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the public mind as to what is being done about the situation, and a great deal of needless criticism is being directed toward the Air Force for "trying to cover up" or "distorting the whole thing". The considered statement to the public press that the problem is being considered as a scientific one and is being referred to competent scientists in various fields should do a very great deal in satisfying the public clamor.

It may be, of course, that this proposal will not get beyond the first step. The scientist, or scientists, who examine the carefully selected evidence may decide there still is not enough evidence to admit the problem into the court of scientific appeal. Personally, I hardly think that this will be the case, since the number of truly passing incidents is now impressive.

The second stage may be a long one. The first effort should be to determine with great accuracy what the phenomena to be explained really are and to establish their reality beyond all question.

Third stage would be the eventual publication of the findings of the scientific panel. This might take the form of a progress report. If, for instance, the scientific chase is led into a detailed examination of atmospheric optics, one can envision, perhaps, many points of work. This, however, is the price one pays for a truly scientific investigation.

One final idea is that the flying-saucer sightings have not died down, as one confidently predicted some years ago when the first deluge of sightings was regarded as mere hysteria. Unless the problem is attacked scientifically, we can look forward to periodic reappearance of flying-saucer reports. It appears, indeed, that the flying saucer along with the automobile is here to stay, and if we can't solve it now, we must try to understand it.

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