

More Strange 1969 Sightings

UFO'S

THAT BUZZ OUR AIRPORTS

Special Fiction

One-Night Virgin

Every man was her first, or so she said...



50,000 Strange Sightings

THE AIRPLANE-SHAPED vehicle above was photographed in Wyoming by a vacationer. Seconds later, the "airplane" vanished . . .

A "new generation" of strange aircraft is now in our skies. Some of them take the form of jets, light planes and helicopters. Others change their form without warning and probably represent an even greater threat to Earth...

NEW UFO's BUZZ

Hundreds See Torpedo-Shaped UFO Streak Across Britain

By RICHARD FARRELL

Hundreds of excited witnesses jammed police telephone switchboards from northern Scotland to southern England to report a torpedo-shaped Unidentified Flying Object streaking across the night sky.

All reports said the UFO was traveling south to and it was spotted as far north as Wick, Scotland.

By JOHN A. KEEL

Official investigations of sightings were often

AN estimated 50,000 unidentified flying objects appear annually over the cities, villages and random isolated farm fields in the United States, often flying at tree-top level, buzzing astonished motorists and frightening livestock. None of these UFOs are ever reported to the United States Air Force. Very few of them are ever brought to the attention of civilian "flying saucer" investigators and their organizations. On the rare occasions when these objects are reported, the reports are quickly dismissed.

How could anyone overlook 50,000 aircraft, all

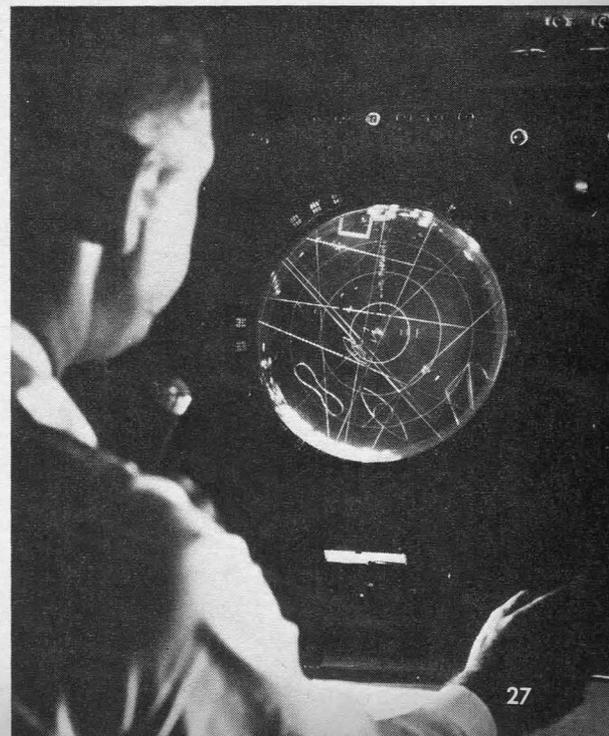


A TEXAS farmer snapped object (above) hovering over farmhouse. Radar device malfunctions (below) are often traced to disturbances created by UFOs

WORLD AIRPORTS

blatantly ignoring federal regulations? The answer is simple and astonishing. These machines, if they are machines in the full sense of the word, are not all shaped like saucers or cigars. They look like conventional airplanes. They are usually propeller driven and radiate ordinary engine noises. Very few people bother to report an apparently ordinary airplane, even when it behaves in a peculiar fashion.

There are, however, a couple of significant differences between these extraordinary aircraft and the Wright Brothers' noble invention. Although international law requires all aircraft to bear identifying markings and license numbers on the wings, fuselage, and tail, none of these mystery airplanes bother to comply. They are usually a dull gray or black and display no insignia of any kind. Often they are seen flying very low at night in areas where UFOs are commonplace, and the pilot's (Continued on page 48)



STRANGE SIGHTINGS

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cabin is always brightly illuminated. The pilots themselves are frequently clearly visible. Customarily, conventional planes flying at night do not have brightly illuminated cockpits because it would interfere with the pilot's night vision.

These unidentified machines with clearly discernible wings, tails and propellers first appeared in California in 1896, seven years before the Wright Brothers' motorized kite fluttered into the air for a few brief, historic seconds. In 1909, they appeared throughout the New England states, flying in bad weather and performing maneuvers that were impossible for the handful of existing airplanes of that period. Beginning in 1932, they appeared in numbers over Scandinavia, hedgehopping through snowstorms over the treacherous mountains of Sweden, Finland and Norway. They were repeatedly seen, often by large numbers of villagers, from 1932 to 1938, and extensive efforts by the combined navies and air forces of those three countries failed to determine their source.

These "pirate" aircraft have been busy all over the world in recent years. At 2 p.m. on the afternoon of July 22, 1968, one of them appeared in the clear skies over the airport of San Carlos de Bariloche, outside of the city of Bahia Blanca, Argentina. It circled the field lazily at an altitude of 200 feet, apparently preparing to land. Innumerable witnesses, including pilots, police officers and airport employees, all paused in whatever they were doing and watched. The arrival of an airplane at a busy airport in broad daylight was hardly an earth-shaking event, but there was something very odd about this one. Something very odd, indeed.

All of the witnesses later agreed that the plane had an unusually long fuselage and that its delta wings seemed far too short to support a craft of its size. Furthermore, it moved very slowly, too slowly to stay aloft. One of the fundamental rules of aerodynamics is that the shorter an airplane's wings are in comparison to its overall size, the faster it must go to maintain lift.

The airport control tower made an effort to contact the plane by radio but received no reply. So then they flashed a green light at it, signalling permission to land. The giant machine continued to lope around the field. When it reached the end of Runway 28, it suddenly rolled over on its axis, completing a 360° turn in remarkably little space. Astonished viewers on the ground studied it through binoculars and could find no markings or insignia except for three small black squares and one large one. None of the airport employees could identify the make or design of the plane. They had never seen anything like it before even though they were familiar with everything from

Constellations to U-2s. (For some reason, the U.S.A. has U-2s based in Argentina.) It seemed to glide rather than fly, and made only a slight hissing noise. After a few minutes, it picked up speed and shot away to the southeast.

ARGENTINE authorities were never able to identify or explain this odd incident. The newspaper *La Razon* carried the story on July 25, 1968, and it was investigated by Miss Edith Greinert for England's *Flying Saucer Review*. The Bahia Blanca sector of Argentina was beset by a wide variety of UFO sightings, landings, and even alleged contacts between humans and ufonauts in 1968.

Whole formations of unidentified delta-winged craft have been frequently seen over the United States. At least one case was given careful study by the U.S. Air Force. In the official Air Force Project Blue Book Report No. 14, published in 1955, they list as "unidentified" the following case: "A naval aviation student, his wife, and several others were at a drive-in movie from 2115 to 2240 hours (9:15 to 10:40 p.m.) on April 20, 1952, during which time they saw several groups of objects fly over. There were from two to nine objects in a group and there were about 20 groups. The groups of objects flew in a straight line except for some changes in direction accomplished in a manner like any standard aircraft turn. The objects were shaped like conventional aircraft. The unaccountable feature of the objects was that each had a red glow surrounding it and was glowing itself, although it was a cloudless night."

A high government official in Washington, who must remain anonymous for obvious reasons, recently told me about a sighting he had made while living on Long Island in 1957. His dog had started to bark and howl one night, he said, and he stepped outside in time to see a huge delta-winged aircraft passing swiftly overhead in total silence. It was surrounded by an eerie reddish glow. He had never seen anything like it before so he decided to call the local Air Force base. He reported the sighting and the next day an officer called him back and asked for additional details, admitting that several other people had reported the same thing. (Except for a few experimental types, delta-winged aircraft were very rare in the 1950's.)

UFO enthusiasts and their organizations are largely concerned with unusual configurations, such as disks and flying sausages, but the Aerial Phenomena Research Organization (APRO) in Tucson, Arizona has received one especially intriguing "mystery airplane" report that they have investigated as thoroughly as possible. The witness voluntarily submitted to a lie detector test and was closely examined by trained psychologists. His name is William Hertzke, a rancher in Calgary, Alberta, Canada. A full chapter is devoted to this case in the book, *UFOs Over the Americas*, by Jim and Coral Lorenzen.

One morning in October 1965, Mr. Hertzke was riding on horseback in a pasture on the Circle Jay Ranch when he saw a small airplane parked on the

ground. It was a silver-gray color with swept-back wings. He estimated that it was about 16 feet long, with a wingspan of about 12 feet and the fuselage was 4 or 5 feet deep. He rode over to the aircraft and examined it cautiously. The exterior, he reported, was like a "waffle." A transparent plastic-like dome covered the cockpit. Through it he could see complicated instruments, a fourteen-inch "TV screen," and two small, transparent glass-like bucket seats. There were no visible motors, propellers or jets, and no insignia or identifying marks of any kind. He saw no sign of life around the object and his work schedule did not permit him to return to it again later for another look.

Hertzke's description, which is much more detailed than we can present here, is most extraordinary. Although the object had a conventional tail and delta wings, its interior and its waffle-like exterior placed it in a class by itself. Apparently it was built for very small pilots and it flew on some unknown principle which did not require jets or propellers. (Incidentally, conventional sailplanes and gliders have exceptionally long wings.) Yet, if you were to glimpse this kind of object passing slowly overhead you probably wouldn't even give it a second glance.

THERE are several other types of "mystery airplanes" operating in North America. Giant craft resembling standard Air Force "Flying Boxcars" are frequently reported in UFO "flap" areas, often performing hazardous hedgehopping maneuvers. One group of witnesses on the outskirts of Gallipolis, Ohio told me that they had been seeing mysterious lights in their hills and fields for *thirty years*. They also remarked, without any prompting on my part, that "big cargo planes come over the hills a couple of times a month and sometimes they're so low we think they're going to crash." These "cargo planes" are multi-engined and a dull gray color. The area does not lie on the direct route between the distant Ohio Air Force bases and the Charleston, W. Va. airport. Furthermore, hedgehopping over the treacherous hills and mountains of Ohio-W. Va. would be foolhardy.

In his report to the Armed Services Committee Hearing on Unidentified Flying Objects (April 5, 1966), an engineer named Raymond Fowler outlined his investigation into the sightings around Exeter, N.H. and stated: "On my first two visits to the Carl Dining field (where UFOs had been sighted previously) on the morning of September 11, 1965, I saw a low-flying C-119 Flying Boxcar pass over the area on both occasions."

During 1966-68, I visited some twenty states, investigating UFO reports and interviewing witnesses. People in many scattered areas far removed from any AF bases frequently described "Flying Boxcars" to me. They were nearly all seen at very low level, sometimes performing intricate and hazardous maneuvers. For a long time I suspected that perhaps the Air Force was sending special instrument-laden planes into "flap" areas to take photographs and perform various tests.

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But eventually, as the circumstantial evidence mounted, I had to discard this plausible theory for an implausible one: that aircraft resembling C-119's were being deployed in "flap" sectors but they weren't related to the Air Force.

Smaller planes of the single-engined type are also frequently observed at low-level, sometimes flying back and forth in search patterns over places where UFOs have been seen. As usual, these little planes are gray and unmarked. They have been reported in Texas, Florida, and West Virginia by competent witnesses, some of whom studied them with binoculars. Like their larger counterparts, they fly at night with their cabins fully illuminated, and they have sometimes been seen hedge-hopping in rainstorms and blizzards at night when no pilot in his right mind would even consider taking off. This inclement weather flying is an historical pattern which can be traced all the way back to the 1800's.

In March of 1968, experienced UFO-watchers in Point Pleasant, W. Va. reported seeing a formation of low-flying UFO-type lights (prismatic) over Highway 62 at night in a raging snowstorm. Close on their heels there appeared a conventional light plane, apparently following them.

The year before, early in April 1967, I had pursued a peculiar flying light from the TNT area north of Point Pleasant to the steep hills behind Henderson, W. Va. I joined a cluster of people on a hilltop just as a twin-engined plane circled and flew directly at us at treetop level. As it drew closer, *it cut its engines* and glided over our heads—an idiotic maneuver when flying the treacherous up-drafts surrounding steep hills and valleys. The cabin was brilliantly illuminated and the pilot was visible. Since it was about 9 p.m. and pitch dark, this seemed doubly stupid. Here we had a pilot who was flying at treetop level over very dangerous terrain, yet he deliberately cut his engines and blinded himself by turning on all of his cabin lights!

I sprang into a car and dashed across the Ohio river to the little airfield at Gallopolis, Ohio to see if the mad flier had landed there. The field was deserted and none of the parked planes had a warm engine. In any case, few sensible private pilots care to indulge in night flying and few would be willing to risk their licenses by performing stupid and dangerous stunts over populated areas.

The immense complexity of the UFO situation is usually understated and simplified by the UFO enthusiasts' publications and books. While some of the many thousands of reported objects might conceivably be "spaceships," the majority of all sightings are of peculiar non-mechanical objects which change size, shape and color in front of the witnesses' astonished eyes. Perfect cubes and triangles are reported almost as frequently as discoid shapes. Large objects often suddenly split up into several smaller objects which dart off in all directions, seemingly under intelligent control. Since roughly 90% of all reliable UFO reports describe these "eccentric" objects rather

than humdrum "saucers" it is reasonable to conclude that the "eccentric" objects constitute the main phenomenon. It is even possible that the UFOs are so flexible that they can acquire any desired shape as part of a planned program to maintain our skepticism and spread confusion.

The St. Louis *Post-Dispatch* published an extraordinary report in 1966. A large number of witnesses caught in a traffic jam outside of St. Louis allegedly saw a huge disc-shaped object, complete with portholes, hovering directly overhead. After several seconds it slowly sprouted wings and took on the configuration of an ordinary jet airliner. When the transformation was complete, the object flew off at high speed. Doubters can mumble about angles of observation, weather conditions, and other possible factors which could have distorted the appearance of an ordinary airplane. But if the "disc" had been a plane all along and only appeared to be a disc, it would have *had* to be at right angles to the observers and could not possibly have hovered. The

witnesses would quickly have realized their mistake and the report would never have been made.

On October 11, 1966, a brilliant flying light appeared over the Wanaque Reservoir in New Jersey. There had been many unusually close sightings in the area prior to this one, but this incident had an added twist. It was so bright that it temporarily blinded police sergeant Ben Thompson.

"This thing was so bright that it blinded me so bad I couldn't find my car," Sergeant Thompson later told Dr. Berthold Schwarz. "It was all white, like looking into a bulb and trying to see the socket, which you can't do . . . I was totally blinded by that light for about twenty minutes."

WITHIN fifteen minutes after the glowing object departed, a formation of seven helicopters appeared and slowly circled the area. They were accompanied by ten or twelve jet planes.

"I've never seen seven helicopters at one time in this area in all my life," Police sergeant Robert Gordon observed. "And I've lived here for 40 years."

Science writer Lloyd Mallan

investigated the Wanaque incidents and he checked with the local Air Force bases and even the Pentagon. All denied knowing anything about these planes and helicopters. He also checked all the airports in the New York-New Jersey area, and the Civil Aeronautics Board. No one could throw any light on the mystery. Nor did it seem plausible that the Air Force could have acted so quickly. Particularly since no one ever formally reported *any* of the Wanaque sightings to the Air Force directly.

Flying donuts and soaring cubes have been populating our skies for years. Thousands of UFO photographs have been taken and with very few exceptions no two have been alike. In the early 1950's, Project Blue Book ran a computer study of the 434 reports then classified as "unknown," hoping to evolve a basic "model" saucer. They ended up with 12 very different basic objects. But from the thousands of reports compiled since then it is obvious that there may be 1200 or 12,000,000 different types.

Or no types at all!

Dr. Jacques Vallee has performed extensive computer studies of his own and discovered that sighting reports increase in areas where population density decreases. Thus thinly populated places such as northern Scandinavia, Greenland and Alaska have more sightings per capita than densely populated states like New York and Ohio. This finding strongly suggests that the UFO activity is largely concentrated in areas where the chances of being discovered and observed are the lowest. And *this* indicates that the UFOs are engaged in a covert operation, perhaps even long-term preparations for eventual hostile action.

If the hostility theory is correct, then the objects would undoubtedly try to "buy time" by keeping us confused and by staging deliberate deceptions. They would hide their real nature by disguising themselves in oddball shapes. While we kept ourselves busy trying to keep track of the saucers, donuts, triangles and even "flying question-marks," they could carry forward their real work—whatever it might be—in objects which look like and sound like conventional man-made aircraft. Nobody is really going to pay any attention to a thing with wings and a tail when there are so many exotic "spaceships" to study and speculate over.

When you examine all of the sighting data of the past hundred years, not just the carefully selected sightings spoon-fed to the public by the hard core "spaceman" believers, a startling picture of deliberate deception becomes very clear. Many significant patterns are repeated in the flaps of 1896-97, 1909, 1913, 1922, 1932-38 and 1942-69. Patterns of psychological warfare. Patterns of deceit.

If a mere three unidentified gray airplanes pass over each state every day, we would have 50,000 unreported, unnoticed events each year in the U.S. alone. The small trickle of unidentified aircraft reports is an indication that this may actually be happening. Perhaps it has been happening since your great-grandfather's time. Maybe your great-grandchildren will finally learn the real answer to all this.

