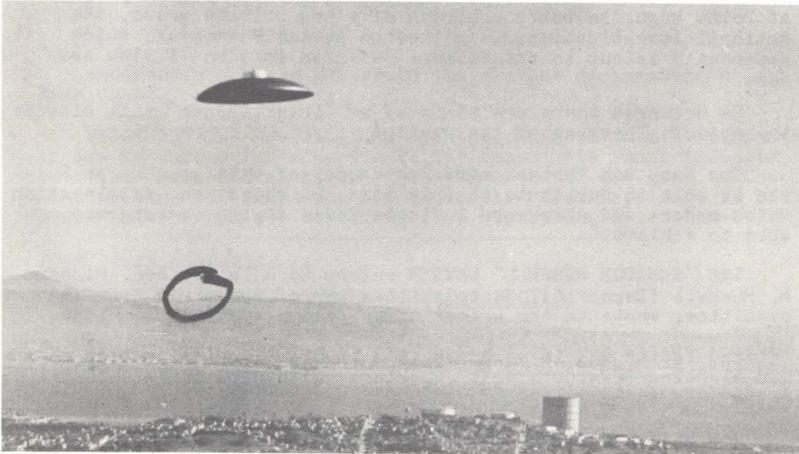


'SAUCERS'

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JOE KERSKA SAYS HE PHOTOGRAPHED this UFO at about 12:30 on October 10, 1956. He was reportedly facing east on the south slope of Twin Peaks, San Francisco, when he snapped the picture. (What seemingly appears to be a faint circular object is circled in the background.) Glossy reproductions of this photo may be obtained for 60¢ each from Robert C. Gardner, 1817 Jackson St., San Francisco, Cal.

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FLYING SAUCERS AND SENATOR RUSSELL*

By TOM TOWERS

Los Angeles Examiner Aviation Editor

RETIRED REAR ADM. DELMER S. FAHRNEY has revived nationwide interest in "flying saucers" by his statements in Washington, D. C., the other day, and his remarks have opened the way for a full explanation of the much-discussed "Senator Russell" letter.

Fahrney, who once headed the Navy's guided missile program at Point Mugu, is board chairman of a new private group, the National Investigations Committee on Aerial Phenomena, which apparently is out to obtain more definite data on "flying saucers."

He declared there are signs of an "intelligence" that directs the objects "because of the way they fly."

The Navy man further said "no agency of this country or Russia is able to duplicate at this time the speeds and acceleration which radars and observers indicate these flying objects are able to achieve."

THE "SENATOR RUSSELL" LETTER refers to a letter Sen. Richard B. Russell (Democrat), Georgia, chairman of the armed services committee, wrote to the writer under date of January 17, 1956.

The letter was in response to a request for information on a UFO sighting Senator Russell reportedly witnessed in late 1955 while on a European visit.

The writer had learned of the Senator's sighting from a reliable source in the Pentagon and permission to "break" the story in The Examiner was requested. Actually, a prior letter had been written to Senator Russell about his experiences in Europe, but it was not answered.

"Permit me to acknowledge your letters relative to reports that have come to you regarding aerial objects seen in Europe last year.

"I received your letter but I have discussed this matter with the affected agencies of the Government and they are of the opinion that it is not wise to publicize this matter at this time.

"I regret very much that I am unable to be of assistance to you."

The writer's decision to print Senator Russell's letter is based on the fact that several local radio and television stations have made reference to the letter on programs dealing with "flying saucers." How the persons on the program knew of the letter's existence is not known.

(Cont.)

* Reproduced from the "Aviation News" column by Tom Towers from the Los Angeles Examiner for Sunday, January 20, 1957. The column was captioned: "About 'Saucers' and Sen. Russell's Letter."

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FURTHER, IT WAS DECIDED to print the document's contents after the writer had received a November 23, 1956, letter from Leeman Anderson, administrative assistant to Senator Russell, which stated, in part:

"I am not in a position, of course, to request that you do or do not publicize Senator Russell's letter of January 17, 1956. I am sure, however, that if you should, your innate sense of fairness would cause you to print it in toto."

This has been done.

Anderson wrote the letter in the absence of the Senator from Washington.

WHILE SENATOR RUSSELL DOES NOT elaborate on what he purportedly saw in Europe in 1955, the letter's contents would indicate that the "affected agencies of the Government" are most anxious that nothing be said about the incident. However, there is little doubt that he DID see something of a highly unusual nature.

Some Press Comments....

FLYING SAUCERS—FACT OR FICTION?

"...it is refreshing to find a new book that sticks to the facts and lets the public draw its own conclusions. Such a welcome change is "Flying Saucers—Fact or Fiction", a paperback Trend Book by Max B. Miller of Los Angeles... Miller's book could be a text book that presents the answer to extremist viewpoints... The chapters are largely a summing up of all the facts in the case. The reader is the jury and the judge. He has to make up his own mind. But the evidence is pretty conclusive. There is SOMETHING up there... There are a lot of disquieting questions that you will have to answer in your own mind after you read the book..." —Russ Leadabrand, The Independent (Pasadena, Cal.), 2/20.

* * *

"Max Miller has authored a well-documented book on 'flying saucers.'... Miller, no starry-eyed 'saucer' faddist, has turned out his usual good work." —Tom Towers, Los Angeles Examiner, 2/24.

R O C K E T T R E N D S

(EDITOR'S NOTE—The following is condensed, by permission, from Erik Bergaust's "Rocket Trends" column from Missiles and Rockets magazine, January, 1957.)

ARMY STILL HASN'T SAID ANYTHING about their record-breaking rocket flight... The Jupiter "C" three-stage missile launched on September 20 supposedly went as high as 650 miles, according to some—others say 680 miles. Maximum velocity of 15,000 mph and range of 3,300 miles have been mentioned... We predict the recent Army ballistic rocket publicity will look like peanuts compared to what Air Force will get, for only they... can send a rocket to the moon... This will happen sooner than you think... Air Force might have to become the United States Space Force—whether anyone else likes it or not.

UFO FOUND IN SOUTH AMERICAN ANDES?

(EDITOR'S NOTE—The following account is condensed from a dispatch headlined "Raro y Gigantesco Objeto Hallaron en Andes Chilenos" (Strange and Gigantic Object Discovered in Chilean Andes) which appeared on the front page of La Prensa—a leading South American daily—of Lima, Peru, last February 14th (1957). We hasten to apologize for the lack of specific data and the ambiguity regarding the reported incident. It is interesting to note that, so far as we have been able to ascertain, no additional reports have been published in La Prensa with reference to the following.)

* * *

SANTIAGO, CHILE, Feb. 7 13 (A FP).—According to a radiogram from the military leader of Antofagasta to the Minister of the Interior—the latter announced—a strange apparatus was found north of their post, on the slope of the Mino volcano, about 18 miles from Ollague, a region facing Bolivia. The dispatch said that "a three-thousand foot long slender object that was translucent, similar to polietileno ?" was found by the authorities.

In the interior of this craft was discovered a small, oval manufactured object some 30 centimeters about one foot in circumference, which weighed about seven pounds and resembled aluminum. The letter "T" is apparently engraved in the interior of a large ring of the same metal.

The top or upper border of the piece has several strips 20 to 25 centimeters in length, which are likewise polished.

The origin, nationality and material of the artificially created flying object are unknown.

The piece will arrive at Antofogasta by train tonight.

The above recounted the official announcement from the Minister of the Interior. To follow are other conjectures of meteorologists, Chilean Air Force meteorologists and the head of the American air mission. They believe it may have been a high-altitude meteorological sounding balloon to check atmospheric pressures. Here we go again!—Ed.

The front page of the evening paper (which was not confiscated) headlined in red: "Flying Disc Found in the North." And they asked, "If there is a flying disc, where are the occupants?"

Everyone must wait until tomorrow when more precise data as to the form and dimensions of the apparatus and metallic piece will be revealed.

U F O N E W S . . .

UFO News, a regular feature of SAUCERS, has been omitted—for space limitations—from this current issue. We might add, however, that the S. Dakota/Minnesota "flap," as intensively recounted in the Winter issue of SAUCERS, apparently terminated shortly before the first of the year. We expect to continue UFO News in the future.

M I S C E L L A N Y

ALTHOUGH NOT EXTENSIVELY REPRODUCED until some years after they were reportedly taken, the André Fregnale series of UFO photographs (Plates nos. 31 and 32: The Truth About Flying Saucers by Aime Michel, Criterion Books, New York, 1956) bear strong resemblance to two of the George J. Stock UFO pix (bot. p. 64, top. p. 65: Flying Saucers, Fact or Fiction? by Max B. Miller, Trend Books, Los Angeles, 1957). Yet these series were taken on continents separated by the Atlantic Ocean within two weeks of each other: July 18 and 29, 1952, respectively. It is also curious to note that these purported photos were snapped just prior and just following the Washington (D. C.) "Crises" (July 20, 26-27) of that year. More evidence that there are systematic observations of this planet?

* * *

FROM MISSILES AND ROCKETS MAGAZINE ("Missile Miscellany"), January 1957: "...out of the past, this comment by Nobel prize winner Robert A. Millikan (Founder of Caltech) to a student in 1922...: 'Man will discover the secret of gravity in work with very high voltages and heavy masses...'" And, "An NACA structures engineer, weary of cantilevering all manner of stores, engines, wings, etc., on both manned and unmanned fuselages, wants to know what's the matter with the aerodynamics of a disc..."

ON JANUARY 16, 1957, Rear Admiral Delmer S. Fahrney (ret.) told a Washington, D. C., Press Conference: "Reliable reports indicate that unknown objects are coming into our atmosphere at very high speeds under intelligent control. There is an urgent need to know the facts." Admiral Fahrney was recently appointed Chairman of the Board of Governors of the National Investigations Committee on Aerial Phenomena, which inspired this editorial comment in the Boston Traveler (1/18): "...After ten years of being investigated, the UFO is still with us. It has refused to be laughed away or shrugged off. We say good luck to Fahrney and his group. It's time we had intelligent answers." The organization is currently soliciting associate memberships. Those interested may write to NICAP, 1536 Conn. Ave., N.W., Washington 6, D.-C., for details. Major Donald E. Keyhoe is presently acting as Director for NICAP.

* * *

AN INTERESTING ARTICLE on "Electro-Gravitic Propulsion" by Lucien A. Gerardin ("Head of the Nuclear Physics Section, Compagnie Francaise Thomson-Houston, Le Raincy, France") appeared in December 1956 issue of Interavia, the Swiss "Review of World Aviation." M. Gerardin stated that by utilizing an electro-gravitic principle, "It would no longer be a matter of generating a force localized at one point /such as with the reciprocating and turbine engines/, but a field of inertial forces roughly uniform in the whole of the region around the vehicle. With weight thus being balanced on the atomic level, there would no longer be any limitation on the accelerations possible.

"As this field of forces is no longer strictly localized," the French physicist continued, "the air adjacent to the vehicle will also be carried along. The heat barrier, ultimate limiting factor to the speed of present aircraft, will disappear. Actually, however, the field will decrease as distance from the generator increases. Thus only part of the air will be carried along; nevertheless the maximum speed obtainable will be very high." M. Gerardin feels that "Gravitation may...be connected with kinetic electromagnetic quantities, for example, the multi-polar moments in the nuclei."

(Cont.)

MISCELLANY

AND SPEAKING OF ANTI-GRAVITY, George S. Trimble, vice-president of Glenn L. Martin, was recently quoted as declaring: "I think we could do the job of finding an anti-gravity principle / in about the time that it actually required to build the first atomic bomb if enough trained scientific brain-power simultaneously began thinking about and working towards a solution. Actually the biggest deterrent to scientific progress is a refusal of some people, including scientists, to believe that things that seem amazing can really happen."

AS MOST OF YOU PROBABLY already know, Orbit—the monthly organ of Civilian Research, Interplanetary Flying Objects—has suspended publication. The selfless work of Mr. and Mrs. Leonard H. Stringfield made Orbit probably the most renowned UFO periodical of recent years. Their untiring and largely unacknowledged efforts have done much these past few years for the furtherance of objective UFO research. Our hats off, and thanks to, Len and Dell Stringfield for EVERYTHING they have done for the subject. But we believe that it is well-nigh impossible to keep a couple of good saucerites down. So let us all—everyone of us—do our best to make this research a better place to return to. (Thanks...)

OUR CONGRATULATIONS TO Coral E. Lorenzen and the Aerial Phenomena Research Organization for the enticing new format of their bi-monthly journal, A.P.R.O. Bulletin. Membership in the group is required to receive the periodical. Those interested are suggested to write to: A. P. R. O., 1712 Van Court, Alamogordo, New Mexico ... And recommended reading is the excellent new Ufozine called—simply—S.P.A.C.E. Edited by Norbert F. Gariety, this monthly may be had for a modest \$1.00 per annum: S.P.A.C.E., 267 Alhambra Circle, Coral Gables, Florida.

EDWARD J. RUPPELT'S COMPREHENSIVE volume on the Air Force's UFO investigation, The Report on Unidentified Flying Objects, has recently been published in an unabridged pocket-book edition by Ace Books, 23 West 47th Street, New York 36, N. Y. The soft-cover edition is 35¢ per copy, and mail orders will be accepted if 5¢ per book extra is included for postage and handling.

AND SPEAKING OF BOOK BARGAINS, UFO researchers and the more serious enthusiasts will be happy to learn that a slightly condensed (but textually complete), lithographed copy of Project Blue Book Report No. 14 may be obtained from Dr. Leon Davidson, 64 Prospect Street, White Plains, N. Y., for \$1.00 per copy. This publication contains 94 (8½x11") pages, including an intensive five page analysis by Dr. Davidson of the USAF report.

AS IS PROBABLY WELL KNOWN by now, your Editor's Flying Saucers—Fact or Fiction? is currently available on most newsstands. A "Library Edition" of the book is now also available, primarily differing from the newsstand copies insofar as it has stiffer covers; and it lacks both the South African illustrations reproduced on the inside front cover and the Trend book plug on the inside back cover. Those wishing copies may order them for \$1.00 each, postpaid, from Flying Saucers International, Box 35034, Los Angeles 35, Calif. Flying Saucers—Fact or Fiction? contains about 70,000 words and nearly one hundred illustrations.

"U" E Q U A L S "Z"*

STRANGE SIGHTS IN SKY Baffle War Office. Thus headlined the London Sunday Dispatch on November 17, 1954.

The account related that, starting late the previous September, a series of seven different radar trackings of from 40 to 50 UFO's were reported to the British War Office. Each time, it was said, the UFO's appeared about twelve noon, and each time they maintained an altitude of approximately 12,000 feet.

But that was only the beginning.

"All our radar sets in the area have picked them up," said a War Office spokesman—yet the cause of the "blips" were invisible to human eyes. No known aircraft were in the vicinity at the times. Balloons, kites, mirages and their ilk were quickly discarded as possibly accounting for the phenomena.

AND THE UFO'S CHANGED THEIR FORMATIONS. Coming in from the east,** their initial pattern was "U"—or hairpin—shaped. This rapidly changed to two parallel lines—the symbol for "equals." And finally, before they left the radarscopes, the formations equated the letter "Z".

What did it all portend—if anything? If anyone knew, they weren't talking. In fact, the sightings were retained under "utmost secrecy" for over one month until "leaked" via the Dispatch.

But several interesting theories have more recently been advanced: To the technically trained or science-minded individual, "U" invariably refers to the atomic symbol for uranium (U-238, or the isotope, U-235). (A more popular assumption might be that "U" meant just that: You.) The equal sign, or two parallel lines, is close to universally known.

And what of the "Z"? We all know that Z is the last—or "end"—letter of the English alphabet. "Z" (small or capitalized) may also, electronically defined, pertain to ohm impedance.

THE ABOVE REPORT IS ONE is one of the most enigmatic—if not important—among UFO annals. It is not inconceivable to think that the oft-repeated (by coincidence?) patterns were not hap-hazard but possibly effected by intelligent direction—i.e., a major communications attempt. By whom or what?—no one knows. It may deserve intensive thought and re-analyses. For—

"Even if I did know what they are," a War Office spokesman was quoted as commenting by the London Sunday Dispatch, "I am too worried to say anything."

* For additional reference, see The Flying Saucer Conspiracy by Maj. Donald E. Keyhoe (pp. 217-18), Henry Holt, New York, 1955.

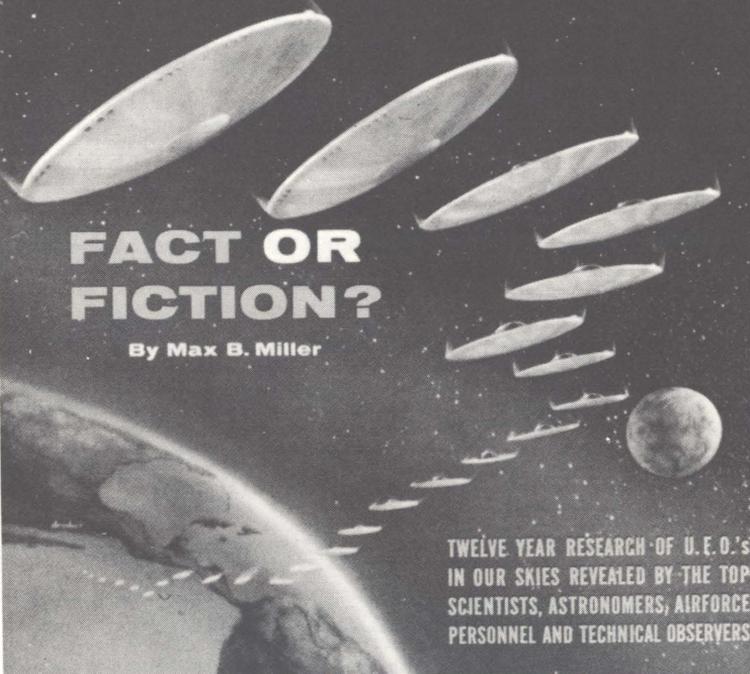
**Just east of England are the countries (respectively) of Netherlands, Germany, Poland—and Russia. Symbolic?

"'Tis strange, but true; for truth is always strange,—
Stranger than fiction." —Lord Byron, Don Juan.

FLYING SAUCERS

75c

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BOOK
145



**FACT OR
FICTION?**

By Max B. Miller

TWELVE YEAR RESEARCH OF U.F.O.'s
IN OUR SKIES REVEALED BY THE TOP
SCIENTISTS, ASTRONOMERS, AIRFORCE
PERSONNEL AND TECHNICAL OBSERVERS

SAUCERS, #16

FLYING SAUCERS

FACT OR FICTION?

By Max B. Miller

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THE COVER

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SAUCERS, #16

PHOTOGRAMMETRIC ANALYSIS OF "MONTANA" UFO FILM

By R. M. L. BAKER, JR.

(EDITOR'S NOTE—The full title of this intensive analytical report by Robert M. L. Baker, Jr., is "Photogrammetric Analysis of the 'Montana' Film Tracking Two UFO's." It is published here in an essentially condensed form, less tables, charts, graphs and appendices, and supplements the photogrammetric analysis of the "Utah" (Newhouse) Film, which appeared in the Winter 1956/57 issue of SAUCERS. Although somewhat technical in nature, we believe this study—perhaps the most extensive, if not expensive, yet undertaken of the film—is a valuable contribution to objective unidentified aerial phenomena research; and one well worth inclusion herein, at least for future reference. We hasten, at this point, to add our apologies at being unable—for space limitations—to present the full, unabridged text and supplementary material.)

* * *

TWO UNIDENTIFIED FLYING OBJECTS (UFO's) were sighted and photographed at about 11:30 a.m. MST on August 19, 1950 by Nicholas Mariana at Great Falls, Montana. Mr. Mariana owns and operates a radio station in Missoula, Montana and is owner of the Great Falls baseball team. It was during an inspection of this ball park that the sighting took place. Mariana (and his secretary, also present at the time) first noticed the UFO's as silvery objects to the NW, accidentally when looking to tell the wind by the smoke from the Anaconda Copper Company smokestack nearby. The UFO's drew his attention to the extent that he ran 60 feet from the grandstand to the parking lot, got his motion picture camera (Reverse turret type 16mm) out of his car and began tracking the UFO's which appeared to him to have stopped in mid-air, remained stationary for a while and then, with a swooshing sound, floated away to the left (SW) keeping about the same distance from each other until they were lost from sight.

The color film (Daylight Kodachrome) after processing, was submitted by Mariana to USAF-ATIC. It was studied and analyzed there and also by the U. S. Navy. No information concerning their findings was released, but Mr. Al Chop (now employed in private industry) recalls that the analysis was considered inconclusive, except that according to Capt. Edward Ruppelt, then head of ATIC's Project "Bluebook," it was felt that the objects shown on the film could not have been balloons.

Mr. Mariana recalls that the Kodachrome original, as returned to him from the Eastman Kodak Processing Laboratory, comprised 315 frames. This original film was shown by him before several service clubs and other audiences in Montana. He recalls that the first 30-odd frames showed larger images of the UFO's with a notch or band at one point on the periphery of the objects by which they could be seen to rotate in unison while on the rest of the film the objects show up only as unarticulated bright white dots. The film as returned by the Air Force, according to Mr. Mariana, had had the first 35 frames removed and only the remainder of the film was returned and that the clipped-off part was lost.

EVENTUALLY, MR. MARIANA'S FILM came into the possession of Greene-Rouse Productions, Hollywood, from whom a 16mm and later a 35mm reprint of it were borrowed for examination and analysis in a Data Reduction Department by routine Iconolog techniques. (Such analysis was recommended by ATIC personnel in 1950 but not actually carried out.)

ANALYSIS OF "MONTANA" FILM

VISUAL STUDY OF THE REPRINTS, in both cinema projection and frame-by-frame examination on a Recordak, an Iconolog and a traveling microscope (astronomical plate measuring engine) revealed the following: The reprinted part of the 16mm film comprises about 280 frames. On many of the frames two bright white round dots stand out against the dark blue sky. They are largest and brightest on the first ten or twenty frames and gradually fade away until they can no longer be definitely made out beyond frame #225.

The analysis of the trajectory of the two objects was carried out by tracing on an overlay vellum the relative motion of the objects with respect to fixed reference points, as far as such are visible, viz. from frame #65 to 255. The first 64 frames show no background but sky and horizontal power wires. Beginning with frame #65, what looks like a ventilator duct on the roof of a concrete grain elevator comes into view; after frame #144 the structure of a water tower sweeps across the foreground, and finally the roof of a second grain elevator on the other side of the water tower enters the picture. These frames indicate the camera was in focus.

THE MONTANA FILM CONTAINS SIX INDEPENDENT pieces of information (as functions of time) which describes the UFO images, i.e. the two degrees of freedom of each dot (as depicted on two-dimensional film) and the apparent diameter of the developed image of each. In the analysis it was convenient to treat the UFO's as a system. Thus we chose as the four degrees of freedom of this system the azimuth and altitude of the mid-point on the line of centers between the images, their separation distance and their inclination to the horizon.

The three independent quantities (azimuth, altitude and separation) all appear to agree to within limits of observational errors with an assumption that the UFO system held an essentially fixed configuration and executed a constant velocity rectilinear motion over the period of their filming (16 seconds). The angular (azimuth) velocity is found to be 0.0192 radians per second and the azimuth heading of the apparent course is 171° (making an angle of 55° from the line of sight to the water tower). As mentioned in the Appendix (omitted from this abridgement—Ed.), some random errors exist and the true motion of the objects may well have been a gently sweeping curve with tangents bracketed between 169° and 173° .

Measurements of the diameter of the developed images were also made. They were less accurate because of the smallness of the dimension and fuzziness of the images. The measurements do confirm that the dots dwindle in size (and the objects finally completely disappear from view). There seem to be slight fluctuations which can be attributed to a variation in the luminosity of the objects. One can conclude, from the fact that these images fade completely away, that (unless the regressive component to their motion has been grossly underestimated) the objects were not isotropic constant luminosity radiators. (Such radiators would be closely approximated by a balloon or a silver sphere shining by reflected sunlight.)

No details can be recognized on the images of the objects, i.e. no structure of any kind, no color fringes, no shape, even under a high power microscope. The images are uniformly round white dots, except a few which are oblong (frames 15, 17, 19 or 56, etc.), both objects parallel, probably as a result of camera motion blur.

ANALYSIS OF "MONTANA" FILM

The sun is known to have been to the left of the photographer, at an elevation of about 55° and on an azimuth of 154° (confirmed by shadows on the film). There is no conclusive evidence that they were self-luminous sources because at no time were they seen against the prevailing sunlight.

SEVERAL ADDITIONAL PERTINENT PIECES of information were learned from Mr. Mariana in telephone conversations on March 17 and 28, 1955, to wit: The Revere turret type camera was equipped with a telephoto lens of 3" focal length and operated at 16 frames/second. He noticed no surface wind to speak of at the time, possibly due to shielding by the bleachers, just a gentle breeze. He recalled that a wind sprang up later in the afternoon.

Incidental information presently available comprises the following: Great Falls, Montana is situated on the upper Missouri River, just East of the Rocky Mountains at latitude $47^{\circ} 30'$ and longitude $111^{\circ} 18'$. Altitude is 3312 feet.

DETAILS OF THE WEATHER CONDITIONS at Great Falls were obtained from two reliable sources. The upper winds were reported Westerly to WNW $250-280^{\circ}$, 6 knots at 9,000 feet on the previous evening of the 15th. The temperatures were of the order of 20°C , dewpoint 9°C and there was inversion of 2° in the 666-636 mb layer. A copy of the local half hourly surface weather observations for 15 August 1950 was obtained from the Great Falls, Montana, Municipal Airport Station of the Weather Bureau. It shows that the surface wind (recorded at the Airport, about 300 feet higher than the ball park) increased during the forenoon to readings between 25 and 28 mph between 9 a.m. and noon, and that it reached 37 mph at 12:30, 38 mph at 1:12 and then stayed between 25 and 30 mph almost until sunset. The surface wind direction was constantly SW from 10 a.m. until 4 p.m. It was clear (visibility of 60 miles), the temperature was 77°F at 11:27 and reached a maximum of 83° at 4:27 p.m.

All of this weather information indicates that the objects could not well have been merely drifting with the wind like balloons, bubbles, insects, bits of paper, etc., since the direction of the wind was almost directly counter to the apparent motion of the objects. Large weather balloons could not have traveled as far horizontally and would have risen relatively fast under the reported conditions.

IT WAS REPORTED THAT TWO JET AIRPLANES were operating from the Malmstrom Air Force Base at the approximate time of the sighting. Mr. Mariana reported observing them behind him coming in for a landing immediately after completing the filming. According to Capt. Edward Ruppelt, efforts were made in 1950 through interrogation of the pilots and reconstruction of their operations to ascertain whether these aircraft (reportedly F-94's) could have been in the sector photographed by Mr. Mariana.* If they had been, the two bright images could conceivably, by speed and geometry, although not without some stretch of the imagination, be interpreted as sun reflections from the fuselage of the aircraft. (Cont.)

* "Both Mariana and his secretary...had said that the two jets had appeared in another part of the sky only a minute or two after the two UFO's had disappeared in the southeast. This in itself would eliminate the jets as candidates for the UFO...We knew the landing pattern that was being used on the day of the sighting, and we knew when the two F-94's landed. The two jets just weren't anywhere close to where the two UFO's had been." -- Edward J. Ruppelt, The Report on Unidentified Flying Objects (Doubleday).

ANALYSIS OF "MONTANA" FILM

That the bright photographed spots could have been the jet exhausts of two aircraft seen from the rear has been suggested but this explanation is not convincing, the contrast against the blue sky being much greater than could be expected of jet exhaust under the film exposure conditions.

The objects left no observable trail and their tracking for 16 seconds and reported observation for about 50 seconds makes the assumption that they were two fragments of a shattered meteorite rather untenable. (Meteors seldom are visible for more than three seconds.) Their shape, brightness, speed, almost precisely rectilinear path, steady motion, and separation cannot be reconciled with the supposition that they were birds. These same facts together with the weather report also seem to rule out various forms of optical atmospheric mirages or cloud reflections.

IT IS APPARENT THAT THE MOST POSSIBLE natural phenomenon which could account for these film effects would be airplane reflections. There are, however, several factors which make such a hypothesis quite strained. First, it is not certain that there were jet planes or other aircraft flying in formation at this particular time and place. Second, the reflection from the moving planes must have persisted for at least 50 seconds. (Mr. Mariana estimated that it took him 30 seconds or more after first observing the UFO's to run to his car, set the camera and start filming. His secretary, also at the scene, testifies that the objects remained in view throughout the period between the first sighting and filming.) It would require a very rare coincidence of airplane maneuver for reflections to persist this long. These parabolic flight paths completely abandon the 171° azimuth heading hypothesis. (The maximum speed dive of the F-94 is 602 mph, landing speed is 130 mph, stalling speed is 108 mph.) Observed airplane reflections have lasted less than 20 seconds. Third, assuming a 171° azimuth heading, the orientation of the airplane and the sun is some 52° off in the horizontal direction and 42° off in the vertical direction from the optimal reflective angle. An assumption implicit in this argument is that the objects were at optimal angle of reflection just as the first frame was taken. The optimum angle didn't occur later as no maximum of intensity is observed. That the objects were first photographed just at their optimal reflective angle would be fortuitous indeed. Fourth, the distance of these hypothetical planes would probably have been over five miles; otherwise on this very clear day (visibility 60 miles) they could have been rather easily identified as planes on the film (at least on the last few frames where the bright flare was very small) or by Mr. Mariana or his secretary. This distance, however, seems much too large when one considers the size and intensity of the images on the first few frames. Admittedly these images don't actually portray the real dimension of the reflecting surface but they do give an indication of the relative magnitude of the size. This indication would roughly put the reflecting airplanes between one and three miles from the observer. The fifth consideration which strains the airplane hypothesis is the reported hovering of the UFO's. This might be accounted for by a flight path at a very great distance from the observer or one making a very small angle to the observer so that the traverse component of velocity would be small. The latter possibility is ruled out because of the sun's position relative to the plane and the former would necessitate an extreme decrease in the plane's distance in a very short period of time.

SOME NEW LIGHT ON THE 1896-97 "FLAP"

THE "FLAP" OF 1896 (California) and 1897 (the Midwest) is nothing new to UFO researchers. But to the best of our knowledge this is the first time the following reports—all reproduced from the Los Angeles Times—have been re-published during these current epochal times. Our thanks go to Zan Overall, of Reseda, Calif., for contributing this valuable old data.

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SACRAMENTO VISITATION—AN IMMENSE WHITE LIGHT MOVING RAPIDLY TO SW.

SACRAMENTO—Nov. 22, 1896. Between six and seven o'clock tonight hundreds of people saw floating over the city what is now firmly believed to be an airship. An immense white light was displayed and it was moving rapidly in a southwesterly direction. The light was so high however that no other object could be distinguished. Tonight's visitation created considerable excitement and the airship is the sole topic of conversation. (L. A. Times, 11/23/1896.)

MYSTERIOUS PARTIES

OROVILLE. The rumor that the airship which is alleged to have passed over Sacramento was constructed near this town seems to have a grain of truth in it. The parties who could give information if they would are extremely reticent. They give evasive answers or assert they know nothing about it.

Not a single person that has seen or known of an airship being constructed near here can be found and yet there is a rumor that some man has been experimenting with different kinds of gases and testing those that are lighter than air. Experiments were made some miles east of town and no one is able to give the names of the parties who are evidently strangers seeking to avoid publicity.

* * *

THAT AIRSHIP—INVENTOR CANNOT BE FOUND AND STORY IS DISCREDITED

SAN FRANCISCO—Nov. 23. A.P. The story of the airship is not generally credited. The inventor cannot be found and those who are reputed to have seen it are not willing to give direct testimony. George D. Collins, attorney, whose name has been connected with the inventor as applicant for a patent, admits he was retained for such service, but ridicules the story of the Sacramento flying machine. He says the story is false but declares that his client is working on a machine, which is a combination of aeroplane and tailless kite.

Attorney Collins, however, says that he has not seen the flying machine and he discredits its alleged performance. The name of the inventor is still withheld and he cannot be found. (Times, 11/24.)

NO WASHINGTON INFORMATION

WASHINGTON, D.C.—Nov. 23. At the Patent Office today nothing could be learned of the application for a patent on the flying machine alleged to be taking successful flights in the neighborhood of Sacramento. The rules of the Office forbid any disclosures of names of applicants or the character of the inventions for which they seek protection.

Inquiry among patent attorneys known to control Pacific Coast business failed to disclose any knowledge of the alleged success in aeronautics. Professor Langley of the Smithsonian Institute, who has experimented scientifically for some time to demonstrate the best methods of solving the question of aerial navigation, excused himself from discussing the matter. His manner indicated plainly that he gave little credence to the Sacramento reports.

(Cont.)

THE ALLEGED INVENTOR

SAN FRANCISCO, Nov. 23. The inventor of the mysterious airship which has been puzzling local scientists and others for the past week is believed to be one "Dr. E. H. Benjamin," an alleged dentist who has occupied rooms in an Ellis St. lodging house for the past two years, but so far he has successfully evaded all attempts to discover his identity. His attorney, Collins, when seen yesterday and pressed to tell further about the alleged inventor and his machine, said this morning: "The inventor came to my office in the Corden building and told me he tested the merits of the ship in last night's storm which netted San Francisco two inches of rain with the greatest success. The wind currents were very contrary and the test was one that tried the merits of the machine in the hardest possible manner, but it came out of the ordeal in good order having breasted the storm as well as any bird.

"He started from the locality where the vessel is housed and flew over Alcatraz and out the Golden Gate, skirting the Cliff House and returning by the same route across the bay. He hovered over the Seal Rocks for fully ten minutes, and played his searchlight on the seals. His intention is to make another try this evening probably over the same ground running on his return trip as far as Sacramento."

A dispatch was received from Sacramento last night to the effect that hundreds of people there had seen the mysterious meteor in the heavens but as yet no one had been able to see the object sufficiently well to state definitely what it was.

SAW THE AIRSHIP—IMPRESSIONABLE RED BLUFF CITIZENS MAKE DISCOVERY

RED BLUFF—Nov. 25. Many residents assert that they saw the alleged airship in the neighborhood last evening. It was first noticed about seven o'clock and was thought to be a peculiarly bright star but which was moving rapidly in a southwesterly direction toward the mountains. The summit of the mountains could be seen above the mysterious light as it moved west.

Soon after its disappearance a telegram from Chico stated that the supposed airship had passed that town soon after seven o'clock. After it had vanished it again passed over Red Bluff and then a telegram from Vacaville said the supposed airship had come from the direction of Red Bluff and after making a few turns had returned in the direction from which it came.

Several citizens say that while at first only a light was visible, later the body of an egg-shaped object was visible moving quickly through the air. The theory that it was a star was rejected because of its distinctly rocking motion which was like the motion made by a kite. (Times, 11/25.)

A FLIGHT OF IMAGINATION—ANOTHER MAN WHO HAS SEEN THE AIRSHIP

SAN JOSE—Dec. 1. The champion airship story of the season is told by John A. Horen, an electrician in the employ of the Electrical Improvement Company of this place. Horen says he has a patent on an electrical platinum speaking appliance and that by appointment he went to San Francisco Thursday to see the inventor of the airship who wished to see the appliance. Said Horen: "We went on horseback to a point on Sandy Beach, where the airship was, got aboard and rose very high. The height was registered by a meter on the ship. The inventor does not count the distance (Cont.)

