

# FANTASTIC UNIVERSE

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shapes  
in  
the  
sky

by . . . *Civilian  
Saucer Intelligence*

Twelve points of present-day knowledge about UFOS that were not anticipated by Fort, patron saint of Ufology . . .

"YEAR after year I am becoming nobler and nobler. If I can live to be decrepit enough, I shall be a saint," remarked Charles Fort in *Wild Talents*, published — posthumously, alas!—in 1932. In a sense, his quizzical prediction has come true since his death: without impropriety it may be said that "St. Charles" is venerated by UFOlogists as the patron of flying-saucer research. But "the world do move" (in spite of Fort's skepticism on that point), and if he were with us today, the 84-year-old patriarch would find much in the skies that would be new to him.

When we add the recent observations to Fort's own data, we find ourselves with a body of evidence of startling variety and volume; in fact, it turns out that we actually know a great deal more about UFOs — strange and baffling though they continue to be—than we might have realized.

The rockbound skeptic, who declares that nothing short of a UFO sitting in his own lap could qualify as "evidence," may now flounce out of the room. For those who consider that the hundreds of thousands of reports made by reliable witnesses

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*CSI, in their latest column, written specially for this magazine, continue to comment on the writings of Charles Fort, and on what has been learned since Fort's day. Civilian Saucer Intelligence of New York is a research group which holds occasional public meetings and publishes a newsletter.*

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deserve to be given some weight, we offer the following catalogue of well-substantiated UFO characteristics that have been recognized *since Fort's time*.

### *Discoidal UFOs*

Perhaps the most striking difference between Fort's UFO sightings and ours is that he so seldom mentions *disk-shaped* objects. He was familiar, of course, with the cigar-shaped type of craft; but today's common or garden "saucer," with its convex top or with symmetrical top and bottom bulges, hardly appears at all in his pages. Yet nowadays the disk, in one or more of its variations, greatly outnumbers the cigar shape; and these two types together account for most (though by no means for all) of the UFOs seen.

The convex lens with an edge around it, like two basins joined edge to edge, is one of the forms most frequently reported. It is clearly seen in the now-famous photograph taken January 16, 1958, at the lonely south Atlantic island of Trinidad; the picture's authenticity has been certified by Brazilian Navy officers who were present when it was taken. (It appeared in many newspapers and all saucer magazines last winter; Max Miller's *Saucers*, Spring 1958, had a particularly clear reproduction.) The UFOs of the Tremonton, Utah, movie of July 2, 1952 were compared by their photographer, Delbert Newhouse, to "two pie pans, one inverted on top of the other" (Rup-

pelt, p. 292). The UFO that almost collided with RAF Flight Lt. Salandrin's Meteor jet on October 14, 1954, "had a dome-shaped top and a similar round projection beneath" (Keyhoe, *F. S. Conspiracy*, p. 207). Examples could be multiplied. As for the type with the upper dome only (unfortunately associated since 1953 with the false claims and spurious photographs of George Adamski), its prevalence is well recognized: three of the twelve "selected cases" of Project Blue Book's Report #14 depict such objects, while two other sketches show coin-like disks, and one shows a lenticular type.

### *High-Velocity UFOs*

The important fact that UFOs are capable of speeds of thousands of miles an hour would undoubtedly have come as a surprise to the founder of UFOlogy. To be sure, Fort recognized the possibility that "there may be swifts of the sky that can board planets," but the speeds required seemed to him implausibly great. He thought it more likely that the earth was not really moving through space as fast as the astronomers said it was—if at all. But it now turns out, on the basis of innumerable reports both visual and radar, that the UFOs *are* indeed "swifts of the sky," and *do* command the velocities needed to board and leave planets—velocities which, now that we have begun to work with them ourselves, no longer seem so extravagant.

The highest UFO velocity yet measured was about 18,000 miles per hour, which is "circular velocity"—the speed at which a Sputnik or a Vanguard satellite whips around the earth. The observation is a famous one. On April 24, 1949, at Arrey, New Mexico, a Navy crew was making weather observations preparatory to launching a Skyhook. A fast-moving, white elliptical object crossed the path of their weather balloon and was followed by aerologist Charles B. Moore, Jr., with a 25-power theodolite telescope, and by the other four crew members with the naked eye, as it moved across the clear morning sky. After 55 seconds it suddenly shot upwards, and disappeared a few seconds later in a vertical climb. Commander R. B. McLaughlin, in charge of the unit, stated in *True* (March 1950) that the object was judged to be at a height of 56 miles, and consequently must have been 100 feet long and traveling at a speed of 5 mps. The observation was also described by Ruppelt (pp. 100-101), who gives the computed speed as 7 mps; details are given by balloon expert J. Gordon Vaeth in his book, *200 Miles Up* (Ronald Press, 1951, pp. 113-116).

Of course, the speed computed for this object depends on the correctness of the estimate of its distance, which we understand was determined only by an "aerial-perspective" method. Fortunately, radar can give us unequivocal data on UFO velocities.

### *Radar Observations*

Obviously, Fort has no radar sightings of UFOs, for this type of observation came in with the development of microwave radar in 1944. There are two types of radar sightings: the curious "radar angels" (see FU, Feb. and Mar. 1958), when blips are tracked on the scope but nothing can be seen in the sky; and the combined radar-visual sightings, which constitute some of the strongest cases on record. (A third related type exists, when the object seen visually cannot be picked up by radar apparatus nearby.)

The highest velocity known to have been recorded by radar was 2.5 mps, in the spectacular Gulf of Mexico case (FU, Feb. 1958); while this may be considered slow compared to the Arrey object, it is still in the space-travel range of magnitude.

And not only the high velocities, but several other important characteristics of the modern UFO have been recorded by the greenish blips on the radarscope; for example, the next item.

### *Inertialess Maneuvers*

UFOs nowadays are famous for their breathtakingly sharp high-speed turns and angular maneuvers, which seem to flaunt to the observer the fact that they have learned how to nullify the inertia that we think of as one of the most inviolable properties of matter. These darting maneuvers — frequently observed on

radar—are characteristic, incomprehensible, and awe-inspiring.

It seems that the first definite observation of this kind of behavior was made on the evening of June 28, 1947, by four Air Force officers, two pilots, and two AF intelligence officers at Maxwell AFB in Montgomery, Alabama. They saw a bright light near the horizon approach them along a zigzag path, with bursts of high speed; when it was directly overhead, it made a sharp 90-degree turn and shot off to the south out of sight (Ruppelt, p. 36).

Since then hundreds of observers, many of them seasoned pilots, have reported this same extraordinary kind of performance. Of all these cases, the sensational Nash-Fortenberry sighting of July 14, 1952, over Chesapeake Bay still holds top rank: these two experienced commercial pilots saw six huge glowing red objects, approaching at a fantastic speed—later estimated *conservatively* as 6,000 miles per hour—perform a "completely amazing" change of direction; without any arc or swerve at all, acutely and abruptly—like "a ball ricocheting off a wall"—the objects *altered course by 150 degrees*. (True, October 1952).

The characteristic angular maneuvers of a UFO have at least once been captured on movie film. The sequence was taken on August 23, 1953, in Port Moresby, New Guinea, by Mr. T. C. Drury, Deputy Director of Civil Aviation for New Guinea. It shows a cloud (a newly-formed cloud, according to Mr.

Drury) in a blue sky, out of which there issues horizontally a small white ellipse with a tadpole-like tail. This object rises abruptly, losing its tail, for a distance of about eight of its diameters; then immediately resumes its horizontal course at the original speed, again developing a tail. The original film is still in the possession of the Australian government, but a careful sketch of it, by Andrew Tomas of the UFO Investigation Centre (Sydney, Australia), is reproduced in that organization's *UFO Bulletin* for March 1958.

#### *Orthotenic Lines of Travel*

In perverse contrast to these sharp-angle turns is another facet of UFO behavior, exhibited in western Europe in the fall of 1954 and described for the first time by Aimé Michel in his new book, *Flying Saucers and the Straight-Line Mystery*: their propensity to travel along straight lines as if following invisible railroad tracks in the sky. We spoke of this "orthoteny" in a recent FU article (Aug. 1958); here we will only remind the reader of the strange pattern of absolutely straight lines that marked the location of sightings in France during that period.

These objects did change direction; but they did *not* do so with the dazzling abruptness of the maneuvers just described. Instead, the change involved a full stop in the air, then a descent with a motion repeatedly compared by observers to that of a falling leaf or of a coin

sinking through water, and finally, re-ascent and departure in the new direction along another orthotonic line.

### *Oscillating Flight*

Curiously enough, this "dead-leaf descent" described by Michel appears to represent, in the *vertical* plane, the same type of motion that has been observed many times in this country while a UFO is following a *horizontal* flight path: namely, an oscillation, flutter, or "wobble."

As everyone knows, the term "flying saucer" itself came from Kenneth Arnold's original description, not of the shape but of the *motion* of the objects he saw on June 24, 1947: "They had a flipping motion like saucers skipped over the water." There are a few reports of objects with this typical wobbling motion earlier than Arnold's sighting, but they are unverified. Judging by contemporary accounts, neither the spherical foo-fighters of 1944-45 (*American Legion Magazine*, Dec. 1945) nor the cylindrical (or square!) Swedish "ghost rockets" of 1946 performed in this singular fashion. And perhaps Fort's failure to note this oddity of UFO flight is connected with his lack of disk-shaped "saucers."

### *Sudden Disappearance*

If the wobbling UFO is a commonplace, the vanishing UFO is a rarity; yet there have been such

cases. We do not refer here to the "nocturnal meandering light" that seems to turn itself off and on while it moves erratically in the sky, but to disappearances in broad daylight. One such case was described in our first FU article (Mar. 1957); it is validated by the reputation and character of the observer. Perhaps some of the reports in which the observer merely states vaguely that the object "disappeared" refer to the same phenomenon.

### *Playfulness*

One feature of modern UFO behavior would have delighted Fort: both curiosity and playfulness seem to be demonstrated by the round or disk-shaped type that now predominates. The foo-fighters over Germany and Japan liked to accompany airplanes (to the consternation of their pilots); and in most of the radar cases cited in our February and March articles, the UFOs tagged along with planes, changed course to look them over, or actually led them a sportive chase. In numerous cases a UFO has teased its jet pursuer by slowing down, then scooting off when the jet gets too close; on November 6, 1957, ground observers in Shawbridge, Quebec, and in Plattsburg, New York, watched this game being played in broad daylight—no question, here, of a deluded pilot trying to catch up with Venus! On July 4, 1957, a red-luminous disk with a cupola accompanied a Brazilian air-

liner for almost an hour, part of the time literally *flying rings around the plane*. (APRO Bulletin, May 1958). That UFOs have likewise been seen to circle inquisitively around balloons and rising rockets is also well known (one rocket example is given by McLaughlin, *op. cit.*)

To Harry Barnes, air traffic controller over Washington in July, 1952, the UFOs he watched on radar acted "like a bunch of small kids out playing" (FU, Mar. 1958). And Navy Commander Walter Karig described their behavior graphically (*American Weekly*, Nov. 22, 1953): "UFO maneuvers make one think of the actions of half-grown puppies rather than the operation of spaceships. A group of the things will appear on radar, evidently going places like a puppy-pack across a meadow, and then break up. Some will loaf around, others dart hither and yon. A passenger plane bumbles into the field, and the nearest Flying Beagle will dart over like a brave pup going up to sniff at a cow, and then break away as if its curiosity was satisfied. But let the airplane, or some hastily summoned pets, try to get closer, and the UFO will go into reverse and scam out of there, with the whole pack streaking away—at 7000 miles an hour."

Ivan Sanderson (a zoologist, be it noted) has made a similar comparison: "The behavior of the objects can only be likened to that of animals. They dance; they play tag; they even appear to breed . . .

they are highly inquisitive, but they try to keep out of harm's way" (FU, Aug. 1957).

It is true that they "dance"; the performance recorded by Delbert Newhouse is only one of many such displays that have been seen. We wish there were space to describe the "Folk dance" of three couples of sombrero-like UFOs, observed by at least 17 witnesses over Whittier, California, on August 22, 1957. Of course such behavior may not be as "playful" as it looks to us, but still it is hardly what one would expect of spaceships. Whatever it may mean, it appears to be a new phenomenon, not seen in the skies of the nineteenth century.

### *Angel Hair*

Surprisingly, Fort apparently knew nothing of "angel hair," so familiar to present-day UFO students. He was well acquainted with the mysterious, massive autumnal falls of "gossamer" (which must surely be the same thing), and he was the first to point out the inadequacy of the conventional "spiderweb" explanation (*New Lands*, Chap. 38). But he cites not one instance in which this stuff was seen to fall from objects in the sky. Apparently, not until 1949 did anyone see "gossamer" dropped by UFOs; but since that date there have been dozens of cases, all in excellent agreement except for one point: the *volatility* of the "angel hair," which seems, strangely enough, to

vary in different cases. Apparently this is also a new phenomenon.

### Noiselessness

Many of Fort's UFOs were noisy; others were soundless. But in Fort's day it was not realized that many UFOs move so fast in our atmosphere that they have no "right" to be silent. The discovery of this paradox is wholly post-Fortean. The apparent impossibility of such high velocities without corresponding acoustic effects has been invoked by skeptics such as Willy Ley as an argument that what has been reported cannot be. But others of us feel that what has been repeatedly observed *must* be; if theory fails to predict the effect, so much the worse for the theory. The French Air Force officer Jean Plantier (*La Propulsion des Soucoupes Volantes*, Editions Mame, 1955) believes that the lack of shock-wave effects can be accounted for if the UFOs are propelled by a synthetic gravity field; but the suggestion is still a speculative one.

"Motor"-like sounds have been heard both in modern and in "classical" times (see our article of Nov. 1957); a somewhat high-pitched hum or whine when the UFO is close to the observer is often described, and the comparison to "a sewing machine" in Olavo Fonte's "Report from Brazil" (FU, Aug. 1958) is a very typical one.

### Electromagnetic Effects

Another significant property of

UFOs that went undiscovered by Fort because of the early date of his sightings was the *electromagnetic effects* that they sometimes produce. There can no longer be any doubt that these "hallucinated-machine" cases are real (see FU, June). They occurred repeatedly in Europe in 1954 (see Michel's new book previously cited)—stalled cars and trucks, headlights extinguished; and they were precisely duplicated three years later in the Levelland, Texas, area on November 2-3, 1957. But would-be hoaxers at Levelland could hardly have been imitating the European reports, which at that time had never been published in this country.

Particularly noteworthy among the European reports was one from Forli, Italy, late in October 1954: a red-luminous object flew over two tractors rolling side by side along a road, and killed the engine of one of them. The other, which was unaffected, had a diesel engine—which uses no electricity.

On January 30, 1958, at 11:45 p.m., a lawyer, Dr. José Valencia Dongo, was driving on the Pan-American Highway in Peru, 220 miles north of Arequipa. Suddenly the headlights went out and the engine died; Dr. Dongo pulled off the road. Then he and his two passengers saw an "incandescent" object shaped "like a flying saucer" descending from the cloudy sky. At a height of 150 feet it hovered motionless for eight minutes; then disappeared into the clouds. A truck

and a bus were also stopped; Dr. Dongo said that the occupants of all three vehicles felt a "nervous shock" before the UFO was seen. (UP dispatch, Feb. 1 in *La Prensa*, N.Y.C.)

The really incredible feature of such reports is the extinguishing of the headlights. Interference with radio seems natural, and with car ignition not impossible, but it is hard to accept that any kind of field or radiation could interfere at a distance with something so simple as the flow of direct current from a storage battery. But the accounts are clear: this does happen.

A quite different electromagnetic effect was observed for the first time on April 14, 1957, at Vins in France. An object shaped like an ice cream cone, with many little "metallic" rods projecting from its under-surface and in rapid vibration, landed twice, near two metal road-signs in succession which were both set into violent motion, with a deafening noise. The object then flew off, "pitching from side to side." When Jimmy Guieu, French UFOlogist, investigated three days later, he found that both of the road-signs were magnetized, while similar ones in the neighborhood were not. (From *Ouranos*, French UFO magazine, #21, where the case is recounted in detail.)

### *Physiological Effects*

In modern times many people have claimed to have experienced un-

pleasant bodily sensations in the presence of a UFO: noxious odors or fumes (see FU, Jan. 1958), "burns" inflicted by saucers (July 1958), visceral pains, headaches, itching, a sensation like electric shock, and total paralysis. We can vouch for the veracity of only a few of these tales, but so much testimony is hard to dismiss. The "shock" and paralysis were characteristic of the great European wave of 1954; they have apparently never been reported in this country, yet the details turn up again in Dr. Dongo's Peruvian experience.

To judge by Fort's books, stories of this kind were not told in the nineteenth century. Anyone as canny as Fort, however, would be inclined to view with great suspicion any claim of bodily suffering caused by a strange experience; like telepathic communication, this seems like the sort of egocentric feature that might well be included in an invented tale. Examination of Fort's original notes might perhaps show that he did come across some such stories, but omitted them from his books in the belief that they were unlikely to be true.

We have listed twelve points of present-day "knowledge" about UFOs that were *not* anticipated by Charles Fort. (A thirteenth might be added, based on the sparse evidence for radioactivity sometimes produced by UFOs. But the strange fact is that even in this era of fallout and the Geiger counter, prac-

tically nothing has been done to assemble such evidence.) Of course any such list is to a considerable extent a matter of opinion, but we believe that these twelve points would find fairly general acceptance—subject to variations of individual emphasis and interpretation — among experienced and critical-minded UFOlogists.

Both as to quality and quantity, during the past decade we have accumulated far more evidence than Fort found in a lifetime of research, and the total is impressive. But even today no serious UFOlogist would, in our opinion, claim that we have any indubitable "hardware" from flying saucers, or that we have gained any real information about their place of origin, their motives in coming here, or their reasons for behaving as they do.

Thus, although we have learned so much since Fort's day, we still have hardly scratched the problems that we set out originally to solve. Our data are much more abundant and varied than Fort's; but our speculations are essentially the same as his. The things we still lack—authentic "hardware" and authentic "contact"—are unfortunately the things that are most important.

Nevertheless, if our ideas have any truth in them at all—and if the UFOs oblige us by continuing to appear—some day we will have both of these things. On that day our "preposterous" UFOlogy will be established as a science—and on that day, too, as Charles Fort predicted, "flying saucers" will make the inevitable transition from the outrageous to the commonplace.



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## SIX MINUTES IN SPACE?

An army plan to rocket a man into space, keep him there for six minutes, and then return him safely to earth was disclosed recently, confirming the impression that the problem of missile reentry into the atmosphere had been licked and, as a matter of fact, been found somewhat exaggerated. The Army apparently proposed to use a Redstone missile—presumably redesigning its warhead section to hold a man. It was held possible that a multiple system of parachutes could be attached to create drag upon the warhead section as it reentered the earth's thicker atmosphere, thus permitting a man to land safely.

universe  
in  
books

by... Hans Stefan Santesson

Comments on the new books  
—anthologies and novels—  
and other works which may  
conceivably interest you.

JUDITH MERRIL'S latest anthology—SF—THE YEAR'S GREATEST (Dell, 35 cents) deserves commenting on if not only for the mixed reactions one has when reading this third and perhaps most interesting grouping of what the anthologist has regarded as the year's best stories. To completely accept this evaluation is to keep in mind the state of the field itself, and the state of mind of those writers who—only a few years ago—were perhaps writing richly imaginative and challenging material, and are today faced by certain realities. There was a good deal of discussion of these realities and this state of the field at the recent conference in Milford, Pa., co-chaired by Judith Merrill and Damon Knight (author of last month's lead novel, BE MY GUEST). The comparative healthiness of the field, speaking economically, was brought out—a healthiness despite declining markets—but what was noticeable to this writer and what is, to a certain degree noticeable in this anthology, was the absence of an old fashioned word that at one time writers in the field would not have shrunk from—and that word is *dedication*.

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*Another report on some books of interest to SF and fantasy readers, and comments on the apparent thinking of some of these writers, each book—even including the one by C. G. Jung, the Swiss psychoanalyst, reflecting the many-sided aspects of life and speculative thought in these days.*

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Make no mistake. I am not suggesting, as a noted science fiction writer did, several years ago, at the 1951 World Science Fiction Convention in New Orleans, that Science Fiction is—"a way of life." There speaks the eternal enthusiast, the man who perhaps has certain technical skills but has never grown away from the hopeful feeling that in science fiction he can find an escape from the realities of the world around him.

Extremes of this are the people who have a perfectly delightful time carrying on cross-country fandom vendettas, completely oblivious in the meantime of the larger world about them. And there are the others (I am thinking of one woman I met at that same New Orleans Convention) who come to Science Fiction hoping that somehow—somehow—the field will have within itself the essence of that something that will soothe their own fears and complexes, that will reconcile them with the world in which they must necessarily move, and, in passing, they will attain a stature—albeit in a limited circle—denied to them up to that time.

But what has all this to do with Judith Merrill's third anthology?

A good deal.

This appears to have been a year, to judge from the writing in this anthology and from other indications—including the tone of the discussion at Milford—where some failed to keep in mind this undoubted influence they have on the think-

ing of their readers. These are all skilfully told and smoothly written stories in this anthology, but there is something lacking—that intangible spark of almost dedication that was so visible at the first conference at Milford, for instance—the impulse to write something like, for instance, CANTICLE FOR LEIBOWITZ, that may not have been a perfect story but had an emotional impact on the reader impossible to describe.

To some extent our own uncertainties—our own insecurity—may contribute to this technical-perfection — but — absence — of — dedication so obvious in some of these stories. As Judith Merrill points out, in her introduction,— "Someone was always looking at the stars. Now it appears the stars may shortly have their chance to look at us."

The man in the street has suddenly become aware of these same stars and of the possibility that in our time, or in our children's time, we may yet reach the stars. To a large degree this is still w-o-r-d-s to the average man, not in daily or constant touch with the researches that are making an imminent reality of these dreams found only in science fiction magazines a few years ago. But there is a danger in this, a danger which I believe has been repeatedly pointed out by John Campbell, and that is that we who work professionally in the field may allow ourselves to sit back, emotionally exhausted at the coincidental

reality that history *has* caught up with science fiction.

This is of course nonsense. We must now recognize, as Campbell has pointed out, the new frontiers that the realization of these earlier dreams—these earlier hopes—imposes on us. As Anthony Boucher writes, in Judith Merrill's anthology, so much more ably than I could,—“The science of tomorrow or the day after will, unquestionably, outrun the science fiction of today, just as today's science rapidly outran Poe and much of Gernsback. Conceivably, even time travel and speeds faster than light will, as science advances, turn out not to be fantasies after all. But as creative, imaginative minds keep thinking ahead to the step beyond the next, it is exceedingly unlikely that tomorrow's science will outrun the science fiction of tomorrow. What prophet can dare to prophesy the utterance of a prophet yet to come?”

As Judith Merrill points out, in her introduction, “the interest of the better s-f writers has shifted steadily since the war years toward the field of human behavior. You will find rocket ships and alien planets in these pages, as well as robots, mutated monsters” (!) “and strange inventions; but the *science* under examination here is not primarily physics or chemistry. It is biology, psychology, anthropology, sociology, politics, economics—people.”

In other words—it is science fiction!

By all means read Judith Merrill's

extremely interesting third anthology, S-F: THE YEAR'S GREAT-EST!

Let us now turn to a familiar subject in these pages—though it must be conceded that we do not explore the more piquant possibilities of the subject as fully, or as devotedly, as some of our contemporaries. We have been publishing material on the subject of UFO's, or “Flying Saucers” from time to time, because of popular interest in the subject and because of our conviction that there is a curiosity about the world around and beyond us among the readers in this field which is somewhat lacking among others that we can think of . . . If Science Fiction has “matured,” as is so often said, it has done so because of this self-same intellectual curiosity, this refusal on the part of the reader and writer alike to discipline their imagination. And here we have this subject of Ufology—which admittedly has attracted a lot of expatriates from cloud cuckoo land *and* from the outer fringes of do-it-yourself as opposed to disciplined metaphysics. This has tended to obscure the fact that there are people working in the field (such as our friends in the Research Section of Civilian Saucer Intelligence) who do not have that familiar gleam in their eye that distinguishes the acceptor of the difficult-to-believe from those less credulous . . .

And now we have C. G. Jung.

I would ordinarily not discuss

a foreign publication in these pages, but I think those of you who read German will find Jung's new book—EIN MODERNER MYTHUS. VON DINGEN, DIE AM HIMMEL GESEHEN WERDEN (1958, Rascher Verlag, Zurich)—extremely interesting. The noted psychoanalyst, who, I might add in parentheses, has never hesitated to take a controversial stand on various matters (I am thinking of a controversy on this subject that sprang up in the letter columns of the *New Statesman*, some months back), has, it appears, been interested in the subject for UFOs throughout the past decade.

They began in Sweden, he writes, in the form of projectiles observed towards the end of the War (*the German V-7?*) and which it was assumed came from Russia. Then one saw in Germany the lights—the strange lights—which accompanied the allied bombing raids, and then began the reports of flying saucers seen in America and eventually all over the world, caught on radar screens at times, and by now seen by thousands.

While Jung concedes the possibility that there may be parapsychological explanations for some sightings, he is apparently inclined to think that some may be manned vehicles and some—some may be animate things from some unknown area in space.

There are, as is known, three psychoanalytical schools—that of Freud with its emphasis on sex mo-

tivations, that of Adler, and that of Jung with its emphasis (in the thirties as much as recently) on religion or faith and on myth-evocative fantasy. The important thing for Jung is not so much the reality or quasi-reality of these sightings (which after all date back to the Middle Ages—in fact to Biblical times); the important thing is what the mass fantasy has done with these happenings and the motivation behind these reactions. We live, writes Jung, in times when world concern over the Russian policy, the H-bomb, and the over-population of the Earth, has created certain reactions. Modern man has every reason to feel uneasy. He may think out the reasons for this uneasiness, and he may—as happened in the Renaissance and has happened throughout history—he may see things in the sky. Four hundred years ago these signs in the sky would have been assumed to have been caused by God. Today—partly under the influence of the age in which we live—there is speculation that those responsible may be the people on Mars, on Venus, or for that matter on Clarion . . .

This is an interesting book. There may be a tendency to quarrel with some of the conclusions that Jung arrives at, but you should make every effort to get hold of the book. If a translation does appear, that will make it all somewhat simpler, of course, though the average trade publisher may hesitate to explore the psychology of Ufology.

Frederick Pohl and Jack Williamson explore, in *UNDERSEA CITY* (Gnome Press, Hicksville, N.Y., \$2.75) a subject of increasing interest to the field—the very real possibility that, in time, world economics may demand the exploitation of the resources of the sea itself—and of the bottom of the sea. Strange worlds under the Sea will obviously, then, come into being—domed undersea cities, originally trading centers but eventually fantastically complex colonies—the control of which will make men rich, and the destruction of which may make some men richer. The present novel, the second in the series written by the two authors about the adventures of Cadet Jim Eden of the Sub-Sea Academy, is aimed at younger readers—but *can* be read by all ages without appreciable loss of dignity!

Robert A. Heinlein's *METHUSELAH'S CHILDREN* (Gnome Press, \$3.00), is another chapter in that history of the Future which Heinlein has written—has constructed—with such admirable effectiveness. In the world of 2125, there is a group of people on Earth who, as a result of scientific breeding—the marriage of people who carry within their genes an intangible element X—live considerably longer than average man. There is no drug and there is no laboratory process involved, but their shorter-lived countrymen will not believe this. The result is that a dramatic step

must be taken by these families, under the leadership of Lazarus Long, a "combination of an Abraham Lincoln and a Machiavelli." What then happens is characteristic fast-moving Heinleiniana!

Ivan T. Sanderson's *MAN-MADE UFO*, which appeared in last month's *FU*, was discussed Friday evening, July 4, on Long John's "Party Line," over Radio Station W.O.R., by a panel which included Sanderson and Lester del Rey, and also Vyacheslav Zawalischin, authority on Russian Science Fiction and author of the forthcoming *EARLY SOVIET WRITERS* (Praeger, \$8.75); Sven Ahman, U.N. correspondent of the Stockholm *Dagens Nyheter*; and this writer. Ben Gross, columnist for the N. Y. *Daily News*, devoted a column to the broadcast a few days later.

A Chicago Committee, *Science Thru Science Fiction*, has started an interesting campaign for the establishing of Science Fiction Clubs in every elementary school, high school and college, a major aim of the club being that each reader get another person interested in reading in this field. The importance of SF as a way of encouraging interest in science is stressed by the committee (Fritz Leiber, Earl Kemp, F. L. Light) which is prepared to furnish programming suggestions to teachers and students interested in starting such a club, and also

aid in diversifying the interests of members. If you are interested in starting a Science Fiction Club in your school, write to SCIENCE THRU SCIENCE-FICTION, Box 9148, Chicago 90, Illinois.

Finally—I hope you are planning to attend the 16th World Science Fiction Convention in Los Angeles this Labor Day Weekend! The SOLACON will be held at the Alexandria Hotel, 5th and Spring Streets, August

29 through September 1, 1958.

Membership in the SOLACON is One Dollar, and entitles you to the publications of the Conference including the proposed directory of members. Send your dollar to Rick Sney, Treasurer, SOLACON, 2962 Santa Ana Street, South Gate, Calif. Plan to attend if you can!

These annual conferences represent a unique opportunity for those interested in this field to meet and exchange views on the state of Science Fiction.

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# flying saucer of the seas

*by . . . Stephen Bond*

Details about a Flying Saucer that will NOT be piloted by golden-haired Venusians — or Martians.

TRY to visualize a huge ship, looking like a kind of low-flying saucer, about nine hundred feet in diameter.

The ship will be round, a relatively thin disc, weighing 40,000 tons, and will be lifted about eight feet off the water on an air cushion propelled at a hundred and fifty miles per hour by air-screws mounted on deck and steered by air-fins like a plane.

A dream?

No—this is the air cushion ship that engineers in both England and Switzerland, Christopher Cockerill in England and Carl Weiland in Switzerland, are racing to make a reality.

A naval research man attached to the American Embassy in London is quoted as telling Weiland, "As far as I can judge, your theory is correct and practicable." Professor Jacob Ackeret, authority on aerodynamics and head of the Aero-Dynamic Faculty of the Swiss Federal Institute of Technology, has endorsed Weiland's work, warning him, however, that while the principle is feasible, elaborate and extremely expensive tests will have to be made before it can be certain

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*We have been accused of undue interest in UFOs, a subject on which we are, however, considerably sedater than some contemporaries. But here is a report, based on material appearing in the European press, on a very different kind of Flying Saucer—one that you may yet ride on. . . .*

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that the whole idea is an economically sound proposition.

As Weiland points out, a slow moving ship is the most economical form of transport, but its resistance to movement increases disastrously at higher speeds, which there has been no progress—comparable to that in aviation—in designing faster ships. Weiland apparently realized, quite early, that the problem of high speed travel could be solved economically only by severing contacts between the vessel and the water—the ship would have to float on air. If the ship was raised out of the water, it could be propelled through the air at high speed, using a relatively small force.

The immediate technical problem is to make the air cushion as efficient as possible by reducing the escape of air from the cushion to a minimum. The entire flat bottom of the air cushion ship is the bearing surface, and the air can escape only around the circumference. The higher the pressure, the more rapidly does the air—forced down by fans near the center of the circle—rush towards the circumference to escape. Using the labyrinth system familiar to designers of gas turbines, the pressure is reduced in a series of chambers so that the air

supply in the cushion remains operative for a longer period.

The ideal ship will be three hundred yards across. Using this as a basis for calculation, Weiland's air cushion system can lift and support up to 2,000 yards a square yard of bearing surface. Power requirements work out at less than 3 h.p. a ton for the cushion, with an equal propulsion force (air screws) for a cruising speed of 150 miles per hour.

"The air cushion ship," Weiland points out, "can rise out of the sea, ascend a gently sloping ramp, and have its harbor on the ground. There would be no need to dig the Suez or the Panama Canals today. A wide runway would do."

The air cushion vessel will be a cross between a passenger liner and a plane, combining the best features of both—safety and speed. Atlantic crossings will take roughly a day and a half; more passengers and freight can be carried; and fares will be halved, as passengers' food supplies, fuel consumption and running costs are cut.

Incredible? Who is to say what *is* incredible in these days of constant change, when in our time we have already come so close to penetrating into Space?

