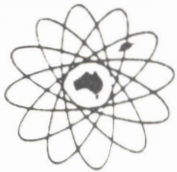


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EDITOR - PUBLISHER

Vladimir Godic
PO Box 229
Prospect, South Australia 5082

ASSISTANT EDITOR:

Pony Godic

CORRESPONDENTS:

AUSTRALIA:

Keith Basterfield	Mark Moravec
Russell Boundy	Cassandra Sowiak-Rudej
Holly Goriss	Paul Sowiak-Rudej
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SPACE TECHNOLOGY:

Jane Brooks

ILLUSTRATOR:

John Burford

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editorial

THE WORLD-WIDE UFO RESEARCH NETWORK

Idealism and reality seldom parallel each other. Idealistically, it would be to everyone's benefit to have a formal world-wide UFO research organisation. In reality, this is probably a pipe-dream because it seems the more structured an organisation, the greater the potential for the disharmony of politics. Unfortunately, any organisation, that does not screen its members carefully, will have in its ranks a certain percentage of individuals who want to run the show, usually to everyone's detriment. So, the establishment of a formal, world-wide, UFO research organisation would probably be a futile exercise. Nonetheless, we firmly believe it is possible to have an informal, loosely-knit, network of UFO research organisations, and individuals, exchanging information and assisting each other on a world-wide scale. Obviously, we are not alone in this belief. Over recent years, a trend towards international co-operation has emerged. We have been very impressed, through UFORAN, by the integrity of both local and overseas writers, by the thoroughness of their research and their willingness to share their information. All researchers, who share and support each other locally and internationally, are already members of the world-wide UFO research network. This a trend which we will continue to whole-heartedly support through UFORAN.■

CASH-LANDRUM CASE

A RETROSPECTIVE SUMMARY

On December 29, 1980, Vickie Landrum (57), her 7-year-old grandson Colby Landrum, and Betty Cash (51), were driving home to Dayton, Texas, on the Cleveland-Huffman road, just north of Lake Houston. It was approximately 9 p.m. and the road was deserted. Several miles ahead, just above the pine trees, they noticed the presence of a very intense light. A few minutes later, the bright light came down over the road ahead of them and "was like a diamond of fire". The whole area was lit like daytime. The UFO periodically belched flames downwards. Fearing for their lives, Betty Cash stopped the car without leaving the road. The vehicle rapidly heated to an uncomfortable temperature so the witnesses got out. Colby Landrum was terrified and dived back into the car. His grandmother, Vickie, got in to comfort him. Betty stood for a moment by the driver's door and then walked forward to the front of the car. Vickie pleaded with her to return which she eventually did. The car door and handle were so hot that she had to use her leather coat to open the door. It was a winter night and the temperature was about 40°F. However, the heat from the UFO caused the witnesses to sweat and feel so uncomfortable that they were forced to put the car's air conditioner on. Finally, the object stopped belching flames, and rising and dropping in altitude, and rose to the south-west and was lost to sight over the trees. Vickie and Colby saw several helicopters in the area.

During the encounter, Betty was directly exposed to the phenomena for 5 to 10 minutes, Vickie 3 to 5 minutes, and Colby only a minute or so.

Betty raced homeward and turned right on highway FM2100. Approximately five minutes later, they saw the UFO and a large number of helicopters ahead. They counted more than 20 helicopters and their "roar was like a tornado".

They started up again, sped towards home, and saw the object for another 5 minutes as it climbed into the night sky. The UFO was in sight for more than 20 minutes.

Following the event, the witnesses suffered

severe headaches, nausea, swollen earlobes and eyelids, diarrhoea and facial blisters for several days after.

The health of Betty Cash, who received the most exposure, deteriorated substantially and she was admitted to Parkway Hospital for a week and later for two weeks. She was in and out of the hospital from October through to December 1981 with chronic illnesses.

The witnesses still experience nausea, loss of appetite, skin blotches and blisters.

The three witnesses have twice filed administrative claims for medical treatment with the U.S. Air Force but were, on each occasion, refused help. The Air Force stated, "our investigation has revealed no evidence of involvement by any military personnel, equipment or aircraft in this alleged incident".

In their suit, Betty Cash, Vickie and Colby Landrum asked for damages totalling \$20 million.

Attorney Peter Gerston is representing the witnesses and the case has been independently investigated by John Schuessler, of VISIT. For John's in-depth write-up of this case, see the September 1983 edition of the MUFON UFO Journal. Ed

WARNING

Individuals have been operating in Texas and Australia, attempting to collect money in support of the Cash-Landrum case victims. This is not an authorised activity.

The Vehicle Internal Systems Investigative Team (VISIT) requests notification if any individual requests donations in the name of any of the following: Betty Cash, Vickie or Colby Landrum, John Schuessler, Alan Holt, VISIT, Inc.

Although requesting donations may be well intended, no-one has given permission for, or agreed to, any such activities. There is no guarantee any of the funds would get to the victims.

WESTERN U.S.A. - 1947

THE BEGINNINGS

By John Burford

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The year 1947 is considered by many to be the beginning of the modern epoch of ufo-logy. Reports, prior to this time, are often drawn from records of varying authenticity, or derived from re-interpretation of ancient manuscripts and labelling the visions of ancient Egyptians, early English monks, or Biblical prophets as "UFOs".

Even last century, bored newsmen were not averse to printing a fictitious tale from a local yarn-spinner, or making something up themselves, a practice one feels may still, from time to time, be continued.

While the airship reports of 1896-97 and 1909-10 provided us with studiable "flaps", as did the grey "ghost planes" of the late 1930s in the Baltic, the "phantom rockets" of post W.W.2 in the same area, and, in modern times, the phantom subs, I submit that these were reports of "phantoms" of vehicles then known, or at least acceptable, to the technology of the time. In World War II, reports by aircrew of "foo fighters" were recorded, not in flap proportions but as largely individual descriptions of small blobs of light, rather than apparent vehicles (2). Therefore, it is not unfair to say that 1947 gave us the first "saucer flap" as such. It was then that waves of reports of apparently solid, artificial, flying devices were made, and these "de- vices" did not seem compatible with the existing state of aeronautics. They, therefore, had to be assumed to have come from other worlds.

I do not propose to debate the reality of UFOs in general here. If we presume to

connect the "flaps" of past decades with each other, we might make much of the progression from "airship" to "ghost plane", "phantom rocket" and "flying saucer". Indeed, various authors have expounded on just such a connection in terms of religion, sociology, psychology, folklore or simple guidance by a superior race. But, since several legendary UFO events have entered the lore from the 1947 period, perhaps a detailed scrutiny of that episode is in order. We must draw, for the most part, on popular press as our source and should accordingly be wary. We may not discover aliens or angels among us, merely interesting relationships between the main events.

The era was wedged between the end of the first war, in which a new and massive array of weapons were developed and used - the German missiles - the jet plane and the atomic bomb, and the beginning of the space age in which the first steps had been taken, and continued at that time, in White Sands with the captured V-2 rockets, near Alamogordo, where the A-bomb was tested. The founder of American rocketry, Goddard, had worked at nearby Roswell in the 1930s (17). America, and the world, stood between the memory of devastation, and the alternate promises of the stars, or even more massive destruction. It might well be argued then, that the time was right for the intervention of aliens or, perhaps, a change towards an up-to-date technological fantasy to become incorporated into our folklore to show that in space there was some hope of avoiding global disaster.

For the most part, since the foo fighters

- nondescript globes of light, UFO activity was rare up until 1947. Even George Adamski's claimed contacts, and the preceding sighting of a space ship over Mt Palomar, were among the many "events" which had not achieved publicity in 1947, but were published years later. Adamski wrote his first book, a work of fiction, in 1949 which was, at the insistence of an acquaintance, modified and later published as fact. The first actual UFO books were published some two or three years after the period we are examining (12). The classic space-science fiction movies, such "The Day the Earth Stood Still" and some lower-class alien invasion epics, were not to come till the fifties, though Flash Gordon and Buck Rogers were whizzing around cinema screens in the late 1930s (16).

1946 was an "empty" year, save for a spate of "ghost rocket" reports in May over the Baltic countries (2). In 1947, a Richmond, Va., weather man, tracking a balloon, followed instead a domed disc across the sky with his theodolite (3,4) in April, and, on May 5, a silver object fell from the sky and disintegrated over Washington State, scene of a later drama (5). A fortnight later, on the 18th, another disc-shaped object was reported over Virginia (4) and, the day after, a silvery object over the Colorado Desert (4,5). On June 12, a line of discs were reported from Weiser, Idaho, and, two days later, a triangular formation of ten discs, "between 30 and 35 feet broad", was described by pilot Richard Rankin (4,9). All this predated the two major events, Maury Island and Kenneth Arnold's Mt Ranier sighting, and, indeed, anticipated Arnold in describing both discs and formations of discs.

The notorious Maury Island incident was dated June 21 - a boatman, named Dahl, reported that six donut-shaped objects had manoeuvred over the small boat he occupied with his son, a dog, and a few other men. One object appeared to be in difficulties - metallic, slag-like, material dropped from it, some striking the boat, injuring the boy, and killing the dog which was apparently given a burial at sea. Dahl claimed to have taken a short length of movie during the event.

He reported the incident to his boss, one Fred Crisman, who, at first, was said to have considered the report to have been somehow related to consumption of alcohol by the crew. However, he visited the island next day and recovered some of the residue and, furthermore, claims to have seen one of the same objects (4, 12 etc).

The story reached Ray Palmer, editor of a pulp science-fiction magazine called "Amazing Stories". A regular feature of the magazine was a column called "Discussions" in which the infamous "Shaver Mystery" was first published, starting off an "Inner Earth/UFO" cult. It was here, and not in his 1948 magazine "Fate", that Palmer was to begin championing the saucer cause.

Two days after the Tacoma boatman's sighting, ten silver, undulating, discs were reported from Cedar Rapids, Iowa (sometimes reported as Cedar City, Utah, as, for example, in Arnold's quote later in these pages). A prospector in the Cascade Mountains, of the northwest, was said to have had his compass deflected by a passing string of shiny discs a day after that and, only hours later, Arnold was to claim his more famous, but no more spectacular, sighting (4).

The term "flying saucer" was first attributed to an 1800s rancher named John Martin, so Arnold was perhaps not the originator of the concept, however, speaking of these events, investigator Ruppelt coined the term Unidentified Flying Object, or UFO.

Arnold was then 32 years old, a member of the Idaho Search and Rescue Mercy Flyers, flying deputy for the Ada County Aerial Posse, acting deputy Federal U.S. Marshal, and founder and salesman for Great Western Fire Control System. He had bought a new Callair aircraft, suitable for landing in rough areas, and used it to tour his sales area of five northwestern states. On June 24, he took off from Chehalis to Tacoma, Wash., detouring slightly to look for a crashed Marines C-46 transport near Mt Ranier. The details of his report are widely published - he claimed to have seen an undulating line of shiny objects, nine in all, pass through the ranges. They were cres-



Kenneth Arnold

cent shaped with a central dome, not discoidal, and his description of their motion, comparable to saucers skipping over water, has most usually come to be applied to their shape. In fact, their shape remains in doubt - well, after the event, Arnold began describing and exhibiting sketches of crescent-shaped objects. He described the objects, apparently some time before mid-July, to official investigators as "saucer-like objects" and sketched them as disc-like (see illustrations) (7).

Just after the event, he opined that the objects were advanced jet aircraft or "guided missiles, robotly controlled" (4), but shortly afterwards told the Air Force that he "felt certain they belonged to our government. They have apparently meant no harm but, used as an instrument of destruction, in combination with our atomic bomb, the effects could destroy life on our planet" (7). It seems unusual to derive such philosophy from a short, remote, sighting - even more so to mention the government, then a mysterious "they", as owners of the objects, in almost one breath.

Arnold was, however, interviewed by J. Allen Hynek and Captain Ruppelt and con-

sidered reliable - his report by then was in the press. The Air Force concluded that he had seen a mirage due to "stable atmospheric conditions at the time...associated with weather inversions and which increase the refraction index of the atmosphere" (6).

Nonetheless, on the following two days, silver, round, objects were reported from Silver City, N.M. (25th), and Grand Canyon, Arizona (26th) (1). At 0950 Hrs, on the day after that, a white disc was sighted over Pope, N.M., and, minutes later, a similar brilliant object was reported to authorities as it passed southwest over White Sands missile range. At 1000 Hrs something similar appeared travelling in the same direction over San Miguel, N.M. Colonel Turner, of White Sands, said later that no missiles had been launched since June 12 and that the object may have been a "daytime meteorite" (1).

At 1030 Hrs, however, three reported events took place in a small area of southern Arizona. At Bisbee, a wobbling mirror-like disc moved swiftly and silently across a miner's field of vision. At Cole Shaft, two men saw a large oval object descend from the northwest, against the background of a hill, which was subsequently reported by other witnesses. A retired Major reported seeing 8-9 light-coloured discs moving northwest in a rocking motion, in single file, over nearby mountains (1, 7).

Five-plus bright discs were reported by the pilot of an F.51 fighter over Lake Meade, Nev., the next day. Another pilot, F. Dvyn, reported a "ball of fire with a fiery blue trail" which passed below his plane and disintegrated (1, 4).

A few days after this, on the 30th, Dahl's wobbling, slag-dropping, donuts and Arnold's skipping saucers were to be followed by a crashed UFO to make the third major legend of the period. However, apart from the first White Sands report, all incidents derive from a book published in 1982 and I have found no other specific references to the alleged crash. In any event, on the 29th two groups of white ovals merged near Clarion, Iowa, to vanish in the north or northwest. Again, at White Sands, a large,

round, silver object was reported moving north (1, 4) and, that day, at Cliff, N.M., Army Air Force men searched for an object, reported to have fallen near there, but found nothing more than a strange smell (1). A day passed and several people in Albuquerque, N.M., reported 13 silver discs which travelled south, turned east, then doubled back west. At 2300 Hrs that day a slowly descending, whirling, yellow disc was reported moving west near Tucumcari. On July 1, reports were made from Phoenix, Arizona, and Albuquerque, New Mexico, once more and, on following days, seven reported sightings were alleged from Mexicali to Juarez, north Mexico (1).

At around 2150 Hrs on July 2, a large glowing object zoomed out of the sky and headed northwest towards Corona, N.M., near which town a certain W.W. Brazel remembered a thunderstorm, with repeated lightning strikes in the same area, and heard a "kind of explosion" unlike thunder. He found debris over a wide area next day. A Mr Barnett, near Magdalene, found that a metallic object was reflecting sunlight in the desert some way off on the 3rd. On reaching it, he saw a 25-30 foot disc. A group of archaeologists working nearby also arrived, followed by a military truck whose officer quickly took over the scene. The bodies of little humanoids were scattered about on the ground, others were inside the damaged disc, or so said Barnett in Berlitz & Moore's "Roswell Incident" (which tells the whole tale in detail). First reports, issued to the press on the 8th by First Lt. Haut from Roswell Army Base, said that the 509th Bomb Group, of the 8th A.F., had gained "possession of a disc through the cooperation of one of the local rangers". Pressmen, on the 7th, had tried to break the news via teletype only to have the machine stop then restart and type out, "ATTENTION ALBUQUERQUE. DO NOT TRANSMIT. REPEAT DO NOT TRANSMIT THIS MESSAGE. STOP COMMUNICATION IMMEDIATELY".

The expected massive silence, interspaced with official explanations that the UFO was a downed high-altitude test balloon, cloaked the removal of the Corona debris

and the Magdalene disc to bases at Langley and Muroc (now Edwards A.F.B.), Cal., or so the story goes. For my part, and wishing to stay out of controversy, I have collected, and indexed, UFO reports for years and heard none of these details until publication of Berlitz and Moore's book recently. I drew on most popular sources, including work by the Lorenzens who then lived near the scene of the event which, Berlitz said, was "for the next few days" to "affect news reports...throughout the world". Yet the Lorenzens, ever champions of the UFO cause, make no mention of the great event and, in recent correspondence to an Adelaide researcher, deny any awareness of it.



Captain E.J. Smith

We now leave New Mexico and move north again. On July 4, flying near Pendleton, Ore. (usually reported as Emmett, Idaho), United Airlines DC-3 crewmen, Captain E.J. Smith and copilot Stevens, saw five "some-things" (4) - described elsewhere as "a formation of five saucers" which followed them on a northeasterly course for about 45 miles. They then simply disappeared (10), or "took off at tremendous speed and four more came into view" (9). Or, elsewhere (4), as simply "two groups of flat discs, probably nine total". In any event, if the supposed crash near Roswell did not achieve wide notoriety, there is every indication that by 8-9 July the "discs" were press-worthy news. The Lorenzens mention reports published then in two local papers - the editor sent the aviation correspondent of the Idaho "Statesman" off with an open brief to "conduct an aerial search of the

northwest states in an effort of see and photograph a flying disc...for as long a time as you believe reasonable, or until you see a flying disc" (6). This man, David N. Johnson, as well as being a member of 190 Fighter Squadron of the Idaho National Guard, was a personal friend of Kenneth Arnold. It was he who had given Hynek a good character reference for Arnold when his report was under investigation (7).

Meanwhile, on July 4, crowds of people reported disc sightings from Portland, Ore., and Hauser Lake, Idaho (4). On the 7th, a pilot, over Wisconsin, sighted a disc - according to the MUFON Journal of Nov. 1977. On the 8th, a metallic, grey, oval wobbled along over mountains east of Tucson, Ariz. That day, between 0950 and 1600 Hrs, a number of reports were made near Muroc (Edwards) A.F.B., Cal., of bright discs, or ovoids, in the vicinity of the base and nearby Rogers Dry Lake. They were described by pilots, ground personnel, and civilians (4).

On the 8th, 9th, 10th and 11th, Yuma, Bisbee, Douglas, and Nogales, Arizona, were all the scene (once more) of glinting discs and lights in the sky (4, 8). During this period, on the 9th, Tacoma, Wash., home town of Dahl and Crisman of Maury Is. fame, was the scene of a sighting by two policemen who saw a trio of whirling objects radiating sparks (4). On the 12th, a woman at Mountain Home, Idaho, reported a formation of flying saucers which dropped cinders (4). On August 11, a V-formation of round objects passed over St Louis, Mo., (according to "Science & Mechanics", May 1974). Formations were reported again at Twin Falls, S. Dak., on August 19, and, during the same period, at Rapid City, S. Dak. (10)

This, then, was the UFO scene in terms of reports. Firstly, many reports featured shiny metallic discs or ellipses (of 60 dated reports, 39 were discs, 6 ovals). Secondly, one fifth of those reports involved formations of objects - 7 of the formations being in line, two in "V" and three varied. Often, an undulating motion was described. Thirdly, several reports

placed the objects over, or near, mountains (Bisbee, Lowell, Douglas, Mt Ranier, the Cascades etc.) which some may choose to support a case for the sightings being of some atmospheric phenomenon. Fourthly, events concentrated in the regions of Tacoma/Mr Ranier, Wash., Bisbee/Douglas, Ariz., the Roswell, N.M., "crash site" and, to a lesser degree, near Boise/Meridien, Idaho, Muroc A.F.B., Cal., and in South Dakota. Fifthly, there is a distinct lack of entity reports. The Roswell crash, unearthed in time for the book by Berlitz and Moore, is the one exception. Finally, we have a few key events, now part of UFO lore, namely, Maury Island, Ken Arnold, and Roswell, plus two fairly well known sightings by pilots, that is, Smith of United Airlines and Dave Johnson, whose experience will be described later.

All the reports we have mentioned so far are part of the background. To me, the interplay of people is at least as interesting.

In 1926 the first issues of the pulp science fiction magazine, "Amazing Stories", were published and avidly read by a youthful Ray Palmer who later became a contributor and, at last, managing editor. In January 1944 a letter from a Pennsylvania welder, named Richard Shaver, was published in Amazing Stories. It indicated that the writer had inexplicable memories of life in either Atlantis or Lemuria. Palmer was responsive to the letter and Shaver felt sufficiently encouraged to provide a further, more detailed, manuscript, badly written on odd scraps of paper, which Palmer later recalled having re-written and expanded. Donald Menzel, something of a skeptic, says that Palmer began to publicise the lengthened version of the Shaver story well before publication. The result was a highly successful season for Amazing Stories.

Palmer, intrigued either by Shaver's tale or the prospect of highly saleable material derived from it, speculated about the "ships" from Shaver's "Inner Earth" and, prior to the Arnold/Maury Island period, published conjecture about "space ships... personally we believe these ships do visit the earth" (4).



Ray Palmer

Having established Great Western Fire Control Supply, Kenneth Arnold had, in six or seven years, built up a sales round which caused him to operate a private plane in the course of business and, as we have seen, it was on one of his flights that his famous sighting occurred.

Dick Rankin, who recorded the sighting of a formation of discs, some days before Arnold's own, rated a mention in the 1952 autobiography written by Arnold and assisted by Palmer. Little is said about Rankin's sighting, but Arnold mentions that "Davidson and Brown (Air Force intelligence men) had talked to him about his reports of flying saucers. He felt that Davidson and Brown were really hot on the trail of finding out what the saucers were".

This is the first suggestion of involvement, in the 1947 events, of government authorities and, in fact, these two officers were to become involved in the Maury Island affair.

On June 21, the alleged primary sighting took place. On the 24th, Arnold is sup-

posed to have sighted his string of UFOs. Somehow, Ray Palmer got to hear of both events, if events they were.

In early July we know that flying saucers were newsworthy items in newspapers in Arizona and nearby (8). United Press (4) and even "Time" and "Newsweek" (12) were to feature UFOs later in the month. The tales of saucers were worth selling to the public then and one can imagine Palmer, with past experience at profit from such lines, speculating on what a good space invaders story would do for his magazine's circulation. Discs, as they were popularly known, seem to have already gained public attention although, apart from George Adamski's landed Venusians in October 1946 and numerous U.S. pilots (and one U.K. fighter pilot) making regular sightings in 1945-46, there was not much other activity which survived in modern accounts. Flammonde, writing about Rankin, Arnold, and Palmer's relationships to Maury Island (4), makes a similar observation, singling out Rankin's report as the first major event of the period. In fact, he goes on to remark that, in his autobiography, Arnold devoted two pages to a character sketch of Rankin but, apart from the brief quote relating to the two Air Force men, fails to say how he is connected with any of the events Arnold described at length - we are left wondering why Rankin was mentioned at all.

Meanwhile, the editor of the Idaho Statesman sent Dave Johnson, its aviation editor, out on his mission to track down the discs and bring back evidence of their reality. Johnson, then a reservist, had logged considerable time in various military aircraft and was now in his mid thirties and a member of the Idaho National Guard's 190 Fighter Squadron. He was also a close friend of Kenneth Arnold and we should not be too surprised to hear that, on July 7, he invited Arnold to join him on his search around Washington in general and Mt Ranier in particular. Alone on the 8th, Johnson borrowed an AT-6 trainer from his squadron at Boise, Idaho, for 7½ hours, during which he overflew northern Idaho, northwestern Montana, Spokane, Washington and, finally, returned to base. Next day, he flew southwest and, after 2½ hours, on the third day

of an open-ended search for the answer to one of the era's most intriguing questions, became bored and was about to give up. Fortunately, a disc appeared which he filmed but nothing came out and that took care of that (6, 7).

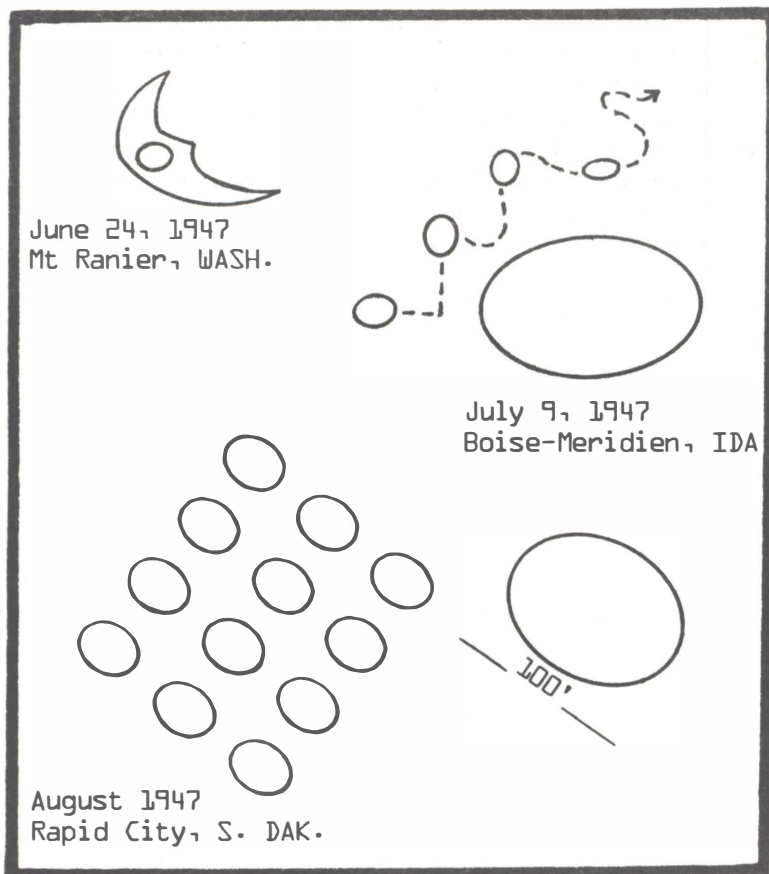
In fairness, he apparently considered his eagerness to find a disc when interpreting his sighting. It seems the sighting was confirmed by ground staff at his own base. Their relationship to Johnson is unexplored, but one would have preferred totally independent witnesses. In any event, flights of P-51 fighters, some equipped for high altitude flying, scoured the country that afternoon and found nothing. Though, what the reserve pilots' families and friends thought, if they heard the story, is fascinating to contemplate.

Shortly after this, Arnold received a letter from a Chicago publisher, no less

than Ray Palmer who he had yet to meet so he ignored it. However, when a second letter arrived he responded to the request it contained by sending a copy of his report to the Air Force of his sighting. In return, Palmer told him details of a report, which was supposed to have occurred in June at Maury Island, and asked if Arnold would investigate and obtain samples of the residue (4).

Arnold considered the request. Also, at this time, he advised the Air Force that he had spoken to the United Airlines crew who claimed the sighting of July 4 near Pendleton, Oregon, and that he was satisfied that they had seen identical "aircraft" to those he had reported near Mt Ranier. In fact, the pilot, Captain E.J. Smith, was another of Arnold's friends. He felt that other reports from the period were similar objects, in particular "the descriptions of the three Western Airlines (Cedar City, Utah) employees, the gentelman (pilot) from Oklahoma City and the locomotive engineer in Illinois, plus Captain Smith and Copilot Stevens" (7).

That same day, the 12th, Dave Johnson, the aviation correspondent, gave UFO investigator J. Allen Hynek a character reference for Arnold, saying that if Arnold was to say he saw something it could be taken as gospel. Hynek seemed impressed with both men. During this same period, Capt. W. Davidson and Lt. F. Brown, of Air Force intelligence, Wright-Patterson base, visited Arnold and were, it seems, just as impressed and at a loss to explain this sighting. They were more impressed when they heard that Capt. Smith would be able to talk with them during a stopover in Boise, where Johnson's squadron was based, and that Johnson himself would also be available. It does not seem strange that three pilots, with connections to Boise, Idaho, should know each other, but it does seem odd that all should spot flying discs over different parts of the U.S.A. within a matter of



SKETCHES FROM WITNESSES' REPORTS

weeks.

One indication of the publicity Arnold's report generated is the mail he received about the sighting, which the two officers went through, removing enquiries from "societies and organizations".

If we consider the convenience of Arnold, Johnson, Smith and Stevens observing UFOs so close in time to each other, we must marvel that, on deciding to accept Palmer's offer, Arnold took off from Boise at sunrise on July 29 and, descending for a stop near Union, Oregon, sighted a score of brass-coloured objects, of the same configuration as he had reported previously, whizz past his plane too rapidly for him to get a photo. He followed them, taking movie film as he went, but could not gain on them. Locals had reported a strange cluster of birds that morning, but Arnold felt he could have overtaken birds. Sadly, his film showed only dots (4).

Reaching Tacoma, Arnold found no accommodation available but, "just for a lark", tried the finest hotel around and was surprised to find someone had booked a room and bath. The clerk, who took the booking, he was told, was not it and could not be contacted.

Locating, in the telephone directory, the "harbor patrolman", Dahl, who first sighted the flying donuts, Arnold persuaded the apparently reluctant man to talk. Dahl claimed that, the day after the sighting, a stranger in a dark suit had spoken to him, told him details of what he had seen and warned him to keep quiet.

He passed on a warning to Arnold himself to be wary, then took him to a run-down house, which he claimed was his office, in which his "secretary" worked surrounded by piles of paper on every available surface. Arnold was given a piece of slag-like residue which had been used as an ash tray.

After a little discussion, Dahl suddenly stood to search for an anonymous letter, he said he had received just after the sighting, which read, in part, to the

effect that "flying discs were actually manned by beings such as we, only less dense, so to speak, than we are", who had become visible due to radiation from atomic explosions. "These flying discs, which were all shapes and sizes, were vehicles which the gods of this earth used to protect this earth from outside dark influences or enemies".

They were presently fending off a concerted attack by the forces of evil.

Next day, Arnold interviewed Crisman, whom he found tended to dominate the conversation, and the day after was given another sample of the slag. He asked for a copy of the film Dahl had taken, no matter how poor its quality, and samples of the lighter metal flakes. He then called Seattle, where Capt. Smith was based, and asked if he would come and help in the investigation, which already seemed to be placing Arnold out of his depth.

The four met in Arnold's room and, afterwards, both pilots felt that, though the witnesses had stood up well to the questioning, there was something fishy about the whole deal. "We both had a peculiar feeling that we were being watched or that there was something dangerous about getting involved with Crisman and Dahl. First was our suspicion of the hoax. Second was our suspicion that Russian espionage was baiting us on the whole affair...to find out if we actually knew that these flying saucers were made in the United States..."

They were not encouraged by a report from Ted Morello, of United Press in Tacoma, who said that an anonymous caller was providing full details of conversations between the four, even between Smith and Arnold alone. A search of the room for "bugs" was fruitless.

On the 31st, Dahl and Crisman brought more bits of residue and took Arnold and Smith to meet other crew members of the bombed vessel. But, for some reason, no confirmation of the sighting was sought or forthcoming from them. Happy with the slag, but uneasy that the aluminium-like fragments were inconsistent with their

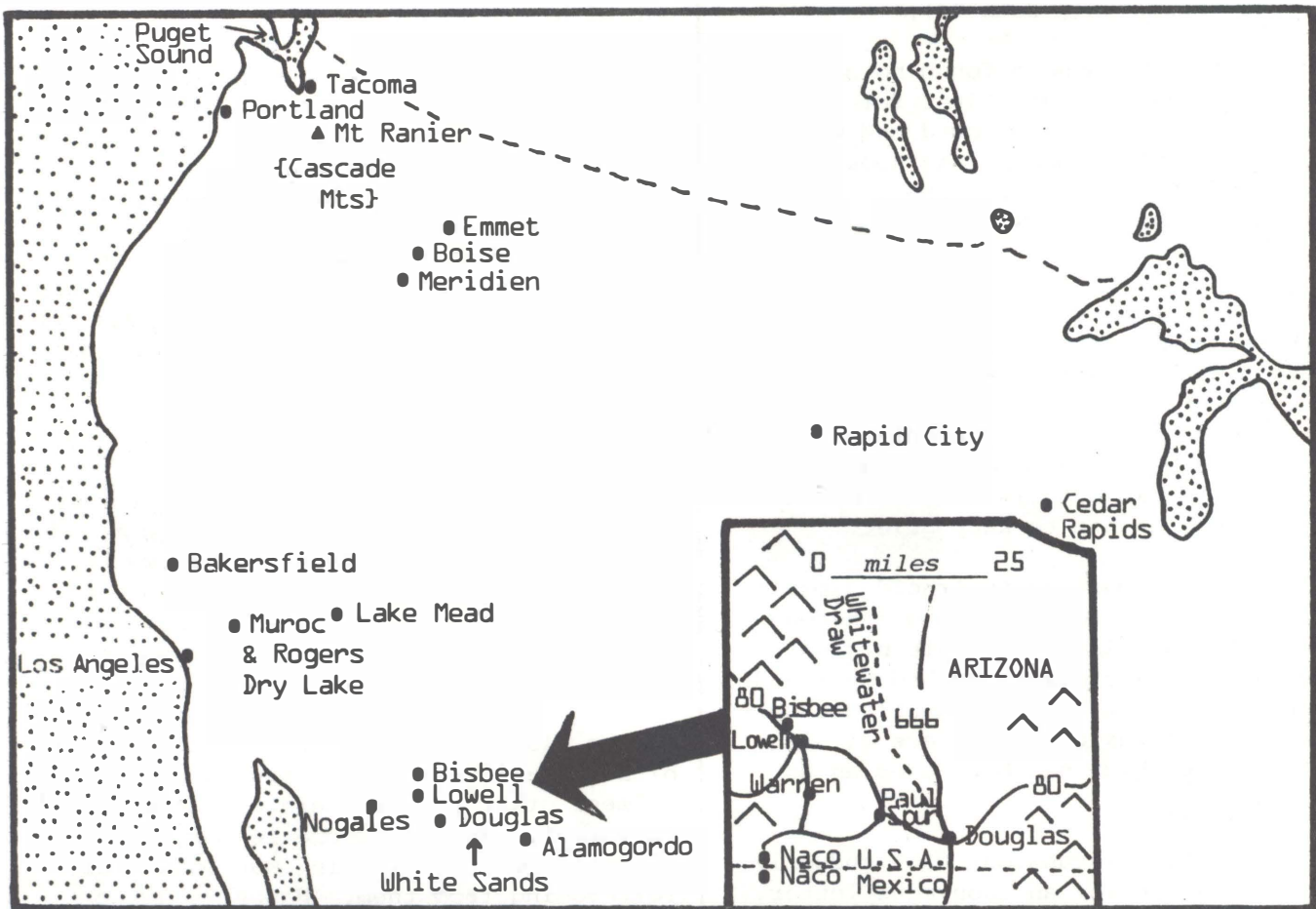
understanding of the original story, Arnold and Smith decided to call in the two Air Force men from Hamilton Field, namely, Brown and Davidson. Brown refused to talk on his base phone but, shortly, rang back from outside. He listened to the details and agreed to meet Arnold.

Then Ted Morello of U.P. phoned to announce that his mystery informant was on his other line. Both Dahl and Crisman were with Arnold at the time and were thus ruled out. Then, a second call arrived from newsman Paul Lance, to whom they did not wish to speak. They were taken aback when he knocked on their door minutes later, whereupon Smith immediately frisked him, ushered him out the door and closed it.

Dahl rose, gave out a contact phone number, and left. Smith went to the lobby for a private chat with Crisman and Arnold sat

alone digesting the events to date. Smith had asked, among other things, how Ray Palmer in Chicago had learned of the Maury Island sighting. Crisman said that he knew of Palmer through reading "Venture" magazine. He not only avoided a direct answer but named a magazine that did not then exist.

Shortly, the two Air Force men, Davidson and Brown, arrived and went over the story with Arnold, Smith and Crisman. Davidson produced a drawing of a disc-like design which Arnold claimed to recognise as one of the nine objects he had seen, though no mention had been made of a variation from one to the other. Crisman offered, meanwhile, to bring samples of the slag from his home for the Air Force officers (Smith and Arnold were not to discover Crisman's address). The officers displayed a singular disinterest. Rising near midnight, they declared they had to get their plane back for a test



WESTERN AND CENTRAL UNITED STATES 1947

flight by morning. They gave the impression that they thought Arnold and Smith had been hoaxed.

As they boarded a vehicle, sent from McChord to pick them up, Crisman arrived with a load of slag which, to Arnold, seemed thicker, less metallic, and more rocky than the previous samples. Back in their room, Smith and Arnold were again called by Morello who reported that his phantom caller had just told him all that had transpired.

The two retired, in preparation for a trip to Maury Island next day, and rose by nine. Half an hour later the phone rang and Crisman shouted, "did you hear over the radio this morning that a B-25 exploded, and crashed, some twenty minutes after taking off from McChord Field about 1.30 this morning? I think you and I know who was aboard that plane". They rang both the base and Morello and confirmed the crash. Two other men on board had been handed parachutes by Brown, just after the port engine had burst into flames soon after takeoff. The firefighting gear had failed and the passengers were hustled from the plane but the officers stayed on board.

Arnold began to get cold feet and said as much on the phone to Ray Palmer. Palmer took this calmly and suggested Arnold mail the samples of residue to himself rather than risk carrying them - Arnold agreed.

It was then that Crisman spoke to Palmer on the phone. Palmer admitted recognising the voice as that of a man who had called him at various times, from around the U.S., but said no more.

Finally, Crisman took the two amateur investigators to see the "harbor patrol" vessel at the centre of the supposed event. It was a dingy, rundown boat, of suspect seaworthiness, which showed no signs of being bombarded by hot metal from the air. Crisman clumsily evaded questions about the film he claimed to have taken. They left him, as far as they were concerned, never to see him again.

Paul Lance finally caught up with them. He later published an article headed "Sabotage Hinted in Crash of Army Bomber at Kelso - Plane May Hold Flying Disc

Secret". (The "Army Air Force" had recently become the "Air Force" so the mis-description is understandable).

The anonymous caller phoned Morello again, announcing that on August 5 Smith would be summoned to Wright-Patterson Base by Military Intelligence, in particular, to speak about an airliner, he had recently flown, at which shots were fired. The caller also claimed that Arnold's plane had been shot at several times and said that the B-25 had been shot down by a 20-mm round. Morello was unable to find any basis for any of these claims.

There was no explanation for the absence of a "Mayday" signal from the B-25 since the officers had time to get the two passengers into parachutes and away. Lance also managed to publish the names of these passengers, before the authorities released them, and alleged that the plane was on a military mission carrying "secret material". Maj. G. Sander was to confirm: "'Classified material' means that there was a somewhat secret cargo aboard the plane. No-one was allowed to take pictures of the wreckage until the material was removed and returned to McChord Field". It could have been the implied slag, or anything else.

Arnold tried, in vain, to get another interview with Crisman but he had disappeared. Morello's secret caller had claimed that Crisman had been whipped off, via military aircraft, to Alaska, but, beyond confirming that such a flight had occurred, nothing was proven.

After two or three days, Arnold and Smith told their story to Maj. G. Sander who politely listened, suggested they had been victims of fraud, and asked for whatever samples of the slag they had left. He then took them to a smelting yard and showed them piles of similar slag. Arnold and Smith were then prepared to believe him, but, on picking up some of this smelting slag, decided that it had a totally different "feel".

Arnold and Smith then went to the house of Dahl's secretary because they recalled that Dahl mentioned having work to do there that afternoon. They found the house but it was empty and decorated with dust and cobwebs. Despite having originally been able to find

Dahl in the phone book, in his conveniently arranged hotel room, Arnold could now no longer find his name listed.

Arnold went to his plane, checked it over and flew out, refuelling at Pendleton, Ore. When he took off again, his motor died at fifty feet and he managed to pull off a dead-stick emergency landing with only minor damage to his plane. He found, upon investigation, that his fuel valve had shut off and "there was only one person who could have shut that fuel valve off" - himself (4, 13).

Of the participants, Dahl had vanished, Paul Lance died shortly after and Brown and Davidson died - apparently in the B-25. Arnold continued to become a Republican candidate, and to speak at UFO rallies, into the 1960s. Much later, Palmer claimed that a cigar box of the remaining slag samples had been stolen from his Chicago office soon after he received them (13).

Crisman, it transpired, had been a flier in W.W.II. Ray Palmer published a piece in "Amazing Stories", of June 1946, from an ex-army pilot describing his experiences in a cave in India where a companion suffered a seared hole, in his right bicep, suggestive of a laser burn. The letter was signed "A.C." but was later attributed to Crisman (14).

Crisman was believed to have been recalled to service in 1947 and flown to Alaska and then to Greenland for two years. After that, a lapse.

However, amateur solvers of mysteries, toying with the Kennedy assassination, found that District Attorney Garrison, of New Orleans, had, during the testimony to the Grand Jury, subpoenaed one "Fred Lee Crisman of Tracoma, Washington". He was identified as a radio announcer but Garrison's investigators implied that he was "either a member of the CIA or had been 'engaged in undercover activity for a part of the industrial warfare complex'. He allegedly operated under cover as a preacher and was 'engaged in work to help Gypsies'". (The CIA was in its infancy in

1947 and employed many ex-Navy intelligence men (13)).

In the book, he co-authored with Arnold, Ray Palmer asks: "Was the Tacoma (Maury Island) affair a hoax? Whose"? I am very tempted to say that it was indeed a hoax. As to the second question, perhaps we might consider this quote from the Condon Report: "(When the B-25 crashed) Brown and Davidson lost their lives. In the investigation which followed the 'harbor patrolmen' admitted that the whole story was a hoax intended to produce a magazine story for the Chicago publisher. The alleged photograph could no longer be found. The men admitted that they were not harbor patrolmen. One admitted to having telephoned tips, on the interviews with Air Force officers, to the Tacoma newspapers. The Air Force officers had already decided the story was a hoax, which was why they did not take with them the metal fragments alleged to have come from the UFO (12)".

As John Keel (13) observed, many recent probes into classic UFO cases have resulted in their falling apart. "Often they appear to be outrageous hoaxes perpetrated by some mysterious third party", he says. In this case the victims were Arnold and Smith, two Air Force men who became casualties. Dahl and Crisman were perpetrators on behalf of the "Chicago editor" whom, we must reasonably assume, was Palmer (12).

We are left with a few questions: was Crisman a compulsive seeker of notoriety like the deluded folk who turn themselves in whenever a horrifying crime is committed, even though they were probably elsewhere? Or was he, as has been speculated elsewhere, not only an agent for Palmer but for "somebody else" - perhaps the CIA? Some allege that they pioneered the sinister field of "psycho-politics", manipulative techniques leading to control of masses of people. In other words, was Maury Island some kind of sociological experiment or, perhaps, a "bread and circuses" manoeuvre to keep the public eye off other matters (15)? In 1979, Ground Saucer Watch filed a suit under the new Freedom of Information Act which allegedly showed "that the agency (CIA) has been secretly involved in watching UFOs since

1949" and that a later memo had "urged that no indication of CIA interest or concern should reach the Press or public (17)". There is, however, no indication of the nature of the interest. The same suit allegedly revealed evidence of two wrecked UFOs, with bodies of the crew, being recovered by the USAF from Mexico in 1948 and Arizona in 1953. It does not mention any CIA interest, or any UFO crash in New Mexico, in 1947.

We might go so far as to ask if Crisman was an agent for aliens, but I tend to prefer the simplest explanation. Palmer's magazine sold well when he published the "Shaver Mystery". When he received a good story from Crisman in 1946, spoke to him on the phone several times, and was offered an even better tale in 1947, he sent Arnold out as a recognised "authority". The lending of Arnold's name to the story would bolster it and, from then on, he championed the saucers in both magazines

and books. Crisman, not Dahl, was described as the spokesman for the "witnesses", though he had not participated in the main "sighting". He pretended control of the apparently imaginary move even though Dahl claimed to have made it.

As for the sightings by Arnold, Johnson, and the United Airlines crew, their common connection with Boise, Idaho, is probably circumstantial and I will not allege conspiracy on such thin evidence. I do find it hard to accept that such a small group of connected people should share such spectacularly strange experiences in so short a space of time. But, the faithful saucerites will probably disagree with me, just as they will disagree that Arnold saw a mirage as the Air Force suggested.

I remain suspicious of the Roswell case simply because of lack of corroboration from other sources. Stories of crashes and alien corpses have circulated for

CIA is watching UFOs

DOCUMENTS 'SHOW FLYING SAUCER COVER-UP'

AAP-"New York Times"

WASHINGTON, Sunday
— Documents obtained in a lawsuit against the CIA show that the agency has been secretly involved in watching UFOs since 1949.

Ground Saucer Watch, a national research organisation of about 500 scientists, engineers and others who seek scientifically to prove or disprove the existence of UFOs, said yesterday the CIA repeatedly said it had investigated and closed its books on UFOs in 1952.

But the Arizona-based group said 1900 pages of documents obtained under a Freedom of Information suit show "the Government has been lying to us all these years."

Mr. W. Spaulding, head of the group and an aerospace engineer, said the documents showed US embassies were used to help gather information on UFO sightings and the information "seems to be directed to the CIA,

the White House and the National Security Agency."

He said a 1952 CIA memo recommended continuing surveillance of "flying saucers" and urged that no indication of CIA interest or concern should reach the Press or public.

But Mr. Spaulding said, the documents showed links and patterns in the sightings and from that evidence he believed UFOs "are here on surveillance missions."

He had sworn statements from retired US Air Force colonels that at least two UFOs had crash-landed and been recovered by the Air Force.

The crashes were in Mexico in 1948 and near Kingman, Arizona, in 1953.

The retired colonels claimed to have glimpsed dead aliens who in both cases were "about four feet tall with silverish complexions and wearing silver outfits that seemed fused to the body from the heat."

Among the documents are several detailed reports of USAF attempts either to intercept or destroy UFOs.

In a 1976 incident in Iran, one report says, two F4 Phantom jet fighter-bombers pursued a large UFO that seemed to send out smaller craft.

One of the smaller craft "headed straight toward the F-4 at a very fast rate of speed," the report says.

"The pilot attempted to fire an AIM-9 missile at the object but at that instant his weapons control panel went off and he lost all communications."

The report says the pilot eluded the craft, then watched as it "returned to the primary object for a perfect rejoin."

Mr. Spaulding said his group was waiting for a Federal judge to rule on the last phase of its CIA suit, which seeks access to 57 items that would provide "hard evidence" of UFOs or "retrievals of the third kind."

He said the "evidence" included motion pictures, gun-camera film and residue from landings.

"The Advertiser"
 January 15, 1979.

decades. It surprises me that long-time supporters of UFO research, like the Lorenzens, who actually lived nearby, did not latch onto the first media reports which, according to Berlitz, leaked out, and follow them up. Even if they had met a wall of silence they could have quoted the press and claimed a cover-up as they have done elsewhere. The "crash" is simply unheard of till Berlitz published the tale. This tempts me to attribute the same motivation to him as I have to Palmer, though I am prepared to stand corrected.

Nonetheless, such stories provide good case studies in the spread of beliefs. Maury Island was considered a hoax, by some, as far back as the 1950s, but is persistently quoted in UFO lore. Nobody ever mentions the network of connections between the several other incidents. Perhaps we should be studying the people, not the sighting reports.

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THE BENT HEADLIGHT BEAM CASE REVISITED

By Bill Chalker

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Ever since I became deeply involved in investigating and researching UFO events in Australia, one remarkable event has held a particular fascination for me, namely the incident that became known as the "bent headlight beam case". It took place on April 4, 1966, at Burkes Flat, Victoria.

Despite its extraordinary nature, it has never been written up extensively in the literature other than in accounts largely based on newspaper stories and cursory investigations by civilian groups of the day (1).

The event is largely unique in the annals of ufology simply because it speaks of the headlight beams of a car being "bent" in the presence of a UFO. The only other cases I am aware of are those in which a searchlight appears to "bend" near a UFO on film (Norwood, Ohio, U.S.A. on October 23, 1949) (2) and a torch light bent, or reflected, during a spectacular UFO episode near Taizè in France (3).

Other aspects of the case describe a physical trace (a depression) in the field where the "UFO" sat and a, perhaps related, car fatality at the same spot.

Because of my specific interest in this event, and my specialist research activity with the Australian Physical Evidence Study Group (APESG), I resolved to under-

take an exhaustive retrospective investigation.

What follows is the result of that investigation. For the first time in the UFO literature, the original area newspaper accounts are given; an interview with the original witness is presented and hitherto unknown aspects of the case are described. For the first time, the actual sequence of the UFO behaviour, and alleged "light bending", is described and illustrated.

At the very least, this extraordinary episode in Australian UFO history has been given the extensive exposure it deserves. If there are any researchers with further data about this case, they are invited to present them within these pages and thereby facilitate further enlightenment about this most puzzling case.

APRIL 4, 1966, ca. 1950 hrs, BURKES
FLAT, VICTORIA, AUSTRALIA.

Mr Ron Sullivan [38], a steel construction businessman from Maryborough, was travelling at 60 mph, and approaching St Arnaut, when, in the distance, he noticed a light in a field. At first he thought it was a tractor.

"Suddenly my headlights pulled hard over to the right for some unaccountable reason. Instead of lighting the road, they lit up the fence as though they were being attracted by a magnet. I braked as hard as I could



THE SITE

IN 1980

- no direct evidence
appears to remain

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and glanced over to the right. In the middle of the paddock was a column of coloured light about 25 feet high and shaped like an ice-cream cone. It would have been about 3 feet wide at the bottom and 10 feet wide at the top". (from the Melbourne "Sun", Tuesday, April 12, 1966)

"(I saw)...not far away, a brilliant white disc of about 3 feet in diameter. The object was hovering just above the ground and, from its upper surface, it projected a conical array of shimmering rainbow lights extended to a height of about 15 feet. Then suddenly the coloured cone rose to a height of 20 feet and the disc below climbed above it. In the next moment the whole light complex vanished". (from "AFSR & AUFOR")

"The headlights of my car were suddenly diverted to the right for no apparent reason - and had I followed them I would have run off the straight stretch of road.

"Just then I saw a display of gaseous lights in all the colours of the spectrum in a nearby paddock. The object rose about ten feet in the air. It later disappeared.

"The coloured gaseous lights seemed to be going through 2" to 3" diameter tubes

which led into a bright phosphorous looking light on the ground. The lights were stretching upwards all the time until they disappeared after leaving the white phosphorous looking light on the ground". (from a letter by Mr Sullivan to VFSRS, "AFSR", Victorian edition, 1966)

With his car headlights bending away from the road, Mr Sullivan thought he was driving in that direction and, with a quick reflex action, steered the car in the opposite direction. He suddenly found himself driving off the road and it was only his presence of mind and skill that saved him from an accident.

As the light complex rose from the ground without a sound, the car's headlights returned to normal and focused on the road. When Sullivan arrived in Wycheproof, he checked his lights and they were operating perfectly.

Back in Maryborough, Mr Sullivan told his wife and Hugh Hunter, a reporter, of his experience and it was arranged that Hunter and Sullivan would visit the site on April 7.

On the night prior to this visit, April 6, 19 year-old Gary Taylor was killed when his car left the road and collided with a tree, in the same spot Sullivan had started to leave the road two nights before. A motor-



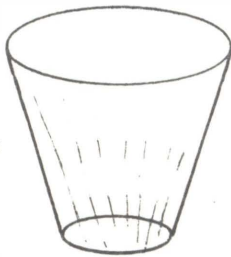
STAGE 1

White phosphorous type light on ground approximately 15 ft diameter

STAGE 2

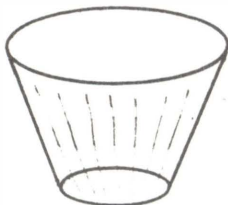
- 20 ft -

30 ft



- 15 ft -

2 ovals of light approximately 15 & 20 ft diameter with coloured light as though coming from a spectrum in shafts causing top oval to close in and meet bottom oval.



STAGE 3



STAGE 4



STAGE 5

When transition completed in approximate time of 1 minute, the light disappeared.



The author and Ron Sullivan (right) during recent interview.

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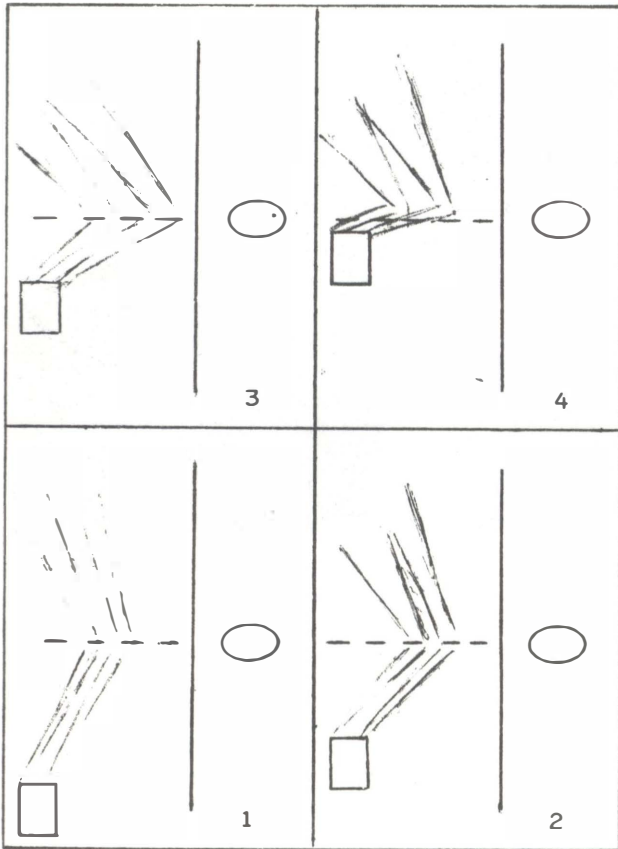
ist travelling about half a mile behind Mr Taylor, alleged that Taylor had swerved suddenly off the road for no apparent reason. The accident occurred at about 10 p.m.

During the following afternoon, Sullivan and Hunter went to the spot and found a saucer-shaped impression, about 70 yards from the roadway in a bare paddock. The impression, 3 feet across and 5 inches deep, was cleanly scooped out of the sandy soil without any debris around. There were no human or animal tracks around the area.

Although investigating police were at a loss to explain the fatal accident, or the sighting, it was rumoured that they had gathered other supporting evidence.

The above details are basically as the account was known, and became known, in the UFO literature. Because of the intriguing nature of the incident, the author (BC) sought to uncover all the contemporary documentation extant, but little publicised at the time, conduct a detailed retrospective investigation, field investigation, and interview with the original percipient. These objectives were largely achieved and some of the results are included here:

This is the full account from the "Maryborough Advertiser", of Wednesday, April 13, 1966, pg. 5: "THE CASE OF THE DIVERTED



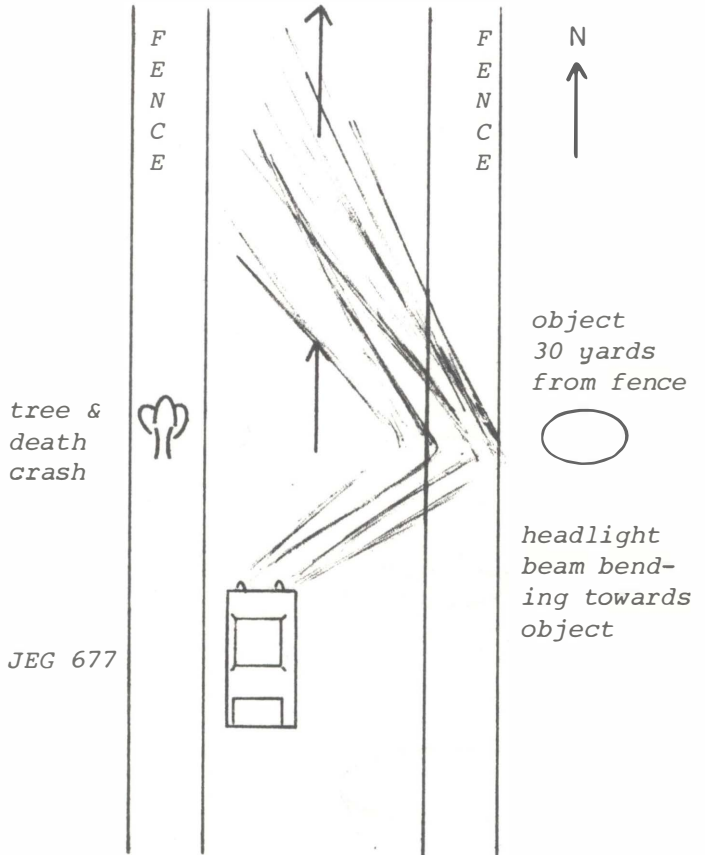
(All diagrams based on witness's rough sketches of the event)

HEADLIGHT BEAMS" - WHAT CAUSED THIS PHENOMENON?:

"Reports received in the past week tend to indicate that strange things have been happening in this area of Victoria. Strangest of all was the case of the turned headlight beams.

"The 'Advertiser' was told last Wednesday night that a local man, while driving in the Burkes Flat area on the previous Monday night, had found that his headlight beams had diverted to the right 'almost as though drawn by a magnet'.

"The man, Mr R.F. Sullivan, was driving along a straight stretch of sealed roadway on the Dunolly-St Arnaud Road near Burkes Flat when the headlight beams moved to the right and illuminated the fence. The car continued straight. The lights were diverted for only a short time.



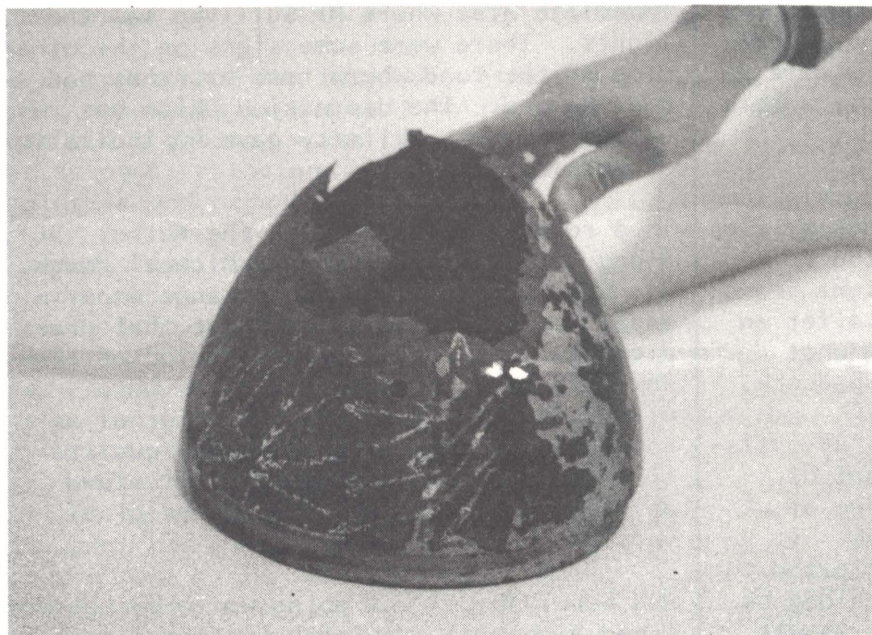
BURKES FLAT
April 4, 1967, 8 p.m.

"Mr Sullivan said that before the beams diverted they flickered in similar manner to that of a television screen when interference takes place.

COLOURED LIGHTS

"He said he looked across into the paddock, and, at what appeared to be a short distance from the fence, was a display of gaseous lights - 'all the colours of the spectrum'. He did not stop but glanced at the paddock as often as he could while driving and the last he saw was the lights about 20 feet from the ground. The lights appeared to move rapidly up and down in a narrow area. "When he reached St Arnaud he checked the light fittings and found them to be normal.

"He continued his journey to the northern area of the state and told the 'Advertiser' of his experiences when he returned on Wednesday.



The headlamp from Gary Taylor's car. The white arrows indicate the random direction of the magnetic field - evidence for the lack of a strong field effect?

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"On Good Friday afternoon Mr Sullivan and Mr H. Hunter of the 'Advertiser' visited the scene where the phenomenon had occurred. Mr Sullivan had said he could pinpoint the spot.

FATAL ACCIDENT AT SAME SPOT

"In the meantime a fatal accident had occurred near Burkes Flat on Thursday night, a 19 year-old youth was killed when his car left the roadway and struck a tree.

"Mr Sullivan had said the spot was roughly about a mile from a brick home and dam. One stop was made prior to reaching the correct one, but he soon said he was not in the area where his lights had moved. The drive then continued until Mr Sullivan passed a brick home with dam beside it. He continued for about a mile and then said he was at the spot.

"After parking the car Messrs. Sullivan and Hunter decided to enter the paddock to see if there were any marks where he had seen the coloured lights on the previous Monday night.

"It was only then that it was found that the car was parked 20 feet from a tree against which a car had crashed. This

was the tree struck by a car driven by Gary Taylor, of Carnegie, on Thursday night. Taylor was killed in the crash.

COINCIDENCE!

"Was it coincidence that the accident occurred at the same spot where a few nights before the lights of Mr Sullivan's car had 'been drawn to the right as though by a magnet'? Mr Sullivan's lights had moved to the right; the tree against which Taylor's car had crashed was just at the left edge of the road.

"In view of the coincidence the matter was reported to Bealiba police who are handling the accident investigations.

"The driver of a car which had been following Taylor's car at a distance of about a mile saw nothing unusual. There appeared to be no reason for Taylor to swerve.

DEPRESSION

"When Messrs. Sullivan and Hunter examined the adjacent paddock on Friday the only unusual thing found was a depression in the fallowed ground. This was a little over 3 feet in diameter and only a few inches in depth. It looked odd in the fallow.

"A check with the property owner has shown that the depression was not in the ground when he finished fallowing. There were no foot or paw prints around it - just a bare impression in the ploughed ground...

"During the weekend several people visited the Burkes Flat area to have a look at the area where Mr Sullivan had seen the coloured lights and where his headlight beams had been diverted. No one could offer an explanation nor could they decide what had caused the depression in the paddock.

"(Footnote - Mr H. Hunter of the 'Advertiser' said yesterday he believes that Mr Sullivan saw something very strange at Burkes Flat on Monday of last week - so strange that Mr Sullivan felt obligated to report it to police although all along he did not want his name mentioned. It was only on Monday, under persuasion from Mr Hunter that Mr Sullivan would allow his name to be used. Certain exaggerations have occurred in reporting the incident elsewhere, but they have the main facts correct... - Ed. M.A.)"

In the April 15, 1966, edition of the 'Maryborough Advertiser', pg 8, the editor replied to a letter to him, suggesting a meteor for the Burkes Flat incident:

"There was no sign of any burning in the

immediate area where Mr Sullivan saw the lights. There were some signs on the other side of the road where tree branches had been burned. The depression which has received so much publicity gave no indication of burning".

In a recent interview with the author (BC), along with David Reneke and Michael Hough, Ron Sullivan recalled the strange experience. It should be pointed out that predictably, after such a long period of time, some of the quantitative details were either inconsistent with the original accounts or in error, however, the qualitative aspects of the account still stand as largely in keeping with the original version:

RON SULLIVAN: I was going up to Wycheproof. I had a general steel fabrication factory at Maryborough at the time and I was going up to one of my job sites and, whilst travelling on the St Arnaud Rd, at a place called Burkes Flat, at 8 p.m....it was a clear night...it wasn't moonlight...you could see the stars...

I was driving on a straight stretch of road...near Burkes Flat. I noticed there was another vehicle behind me...I never took any notice (of it).

Then, all of a sudden, in front of me, about



The author pointing to the spot in the Burkes Flat field where Ron Sullivan saw the strange light display.

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Ron Sullivan in the Burkes Flat field. The depression is in front of him. This photo was taken in April 1966 ("Melbourne Sun").



The same scene taken in 1980 by the author. Note that little change has occurred with the trees and fences.

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"Melbourne Sun" photo of the site of the UFO event.

200 yards (away), I noticed a light on the ground in a paddock, 25...20 yards from the fence...I wasn't really surprised at it. At first viewing it, it seemed like the back light of a tractor in the field.

Anyway I got close to it...it wasn't a brilliant light - a white phosphorus glow - then it came to a rather brilliant light, not that there was enough brilliance to blind you, because it was a white light...

As I closed off near it, I noticed the headlights of my car sort of bent towards it...like a giant magnet, pulling the headlights on the car off course. I was quite surprised. Everything happened within say 2 minutes...1½ minutes.

As I got opposite, I noticed with all the confusion, with the headlights going, the right-hand side of the road lighting up...(as if I) was heading towards the fence, which I virtually wasn't. I pulled over to the left. I was going too close. I saw the trees on the left-hand side of the road. So I kept on going.

But also in that time when I first saw the light, it was just like a brilliant oval on the ground - white phosphorous type light in the ground, approximately 15 feet in diameter. Then it opened up and

there was another white oval on top of it, about 30 feet (in) height, coming down making the shape of a cone (with) 15 feet bottom diameter and 20 feet top diameter - and in that cone were tubes of coloured lights - all the lights as you see as you look through the spectrum ("all the colours of the rainbow")...red, blue, indigo and purple...travelling up and down...or they seem to be...from the small oval to the bigger oval at the top. They were going up and down in shafts.

Then gradually the top seemed to come to meet the bottom...They seemed to close in, and as they closed in, just making a transition of one light oval - similar to first view - everything then just disappeared.

BILL CHALKER: It went down then just disappeared?

RON SULLIVAN: The top came to the bottom. It came down, yes. First of all, there was the light on the ground, approximately 15 foot diameter. Then another light came on top, a bigger diameter, making a cone. Then the cone shrunk to a transition of one light again on the ground and that was the end of it.

BILL CHALKER: What was the last thing you saw?

RON SULLIVAN: Just a spot in the ground - a light spot, becoming smaller and smaller, to nothing...I was sort of confused. (But) I wasn't scared or anything.

BILL CHALKER: What was the total duration of that sequence?

RON SULLIVAN: Oh, I would say about three quarters of a minute. That's a pretty long time, not very long, but its quite a time.

BILL CHALKER: Did you slow down to look?

RON SULLIVAN: I slowed down...I didn't stop, but I slowed down to about 5 mph and, of course, at the time, I never thought about that other car behind me and I looked behind, I couldn't see a thing. I put my head out (the driver's window) and around. I said, what in bloody hell was that? I kept on going and thought, and thought after a little while, it's something wrong with me, but I was convinced there was nothing wrong. There was no hallucination. I've never had hallucinations anyway...

I got up to the next town, got out and inspected the car, looked around it, looked at the headlights, checked everything. Everything seemed normal.

Anyway, I had to book into a motel at Wycheproof. At 9 I got to Wycheproof. I never mentioned anything. I just sat in my room and thought, what in hell was that? I just couldn't believe it. I never told anyone...

The next day, I'd done my business...I went up to the farm where we were putting up prefabricated steel buildings. I mentioned it to the farmer what happened. He sort of sympathised with me..."Something strange happened to me when I was driving up last night...coloured lights in the paddock"!

Anyway, I got back to Maryborough next day and got home. First thing I said to my wife, I said, "God I had an experience last night you know".

DAVID RENEKE: How did you sleep that night?

RON SULLIVAN: No, I couldn't sleep...it was impossible to sleep...it was something you didn't know...it worries you.

DAVID RENEKE: Did you have anything when you slowed down?

RON SULLIVAN: I never stopped.

DAVID RENEKE: Why was that?



The author points out the tree where Taylor's car hit. It is directly opposite the spot in the field where Ron Sullivan saw the light display.

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RON SULLIVAN: I was a bit scared...it did frighten me, yeah...but it didn't frighten me that much...it was unusual...

Anyway, I got back home...I told my wife. She sympathised with me. We heard on the news, the day after, a chap got killed there. I said, "gee, Burkes Flat..."

Anyway, I said I better do something about this, so I went up to the police station in Maryborough...I reported it to the police. Of course, the police knew me. No way did they indicate, you know, that I was letting off. They wanted to go right through...

Hughie Hunter got to hear about it...Hughie and I drove up there the next day and we see the accident right opposite where that light was. We found a depression in the paddock...you could see the tree...where the car hit...you can see where all the bark is taken off it, all the broken glass and the wreckage, the headlights and everything...that was where the chap was killed. His name was Gary Taylor, from Carnegie. And right opposite that tree, about 20 yards (in), we found this depression which was newly made...(the paddock) was ploughed and fallowed...had the rake over it just prior to sowing...(it was all dirt in the paddock). (interview ends).

Further details were elicited from the author's enquiries - Sullivan was driving an XP Falcon Futura sedan car, light blue in colour. High beam was operating in the headlights. Sullivan estimated that his headlight "beams" had remained "bent" for between 10 to 20 seconds. He was quite familiar with the roads, having travelled along the same road as much as two to three times a week. Locals said at the time that all sorts of things have happened in the area, principally, ghostly experiences. These references mainly seemed to refer to accounts in "the early days". One story refers to a ghost coming out of a dam at Burkes Flat. Other accounts of "ghost lights" came from nearby Natte Yallock in 1911 and much earlier. To quote Ron Sullivan, who in turn was quoting the local lore, "Burkes Flat was haunted"!

During March 1978, Victorian investigator, Paul Norman, reported that, upon investigation of a reported "discoloured circular patch in a paddock on the Bendigo-St Arnaud Road", in the Bealiba area, he verified that it was the same depression discovered by Ron Sullivan and Hughie Hunter, twelve years earlier, at the site of the "bent headlight beams incident" and the car fatality. Paul Norman stated that "the patch is precisely in line with the tree the car hit". Photos of the spot showed a distinct green circular patch "still visible twelve years after it was first discovered". This author (BC) visited the site in 1980 and, after careful lining up with photos, taken back in 1966 of the site, could not confirm that a patch was clearly distinguishable from the surrounding paddock. However, the paddock was largely fallow with only stubble present. Samples were taken of the soil and analyses are being undertaken.

At the same time (March 1978), Paul Norman indicated to local press (Bendigo Advertiser, 1978), that "a former service-station attendant" told him "that a driver, who had been following Taylor's car, had pulled in for petrol and told her he had seen bright lights near the scene of the accident".

More recently, in an article in the MUFON* UFO Journal, December, 1983, No.190, Paul Norman indicated that VUFORS* had received a phone call, a few days after the original incident, from a motorist who alleged he had seen the UFO in the Burkes Flat paddock while driving in the opposite direction. Paul Norman also stated that another driver, ostensibly following Taylor, also saw the "UFO" and reported that it looked like the "lights" had "blinded" the unfortunate Taylor.

It is my hope that Paul Norman and VUFORS will publish a detailed account of their investigations into this extraordinary case.

*MUFON - 103 Oldtowne Rd, Seguin, Texas 78155, U.S.A.

*VUFORS - PO Box 43, Moorabbin, Victoria 3189, Australia.

A headlight, ostensibly retrieved from Taylor's car at this time, twelve years after the event, was studied by Dr Geoff Stevens, however, the poor condition of the artifact prevented it from being used to determine whether the car, to which it belonged, had been in the presence of a powerful electromagnetic field effect.

CONCLUSIONS

Ultimately, since so much time has passed, definitive conclusions about this provocative episode are impossible.

We can say with some certainty that some sort of extraordinary light display was present in the field near Burkes Flat. We can be equally reasonably certain that it was that phenomena that produced the depression found.

We are certain that the perception of the "UFO" and apparent "bending" of the headlight beams was in response to the unusual light display in the field. The mere fact that Mr Sullivan almost had an accident, which would have had him colliding with the same tree that the unfortunate Gary Taylor hit, is indeed sobering. That argues for some sort of persuasive connection. The coincidence is, at the very least, extraordinary.

However, did a UFO really bend Mr Sullivan's car headlights? Certainly there was enough stimuli present to give him that profound impression.

An exhaustive investigation at the time may have been able to answer the question with some certainty. Now, after eighteen years, it is impossible to say.

We can deduce that, for the "effect" to have occurred, either water vapour, dust, or other particulate or airborne matter would need to be present in the air so that a beam could have been clearly resolved. Mr Sullivan is not certain on this point but seems empathetic that beams were apparent. One could argue, with little evidence to confirm it, that the "illusion" was somehow created by the illumination of the car headlights of the surroundings

(the road etc), not the perception of discrete beams.

It is frustrating not to be able to approach this case with certain facts. Assumptions, based on memory, are our only guides.

If it was argued that the "beam-bending" was an illusion, or misinterpretation of some sort, a consideration of possible mechanisms is required.

I guess one could weakly argue that stray light reflections may have caused the perception of "beam-bending", but no evidence supports this. Equally, the concepts of "time gap", hypnagogic and hypnopompic imagery, or other illusions, seem inappropriate (4).

One could argue that the UFO caused some sort of perceptual effect on Mr Sullivan, causing him to think he saw the beams bend. This illusion could be variously deemed a genuine effect, caused by the object itself, or a prosaic perceptual effect created by its presence.

For example, the concepts of "flow-patterns" and "motion parallax" in driving may be relevant. When driving, the nature of the flow-pattern of the outside world is quite complex and it changes with the distance of fixation of the driver's eyes. If he watches the midground, the foreground rushes past him, the mid ground appears almost stationary and the background appears to move in the same direction as the car's direction of travel. Indeed, everything appears to flow round the spot at which the observer is looking. The difference in movement, or relative flow-patterns, produces the motion parallax effects.

In the case of Ron Sullivan, one could argue that he became fixated on the "UFO" in the field, therefore, it becomes relatively stationary, the foreground seems to rush past him, i.e. including the near part of the headlight beams, and the background behind the UFO, possibly including the extremities of the headlight beams, appears to travel in the same direction of motion of the car. Therefore, due to the UFO becoming the "fixation point" of

Sullivan's field of vision, the headlight beams suffer from a form of motion parallax that resolves itself into the illusion of the beams "bending", i.e. the nearest section of the "beams" seemingly fall back to the car in the direction of the "UFO" and the more distant sections of the beams largely move consistently with the car's motion. The "parallax" becomes more acute as the fixation angle of view, relative to the correct direction of travel, increases, i.e. reaching a maximum of 90° as Sullivan is directly opposite the light display in the field. The flow patterns and motion parallax, dictated by the fixation on the "light display", is then ended and the effect of the bent headlight beams ceases. Sounds plausible? Perhaps, however, I have not read a precedent in the psychological literature (5). Has anyone else? So, the "psychological explanation" of fixated motion parallax, while interesting, falls short of being proveable. If any reader is aware of evidence or actual experience that confirms such a theory, the author would be most intrigued to hear of it.

What about the situation where we make the assumption that Mr Sullivan's perceptions of the Burkes Flat experience were totally accurate?

If we accept, however tentatively, that the car headlights were discretely resolved and, further, that the bizarre bending effect occurred, how then can we account for it. Apart from extreme misinterpretation we are seemingly left with "exotic" suggestions.

We "know" through Einstein's theories that light can be bent around bodies with massive gravitational fields (6). This led early theorists to suggest that the Burkes Flat UFO was a body with a magnetic field like a "mini-sun". This is, at best, a crude analogy and one that does not sit well with the "facts". Unless one goes for a directed gravitational field resolved in a discrete beam or line (one which is hitherto unknown to science), then the presence of an exotic intense gravity field should have had marked effects on Mr Sullivan's vision, his well-being and

the car itself, and also the surroundings. Mr Sullivan and his car emerged from the experience ostensibly unscathed. Despite considerable efforts to locate the car, we were unsuccessful. A magnetic signature test would have been extremely interesting. We were able to examine the headlight of Taylor's car but there was no evidence supporting the presence of an intense magnetic field.

The only other suggestion with slightly more credibility than the wild suggestion of a "mini-sun" is that some sort of localised atmospheric "lens" effect, i.e. a discrete lens was developed which acted as an interface with the incident headlight beams to bend through. This suggestion is, at least, partially compatible with the subjective geometry of the beam bending as perceived by Mr Sullivan, i.e. as he drew closer to the spot on the road, opposite the light display in the field, the degree of bend became allegedly more acute, reaching its peak when opposite the "UFO". But, unfortunately, we have no hard evidence to support this idea.

So we are left with a tantalizing UFO episode that baits us with provocative suggestions of bizarre interactions with one of our most revered technological expressions, namely, light and that expression par excellence of 20th century technology - the motor car.

My main hope is that, should such provocative episodes happen again, we would pull out all stops to document it quickly. Then, we may have a better understanding of such occurrences. For now we are left with evocative, haunting, glimpses of something which still seems beyond our comprehension.

The author welcomes constructive dialogue and further information about this case and any other in the class of "physical evidence".

He can be contacted at: PO Box 6
Lane Cove
NSW 2006
AUSTRALIA

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THE BENT HEADLIGHT BEAM CASE

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UFOs & OUTER SPACE MYSTERIES

by James E. Oberg

(The Donning Company/Publishers, Norfolk, Virginia, U.S.A., 23502; 1982; 192 pgs; paper; \$6.95)

REVIEWED BY GEORGE W. EARLEY

At 6'8" tall, James Oberg is the biggest - and least obnoxious - of America's Big Three UFO Skeptics. The others are Robert Sheaffer and Philip J. Klass. I'll be taking a critical look at their recent books in future issues of UFORAN.

Oberg is an ex-USAF captain who opted out of the Air Force rather than transfer away from the Johnson Space Center where he had been involved with NASA's space shuttle program. He currently works for McDonald Douglas in NASA Mission Control, Houston, Texas.

A prolific writer, his column "UFO Update" appears frequently in OMNI magazine and he has written on both UFO and space topics for a number of other publications. His earlier books - RED STAR IN ORBIT, an in-depth assessment of the Soviet space program, and NEW EARTHS - have been well received by the American technical/scientific community.

Oberg graduated from college with honors in mathematics and Russian (which he both speaks and reads) and was elected to Phi Beta Kappa, the American intellectual honor society. He has acquired additional honors since his 1966 graduation.

I mention all this by way of acquainting you with a skeptic who brings a great deal of talent to bear on the UFO problem.

His book is actually a pastiche, consisting mainly of articles and papers Oberg had done earlier for various publications. Many of the "mysteries" examined here have a space connection, to be expected given Oberg's background, and while his tone is reasonably objective for the most part, he can be harsh when it comes to the delib-

erate hoaxers in the UFO field.

His introduction, "Suggestions from a Sympathetic Skeptic", is the expanded version of his winning entry in the 1979 Cutty Sark UFO Essay contest and in it he presents UFO believers with some cogent suggestions for improving the quality and accuracy of their UFO report investigations.

Of the 9 chapters, 6 are on UFOs with one ("The 'Jellyfish UFO' Dilemma") dealing with Russian UFO reports. I frankly would like to see more on this topic. Other chapters examine "The Sirius Mystery", "The Tunguska Echoes", and "The Mystery of Russia's Missing Cosmonauts". While interesting, the first two fit better into the "ancient astronaut" mythos of Erich Von Daniken et. al., while the third is totally non-UFO in nature. I have the feeling Oberg was being lazy here, persuading his publisher to take three already written pieces rather than writing three new chapters on other aspects of the UFO controversy.

The best chapters are those dealing with the Apollo 11 UFO hoax pictures, with George Leonard's fantasies about alien moon mining operations, and several UFO hoaxes. The hoaxes - particularly those by Simpson and Monteleone - are most instructive in demonstrating that there is no substitute for determined legwork by an investigator, plus a large dose of skepticism about the tale he's being told. As Oberg shows, both Simpson and Monteleone scattered ample clues to the falsity of their tales. Credulous investigators simply ignored them as they travelled down pre-conditioned paths towards unquestioning belief in what they were hearing.

While frankly admitting that "the claim of

the super-skeptics - that unsolved UFO cases can all easily be dismissed as unrecognized hoaxes - is unsubstantiated", Oberg also notes that "the claim of UFO eager-beavers - that the hoax problem is under control - is equally unsubstantiated".

The UFO community, unfortunately, has not really taken Oberg's message to heart. The fact of his skepticism - and his careful selectivity of the cases he chooses to closely examine - has automatically caused them to tune him out, thereby missing the main point of his book: Studying

UFO reports is worthwhile, but we've got to continue to improve the way we do it and take nothing for granted while doing so.

In the main, this is a much better book than I expected it to be when I first sat down to read it. I've gone back to it several times since that first reading and continue to find more to agree with than to disagree with. But I am sorry to report there's no index. Either Oberg was too lazy to compile one or his publisher was too cheap to include one - either way, it is a lack that hampers re-use of the book.■

CLEAR INTENT

A book review by Bill Chalker

Two seasoned U.S. UFO researchers, Lawrence Fawcett and Barry J. Greenwood, have produced an impressive chronicle of the "secret" history of the U.S. government's dealing with the UFO controversy. Their book, "Clear Intent", is subtitled "The Government Coverup of the UFO Experience". The cover also asks "what does the government know about UFOs and why won't it tell us?"

The book relies heavily on quotations of official documents and this is one of its strong points. Much of this documentation was only secured through the U.S. Freedom of Information Act and associated court actions. While one must be always careful to ensure that such documentation is not unduly heightened in significance because of the manner in which it was obtained, what its presented is intriguing.

"Clear Intent" takes us beyond what has been available from the U.S.A.F. UFO Project "Bluebook" and reveals that, despite the curtailing of that project in 1969, in the wake of public pronouncements of the Condon Report that the subject had no scientific validity and the national security of the U.S. was not threatened by UFOs, that things were not entirely clear cut. Instead we have a picture drawn that (a) there is "intense governmental interest

in UFOs" from many quarters, and that (b) threats to national security have been evident on numerous occasions.

Does the book "Clear Intent" prove this? It would certainly seem so.

Dr J. Allen Hynek states in his foreword to the book "...certainly no one can deny any longer that various intelligence agencies of our government were long cognizant of UFOs and the global extent of this phenomenon". Further, he states, "...that the CIA and NSA protestations of innocence and lack of interest in UFOs are nothing short of prevarication..."

Much of what the authors describe would already be known to many UFO researchers, but there is also much here that will intrigue the most jaded of "ufologists".

Here we have fascinating details of bizarre intrusions into SAC bases along the USA-Canadian border late in 1975. In all, three chapters are given over to these extraordinary intrusions. For example, we have eye-witness reports of a football-shaped UFO hovering near nuclear weapons storage areas at Loring AFB, ostensibly only 300 yards away from military witnesses.

We have the bizarre tale of the affair at

the K-7 Minuteman Silo near Lewiston, Montana. Herein, a Sabotage Alert Team, responding to a reported "violation", witnessed a huge glowing disc over the site.

During a UFO scare at Wurtsmith AFB, a KC-135 tanker aircraft was ordered to attempt an identification. The navigator stated that "the UFO sped away from us doing approximately 1,000 knots".

Some intriguing data surfaces about the famous Iranian jet encounter of September 1976. The authors quote from a Defence Intelligence Agency assessment of the event which stated: "An outstanding report. This case is a classic which meets all the criteria necessary for a valid study of the UFO phenomenon". From the National Security Agency (NSA) we find that the incident was carried in a secret Electronic Security Command publication with the intriguing title of the "Miji Quarterly". It contains narrative summaries of all "meaoning", "intrusion", and "jamming incidents" (hence MIJI). The account covering the Iranian incident describes it as an example of an event "which will never be adequately or entirely explained by logic or subsequent investigation...it makes interesting, and possibly disturbing, reading".

The CIA and FBI flirtations with the UFO controversy are given in some detail, which may overstate their real involvement. Maybe evidence will surface that demonstrates more substantive current involvement as being more significant in the early years of the UFO controversy.

The NSA's involvement is drawn in shadowy detail, despite its extremely covert nature. Here we have extraordinary references to "UFO hypothesis and survival questions" and "surprise material".

Other intriguing events are described. The puzzling Rendlesham Forest affair, subject of a forthcoming book by Jenny Randles and company, is presented as a potentially significant case, supported in part by official documentation.

In an epilogue to the book, extraordinary

official documentation is supplied to UFO intrusions over Kirtland Air Force Base in August 1980, when a UFO hovered near the Manzano weapons storage area - the largest storage site of nuclear weapons in the world! (See further footnote).

The authors conclude:

"The U.S. government is convinced that UFOs are a serious matter. It is only through a concerted effort by the world's brain-trust that UFOs can be dealt with effectively...almost surely leading to the revelation of new truths".

While differing imputations can be drawn from the evidence given in "Clear Intent", it can be said that it is a book well worth being read by anyone who has an interest in the subject.

Alternate interpretations of CIA involvement, the Iranian incident and the intrusions over SAC bases in 1975, are available in Phil Klass' debunking book, "UFOs - the Public Deceived". The reader should compare both book's treatments of each of these themes. I came away feeling that the SAC base intrusions did involve something extraordinary, despite the ambiguous nature of some of the observations. In "Clear Intent" we have more detailed accounts of eyewitnesses to some of these observations, where Klass dwells on the ambiguous FOIA documents. In fairness to Klass, the witness testimony was ostensibly not available at the time of his writing. I was also left with the impression that much of the activity of the SAC bases fell within activity designed to test the nature of base responses. That sounds like prosaic "foreign" incursions. The evidence is not explicit enough to confirm more exotic possibilities. I found Klass' contortions of reported facts in the Iranian case somewhat untenable, although some of the official documentation conflicts with newspaper accounts, but this is nothing new and, I suspect, one should rely on the military documentation rather than the media reporting. With regard to CIA involvement, I feel the real situation lies somewhere between the positions adopted by Klass and the authors of "Clear Intent". (See footnote).

BOOK REVIEW

Whatever your opinion of the implications of the information contained in "Clear Intent", it is certainly of considerable value to have much of the official documentation before us so that more open, and substantive, debate can occur. The time for secrecy has passed. The need for substantial scientific investigation should now be our clear intent.

FOOTNOTE TO REVIEW:

The authors quote a March 22, 1950, FBI memo referring to crashed "saucers" and dead "aliens" and then add: "A spurious report or a top security matter? We don't know". The memo surely relates to "Dr Gee's" infamous Denver University lecture re the New Mexico "saucer" crashes. It was widely publicised in the Denver Post on March 9, 10, 12, 16 & 17, 1950, and became the basis of Frank Scully's best selling book, "Behind the Flying Saucers" (1950). The book was subsequently discredited. The theme of "crashed UFOs" and "dead aliens" has, however, been resurrected by Len Stringfield and others. As the

content and dates coincide, there can be no doubt that the 1950 FBI memo is not referring to a separate tale. The memo has gained a level of notoriety that it in no way deserves, principally because it came from FBI sources. Secretive clandestine and official sources are not always the most direct path to the truth.

FOOTNOTE TO KIRTLAND AFB 1980 REPORTS:

FSR recently carried reproductions purporting to be authentic government documents (specifically documents No.1 & 4) referring respectively to radar jamming and alleged covert UFO projects carried out by NASA - namely Project Aquarius. These two particular documents did not emanate from official circles and their validity is in question. One refers to HQCR44 as being relevant to covert UFO research but this appears to be a Classification Rating (CR) relevant to nuclear weapons which is certainly relevant to the Manzano weapons facility. Therefore, caution is required with these documents until such time as their contents are verified as hoax or authentic.■

OBITUARY

It is with sadness that we note the passing of George Hume who was involved with the Perth UFO Research Group (PUFORG) for over twenty years. Within PUFORG, George held the roles, at different times, of President, Sightings Officer, public relations man and photographic expert. George was dedicated to his work and arranged exhibitions and gave lectures. George was held in high esteem by his colleagues. We extend our sympathy to PUFORG. Ed

AN A TO Z OF UFO EXPLANATIONS

Due to a lack of space in this issue, we are unable to bring you the next installment of "An A to Z of UFO Explanations". However, this informative series will continue in the next issue.

