

'SAUCERS'

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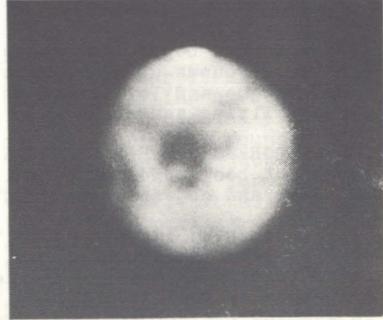
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MARS 1956



August 10

ORANGE



September 11

ORANGE

Haze in the Martian atmosphere obscured surface detail in September
Taken with 60-inch telescope

FIRST PHOTOS OF THE PLANET MARS—1956 opposition. The photograph on the left, one of the most detailed ever released, shows the canals Gehon, Hiddekel, Cantabras, Agathadaemon, Ganges, Nectar, Nilokeras, Draco and Jamuna. In late August, a gigantic "dust storm" obliterated most of the surface features, as exhibited in the photo to the right. A report on 1956 astronomical observations of Mars is contained on page 9 of this issue of Saucers. Colors below the pictures designate the filter through which they were taken.

C O N T E N T S

| | |
|--|--------|
| <u>Editorial</u> | Page 2 |
| <u>Our "UFO Diary" by Mrs. G. W. Arvidson</u> | " 3 |
| <u>Operation Contact by John Otto</u> | " 5 |
| <u>"Flying Saucers—Fact or Fiction?"</u> | " 7 |
| <u>What You Too Can Do by Larry P. Roberts</u> | " 8 |
| <u>First Reports of 1956 Mars Opposition</u> | " 9 |
| <u>Photos of Hobby Show "Saucer" Booth</u> | " 9 |
| <u>Short Shots and News Notes</u> | " 10 |
| <u>Important Announcements</u> | " 12 |
| <u>UFO News</u> | " 13 |
| <u>Flying Saucer Books</u> | " 20 |

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E D I T O R I A L

AS MOST OF YOU ALREADY KNOW, the UFO enigma will be just one decade old on June 24 of this year. Most of us recall that it was on that date in 1947 when businessman and private pilot Kenneth Arnold, of Boise, Idaho, reported observing nine shining aerial objects rapidly traverse the Cascade Mountain Range of Western Washington.

When Arnold later landed—he had radioed the sighting ahead—reporters asked him to describe the phenomenon. He proceeded to recount his experience by indicating the craft looked like "saucers" skipping across water.

And thus began the prodigious and fantastic mystery that currently surrounds us. Ken Arnold alone can take credit for coining those unique and levity-resounding words found in most dictionaries today: "Flying saucer."

PROGRESS HAS BEEN HEARTENING these past ten years. Many excellent books and periodicals have been authored and published. And sane and objective documentary motion pictures have forthcome.

Curiously, it took about three years for the first book to see light on the saucer topic, and several more years for the first motion picture. Science-fiction, the communications media, sensation-seeking publications and individuals can all take some credit in keeping the subject controversial and in the forefront. Conversely, the ultimate harm some personalities and promoters have effected during these confusing years is almost beyond estimate.

AND A NEW ENEMY HAS BEEN gradually creeping up on us the last couple of years. This "enemy"—and certainly obstacle—is extremism. When one thinks about it, it is amazing that we, who are searching for the common goal of Truth, can castigate, denounce and verbally derogate individuals and groups of opposing views. These extremes relevant to UFO research are gradually being designated "objective" and "subjective"—both something of misnomers. Ofttimes the former is called "negative" (or the "villains") and the latter is inversely being termed the "fringe" (or "crackpot") element.

Objective researchers often fail to realize that everyone is entitled to an opinion and the expression of that opinion. Likewise, imagination—as many times employed in non-objective research—is of prime import to the overall research. Imagination is probably the key which has unlocked most of the anomalies that have plagued us throughout history.

On the other hand, the "subjectives"—including those interested in the so-called "contact stories," psychic phenomena, and kindred fields—generally fail to realize that they are pushing the public and press media, and consequently their goal, away from them by a lack of discrimination, by excessively imaginative and unsubstantiated claims, and by not exposing the obvious frauds which are beginning to plague this research.

SO LET US STRIVE TO RESPECT each others views, independent of the extent of their opposition. No one should be name-called for "sincerity," a commodity this world can certainly use. And, finally, let's keep striving for our ever-precious goal: TRUTH.

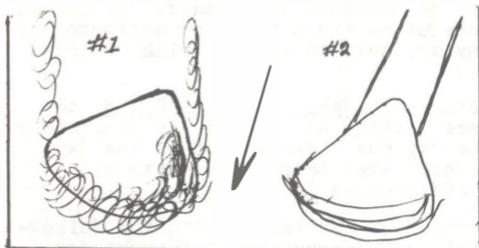
O U R "U F O D I A R Y"

By Mrs. G. W. ARVIDSON

EDITOR'S NOTE—Recently, Mrs. G. W. Arvidson, of Santa Barbara, Calif., sent us a letter recounting the UFO sightings she and her family has made. We asked for her permission to reproduce her interesting compilation, and she kindly consented. In prefacing her reports, Mrs. Arvidson wrote: "My family and I have had a number of sightings. We are just an average family interested in what is happening in our skies. Our children are aged 10, 17 and 21. We live in Montecito, where the skies are mostly clear and blue. We live on an acre of land just below one of the highest peaks, removed from traffic noise."⁷

* * *

Between 15-17 of December, 1952. We had our first sighting. Our little girl came running into the house telling us about a "big thing" in the sky. There was. The object had the exact shape of a lady's fan, only the points were somewhat rounded off. The size of it seemed to be immense; I am not a good judge of distance. The curve of the "fan" appeared to be the forefront part. There was no exhaust nor noise whatsoever. This "fan" exuded a pure white substance out of its forward part [Drawing #1], as though it tried to camouflage itself. The appearance of this immediately reminded me of Al Capp's comic character, "Hairless Joe." The "fan" had a light bluish-gray color, not shiny. It was traveling very slowly and at times hovered as though observing special points of interest. It made two right-angle turns. The children and I watched this "fan" for 15 minutes before it vanished on the western horizon. My husband had watched it from a different part of Montecito, and the Ground Observer Corps had watched it for 45 minutes. This was at approximately 5 p.m. Shortly before six p.m. this "fan" came back over the western horizon heading south-east. It was now getting dark outside. There was no white substance this time, but we observed what resembled portholes or windows along the forward part. Very bright, yellow-white lights were on each outside tip of the "fan." No exhaust; going very slowly. Suddenly this "fan" tilted its forward part upward very sharply and shot practically straight up. At the same time there appeared two very long streamers of fire out of the tail-end [#2]. In seconds it sped along at a much higher altitude and vanished in the south-east. At no time was there any sound coming from it.



Aug. 3, 1955—8:45 p.m.
Large floating yellow light;
dark outline; large halo; no
sound. Seen only by myself.

Aug. 28/55, about 9:40 p.m.
What appeared to be a star on
the eastern horizon came closer
and became larger and extremely
brilliant; larger and more bril-
liant than I have ever seen

Venus. It hovered over us, di-
minishing in brilliance, then flaring up again and diminishing once
more, at the same time turning reddish. The light vanished in the
east. All in a minute or less. Seen by the whole family. Most
beautiful sight.

(Cont.)

OUR "UFC DIARY"

May 16/56, 11:30 a.m. Long streamers of white stuff came from the sky as I was working in the garden. Looked exactly like the stuff in June Saucers /1954?—Ed. Managed to catch some but stuff seemed to disintegrate when handled.

June 13/56, 2:45 p.m. More of this white stuff. At the same time an object in the sky traveled from north to south, then from east to west. Shaped like a railroad tank car; very thick with what appeared like very small fins at its tail-end. No portholes visible, no exhaust, no sound. Metal colored.

July 28/56, 10:15 p.m. Two brilliant white lights stationary in the sky and so close together as to appear almost as one. Watched from bedroom window about 45 seconds when lights suddenly parted and sped away with lightning speed in a southerly direction, turning red as they did so.

Sept. 9/56, 8:10 p.m. Floating white-reddish light over mountain. Visible few seconds before it vanished. Pulsating. Seen by most of family. Observed these lights twice before in same spot two or three weeks before.

Sept. 12/56, 8:05 p.m. Brilliant floating, pulsating white light over mountain. It appeared and disappeared no less than four times, as though a light were being turned on and off. It lasted until 8:20 p.m. Last appearance most brilliant with blue halo (as in a gasoline torch flame).

Sept. 13/56, 10 p.m. I am still puzzled. Was attracted by a powerful light as though signaling (not Morse) from about half-way up the mountain. Houses are far below this point. I rushed outside hoping to "see" something. I did. Counted 18 red and white lights, about nine of each color. These were not the pulsating kind. The lights seemed to be spaced in a definite pattern (which I am now sorry I did not record on paper) as though they were attached to a body. If there was a body, it was invisible. There was not the slightest sound in the still night. These lights described a perfect circle in the sky directly over our neighborhood. After $2\frac{1}{2}$ circles, one-half of these lights parted from the pattern and sped swiftly toward the south, vanishing in a few seconds. The other nine lights made one-half circle, then sped toward the West. The red and white lights changed to one large white light which could have been taken for just another star except for the fact that it was moving. This was seen by my two sons and myself. It lasted 20 minutes. I'll always be grateful to the hunter who attracted my attention from the mountain—anyway, that is what I think he tried to do.

My son made a Saucer Detector. On Feb. 11/57, 1:30 a.m. the thing went off. But we could see nothing as the sky was completely overcast. (On all sightings the sky was clear except on the day we observed the "railroad tank car," when there were white clouds here and there. We use 7x50 field glasses.)

Ed. Note—Mrs. Arvidson concluded her report with the following: "I realize we are not qualified observers, but thought you might be interested just the same. It is my belief anyone can see the UFO if willing to make a habit of watching. I never step outside without scanning the sky."⁷

OPERATION CONTACT

By JOHN OTTO

MOST OF YOU HAVE BECOME ACQUAINTED by now with the communication attempts that have been made via light-beam transmissions, as well as the experiments conducted over public broadcasting media (WGN, Chicago, Nov. 28, 1954, and KFI, Los Angeles, Oct. 28, 1955). It was quite obvious to me, although inconclusive to some, that there are intelligences other than those of earth who would be willing to respond to an honest and sincere request.

And as most of you know I have spent much of the past few years attempting to effect a "verbal" communication with such non-terrestrial intelligence. I feel assured that I have received answers (or "returns"), and that a "circuit" has been established. I am just as thoroughly convinced that some coded "returns" received were not of a mundane origin.

Approaching the end of last March, Jack Maynard, who heads the Great Lakes UFO Association, asked me to attend and to demonstrate the light-beam principle at their monthly meeting.

The test went off as scheduled in the Illinois State Park, on the shore of Lake Michigan. Although the evening (and morning) transpired uneventful, it was from this attempt that Mathon Kyritsis, prominent restrateur and member of the Great Lakes Fisheries Assn., later agreed to supply the use of two of his fishing boats for another, and prepared, test. Thus the way was paved for target date: April 30, 1957.

REALIZING THAT AN EARLIER EXPERIMENT was made over WOR in New York, I decided to again appear on the Long John Program (midnight-5:30 a.m., 720 kc.) on that station to set the stage for a landing contact attempt. On Easter morning, April 21st, a message was broadcast to interplanetary intelligences who may have monitored the show requesting a contact and landing out on the Lake for the following 30th. It was stated that such a contact "could explore the possibilities of subsequent meetings between yourselves and our world leaders of Government, Science, and Theology."

The "Contact Boat" Mathon and the observation craft, Margarita W, were comfortably filled to capacity by observers and representatives of the press as we departed onto the lake at 9:20 p.m. (CDT) that memorable evening. At 9:50 the boats stopped their engines, and the Margarita-W lay about 400 yards from the Mathon. Total silence was requested; lights were extinguished. Those on board were most cooperative and soon realized the import of the event. For such an attempt, the people on board were the most serious that I have ever had the pleasure to be with.

AS PREARRANGED BY THE BROADCAST, the crew lit three flares in a triangular pattern aboard the Margarita-W at precisely 10 p.m. Suddenly a magnesium-type flare seemed to drop a few miles south of us: a rapid streak of light that brightened as it came in close proximity to the lake surface. It was bluish-white and tinged red and orange as it neared the water's surface, which briefly reflected the glare. Though not everyone aboard observed the phenomenon, some thought it was a "Verie" signal of ours; others took it to be a meteor because of its rapid descent.

(Cont.)

OPERATION CONTACT

HOWEVER, IT MUST BE REMEMBERED that the object lit the lake surface and it appeared closer than any meteor could have come. Shortly thereafter, four other "meteor-like" flashes were observed, one of which followed a horizontal trajectory. (Activity of this nature is often observed when the l-b transmitter is utilized.)

After the flares had burned out at approximately 10:15, a message was transmitted that we were ready and awaiting a "return." This was followed by a strained moment of complete silence. Next to me, Hugh Hill recorded every tense moment for CBS Radio. Suddenly the receiver crackled faintly. Hill recorded the noise from one of the ear-phones. Minutes later, when I asked the party to observe the Arend-Roland Comet to the north of us, "ohs!" and "ahs!" filled the air as a "star" cavorted momentarily in the constellation to the east of the Comet.

At about 10:30 the light-beam receiver again "crackled" faintly, following another try at the transmitter. And an orange-colored object passed high overhead (direction undetermined because of lack of proper orientation on the boat). Many assumed it to be a jet plane, others took it as a sign of recognition.

THROUGHOUT THE EXPERIMENT THE LAKE was like glass—with some curious exceptions. Several persons soon drew my attention to the fact that there was a noticeable rocking of the craft each and every time I transmitted. At first taken to originate from a shifting of weight aboard the Mathon, the rocking gradually became more violent and almost too precise for coincidence. It was later found, after a particular transmission, that the Margarit-W rocked so strongly everyone had to "hang on."

At 10:50 another "orange object" passed overhead extremely high. It was quite similar to the first except that it appeared to gain speed as the distance increased. As far as could be determined, the object headed in a NEE direction.

TWO AIRPLANES WERE OBSERVED as the large Diesels were cranked up and we headed back to Waukegan. One of the planes seemed to be on low throttle with flaps as it zoomed directly above the Mathon. Seconds later the entire sky NEE of us was engulfed in a striking display of aurora borealis! These "fingers of light" were a delight to everyone. Moments later, two large columns of light to on a bluish-cast; changed to a black-light effect, and finally turned again blue, perceptibly forming a huge letter "V" on the horizon! I have seen aurora borealis from Eastern Canada to Alaska—but nothing to equate that observed April 30th.

After press publicity the following day, a north shore resident (name withheld on request) reported that he, his wife and their household helper sighted what appeared to be an overturned aluminum boat on the Lake at noon on April 29th.

IN SUMMATION I CAN ONLY REPORT that any signals meant for our benefit were inconclusive, however significant they may have appeared to some. (It would prove interesting to learn if anything had been picked up by military radarscopes in the area.) Some people suggested the venture was disappointing. This is not correct. This effort certainly served its purpose. And while fine, upright citizens were aboard the boats that night, we—as a whole—were in no ways for the outright epochal meeting of the type originally requested.

"FLYING SAUCERS—FACT OR FICTION?"

Comments:

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"...FLYING SAUCERS—FACT OR FICTION is...well written and well illustrated. S.P.A.C.E. recommends this one highly."

—Norbert F. Gariety, S.P.A.C.E.

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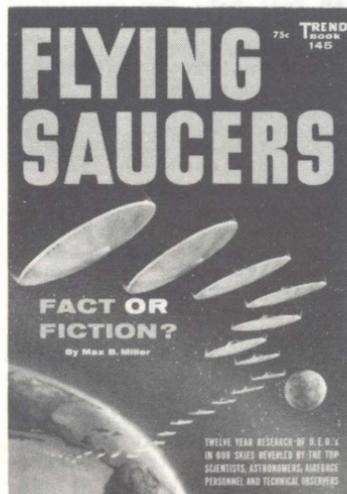
—Harold H. Fulton (President, Civilian Saucer Investigation), Flying Saucers, Auckland, New Zealand

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WHAT YOU TOO CAN DO

By LARRY P. ROBERTS

FLYING SAUCERS ARE the "unwanted stepchildren" of modern science. They are the "uninvited" guests at a dinner party. If you don't believe this, try mentioning the subject at the next social gathering you attend. That is, if you feel strong enough to withstand the abuse and ridicule to follow; or perhaps there will just be an awkward silence until some tactful person adroitly guides the conversation into a different and safer channel.

Those of us who believe in the existence of UFO's, and who have spent several years in the study of available data on the subject, have a serious responsibility to meet in presenting our findings to the rest of the public. We are a small minority. Educating the public to accept Flying Saucers as fact—not Fiction, requires skilled "salesmanship." Integrity and reliability still "pay off," in spite of "super-duper" methods which always fail in the long run. But in spite of ten years of mounting evidence that seems irrefutable, that unidentified objects are entering our atmosphere, a very small percentage of the total population believe in their existence. Figures on this show 10% to 15% believers—85% to 90% non-believers; this last group undoubtedly include many who are "on the fence" and not willing to commit themselves.

AT THIS POINT, perhaps we should search our collective conscience and ask why have we failed, so utterly, to convince the overwhelming majority of the public? Why do thousands of intelligent people remain stubbornly adamant about this subject and apparently completely impervious to the best evidence we have to offer? How have we so successfully locked Ufology in the "skeleton closet" of "polite society"?

The answer to these questions could probably be answered in one word—ridicule! Since we became aware that objects of one kind or another were flying around in our atmosphere, the subject has run the gamut of interpretations from the "ridiculous to the sublime" and back again! Is it any wonder, then, that the "uninitiated" don't want to touch the subject with a ten foot pole for fear of getting their fingers burned? As is usually the case, the spotlight of publicity is focused upon the one "black sheep" in the herd, regardless of the thousand white ones. But must we stand by and watch the ridicule mount while a few individuals sabotage the cause of Ufology for their own personal aggrandizement?

IF A BUSINESS FIRM meets with "sales resistance," they determine the cause before it is too late. Can we do less? Oh, of course, in due time, when the minority (of which we are a part) becomes a majority, and the governments yield to public pressure to cooperate in an open "all out" effort to solve the mystery, the subject of Ufology will take its rightful place. But at the rate we are going now, do you think many of us will still be alive when that is accomplished? Isn't there something that can be done to lick this "stalemate" now? There could be! And it wouldn't cost anything but a postage stamp and a few minutes of time. Various news media, and programs which include guest interviews, do respond to letters and requests—if there are enough of them. Supposing each and every one of us make a habit of writing frequently and requesting pilots and other reliable and sane witnesses to sightings. Before too long, program directors will get the idea that what the public really wants is the facts. This could start a trend towards "respectability," and more open and unashamed interest by that segment of the public which has so far resisted the "super-duper" sales method!

FIRST REPORTS OF 1956 MARS OPPOSITION

FEW FINDINGS WITH REFERENCE to Martian surface detail effected by last year's opposition have as yet been revealed. Unfortunately the planet's position relevant to our Earth was unfavorable for observing the canal phenomena. Also, most Martian surface features were obscured by a "dust storm" on the planet about August 30, 1956.

One interesting report, however, was read by Dr. Robert S. Richardson of Mount Wilson and Palomar Observatories before the American Astronomical Society in New York on December 28, 1956 [Publ. A.S.P., Feb. '57]. The noted astronomer related that on June 3, 1956, he observed, through the 60-inch telescope, "...a peculiar aspect which I had never noticed before. They were innumerable irregular blue lines extending across the bright red regions like veins through some mineral." Dr. Richardson said that several minutes passed before he realized these lines were apparently "canals"—something he hardly expected to view while Mars was 75 million miles distant. The color of these "streaks"—not the usual "dark" or "gray"—was termed "disconcerting." Photographs taken of the planet failed to show the phenomenon. Dr. Richardson added that he sighted the southern canals Simois and Thermadon, appearing "as dark straggly streaks," with the 100-inch reflector on October 10 when "seeing" was only fair.

The astronomer stated that, from his naked-eye observations and studies of photographs, "I am convinced of the existence of streaks on Mars at approximately the position of well-known canals. They convey to me the impression of being some natural surface feature."

WRITING IN Sky and Telescope (March '57), noted planetary observer and telescope maker, Thomas R. Cave, Jr., reported observing over 50 known canals and nearly 40 oases. "In appearance," Cave wrote, "they ranged from wide, vague streaks to very narrow, well-defined lines. My strong conviction is that in the best seeing they appear perfectly straight and very sharply defined, showing no sign of resolution into disconnected detail."

Additional findings are expected to be released when the International Mars Committee meets in Flagstaff, Ariz., on June 19, 1957.



Mrs. H. V. Goodell's "Flying Saucer Booth" at the 9th Annual California Hobby Show, Shrine Exposition Hall, Los Angeles, April 5-14, 1957.

SHORT SHOTS AND NEWS NOTES

THE COLOR CONTROL CO., 5880 Hollywood Blvd., Los Angeles 28, Calif., has produced a series of 20 Kodachrome 35mm (2x2) and Stereo-Realist slides of UFO personalities. These include Messrs. Adamski, Bethurum, Van Tassel, Angelucci, Menger, Stanford, Fry, Gardner, Nelson, Miller, Girvin, Long John and others. Scenes of the recent Giant Rock convention and an atomic-bomb detonation are also included. The quality is exceptional. The 35mm color slides are 4 for \$1.00; \$4.00 for the set. And the third-dimensional set is \$5.00, or 3 slides for \$1.00. A descriptive text is included. Satisfaction is guaranteed, says the Color Control Company.

BOOKS. Saucer Diary by Israel Norkin, one of the most recently published on this subject, relates primarily to the "contact stories" and the more subjective phases of this research. This 137-page and illustrated volume lists for \$3.00. Publisher is Pageant Press, 101 Fifth Avenue, New York 3, N. Y. . . . Lost Continents by L. Sprague de Camp (Gnome Press, New York, 1954) is a digression from Ufology, although the archaic research has become a kindred field to many enthusiasts and researchers. Though not particularly recommended by Flying Saucers International, this non-fiction volume is undoubtedly the most intensive, and probably objective, published on the subject in recent years. The author takes a firm stand against what is termed "the fantasies of the occult and pseudo-scientific cultists," and presents a work invaluable for research and reference material. Lost Continents runs to 362 pages, including four appendices, notes, an extensive bibliography and a 17-page index. Although this book has listed at \$5.00 for some time, we have a limited supply of these books for \$3.00 each.

UFO Forum Source Material by Col. Robert B. Emerson (2nd Ed., Nov. 1956) comprises 726 individual listings of "reference material compiled for the UFO Forum, sponsored by the Recreation and Park Commission, at Baton Rouge, La. The 19-page summary is obtainable for \$1.00 each from John d' Aquin, 4955 Bluebonnet Rd., Baton Rouge.

OUR APOLOGIES ARE HEREBY extended to Norbert F. Fariety, 267 Alhambra Circle, Coral Gables, Florida, for incorrectly listing the \$3.00 annual subscription rate to S.P.A.C.E. as \$1.00 . . . Flying Saucers, quarterly organ of Civilian Saucer Investigation (New Zealand) and edited by Harold H. Fulton, continues to gain momentum as one of the finest objective UFO periodicals now published. It is well worth the \$2.00 per annum subscription rate. Its 32 8x10 $\frac{1}{2}$ pages are handsomely printed with excellent contents. The last three issues have been particularly good. CSI's address is Box 72, Onehunga, S.E.5, Auckland, New Zealand . . . Also recommended is Lee Munsick's UFO Newsletter, well worth its 30¢ per copy price. Write to UFO Newsletter, 1721 19th Street, N.W., Washington, D. C.

Aviation Research and Development Magazine for November 1956 offers an article on the revolutionary concept of "Magnetic Antennas." Made of "newly developed materials," Ira Kamen writes that the "antennas work on the principle of electromagnetic induction. The magnetic field induces a radio frequency voltage in the coil to produce a signal." A coil and magnetic core are the heart of the unit, which utilizes a "capture area" for the reception of magnetic lines of force, effecting a far more efficient unit than the aerials of today. A "homing antenna" was also described, opening new vistas for future aviation. Writer Kamen, who is vice-president of the Brach Division of the General Bronze Corp., feels that this apparently

(Cont.)

SHORT SHOTS AND NEWS NOTES

radical new conception will parallel for aviation the impact transistors had on electronics . . . Curiously, this same issue of AR&D intimates that "the Russians have, at least on paper, some form of anti-gravitation propulsion system".

THOSE WONDERING ABOUT this country's progress with reference to rocketry and ballistic missiles might be interested to know that two monthly trade publications alone—Jet Propulsion and Missiles and Rockets—publish close to 300 8½x11½-inch pages a month, or nearly 3,500 pages per year . . . The Martin Company of Baltimore has been publishing some interesting advertisements of late. One full-page advt. in Aviation Week for April 8, 1957, shows a black circular area against what appears to be an odd-shaped photograph of space. The advertising copy reads: "PROJECT X We believe that there are at least 100 engineers in the United States who would be willing to stake their claim to the future in a totally new and untried area of exploration. We have opportunities to offer these 100 men in advanced design and development in one of the most challenging engineering adventures of our time, MARTIN". And in the September 1956 Scientific American, above three photos of the planet Saturn, Martin's ad comprised two pages: "Men Wanted...for a challenging undertaking. Room for a few creative engineers, willing to stake their future for participation in one of the greatest of all engineering adventures. Recognition and success in return for long, hard work and exceptional ability. No extra inducements—only the opportunity to work with some of the finest mindpower in the aircraft industry today on research and developments that are revising the calendar of tomorrow."

The "Missile Miscellany" column of Missiles and Rockets, April 1957, contained this curious paragraph: "A telephoned warning this page respects, quoted by a Government man of science from University of Chicago bio-chemist Jaques Loeb: 'If a man claims there is a gaseous vertebrate floating around the atmosphere, it is clearly his duty to prove it and not the duty of every other scientist to disprove. Otherwise we'd be spending our lives disputing the claims of every charlatan and crackpot.'" (Huh?)

MOST OF YOU ALREADY KNOW of the Lockheed Constellation which has been mounted with a discoid radome (Flying Saucers, Fact or Fiction?, p. 36, photo). The plane has been extensively test flown over Southern California since August 8 of last year. But few people realize the import this plane may have in proving the superiority of disc-shaped airfoils for certain types of flight. "We get a better rate of climb, a higher cruising speed, and better directional stability with the discus-dome than we did with the conventional radar Constellation," said Herman R. Salmon, Lockheed's chief engineering test pilot ("New 'Flying Saucer' Search Plane Scores in Test Flight"—The Lockheed Star, Aug. 23, 1956). Flight Test Engineer Joe F. Ware reported, "The decreased drag from the new dome was pronounced . . . Naturally, with something as weird-looking as this you'd expect weird problems. Such was not the case. It flew and behaved in a perfectly conventional manner. And we were really pleased to find the aerodynamics right on the money."

THE "FOURTH ANNUAL SPACECRAFT Convention" was held May 11 and 12, 1957, at Giant Rock Airport, near Yucca Valley, Calif., under the auspices of Mr. and Mrs. George W. Van Tassel. Speakers included Mr. Van Tassel, Truman Bethurum, Dana Howard, Mrs. Bessie Arthur, Buck Nelson, Ray Stanford, Orfeo Angelucci, Howard Menger

(Cont.)

SHORT SHOTS & LATE NEWS

and others. Long John Nebille covered the sessions for WOR, New York, and representatives of Life and Esquire magazines were present. Neither Frank Scully nor George Adamski spoke at the two day gathering, contrary to some reports. Best estimates placed attendance at close to 1,500 persons.

THE AIR FORCE CONTRACTING Office has recently declassified the following USAF contracts (Aviation Week, 5/20/57, p. 115): \$64,050 to the University of Rochester for continued research on "primary cosmic radiation and its interaction with matter" (AF 18(600)-38)... \$82,901 to the Polytechnic Institute of Brooklyn for continued and expanded research on electro-magnetic theory and information processes (AF 18(600)-1505)... And \$43,686 to Armour Research Foundation of Ill. for continuation of "Research on investigation of electro-magnetic launcher for high speed projectiles" (AF 18(600)-56).

THE PHOTOGRAPH OF THE saucer-shaped "object" appearing on pp. 14-15 of Flying Saucers—Fact or Fiction? is a dark-room simulation by August G. Roberts of what a faked UFO picture might look like. The photo was captioned thusly when submitted to the publisher by the author, but this was unfortunately omitted upon publication.

ON MAY 1ST OF THIS YEAR, John Otto's "contact attempt" in Lake Michigan on the prior evening received what probably amounts to the most publicity ever accorded such an event. Following an across-the-page headline of "Flying Saucer Hunters Get Only a 'Nibble'," the Chicago Daily News devoted 44 column-inches, including a four-column photograph, to the attempt on its front page and an additional 105 inches of photos on an inside page. The Waukegan News-Sun granted the event 28.5 inches on its first page and 25 inches elsewhere. The Chicago Sun-Times ran 10.5 column inches on the Lake Michigan experiment, and the Chicago Tribune 18.5 inches. Total publicity amounted to 236 column inches, or nearly one and one-half standard news pages.

IMPORTANT ANNOUNCEMENTS

DUE TO CONTINUALLY ADDED EXPENSES and rising production costs, Flying Saucers International is regretfully forced to increase the price of Saucers. This change is effective June 1, 1957. Henceforth, Saucers will be 35¢ per copy with the subscription rate increased to six issues for \$2.00. Back issues—listed at the bottom of the back cover of this and other issues of Saucers—are now 35¢ each.

We believe this increase will permit us to gradually expand the overall quality of Saucers. This price change should also offset expected increases in postal rates.

* * *

ADVERTISING LITERATURE recently distributed by a Midwestern publisher stated that "Max B. Miller is West-Coast Editor" of their latest periodical. This statement bears no semblance to truth, and a retraction is expected.

"Lose discrimination, and you miss life's only purpose."

—Bhagavad-Gita (Prabhavananda-Isherwood Translation).

UFO* NEWS

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

Ashby, Minn., Jan. 1-2, 1957. Shortly before midnight, while driving NE to their home, Mr. and Mrs. Herbert Naderson and their sons observed a "triangular figure, with two lights side by side in the lower part and some light along the edges" in the eastern sky. A darker section was noted in the center. The family watched the phenomenon for three-quarters of an hour as it traveled "very slowly" and "high in the sky" below high clouds. (Fergus Falls Daily Journal, 1/3.)

Montevideo, Minn., Jan. 1. Chippewa County Sheriff Hans Strand trained field glasses on an object in the SE sky which "was flat on top and egg-shaped on the bottom" at 6:30 a.m. Its outline sharp, Sheriff Strand said the object's color gradually alternated from red to white to a bluish glow. He was positive the UFO was not a misidentified astronomical object. The sheriff said the object was "quite far away," dipped slowly several times, and traveled at a slow pace. (Montevideo American, 1/3.)

Waubay, S. Dak., Jan. 11. A bright red object emitting a "buzzing sound" reportedly "illuminated the ground" as it passed over witnesses Mr. and Mrs. Clayton Jones and Mr. and Mrs. Orwis Picht at 8:30 p.m. The UFO was estimated to have been about 400 feet above the ground. It disappeared in the NE. (Waubay Clipper, 1/17.)

Odanah, Wis., Jan. 19. "You'll probably think I was drinking strong coffee," declared truck driver Urpo Wehmanen after sighting an egg-shaped object, "but I really did see this thing—whatever it was." Wehmanen, who watched the UFO for about 10 seconds in the south at 4 a.m., thought it may have equated the size of a large aircraft. "It was going very fast from west to east and had something that looked like an afterglow or flaming tail," he said. "But I knew it was not a meteor. It was following a level course of flight..." Duluth AFB revealed that no jet aircraft were in the vicinity at the time. (Duluth Herald, 1/19.)

Garvin, Minn., Jan. 21 & 23. Mr. and Mrs. Oliver Gregoire and their two sons, Donald and Richard, spotted a UFO "about the size of a softball, all colors of the rainbow, fading in and out.../and moving/ in every direction" at 6:30 a.m. both mornings. (Slayton Herald, 1/24.)

Ottawa, Jan. 24. "Competent Canadian officials" disclosed that vapor trails had several times been sighted over the Queen Elizabeth Islands—Canada's northern archipelago—"at a time when it was known that no Canadian or American planes were in the area." It was therefore "assumed the vapor trails came from Russian reconnaissance planes." The contrails were "so high" that whatever created them remained invisible. (AP, 1/24.)

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Glendora, Calif., Jan. 27. An "amber colored object of light, which at first appeared in the shape of a giant cigar" attracted the attention of Mr. and Mrs. Charles A. Chilver when "a noise like a train flying overhead"—unlike anything they had ever before heard—caused them to rush out of their house at 7:59 p.m. The UFO exhibited two glowing discs, similar to taillights, as it disappeared in the north. (Glendora Press, 1/31.)

Lakewood, Calif., Feb. 2. Bob McCracken reported sighting three groups of UFO's, with 20 to 25 objects in each group, at 4:50 p.m. "They appeared to be about the size of a small car," McCracken said, "but I was unable to determine their exact size." He added that "they had flashing lights or they were reflecting sunlight" and traveled "much faster than aircraft." McCracken and his wife, Ruth, reported the objects were noiseless and passed from view within 30 seconds. He related he could see the first two groups at the same time, and the third group two minutes later. Some of the UFO's were in single file, others were in clusters and a few even formed a loose "v" in the sky. Albert Chew and Mrs. Cecil Hamilton also witnessed the phenomena. One "formation of lights," said Mrs. Hamilton, "...came in below and behind another group. There wasn't any noise. If they were airplanes, we should have been able to hear them." (Long Beach Independent Press Telegram, 2/3.)

Harbor and South Bay Area, So. Calif., Feb. 4. A "mystery blast...violently shook" San Pedro, Wilmington, Gardena, Hawthorne, Torrance, Lennox, Firestone Park, Redondo Beach, Palos Verdes and other cities shortly after 10 p.m., and rattled doors and windows in a 15-mile-long area. Although several "experienced jet pilots" discounted the possibility of a sonic boom to Redondo Beach police, supersonic jets were eventually laid to blame. (Los Angeles Examiner, 2/5.)

Kaimuki, Hawaii, Feb. 11. A domed object like a "half-ball" and glowing as if it had an electric light in it was sighted shortly before noon by Mrs. Winifred Anderson "as it appeared to dive straight toward earth." Before the UFO streaked off on a slant and disappeared into a cloud, Mrs. Anderson said she saw "a shiny tail, like aluminum, that looked like a streak of lightning." She then called her sister-in-law, Mrs. Helen Anderson. And as both of them gazed heaven-ward, the phenomenon reappeared. "This time we saw two of them," Mrs. Anderson continued. "The second one was a little smaller and traveling below the big one." She said the objects, which were related to be too high for kites and too maneuverable for jets, sped off toward Koko Head and disappeared into clouds. (Honolulu Star-Bulletin, 2/12.)

Redlands, Calif., Feb. 11. Mr. and Mrs. Robert Bierschbach reported observing what "appeared to be a series of about six circular lights of yellowish color" at 10:20 p.m. They watched the lights for about one minute, after which the object(s) "disappeared as if turned off by /a/ switch." (Redlands Facts, 2/16.)

San Fernando Valley, Calif., Feb. 13-14. From their home in Burbank, Mr. and Mrs. Eugene W. Haskins observed an incandescent UFO apparently hover over the Lockheed Air Terminal in the early evening. They notified Burbank Police, and Officer Robert Wells was sent to investigate. Officer Wells reported what at first looked like three stars. "Then one of them began traveling," he

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said, "making at least 1,500 miles per hour." (One newspaper account quoted Wells as stating, "The middle star would shoot ahead ... and the other two would catch up."—Ed.) The UFO changed color from white to red to green. The officer estimated the round lights to be from 30,000 to 60,000 feet altitude. "Presently a similar object appeared high above the first one and gradually dropped to the same level," Wells went on, with one of them heading toward the desert (NE) and the other toward the ocean (west). Officer Wells concluded by saying the UFO's "didn't behave like weather balloons and didn't look like airplanes, though I saw something like a vapor trail coming from one of them." Elsewhere—possibly in Pasadena—Mrs. Marjorie Stockton reportedly viewed the object and described it as oval-shaped with "beams of light shooting out from it as if it were searching for something." At 3:14 a.m., Pasadena Police logged a report from "several" people of "an unidentified flying object on the City Hall roof," and for which Police Sgt. Virgil Mayne searched to no avail. At 4:10 a.m. a "bluish-like" object, east of Van Nuys Blvd. and Sherman Way, was reported to Van Nuys Police by an unidentified resident. (Los Angeles Mirror-News, Herald-Express, Beverly Hills Citizen, Pasadena Star News, City News Service, CBS Radio-TV News, other, 2/14.)

Albany, Oregon, Feb. 17. "I never believed in flying saucers before," exclaimed 17-year-old Ground Observer Dave Henderson after he reported sighting two "orangish-colored" spheroids at 9:56 p.m. traveling in a NE direction. Visibly shaken, Henderson—who has been a GOC skywatcher for three years—added: "I know what our aircraft look like, and I know what I saw was no plane or weather balloon or bird or anything like that." He related the UFO's, which looked "something like baseballs," were apparently on a horizontal trajectory and going as fast or faster than a jet airplane. Young Henderson thought he "saw them for only about seven seconds altogether... They didn't make any sound that I could detect, but they really had power. Suddenly they split apart, about the way if you pulled open some scissors, and the next instant they vanished from sight. I've never seen anything like them before," he concluded, "and I don't care to see them again." (Greater Oregon, 2/22.)

Air Route, New York to Puerto Rico, March 8. One of the most spectacular and widely publicized sightings of the year was recorded by observers on seven different airliners. At 3:33 a.m., Captain Matthew A. Van Winkle, piloting Pan American flight 257 about 650 miles east of Jacksonville, Fla., and Flight Engineer John Washuta simultaneously spotted a round, brilliant greenish-white light, nearly as large as the full moon (0.5°), about 80° to their right while flying at 19,000 feet. Van Winkle said the light had a clearly-defined edge, and Washuta described it as "rim-like." The center was a bright white; the "rim" greenish-colored. Pilot Van Winkle said the UFO traveled horizontally, level with his plane. Thinking it was on a collision course, he abruptly climbed 1,500 feet, throwing most passengers against the ceiling or onto the aisle. Stewardess Julie Santiago, Mr. and Mrs. Abraham Gitlow, of Philadelphia, and a Monserrate Soto were later hospitalized with injuries. Shortly after the incident, Van Winkle's radio became "alive" with similar reports from other airliners, all of which were headed SEE and which stretched to an area 300 miles in length.

Capt. Ed Perry and his flight engineer on PAA flight 269 saw the object describe an upward arc, then fall back, seemingly heading ESE. They were about 150 miles north of VW and saw the UFO WSW of them for about five seconds. . . . Capt. Robert Wyland and his

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Flight Engineer, Jerry Noosinow, of PAA flight 215 180 miles SE of VW, observed the object—"as large as a full moon"—to the west of them: greenish-blue at perimeter; white at center. As it passed, a piece of it, and 10% of its whole size, seemed to fall away. The UFO "was definitely reddish in color" . . . 220 miles SEE of Van Winkle, Pilot Ken Brosdal and Flight Engineer Richard Smith (PAA flight 215-A) witnessed an almost identical "object" at 12:45 a.m.; Smith saw both. The earlier phenomenon, somewhat smaller, streaked NNW and traveled horizontally. On both objects a reddish projection was seen to have detached itself, after which the 12:45 UFO continued onward and the 3:33 "light" slanted downward and disappeared. Engineer Smith thought he saw the first light disappear into some clouds . . . Based on the sighting reports, the Civilian Saucer Intelligence of New York calculated the object's distance as probably 300 to 400 miles from all planes; Capt. Wyland estimated it to be 300 to 800 miles distant from him. Apparently only one of the seven pilots opined that the object was a meteor.

The Department of Defense could not identify the mystery object. Patrick AFB in Florida said it could not have been a ballistics missile. The Air Force reported there were no jet aircraft in the area at the time of the sighting. (UP, AP, INS, 3/9; Australian Associated Press, 3/10; INS, 3/11; CSI News Letter, 5/1.)

Beaumont to Houston, Texas, Mar. 8. Victor Hancock and Guy Miller, piloting a DC-3 for the Tennessee Gas Transmission Co., reported sighting an object with three large "white and brilliant" lights on it during the evening. The UFO sped past the plane and "just messed around with us," Hancock said. "I still don't know what it was, but it knew we were following it. When it wanted to, it kept ahead of us easily. It would seem to stop, then when we caught up with it, it would be gone." Hancock notified Ellington AFB. They later reported they were unable to pick the UFO up on radar. (UP, 3/9.)

Baudette, Minn., Mar. 9. An unidentified but experienced pilot, while driving toward the Bemidji Airport in the early morning, spotted what resembled the headlight of a train above tree tops and moving over "the bog." He said it was highly luminous, circular in shape, though indistinct at its periphery. It was soundless, the pilot continued, and appeared to be 15-18 feet in diameter as it traveled at an estimated 50 to 60 mph just above tree-top level, heading SE. The witness was paraphrased as indicating the UFO "was close enough to the ground so that the motion of its passage appeared to suck swirling snow up under it." (Baudette Region, 3/13.)

Southern United States, March 14. A blinding "fireball" was sighted by observers from Florida to Texas and as far north as Missouri shortly before 11 p.m. (Times varied slightly; one sighting was recorded at 10:50.—Editor.) A Galveston Coast Guardsman said he watched a huge triangular object with a tail "half a mile long" for ten seconds. M/Sgt. James W. George of Craig AFB in Alabama reported, "It looked like a flaming aircraft..with fire flying everywhere." A CAA tower operator in Jackson, Miss., called it the "most brilliant meteor" he had ever seen. B-47 pilot, Capt. Leroy Litsch, out of Lake Charles AFB (La.), saw the "fireball" at 2208 hrs. "It looked like a shooting star except it was so much bigger and brighter and I thought at first it was one of those flying saucers," Capt. Litsch recounted. A pilot near Meridian, Miss., had to duck behind a cockpit shield to keep from being blinded. Some reports indicated jet planes "were forced to take evasive action."

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Many observers said the object was larger than a full moon; Wichita Falls weather observers said object's "trail" was visible for half an hour; some Galveston resident reported the UFO "seemed to rise again like a half moon;" many areas told of falling fragments (none recovered). Coast Guard radarmen in New Orleans tracked the object on their weatherscope into the area of Marsh Island, off the Louisiana coastline in the Gulf of Mexico. An island game warden said the object "made a great noise and shook the whole island." No one saw it land, although a sheriff patrol boat reported it fell to the west of the small island. An unidentified automobile driver near Marsh Island said "it was large and red and it looked like it was heading ...for the ground but it pulled up and passed over." Earth tremors covered an area of 60 miles in diameter, and centered near Franklin, La. Many reports of the fireball varied—e.g.; Shreveport, "It lit the city as bright as day;" Memphis, it resembled "a red balloon with a yellow tail." Some days after the incident, John S. Prejean said he found an iron and nickel meteorite in Terrebonne, La. (AP, UP, 3/15; Baton Rouge State-Times, ?; UP, 3/16; New Orleans Times-Picayune, 3/17; Baton Rouge Morning Advocate, 3/26. Our special thanks go to Colonel Robert B. Emerson, USAR, of Baton Rouge, for his helpful cooperation.)

Palmer, Alaska, Mar. 17. Several residents and three police officers witnessed explosions and rising smoke from an area above the timber line near the top of Pioneer Peak. Two policemen described "a flash ball of fire followed by a column of smoke for about 15 minutes" at dusk. Aaron Huston said he witnessed two explosions, one in the air and the second on the mountain. Although some reportedly heard a low flying aircraft about that time, no planes were overdue or missing in the area. (Anchorage Daily Times, 3/19.)

Southeast of Tokyo, Mar. 21. A C-57 Stratocruiser carrying 67 Army passengers disappeared without warning early this date. The USAF admitted "the greatest air-sea search ever organized has turned up not one solid clue" as to why the plane had vanished. The C-57 radioed from 230 miles off the Japanese coast that all was normal. "Yellow objects"—believed seaweed—were sighted 360 miles SE of Tokyo on March, and the Air Force was investigating reports of "considerable debris" 80 miles east of Japan. (AP, 3/24.)

Hanford, Calif., Mar. 22. Newspaper reporter Dave Camp and three other persons watched a sluggishly-moving, grey and circular UFO ahead and to one side of "a high-flying multi-engine jet plane" at 5:15 p.m., the latter of which "appeared to overtake and pass the UFO, which moved sluggishly." The US Weather Bureau and Castle AFB indicated the object was not a balloon. (Hanford Sentinel, 3/23.)

So. California, March 22-24. Mrs. Robert Beaudoin and a neighbor of Santa Rosa Valley (near Oxnard) viewed objects "like a tear drop tipped sideways" as they hovered, went up and down and from side to side in the NE from 11:15 p.m. until after 1 a.m. Mrs. Beaudoin said the lights were red and then blue-green, depending on their angle. GOC personnel confirmed the report. Deputy Sheriff Richard McHenry saw an "object" from the westend of Oxnard AFB from 12:22 to 1:37 a.m. A report that radar on Santa Rosa Island had picked the UFO up was denied by Col. Edwin F. Carey, Jr. One or two jet planes in the air reportedly observed nothing. At 9:55 on the evening of the 23rd, K. E. Jefferson of Pasadena (about 40 miles SE) witnessed a silent but "bright red object" in the south. At shortly after 11 p.m. the Pasadena Air Filter Center received its first civilian report, while hundreds of persons lined Colorado St. in Pasadena. Between 11:10 and 11:50 "we had many reports" of the UFO, reported

Capt. Joe Fry, C.O. of the center. "We had reports that indicated that the UFO was orange-red, flashing a bright white light." Radar was said to have been unable to locate the mystery object. Despite the fact that Major Thomas Bowers of Norton AFB said that "no Air Force personnel saw the object," AF T/Sgt. Dewey Crow, Les Wagner (chief of "the air movement identification section") and other Airmen at the Filter Center later admitted that they had watched the object with "a bright red light" from 10 to 11:30 a.m. The AEC in Albuquerque discounted the suggested possibility that the UFO was a balloon originating there or in Nevada, as did Edwards AFB and the CAA. One possibility was that college pranksters from Caltech, in Pasadena, read of the Oxnard report the prior evening and decided to duplicate the phenomenon—as they have done at "flying saucer" conventions in the past (Life, 5/27/57, p. 117). Nevertheless, at 2:47 on the morning of March 24, Sailor Virgil Atkinson told the Ventura Sheriff's Office that a UFO "swished" down over his car and sped along in front of him as he was driving on Hueneme ("why-nee-me") Rd. to Port Hueneme, near Oxnard—again, then darted around behind his car and chased him to the gate of the naval station. (AP, Oxnard Press Courier, 3/23; Pasadena Independent, by Russ Leadabrand, 3/26; Los Angeles Mirror-News, by Lee Pitt, 3/29; Ventura Free Press, 3/25.)

Puyallup, Wash., Mar. 23(?). Jim Geise, 15, was milking in his barn when his dog started howling. He looked out and saw a luminous, metallic ball—"round but still somewhat disc-shaped"—rapidly but silently descend to 25 or 50 feet above ground, where it momentarily hovered before swooping up again. Young Geise then "raced into the house, his bucket of milk slopping, and shaking with fear." "Scientists" and Air Force investigators reportedly interviewed the high school student. (Puyallup Valley News, 3/28?)

Wickenburg, Arizona, Mar. 29. Six silvery flying objects, dazzling in the bright sun, were observed through binoculars by Herb E. Allen, of Monrovia, Calif. He reported the UFO's were "playing a game of tag," during which one of the objects dived toward the earth, then swished "off into nowhere." (Monrovia News Post, 4/1.)

West Coast of Scotland, April 4. Two radar stations in Wigtownshire and an RAF station near Luce Bay independently tracked a mysterious flying object at exactly noon /see "'U' Equals 'Z'"—Saucers, Spring '57, p. 7/ traveling at 60,000 feet. The UFO shortly proceeded to dive to 14,000 feet, made "two whirls," and vanished to the south toward the Isle of Man. The object was not sighted visually. RAF reported no planes were in the area at the time. Wing-Comm. Walter Whitworth, C.O. at West Freuag, said the Air Ministry in London was taking the report "extremely seriously;" adding, "I have been ordered...to say nothing about the object...It was an object of some substance—quite definitely not a freak." Unofficial sources commented that the radar-recorded object "was too fast, too big and too maneuverable to have been a plane." (AP, 4/6; London Sunday Dispatch, 4/7; Flying Saucer Review, May-June '57.)

Cohasset, Mass., Apr. 11. Mrs. Stoddard Marsh said she witnessed about five jet planes chasing "a very brilliant, gold disc, one-quarter the size of the full moon" shortly before 7 p.m. The silent object, viewed for less than one minute, "was moving very fast, making sharp turns." Mrs. Marsh said the jets returned and remained over the area for about an hour. A National Guard spokesman from the Logan Airpoted suggested the possibility that the UFO may have been

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a "target" jet, flying considerably higher than the other planes. On April 13, two sisters reported a yellow light near Plymouth-Kingston at 8:50 p.m., and three teen-aged girls saw a red and green object "surrounded by little white lights" over Plymouth at 9:15. (Quincy Patriot-Ledger, 4/12, 15.)

East Coast of England, Apr. 29. A UFO—or UFO's (accounts varied)—was picked up on an RAF radar screen at 9 p.m. speeding due west near St. Margaret's Bay at 900 to 1000 mph. Two Javelin jet interceptors were dispatched aloft, but were unable to sight the object, which turned around near Dover and disappeared in the east. Several days later, the London Evening News reported the UFO had been "identified" as the French delta-winged Mirage. Then on May 15, British Air Minister George Ward "officially identified" the mystery craft as two Hawker Hunter aircraft on a training mission. /It was not explained how these subsonic planes had a recorded velocity in excess of 900 mph./ (UP, INS, 4/30; New York Daily News, 5/1; AP, 5/8; Aviation Week, 5/20.)

Modesto, Calif., Apr. 28. School bus driver Charles G. Reynolds, a former "non-believer in flying saucers," was watching the Arend-Roland comet at 9:30 p.m. when a moving object overhead attracted his attention. Observing with both naked eye and binoculars, Reynolds saw five luminous, hubcap-shaped objects heading NE. Watching "until a tree blocked my vision," he noted three UFO's flying abreast with the other two trailing to the rear and one side. Reynolds stated the silent objects were not aircraft or birds. There were no clouds in that section of the sky, he added. (Modesto Bee, 4/29.)

Saudi Arabian Desert, May 7. Enroute to Dharan from Fuerstentfeldbrueck, Germany, four USAF T-33 jet trainers mysteriously crashed in rapid sequence. No explanation was offered. One of the four pilots, Capt. Roger W. Jellison, of Bangor, Me., was killed. /Reports of this incident were exceedingly sparse via all of the news media.—Ed./ On the following day, 13 Spanish paratroopers were killed when their plane crashed and burned near Sidi Ifni in the Spanish Sahara. (NBC-TV News, UP, 5/8; UP, 5/9.)

Portland, Ore., May 12. A private plane piloted by Willis Allen Wood, 21, "inexplicably fell apart" in the late afternoon. The pilot's body crashed through the roof of the home of Fred G. Thompson in SE Portland. No explanation forthcame. (AP, 5/13.)

Edwards Air Force Base, Calif., May 3. Two civilian photo-theodolite specialists tracked and photographed a UFO that was described as round, bright as it caught the morning sun, and moving slowly. The films are being analyzed at ATIC. A spokesman as Edwards confirmed the sighting, but declined further comment outside of stating the UFO could have been a weather balloon. (Los Angeles Times, 5/9; Herald-Express, 5/10.)

Greater Los Angeles, May 21. A tremendous "mystery blast" rocked West Los Angeles, San Fernando Valley, Glendale, Burbank, Pasadena, Arcadia, Montrose and Alhambra at 8:40 p.m. Scores of windows were reportedly broken; Mrs. Edward P. James said her television set burned out and started smoking; others flickered and faded. Flares were seen dropping into the Griffith Park area (later reputed to have emanated from a motion picture set, although L.A. Fire Dept. said no such permit had been granted), sparking rumors

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of planes colliding. Hundreds of reports of boilers and buildings exploding proved false. Police switchboard received over 1000 calls in the 30 minutes following "blast." Sidewalks at 521 N. Detroit St. and 507 N. Mansfield Ave. were cracked, the latter of which was ten feet long. Police issued a "Code 12—Disaster Believed Present" for 40 minutes following the concussion. The "explosion" apparently centered in the Hollywood-Griffith Park area, where most residents likened the "boom" to a basement boiler exploding. Jets crashing the sonic barrier were immediately laid to blame—although the Air Force, Navy and all local aircraft manufacturers denied having any supersonic aircraft in the area at the time. (However, a Civil Defense administrator later said the cause was "probably aircraft.") Marine planes out of San Diego were ordered to keep below Laguna Beach, while North American Aviation had two subsonic craft out over the ocean. Mobile "ham" radio operator Robert C. Gardner, atop Mt. Lee in the Hollywood Hills at the time, felt the concussion but said he observed no aircraft lights or sounds at the time—and he made a special attempt to observe them. His radio contact, a "ham" aboard a fishing boat out of San Pedro, related that he had seen a brilliant flash in the sky at the time of the boom, which he did not feel. Perhaps coincidentally, thousands of dead seagulls and other water birds were washed ashore about the time of the mystery "blast"—exact time undetermined. No explanations but such possibilities as botulism have been offered. Many live birds appeared dazed and paralyzed, but showed no signs of injury. Eventually, these dead birds were found from Zuma Beach to Dana Point, covering 100 miles in length, and up to 10 miles out at sea. And close to this same period, thousands of enigmatically dead fish were discovered in the Bay Area of Central California. The State Department of Fish and Game and other groups are investigating. (Los Angeles Examiner, Times, Herald-Express, Hollywood Citizen-News, 5/22; Examiner, Citizen-News, CBS-TV News, City News Service, 5/23; Times, 5/28; other.)

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