

Contactee story in
L.A. Times. The
Times is one of the
better papers in
carrying UFO stories

POLICE INVESTIGATING

Norse Women Report Flying Saucer Visit

OSLO, Aug. 25 (AP) — Two Norwegian women claim they not only had a close look at a flying saucer, they talked to its "dark-skinned, long-haired" pilot. Skeptical police have launched an investigation.

The two women, Mrs. Aasta Solvang and her sister, Edith Jacobsen, said the saucerman popped out at them from behind some bushes last Friday near Mofjell, in Northern Norway.

Their story was published

yesterday by the local paper Nordlands Folkeblad.

This was the sisters' account:

"We were picking berries when suddenly a dark man with long hair — but otherwise looking very much like an ordinary human being — came out from behind some bushes.

"We were frightened at first, but the man appeared very friendly and stepped toward us."

One of them addressed him

in English, French, German and Norwegian. "He didn't seem to understand a word."

Led to Craft

The stranger then attempted to communicate by drawing "circles and what looked like pictures of heavenly bodies" on a piece of paper. The stranger finally led them to his craft, which looked like "two deep saucers sandwiched together," about 15 feet across.

The mystery man opened a hatch and crawled into the disc. Moments later the craft "rose from the ground and began rotating, first slowly, then increasingly faster." Then, suddenly, it disappeared at an "incredible speed."

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The Washington Merry-Go-Round

Cancer Clues Hunted in Jungles

By Frank Edwards

Commentator Edwards is today's guest columnist for Drew Pearson, who is on vacation.

WRAPPING JINGOISTS make the headlines—but quiet researchers make the progress.

The scientific jangle, used as a factory during World War II, a select group of eight British scientists are conducting closely guarded tests of a radically new type of automobile. If it meets their expectations, it might revolutionize the industry.

The new British experimental job uses a very small engine to operate a tiny hydraulic pump. The pump delivers the power to the wheels by activating a transmission filled with mercury.

The British are so jealous of the car that they test it indoors in the daytime, take it out for sprints on the air base only after dark. It is light, fast, and has surprisingly few moving parts. The British hope it will open new markets in areas where price and dependability are of paramount importance.

A RECENT DISCOVERY in the war against cancer in Brazil has upset a theory and replaced it with a question mark.

In South America, teams of biologists are probing deep into the jungle, studying the living habits of isolated communities where cancer is unheard of. By American standards, these people are underfed. They often lack even rudimentary medical care. They have poor sanitation standards. But they do not have cancer. Why?

The biologists are checking the water supply, the food, the air and the soil in hope that somewhere in that combination they may find the factor which enables these people to avoid the cancer scourge. Research under these circumstances is grueling, heart-breaking work, but it goes on 24 hours a day.

Paradoxically, the discovery of these cancer-free communities in remote South American areas deflates the theory that cancer might be caused by exposure to cosmic rays from outer space. These people in the borders of the jungle get the same dosage of cosmic rays as the city dweller receives. But certain groups of the jungle dwellers do not have cancer. Why? Thus far, nobody knows, but patient researchers are trying to find out.

ONE OF THE BEST-KEPT secrets of the aviation world is the flight-testing of a ram jet plane in California for the past three months. Ram jets are the so-called flying stovepipes. With no moving parts, they are nothing more than a tube with a fire inside, fed by fuel pumped in at high pressure.

The ram jet cannot operate until a comparatively high air speed is reached. Designers have overcome that by equipping the test planes with conventional jet engines which get the plane into the air and moving at the required speed. Then the pilot turns on the mighty ram jets, cuts off the ordinary jets, and goes streaking away at speeds in excess of 1600 miles per hour.

Test speeds of today become the schedule speeds of tomorrow. As you fly over the Mojave Desert in today's passenger plane at 300 miles an hour, you can sometimes faintly discern the wagon tracks of the 49'ers who did well to make 300 miles in a month. And the 300 miles per hour of today's passenger liners will soon be outmoded by planes that are flying secretly today.

ALL CHANGE IS NOT necessarily progress. However, for example, in the New Hebrides Islands, hydrogen peroxide is on the best-seller list—not for its medicinal value but for

its ability to change the color of the natives' hair from its normal black to a brilliant orange. As the change is far from permanent, the natives are spending too much of their restricted incomes for peroxide, say the authorities there.

And speaking of bleaching hair, the Japanese are turning blond at \$1 per treatment. One Tokyo beauty salon reports that 20 percent of its customers are women who want to become blond—or who are already blond and want to stay that way. Editorials in Japanese papers denouncing the fad have had the result that such editorials usually have when women's fashions are concerned.

A businessman brought in a three-pound wad of gummy black paper which he claimed was money, damaged by water. The banker sent it in to the Treasury Department. It was determined eventually that it really was damaged money, more than \$40,000 worth, and, the Treasury replaced it.

The Treasury also examined the owner's income tax returns for the past few years. As a result, Uncle Sam is going to ask for the entire amount it replaced for him—plus interest. Seems that the gentleman forgot to mention he had it when he made out his tax returns a few years ago.

Although the cost of living is still hovering around the all-time high, there is a bright spot: The price of dinosaur bones is down slightly.

THE HIGH-GRADE iron-ore deposits of Minnesota's Mesabi Range are seriously depleted. Still plentiful, however, are the vast deposits of low-grade iron ore called taconite. It is extremely hard to work. Ordinary explosives can't do much with it at all. But thanks to a bit of bungling by Hitler's air force, Minnesota's taconite ore may soon be flowing to market.

Hitler's fliers tried bombing some Spanish cities with a mixture of liquid oxygen and carbon during the Spanish civil war. They had some startling results, but because of the unpredictable nature of the explosive they also lost a lot of bombers which exploded in mid-air in bunches. Hitler ordered the liquid oxygen bomb discontinued, at once.

Specialists who studied the disastrous efforts of the Nazis eventually discovered the reason for the premature explosions. They worked out a mixture, that handles as safely as dynamite, but which packs a wallop far beyond the power of conventional explosives.

In a recent test in the Minnesota taconite deposits, test holes were loaded with the liquid oxygen mixture and with conventional explosives. When the uproar subsided, it was discovered the liquid oxygen explosive had blasted out 12,000 tons of the taconite—about three times more than its competitor has accomplished.

Adolf's folly may have paved the way for Minnesota's prosperity.

THE MAN IN THE MOON has a scratch on his cheek, and astronomers are baffled by it. First noted by amateur astronomer Frank Manning of New Orleans, the new marking has been photographed by several observatories and confirmed by others.

Frank Halstead, in charge of the Darling Observatory at Duluth, located the straight black line which crosses the crater Piccolomini and showed it to more than 80 visitors who were participating in the observatory's guest night.

Halstead estimates that the line in the crater is about 15 miles long and perfectly straight. He has no explanation to offer, merely says he is certain from his years of study of the moon that the marking was not there before this year.

A sample of some articles in recent issues:

Frank Edwards,
Lunar Anomalies, and an Astronomer



Frank Edwards, news commentator and famous radio announcer (launching his radio career in 1923) authored the book entitled *Flying Saucers - Serious Business* (Bantam Books, 1966). It is interesting to read comments and descriptions of UFO events from earlier works because they give the reader a different perspective on the UFO topic. Today, much of the interest and mystique surrounding craft that maneuver in a way that far exceeds our present capabilities has somewhat diminished. In the 1950s and 60s, the interest was at an all time high. People wanted to know what was in our skies that even our fastest jet planes couldn't catch up to: what were the mysterious lights that were reported making astonishing turns and traveling at unheard of speeds, and what of our own scientists ... were they at all concerned about the UFOs that were plaguing our nation and the rest of the world? Frank Edwards seems to think that science was interested, but many were afraid to delve too deeply into this area of silliness which could swiftly end a promising career.

Our own Moon has long been an object of mystery. Myths surrounding this lifeless orb are numerous, yet some extremely fascinating. Richard C. Hoagland is a modern day researcher who has placed himself in jeopardy with his fantastic claims of domes and various other structures being present on the lunar surface. But, Hoagland was surely not the first. Frank Edwards in his above mentioned book speaks to a scientist who also saw something anomalous on the Moon years before Hoagland entered the scene.

Frank Edwards speaks of a Frank Halstead, who was an apprentice to the founder of the Darling Observatory in Duluth, Minnesota. After ten years of study under Professor Darling, Frank Halstead became the curator at the Observatory. He served in this capacity for fifteen years. Frank Edwards had the privilege of interviewing Frank Halstead in 1959, an interview he recorded with consent.

The following is an excerpt from that interview as found in Frank Edwards book *Flying Saucers - Serious Business*.

"I [Frank Edwards] suggested that I would like to question him [Frank Halstead] about the moon, since I knew that he had specialized in that subject. Halstead agreed and I inquired whether he had ever seen anything unusual on the moon.

Halstead: Yes I have. It happened on the night of July 6, 1954. My assistant at Darling Observatory, Mr. Raymond Matsuhara, and myself and sixteen visitors all observed a straight black line on the floor of the crater Piccolomini. We did not see it move, of course. It was just a straight line in that crater where no black line had been seen before. We watched it for several hours. Bad weather prevented our viewing the thing for several nights and when we did get another good look at it the line was no longer visible.

Edwards: Did anyone else see the same thing?

Halstead: Yes, Frank Manning, well known amateur astronomer in New Orleans (using a fifteen-inch reflector telescope) reported the same phenomenon in the same crater that night. Nearby Tulane Observatory was alerted and confirmed Manning's experience. I know that we saw it also from our Observatory. I believe that Mr. Manning also saw it.

Edwards: Have you ever seen the phenomenon known as the moon bridge?

Halstead: No. I have searched for it many times but I have never seen it.

Edwards: A little while ago you stated that you believe that intelligent beings exist elsewhere in the universe, possibly or probably, developed far beyond our intelligence levels in some instances?

Halstead: That is correct.

Edwards: In that case they would already have solved the problems of crossing space, would they not?

Halstead: I believe that is a reasonable assumption.

Edwards: Such space travelers would conceivably have visited Earth, then?

Halstead: This is pure speculation, or almost pure speculation..., but I think that we should assume that we have had space visitors. The folk tales of many ancient races refer to strange visitors from the skies, and there is oftentimes a

lot of truth in these legends - as we have come to realize. I feel that we have had visitors from space - just as I feel that in the universe we are not alone. Through the years I have discussed this prospect with many of my fellow astronomers and almost without exception their convictions were similar to my own.

Edwards: In your opinion, Mr. Halstead, could the Unidentified Flying Objects of our time be space ships?

Halstead: Frankly, sir, they could hardly be anything else !

Edwards: Why do you say that?

Halstead: For a number of reasons. The technology of mankind at its present stage of development is not now capable of producing anything comparable to the performance of the UFO. Again, I have found that many of my fellow astronomers share this opinion of the controversial UFO. Some of these gentlemen have expressed the belief that the UFO are spacecraft based on some distant solar system.

Mr. Edwards, I have watched the skies all my life. I have excellent eyesight, thank heaven! and I am quite familiar with such things as flights of wild geese, balloons, temperature inversions, and clouds. I do not suffer from hallucinations. I cannot imagine how the public can be misled by the ridiculous "explanations" offered to them from official sources relative to the real nature of these objects reported by credible and competent witnesses!

OUTTAKE: I cannot imagine how the public can be misled by the ridiculous "explanations" offered to them from official sources relative to the real nature of these objects reported by credible and competent witnesses!

Edwards: Mr. Halstead, do you personally know any professional astronomers who have seen UFO?

Halstead: In addition to myself?

Edwards: Oh - then you have seen one?

Halstead: My wife and I saw two - to be precise. We saw them clearly in full daylight. Ann and I were on a Union Pacific passenger train, crossing the desert - the Mojave [located in southern California - RC]. It was the Challenger, a fast train.

Edwards: Do you recall when this happened, sir?

Halstead: Oh, yes! It was the first day of November, 1955. We were on our way to California - we were about a hundred miles west of Las Vegas when it happened. My wife, Ann, was sitting next to the window and she called my attention to an object which she saw - something moving just above the mountain range. Our train was running parallel to this range of mountains and this thing was moving in the same direction as the train, just above the mountains. At first I thought the thing was a blimp - you know, one of those cigar-shaped dirigibles. That was what I thought it was at first. But as I watched it I realized that it could not be a blimp - they are only about two hundred feet long - and this thing was gigantic. It was about eight hundred feet long. I could estimate that because it was so close to the mountain ridges where trees and clumps of trees were visible for comparison.

While Ann and I watched this cigar-shaped thing - for four or five minutes as it paced the train - we noticed that another object had joined it. This second object appeared very suddenly, in back of the first one ... behind it, that is.

Edwards: Did you get a good look at this second thing?

Halstead: Yes, we did. It was a disc-shaped thing. In fact, both objects were very shiny, we noticed. But this second one was definitely disc-shaped. If my estimate of size on the first object was approximately correct, then this disc would have been about one hundred feet in diameter - flat on the bottom with a low dome on the top side.

Edwards: What happened after the second object appeared?

Halstead: My wife and I watched the pair of them for two - possibly three - minutes. They were moving at about the speed of the train and they seemed very close to the top of the ridge - not more than five hundred feet above it, I should say. Then they began to rise, slowly at first, and a few seconds later, much faster. In a matter of seconds, fifteen or twenty, they had risen so high that we could no longer see them from our train window.

Edwards: Have you ever known other astronomers, sir, who have had similar experiences?

Halstead: Yes.

Edwards: How did they describe their experiences?

Halstead: I prefer not to try to tell their stories. But I distinctly recall what I saw and I prefer to limit myself to describing my own personal experiences." p



Spies admit it: there are no aliens out there

Paul Harris

Sunday November 4, 2001

The Observer observer.co.uk

Britain's spies have given up looking for aliens after more than half a century of fruitless monitoring of thousands of UFO reports.

Ever since the early 1950s reports of sightings of unidentified flying objects by members of the public and military personnel have been logged by the Ministry of Defense and passed on to its intelligence branch.

But the Directorate of Intelligence, Scientific and Technical, has now abandoned the quest for ET. The directorate specialists in scientific espionage and analysis of advanced technologies but documents seen by The Observer show it asked last year that it be sent no further reports of UFO sightings. 'These records, whether from members of the public or service sources, have not proved valuable,' the department concluded.

The decision ends five decades of army intelligence experts investigating UFO sightings from all over Britain, including many from Royal Air Force pilots. 'They are essentially saying they have wasted their time for 50 years and they want nothing more to do with it,' said Dave Clark of the National Centre for Folklore Studies at Sheffield University and a leading UFO researcher.

Britain's official search for UFOs began in the late 1940s and peaked with a top-secret government study into the 'flying saucer' phenomenon, commissioned in 1951. That study, details of which were published for the first time in The Observer two weeks ago, concluded that no UFO sightings were genuine but attempted to hush up the reports to avoid creating panic at the height of the Cold War.

Clark believes the Government is finally willing to admit that studying UFO sightings is pointless. He said modern radar systems have become sophisticated enough to explain the vast majority of sightings as being aircraft or atmospheric conditions. 'They have looked at the subject and they have simply decided there is nothing in it,' he said.

However, the Ministry of Defense will maintain its small internal UFO desk, which logs and reports all sightings reported to it by members of the public. 'They are not shutting down entirely, but their intelligence experts don't want to know any more. The operation is now just a PR stunt to keep the public happy,' said Clark.

UFO enthusiasts are not likely to be satisfied at the lack of interest shown in the possibility that *aliens might be* visiting Earth. Graham Birdsall, editor of UFO Magazine, said: 'I find this decision extraordinary. *If people are* seeing unusual things in the skies of Britain, I am sure the intelligence officials will still *want to know about it.*'

There has been media speculation that the UFO phenomenon is on the wane. *But Birdsall said UFOs were still*



Jerome Clark, in his work titled Unexplained, remarks, "SHC has little support today even among maverick scientists. If it is a real phenomenon, a convincingly documented case of it has yet to be recorded." (5)

My only observation on this is that we still have documented cases of humans burnt to ashes with objects nearby virtually undamaged.

Science can't explain them all. p

Footnotes:

Mysteries of the Unexplained, Reader's Digest, 1982;

(1) pp 81-82;

(2 & 3) p 87;

(4) p 83-84.

Unexplained! Jerome Clark, 1999,

(5) p 589

Unexplained Mysteries of the 20th Century, Janet and Colin Bord, 1989, pp 63-78

Internet sources:

Anomalies www.sonic.net/~anomaly/

Garth Haslam, the writer/author of the site, is a graduate student at San Francisco State University presently working towards a degree in Anthropology. Trained in folklore and religious studies, he has over twenty years of experience in the field of researching anomalies, mysteries, and curiosities.

Paranormal A to Z -- <http://www.paranormalatoz.com>

Alternative Science -- <http://www.alternativescience.com>

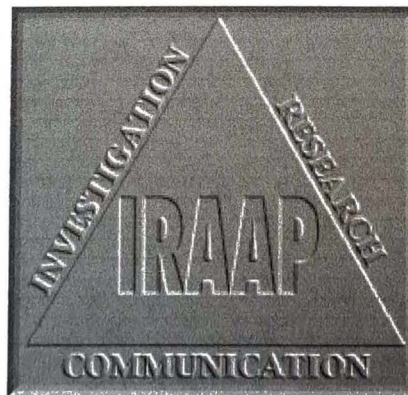
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California Tech University -- <http://www.klab.caltech.edu/>

Urban Legends -- <http://www.urbanlegends.com>

The Skeptics Dictionary -- <http://www.dcn.davis.ca.us/~btcarrol/skeptic/shc> p



MYSTERY VISIT PAID PENTAGON BY LINDY GROUP

Air, Atom Experts Talk with Top Brass

BY LLOYD NORMAN

(Chicago Tribune Press Service)

Washington, Aug. 17 — A mysterious visit to the Pentagon by Brig. Gen. Charles A. Lindbergh, Lt. Gen. Albert C. Wedemeyer, Lt. Gen. Elwood R. Quesada, and top atomic scientists today stirred reports that they were considering the future of atomic powered bombers, ocean hopping atomic rockets, or other newfangled weapons.

The Lindbergh group was described by Pentagon and congressional sources as a special panel of advisers to Chairman Cole (R., N. Y.) of the



Wedemeyer (left), Lindbergh (center), and Quesada.

joint house-senate atomic energy committee. A spokesman said the panel is dealing with "technical and classified [secret] matters which cannot be discussed publicly."

Experts in Group

Those with Lindbergh were Wedemeyer, retired army strategist and planner who is now a vice president of the Avco Manufacturing company; Quesada, retired air force tactical air commander and head of an atomic bomb testing task force, and Gordon Dean, former chairman of the atomic energy commission.

Others were Dr. Frederick De Hoffman of the AEC's Los Alamos, N. M., laboratory; Dr. Herbert York of the AEC's Livermore, Cal., laboratory; Dr. William Havens, atomic physicist at Columbia university, and Dr. Bernard Brodie, military analyst formerly with Harvard university and now with Rand corporation of California.

The panel of experts conferred with Pentagon atomic weapons officials headed by Maj. Gen. Herbert B. Loper.

Possible Topics of Talks

The composition of the panel indicated it may have taken up the following problems:

1. The possibilities of developing and using atomic engines in military aircraft, especially long range bombers.
2. Application of atomic power to an intercontinental missile that could reach any point on the globe or leap beyond the earth into outer space.
3. Future military needs for atomic weapons, considering the immense stockpile now being acquired in atomic, hydrogen, and other varieties of super-weapons.
4. The progress of atomic research in this country, especially whether the relationships between civilian scientists and the military need improvement and what incentives could be provided to assure supremacy in atomic research.

Matter of Fact . . . By Joseph and Stewart Alsop

Central Problem of Defense

AS TIME PASSES, the problem of the defense of the American continent against actual physical destruction looms larger and larger, until it begins to dwarf or engulf all other national problems. Only a little while ago, the threat of devastating atomic attack seemed to most people something to worry about later. Now the threat is so real and visible—at least to those officials with access to hidden facts—that it begins to seem that something really serious may belatedly be done about it.

Two distinguished special commissions—the last in a long series—have been appointed to study once again the central and dominating problem. One of these commissions was appointed by the National Security Council. It is composed of high Government officials and of outside experts, among whom the most important is Dr. James Killian of the Massachusetts Institute of Technology.

The second commission was appointed by Rep. W. Sterling Cole, chairman of the Joint Committee on Atomic Energy. It consists of four distinguished citizens and four of the younger scientists. The chairman is Lieut. Gen. Albert C. Wedemeyer. The other non-scientific members are Lieut. Gen. Elwood R. Quesada, Gordon Dean, former chairman of the Atomic Energy Commission, and Charles Lindbergh, the great aviator.

The scientific members are Herbert York, director of the Livermore Laboratories in California; Frederic de Hoffmann, a brilliant younger physicist from Los Alamos;

William Havens, a neutron specialist from Columbia; and Bernard Brodie of Yale.

The familiar problem which confronts both these commissions is in its essence simple enough. Two years ago, the Lincoln Project report proposed a serious effort to create a continental defense against an atomic attack. This effort was to consist essentially of two parts.

The first part was an early warning line or lines, to provide several hours warning of impending attack by the Soviet "long range air army." The second part was the means to respond to the attack. An effective response would require a chain of fighter and missile bases, reaching up into Northern Canada, so that any attacking force would have to run a murderous gantlet of defensive fire.

The warning system is relatively cheap, and there is no longer any real argument about it. The Mid-Canada warning line is already going forward, and the construction of the Far North line, on the continental fringes, has been approved at least in principle. But an effective response will be anything but cheap. The needed chain of fully equipped fighter and missile bases would soon add from 2.5 billion dollars to 5 billion dollars to the yearly budget.

Throughout the whole, long, wasting argument about air atomic defense, this has been the real sticking point. The proponents of balancing the budget at whatever cost to national security instantly attacked the Lincoln Report as dream stuff by long-hairs. They were joined by the big bomber generals and their spokesmen, who feared—without any visible justification whatever—that a serious air defense would bite into the Strategic Air Command's budget.

In the face of such powerful opposition to an effective air defense, the Administra-

tion adopted a tactic of buying time by appointing committees. The Lincoln Project is the distant ancestor of the present commissions, but they have all sorts of intermediate ancestors, including the Kelly, Bull and Sprague inquiries, and many less formal studies.

Zach study produced essentially the same answer—a far more effective defense against air atomic attack is both possible and essential. The fact that the original Lincoln study set an 80 percent "kill rate" as a target was supposed to be evidence of unrealistic "Maginot Line thinking." As a result of the more recent studies, the target of attacking bombers destroyed has been upped to 90 percent—enough to insure against really crippling attacks, even with hydrogen bombs.

With this background, the two new commissions are getting on with their work in a wholly new atmosphere. Significantly, Dr. Killian, who is playing the major role in the study for the NSC, also contributed importantly to the Lincoln Project report.

As for the Wedemeyer group, at least two members—Wedemeyer himself and Charles Lindbergh—have deep budget-balancing instincts. But the group has been working hard, and receiving an intensive education in air-atomic realities in the process. And there is already some reason to expect a strong and unanimous report proposing a much accelerated air-atomic defense effort.

Meanwhile, of course, almost two years have been largely lost. And now a new argument is being heard—that the Soviets will soon have ballistic missiles, against which there is no known defense. This may be so. But at least it is worth bearing in mind that the people who are now saying it is too late are the very same people who were responsible for the delay.

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THE JOURNAL OF SPACE FLIGHT

Oct. 1954, v. 7:6 : 9

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BOOK REVIEWS

The Journal Of Space Flight regularly reviews books of direct or related interest to the field, with the object of suggesting new sources of data and research aspects to workers in the field. Edited by Wayne Proell and h.B. Ketchum.

ABOARD A FLYING SAUCER
Reviewed by Wayne Proell

Truman Bethurum

For nearly ten years, increasing numbers of reports have described odd flying objects, commonly called "flying saucers". About five years ago, a series of detailed descriptions by apparently reliable technical observers appeared. These forced serious consideration of the phenomena and led to official investigations by the military of several countries, including the United States. Little by little, false reports, erroneous sightings, hallucinations, and such were weeded out until even official committees concluded that the saucers were either a major hoax or existed, and in the latter case, pure logic could hardly avoid the prediction that such craft were foreign-manned spacecraft. Common sense does not always agree with logic, and most observers concluded their discussions with the opinion that it could not be.

In the present book, we come face to face with a direct challenge. The book is essentially a well documented description by one Truman Bethurum of some eleven visits and trips aboard a flying saucer, in which he conversed and was studied by interplanetary visitors. If this be so, space research enters a new era, in which we try to duplicate what we know others have done. If it is not, then this is a marvelous and diabolical hoax. In other books, we expect to analyze more or less accurate data, and examine more or less logical intellectual studies, rendering our own opinion after being led by the author. Here, the prime task is to decide: true or false. For this reason the book is an involved puzzle. Since everyone likes a mystery, here is a

THE JOURNAL OF SPACE FLIGHT

chance for the clever to search out the answer in a very important puzzle.

Lest the reader quickly conclude that he can tell this is a hoax by the title, let us look at the pros of the case. (The cons are obvious - all presumption tends to the conclusion that superior beings in space ship^s would logically have contacted our scientists directly). First, the book is written by a man without appreciable technical education, so that much of the content is what would be expected when an untrained observer visits a new environment. Second, the author presents rather thorough supporting documentation, involving it is true, occasional improbabilities. Third, the reviewer has had the pleasure of listening to a lengthy lecture by Mr. Bethurum, and listening to a rather thorough cross examination by the audience. Mr. Bethurum not only gave a two hour lecture gratis to the Chicago Rocket Society, but submitted to this questioning and answered offhand and pointed questions immediately. It was his feeling that Mr. Bethurum personally believed that every part of his story was true, and that Bethurum could supply at least twice as much coherent, integrated detail as given in his book. Fourth, many inconsistencies in the book would have been eliminated by anyone perpetrating a well-polished hoax.

What then is the content of this book? It is a chronological description of Bethurum's experiences in the summer of 1952, when he accidentally contacted a landed flying saucer in Nevada, and was taken aboard to meet the captain, a woman named Rhanes. The crew of 32 male members participated relatively little in the meetings, Captain Rhanes interrogating Bethurum and in turn supplying him with cryptic information. A total of eleven visits were made, in the course of which everything but useful technical information appeared. The flying saucer was 300 feet in diameter by 18 feet thick at the center, made of thick metal like stainless steel, and propelled by field forces. The saucer comes from Clarion, a solar planet. Mars is lightly inhabited.

Readers will find the book rather difficult reading. The bulk of the book is poorly assorted information, chiefly valuable for documentation purposes. The purported conversations with the Clarionites are on a strongly personalized level, as either the Clarionites deliberately avoided technical subjects, or they felt human intelligence was rather low.

Regrettably for an interesting life (or perhaps fortunately) the reviewer feels that most impartial and unbiased observers will conclude that the information in this book simply does not jibe with what logic would expect from purported Clarionites.

The book is printed on inexpensive paper, and is bound in a cheap binding. Type is readable.

RECOMMENDATIONS:: Purchase of this book is recommended for most space researchers. If nothing else, it would serve to amuse and sharpen the wits of the reader. Whether hoax or true report, it deserves a place in a space flight or science fiction collection - as an example of a clever hoax, or a first document on contact with saucers!

Aboard A Flying Saucer by Truman Bethurum
 \$3.00 192 pages Available from bookstores or: DeVoros and Co.
 Publishers, 516 West Ninth St, Los Angeles
 15, California.

PILOT IS KILLED IN JET CRASH AT O'HARE BASE

An air force pilot was killed last night when a rocket armed F-86 D-Sabre jet he was flying crashed as he was approaching a landing strip at O'Hare airport, near Park Ridge, on his return from an "alert mission."

The plane disintegrated and some parts of it burned in a field about 1,000 feet east of Mannheim rd., approximately one mile southeast of the landing strip. However, none of the 24 rockets exploded after the crash.

Capt. Monty Palignani, O'Hare base information officer, said the pilot was one of two dispatched on the mission. The objective of the mission was not explained. The pilot received clearance to land the jet without mentioning that his plane was in trouble, and crashed a moment later. The second jet landed safely a few minutes later.

The name of the dead pilot was not disclosed pending notification of his next of kin.

U. S. JET PILOT OF DES PLAINES KILLED IN CRASH

The air force pilot killed when his F-86-D Sabre jet crashed at

proaching O'Hare field Saturday night was identified yesterday as 1st Lt. Burton A. Smith, 25, of 6905 Scott st., Des Plaines.



Smith

His widow, Barbara, and his parents, Mr. and Mrs. O. T. Scott of Washington, D. C., survive.

The air force said Smith was returning from an alert mission of an hour and 15 minutes' flying. Another pilot was sent on the same mission. Smith was said to have crashed moments after requesting and receiving clearance to land. He had not mentioned any trouble. The second jet landed safely a few minutes later.

Smith's plane disintegrated. Some parts of it burned in a field 1,000 feet east of Mannheim rd., and a mile southeast of the landing strip. However, none of the plane's 24 rockets exploded.

President Discounts 'Saucer' From Space

By ANTHONY LEVIERO

Special to The New York Times

WASHINGTON, Dec. 15—President Eisenhower said today an Air Force official had assured him that flying saucers were not invading the earth from outer space.

That left the inference that if flying saucers were real they were terrestrial. But nobody at his news conference asked the President where they did come from.

All the news on the subject from the Air Force today was reassuring, however. In fact if the Air Force were not tactful it might scoff at the whole business publicly. Some of its spokesmen just scoffed in private.

Air Force officials imply that for a number of reasons they cannot deprecate saucers too freely (though they wish they could). First somebody, some

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PRESIDENT BRINGS SAUCERS TO EARTH

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day, is apt to come along with a jet airplane resembling a saucer and then the flying saucer advocates will say "we told you so."

The Air Force also receives a great deal of mail on the subject. Some of the writers are well-meaning persons and get indignant if officials suggest doubt that they actually saw an object in the sky. Then a lot of mail is considered in the "crackpot" class and the Air Force does not want to get any more of this than it has to.

And finally, there is a comparatively small group—but the most troublesome—the writers on the subject. Some of them have been making a good thing of the flying saucer interest and a few have been challenging the Air Force to state categorically that flying saucers do not exist.

The Air Force maintains a serious and continuing study of flying saucers because of "a very definite obligation to identify and analyze things that happen in the air that may have in them menace to the United States." This study is called the "Unidentified Flying Object Program."

"Flying saucers" have been intriguing some Europeans, and the Air Force has received a photograph of some Sicilians gazing at two disks in the air over Taormina, Sicily. The Air Force did not comment directly on this photograph but noted that still pictures in general were "worthless as evidence."

A spokesman said today that 10 per cent of the sightings could not be evaluated because of insufficient data. The other 90 per cent, he said, could be explained on one scientific basis or another.

Recently, when it reported 254 sightings in the first nine months of this year, the Air Force had placed at 20 per cent the number that could not be evaluated.

If somebody reports a sighting and wishes to help, he is sent a form to fill out. It requests data on date, time, size, shape, composition, speed, altitude, direction of travel, maneuver pattern, color, sound, length of time observed, sky conditions, visibility, ground direction of wind, name, age, and mailing address of the observer, and any other remarks the observer wishes to make.

In the last year the Air Force has sent out about 1,500 of these questionnaires and the results have done no more than confirm the situation—that 90 per cent of the sightings can be explained as not saucers and the other 10 per cent lack the data for proper evaluation.

Two years ago scientists of the Civil Aeronautics Administration turned in a report of research demolishing flying saucers, so far as they were concerned, as optical illusions caused by "tempera-

President himself and he was not ready yet to make up his mind finally.

Flying Saucers—He discounted, on advice from the best informed sources in the Air Force, the theory that these objects came from the planets or extra-terrestrial sources. But he offered no opinion on their source.

Iran—The visit of the Shah and his Empress to Washington was a welcome one, symbolizing again the great recovery made by Iran during the last sixteen months after a period in which it had seemed Iran was on its way to becoming another Soviet satellite.

Safe Driving—Because this was Safe Driving Day, the one on which the President had hoped American motorists could achieve a 24-hour period without accidents, he was hoping for the very best.

GARNETT D. HORNER of The Washington Star—Mr. President, if I can change the subject rather drastically, recent news reports indicate that some European governments are investigating quite seriously the flying saucer problem. And not too long ago there was a book published in this country that purported to show that our Air Force thought that some of these flying objects at least might come to be of extra-terrestrial origin. I wonder if you could tell us if our authorities really do suspect something of that kind or, if not, what is the form of the things?

A—Well, with regard to these recent reports, nothing had come to him at all, either verbally or in written form. And he must say, when he went back far enough, the last time he had heard this talk to him, of a man whom he trusted from

the Air Forces, had said that it was, as far as he knew, it was completely inaccurate to believe that they came from any outside of planet or other place.

MR. BRANDT—Mr. President, have you worked out the mechanics of consultation with the Democratic leaders step by step?

A—As a matter of fact, he didn't know whether it would just conform to any pattern.

He had made this one statement yesterday, and it probably had been published. He had invited them at any time that they saw fit, responsible officials on the Hill, that they saw anything in this whole field covered yesterday, that they believed would need his attention, to bring it up.

But beyond that, he was asking—he was preparing a draft now, asking—each of the Cabinet officers that dealt with these subjects to take any time that they were proposing a new plan, before it was crystallized, before it was presented to Congress, themselves to confer with se-

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The reporter notes European interest & studies. Hermann Oberth was involved with these studies around 1954.

MAYBE FROM MARS, MAYBE NOT

The President of the United States, conferring, as it is quaintly put, with the press, is expected to know everything and to answer any question if the interests of the country permit. Mr. Eisenhower was therefore asked on Wednesday if he had reason to believe that flying saucers were coming into our atmosphere from outer space. Unfortunately, in spite of the fact that he was duly elected to be the Chief Executive and question answerer of the United States by a sizable majority, Mr. Eisenhower was unable to put out anything but negative information on this subject. Nothing had come to him, he said, about it either verbally or in written form—except, he added, that once some time ago a trustworthy man from the Air Forces had said that as far as he knew it was, to quote the indirect discourse of the press conference report, "completely inaccurate to believe that they came from any outside planet or other place."

We are thus left in the dark. We don't know any more about flying saucers than we did before. Some enthusiastic supporters of Adlai E. Stevenson may cling to the belief that he would have known all about flying saucers if he had been elected President. He may know, anyway, but he doesn't tell. Nobody tells. People go on seeing them, sometimes in Oregon and sometimes in Taormina, Sicily.

The Russians may be seeing them, but they won't tell. An inquiry made last year into 3,000 reports of flying saucers placed some of the blame on birds, light reflections, weather balloons and the planet Venus. The report did not suggest that the flying saucers came from Venus. We must hasten to add, but only that Venus caused some unusual light effects along the horizon.

Some of us would hate to see the mystery cleared up one way or the other. Maybe there are flying saucers, maybe not. Maybe they came from Mars, carrying crews of funny little men, and maybe not. But they take one's mind off the cold war, unless—unhappy thought!—they come from Russia.

AIR FORCE REMAINS CALM WHILE THE 'SAUCERS' FLY

It Doesn't Want to Discourage People Who Might Some Day Spot a Missile

By ANTHONY LEVIERO

Special to The New York Times.

WASHINGTON, Dec. 18 — President Eisenhower hit a popular delusion right in the solar plexus this week when he said flying saucers do not come from outer space.

Diligent inquiry at Air Force Headquarters, the source of the President's knowledge, leads to the conclusion that the talk about flying saucers is one of those delusions that from time to time sweep the popular mind, especially in times of stress.

For a number of reasons, however, neither the Air Force nor other Government agencies will officially take the position that flying saucers do not exist.

The Air Force is not making flying saucers itself nor does it believe any other nation possesses them. But it does not want to discourage people from reporting objects they see in the sky. As one spokesman put it, you never can tell when one of these reports might turn out to be the sighting of a Russian airplane or guided missile. Then, of course, somebody is likely to develop a jet aircraft that will be disk-shaped.

One thing, though, the Air Force would like to clear up. That is the idea in the minds of a lot of people that its mission is to determine whether life exists on Mars or other planets.

'Unidentified Objects'

In the matter of "unidentified objects," as the Air Force classifies flying saucers, the responsibility of the Air Force is solely to determine if anything moving around in the upper air is a menace to the United States. So far no flying saucer report has produced evidence of such a menace.

Sightings of alleged flying saucers have Europeans in a tizzy now. In this country 1,700 sightings were reported to the Air Force in 1952, but the number dropped to 429 in 1953 and 254 in the first nine months of this year.

The sightings range from sober reports of real flying objects that prove to be something else besides saucers—mostly weather balloons—to fantastically weird

stories, some of them obviously from troubled minds.

One person recently reported to the Air Force that President Eisenhower had been making secret trips to the deserts of New Mexico and Arizona to confer with emissaries from Mars who had arrived, of course, in flying saucers.

Then there was a young woman who wrote from the Netherlands that the flying saucers came from Heaven. She said that if the Air Force would bring her here, her brother would materialize in a golden saucer and explain the phenomena.

Balloons Are Culprits

Upon analysis of the reports, the Air Force has found that 20 to 30 per cent of them were verified as balloons. Balloons as large as 100 feet in circumference are sent up by the Navy and other Government units for scientific purpose. Most sightings are reported at dusk, a time when a balloon may be at an altitude of 20,000 to 30,000 feet and glowingly visible, for the sun's rays are still reflected there at dusk.

Some of the sightings have proved to be natural astronomical phenomena. The Air Force from time to time has placed astronomers under confidential contract to analyze some sightings.

The Air Force is somewhat sad over the dozens of flying saucer clubs in various parts of the country that have no faith in the Air Force. A spokesman said these clubs had the attitude that the Air Force was holding out on them and so they are seeking the truth of the flying saucer phenomena themselves. The Air Force man pointed out that if flying saucers were real it would be more than happy to make spotting them a part of its Ground Observer Corps program and thus get the cooperation of all citizens.

The result of all their research is the conclusion that 8 to 30 per cent of the sightings each month lack sufficient data for clear evaluation, but the rest turn out to be "balloons, aircraft, astronomical bodies, atmospheric reflections and birds."

'HONEST, THEY'RE JUST RUMORS ...'



The Bristol Virginia-Tennessean