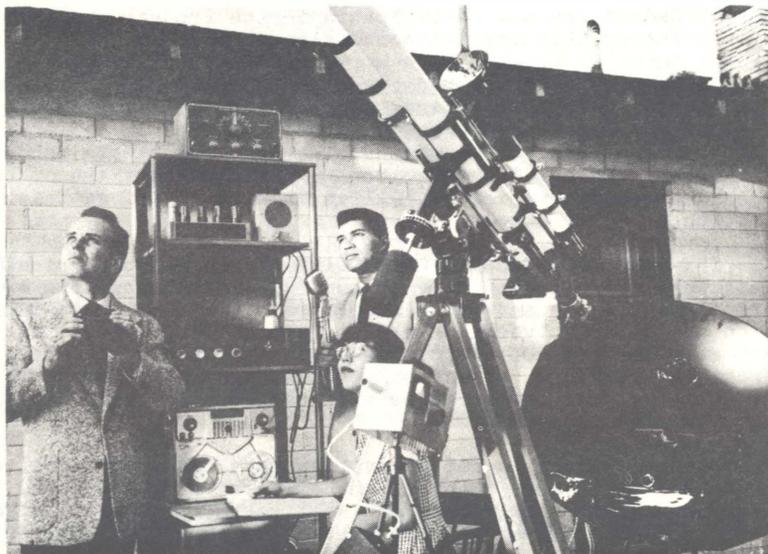
By electronic methods, a special glow tube is energized and the voice sent out actually pierces interstellar space. The tube is mounted inside a very highly polished parabolic reflector which "beams" the modulated light.

The receiving part of the Master Unit is a specially designed and built device. It contains a pre-amplifier and a very small photocell pickup tube (CE-705-A). This tiny unit is attached directly to the main 'scope. (See photo.)

The large Unitron telescope is used in order to focus as much light as possible on the CE-705-A tube. On reception, the Master Unit is capable of converting light from space (celestial bodies) and UFO's into sound (voice). All communications, transmitted and received, are permanently recorded on tape.

**COIL ANTENNA.** A reflecting disc is used for a newly developed and unusual "antenna." TRC cannot yet give out certain information on this highly unorthodox coil. However, it can be stated that it produces (because of its peculiar windings) a new type wave form. This "antenna" is used in connection with the transmission section of the Master Unit. The "antenna" was developed by a foreign scientist.

**PORTABLE INFRA RED UNIT.** This unit is used for field work where the larger Master Unit cannot be transported.



Standing (l-r), George Hunt Williamson and Michael Fitzpatrick; seated, Betty J. Williamson. This photograph, taken Oct. 23, 1955, shows Telonic Research Center communications equipment.

## UFO GROUP MEETINGS

(EDITOR'S NOTE — It is remarkable to realize to what extent UFO groups are unorganized. With the tremendous interest indicated in the subject, it is believed that a more extensive program would be underway to establish such groups. The advantages would be many-fold. First, to be a gathering place for the many interested individuals; a center to discuss the phenomenon and to enlarge the scope of knowledge and thought along the line. Such a project would increase interest and help to establish "flying saucers" as a more legitimate and respectable subject among the press and public. And—last but not least—these organizations would be recognized as a source of information and, perhaps, authoritative comment by the many news media. The import of such undertakings cannot be exaggerated. Therefore, with this issue, SAUCERS is publishing a list—and a rather meager list at that—of some of the group meetings around the country. Some are strictly objective, others are wholly subjective. We hope to continue this part of SAUCERS in future issues as well. Information relative to new regularly scheduled meetings, or those presently absent from the list below, or any changes in prior listings, should be sent to FLYING SAUCERS INTERNATIONAL at the earliest possible date.)

\* \* \*

CALIFORNIA, Fontana—Fontana Space Craft Research Group, 2nd Tuesday, 11056 Sierra Ave. No charge. Contact Mrs. Trudy Allen (Valley 2-6984).

North Hollywood—Flying Saucer Book Club, 8 p.m., 2nd & 4th Thursday, No. Hollywood Recreation Park, 5301 Tujunga Ave. No charge. Contact Dorothy Burnette, 7434 Denny Ave., Sun Valley.

San Jose—The San Jose Cosmic Observers, 2:30 p.m., 3rd Sunday, 501 S. Second St. Contact Ethel Palm, 40 E. William Street (12).

FLORIDA, Daytona Beach—Flying Saucer Research Group, 8 p.m., 1st & 3rd Friday, Prince George Hotel, 212 N. Ridgewood. Contact Enid Brady (Clinton 2-9996).

ILLINOIS, Chicago—Chicago UFO Group, 1st or 2nd Sunday, 3623 N. Seeley Ave. (Membership required.) Contact Carl A. Rostrom, 3065 Gresham Avenue (18).

MICHIGAN, Grand Rapids—Study Group on Interplanetary Relationships. Several meetings monthly, varied locations. Contact Mrs. R. B. Burgess, 1421 Colorado S.E.

NEW JERSEY, Morristown—North Jersey U.F.O. Group. Irregular. Contact Lee R. Munsick (JE 8-6995), P. O. Box 606.

WASHINGTON, Everett—Saucer Round Table, 7:30, last Friday, Public Library Auditorium. No charge. Contact Marvin W. Smith, 1616½ Hewitt Avenue.

UFO PERIODICALS — Telonic Research Bulletin (50¢ copy, \$2.00 annually), P. O. Box 1654, Prescott, Arizona . . . The first UFO publication in the German language is Der Weltraum und Wir, Seestrasse 309, Zurich 2/38, Switzerland . . . Certainly not new among saucer-ranks, but not mentioned previously here, is The Little Listening Post (4 issues, \$1.00), 4811 Illinois Ave. NW, Washington, D. C.

# UNIDENTIFIED FLYING OBJECT

By GENE H. MILLER

AT ABOUT 1830 HOURS (6:30 p.m.) on the evening of November 14, 1955, I was returning to Banning, California, from Phoenix, Arizona, on a charter trip. I was flying a Piper Tri-Pacer and my passenger was a doctor from Redlands, California. (According to one report, the passenger was identified as Dr. Leslie Ward, a Redlands physician—Ed.)

The sun had been down about an hour and it was very dark outside. Flying at 5000 feet altitude and at a magnetic heading of 290 degrees, we were approaching the little town of Desert Hot Springs, when I noticed a large white light about 30 degrees to my right at our same altitude, and about seven or eight miles away. I watched it for about a minute, then called it to the attention of my passenger.

After another minute or two had elapsed, I realized it was moving toward us, so I began to take action to avoid collision. By this time it was definitely much closer and I switched on my landing lights two times. Immediately this object's light went out, came on, went out, and came on again. When its light was off there was no shape or form or anything there. A few comments were passed between myself and the passenger. Possibly another two minutes passed and the object was coming closer, but very slowly.

NOW IT WAS A LITTLE OVER A MILE AWAY and I knew I was going to have to take evasive action. But before I did I flashed my landing lights three more times. Again it answered in the same manner—three times.

I was just about to reduce power and lose altitude fast when the object stopped. It stopped so abruptly that I was amazed and did not lose altitude or change course. In a few moments it started backing up. Now I knew it was no aircraft. No aircraft has a light that large. After it started backing up it seemed to move at a faster rate than it did while approaching. It moved back over a small range of mountains (the Little San Bernardinos), turned left, moved up the slope of Mt. San Geronio, and disappeared near the peak. At this time we were just entering the pass near Whitewater and encountered severe turbulence. We were forced to turn around and land at Palm Springs.

WHEN WE WERE FINALLY out of the turbulence and headed toward Palm Springs, I looked around in the direction of San Geronio peak. Down the side of the mountain came the light again. It seemed to follow a ridge that connected to the Little San Bernardino Mountains and I judged that it was only about 500 feet above the terrain.

I swung the airplane around a few degrees so that I could see it better, and we watched it follow the skyline toward the southeast, past Desert Center and on towards Blythe until it passed from view. I estimated that it covered about 70 miles in four minutes. (If this estimate is correct, the UFO had a velocity of 1,050 mph—Ed.)

We landed in Palm Springs and phoned to Banning for some transportation. Although the sighting was not discussed after we had landed, my passenger said several times, "I wonder what it was?"

(Cont.)

## UNIDENTIFIED FLYING OBJECT

IN SUMMING UP THIS EXPERIENCE I wish to say that it was the most unusual sighting that I have had to date. Through the past 15 years I have been fortunate enough to have made about 10 sightings of UFO's before my wife and I moved to Banning in June 1955. I have had four definite sightings since then. And I consider myself as quite capable of distinguishing between aircraft, weather balloons, clouds, et cetera, and unidentified flying objects.

(EDITOR'S NOTE — Mr. Gene H. Miller should be considered a qualified observer. He has been a commercial pilot for 15 years; has flown in every state in the Union, in Canada, Mexico, Europe, and the Orient; and has made many flights across the North Atlantic and the Pacific Oceans. "I have done every type of flying imaginable," he says. "Instructed for the AAF during the Second World War, was in the Air Transport Command, and after the war I operated one of the largest GI Flight Training Schools in the Pacific Northwest for veterans. From 1951 to 1954 I was with the Flying Tiger Lines. I have flown aircraft with only 27½ horsepower to aircraft with 4 engines totalling over 6000 horsepower. Flying is my life and has been since 1921." Mr. Miller is presently operating a flying service at Banning and is the manager of the Banning Municipal Airport. "I welcome all readers of SAUCERS to visit me here at Banning," he concludes.)

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MISCELLANY — IN "THE NAMES RELEASED!" in the last issue of SAUCERS, Ray Stanford incorrectly named Steve Woods—a deputy sheriff—as the "constable" who witnessed the Padre Island, Texas, contact ("Contact With A Flying Saucer"—SAUCERS, March 1955). Since that time, Ray Hoyd, another deputy sheriff, has been reported as the third "unnamed" witness. Photo-stats of affidavits by Don Hoyd (the Highway Patrolman) and the aforementioned Steve Woods are in our possession . . . FATE MAGAZINE for May (due April), we hear, will contain a "Special Saucer Issue" (including the Padre Island story) . . . GEORGE W. VAN TASSEL'S third annual "Spacecraft Convention" will be held at Giant Rock, Calif., on the weekend of April 28-29 . . . THOSE INTERESTED in the "anti-gravity" application to a possible motivating factor of UFO's, may be interested in the Gravity Research Foundation, New Boston, New Hampshire. They award some \$1750 annually for the best essays on any one of several phases of the "anti-gravity" enigma. The contest closes April 16th. Write for free additional information . . . MAJ. DONALD E. KEYHOE, author of the newly-published, The Flying Saucer Conspiracy, suggests that all those wanting the truth concerning UFO's to be released to the press and public should write their representatives in Washington. He says that "letters to Senators and Congressmen may build up enough pressure to break through the blackout curtain." Major Keyhoe adds that letters should point out the official contradictions, refusals to release UFO reports, orders keeping such reports from the press, etc. He believes that "a concentrated demand for the truth" could change the official policy of withholding important data from the public . . . ADOLPH G. DITMAR, Ausable Forks, N. Y., and Henry M. Henriksen, 1312 Grove Avenue, Racine 4, Wisc., have begun a "flying saucer" tape recording service whereby they distribute recorded messages from various notables on the subject. Write for information.

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# UFO\* NEWS

\*Official U.S. Government designation for Unidentified Flying Objects

JAN. 2, PASADENA, CALIF.—Daniel L. Cramer, pilot, and Allen B. White, aerial cameraman, attempted to track "three circular aircraft...that were a brilliant orange color and the lead aircraft had a white circle painted in the middle." The pair, who estimated the mysterious craft to be about 50 ft. in diameter, computed the objects' speed—by imagining their plane as the hub of a 4-5 mile circle the UFO's covered in thirty seconds—at 1,200 mph. In view "for a full 45 seconds...they were clearly outlined most of the time against the mountains." (Ontario Daily Report, 1/3/56; Pasadena Independent, 1/29.)

JAN. 2.—GOC member Charles Deininger described a bright white light with the motion of a "fishtail" as circling over northwestern Cincinnati at 2 a.m. (—CRIFO, 2/3) . . . JAN. 7.—Army sergeant, his wife, and four other witnesses watched a glowing object hover over a residential district of Honolulu at an altitude of 1500 feet. Viewed for a half-hour through binoculars, the UFO—about a mile from the observers—appeared about 100 ft. in diameter and "had unusual color characteristics." The object settled downward as a plane approached, then "took off fast leaving a shower of sparks" (—CRIFO, by Riley Crabb, 2/3) . . . JAN. 8 (or 9).—"A green ball traveling at terrific speed" was reported by residents of Klamath Falls and Lakeview, Oregon, at 5 p.m. A second "fireball" sped south between Bend and Burns, Ore., at 5:20. Eileen Dunn, deputy county clerk at Eugene, said the ball "was green when she first saw it, then it turned to orange and red as it disappeared over the horizon." (AP; Eugene Register-Guard, 1/9; CRIFO, 2/3.)

JAN. 12, ANCHORAGE.—Mrs. Betty Kile, residing on the Elmendorf AFB, "saw what looked like a burning star. It was very red with a yellow ring on the outside. I thought it was a star until it started to rise." On Jan. 13 Mrs. Kile saw three similar objects. She said that if it was a meteor, "it was falling away from earth rather than to earth." Mrs. Kile told SAUCERS reporter Abraham J. Ausman that she and her husband had observed the phenomena for some time, usually from 12:30 to 1:30 p.m. "The pink lights would hover in the sky for hours on end and then start to rise, accelerating faster and faster until they disappeared." She saw them change from pink to red, then get yellow and yellow. She told Mr. Ausman that the sightings—which were made with the aid of USAF-type green sun glasses—were concentrated over the areas of Anchorage, Government Hill, and Elmendorf AFB. "There was one (sighting)...which interested them both greatly," Ausman relates. "One small UFO tried to rise but couldn't seem to make it. So, after a little while a much larger craft appeared and helped the little one." (Anchorage Daily News, 1/14; Abraham J. Ausman.)

(Cont.)

JAN. 17, AVON LAKE, IOWA.—Dan Ford saw "a ball of fire" which he believed to be "a plane falling at first" near his farm south of Des Moines at 6 p.m. "As I watched it," he said, "it began to fall faster and the fire began to lengthen out behind it." It disappeared behind some trees. (Des Moines Register-Tribune, 1/18.)

JAN. 17, INDIAN RIVER, FLA.—(Night.) Mrs. Gilbert Vaughn reported what she believed to be an orange-colored "flying saucer" that "first appeared to be like a huge moon." It disappeared instantly in a cloudless sky. (Titusville Star-Advocate, 1/20.)

JAN. 21, WALNUT CREEK, CALIF.—Barbara Weill, former clerk at local police department, described two light-colored UFO's as "going over with a swishing sound" at 11 p.m. (Antioch Ledger, Concord Transcript, 1/23.)

JAN. 24, NORTH ANDOVER, MASS.—Sequence of "apparently blinking lights moving in a south-southwesterly direction" was observed by a school master at 6:15 p.m. In an affidavit, he attests: "...the alternation of a white light and a red light, moving in a spiralling motion disturbed me, because I could not see any object...The sky was twilight...This sequence of lights took about four minutes to traverse about a foot in my perspective...The intervals of...light were about equally two seconds" apart. (Roger Williamson, John Otto.)

JAN. 25, PORT HURON, MICH.—(5:30-6 a.m.) Mrs. Frank Nagy was one of five to observe "three balls of fire hanging together." T. W. Crago, the only one who wasn't driving to work at the time, said it "appeared to be a ball of fire noticeably moving." (Port Huron Times-Herald, 1/26.)

JAN. 25, (NEAR) RIDGEFIELD, N. J.—A two-pound aerial object crashed through the front windshield of a car driven by John W. Watson while he was traveling west on the Pulsaki Skyway. The two passengers of the car, Watson's daughter Janice and Miss Florence Hicks, narrowly escaped injury as all three were showered with flying glass. U. S. Weather Bureau Station at Newark Airport identified the remaining one-pound fragment as a meteorite. However, geologist David M. Seaman of the American Museum of Natural History termed it "but a piece of ordinary slag, a cinder from a blast furnace." Koppers Koke Co., two miles from the location, told investigator August C. Roberts that the factory's furnaces were incapable of melting the material to the extent that it was. The "thing"—which crashed into Watson's car at 8:20 p.m.—remains a mystery. (Hudson Dispatch, 1/27 and 2/10; August C. Roberts.)

JAN. 25, PULLMAN, WASH.—"Military and Sunnyside Hills and GOC skywatchers" reported a "rapidly moving luminous object" which buzzed College Hill and the Airport (at Moscow, Idaho?) just before 9 p.m. One observer described: "The object seemed to whip in toward town, was brilliant white. Then it turned green, reddish, then disappeared in a trail of what looked like smoke." "It looked like a big moon," said Mrs. T. A. Merrill. Mrs. Ed Wagner, at a friend's home when she saw it, stated "it was bright blue green...and seemed to have red fire or substance dropping away from it. It lasted about a minute, long enough for" others to see it. GOC said that no aircraft were in the vicinity at the time. (Pullman Herald, 1/26.)

JAN. 30, LAMAR, OKLA.—(9:30 p.m.) An object described as a "ball of fire or a hot cinder or something burning...larger than an 11-story building and burning like a cinder" and "an egg-shaped object...appearing red hot at the top, and shedding light underneath enough to light up several acres" was witnessed by service-station operator Sherman J. McDonald, his wife, and her sister, Nina Green. They saw the "monstrous" object while driving home on U. S. Highway 270, nine miles east of Holdenville. At first thought to be the full moon, they decided otherwise as it slowly approached. "My sister-in-law and I sat there and watched and it kept getting closer," McDonald explained. "We woke my wife up...she saw it and started crying. She said it gave her the impression something was going to speak to her from it or something was going to happen. She said it made her feel bad." After watching the UFO for nearly 15 minutes, it came to within a quarter-mile of their car, "covering an area of about 15 acres." The two women started yelling for him to drive on, "and I decided we had better go on." He said the object—which followed their car for several miles—"did not glow on top but from the underside that lighted the grass and trees so they could be seen plainly." A Clarence Green reported that he, also, had observed the phenomenon, but from a distance and did not stop to watch it. McAlister Airport said no aircraft were over the area at that time. McDonald added that there were no clouds in the sky during the sighting and "the moon was off in a different direction and could be seen at the same time." (McAlister News-Capital, Holdenville News, 1/31.)

FEB. 1(?), PETALUMA, CALIF.—Newspaper columnist Bill Soberanes viewed "a large, red ball with a long fiery tail" at 8:15 p.m. (Petaluma Argus-Courier, 2/8.)

FEB. 1, SAN JOSE, CALIF.—Starr Henderson, Marine Air Reservist, watched UFO travel "far in excess of the speed of sound" over the Mount Hamilton Range and "probably over the San Joaquin Valley" at 9:07 p.m. It returned half-a-minute later and "streaked intermittently faster then slower east across the heart of San Jose," then "made a loop and headed toward San Francisco and out of sight and hearing." A bright orange-white light, which dimmed when the UFO slowed its speed, was observed in front of the craft and a dimmer light at its rear. Henderson said a humming noise appeared to be some 4,000 to 5,000 feet behind the object, which was at about a 10,000 foot altitude. (San Jose Mercury, 2/2.)

FEB. 2,4, FALLS CITY, NEBR.—Mr. and Mrs. Orville Wuster observed a "mysterious light" which "hung in the southwest for as long as 20 or 30 minutes at a time without changing position appreciably and changed in color from white to red and then green." (Falls City Journal, 2/11.)

FEB. 6, TACOMA, WASH.—(Night.) Mysterious flare-like lights appeared south of Tacoma. About "two dozen of the large objects were seen floating to earth near Steilacoom." Army and Air Force "professionals" (?) observed the phenomenon, described as "much larger and brighter than military flares." No planes were in the vicinity—and no trace of the objects could be found. (The (Portland) Oregonian, 2/7.)

FEB. 9, REDONDA BEACH, CALIF.—Three Edison Co. employees observed a light which "descended very slowly and settled gently on the ocean surface" 75 feet to 150 yards off shore at 1:30 a.m.

(Cont.)

It was described variously as a "saucer-like object," "ball of fire...bathed in flames," and a "burning object." The light remained "afloat for a time then submerged" which resulted in a "circle of light atop the water...15 to 20 feet in diameter." An El Toro Marine Base spokesman said it was "highly improbable" that the object could have been a flare, although it was later "identified" as such. The phenomenon's "glow appeared to be of phosphorous origin, giving off a much greater light than possible with even a high powered battery," according to Redondo Beach Police Officer John J. Freeland. He and officer Marvin E. Poer "refused to believe it (the flare) had caused the light they had seen," which remained visible for about an hour. (Los Angeles Mirror-News, Herald-Express, Glendale News-Press, Redondo Beach Daily Breeze, NBC-TV News, AP, City News Service, 2/9; Los Angeles Mirror-News, Times, 2/10.)

FEB. 10, COSTA MESA, CALIF.—Two police officers on patrol "reported seeing two flame-colored discs hovering over the Marine Air Facility." The officers said the two UFO's "disappeared quickly when a plane flew over the field." (Garden Grove News, 2/12.)

FEB. 12, SO. CALIF.—(1:05-:10 a.m.) Corona, 1:05—Hal Foreman "saw the sky light and a blazing streak shoot across the sky." Said he had "never seen anything like it" and his "first thought was that an airplane had exploded" . . . A. C. H. Phillips, a British traveler, first observed the phenomenon at about 1:06 at Barstow, "and clocked it for 30 seconds." Three minutes later, he and a number of friends heard two "deep-sounding explosions" . . . Charles Rees (near Ventura) said it lit "the sky like lightning" . . . Observations generally ran from 10 seconds to two minutes in length . . . Porterville Police (switchboard "lit up like a Christmas tree") began getting reports of a "bluish ball with an orange tail" (general description) at 1:07 . . . Veteran TWA pilot Capt. Robert C. Downing (24,000 logged in the air) described: "It was the biggest thing I ever saw in the air. It looked like it was coming right under us, and it made us duck and pull up the airplane a little" . . . Marine Camp Nebo, east of Barstow, experienced a "vibration, flash and boom" . . . Sentries at Camp Irwin, northeast of Barstow, "reported blazing objects falling between the main gate and camp headquarters" at 1:10 a.m. (Los Angeles Times, Examiner, Mirror-News, Herald-Express, Hollywood Citizen-News, Porterville Evening-Recorder, San Francisco Call-Bulletin, Banning Record, Corona Independent, AP, 2/13.)

FEB. 16(?), SANTA BARBARA, CALIF.—Reports of a parachute-shaped object "dropping into the ocean near Santa Rosa Island" were believed, by Coast Guard authorities, "as stemming from a weather balloon." (Santa Barbara News Press, 2/16.)

FEB. 18, PARIS.—"Unidentified object" hovered over Orly Airfield at Paris for 4 hours, then sped away at 1,700 mph. Observed both visually and by radar. Reported to be twice the size of the largest transport plane (about 300 ft.). Air France pilot, over the field at the time, said "something big passed us like we were standing still. It was dark and was shooting fire out behind." Could not have been another airplane, he said, Possibility of it being aircraft, balloon, or any type of natural phenomena were discounted. (Reuters, 2/18; Russ Leadabrand, in Pasadena Independent, 2/19; NBC Radio News, 2/21.)

## BOOK NOTES

SINCE THE LAST ISSUE of SAUCERS went to press, two new books have been published on the UFO. However, they are more than just two new books—they are books to throw some much needed light on the controversy and to add greatly to our knowledge of various phases of the enigma. "THE FLYING SAUCER CONSPIRACY" by Major Donald E. Keyhoe (Holt: \$3.50—315 pages with appendices) was the first to be published. In this volume, the noted Major Keyhoe relates numerous facts which lead to his belief that there is a "conspiracy" within the Pentagon to withhold vital data from the public. "THE REPORT ON UNIDENTIFIED FLYING OBJECTS" by Edward J. Ruppelt (Doubleday: \$4.50) is written by the man who headed the Air Force "Project Blue Book" for nearly three years. In 315 closely-printed pages, the author recounts hundreds of new, never-before-released sightings, and gives his own version of some of the "classic" incidents. Fortunately, very little to virtually no "re-hash" is contained in either of these volumes. They are undoubtedly two of the objectively best—if not the best—books to have been published on the phenomena to date. . . . John Otto is the latest to have completed a book on flying saucers. Believed to present the "first composite picture" on the subject. . . . Originally titled "Attack by Flying Saucers," the name of the science-fiction movie-version of Keyhoe's Flying Saucers From Outer Space has been changed to "Earth Versus Flying Saucers." Set for release this coming summer (probably July).

SAUCERS (Back Issues Available) — Dec., 1953; June, Sept., Dec. (ltd.), 1954; March (ltd.), June, Sept., Dec., 1955; and (this issue) March, 1956. 25¢ each.

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## BOOKS

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