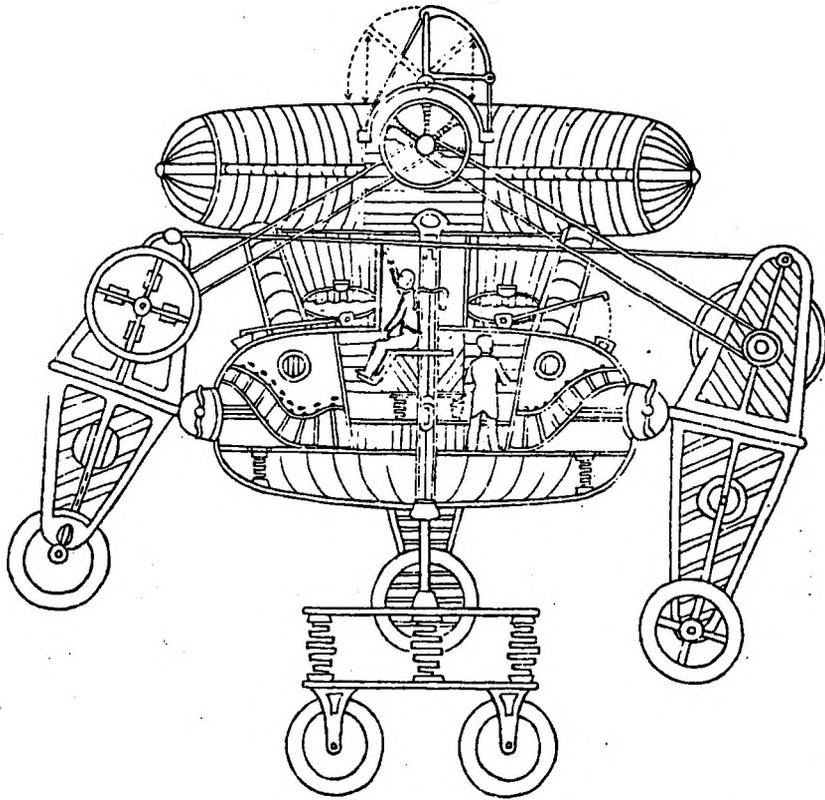


RICK HILBERG'S



UFOMation



P. G. Navarro

An "Aero" (see page # 16)

A FEW WORDS BEFORE THE "UFO INFORMATION"

What you are about to read is a collection of some of our favorite UFO cases and articles. After doing two recent publications on specific UFO "flaps", we thought that we would take a short break from the intense research needed to bring such publications into print and engage in a purely "fun" project.

That is what you now hold in your hands - a look at some of our "pet" tidbits from times past. We hope that you enjoy them as much as we did putting them together. We can promise that we will "get serious" in time to bring out a comprehensive look at the 1966 "mega-flap" for a mid-2003 release.

We lovingly dedicate this publication to the late Ron and Kay Pontius, Carol's parents, and two of our greatest supporters over the years.

Rick Hilberg
September 8, 2002

MAN FOUND DEAD NEAR UFO LANDING SITE

A 62-year-old Stanton, Michigan man was found dead in a field east of that city Sunday evening August 17, 1975, only minutes after a woman said she saw a UFO land in the same field.

In a bizarre episode, Montcalm County Sheriff's deputies say they received a call at 10:22 p.m. Sunday that Lee L. Barger of East Stanton Road was found dead of an apparent heart attack. He was found in the field at Tow Road and Michigan 522.

Minutes later, Mrs. Harvey Waldron of Waldron's Saw Mill phoned police saying that she had spotted a UFO landing in the same field.

"She stated that it was a large, round object with multiple-colored lights," deputy Harry Emmons said. "We don't know whether there is any connection with this or what, but it seems funny.

"It seemed such a close time element that it's something that could have been," he added. However, he added that there were no other witnesses to the alleged UFO report.

Monday morning added another incident to the puzzle, when a dead dog was picked up in the same vicinity by workers of the Montcalm County Animal Control office. The dog apparently died the night previously and no marks resulting from an injury were found. 1

YOURS TRULY HAS A UFO SIGHTING

Not too many people in the UFO field know it, but I am an active railroad historian and railfan. Consequently I spend quite a bit of my spare time down at the tracks watching and photographing trains. I'm usually there in company with my train-loving grandson, Jeremie.

Thursday, June 17, 1999 was one such example. We were down at the Norfolk Southern and CSX tracks on Depot Street in Berea, Ohio, just about a mile or so from our home. It was a beautiful day, 65°F with scattered clouds, light and variable winds and a gorgeous "Carolina Blue" sky.

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Rick Hilberg's *UFOMation* is published by UAPA, 377 Race St. Berea, Ohio 44017. September 2002. Editor - Rick Hilberg. Managing Editor - Carol Hilberg. Inside back cover art - Benita C. Owens 1933 - 1998. UAPA Founder - Allan J. Manak 1933 - 1999.

We were parked facing north not far from the now-abandoned Berea Tower (my uncle retired from there after many years of service as the first trick operator), a real hot spot for train watching action.

At approximately 9:35 a.m. during a lull in the action, I happened to glance up and observed what I first thought was an aircraft about 50° up in the northern sky, traveling generally east to west. Our location was less than a mile due south of the outer boundaries of Cleveland Hopkins Airport, so aircraft at all altitudes are the norm for this location.

After first thinking that it was a passing aircraft at a moderate altitude of perhaps 25,000 to 30,000 feet, I was struck by the fact that I couldn't make out control surfaces of any kind on it. The almost perfect viewing conditions that day made this fact seem very odd. I can always make out some sort of control surfaces on normal aircraft.

The more I thought about this, the more excited I became. After about a minute of observing, I got a small pair of opera glasses that I keep in my car's glove box along with a small 110 camera that I keep for recording "grab shots" of trains when I don't have my 33mm camera with me (I wish I had it that day!).

Anyway, through the opera glasses I observed an intense white lenticular-shaped object, like a disk seen on edge. With the glasses I also observed a medium reddish color, a sort of glowing effect, although steady, at the rear of the object.

At this point I grabbed the 110 camera and exited the car to get a shot. However, by this time the object was beginning to be lost to sight, possibly having made a course change toward the WNW. I managed to take two photos, but since the object only appeared to be 5mm long at arms length, the small format of the 110 camera makes me doubt if a useful image will show up on the negative. If it does I'll update you in our next issue. (As I feared, nothing showed up on the photographs.)

The "whatzit" was lost to sight at approximately 9:38 a.m. It was completely silent at all times, and passed behind several puffy cumulus clouds I estimated at being 5,000 - plus feet in altitude. If only I had the better camera with me! 2

SOLUTION TO SOUTH AMERICAN CASE?

It's time to go to the mailbag and share some recent fascinating letters with those of you in Readerland. First off, is this recent missive from Bill Howard that offers the following possible solution to an alleged South American UFO encounter:

While reading Jenny Randle's book *The UFO Conspiracy, the First 40 Years*, I came across an encounter case in chapter 15 entitled "South America - 1967." As I reread the case, whistles sounded and red flags went up in my mind. I had read this somewhere before! But the somewhere eluded me. It was very familiar, almost personal. I just couldn't put my finger on the source.

On page 97, Ms. Randle reports an encounter by a 12-year-old boy named Fabio Dennis of Belo Horizonte, Brazil. The encounter took place in an empty soccer field located on the grounds of a hospital. The boy was cutting across the empty soccer field as he had done many times before, on his way to catch a bus to go home to his supper and family. Then enlightenment struck me, and I remembered where I had read it before. It was right out of the script for the movie, *Earth versus The Flying Saucers*.

Ms. Randle gives us a very detailed description of the saucer and

its occupants on page 98 of her book:

"A 'screen' that could be seen through (perhaps a 'force field of some kind?') (sic) dropped like a canopy around the thing. Visible through this was a 'door' that had appeared out of nowhere and slid upwards on the column. From there two figures were emerging.

"Two entities were six feet tall, but looked human. However, they dressed in one-piece 'diving suits' of a greenish material, with the almost obligatory balaclava helmet hiding all of the face, except two very large eyes staring out...

"One of the aliens carried a bulky, tube-like implement in one hand. He went off in a circle around the base of the object. The other had a small 'probe' sticking up out of the top of his helmet and 'spoke' to the boy (although this may not have been verbally.) The 'voice' spoke perfect Portuguese, and said, 'Don't run away! Come back!' Fabio admits that he was on the verge of escape and had turned to begin his run, but the creature then added, 'Appear here tomorrow. Otherwise we will take your family.' This threat, not surprisingly, terrified the youth."

After this sentence both of the strange figures got back into the base of the object and the door slid shut. The curtain also disappeared and the UFO commenced a slow vertical climb. Fabio took the chance and ran straight to the bus stop.

Keep in mind as you read the excerpts from the script of the movie, that the UFO rested on a pillar, (this gave it the appearance of a mushroom), the three "beings" exited out of a door in the pillar, and there was a force curtain of some kind. The beings got back into the doorway in the pillar, the force curtain ceased and the UFO flew away.

Starting on page 37 of the script we read:

EXT. TOP OF ADMINISTRATION BUILDING - DAY

96H-PP CAMERA FOLLOWS saucer as it glides over top of building. It hovers and starts to extend its round stem to the ground...

Page 38

EXT. SKYHOOK - DAY

101 MEDIUM CLOSE SHOT STEM OF SAUCER

H-PP A doorway in the stem opens.

102 FULL SHOT SAUCER

H-PP Three S/M, dressed in one-piece suits and helmets, emerge. A field of force can be seen around and especially under the saucer.

Page 39

EXT. SAUCER-DAY

111 FULL SHOT SAUCER AND S/M

H-PP In this view we can see clearly the special effect that creates a sense that there is a field of force around and under the saucer which protects saucer and anyone under it. The space under the saucer and the stem will look slightly distorted as though heat rays were pulsating there. We see and hear explosive shells from the gun explode as the two other S/M go after him to drag him back.

Page 40

EXT. MAIN BUILDING SKYHOOK-DAY

116 FULL SHOT S/M #4

H-PP Coming out of door of saucer stem. He slowly raises his arms from vertical to horizontal, then together. Second S/M comes out.

117 CLOSE SHOTS S/M #4 TWO ARMS TOGETHER

H-PP as two electrodes emerge from his ball-like hands and he brings the two tips together. A spark flashes out with visual effects. Field of

force is visible in over-all scene.

The similarity between what the boy saw in Brazil and the script is obvious. The 12 year period between the release of the film and the report may be due to a re-release of the film in the South American market. It would be interesting if someone would look into the records of the cinemas in Belo Horizonte and see if *Earth vs. The Flying Saucers* had played there within two years of the reported encounter.

In the movie, the arms of saucer occupant #4 as he fires on the Sky Hook defenders look like big tubes, this could have caused the boy to report an alien carrying a big tube.

There it is readers. The probable cause of this sighting was the over-active imagination of a 12-year-old boy after seeing a movie which made a very big impression on him. 3

FLATWOODS, WEST VIRGINIA REVISITED

The Friday evening of September 12, 1952 was a typical pleasant late summer one. School was back in session, much to the disgust of most school age children since the beginning of formal education. The country was experiencing a presidential election campaign between Illinois governor Adli Stevenson and a former army general named Dwight Eisenhower. The "police action" going on in far-off Korea was receiving much play in the newspapers, as well as on that new medium called "television."

Just before dusk that evening in many parts of the Eastern Seaboard, many people would call the police and newspapers to report what appeared to be meteors streaking through the twilight sky.

On that evening at about 7:30, a group of boys were playing football at the local elementary school in the small town of Flatwoods, West Virginia. Suddenly, the athletic activity was interrupted by the passage of a bright object flying through the sky. Some of the boys described the flying "thing" as looking like "a silver dollar going through the sky" trailing what looked like fire. Whatever it was seemed to land on a hill located on the Bailey Fisher farm. One boy said that before it landed it flew low, just above the hilltop and hovered briefly, and looked somewhat "like a door falling down flatwise."

After it fell, several of the young people said that the intruder still glowed and pulsated at regular intervals from atop the hill.

They decided then and there to have a look-see at what this aerial intruder might be. They walked up to the railroad depot and around the road that would lead them to the landing area. While on the road they passed the home of Mrs. Kathleen May, and after telling her what they were up to, she decided to join them. At that time the party of explorers was complete. Besides Mrs. May and her two young sons Eddie and Theodore, the group consisted of a 17-year-old national guardsman named Gene Lemon, and youngsters Ronald Shaver, Theodore Neal and Neal Nunley.

As they approached the spot some 300 yards or so above the Fisher farm house, they began to notice a fog or mist atop the hillside as well as smell an irritating and nauseating odor that several of the party described as "metallic." The first thing they saw as they climbed the hill was a large globular mass down over the hillside to their right. "It was just like a big ball of fire," Neal Nunley said, and seemed to be pulsating at regular intervals. While all seven didn't notice the big ball of fire, as Gene Lemon was leading the way with flashlight in hand, he said that he sighted a pair of eyes glowing through the fog, somewhat

like the eyes of an animal such as an opossum caught in a tree.

It was at this point that all seven of them saw the thing behind the glowing eyes. It was in the shape of a manlike creature with an oversized head of an orange fire-color. They figured that it was at least 10 or 12 feet tall, as "it" was standing under the limb of a large tree that was 15 feet off the ground, and said that its eyes protruded and seemed to throw off beams of light. They described the body as of a dark green color, Mrs. May thinking that the green seemed to fall in clothing-like folds or pleats, and that the creature had small claw-like hands extended in front of it. Whatever it was, it seemed to be heading towards them, either shuffling or gliding along.

After Gene Lemon got a look at the hideous form looming ever closer, he dropped his flashlight and ran for his very life down the hill, followed by the other six trekkers. No one bothered to look back.

Mrs. May ran to a nearby home and notified the Braxton County Sheriff's Department as well as the state police. However, Sheriff Robert Carr was over in nearby Frametown checking on the reported crash of an airplane, an airplane that was never found and very well may have been the flying thing sighted by the witnesses in Flatwoods.

The first outside person on the scene to investigate was Ace Lee Stewart, Jr. who was the editor of the *Braxton Democrat* newspaper from the county seat of Sutton. By the time Stewart arrived it was too dark to see much of anything, so he concentrated on interviewing the witnesses to the frightening event.

The Lemon boy was so overcome by the experience as well as the nauseating stench at the site of the "monster" that a doctor was called to administer medication. The other members of the party were similarly affected, but not to such an extreme extent as Lemon.

At about 7 a.m. the next morning, Stewart went again to visit the scene. He said that the grass was waist high on the hill and that there were two wide skid marks about 10 or 12 feet apart and each about 10 yards long, and that the grass was trampled at each end. Bending down and getting close to the ground, he was able to smell the strange odor. He also noted that there were some spots on the grass in the area that appeared to be grease or oil. He speculated that these spots could have been caused by the Fisher tractor, but later found out that the hill was too steep for it to be used at that location.

There the whole matter rests, now some 50 years later. The town is still a small one, almost frozen in time. A new elementary school rests on the site of the old one in use in 1952, otherwise things remain much as they were. The hill where the seven searchers saw the hideous "thing" is now owned by a local doctor who is constructing a large castle-like home on the site of the encounter. On a 2001 trip to Flatwoods, a locked gate barred us from climbing up to the construction site.

What did these simple folk see? Was it a meteor the children thought they saw "land" on the hill, and the rest being the result of the power of suggestion? Or did "something" from "somewhere" intrude into the lives of seven rural West Virginians?

We will probably never know for sure. 4

THE "KYW PHOTO" - by Allan J. Manak

(See cover) Back in the 1960s Cleveland was unique in having a weekly radio program devoted to the UFO mystery. KYW radio, a 50,000 watt clear channel station, was host to radio personality Harv Morgan's "Ufology Roundtable" every Thursday evening from 9 to 11 p.m. Local and

national UFO experts were able to reach interested persons in 38 states as well as many parts of Canada.

One Thursday evening in September of 1963 while I was appearing with another member of the Cleveland Ufology Project, Harv presented me with a letter and photograph, and asked me for my opinion. Needless to say, the photograph had me flabbergasted! I said that I would try to have the photo enlarged and analyzed, and report back on what I could find out.

The next Thursday I reported the following to Harv and his many listeners: The envelope was postmarked Orrville, Ohio and showed what looked like a classic disk-shaped UFO over a cornfield. Analysis indicated that the photo was taken at about either 8 a.m. or 4 p.m. The object seemed to be metallic and approximately 30 to 40 feet in diameter, and located an estimated 2500 feet from the camera. Obviously, these estimates ruled out the possibility that it could have been a model or some type of toy.

The other panelist on the program that evening was Clevelander Earl Neff. After questioning by both Harv and Mr. Neff, I explained that two different professional photographers, Donald Brill and George Shuba, enlarged the original photograph until it was out of focus, so certain facts about the image could be determined. I also told them that the photographers in turn had a scientist in the field of optics, as well as an experienced photo analysis technician view five different copies of the photograph of varied enlargement sizes and contrasts.

After the program had concluded, Mr. Neff asked me to drive him home. As we chatted during the drive he asked me if he might have some prints of the photo, and I promised to mail some along to him the next day.

Two weeks later, at the monthly meeting of the Cleveland Ufology Project, Neff, who was then chairman of the group stated that he sent his copies of the photo to a UFO group in Akron, and that they believed it to be a hoax. Their reasoning was that they claimed the photo was stained, and also that there were unusual scratch marks around the object that they felt were on the original negative.

However, the facts are that the photograph received by KYW was the one I took to the photographers, and therefore the negative that they made was a second generation copy. Neff's friends in Akron made a *third* generation copy, and that copy was the basis of their negative conclusion. As you can see from the second generation reproduction on our cover page, there are *no* stains or scratches on the image. Very curious!

Unfortunately, the witness to this case never came forward, so his or her identity remains unknown to this very day. 5

A 1943 CLOSE ENCOUNTER

The name of the witness to this case is on file with us.

The event occurred at 9:50 a.m. on April 5, 1943.

The entire thing began and ended in less than a minute and a few seconds. Writing of it has consumed a few days. The impression left is indelible.

A few days before the experience I'd been chatting with some of my brethren at our Long Beach, CA, Air Corps Ferry Command base. Some had heard a rumor that Lockheed was designing an experimental pursuit plane that would astonish all because it was without a propeller. All of us agreed that the rumor was no more or less stupid than what we normally heard. There was a war going on, so what else was new?

At the time I was a primary instrument flight instructor. My students at the moment were a man with great aptitude who later became a prominent CAA manager; a student so poor he literally flopped around the sky; our base ferrying-order chief Larry Schwartzell, and two others who would require second attempts before they would earn their Army Air Corps instrument tickets. One, Rex Mays, who'd won the Indianapolis race twice, seemed to have no imagination when it came to interpreting flight instruments.

One of my first students that day faced a blind takeoff on primary instruments. He was unconcerned that the actual weather was 200 feet with an eighth of a mile visibility. This weather was considered normal for Long Beach when the marine layer burgeoned.

After a nice takeoff and climb through the cloud deck, we spent about 40 minutes at 5,000 feet cruising back and forth on the southeast-northwest legs of the Long Beach low frequency radio range.

Above the clouds the visibility was unlimited. I could see cumulus forming behind the Sierra Madres.

After grading the student's path along the range legs and over the "cone of silence," I looked up and east toward distant Santiago Mountain. I'd thought I had seen a flash of light. Peering intently, I saw an aircraft in a moderate dive almost aimed at our BT-13 with a perfect interception angle.

Not wanting to disturb the student, I prepared to take evasive action if needed. The craft coming at us appeared to be painted an international orange and was now about to pass on our left side.

Unable to determine the craft's make or model, I knew it was unlike any airplane I'd ever seen. As I studied it, I was shocked to see it make a decidedly wobbly turn that quickly aligned it off our left wing in instant and perfect formation.

"Come out from under the hood," I ordered my student. "I think Lockheed's new airplane is flying formation with us!"

He immediately flipped the cloth hood back and both of us stared hypnotically at the strange "airplane" holding a precise formation with our Vultee trainer.

Instinctively I reached for my ever-present camera hanging on the oil-dilution control. But realizing I could get in trouble photographing a secret test plane, I replaced it.

The thing flying alongside us defied rationale. I'd noticed that its turn appeared totally independent of air-reaction but that when it was off our wing, the adjustment to our altitude and course was perfect and instantaneous. Its position with us was held as if an iron bar had been welded between the two.

No question, its color was a radiant orange, which appeared to shimmer in the bright sunlight. As we watched, its aft end made a slight adjustment and it shot away from our position, disappearing in a climbing turn toward the ocean. Later, both of us agreed that it was gone from sight in two seconds.

After the flight and awaiting my next student, we chatted idly about the exotic craft. We agreed on several aspects: It was orange in color but changed to white when it accelerated. We hadn't seen any openings or glass indicating a cockpit. It definitely did not have a propeller or any other type of propulsion that we could determine. And when we discussed its probable size, my student pointed out that never having seen its likes before and that it was round, its size was difficult to

guess. If it were ten feet in diameter, it would have been 35 to 50 feet off our wingtip. But if it were 50 to 75 feet in diameter, it would be a hundred or more feet away.

He was certain it was circular. I felt it leaned more toward the elliptical. We agreed that it had a round hump amidships topside and a smaller duplicate on its underside.

When I used my pocket computer and attempted to determine its speed I came up with a reading of 7,200 mph. My student agreed to the computation and remarked that the war would be over as soon as Lockheed got the craft into production.

We then went on with our lives as if nothing unusual had happened. Trying to recapture the details of an event that had consumed less than 90 seconds kept my thoughts occupied. I drew a pencil sketch of the craft's profile to confirm my opinion that it had been designed and built of parabolic curves rather than compass-drawn arcs. I could not reconcile its wobbling flight nor its sudden and unbelievable acceleration.

As time passed, the mystery deepened because Lockheed produced only the P-38 pursuit. (The P-80 jet first flew on Jan. 8, 1944.)

After WW-II ended, all of us busied ourselves with restructuring our lives. Then, in the newspapers and on radio, burst a story about a Washington State pilot named Kenneth Arnold who witnessed a flight of saucers near Mt. Rainier as he flew toward the eastern side of the Cascade Mountains (June 24, 1947). It was only then that I realized what my student and I had seen.

After Arnold's report, "Flying Saucer" madness swept the world. For anyone then to admit witnessing such a machine was to court ridicule. As I went to work for the CAA at Seattle's Boeing Field GADO about this time, I decided it would be folly to relate my experience. But in my thoughts, a clear statement evolved: I'd seen a flying machine that was light years in advance of anything on Earth. I'm not easily fooled by flying machines and their IDs. I knew I'd witnessed an intelligently flown and deliberately aimed machine. It was not a cloud, an ionized chunk of gas, a planet shining on high, or a figment of imagination - mine or my student's. Therefore, I was forced to accept that what we'd seen was real. 6

NEW HAMPSHIRE DRIVER "BUZZED" BY STRANGE OBJECT

This fascinating case happened on March 3, 1992 and was filed by Maureen Milliken of the Manchester Union Leader in the paper's March 5th edition:

Roger Cross isn't sure what flew over his car while he was driving on Route 3A in Concord Tuesday night, but he knows it was like nothing he has ever seen before.

Cross thinks it may have been a UFO.

And he isn't the only one in the state who saw the huge, triangular object with pulsating lights.

Radio station WNNH in Henniker reported getting "very serious calls" yesterday morning about similar sightings.

Starting at about 6 p.m., people in Claremont, Newport, Bradford, Salisbury, Penacook and Concord, saw what Cross saw, although the other sightings were of something at a much higher altitude, according to Cheryl A. Powell, an investigator for Mutual UFO Network. She said the witnesses were "pretty shook up, but excited."

Cross, of Concord, was on his way to Manchester on Route 3A, near

the Interstate 93 overpass, at about 7:50 p.m. when he heard a sound he still had trouble describing 24 hours later.

"When I first heard the noise I thought I was going to get hit by an aircraft," he said. He pulled his car over and saw a triangular object which he described as "two or three times the size of Rollins Park" flying about 400 or 500 feet above the road.

But he said it was the sound of the object that kept him up all night wondering.

"It's one thing to see something you've never seen before, but hearing a noise you've never heard before is another thing," he said.

The best way he could describe the noise is: "sounding like increasing rain on a summer night on a canvas tent."

Last night, Cross, Powell and others planned to go back to the site to see if there's a return visit.

Cross said it's his "big hope" to see it again.

"Last night I wish I'd had a little more time," he said. "I wish I had time to take it in."

Powell said that two years ago there was a similar sighting in almost the same spot. Last night she wasn't ready to say for sure if Tuesday's sighting was a UFO, but said it merited investigation.

In an interview a year ago, after a possible UFO sighting in Webster, she said cynics should be more open-minded.

"It seems more probable that there's more than we know, there's no reason to doubt it."

Cross, unemployed since September after working at Grappone Ford, has similar feelings.

"Personally, I hope and believe," he said. "They've been around in all shapes and sizes for many years and maybe something good will come out of all of it, like a cure for cancer. Or maybe there's nothing to it. Everyone's entitled to their opinions.

"But there's things our thoughts can't conceive of." 7

MORE ON THE MIB

To those of us who were active ufologically in the 1960s it's hard to forget the tremendous number of "Men In Black" cases that were reported from about late 1966 through 1968. Some may call them paranoia, but we ourselves were actually mixed-up in such a case in early 1968. In fact, it became part of one of our best-selling booklets of all time for our UFO Magazine Publications.

Anyway, the following account is by Paul Greenberg of the L.A. Times Syndicate with a dateline of May 4, 1992:

A professor of humanities and folklore at New York's Julliard School by the name of Peter Rojewicz didn't tell anybody about his encounter with the Men in Black for years - for fear of how people would react. The professor says he was reading quietly in the University of Pennsylvania library when his Man in Black descended on him - literally: "He sat down, like he had dropped from the ceiling - all in one movement..." and proceeded to talk about flying saucers. He was gaunt, pale, about 6-1, 140 pounds, and wore a black suit, black shoes, black string tie and a bright white shirt, according to the professor.

The solemn visitor proceeded to get miffed when the professor said he wasn't sure he was interested in UFOs. "Flying saucers are the most important fact of the century," the sinister figure screamed, "and you are not interested?"

"I tried to calm him," the professor recalls. He evidently

succeeded because the Man in Black left in the same singular way he had arrived, but not before putting his hand on the professor's shoulder and saying, "Go on with your purpose."

One of the professor's purposes since his close encounter of the strange kind has been to seek out others who have had experiences with the Men in Black. Such meetings turn out to be numerous. He calls it the "MIB experience" and says hundreds, perhaps thousands, of others have encountered the visitors, often in sets of three, and mostly after sightings of UFOs. Now that his researches are being widely reported, we have this not-so-erie feeling that even more MIB experiences will be recounted. Psychologists call it the power of suggestion. Maybe a better name for it would be consciousness lowering.

I myself once encountered an MIB at the front door of the house distributing Bible tracts. He did not seem threatening, although his grammar was imperfect. (Only if his grammar had been absolutely perfect would he have seemed alien in American society.) Prof. Rojcewicz says the MIB phenomenon can be traced back to biblical times.

Well, Genesis does describe Abraham "as he sat in the tent door in the heat of the day; and he lifted up his eyes and looked, and, lo, three men stood by him..." but the account doesn't mention the color of their garments. These three visitors didn't seem angry or threatening, as modern MIB are often described, and they even had a sense of humor. They told some improbable story about their host's nonagenarian spouse having a baby. (Father Abraham himself was no spring chicken at the time.)

If these were MIB, there were only two of them by the time they made it down the road to Lot's place. We know a guy who once got into a poker game with three men in black in the Army; it was not a profitable experience. It was more like Hobbes' view of life in a state of nature: poor, nasty, brutish and short.

According to the professor, "The Men in Black are part of the extraordinary-encounter continuum - fairies, monsters, ETs, energy forms, flying saucers, flaming crosses..." MIB usually come in threes, he adds, although they have been spotted in twos, fours, and ones. These days they may be carrying briefcases, another detail missing from the sketchy account in Genesis.

You can be sure somebody is working on the screenplay. Has Steven Spielberg heard about this? Or is he responsible for it? What great pre-release publicity this research would make for an other-worldly flick. I see Jack Nicholson, Jack Nicholson and Jack Nicholson in the title role of MIB, Gregory Peck or maybe Anthony Quinn as a contemporary Abraham, Meryl Streep as a spry Sarah, with the voice-over a good imitation of the late John Huston's, only with a little more of the stained-glass quality. Can't you hear the story conference now? "So these three guys drive up to Abe's sheep farm in a Porsche, see..." It's enough to make you squirm even before the MIB arrive.

I happen to prefer my angels, like my tennis players, in regulation white but there's no dictating modern taste or the lack of it. Even the most respectable tennis courts are a riot of color. It's part of the Geraldo-ization of American taste. Then again, MIB may not prove as benign as angels; you might prefer meeting them in the Penn Library than in a dark alley.

Oops, excuse me. I'm told there are three gentlemen out in the lobby waiting to pay me a call - and that they look like they've just come from a funeral. 8

RESEARCHERS CLAIM ISRAEL IS UFO "HOT SPOT"

Daniel Brynberg filed the following feature from Jerusalem on March 31, 1996:

On Sunday, Jan. 8, 1995 Herzl Ksantini was relaxing at home with a buddy in a small farming community in central Israel. "It was an ordinary evening on our *moshav* (village)," he says, "until suddenly, at 9 p.m., the house began to shake. It was like an earth tremor."

Ksantini opened the front door to investigate and came face-to-face with a three-meter "monster". His friend tried to peek out through a window in the kid's bedroom, but was thrown to the ground. Half a minute later, the "monster" was gone.

The 42-year-old Ksantini, married and a successful businessman, speaks calmly and convincingly of a "mud-colored monster, with long legs and no arms," and recalls lights shining from its head. He makes no claim that it was extraterrestrial. "All I know is that it was too big to be a man," he told the *Jerusalem Report* on the anniversary of his encounter, "and it wasn't a horse, camel or any other known animal."

Ksantini and his friend sat frozen with fear for 20 minutes. They then called the *moshav* security head, who in turn phoned the Border Police. By early the next morning about 30 officers were scouring the area. They found no aliens - but did find "deep footprints" which were tracked for some 8 kilometers. While skeptics claimed these were camel tracks, Israel's small but enthusiastic UFO community swooped down on the sleepy *moshav* of Yatztiz and proclaimed it the site of the latest visitation.

Over the last decade, hundreds of Israelis claim to have had close encounters with alien beings. Their experiences range from mere sightings of UFOs or their "crop circle" landing sites, to actual communication - with several claimed abductions.

American-born Beit Shemesh resident Barry Chamish, a self-professed ufologist, says "Israel is recognized as an international UFO hot spot - with an unsurpassed quantity and quality of evidence."

In January 1995, a crew from Paramount TV's "Sightings" program came to Israel to film an episode - and ended up with enough material for three, two of which have aired to a global audience estimated at 60 million. Ufologists are at a loss to explain the lack of sightings in Israel's near neighbors - it is as if the aliens, unlike most earthlings, are aware of Israel's borders.

One explanation offered is the Divine. Israel ufology divides into the majority rationalist and minority mystic camps. The mystics have no doubt as to the reason for the prevalence of sightings in the Holy Land: The angels of the Bible are returning. Mystics have constructed elaborate theories based on biblical and cabalistic texts to support their contention that the "miracles" of the Bible - such as the pillars of cloud and fire that guided the Israelites through the wilderness are actually descriptions of alien encounters.

Most recently, ufologist Hadassah Arbel has proffered a theory linking Kadimah, a *moshav* in central Israel where a number of encounters have been reported, with *Kedmah*, a biblical word for eastward, associated with the coming of the Messiah. Rationalists counter by pointing out that, with minimal effort, almost any biblical passage can be interpreted as an encounter narrative.

Nachman Ben-Yehuda, associate professor of sociology at the Hebrew University, first looked at the UFO phenomenon when studying in the

United States. He explains the recent spate of sightings as manifestations of "diminishing security tensions." Accordingly, he sees Israel becoming "more and more like West Europe and America, witnessing more science fiction, more cults. People are becoming more aware of themselves and their experiences."

Not all the action has been in the last decade: Claims of Israeli UFO sightings date back to the 1950s. Avi Greif, head of the Israel Center for UFO Research, says that "considering the size of the country, the number of encounters, particularly of the second and third kind, is remarkable."

World attention has been sharply focused on Israel by a recent flurry of extraterrestrial activity.

The most recent was Ksantini's "monster." Before that, between March and June 1993, five women claim to have had one-on-one encounters with aliens in Kadimah - and each has furnished similar descriptions of a "2.5 meter (7-foot) tall, bald, gray alien being, with an oval-shaped face, glittering eyes and a small dotlike nose."

All five Kadimah incidents were marked by "crop circles," taken to indicate spacecraft landings, in back gardens.

The other encounter occurred in September 1976, when a series of sightings over Haifa's Shikmonah beach, culminated in a spectacular explosion that scorched the sand in the shape of a spaceship.

Tens of thousands of residents came to see the unique "alien signature." Avi Greif says the site was unusually magnetic and contained high concentrations of zinc.

Other local encounters of note include the Nov. 6, 1991, "visitation of a giant" to the home of Beit She'an police officer Yitzhak Mordechai, which resulted in a six-hour chase involving 300 soldiers in jeeps all the way to the Jordanian border.

The being is said to have stopped at the border fence, and disappeared.

On the night of Jan. 24, 1992, a UFO was sighted along the length of the country, from the Galilee to Eilat, triggering hundreds of calls.

Tel Aviv University astronomer Elia Leibositz is skeptical about the new rash of sightings. "I'm sure they see something," he says. "The question is the meaning people give to what they see."

Nachman Ben-Yehuda warns that "Ufology is simply plagued with fraudulent reports, forgeries, unreliable witnesses - you have to shed a lot of rubbish to get even a kernel of evidence." But he recognizes that "you don't have to be a crackpot to believe in UFOs." He points to DNA code-cracker and Nobel Laureate Francis Crick's last book, *Life Itself*, which argues that DNA was brought to Earth by a rocket from another world.

Indeed, there is a growing academic respectability being given to UFO studies.

And the U.S. government is now conducting the biggest-ever search for extraterrestrial life through the 5-year-old global META (Megachannel Extraterrestrial Assay) program, simultaneously scanning over 1 million frequencies for any signs of intelligent communications - so far with no results. 9

LIGHTED OBJECT SPOTTED IN SOUTH CAROLINA

This November 9, 1993 incident was reported by staffer Doug Mauldin of the Rock Hill Evening Standard:

Ed Davis looked up in his back yard late Tuesday night to see a

strange pattern of lights hovering over a tall pine tree.

He sensed something mysterious was in the dark sky. "It looked like a string of lights 4 or 5 feet long and some in the middle going straight up," said Davis, a 56-year-old insurance salesman and tax consultant. "It moved off to the left real slow, then straight up, then sliding toward York real slow."

He quickly telephoned his wife at her job in Kings Mountain, NC. She told him, "Get my puppy in."

Davis said whatever the phenomenon was - call it a UFO or whatever - it didn't make noises like an airplane or helicopter.

The York Police Department reported receiving no calls about an object in the sky at that time and officials at the FAA in Charlotte said nothing unusual showed up on radar that scans the area.

Davis said he spotted the lights hanging over a 60-foot pine tree behind his house on Giles Road when he went out to his office in a small utility building about midnight.

The lights were about 130 feet away, 15 feet above the tree. He thought it was a reflection from street lights in his eyeglasses until he removed them and saw the lights were real enough.

He called to his stepson, Raymond Owens, 28, inside the house, who came outside to find out what was going on.

"He said, 'God, Ed, what's there?' I said if it can't be identified, it's a UFO. I don't know what it was, but I told Raymond it had to be a UFO."

In the excitement, Davis said he forgot to get the family video camera and also ignored his wife's request to take their pet chow chow dog, Kimo, into the house.

Besides, he said, there was nothing to film. He could see no form or shape against the sky, just the blazing white lights in the cross-like pattern and an eerie silence. It moved away slowly, stopping occasionally, before disappearing like a plane flying to the horizon.

"I never thought anything about being afraid. I just wanted to find out what it was and thought some others might see it too."

Davis is not sure UFOs exist. "I think there has got to be something out there, but I've never thought much about it." 10

"FLYING PARAMECIUM" SPOTTED IN MICHIGAN

Two north Muskegon educators received a lesson in the unknown late on May 21, 1998 when something they can't explain drifted over a remote area of northern Muskegon County.

North Muskegon sixth-graders staying at Camp Pandalouan in Blue Lake Township were asleep in cabins Thursday night as principal John Weaver and teacher Michael Schanhals sat outside talking.

About 10:30 p.m., as starlight glistened on a backdrop of clear dark skies, something floated into view above the treetops at the camp, which is in the Manistee National Forest.

"It was huge, it was up there and it didn't make a sound," Weaver said. "It looked like a flying paramecium (a microscopic animal)."

Both Weaver, 43, and Schanhals, 29, said the object was cylindrically shaped. Lights were visible at the front and back, but the middle glowed with a dull opaque light.

"It gave the impression of shimmering, or gossamer," Weaver said. "There was something between the two lights."

Schanhals said he and Weaver watched the object that made no sound for about 15 seconds as it drifted in a south-to-north path.

"It was moving slowly. The lights seemed to be dimming and receding and then we lost sight of it," Schanhals said. "It didn't seem to be solid. It seemed like you could see through it. It was strange."

Weaver and Schanhals said they couldn't determine how far away the object was nor its size. They held their arms out in front of them to frame the object between their fingers. It appeared to be about 3 inches long as compared to their fingers, they said.

"We saw a lot of other things - jets, satellites and planets," Weaver said. "But this thing flew right over our heads. Looking right up underneath, it was shiny."

Weaver said he and Schanhals got a strange feeling as the object disappeared but they continued to watch the sky for its return.

"We had the heebie-jeebies by then," Weaver said. "But we spent the rest of the night, until about 12:30 (a.m.), waiting for this thing to float by again...It was most weird."

Nate McClure, executive director of the Muskegon County 911 Dispatch service, said his operators reported no UFO calls that night.

Still, Weaver said, he'd like some answers.

"I hope we hear from someone else," he said. "I could not explain this one." 11

MR. DELLSCHAU'S AIRSHIP

Over the years, many writers and UFO researchers have speculated on the many "airship" reports from the late 1890s, and whether these reports should be included in the body of accepted UFO reports. Some feel that they are true UFO reports, while others dismiss the whole lot as being nothing more than silly tales to excite newspaper readers of that time. A few people, notably John Keel, have even hinted that possibly some of the reports may have been generated by actual airships, built and flown by one or more secret inventors.

The following article falls into the latter category. I received it in the form of a letter from Mr. P. G. Navarro on July 23, 1970, as at the time I was the Editor and Publisher of UFO Magazine. Mr. Navarro was a very fine UFO researcher from Houston, Texas, and had written many excellent articles regarding reports from the 1890s.

Frankly, the story that will unfold is unusual. It's possible that the activities of Dellschau and his Sonora Aero Club are nothing but the ravings of a senile old man. However, there is just that small ring of the truth in it that makes one wonder. Did Dellschau and his associates really build an airship; and did that craft inspire many of the reports we have on file from that time?

We may never know the answer, but we should investigate every lead we possibly have in order to make some sense out of this baffling mystery.

Dear Mr. Hilberg:

What I am writing to you about may not have anything to do with UFOs, but may have a relation to the "mysterious airship" sightings that I wrote to you about some time ago. This concerns some strange and fascinating books that were recently discovered in a trash dump - how they wound up there no one seems to know but, all considered, this may not have been the most deleterious thing that could have happened to them, since it brought them to light thereby making it possible for us to know about them and of their contents which may prove to be, not only a collection of data and information pertaining to aeronautical developments, but may contain heretofore unknown historical facts of

events that took place in the area of Sonora, California in the 1850s.

From information that I have been able to gather regarding the origin of the books and of the man who produced them, I have the following account to give you, most of which is my own interpretation or conjectures derived from the writings contained in the books, but some of which is veridical information that was obtained from people who actually knew the man when he was still living.

It seems that around the turn of the century, this man, Dellschau by name, who lived in a back room of a house on Stratford Street, in a once-plush residential section of this city of Houston, Texas began to put together into book form, an extensive collection of material dealing with aeronautics, and, from notes and by recollection, to make drawings of strange looking aircraft. This was about the time that the Wright brothers were beginning their experiments with their first aeroplane. In the meantime, Dellschau was making detailed drawings and designs of airships, some of which, according to his writings, were actually built and flown.

His airship designs were like nothing that has ever been seen in the air; unless, of course, you take into account the strange sightings of the mysterious airships that made their brief appearance in the 1890s and then disappeared from the scene - and, like the present-day reports of flying saucers, no tangible evidence of their existence was ever produced to verify the thousands of eye-witness reports. But this was in the 1890s...Dellschau's airships presumedly were designed and have been the progenitors of the airships that were observed some thirty-eight years later flying over the cities of San Francisco and Oakland, only about a hundred miles distance from Sonora? Perhaps they were and perhaps not, but the fact remains that through the discovery of these books and by the interpretation of their cryptic contents there is revealed a strange account of occurrences and events that point to the possibility that a group of scientists or aeronautically-minded intellectuals may have lived and worked together in that far-western mining town of Sonora, intent upon designing and constructing a navigable airship. The question is: if they did construct and fly one of their creations, why wasn't the fact made known to the world?

It is presumptuous enough to believe that Dellschau's airships were actually built and flown, but that a group of men could actually have been engaged in this unusual undertaking and absolutely no mention of their activities, nor knowledge of their organization ever having been noted is well nigh incredible...for there is no record, to my knowledge, of their sojourn in or near the area of Sonora in any historical chronicles of the times. There may, of course, be a valid reason for the secrecy in which the project was carried out. In the first place, they were all members of a secret society. Besides that, it must be remembered that during the early part of the nineteenth century scientists had a penchant for keeping the results of their researches and discoveries to themselves, especially in the field of aerodynamics. Simpler yet, the group may not have wanted their discoveries made known, for reasons of their own - who knows what reasons? There are people in this world, particularly scientists, who feel that since they are able to control or mold some of the environmental factors affecting humanity, that they owe a certain measure of responsibility to their fellow-men, and consequently, if they feel that their ideas or discoveries would be a contributory factor causing death and destruction to humanity, then they

would rather keep the ideas or discoveries to themselves. Isn't it known that Nostradamus, in reading some of the ancient books, decided that some of the things written in them would not benefit humanity and destroyed them?

Dellschau's airship drawings, all carefully done with the exactness and pointed detail of an engineering draftsman include front, side, top, bottom and cross-section views...and, technically you wonder if an actual model of one of the machines could actually get off the ground, much less maneuver up in the air with all the gadgetry and cumbersome equipment with which they are loaded. For one thing, the heavy body of the machines seem to be radically out of proportion to the gas bag, or balloon, which is intended to lift the contraption. Taking into consideration the large amount of gas (actually hydrogen or helium) that is required to lift one of today's dirigibles, or even a small blimp; it is inconceivable that the small quantity of gas that is used in Dellschau's airships would be sufficient to lift it. It, therefore, presupposes that a *different* type of gas from that used in present-day dirigibles was probably used to lift Dellschau's airships. What was this gas?

According to Dellschau, this gas was a substance called "NB" and had the property of *negating* weight. Note that Dellschau, in his notes, states that the gas "negates" weight. He doesn't say that it lifted the weight; but that it "negated" it, or, in other words *eliminated* it. He was, in fact, telling us that this gas was practically an anti-gravity substance.

In view of the existence of such a gas as NB, then the airships, which Dellschau called *Aeros*, although seemingly awkward to manipulate and too heavy to get off the ground, might yet have their feasibility factor. That is, they actually could become airborne by the use of the gas called NB which would give them buoyancy or lift necessary to get them into the air.

In this connection, we come again to the matter of the "mysterious airships" and see if there might be a relationship in Dellschau's mention of this gas that negates weight and the mention of an anti-gravity device or substance by the pilot of one of the mysterious airships.

In my perusal of Dellschau's books, I had come upon a notation in the corner of one the pages, or "plates", as they are designated, in which the name *Wilson* was written. I had been looking at the books with the express purpose of finding that name since I had come to the conclusion that Dellschau, in writing about the things that had happened in those years past had also decided to remember, or "memorialize" the names of those with whom he had worked and been acquainted with by inserting their names somewhere in his books. I was more than mildly surprised, to say the least, when, having looked through practically all the books, of which there are eleven, I came upon the notation reading: "TOSH WILSON AND CO."

Now, I don't know that the first name of the man whose name I was looking for was *Tosh*, but I did know that his last name was *Wilson* and that he was the pilot of an airship that had been seen to land in several places in Texas and Arkansas, and it has also been observed that he had a crew consisting of two or three men and a woman with him.

"Tosh Wilson and Co." naturally, would refer to the pilot or Captain of the airship and his crew, since the crew of a ship is known as the ship's *company*. From this bit of information there seemed to be a very

positive chance that Dellschau might have been acquainted with the "Aeronaut" named Wilson.

The question that concerns us regarding Wilson is whether he possessed the secret of anti-gravity. There is good reason for asking this question, which an account from the newspaper reports of the times, regarding his journeyings will make clear.

It was on Monday, April 19, 1897 that the "mysterious airship", which had been reported seen in a dozen different towns throughout Texas, was seen to land near Beaumont by a Mr. J.R. Ligon. He and his son Charley had driven home at 11 o'clock that night and were unhitching the horse when they saw a light in the adjacent pasture. They went over to investigate and discovered four men moving around a large, dark object, which was an airship. Mr. Ligon talked with one of the men who told him his name was *Wilson*, and that he and his companions were traveling in a flying machine. After getting a supply of water from his house they boarded the ship again and flew away.

Another report of this mysterious airship came from Uvalde, Texas where it was seen the following day, Tuesday, April 20 at 10 o'clock in the evening. It was observed by Sheriff H. W. Baylor, who went to investigate and was surprised to find that it was an airship with a crew of three men. They told him that they were in a trial trip and did not wish their presence known to the people of the town. One of the men gave his name as Wilson and said he was from Goshen, New York. He inquired about one Captain Akers, whom he understood lived in that section. He said he had known Captain Akers in Fort Worth in 1877 and to give his regards. After procuring water at the hydrant in Mr. Baylor's yard, they boarded the airship and took off.

The newspaper made a further investigation of the Baylor report and contacted Captain Akers requesting him to let the public know what he knew about Mr. Wilson. Captain Aker's reply was the following: "Noting that on the airship said to have been seen by Sheriff Baylor in Uvalde, was a man who gave his name as Wilson, who claimed to have known me in Fort Worth, I can say that while living in Fort Worth in '76 and '77 I was well acquainted with a man by the name of Wilson from New York state and was on very friendly terms with him. He was of a mechanical turn of mind and was then working on aerial navigation and something that would astonish the world. He was a finely educated man, then about 24 years of age, and seemed to have money with which to prosecute his investigations, devoting his whole time to them. From conversations we had while in Fort Worth, I think that Mr. Wilson, having succeeded in constructing a practical airship, would probably hunt me up to show me that he was not so wild in his claims as I then supposed. I will say further that I have known Sheriff Baylor many years and know that any statement he may make can be relied on as exactly correct."

On the night of April 21, a Mr. John M. Barclay, living near the town of Rockland, Texas observed the airship which landed in a pasture adjacent to his house. He went over to investigate and was met by an ordinary mortal who would not permit him to approach nearer the ship. When Mr. Barclay asked who he was and what did he want, the man answered: "Never mind about my name, call it Smith." After obtaining some things they needed for the repair of their ship, they again boarded the air craft and flew away.

About two hours after the Barclay contact, an aerial visitor settled to earth at Harisburg, Arkansas. It was reported that there were three

men and a woman on board. They were taking on a supply of fresh water. One of the men talked with the witness (a Mr. Harris, who was an ex-Senator) and told him a story containing some information regarding the possible method by which the airship was made airborne. It referred to a scientific invention made about the year 1871, by which the laws of gravitation were entirely and completely suspended. The inventor was the Aeronaut's uncle. When his uncle died he left the invention locked in a vault, from which, after a lapse of about nineteen years (about the year 1890) he was able to secure it, and having plenty of money at his disposal, had devoted his time and talent to experimenting. Finally, after having experimented for seven years he had eventually succeeded in developing and constructing an airship, which he was then testing. (This would have been about the year 1897, the year of the airship sightings in Texas and Arkansas). He stated that he flew his airship only at night to keep from being detected, as he was not quite through experimenting with it. According to his account, he was able to suspend all gravitation by *placing a small wire around an object*. He also said that he would attempt to visit Mars before he put the airship on public exhibition.

It may be noticed that all the particulars of the man's story seem to correlate to the years and incidents of the various airship sighting reports, and with the stories of others relating to the Wilson contacts.

As may be also seen from the above account, no mention is made of an anti-gravity substance or an anti-gravity gas; only that gravitation was suspended by placing a small wire around an object. Could it be that the mention of a small wire being the method by which gravity suspension was achieved was merely a subterfuge for the actual method used? Isn't it true that in many cases of contacts with UFOnuts they seem to make certain devious pronouncements which may be merely concoctions to throw off the querulous and curious?

Although no other reports that I know of mention the use of an anti-gravity device or substance for the use of lifting and propelling the airships, I do not doubt the possibility of there actually being an anti-gravity device or gas that was being used by the Aeronauts who flew the mysterious airships or Dellschau's Aeros. How, otherwise, could such ponderous and unwieldy contrivances get off the ground? You should see some of the designs - they were veritable monstrosities.

We should, in all fairness, give credit to the members of the *Sonora Aero Club* for being the visionaries that they were; for they had no precedent to go by in designing their airships. You must realize that in the 1850s the only flying aircraft was the balloon, but it was not navigable, and prey to the whimsies of the wind. Many methods of propulsion and means for controlling the flights of balloons were tried, but without success. Thus, the members of the Sonora group were treading on virgin ground when they began to propose ideas that were fantastic for their times and certainly would be amazing even today if some of their proposals and the workings of their power unit and their "lift power" gas was known and applied to some of our machines of today.

The strangest thing about his books is the manner in which the information, or data contained in them is written, as though his purpose was to discourage the vulgar, but which would have meaning to anyone who had the inclination and the time to decipher the messages contained in them. A lot of the information is in a secret code, and a lot is in the form of anagrams and symbols. Most of it is in English, but a great part

of it is in German, which requires translation.

From the time that he started to make his drawings, till the time of his death in 1924 at the age of some ninety-two years, Dellschau must have produced upward of five thousand "plates," consisting of hundreds of airship drawings and newsclippings from newspapers and magazines which he carefully pasted on sheets about 22 inches square and then decorated them all with fancy abstract patternings into which he incorporated mysterious symbols and messages in code or in English or German. Some of his messages are nebulous until properly interpreted. There are only eleven of his books extant that I know of, but there may be others, if they haven't already been thrown away in the trash and destroyed.

One of Dellschau's messages, in code, which I have been able to decipher and translate reads as follows: "You...Wonder Weaver...You will unriddle these writings. They contain my stock of open knowledge. But they will end like all others...with good intentions, but too weak-willed to assign and put to work."

Though not a literal interpretation of the coded original, the meaning of the words seem clear enough. They tell us that eventually the puzzle that are the books of Dellschau will be solved and that it will be found that they contain information into the knowledge of things and events that transpired during a period of time past in which he (Dellschau) and the others were engaged in experimenting and delving into the secrets of flight. But it seems, they lacked leadership, and all their endeavors were destined to end in failure.

I have tried to correlate some of the data from the books with historical facts and have been able to ascertain that at least some of it may be connected with actual happenings.

There is mention in one of the books of an "Aero" that was built by one of their members which had burned in Columbia - probably in 1858.

In reading up on the history of the town of Columbia, California, I found out that the town had been twice destroyed by an all-ravaging fire. The first fire occurred in July of 1854. All the buildings had burned to the ground except for a brick building which remained standing. The town was rebuilt and by 1857 was the third largest town in size in California. On August 24, 1857, the town was, again, consumed by fire - and promptly rebuilt. The last big fire was probably in 1858. It started in the W.C.T.U. reading room. (The historical account does not state what the initials W.C.T.U. stand for). The fire spread to a shed where some oils were stored and from there it jumped to the next block. This time, the fire was put out before it had spread throughout the entire town. It is very likely that it was in this conflagration that the Aero, built by one August Schoetler, was incinerated.

When you look at Dellschau's books, the most apparent feature in them, besides the Aeros, is a set of code symbols, or ciphers, which are displayed on practically every page. There are five of these symbols and represent a substitution cipher for letters of the alphabet. They are as follows: $\text{DM} = \text{X}\theta$

Further study of the plates make it clear that the five ciphers must be the name or initials of the Society to which the group belonged, and that the Sonora Aero Club of California was but a small branch of a larger organization. A search in the books at the public library for an organization or a secret society with those initials proved fruitless.

The question that now arises is whether there actually was such an

organization or society and whether the Sonora Aero Club was, in fact, a reality or only a fantasy created by the fertile mind of C.A.A. Dellschau. Was he recounting actual occurrences and events that took place in years past...or is it all fiction?

Taking into account the information that is available and presuming that it is all veridical, we can try to form a picture of the events and occurrences that transpired during that period, regardless of the fact that the information that we have is sketchy and incomplete and that all our deductions are based on most inconclusive and unsupported evidence.

There are indications that the Dellschau group had been in California previous to the year 1858, the year that the Sonora Aero Club was established and, probably even as early as 1855. California had been admitted into the Union five years earlier, in 1850, and settlers and adventurers were pouring into the state, spurred by the discovery of gold at Sutter's Mill in 1848.

It may be that these men went there, not only because of the opportunity to enrich themselves, but also for the fact that California was an expansive place where a group like this could work and experiment and not have to contend with curious people and regulatory laws and restrictions.

The true reasons for their selection of Sonora for a place to establish their club is still obscure to me. It may be that its location was ideally suited for their purposes. Columbia, just six miles to the north, was used by the group to test-fly some of their aircraft, as it was situated in an area that was relatively flat and ideal for test flights. As a matter of fact, a glance at one of our modern road maps shows that an airstrip is located in, or near, that town at present.

Earlier in this letter I quoted one of Dellschau's messages which stated that eventually his writing would be "unriddled," that his books contained his stock of open knowledge, and that they were "too weak-willed to assign and put to work."

There is another message that throws further light on his statement that they were too "weak-willed" to assign duties to others and it is as follows:

"We are all together in our graves. We get together in my house. We eat and drink and are joyful. We do mental work, but everyone is forlorn, as they feel that they are fighting a losing battle. But little likelihood is there that fate shall bring forth the right man."

What is the significance of the two messages, separated by almost five hundred plates between them but seemingly of the same context? My brother Rudolph and I pondered their contents and arrived at the conclusion that Dellschau had evidently intended to direct his messages to those who would eventually decipher his writings and who would, in the course of unraveling the meaning behind his anagrams and notations, come upon the fact that they contain all that he (Dellschau) had been able to recall of the things and events that occurred during a span of time during which he and other members of the Sonora Aero Club had worked and struggled with the problems of designing and constructing an airship and other devices or machines that would enable them to be airborne; but all that they had worked on would eventually lead to nothing. He was writing this in retrospect and knew what had actually come of their great efforts - all because of the lack of will or a certain trepidation to actually put their ideas to objective use or application.

He tells us that they used to get together at his house, where he

did his drafting. They ate and drank and were joyful. They studied, discussed their ideas for designing a navigable airship, and probably even worked on the actual construction of some of them - but were unhappy. They felt that they were fighting a losing battle. Why? Because they did not have the proper leadership. They lacked a leader - someone who could show them how to get things done and put them through to completion. They felt that there was little likelihood that fate would suddenly thrust the right man in front of them - and so they were forlorn.

As you can see from the above example, most of Dellschau's material requires not only deciphering and translation, but an interpretation of the meaning of his words.

The following are from German translations:

"If he happens from under or above, the bad way load and praise! So it was as long as people like me give!! You Christian love reach for the Wonderplace, and wander away from Earth. Planets there are enough where Christian love shall be as we say so nicely in Book Selag."

"In the old times, used a warrior circle, man lance, and - in the country the bow and arrow. When war say deathknell was upon land and water! And today are censored. You Christian brings haters. Cannon and small guns in war on land and wave! Give me quick an aeroplane sublime, the enemy's might destroy. You Christian love - hard to understand on violent Earth. The enemy 'thrashed'."

"Ah, the very fine cannons can spare us dear people. What fright I have received. How we find the hail of bullets moving away. Luder now we are safe. Yes, the clouds weakened their path. Sir, the sailor here giggled loudest, not as the crow of a rooster. Nearby a few years becomes the legend. Near came to know what an Aero they have flown. Not we the fog horn many a word saved. Again - On - Up to heavens path."

We know for a fact that Dellschau came to this country from Germany. Thus he was as alien, (from Europe). But, upon reading the above, does not the specter of an alien being rise up before your mind's eye as we ponder his nebulous writings and wonder about some of his statements, which read as though they were passages from the books of an alien to this world, who is looking down on Earth people from a loftier place?

We certainly do not intend to assign Dellschau such a lofty position; not with the inconclusive data that we have, but I do make note of the facts as they appear to me.

There is much data in these books in the form of anagrams, cryptic symbols, and notations which require interpretation. I hope to be able to present most of this data to you later on. Perhaps, then, you too can form your own hypotheses as to their meaning and significance.

I told you in my previous letter that there were eleven books altogether, but since then I've been able to locate another book, which makes twelve books in all. There may be other books, but I haven't been able to see them nor to find out for certain whether they actually exist. I say this because I have talked with a lady who is a stepdaughter of Dellschau's and she told me that there are other books, which are in the possession of an aunt who is very old and frail (she's about 85 years old) and for that reason they haven't allowed anyone to talk with her regarding those books as "she needs her rest." I understand that there is also a book which gives all the specifics pertaining to the airship drawings that are contained in the other books. This may be the book we

need to find out what "NB" gas is composed of, although there is a notation in one of the "plates" which tells us that apparently, there was only one man in the group who knew the formula for making the fuel which produced this gas. His name was Peter Mennis.

This is what the notation says - Quote:

"Not as the Goosey been use day or night, rain or snow, in still or boisferous weather, the little worck to pail the Parrashute down to hang the tent hoshes and fasten them to the ground and macke a comfortable tent - why did - Constant or Misser grumble?

"Their idea of a constant weather proof Falleasey is as sure improvement and as in them days - the main object - to be able to cross the plains - and avoid Indians - or white mans attacks. Constant came verry near but P. Mennis would sell no

- Soupe -

and they could not make it themselves.

They had to stay on Earth.

Would no today

Gasoline

fill the Bill

? ? ? ? ? ?

Amen"

There is more information about this NB fuel or gas in other notations but before I go into further details regarding the information contained in the books perhaps I should tell you first how I happened to come upon them.

It was in the spring of 1969 that I first read an article in a newspaper about an exhibition that was being put on by the students at the University of St. Thomas here in Houston. The exhibit was called "The Sky is the Limit" and related to the universal concept of sky and space as represented by mechanical aeroforms and as depicted in works of art of today as well as in the past.

"...Perhaps the most amazing part of the entire exhibition," read the newspaper story, "is a visual dairy kept by Houstonian C.A.A. Dellschau around 1911, where he provided page after page, volume after volume, of abstract patternings as a setting for his drawings and collages of balloons and pre-World War I aviators."

Fifty works of art were on exhibition, and being an artist, and also curious about the drawings that were done by an artist-collector of news clippings relating to aeronautical subjects, I decided to go see the exhibit. It was surely more than just artistic curiosity which prompted me to go see this exhibit; for I had been engaged in doing research into the phenomenon of the "mysterious airship" sightings that were so prevalent in the late 1890s and later, in 1909 - 1910 when another brief rash of such sightings were reported. In the back of my mind I had an idea that perhaps some newsclippings, reporting one of these sightings might be included among the collection in those books.

There were two books on exhibit; under glass, open to a set of representative pages, with drawings and newsclippings. I was fascinated by the drawings. They represented airship designs which were obviously way ahead of their times judging from the wealth of detail contained in them, which included such advanced mechanical contraptions as retractable landing gear and very unusual navigational equipment. I wasn't able to see more than those two pages on my first visit to the exhibition, but, on subsequent visits, I was able to look at a couple of other pages,

since they (the exhibitors) had turned the pages so that others might be seen.

Inquiring into the history behind the books, I learned that some students, rummaging through a junk dealer's shop had come upon the books which had lain in this shop collecting dust for many months. The students, noticing that the subject matter in the books was airships and newsclippings referring to aviation news, decided that the books would fit just fine in their proposed exhibition, whose subject was aerial devices. They received permission from the junk dealer to have them shown in the exhibition at the University and that is how they happened to be reposing there.

It was several months before I was able to inquire about the books and see if I could peruse them. By that time the exhibition was over and the University did not have the books any more. I was told that they had been purchased from the owner by the Art History Director of another University, strictly as an artistic curiosity. Further inquiry revealed the fact that there were actually about a dozen books altogether and that the rest of them were still in the possession of the junk dealer, a Mr. Fred Washington.

It was ironic to think of it. Here a man had spent some twenty-five or more years of his life engaged in producing with a great deal of zeal and effort, a set of books, which in my estimation ranked as a veritable work of art, only to wind up in a trash heap, where the junk collector had found them. Not being able to see the Art Director, who was on a European tour at the time, I went to see the junk dealer, who describes himself as a scrounger and a dealer in antiques. I found that he actually did have the rest of the books in his possession, but that he had already sold four of them to the Art Director.

Not being able to afford the purchase price he had placed on the books I asked his permission to look through them. He granted me permission to do so and it was then that I realized that they were not just all fanciful drawings of imaginary airships, but that the books contained information relating to a society of men who had at one time been dedicated to the development and construction of navigable airships. They had formed an Aero Club in Sonora, California, in the year 1858 and had been engaged in designing their aircraft as well as flight testing them.

It seemed so incredible! It was only by a slow and careful perusal of the material contained in the pages, and correlating them to one another that it was possible to form an actual picture from the messages and notations in the books. The various anagrams and symbols actually spelled out a message to anyone who would take the time and had the inclination to figure it out.

Knowing that Mr. Washington had already looked at the books and that he must have some idea of their contents, I asked him what he thought of the drawings and of the man who had made them. Mr. Washington said he thought the drawings were something on the order of "Rube Goldberg" contraptions, and that in his opinion Dellschau must have been some kind of "cuckoo." Even after I had pointed out to him that there was more involved in those books than just fanciful drawings by an eccentric artist I don't believe that he changed his original opinion about him. In fact, I think that after I continued to pester him about allowing me to continue to see the books for several days, and I began to copy some of the information on them, he may have begun to think that perhaps I,

too, was a bit of a "cuckoo." He was very reluctant at first about allowing me to make any kind of a copy of the material in the books, because, he said, it would tend to "lessen their value," but when I told him that I wished to make of copy of one of the airship drawings to send to a writer who might be interested in buying some of the books, he relented and allowed me to make a copy of one of the airships. Actually, it was only a rough sketch that I made and later I inked it in and made a photo-copy of it, which I am sending to you with this letter.

I was in correspondence with Mr. Lucius Farish at the time. He is a writer who was having articles published in *Fate* and other magazines on the subject of the mysterious airships. It was him to whom I sent the original sketch and I asked him if perhaps this might be the type of airship that had been observed during the period of sightings of the mysterious airships. I also sent him a copy of the code symbols wondering if he had ever come upon anything resembling them. I still didn't know what the symbols were; whether they represented a secret code writing or whether it was actually a foreign or alien alphabet.

Mr. Farish answered that he could not make heads nor tails of the symbols; and as for the sketch of the airship I had sent him, he couldn't see where such a monstrosity could ever get off the ground, much less fly. Well, in spite of his doubts as to the feasibility of Dellschau's airships, Mr. Farish was interested enough in the subject to agree to loan me his file of 1896 California airship sightings to see if I might find any information in this material which might tie in with the Dellschau airships. I am still awaiting this material with anxious anticipation. As you probably know, Mr. Farish is writing a history of these mysterious airships, as gathered from newspaper accounts and reports. I have sent him several stories that I have collected from the local newspapers. One such story was from Conroe, Texas which told of an airship that had landed at a ranch near the town. Three strangers had walked into the local hotel at one o'clock in the morning and had announced that they had been traveling in an airship and that they had flown from San Francisco and were enroute to Cuba.

One of the men at the hotel, a Major Donahue, had said that he felt like he had talked with natives of the moon, as he had heretofore scoffed at the idea of an airship, but when the strangers left, and he had actually seen the airship rise majestically from the earth, illuminated by brilliant electric lights and plow its way through space, his skepticism had completely vanished.

Having sent this story to Mr. Farish, he wrote back and stated that he certainly would have liked to have a description of the three men who had walked into the Conroe Hotel and claimed they were aerial travelers. "Of course," he said, "since the 'Aeronauts' were widely assumed to be 'secret inventors,' perhaps no one paid that much attention to their appearance."

Now, for all we know, Dellschau *may* have been one of those "secret inventors" mentioned by Mr. Farish, although I have found no information to date stating, in effect, that Dellschau ever flew in any of the airships himself - but it is a fact that he eventually wound up in Houston, Texas where he spent the waning years of his life working on his books and eventually died here (in Houston) at the age of 92. 12
WEIRD OBJECT SIGHTED BY HUNTERS IN IDAHO

Many rational people believe we are not alone in the universe. Three hunters in an unspecified location near Challis, Idaho learned for

themselves on the night of Friday, October 27, 2000 that this theory may hold water.

The report revealed that an individual spotted a dark triangular object floating silently above him while he was standing by his pickup truck. The hunter said he and his buddies were in a dry camp, so alcohol couldn't be blamed for what he and two of the others saw.

The individual said that as he approached his pickup at about 9:45 p.m., he "got a feeling of a thick, heavy blanket above me and chills down my spine." He said he shined his flashlight on "the dark triangular object floating directly above us and our camp trailer."

The man fell into profane disbelief and then called for his buddies to come see for themselves. He said he could see the rounded dark edges and the flat bottom that had a texture like suede leather and was colored gold-gray.

He said that after he shined his light on the object, it throttled up with a deep low sound of intense power and floated straight up and then forward up a steep canyon, moving like a hockey puck sliding on ice. The other party members grabbed their binoculars to check it out until it moved out of sight.

The account said that as the object throttled up, three lights, one at each corner of the triangle, came on. Each one was about 10 feet in diameter and glowed like a dim dome light. Another light in the center was described as being 20 feet in diameter, protruding below the bottom of the object about eight feet, was deep red and pulsed at a rate of once a second.

The outline of the entire object had a light halo around it. The shape, said the hunter, was a perfect triangle with radiant corners and rounded edges.

There was no smell, no feeling of blowing, no prop wash or thrust of and kind. 13

1917 FLAP IN COLORADO?

Arlene Shovald of the Salida, Colorado Mountain Mail filed the following on September 7, 1995:

The August 27 sighting of a UFO near Salida was not the first.

The *Salida Record* of Sept. 7, 1917, tells of Salida residents seeing mysterious "vehicles of the air" flying about the night sky during the previous week.

Nearly every night, some kind of light was observed in various positions in the "blue depths." The lights were in motion but described as very far away. They would disappear for an instant, only to reappear stronger than ever, and then vanish.

Among those observing the strange phenomena were some of the pillars of Salida society - Rev. and Mrs. Oakley, Mr. and Mrs. F.C. Woody and family, and C.F. Bode and family. The names of these folks appeared regularly in the news and society columns of the *Salida Record* of that time, so they were deemed to be reliable sources.

Rev. Oakley examined the object with a telescope one night and could discern what appeared to be a wheel about three feet in diameter. While the wheel seemed to revolve, vari-colored lights appeared. Without the telescope, the light appeared to be about the size of a croquet ball as compared with the stars.

The strange lights appeared over Tenderfoot Mountain, above Mt. Shavano, and again in the northern sky, each time at great distances.

What the objects were remained a question. According to the

article, it was surely not an "aeroplane" because an aeroplane does not have a wheel which revolves slowly. The same might be said of a dirigible balloon. And besides, there was no known aviation field in Colorado.

This occurred during World War I, but it was concluded the objects were too far from the seat of the war to be German reconnoitering parties, and besides, there was nothing for them to see up here in the mountains.

The article concluded, "is it then some genius who has discovered some new principle of flight, and is trying out his invention? It's your guess. What is it?"

It is interesting to note the dates of the sightings - August 27, 1995 and the week of Sept. 1 - 7, 1917. Most UFO sightings are in the spring. 14

LOUISVILLE, KENTUCKY POLICE AIRCRAFT CASE

This fascinating case has yet to be explained one way or the other, as after the following version was published a local man came forward and claimed the object sighted by the officers was merely a small hot air balloon he made out of candles and a plastic bag. And while this might well be a solution to the sighting, local residents and the news media have cast some doubt about his reputation and sincerity. So there the matter rests for now.

Anyway, here's what Gardiner Harris of the Louisville Courier Journal had to say in the paper's March 4, 1993 edition:

Two Jefferson County air unit police officers - described by their lieutenant as "solid guys" - swear they had a two-minute dogfight with a UFO during a routine patrol Friday.

Two officers on the ground said they, too, spotted the object.

The UFO - a pear-shaped object about the size of a basketball - literally flew circles around the helicopter, even though the fliers say they were approaching 100mph.

In one blinding moment when both craft were hurtling toward each other, the UFO shot three baseball-size fireballs out of its middle, all three officers said. The fireballs fizzled into nothing.

Officers Kenny Graham and Kenny Downs haven't talked much about their Friday night flight over General Electric Appliance Park because they fear few will believe them. But they are convinced they weren't hallucinating.

Officer Mike Smith, in his squad car below, said he saw the object for only about a minute, but confirmed the UFO shot three fireballs into the air and then disappeared.

Officer Joe Smilenski said he tried for more than a minute to catch up to the object in his squad car. "I've been looking for 'em for 14 years, and I guess this is the closest I've come to something I can't explain."

The night started out like every other night. Graham and Downs got to work around 6 p.m. and were soon in the air flying a routine patrol.

While in the air, they received a call about a possible break-in near Sanford Ave. and Bank Road. They flew off and quickly reached the area, which is near Appliance Park, around 11:50 p.m.

As they circled, Graham saw something that looked like a small fire off to his left. Dozens of bonfires had been lit by revelers delighting in the new snowfall.

But Graham soon decided it wasn't a fire. Downs shined his 1.5 -

million-candlepower spotlight on the object, which began to drift back and forth like a balloon as the light washed over it. Then it gradually floated up to the helicopter's elevation about 500 feet above the ground, where it hovered for a few seconds.

"Then it took off at a speed I've never seen before," said Graham.

The object made two huge counter-clockwise loops and finally approached the helicopter's rear.

Graham, afraid the object would ram his tail rotor, pushed his speed above 100 mph. The UFO shot past them and instantly climbed hundreds of feet in the air. It descended again and flew close to the helicopter. Graham tried to close the gap with the object, and it again flew away. As the UFO approached, the three fireballs burst out of its core.

Scared, Graham banked away from the object.

"When we came back around, it was gone," Graham said.

When the two returned to their base, Graham called the control tower at Stanford Field to ask if their radar had spotted anything unusual. It had not. County radio dispatchers had nothing reported to them. 15

"ALIEN BEING" AT FLORIDA SHOPPING CENTER

Could it be that the space people were dropping in on Miami a bit early for Jim Moseley's 1990 National UFO Conference? Could it be that they were trying to beat the crowds for "Mr. Ed's" book autograph party? Or was some sort of weird alien creature really doing some afterhours shopping?

In any event, here's what staffer Jon O'Neill of the Miami Herald had to say about the December 7, 1989 incident:

At 4:30 a.m. Thursday, some "thing" walked through the Colonial Palms Shopping Center.

Whatever it was, it was big and ugly enough to scare the daylights out of the night watchman, who ran from the center and phoned police.

The result was one of the most unusual police reports ever seen, complete with a composite sketch of the "thing" drawn by the guard, whom police identified as 27-year-old Tony Arias.

Arias described the "thing" as being 7 feet 5 inches tall, weighing 150 pounds, bald with a "big head and cat eyes."

The sketch he drew for police resembles some sort of alien. On the bottom of the drawing, officer Juan Santana wrote: "This sketch was provided by the reporter. We are not joking, this is what he drew."

"I've been on the force for 18 years and this is one of the weirdest reports I've ever read," said Sgt. Joe Wyche of Metro's Kendall Station.

Arias works the midnight shift at the mall. He has no phone at home and could not be reached for comment.

The phone number listed for his employer, King Security, was disconnected.

According to police, Arias called at 4:30 a.m. and Officer Santana responded. Arias immediately told Santana he had not been drinking, then tried to explain what he had seen.

Santana wrote: "Upon my arrival an extensive search was conducted for the described 'thing' with negative results. Reporter thinks he also saw two other 'things' with the first one."

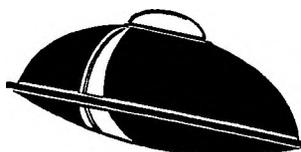
Wyche said there isn't much police can do about Arias' bizarre sighting.

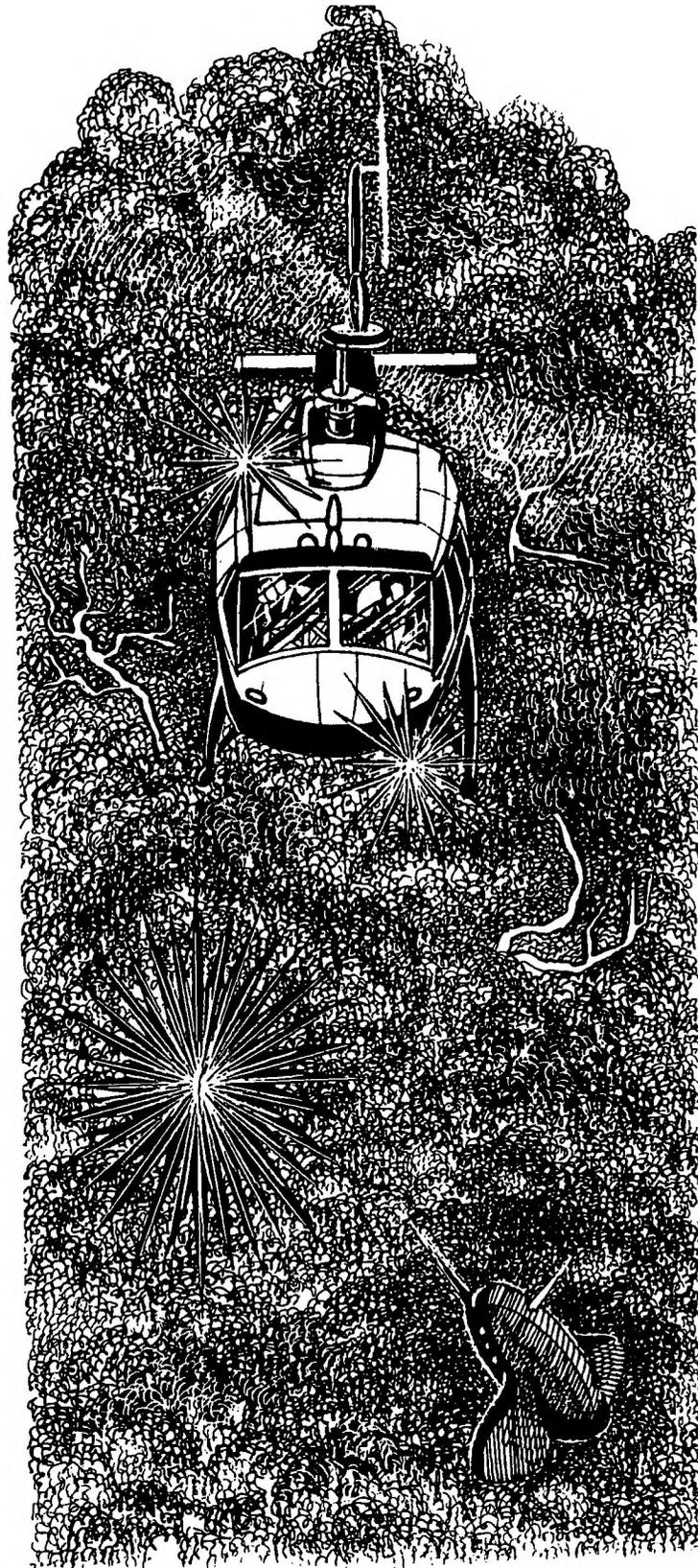
"My first thought was that it was someone in some kind of scary costume," Wyche said. "But I just don't know. Whatever he saw shook him up enough to call us." 16

FOOTNOTES

1. *UFO Magazine News Bulletin* Winter 1975 - 1976
2. *Flying Saucer Digest* Summer 1999
3. *Flying Saucer Digest* Winter 1994
4. *Flying Saucer Digest* Fall 2001
5. *Flying Saucer Digest* Spring 1995
6. *Flying Saucer Digest* Winter 1998
7. *Flying Saucer Digest* Spring 1992
8. *Flying Saucer Digest* Summer 1992
9. *Flying Saucer Digest* Spring 1996
10. *Flying Saucer Digest* Spring 1994
11. *Flying Saucer Digest* Fall 1998
12. *UFOs: An Enigma from Space*, UAPA 1981
13. *Flying Saucer Digest* Winter 2001
14. *Flying Saucer Digest* Winter 1996
15. *Flying Saucer Digest* Summer 1993
16. *Flying Saucer Digest* Spring 1990

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Kentucky Police aircraft case (see page # 28)

