

SAUGER SAGA



*Benita
Cavrol
Owens*

UNU

Archives for the Unexplained
Arkivet för det oförklarade
Box 11027
SE-600 11 Norrköping

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RICK HILBERG



The Saucer Saga

Edited by Rick Hilberg

Managing Editor : Carol Hilberg
Cover Design : Allan J. Manak
Cover Art : Benita C. Owens

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Bottom row l - r : Allan J. Manak, Carol Hilberg.
Top row l - r : Benita C. Owens, Rick Hilberg.

INTRODUCTION

The booklet that you now hold in your hands is the third in a series begun in 1982 by Allan J. Manak (Mysterious Things In The Sky - 1982; They Called Them Discs - 1991). The purpose behind the series is to recount happenings of unusual aerial phenomena from ancient times to the present era, using original accounts whenever possible. The publisher believes that by listing these accounts in the language and technical understanding of the times of their origin, a better understanding of the entire historical "UFO" milieu will develop. I know that I can personally attest to the fact that many historical accounts have been subtly changed by subsequent recounting in the literature.

This current listing covers cases from 1953 through 1960. With only a limited amount of space allotted, it was quite a difficult task to choose what was to appear on the following pages. I generally tried to pick cases and news items that were typical of the times. The period was, after all, the time of the "flying saucer", and hopefully the accounts in this booklet will give some insight into the attitudes and ignorance of the post-war Eisenhower era. As you will read, it was a time when the United States Government thought that it could quash "saucer" reports by being so bold as to build and fly saucers stamped "made in the U.S.A."; however foolish that seems in retrospect.

I also have to give credit to many of the pioneer UFO publications and editors, as in my research I found many instances of coherent and insightful reporting that would stand as an example of excellence today. I was very much impressed by the excellent coverage given the saucer scene by Jim Moseley and his well-known Saucer News, as well as the various publications of the late Gray Barker. One of the earliest "saucerzines" to extensively report on happenings was the excellent Saucers, published by Max Miller, and it too could serve as an example to today's editors and publishers.

Rick R. Hilberg

February 19, 1953:

The Air Force disclosed today that objects resembling "flying discs" have been sighted over Korea by crew members of two U.S. bombers.

Top officials have ordered a full investigation of the reports, which came through regular military intelligence channels.

A spokesman said the objects were described by four eyewitnesses as globe-shaped, bright orange in color, and emitting an occasional flash of bluish light.

He indicated that several were sighted, but did not give the number.

The Air Force, which has thrown cold water on hundreds of previous "flying saucer" stories, apparently was impressed by the circumstances under which the new sightings were reported by its own personnel.

The first report reached Air Force Intelligence headquarters from Superfortress who said they saw the objects flying parallel to their plane at about midnight on the night of Jan. 29. The plane was over Wonsan, Korea, at the time.

This report might have been discounted as over-imaginative. But on the same night, a B-29 from a different squadron returned to its base after a flight over Suncheon, Korea, a considerable distance from Wonsan.

Two crew members told intelligence officers that they had seen "flying discs" moving parallel to their plane at a high altitude. They fixed the time at about midnight.

"The objects remained with the B-29 over Wonsan for five minutes and with the B-29 over Suncheon for one minute," the Air Force said.

While officials declined to elaborate, the open-minded Air Force attitude contrasted sharply with the blunt skepticism it has voiced about previous sightings of mysterious objects in the skies.

The first "flying saucer" report was made in June, 1947, by a private pilot named Kenneth Arnold, who told reporters he saw nine shimmering discs flying at high speed near Mt. Ranier, Wash. Soon similar stories were pouring in from all parts of the country, and even from such distant points as Alaska, Scandinavia, Chile and Turkey.

The Air Force set up a special investigating body, dubbed "Project Saucer," to look into the reports. After two years of work, in which nearly 400 separate "sightings" were investigated, the Air Force reported in December, 1949, that it was satisfied that there was nothing to the matter.

(A.P. wire, 2/19/53)

November 16, 1953:

In the early morning of November 16th, 1953, I had been bothered much of the night with cramping of the muscles and nerves of my lower limbs; mainly below the knees. I had to get up to relieve the cramp two or three times during the early morning. At 2:25 a.m., I had just been up with an attack and had gotten back to bed at about 2:30.

It has been my habit to sleep with my head near the east window of my bedroom. When I get these cramps, I usually look out the window and spend the time viewing the heavens and watching the cats and dogs coming through my yard while they think the owner is

sleeping.

I had hardly gotten ready for my hour's watch, when a bright sparkling ball came before my eyes. It seemed to come from the branches of a shade tree standing in my yard about 20 feet from my window and to my left a few feet. It passed in front of me in an almost exact north-south direction and seemed to slightly curve downward.

I had raised my window blind about 20 inches and I was about the same distance from the window. Everything considered, the tree obscuring part of my vision, I judge my vision was near that of a 60 degree angle. Therefore, I estimated the object was in my line of vision about one second and in view about 30 yards. It seemed to pass almost exactly in line with two or three of the larger stars in that portion of the sky I had been seeing most every night; and to me they seemed about the same size - about the size of a large apple, but much brighter than the stars. It was radiating white light and had no red about it. And it was not discharging particles in any way.

Again about four o'clock I had another spell and had to get out of bed. When I returned to my position after a few minutes I saw, out of the window, a great ray of fire (it resembled one of the many fence rails I have seen on my father's old farm, with the same roughness all over, but somewhat longer and larger around) broke from the eastern side of the tree top and shot seemingly exactly east. It glowed in redness like a really hot object. I believe I saw only about 10 or 20 feet of it. I might have seen much more, but my line of vision was greatly shortened by its being to my left and did not cross directly in front of my vision.

This ray of fire also had a prong or splinter in its lower right edge about three or four feet long which hung downward making the point 12 to 15 inches away from the body of the ray.

After thinking things over, the surprising thing seems that it gave me no thrill. My feeling was that of ordinary things to expect. I have tried to give the details as accurate as possible. I have said nothing except to Mamie, my wife. It seemed no one could be interested in them except myself. Not one word has come from the neighborhood. I am probably the only one who saw it. Why? Why had I been in the right position at the right time? Why two of them? Why exactly perpendicular each to each? Why had they come at such late hours when few people would see them? - they were unusual hours for myself also.

I may add that I was not surprised. I have been watching for something - I knew not what - and it came in a way I had never looked for.

(P. G. Humphrey, SAUCERS, June, 1954)

Late November, 1953:

A fluffy blanket, dead white, almost ephemeral in its delicacy and apparently electrically charged, may be the San Fernando Valley's first physical contact with visitors from outer space.

It is reported to have streamed like a lacy ribbon from a mysterious craft that sped over the Valley.

It's a weird story, awesome in connotations that accompany all adventures with the unknown, that is told - and backed up with evidence - by residents over a wide area in the vicinity of White

Oak Avenue and Haynes Street (San Fernando, California), just west of Birmingham Junior High School.

And the story becomes more intriguing, more in the vein of Edgar Allen Poe, when these residents point to trees, telephone wires, fence posts, television aerials that still hold clinging bits of the webby stuff despite the fact that the pale blanket settled over the neighborhood last November.

Could it be nothing more than spider webs? Observers say no. Others, familiar with plant fungi, discount the possibility the mystery substance is mealy bug fluff.

Well, on a day early last November, Mr. and Mrs. Louis Dangelo, who live near the corner of White Oak and Haynes, four men who reside on White Oak, a couple of next door neighbors of the Dangelos and a bakery truck driver arriving in the area on his rounds, saw the vaporous blanket settle over the district.

"We were watching three jet planes," Mrs. Dangelo recalls. "Then, behind them, we saw a huge silvery ball. We thought maybe it was a towtarget, or something, connected to one of the jets. But then the jets peeled off and landed. The silvery ball kept flying. It moved up and down, and - even sideways. Finally, a long streamer of white stuff - almost like a vapor trail - spewed out of its back end. It detached itself from the ball and began settling earthward. It spread out, stringy, sort of, like white wool being shredded, and it drooped down all over the neighborhood like cobwebs. Wires running to our homes turned white. They still sparkle at night."

The bakery truck driver, Bob Tilt, rolled into the neighborhood about that time.

"I began noticing white stuff, like spider webs. It was everywhere, all over my windshield," he said. "I didn't see any of it in other neighborhoods that day. In fact, I've never seen anything like it before or since."

Although none of the witnesses reported the incident to newspapers at the time, word got around. One family's telephone rang so constantly their two small children couldn't sleep, they said. They had the phone disconnected. For fear of similar reaction now, they asked that their names not be used in this report.

They called Lockheed Aircraft Corp., Burbank (California). In the words of one woman:

"An engineer was sent out to see us. He was young and cocky, and approached us with a very sneering attitude. When he left, with a handful of the white stuff, he was silent and bug-eyed. The next day an engineer came from North American Aviation, and on the third day one from Douglas. They've never told us what they learned, but we've heard the stuff could not be analyzed."

Fathers who came home from work that first day and heard that their wives and children had touched the pallid material feared "radiation." There was a great deal of handwashing.

The material looks like finely shredded wool or spun glass. Held between the fingers for a few moments, it dissolves into nothing. Mrs. Dangelo, describing its static qualities, said it often seemed to "jump" from a bush or tree and clung to one's hair.

Reaction throughout the White Oak - Haynes neighborhood varies. Many residents pay no attention to the phenomenon. Some deride any who show interest in it. Others are convinced it came from a flying saucer, and their argument is the question:

"Who can say it didn't?"
(Gordon Grant, San Fernando, CA Valley Times, 2/15/54)

June 30, 1954:

American and British Air Force Intelligence officers studied a log book of Capt. James Howard, pilot of a British Oversea Airways Corporation airliner bound from New York to London. It described seven weird black flying objects that had trailed the plane for 80 miles on June 30 near Goose Bay, Labrador.

The strange story of what he and his crew and some of his passengers witnessed 19,000 feet over the Atlantic is told in extracts from the log book:

"At 0105 G.M.T. on June 30 about 150 nautical miles southwest of Goose Bay, height 19,000 feet, flying in clear weather above a layer of low cloud, noticed on our port beam a number of dark objects at approximately the same altitude as our aircraft. I drew the attention of the first officer to them. He said he had just noticed them too."

Howard then saw they were moving along on a track roughly parallel to the plane and keeping the same speed. Goose Bay radioed there were no other aircraft in the area. It was 0107 G.M.T. as the log book continued:

"During this time the shape of the large object changed slightly, also the position of the smaller ones relative to the big one. Some moved ahead, some behind. The first officer then told Goose Bay what we were watching and they said they would send a fighter to investigate."

The large object continued to change shape, as the entire group still moved along with the plane, about five miles away, possibly much more, Howard estimated. The crew also watched the objects.

"All were agreed they never saw anything like it before. At about 0120 G.M.T. the fighter reported he was approaching and the objects immediately began to grow indistinct until only one was visible. This grew smaller and finally vanished at 0123 G.M.T., still at the same bearings from us."

"All who watched the objects are sure that the large one, at any rate, was no sort of winged aircraft. The small ones were just dots. They left no vapor trails, no lights were seen, just black silhouettes."

Capt. Howard described the large object to intelligence officers as like "a flying jellyfish." He also said the smaller objects kept station around the larger machine like a group of fighters acting as a bomber escort. Once the large object "looked like a dart, at another time a dumbbell," Capt. Howard reported.

"In my 7,500 hours in the air," he observed, "nothing like this has ever happened before. I am certain these objects were not the result of reflected light or mirages or any other unusual phenomena one meets at high altitude. This really was something different."

Lee Boyd, the co-pilot, said, "I am willing to swear that what we saw was something solid, something maneuverable, and something that was being controlled intelligently."

Earlier in the year Michael Kuritz, of Weatherly, Pa., told reporters he saw four saucers staging what appeared to be a mock dogfight around an airliner. Kuritz said the discs shot ahead of the airliner, then reversed and moved behind it. On one occasion

they shot straight up into the sky above the plane and then dropped down again. He said they were "fairly large" and shone brilliantly in the bright sun. He watched the antics of the discs about five minutes before they moved out of sight, still trailing the airliner. Asked if they could have been weather balloons or reflections from the plane's wings, Kuritz said, "absolutely not," also observing they did not even remotely resemble jet aircraft. The sighting was also witnessed by his wife - all this on March 22. (Saucerian, September, 1954)

June 30, 1954:

On June 30th, 1954, I saw what appeared to be a self powered, longitudinal, red, "jellyfish-like balloon".

I had just stopped at a stop light on my return from lunch in Palo Alto, California, when I glanced to my left over the Bay toward a DC-6 which was coming in for a landing. My eyes almost simultaneously caught a glimpse of this object which was approaching the DC-6. It may have been further or closer than the DC-6, but from my line of vision, they appeared to be almost meeting and at approximately the same distance. It was proportionately about one-half the size of the DC-6 and was "wiggling" through the air like a limp angle worm. It was so clear and distinct that I could almost see the crease marks where the bending was occurring.

It immediately flashed through my mind that it was a balloon being towed, but looking on ahead, I could spot no aircraft and upon deeper consideration, I realized that if it was being towed, its nose would be more or less steady while the tail would be doing the wagging. On the contrary, however, the nose was moving up and down as freely as the tail.

Just as soon as the airplane and this "balloon" had passed one another, the "balloon" changed its direction, nosing upward and wiggling like a worm all of this time. The stop light changed to green. The horns behind me honked, so I drove the car across the street and nosed into a parking spot which appeared to have been almost waiting for me. Not more than five or six seconds had elapsed before I was able to glance into the sky again. To my disappointment, I was unable to spot this object. It was so plain a few seconds before. I was determined that it could not have vanished so quickly. I got out of the car and watched for approximately five minutes and finally became convinced that I would see it no more.

Little did I realize that I had but a few hours to wait before newspapers were publishing a similar experience. The next morning one of my friends approached me and asked if I had read the newspaper or heard the latest news; that there was a report of a similar sighting.

I immediately found the article and read that a Captain Howard, who was piloting a British Strato-Cruiser over Labrador, had spotted seven such black "jellyfish" objects and that he and his crew, including 57 passengers, watched them for a total of twelve minutes. One large one, which appeared to be the leader, changed shapes similar to the red one which I had been watching at about the same time. At one time, the Captain said, it appeared to take the shape of a canoe; at other times the shape of the ace of spades or an arrow. He radioed ahead to the base and several jet interceptors

were sent out to investigate. Captain Howard was in touch with these jets as they approached. The closer they came the more the "jellyfish" objects receded until, twelve minutes later, when the jets arrived, the objects could be seen no more.
(Larry J. LaBarre, SAUCERS, June, 1955)

September 2, 1954:

A twelve-year-old Kansas farm boy, John Jacob Swaim, swears he met a saucerian face-to-face and saw the creature take off from his father's wheat field on September 2nd.

John Jacob was running a tractor about quitting time. The setting sun, casting a bloody reflection from the red sand walls of nearby arroyos, suddenly caught something that made the boy's eyes pop.

There, about 20 feet away, and looking straight at him, was a little man with pointed nose and ears.

"He was sort of crouching, looking at me!"

Then John Jacob saw the saucer. It was halfway hidden by a terrace. But it was there, hanging about five feet from the ground.

The boy isn't sure how the creature got to the saucer; he only knows it moved mighty fast. He thinks it FLEW, but a boy (or anyone) can get highly excited when he sees a man who might well be from outer space. Maybe the little man ran to the saucer, and the boy probably got the idea of flying because of the two shiny cylinders, about a foot in length, on the creature's back.



According to the breathless report John Jacob made to Sheriff Gloyd Hadley, the little man "was pretty dark complexioned," wore clothing "which was sort of shiny." The saucer, he said was about 50 feet in diameter, hung seemingly in thin air about 100 yards from the spot where he met the gaze of the little man.

As soon as the creature had jumped through a door into the saucer, the thing took off so fast the boy had no idea of the speed.

"It went awfully fast," he said.

"How fast, son?" the sheriff asked.

"Well, compared to it a jet would seem like a turtle."

"What did you do then?"

"I went home. I never know a fellow could get over those terraces so fast."

John Jacob's father, John Swaim, heard his boy out. He then he questioned him very closely.

"John Jacob," he said, "has never been a boy to tell any tall tales. He convinced me he had seen something."

So he called Sheriff Hadley.

As the small town of Coldwater buzzed and the usual skeptics nodded their heads the next morning, Sheriff Hadley, who had told Mr. Swaim to keep away from the field until then, was taking matters more seriously.

There in the field were footprints - lots of them! Three of them were perfect, sharply defined.

"They were pear-shaped, about four and a half inches long, a

little less than two inches across at the toes and with the narrowest heels I ever saw," Swaim told reporters.

"The prints weren't those of any animal. I know all the wild prints."

"The impression was deepest at the toes, as if the fellow had been running, but there wasn't any great weight behind the prints. They didn't show a hard impression - more like they had been made by a soft shoe."

Swaim picked up a handful of dirt and let it trickle through his fingers.

"The boy saw something," he said.

John Jacob heard no noise when the saucer took off, but the tractor was running and was "making a lot of racket." Although the little man "looked mean," in John Jacob's opinion, he carried no apparent weapons in his empty hands, which "looked just like anyone's hands, only smaller."

"I know one thing," said Robert Dean Swaim, a 10-year-old brother. "My brother saw what he saw." But he indicated, somewhat bitterly, that his big brother "has all the luck."

Sheriff Hadley said he felt he had a "sufficient case" to make a confidential report to the Government about the matter.
(Saucerian, Spring, 1955)

August 21, 1955:

(Account written by J. Sanders)

"Here we go again," I told myself.

A spaceship landing and little men.

But this report was different. This was interplanetary war, if the reports had been correct. For a farm family had defended itself against the presumed spacemen with guns during a terrifying nightmare that recalled the horror of the Flatwoods, W. Va., monster incident.

When I walked into the Hopkinsville Police Station it was jammed with people, most of them reporters, some of them law enforcement officers. When I asked about the little men they became immediately interested in what I had to say, especially after I pulled out a copy of THE SAUCERIAN and told them I was gathering information for a flying saucer publication.

Chief of Police Russell Greenwell elbowed his way to the front immediately, took the magazine in his hand and told me he was quite busy at the moment, but if I would step across the hall into his private office he would take time to talk to me.

I'm sure he used the excuse of being busy to enable him to talk saucers with me alone in his office. He was quite interested in the saucer mystery, but apparently others on the police force were not, and he had been given "a rough time," he said, "over this deal." People would yell at him, "Hey Chief! Caught any little men lately? How many little men have you got in jail?"

I suspect that some of his men had their minds made up, before they answered that strange call from the farmhouse, that there was no such thing as little men, spaceships or other planets - nothing perhaps but Hopkinsville and the surrounding country of their small little world.

But after talking with the people who had witnessed what may

have been an attack from outer space, they stopped to think twice about the reality of saucerians.

The night of August 21 was the same as almost any other August 21 in Hopkinsville, Ky. That is, until shortly before midnight.

Chief Greenwell was awakened by the telephone, a call from police headquarters, and thereby was plunged into the most bizarre investigations of his career. Two automobiles with terrified and excited people in them screamed around corners on two wheels, rushing to the station from nearby Kelly to report a strange battle. The spokesman for the group told police how an object resembling a flying saucer had landed in the field behind his home and 12 or 15 little men had emerged from the ship and advanced on a farmhouse in which they were living.

"We need help," one of the men said. "We've been fighting them for nearly four hours."

At the appeal for help more than a dozen state, county and city police officers rushed to the scene, including four military policemen who happened to be in the area. They arrived at the farmhouse about 12:30 a.m., but found no trace of the spacemen.

Slowly, the witnesses told their frightened, faltering story.

The farmhouse was occupied by Cecil "Lucky" Sutton and his family, along with his mother, Mrs. Glennie Lankford. Some relatives were visiting the Suttons, I learned, along with a visitor from Pennsylvania, Billy Ray Taylor. I could not definitely establish just how many people were in the house at the time of the weird visitation.

The farmhouse is on the farm of Gaither McGehe, about eight miles from Hopkinsville, and is rented from McGehe. It is an old tenant-type structure that sets about a mile back off the highway. A long hall runs through the center of the house with screen doors at either end.

It was in this hallway that one of the men, about 7 p.m., saw the beginning of the outre adventure that would travel on news wires across the country. The man was standing at the end of the hallway, looking out the back screen door. Suddenly there was a hissing sound and he saw a brilliant light. Some bright object seemed to have landed in a field about a city block in distance away from the house.

Puzzled, he called to the others. When they came to look they saw three or four little men coming toward the house!

But they were not ordinary men, they could soon discern. According to some of the witnesses they were not walking, but "seemed to float" toward them. The creatures were about 3½ or 4 feet tall, with huge eyes and hands, large pointed ears, and arms that hung almost to the ground. When asked about the clothing, the witnesses said the little men appeared to be "nickel plated."

They didn't wait to see what the little men were up to. Extremely frightened by that time, they ran for their guns. Sutton grabbed a shotgun, Taylor a .22 caliber target pistol.

While they waited apprehensively inside the house for the creatures to attack, Mrs. Lankford begged them not to shoot. The creatures had not harmed them nor made any hostile moves.

Then a face appeared at the window, and Sutton let go with his shotgun. The face disappeared, seemingly unharmed.

Thinking they had wounded the creature, the men decided to creep cautiously outside and investigate. Taylor walked down the hall and out the door. As he stepped under the low hanging roof

Sutton yelled, "Look out! He's trying to get you!" - and a huge hand reached down and grabbed a fistful of Taylor's hair!

Taylor managed to pull loose and dashed out into the back yard, Sutton right behind him. After that nobody seemed to know just what did happen. Evidently the man opened fire on the weird little creatures which were perched in the trees and on the house.

They made direct hits on the "invaders." But bullets seemed to have no effect. When knocked down by a blast of Sutton's shotgun the uninvited guests would pop right up again and disappear into the darkness.

Taylor told of knocking one of them off a barrel with his .22. He said he heard the bullet strike the creature, then whine as it ricocheted off! The little man tumbled to the ground, rolled like a ball, then floated off in the direction of the spaceship.

Taylor reportedly fired about four boxes of .22 shells. The battle went on for some time before the terrified occupants of the house saw their chance to escape to the cars and go for help.

Rushing to the farm Chief Greenwell and the other officers could find no trace of the little men. If they had been there they obviously had fled.

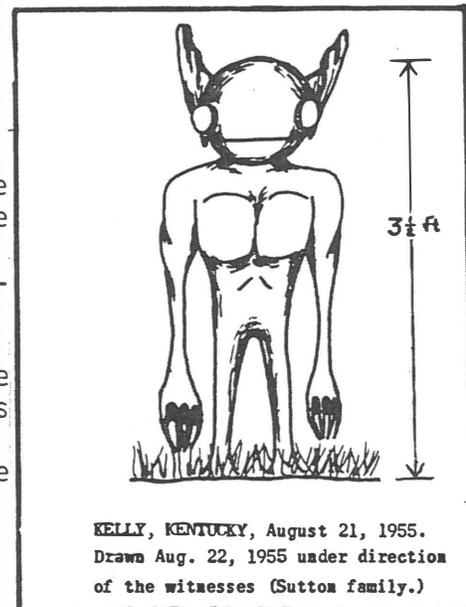
There was a hole in the screen covering the window all right, and evidence to show it had been made from the inside. There was only one thing strange about the opening made by the shotgun blast. It was a square hole, about 1 or 1½ inches wide. When asked to account for the shape of the hole none of the family could explain it. A shotgun had been fired through the window screen they insisted, and that's all they knew.

Taylor took Chief Greenwell around to the back of the house to show him where the little man had fallen off the barrel. One thing was certain: the man was still frightened. He stood at the low fence which separated the back yard from the field and pointed to the barrel - but refused to set foot into the field.

Chief Greenwell, along with the county sheriff and state troopers searched the area thoroughly, but drew a blank. They found no evidence in the field to indicate that anything had landed in the spot described. Even though the ground was excessively dry and dusty, no footprints, tracks, nor unusual markings were found. The painted tin roof showed no evidence of scratches.

Most of the officers were reluctant to express any opinions in regard to the reported invasion, but all seemed impressed with the evident fright and sincerity of the highly excited family. A check with neighbors disclosed that they "were not a drinking family," and no evidence of drinking was found around the place. All the witnesses told practically the same story, with only minor variations, depending on what part of the house they were in at the time of the happening.

"Something frightened those people," Chief Greenwell told me,



and even though nothing was found to either prove or disprove their story, "There were a couple of things," he said, "you can take for what they are worth."

An officer in his department, a Sgt. Salter, reported seeing a glowing light in the woods. He investigated but found nothing.

A state trooper and his wife said they heard a loud "swishing" noise which "sounded like a meteor" as they drove up to the farmhouse, yet they saw nothing.

Chief Greenwell impressed me as being an intelligent man. He is a veteran police officer, and in his line of duty has faced many dangerous situations. But never under any circumstances, he told me, had he ever experienced the sense of uneasiness he could feel that night around the Sutton farmhouse.

He said the sensation was indescribable and he couldn't explain just how he had felt. "It was mighty uncomfortable," he said. Later he learned the other officers, despite all the people, the lights and confusion, had also felt this strangeness in the air, which one of them had described as "like being alone in a haunted house."

The investigators got quite a start, however, as one of the MPs was wandering around in the darkness. He happened to step on a cat's tail and it let out a yell that could be heard all over the place. The MP leaped into the air, and for a few seconds there was considerable activity and scurrying around by the more than 25 people present.

Finding nothing, the officers returned to town. The next morning Chief Greenwell went back to the farm to complete his investigation.

Upon his return the family told Greenwell the little men had paid them a return visit around 3:30 a.m. Another shot had been fired through the window. Upon examination the screen proved to show another hole beside the first one. This, too, was made from the inside, but it was a jagged round hole.

He questioned Mrs. Lankford about the night's events. She upheld the story the menfolk had told.

"I only know what I saw. I saw two of the men, or maybe the same one twice. I saw one about 10:30, and the other one around 3:30 a.m. That time I watched the little man for more than a minute. I had gone to bed and saw him through the window."

She went on to say, "Seven out of eight adults saw one or more of the little men. When seven people see something there must be something there."

Mrs. Lankford, according to Chief Greenwell, was "almost petrified with fright."

She told him her husband had worked the small tract of ground on which the house stood before his death, and that she and contemplated buying the house. "But after last night, I don't know," she stated.

Reportedly Air Force investigators from two nearby fields thoroughly covered the incident; however this was denied in one of the follow-up stories in the local paper, The New Era.

Newswire stories mentioned "glowing green men" and even "a terrible stench." These descriptive phrases were either borrowed from other "little men" stories and added by imaginative reporters, or the Sutton family had told the reporters more than they had told the investigating officers.

Yes, there were indeed strange goings-on in Hopkinsville that night. But what did Mrs. Lankford, Cecil Sutton, Billie Ray Taylor and the others have to tell me?

Nothing.

They couldn't, for by the time I arrived at Hopkinsville they had disappeared. Gone, bag and baggage - less than 48 hours after the "invasion."

Why?

Their disappearance could have been due to a number of reasons. For one thing, people came for miles around to the farmhouse, tramped over the grounds, took pictures of the house, inside and out, and collected souvenirs. Someone suggested the situation might be alleviated by posting a "50¢ admission" sign. But the people still came and they made it a dollar. Before they were through they had the price of taking pictures of the family up to \$10.00. Some people may jump to the conclusion that was the whole idea of the thing, and that perhaps the family had only made up the story. Chief Greenwell didn't think so, however. Especially since they had moved out so soon, while people were still visiting the farm.

Maybe the story was a hoax, I thought, and had got out of hand; or maybe they just couldn't stand to stay around the place any longer after the terrifying night.

There is always Conclusion No. 4: The Air Force spirited them away to keep them from talking, or, No. 5: I guess it is always possible, though perhaps unlikely, the little men might have come back and taken them along with them at that time.

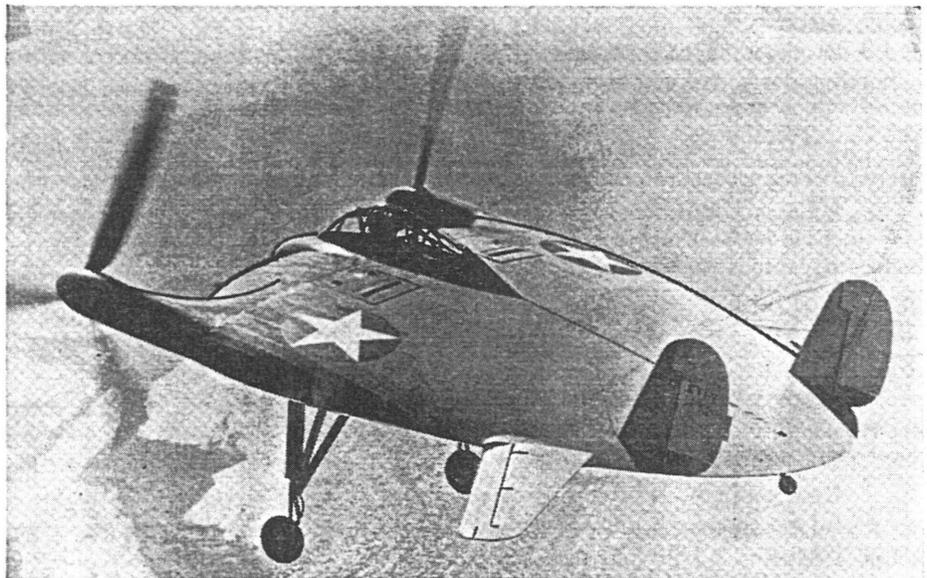
I should have gone into their disappearance more deeply, for after thinking it over there is a distinct possibility that the police were protecting the family from curiosity seekers. They told me the farmhouse was empty, posted "No trespassing," the road closed or something like that. At the time I didn't question it at all. After I was too far away to go back and check for myself at the farm, I began to wonder about the alleged disappearance. (The Saucerian Review, 1956)

November 4, 1955:

The strange object that you may see in the skies in the future can turn out to be a "flying saucer" by official admission.

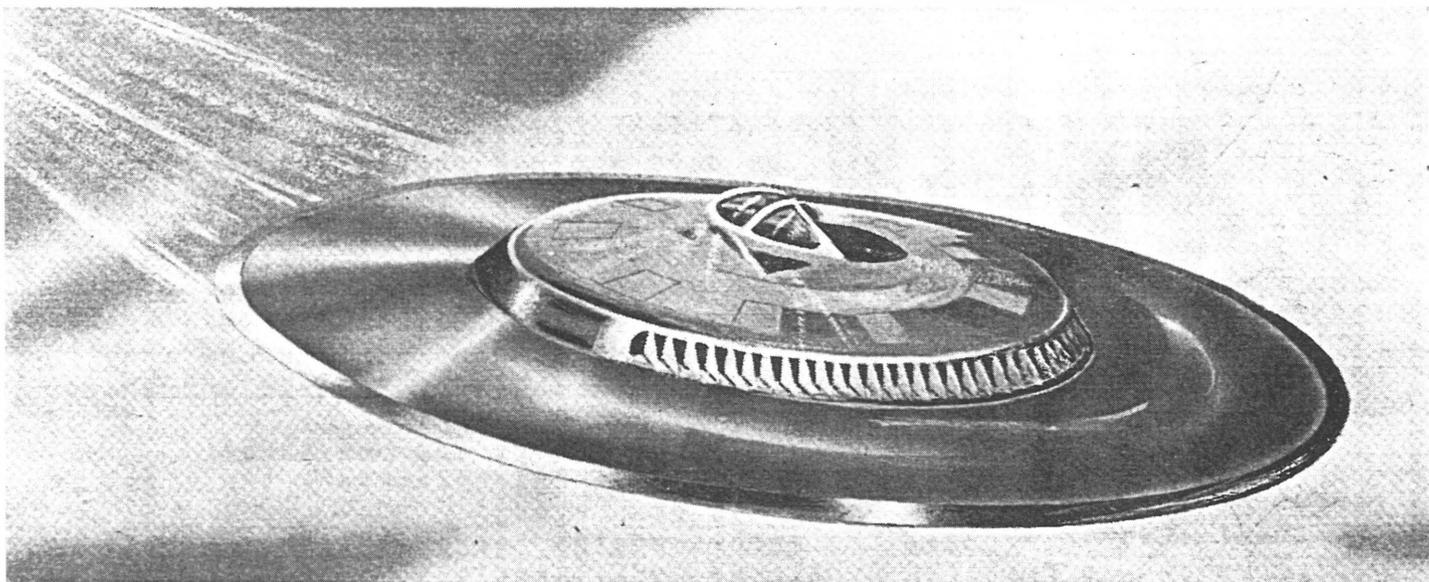
Aircraft of "saucer" types, now in the advanced development stage, are to be built for the U. S. Air Force. How those craft will appear to the eye is to be made public by the Air Force soon.

This is the first



FLYING SAUCER—NAVY TYPE
It went 400 to 500 miles per hour

—Dept. of Defense



-Department of Defense

FLYING SAUCER—AIR FORCE STYLE

This is a military artist's sketch of an aircraft actually being developed

public announcement that aircraft with the appearance and characteristics of so-called "flying saucers: are being developed, will be built.

In the issue of U. S. News & World Report for April 7, 1950 - five years ago - there was a description of the "flying saucer" projects of that time. Projects referred to then also were "convertiplanes," combinations of helicopters and conventional aircraft. Pictures of those models show a close similarity to the planned Air Force convertiplanes of 1955.

At that time, the "saucer" was described in this way:

"The first U. S. model, designed by Charles H. Zimmerman, of NACA [National Advisory Committee for Aeronautics], was elliptical in shape, powered by two piston engines and driven by twin propellers. (See picture on page 14.) It had a maximum speed between 400 and 500 miles an hour.

"More important, it could rise almost vertically and its minimum speed for landing was only about 35 miles an hour, a great advantage in military and naval aircraft. And it was far more maneuverable than conventional military planes."

What happened to this early "saucer" model? The 1950 report states: ". . . It was purchased by the Navy after the original model was tested in 1942. The first full-sized aircraft, built by Chance-Vought, was thoroughly tested by Navy engineers. Then a statement was released that this project had been dropped. Early experimenting with 'saucers,' thus, centered in the Navy."

Now the U. S. Air Force, making public plans for "saucers" of its own, tells what is happening in this way:

"We are now entering a period of aviation technology in which aircraft of unusual configuration and flight characteristics will begin to appear.

"The Air Force and the other armed services have under development several vertical-rising, high-performance aircraft, and as

early as last year a propeller-driven vertical-rising aircraft was flown. The Air Force will fly the first jet-powered vertical-rising airplane in a matter of days. We have another project under contract with AVRO Ltd., of Canada, which could result in disc-shaped aircraft. . . . "

The Air Force, at the same time, announced the results of a long-term study of "flying saucer" reports. About a fifth of all reports received from civilians and airmen, AF concluded, were actually "aircraft" of some kind. The study did not explain how many of these were experimental craft, of the kind that precede announced construction of convertiplanes.

Other findings of the new "saucer" report include these:

- The concept of "flying saucers" as interplanetary vehicles, carrying "little men from Mars," is disproved.

"All available data," the report states "were included in this study, which was prepared by a panel of scientists both in and out of the Air Force. On the basis of this study, it is believed that all the unidentified aerial objects could have been explained if more complete observational data had been available. . . ."

"As . . . impressions and interpretations have been replaced by the use of improved methods of investigation and reporting, and by scientific analysis, the number of unexplained cases has decreased rapidly towards the vanishing point."

- Man-made "saucers," now to be built, will have the same basic characteristics that, since 1947, have astounded thousands of persons who reported seeing "flying saucers." The new craft will be able to rise vertically, or almost vertically, travel horizontally at speeds far above normal airplane speeds, maneuver more rapidly than conventional planes, perform feats of turning and climbing that would be impossible with conventional aircraft.

- Over a five-year period, "flying saucer" reports came from all sections of the country, but the biggest concentrations of reports were from New Mexico, Southern California, East Texas and Ohio.

Development of new types of convertiplanes, at the same time, has been going on principally in Southern California, Texas and Ohio, with some research at missile ranges in New Mexico - the same areas where most "saucers" were reported during this five-year period.

- Actual aircraft appearing in "saucer" reports in the U. S. thus far - have been American varieties, not foreign vehicles bent on espionage. Air Force Secretary Donald Quarles states: ". . . We are satisfied at this time that none of the sightings of so-called 'flying saucers' reported in this country were in fact aircraft of foreign origin."

Behind the whole array of strange objects now being developed is the problem of runways. The Air Force needs fast attack and interceptor planes that are not dependent on runways of a vulnerable network of bases overseas but can be launched anywhere despite enemy attacks on present air bases. The Navy wants fast aircraft that can be launched from any naval vessel, without the need for the runways on big, costly and vulnerable aircraft carriers. And the Army has long sought a fast tactical plane that can be landed and launched right at the front lines where it is needed, not tied to runways that may be far away.

Experimentation to fill that need with some new type of aircraft

has been going on constantly since early in World War II. It has produced a wide variety of convertiplane types, some circular, some resembling helicopters, some still on the "secret" list. Of those now revealed publicly:

The XV-1, developed by McDonnell Aircraft at St. Louis, has an engine that powers a three-bladed rotor to lift the plane vertically for a take-off, then switches over to power a pusher-type propeller in the rear for forward flight. This model is about 30 feet long, 10 feet high.

The XV-3, developed by Bell Aircraft at Fort Worth, Tex., has two rotor propellers mounted at the tips of its stubby wings. These propellers tilt up to act as helicopter rotors for a take-off, then tilt forward to provide forward power in flight. A similar model also has been developed by a firm in New Jersey.

The VTOL, built by Bell Aircraft in Buffalo, N. Y., is jet-propelled, with jet engines on either side of the fuselage providing vertical push for a take-off, then revolving 90 degrees to power the forward flight.

The Navy's XFY-1 "Pogo Stick," developed by Convair on the West Coast, uses a turboprop to pull it straight up in the air; then the aircraft turns into a horizontal position to operate as a conventional plane, the propeller pulling it forward.

The first jet model using the "Pogo Stick" principle with straight-jet propulsion is about to be test-flown by Ryan at San Diego. Other types are being developed and tested in the air by half a dozen other aircraft concerns in the U. S., plus at least one in Canada.

Developments like these all have taken place in the years since World War II, in the same period in which "flying saucers" caught the popular imagination. The New York Herald Tribune, noting this, asked editorially one day last week: "Assuming there have been no such things as saucers, how did it happen that men and women began thinking they saw them just when they were about to come within the purview of practical engineering?"

Real aircraft with "saucer" characteristics, in any event, now are being developed in several parts of the U. S. These new forms of aircraft, moreover, are reaching a stage that indicated a major step forward is about to be taken in the science of flying. (U.S. News & World Report, November 4, 1955)

April 29, 1956:

April 29 - Phoenix, Ariz. - Bud Pecaro, with his family, were driving from Los Angeles to Greenwich, Conn. Here is his story: "As we were starting out in the morning on the highway to Tempi, Arizona (between Phoenix and Tucson), my father remarked about an object in the sky to the right front of us. When I first looked I saw a long silver object with something seeming to shoot away from it and to the right of us. I immediately asked for the large pair of binoculars as I know my smaller ones would be ineffective. When I looked I didn't have them in focus right away, but I could tell that the object was a long cigar shape with a dark spot, or hole, in the center. I then handed the glasses to my father. After a while he said he saw what looked like a row of windows or ports that kept

flashing light or flames along the side of the thing, and that while he was watching, something like a little meteor came shooting out of the bottom. About this same time I noticed that the thing seemed to flare up, after which it appeared to be farther away.

"Along the side of the highway were telephone poles, two in a row. This is important because the object seemed to follow the poles with each end touching - at least, for a short time. Finally, after we were out of the traffic, we stopped along the side of the road to get a better look at the object. By this time it had moved from the right to the left of the highway, and away from the telephone poles. It was now over some mountains in the distance and seemed to have gotten there rather quickly. I got one last good look at it through the binoculars before we and it moved away. It looked like a big ball point pen that was glowing on top and dark underneath. The sighting, in all, lasted ten minutes."
(Saucers, June, 1956)

November 25, 1956:

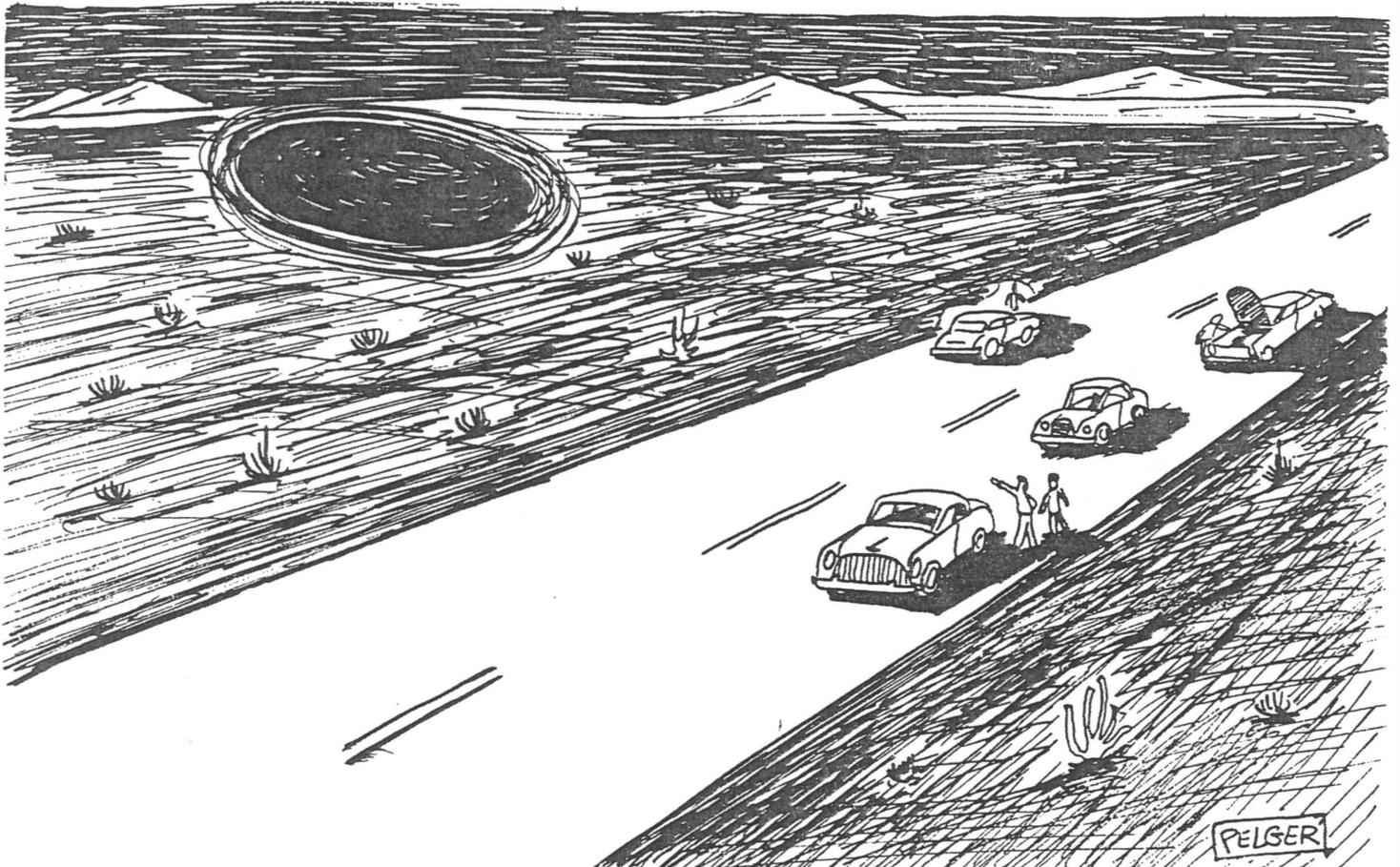
Don Kelm and Jack Peters, South Dakota Highway Patrol, were driving over a hill on Highway 34, about 30 miles east of Pierre, at 12:43 a.m. when they spotted something hovering alongside the road, "almost in the ditch." Whatever it was was, it was egg-shaped with a rounded bottom and gave off enough red light to illuminate the highway, the pair later recounted. "I don't know what it was," commented Peters, " - but it definitely was there." Peters compared its size to that of a semi-trailer; Kelm estimated it was about the size of an automobile.

When they first saw it, the officers were about a block away from the craft, and admittedly frightened. ("I slammed on the brakes," Kelm said. "I thought we were going to run into it. We were that close.") But apparently their bowl-shaped friend was even more frightened, for it took off over the road, its red color becoming constantly lighter. Undaunted in their seeming curiosity, our heroes threw caution to the winds - and followed in hot pursuit. It was roughly a six or seven mile chase, and all of this while the "object" always appeared to remain about a mile ahead of its pursuers, consistently crisscrossing above the highway. The UFO reportedly stayed about 1,000 feet above ground level, was noiseless and exhaustless. Officer Peters suddenly remember something (that both of them said they were to scared to think of before) - he had a camera! And he didn't waste any time snapping a few pictures (1/10th second at f/3.5 for you camera bugs). After photographing their "friend," the patrolmen decided to turn back in the thought that "it" may decide to follow them for a change. And "it seemed to," they confided. But it apparently wasn't curious long, and the aerial contraption finally disappeared from view. The film was later enlarged 180 times by photo-microscopy. On one of the negatives the UFO resembles a half-moon; another portrays a somewhat ovoid shape with a bulbous protuberance at one end. On this second photo, the UFO is approximately three times the diameter of the moon, which was also captured in the frame in question.
(A.P. Wire, 11/26/56)

November 4, 1957:

An electronics engineer reported seeing an unidentified flying object on an isolated desert highway near Alamogordo in Southern New Mexico Monday afternoon.

James Stokes, 42-year-old engineer in an upper air research project at the Air Force missile development center near Alamogordo,



said 10 automobiles stopped Monday afternoon on U. S. Highway 54, between White Sands Proving Grounds and the Air Force missile development center when the flying object appeared.

Earlier in the day, officials at White Sands Proving Grounds said two Army patrols reported seeing a similar object or objects on Sunday.

Similar reports came Sunday from Levelland, Texas.

Stokes, in a taped interview for Terry Clark, news director at station KALG in Alamogordo, reported that the object approached from the northeast over the Sacramento mountains. He said the first indication that something was out of the ordinary was a gradual fading of the radio in his automobile.

Then, he said, the car engine died, and he noticed that several other cars on the highway had stopped. Stokes said he noticed that the occupants were getting out of their cars and pointing to the sky.

"Looking up," Stokes said in the interview, "I saw a light-color-

ed, egg-shaped object making a shallow dive across the sky to the northeast.

"Then it wheeled and made a pass at the highway, across the road not more than two miles ahead.

"It then moved away toward the Organ mountains near White Sands Proving Grounds to the southwest.

"As it passed at its closest point, I could feel a kind of heat wave, but there was no sound.

"It has no visible portholes and there was no vapor trail, smoke or flame visible."

"When I got back to my car and checked the engine, I found it intact, but the battery was steaming. But it started with no trouble." (Medford, Ore. Mail Tribune, 11/5/57)

November 6, 1957:

Two experienced Illinois state troopers reported seeing a "Brilliant flying object" near Danville last night and following it about 15 miles.

The troopers, Calvin Showers, of Danville, and John Matulis, Westville, said they were unable to notify headquarters during the chase because their radio went mysteriously dead.

The radio was in good working order before and after they sighted the object.

Lieutenant John Henry, Urbana state police district, said the troopers described the object as brilliant white when they first saw it. It then changed during the chase to an amber color and then to bright orange.

The object, brighter and larger than a star, was described as "traveling at a terrific rate of speed."

The troopers were unable to say how high it was in the air or how large it actually was.

The state police car sighted the object while responding to reports of its appearance by citizens in the sector north of Danville.

Henry said he had not believed flying object reports before but added:

"These are two experienced, trusted policemen and their reports are very reliable."

Earlier, Lieutenant Henry said, a farmer near Longview reported a "flying saucer" had landed in his field. The only thing found by state police investigators was a ball of twisted metal. (Indianapolis Star - Tribune, 11/7/57)

November 6, 1957:

At 11 p.m. on the night of Nov. 6, 1957, Olden Moore, a Huntsburg, Ohio, plasterer and active church worker witnessed an unidentified flying object land in a farmer's field.

The landing was made near the intersection of Rt. 86 and Hart Rd. in Montville Township. "It landed a stone's throw from the highway," Moore said.

Moore had been driving home from Painesville when he first noticed what appeared to be a bright star coming toward him. He observed the light through the windshield of his automobile.

"In a matter of seconds it loomed up as big as a house in front

of me," Moore said. "Then it seemed to split apart. One section disappeared; the other settled down in a field near the road."

Moore pulled his car off the road and turned off the ignition.

"I sat there watching the object in the field for about 15 minutes," Moore said. "Then I got out of the car and walked toward it. I could hear a ticking sound like that of an electric clock or water meter."

Rather than walking up to the object, Moore returned to his car and drove home to get his wife. When he arrived back at the field, the UFO was gone.

Twelve hours after Moore's experience, his wife telephoned the report of the incident to Louis Robusky, Geauga county sheriff. She later turned over to Robusky a picture her husband had drawn of the object.

According to Moore the UFO was about 50 feet in diameter, was saucer-shaped, and had an inverted "saucer" on top.

Moore described it as having a dome in the center, shaped like a cone. Surface of the object was brightly glowing. "It reminded me of mirrored sun glasses," he said.

Surrounding the object was a blue-green haze or fog. A light pulsed slowly, alternating between bright and dim.

Because of an unusually bright moon, Moore was able to distinguish the UFO through the haze. He could not detect any windows or openings of any type.

Police, sheriff's deputies and members of northern Ohio's Civil Defense rushed to the scene to investigate Moore's sighting.

First civilian to arrive was George Popowitch, director of the Akron UFO Research Committee. A KYW television cameraman, Ralph Mayher, and investigator C.W. Fitch later made a plaster cast of strange prints found in the area where the UFO contacted the earth.

When Moore signed an affidavit covering his reported sighting, he said:

"I don't care what people think. I know what I saw and I'm only sorry that I did not have a witness with me to back up my story."

Kenneth E. Locke, Lake county Civil Defense director, made this statement:

"There were prints in the field one and one-half inches deep and holes like those made by spiked shoes."

Locke said the six prints looked as though they "were coming from nowhere and going nowhere."

Locke and another Civil Defense official brought a Geiger counter to the field. The instrument registered about 150 micro-roentgens in the center of an area 50 feet in diameter.

Near the perimeter of the area, the readings dropped to 20 or 30 micro-roentgens. A normal reading would be 15 or 20 micro-roentgens.

A few hours later the meter showed only a reading of 20 to 25 near the center and zero at the perimeter. This proved that something had been there to create the high radioactivity, rather than it being caused by mineral deposits in the field.

On page 185 of Dr. Donald H. Menzel's latest book, "The World of Flying Saucer," it is claimed by the author that the UFO Moore saw was nothing more than a large meteor that split into two or more pieces.

If Dr. Menzel, a very learned man, is correct it seems there

would have been some evidence of the meteor.

Also a fact is that Moore was not the only person to call authorities and report a UFO on Nov. 6th. John Shaffer, 16, and Timothy Sadowski, 15, reported a cigar-shaped object at 7:55 p.m., the same evening of the Moore report.

The youths were on duty at the Grand Valley Observer post at Orwell, a short distance from Montville. They reported the object at high altitude, traveling swiftly toward the northwest.

"The object had light streaming down from what appeared to be two portholes," Shaffer said. "It was shaped like a cigar, but was not tapered at both ends. One end was larger than the other.

Also on the night Moore said he saw the UFO, an Ashtabula man reported seeing a low, bright object while he was driving east on Rt. 166. The object appeared to move away, come closer and then vanish.

On Nov. 7, one day after the other sightings, five other persons reported seeing UFO's in Geauga and Ashtabula counties.

One of the sightings was described by a Thompson Ledges man as a "large, flattened-pumpkin shape, traveling from north to northwest."

When Moore returned home from work on the evening of Nov. 7, he saw many cars outside his home. Reporters were milling around, obviously waiting for him.

Not wanting any publicity, Moore drove around the block and waited until the crowd had left.

Sunday evening, Nov. 10, Sheriff Robusky, accompanied by a deputy and an Air Force officer, called at Moore's home.

Robusky said that the Air Force wished to question Moore on the sighting and asked Moore "as a good patriot" to go to Youngstown for an interview.

Moore agreed to the request when it was promised he would be returned to his home that evening. They drove to the exact spot where the UFO had landed and boarded an Air Force helicopter.

Following this unusual experience, Moore was brought back to his home. One week later, an Air Force car stopped at Moore's home. Two officers asked Moore to pack his grip and go with them to Washington for further questioning.

(Earl Neff, Berea, Ohio News, 1/23/64)

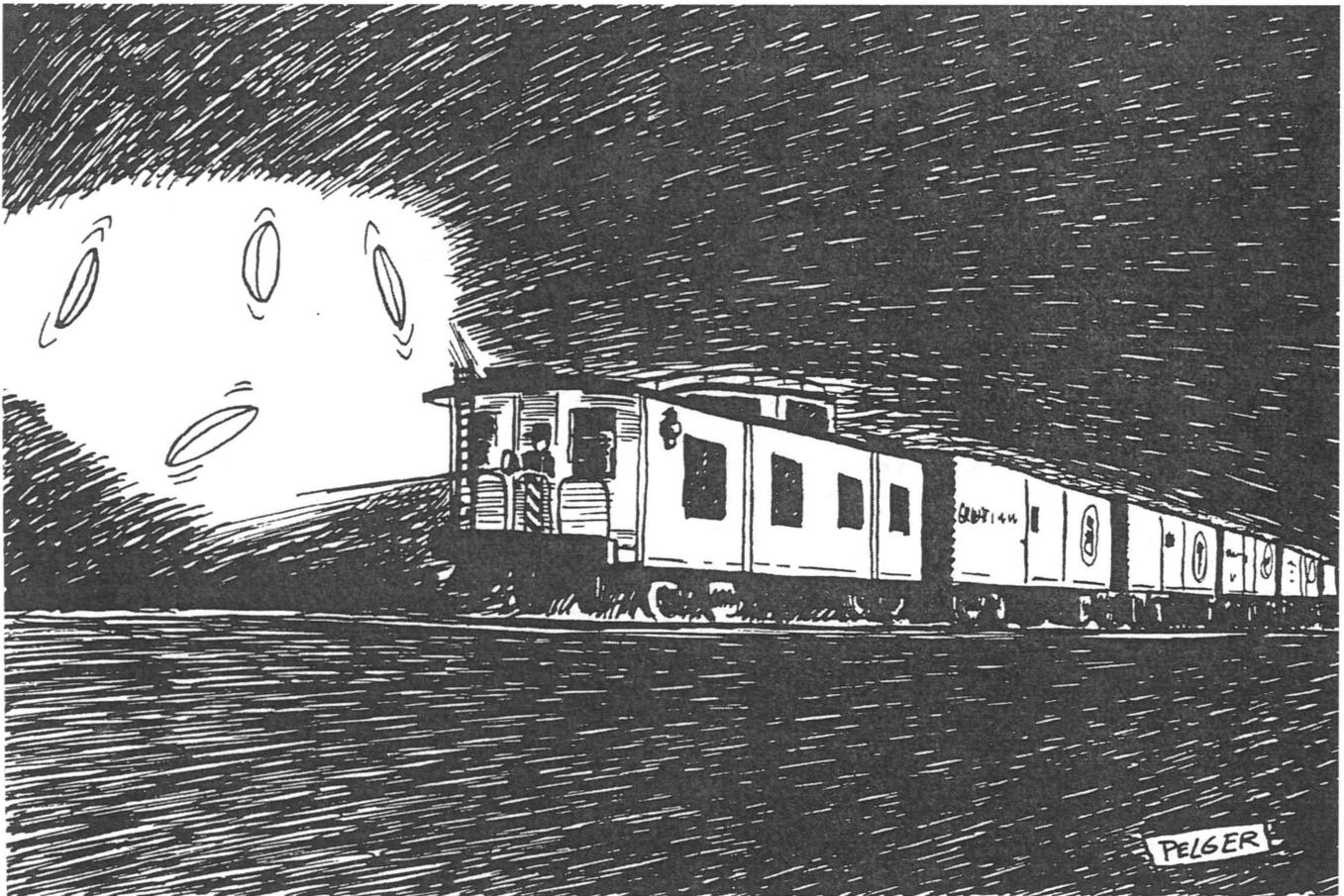
October 3, 1958:

A Monon Railroad freight train, at about 3:10 a.m. on Oct. 3, 1958, was crossing through Clinton County, Indiana. Suddenly four peculiar white lights appeared from out of the night and crossed in front of the train. The objects turned about and flew to the rear of the train and was fully observed by the crew.

The UFOs swung around and began to follow the train for about 1 hour and 10 minutes.

The four objects were flattened and brightly glowing as they flew sort of on edge.

The conductor shone a bright light on the objects which seemed



to make them react and fly off. They returned and paced the train again, but after a while flew off and never again returned.

This incident suggests some intelligent controllability due to the fact of the maneuvering formations.
(UAPA files)

December 20, 1958:

One of the strangest reports of 1958 comes from Lampasas, Texas, a town of some 5,000 population about 130 miles southwest of Fort Worth. On Saturday night, December 20, Mr. and Mrs. Franklin Richardson, who had been hunting rabbits about 10 miles north of town, were driving along the Spivey-Tapp Road when they saw, hanging 75 feet in the air a quarter of a mile from the road, over brushy country, six blue-white lights about four times the size of the headlights of a car. "We didn't pay much attention to them, but after noticing them for a while, they began moving around so that sometimes they looked as if they were in a string going up and down, sometimes they would blend into one light, and sometimes they would dance crazily without pattern. They would jump and race and blink off and on. We watched them for a while and suddenly two of them broke loose from the rest and approached us very rapidly. They came to within 150 feet of our car, and then stopped and sank very slowly into the ground. Shortly afterwards, two lights came up through a pasture, skimming the tree tops, and although they were

out of range of a .22 rifle, they lit up the interior of the car."

On subsequent hunting trips the couple again saw lights coming out of the ground and sinking back again. They were always seen on clear nights, and always between 12:30 and 2:30 on Sunday morning. Thus far they had not reported the phenomenon; but on the night of January 24 - 25, they parked their car to see if they could spot the lights again. In just a few minutes "we spotted a huge light about 20 miles north and to the east; it hopscotched across the mountain and in nothing flat it was directly east of us. Without slackening speed the light made a right-angle turn and headed directly for us."

Mrs. Richardson started the car, looked over her shoulder, and saw the light very close. Trying to watch the road and the light at the same time, she took a curve too fast and stepped on the brakes. The car swerved to the right, bounced off a tree, crossed the road, and struck another tree on the left. The car was severely damaged, and Mrs. Richardson was cut and bruised. Mr. Richardson took his wife to the hospital for treatment (she spent most of the next week in bed), then found a highway patrolman and went back to the scene. Two of the lights were visible, but not close enough for a better look.

On January 29, the Lampasas weekly Record published the Richardsons' story, together with a statement that on the next Saturday night (January 31) the couple, with their parents and a few friends, were planning a "small excursion" to the spot; Richardson would take his deer rifle and try to get a shot and "see what happens", anyone else who wanted to go was invited.

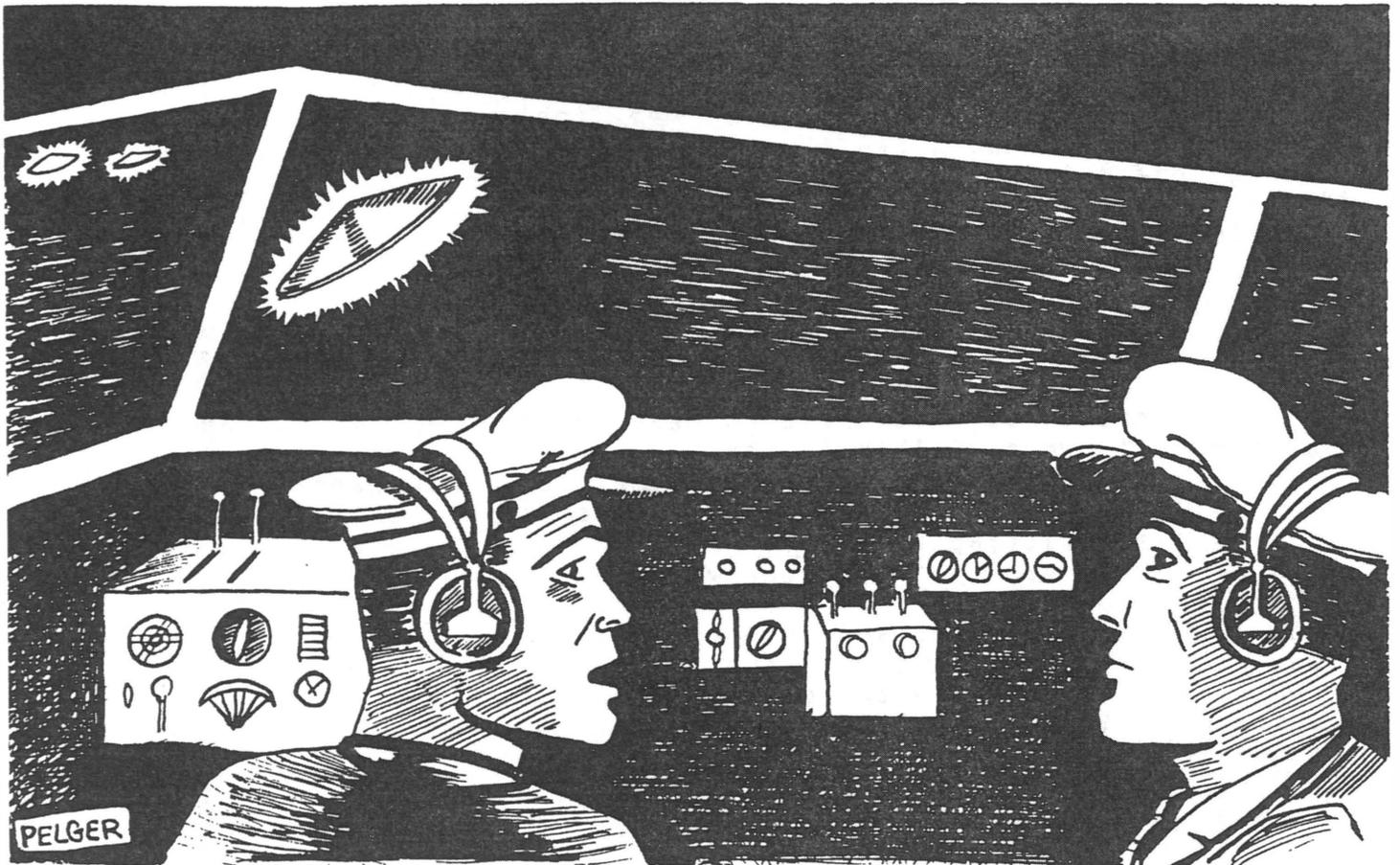
The results of this publicity could have been prophesied. More than 100 carloads of spectators, some genuinely interested, but most of them noisy and jeering, arrived on the Spivey-Tapp Road. Teen-agers drove up and down tooting horns and yelling. Spectators had brought shovels and dug in the area. Fences were damaged, cattle and sheep frightened. Whether or not the noise and confusion kept the lights away cannot be known, of course; in any event, the night was overcast, and Mrs. Richardson repeated that "we have never seen the lights when there were clouds."
(Lampasas, Tex. Dispatch, 2/2/59)

January 13, 1959:

Over the years, a large number of excellent sightings have been made by lone drivers along the less frequented highways of Pennsylvania. The latest in this series occurred on January 13th, at about 7 a.m., when Robert Collins of Linesville, Pa., was driving his half-ton pickup truck along a deserted road near Greenville. He observed what seemed at first to be an extremely bright pair of headlights illuminating the earth from overhead. As the lights grew nearer, they began to appear as a single blinding bright arc light, which came over the road at the exact spot where his truck was traveling. But instead of passing by, the light remained stationary over the vehicle for three or four minutes. The truck's whole electrical system failed, as though some unknown force had turned off all the switches at one time. Not only did the engine cut out, but the headlights failed and the radio stopped playing at the same instant. The mysterious arc light eventually departed at extremely high speed,

and disappeared within 30 seconds. Collins estimated that the light source was about 200 feet above him, and that it illuminated an area of some 100 yards in front of his stalled vehicle. As soon as the UFO zipped away, the truck lights and radio went back on. (Saucer News, June, 1959)

February 24, 1959:



On February 24, 1959 at 8:20 p.m. while flying over Bradford, Penn., on a routine non-stop flight from Newark, N.J. to Detroit, Michigan, Captain Peter W. Killian and first officer John Dee saw three UFOs flying in formation. The DC-6 which Killian was flying was at an altitude of 8500 feet with an air speed of 350 miles per hour.

When Killian first noticed the objects they appeared as three lights slightly higher than their aircraft and in a southerly direction, traveling in a "precise line." One of the objects left the formation and came toward the DC-6. At this time Killian prepared for a tight turn, but the object slowed, some distance away, as if they were observing the plane.

Then the strange object returned to its formation. It wasn't a minute later when one of the objects left the formation and started to move toward the plane again. The UFO came closer the second time.

July 9, 1959:

On the night of July 9th, James F. Baker and other members of his family driving with him, chased a group of unidentified lights for several miles on a highway near Columbus, Indiana. Said Baker: "We saw three lights moving very slowly in front of us, and we thought at first that they were on an airplane with engine trouble. There was no sound. I think I could have thrown a rock and hit them, they were so low. These blinking orange lights then moved out of their triangle formation. It gave us quite a start. Later they came back together and we started chasing them towards Columbus." Baker estimated the speed of the lights at 15 mph, until he started chasing them. They then increased their speed and finally streaked off into the sky and got away from him. Local officials identified the lights as belonging to three airplanes flying in a triangle formation, but this explanation does not fit the facts as told by Baker.

(Saucer News, September, 1959)

August 18, 1959:

Residents throughout the area near Pontiac, Michigan, reported that two UFO's were visible in the sky for 20 minutes on the night of August 18th. The most detailed report came from Wanda Bieri, who was at a local drive-in movie with her husband and children. She said, "We were sitting in the car waiting for the show to begin. It wasn't quite dark yet. Suddenly my husband told me to look at two peculiar objects in the lower horizon. We saw the people in other cars watching too, and some got out of their car to look. There were two yellow discs in the sky - not in the heavens, but in our own atmosphere. The two objects faced each other, and for about eight minutes they stood perfectly still. Then for the next three minutes, one moved higher than the other. All of a sudden the lower one took off in a straight upward movement and became a very thin disc with a long yellow tail with a bit of red in it, making it look like a fire streak. Then, 30 seconds later, the second one moved up and over and down in a perfect arc, leaving a yellow trail behind it. It disappeared completely while the first disc continued to go straight up, then leveled off and began flying perfectly straight for about three minutes, trailing to the right with a stream of yellowish vapor that faded to pink as it disappeared. As the first one faded, the second flying object came back into view and looked like it was coming directly at us, right under the other one, which had reappeared again. They both arched together, like they were making a big U-turn, and then streaked away for the last time."

(Saucer News, December, 1959)

August 24, 1959:

On the night of Aug. 24th, a number of winking and blinking bright lights were seen for more than three hours in the city of Bremerton, Washington. The lights kept changing color, from red to green to blue, and appeared to be attached to a single object that was hanging almost stationary in the sky. Local police were

alerted, and several obtained a good view of the UFO, which was estimated to be at an altitude of 40,000 to 50,000 feet. A deputy sheriff gave a report to a nearby civil defense headquarters, which in turn was supposed to notify nearby McChord Air Base. However, due to some unaccountable mix-up, McChord did not receive the information until much later. - SAUCER NEWS readers will remember that McChord is the same field near which the mysterious air crash described in Bob Barry's article in our last issue took place. At that time a blanket of secrecy and censorship was placed over the crash, according to local saucer researchers who tried to investigate the incident.

(Saucer News, December, 1959)

October 20, 1959:

15-year-old Mark Muza Jr. of Poquoson, Virginia, has made one of the few good saucer sightings in recent months, and has an exciting story to go with it: Muza claims that the UFO appeared in the sky at dusk last October 20th, and hovered for a minute or more at an altitude of about 100 feet over his head. The object was four feet in diameter and had a black body encircled by a silver rim about six inches wide. Says Muza, "I stood petrified for several seconds and then raised my 12-gauge shotgun and poured two blasts into it. I know I hit it both times, but nothing happened; so I loaded my gun with a shell which had a little more lead in it and shot it again as it disappeared." The incident took place just after sunset while Muza and a friend were exploring in a marshy area near their homes.

(Saucer News, March, 1960)

March 4, 1960:

In a widely-publicized case last March, a Dubuque, Iowa pilot named Charles Morris shot 19 feet of color film of three large elliptical UFOs which he saw from his home. The objects were sighted about 5:55 p.m. on March 4th, and crossed the horizon from southwest to northeast over the city by 6 p.m. According to Morris, they were about 200 feet in length, and at an altitude of 20,000 feet, flying in perfect formation. They were about 2,000 feet apart, and traveling at a speed of less than 200 miles per hour. The objects were thin on the leading edge, thick in the middle, and thin in back, just as one would expect saucers to be, according to pilot Morris. He said that he saw them from the side, and that they looked exactly like two platters placed face to face. The objects made no sound, left no vapor trail, and were very bright. The sighting was confirmed by Mr. and Mrs. C. W. Luckritz of Dubuque, who spotted the UFOs shortly before 6 p.m. Their description tallies with that of Mr. Morris. Dozens of other local people reported seeing the same objects. Some of them identified the objects as looking like high-flying jets, but the Air Force denied this explanation. Unfortunately, when Morris's film was developed, it showed nothing, possibly because of the fact that it was taken against the light of the setting sun.

(Saucer News, June, 1960)

March 15, 1960:

An Eastern Airlines pilot named Earl W. Miles reported that he and his crew saw a mysterious object over Virginia about March 15th. The sighting was confirmed by two other Eastern crews. Said Miles, "The object was clearly visible, including the outline of its shape and certain details. The shape of the entire object was identified by all of us to be like the fuselage of a plane except many times larger than any plane we ever saw. From the back of the fuselage streamed a tremendous white flame that from our distance appeared to be a quarter of a mile long. It had no wings, and there were no protrusions on the body that could keep it balanced or directed. We estimated from what we know of flight speed that the thing was traveling in excess of 6,000 miles per hour. It went across the sky, from the point of vision at the side of our plane where we picked it up, in about 50 seconds." Captain Miles added that such sightings are made quite frequently by experienced pilots, but that "information is evidently suppressed from the newspapers."
(Saucer News, June, 1960)

June 10, 1960:

At about 9 p.m. on June 10th, Mr. and Mrs. Joseph Casey of Port Jervis, New York, spotted a huge conical shaped UFO which they estimated to be the size of a house. They watched it maneuver in the southern sky for about five minutes before it finally disappeared. The object was first seen as the couple were driving out of their driveway. They described the UFO as resembling a child's top, and said that it was spinning. It was gray or black in color, and there was a flashing blue-green light glowing from the pointed bottom. It made no noise. About one quarter of the way down the side of the object, a band of red light encircled it. Mr. Casey said this band appeared incandescent and that it did not seem to be spinning with the rest of the object. When first sighted, the UFO was crossing the sky at high altitude. It passed the face of the moon at tremendous speed, and then shot straight down to a point near the ground. It then circled for several seconds, as if observing something on the ground, and finally headed in the general direction of the Casey home. Mr. Casey and his wife became frightened at this point. However, the UFO changed course, went straight up at a rapid rate and flew out of sight. The couple mentioned that even their dog, which was with them in the car, noticed the object. When the thing came toward them, the dog's ears went up and he watched it closely.
(Saucer News, September, 1960)

August 11, 1960:

On August 12th a Boulder, Colorado truck driver named Ray Hawks reported a strange experience he had had the previous afternoon: While operating a tractor alone in a canyon a few miles from Boulder, he heard what sounded like an explosion in the air. A UFO then dropped out of a cloud to a point about 400 or 500 feet from the ground, and 600 yards away from him. It hovered in one place for 15 minutes. Hawks said that the craft was 45 to 50 feet in diameter

and 10 to 15 feet thick. It had no markings. There was a sort of velvety appearance to it, with a silver sheen; yet it did not shine like aluminum. About two feet from the outer edge were five observable metal plates, one of which was sending out bluish smoke of some kind. There was an all-pervading noise, like the thrumming of a generator out of phase. While the craft was hovering nearby, the starter and other electrical equipment on the tractor would not work. After the UFO finally rose and disappeared into the clouds, the tractor again operated as usual.
(Saucer News, December, 1960)

August 13, 1960:

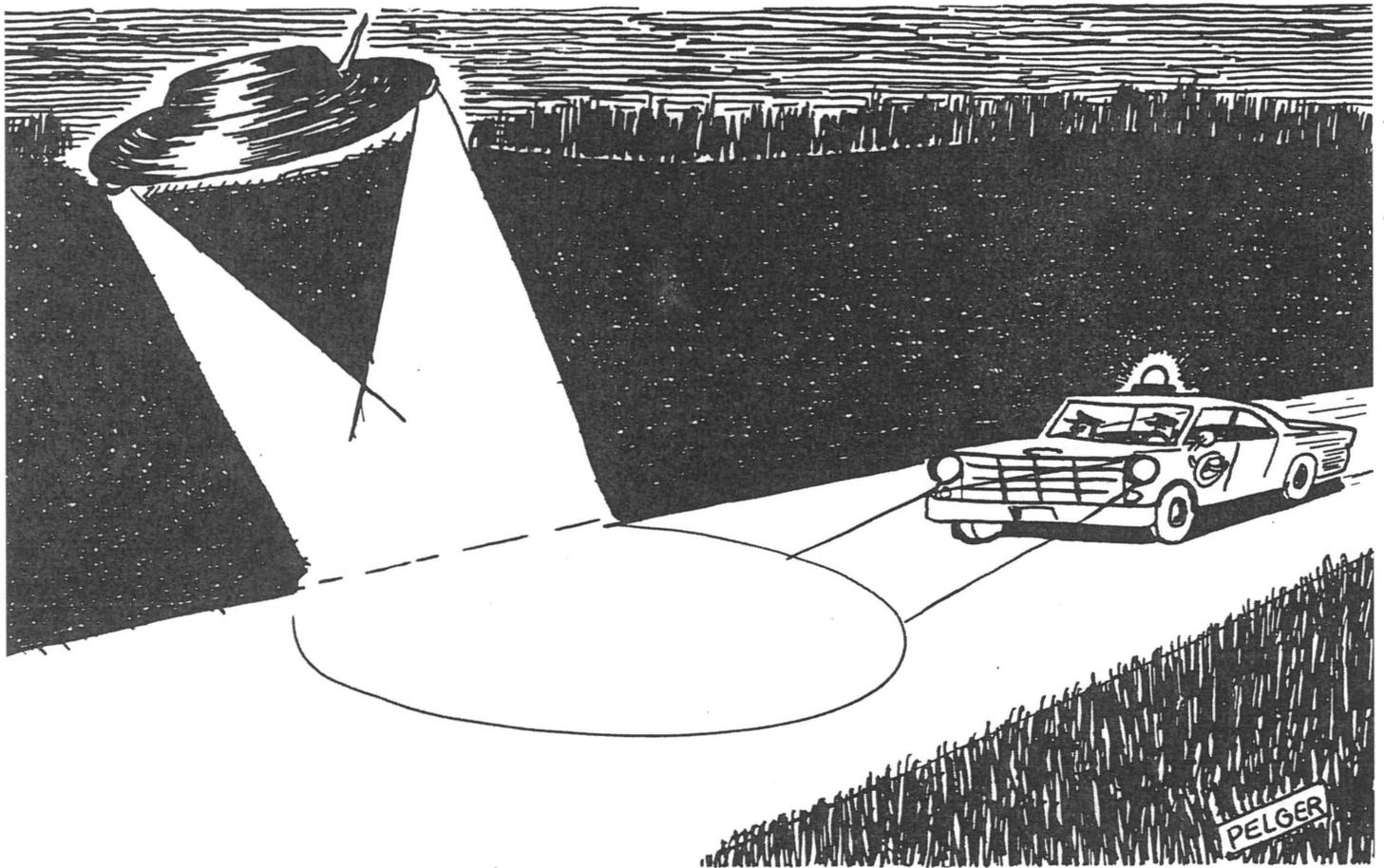
A huge object said to be at least the size of an airplane, emitting an extremely red beam of light ten feet or more across, was reported flying at low levels east of Corning, California, on the night of August 13th. The UFO was first spotted by two highway patrolmen, who saw what appeared to be a huge airliner dropping from the sky as if it were about to crash. They stopped their car and jumped out in order to get a better look. The policemen heard no noise at all, but they still assumed it was an aircraft with its engines off.

Then, when the object was within 100 to 200 feet of the ground, it suddenly reversed its direction, and rapidly gained altitude until it was at approximately 500 feet. The strange craft was surrounded with a glow causing it to appear oblong. There were lights at each end and on the sides, and at times white lights could be seen between the red ones. The startled police called the nearest sheriff's office, and also reported the sighting to the county radar base. According to the patrolmen, officials at the base said they were tracking an unidentified object on radar, but newspaper reporters were unable to confirm this.

As the patrolmen continued to watch the object, it came directly toward their car on two occasions, each time sweeping the area with a huge red light. As the UFO came within a mile of the officers, they turned on the flashing red light of the patrol car, and it immediately went away from them. The officers said that the UFO used its red light to sweep the area six or seven different times. The object then started moving slowly toward the east, and the police followed it in their car for several miles, until reaching a fire station, at which time they saw a similar object approach the first one from the south. The second UFO moved close to the first, and the two remained stationary for a short time.

After watching various aerial maneuvers for more than two hours, the men returned to the sheriff's office at Red Bluff, from whence they had started out. The policemen stated that they experienced static and radio interference every time the UFO came close to their patrol vehicle.
(Saucer News, December, 1960)

See illustration on the next page.



September 30, 1960:

Coming home from work on September 30, 1960, I pulled up to a stop sign and looked to the right, then to the left, when I saw it.

A bright object was heading toward me very slowly. As nearly as I could judge, it was about 300 feet above the tree tops.

I turned off the car engine and got out so I could watch it better and with the engine off I could possibly tell whether the thing had an engine that might make some sound. It didn't.

My first impression was that it looked a little like one of those paper airplanes we made when we were kids, only the front end appeared to be cut off square. It crossed above the street I had been about to cross and at that time was heading in a north-westerly direction. It then turned and headed due north. It was then that I got a good look at the rear of the object. There appeared to be two brilliant white lights like round tail lights side by side. The entire object was a dazzling white.

It seemed to be following Ward Parkway, one of the main thoroughfares in Kansas City, Missouri.

This happened about 5:55 p.m. I watched it for perhaps two minutes. I was pretty excited when I got home, as you can probably imagine. My wife thought I should call the Kansas City Star and report it. They said that they were receiving many reports. I

hung up without giving them my name.

The next morning there was an item on the front page. However, the description didn't coincide with what I had seen. Most observers saw a bright object to the north of the city and they said it appeared to be a large bright balloon. Perhaps the other observers saw the same object I had, only from the rear, which might make it appear round. Perhaps there were two different objects. The one I saw was over the south part of the city and everyone else reported it in the north, without exception.

It evidently was in view for at least thirty minutes because one person watched it from 6:15 to 6:33. I saw it (if it was the same thing) at 5:55. Most reported seeing it at 6:00.

The Kansas City Star said that one observer described it as onion shaped with some kind of antenna on top. Another said it looked like a balloon with an instrument carriage beneath it.

A weather bureau forecaster here watched it. It didn't appear to him to be a weather balloon. As area military unit and the weather bureau reported a "blip" on their radar, but could not determine what it was.

A spokesman for the Air Force was unable to come up with a definite identification, but was reluctant to classify it as an unidentified flying object. He said that the matter had been checked on as far as NORAD (North American Defense Command) and they had nothing on it.

The Associated Press said it passed across northwest of Missouri north of St. Joseph and south of Omaha, Nebraska.

If I had been the only person to see the object I would be reluctant to class it as an hallucination. I don't believe anyone who has seen a UFO can go along with the official dogma of the Air Force. They would have to sacrifice their own self-confidence, wouldn't they?

(William D. Davenport, UAPA files)

October 18, 1960:

A red object came plunging out of the sky near Smethport, Pa., the night of October 18th about 11:30 p.m. and broke in two sections before crashing to the ground and starting two separate fires.

The flaming red object, trailing a tail of fire, was seen by the Charles Herzog family of Colegrove, Pa. Mr. Herzog said the red object came out of the air and broke in two, prior to crashing. The break occurred shortly before it crashed into the ground starting two small fires.

It was described as a large red object.

Wilber Williams, Fish Warden of McKean County Pennsylvania, called the McKean County Sheriff's Department at Smethport about 11:30; stating that a neighbor (Charles Herzog) had sighted a red object crashing into the ground. The crash scene is located in an area known as Sackett Hollow, and is about one mile north of Colegrove.

The McKean County Sheriff's Department immediately checked with Bradford-McKean Airport, Bradford, Pennsylvania, to see if they had any report of the incident. They didn't. However, James Huff, spokesman at the airport, said an airliner was due to arrive about 12:30 a.m., and further stated he would have the pilot check

that area for any fires. The pilot was contacted when he neared the area and reported seeing two small fires about 1 mile north of Colegrove. He was flying at an altitude of 6,000 feet at the time. The pilot's name is not known at this time. Allegany Airlines services Bradford-McKean Airport. The pilot further stated that some parked cars were visible about a quarter of a mile from the fire area. He also stated the fires seemed to be growing in intensity.

A volunteer fireman of the Smethport Volunteer Fire Department, Harry Larson, of Crosby, was contacted by the County Sheriff's department to conduct a check of the Colegrove area for any possible fires.

John Keller of Colegrove, noticed a plane circling in the general area where the two fires were reported. Curious, he called the county sheriff to see why the plane was circling. When told of the incident, he decided to also go look for the fires.

About 2:30 a.m., Keller called the sheriff and stated he could find nothing. Larson, the volunteer fireman, also called and said he found nothing. A spokesman for the sheriff's department said the area of the crash scene of the unknown object is very dense and hilly.

Another plane from Bradford-McKean Airport also reported seeing the two fires, according to the sheriff's report. Nothing has been found as of this date (Oct. 20, 1960) of any crashed UFO or burned areas.

Bob Barry, Director of the Aerial Phenomena Investigations Society, with headquarters in Olean, NY, called the Niagara Falls Air Force Base to check for further information and also of any possible radar sighting of the phenomena.

He talked to Airman 1st Class Walter Barnhardt, associated with the Public Relations Division of the base. They had no record of the incident and seemed highly interested. They quizzed Barry about the details and secured his name and telephone number.

This was the morning of October 20, 1960. After talking with Barry, the Air Force at Niagara Falls, made contact with the Pa. State Police at Kane, who also had a report of the incident. About an hour later, the AF called Barry for further information and also informed him they were going to investigate the report.

Later in the afternoon Captain Dale Newbold, Public Relations officer, Niagara Falls AFB, along with A1C Barnhardt, walked into the office of Barry for further questioning.

They wanted to know ALL the details Barry had. While they were there, Barry called the McKean County Sheriff's Office at Smethport for the benefit of the Air Force officials who wanted to check to see if a complete report would be made available to them as soon as they arrived at Smethport. The sheriff's office said they will help in any way they can . . . as a matter of fact, "We need help" on this one, the sheriff's spokesman said.

They wanted to get the names of all those involved so they could interview them personally. The two AF men also were taking two geiger counters with them. A1C Barnhardt told Barry "We are taking two geiger counters with us." He also stated "after initial investigation, we might bring in an Army helicopter to search the area since it is a vast area of woods."

Captain Newbold is also the officer responsible for investigating UFO reports out of the Niagara Falls Air Force Base area.

The scene of the UFO crash is about 20 miles south of the New York -Pennsylvania border near Olean, New York.

(Bob Barry, Flying Saucers, July, 1961)

December 3, 1960:

Last December 3rd, a duck hunter named Earl Leeds and his grandson had a frightening experience with a UFO in the meadows near Atlantic City, N.J. It was about 6 a.m. when the two men spotted the object flying straight at them, about 300 feet above the ground. Leeds loaded his shotgun and was prepared to shoot down the object, but it then rose vertically into the air and flew away. The strange machine was saucer-shaped and measured about 60 feet in diameter. It had a red glow that lit up the ground and that changed to purple as the machine zoomed up into the air. The UFO traveled silently at all times, and moved with a jerky motion "like a bouncing ball," according to Leeds.

(Saucer News, March, 1961)

WHERE UFO'S ARE SEEN

