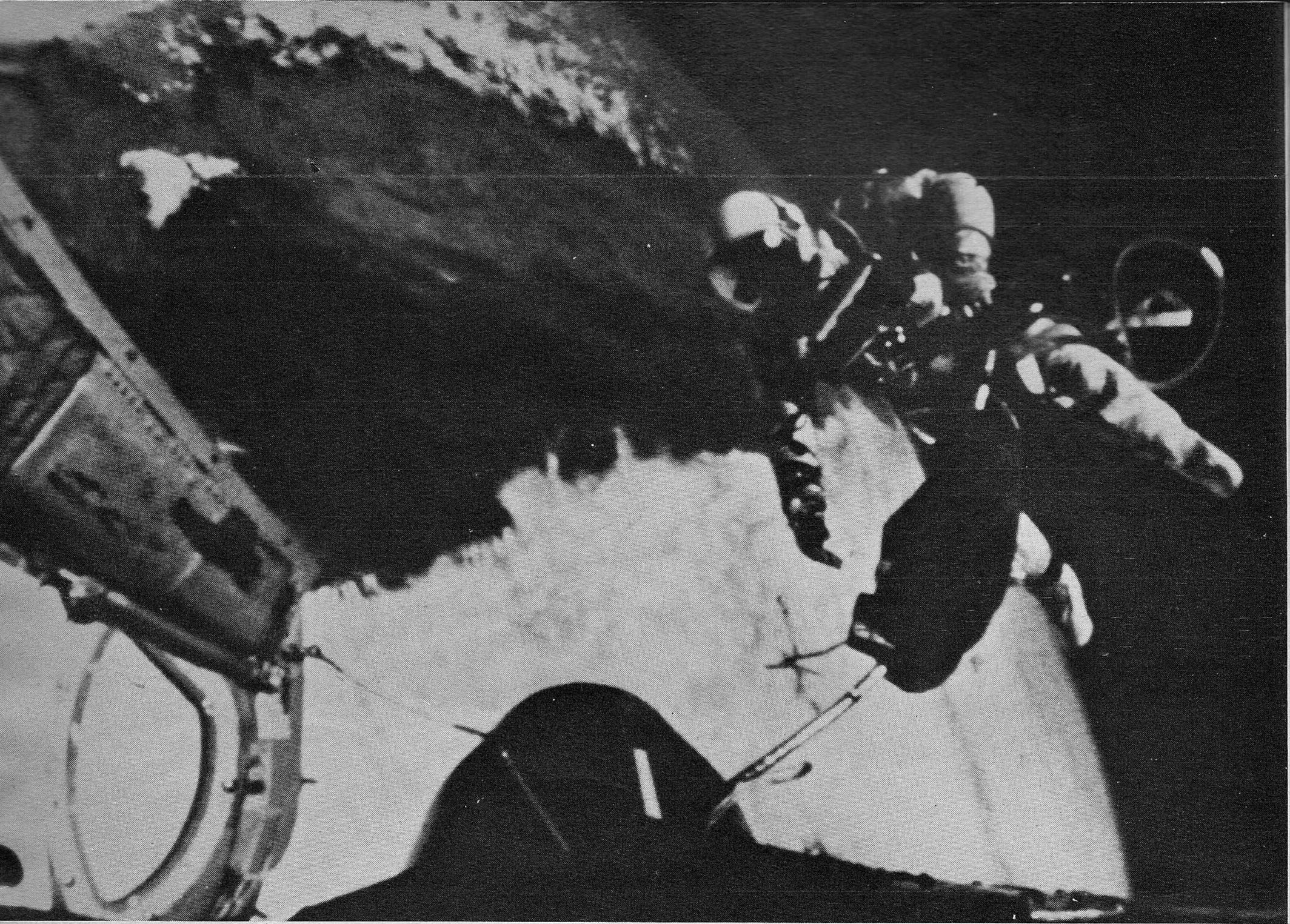


THE SECRET UFO- ASTRONAUT WAR

**Are Space Officials
Covering It Up?**

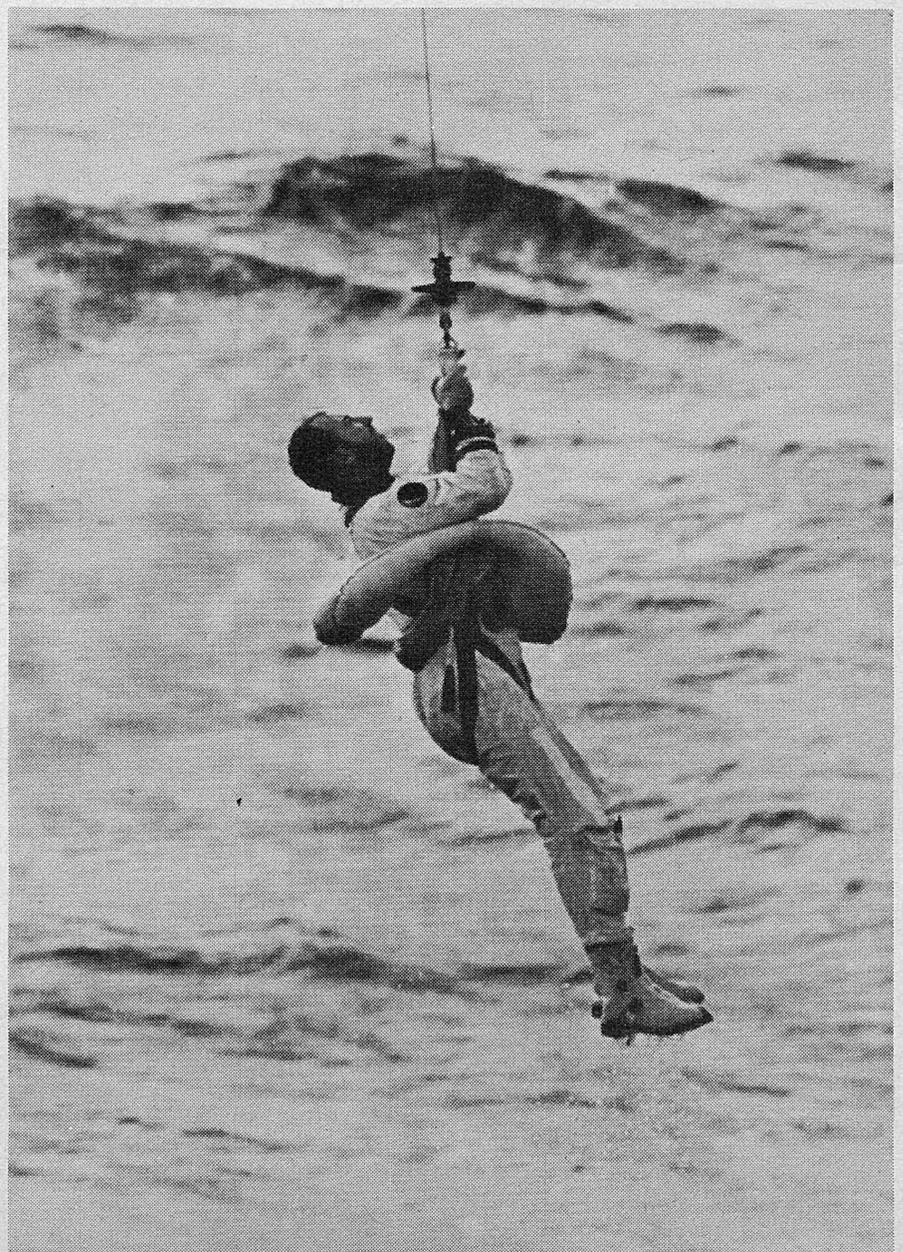
**By John A. Keel,
America's
Leading Ufologist**

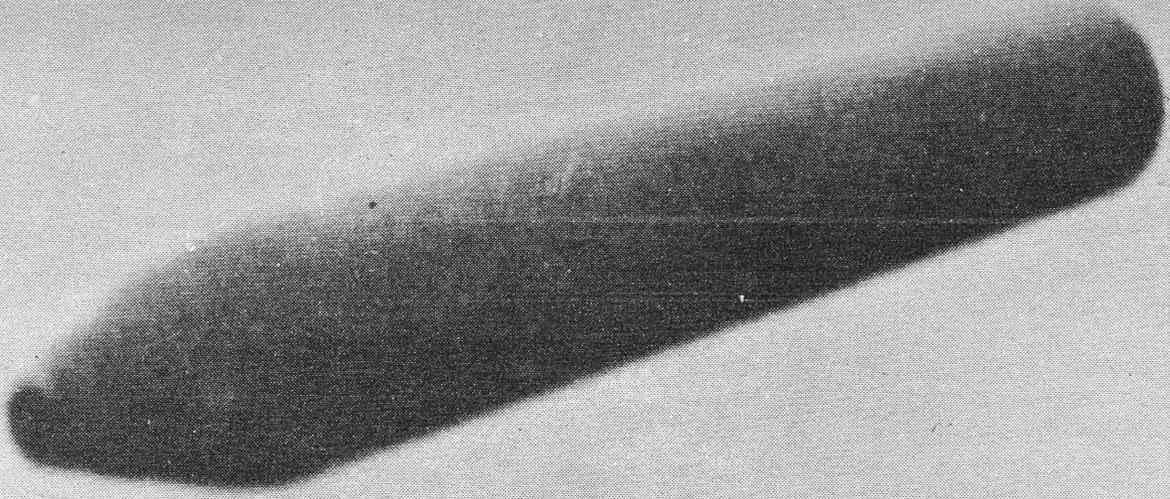


ON the record is the charge that at least one American spaceman (as above) suffered emotional shock after outer space run-in with UFO, had to be grounded . . .

IT WAS drizzling and cold, and Woodrow Derenberger, a middle-aged sewing machine salesman from Mineral Wells, West Virginia was anxious to get home. He was driving his truck along Highway 1-77, just south of Parkersburg, West Virginia. Traffic was light and he was making good time. It was about 7:30 p.m. The date: Wednesday, November 2nd, 1966. Suddenly a strange object swooped down out of the rain and landed directly in front of him. Mr. Derenberger slammed on his brakes and watched in amazement as a man got out of the object which was, he said, shaped like an old fashioned lamp chimney. The man was about five feet, nine inches tall, had pointed features and a dark complexion, and was dressed in a dark coat. As he approached the truck, Derenberger heard a voice which asked him to roll down the window. The man stepped up to the door silently, his arms folded across his chest, and Derenberger heard the voice again although the man's face remained fixed in a grin. He claims this voice asked him who he was, where he was going, and what (Continued on page 44)

ASTRONAUT James Lovell (right) said after flight: "We saw four objects lined up in a row, and they weren't stars I know." Also unexplained by government are photos such as far right taken of strange objects . . .





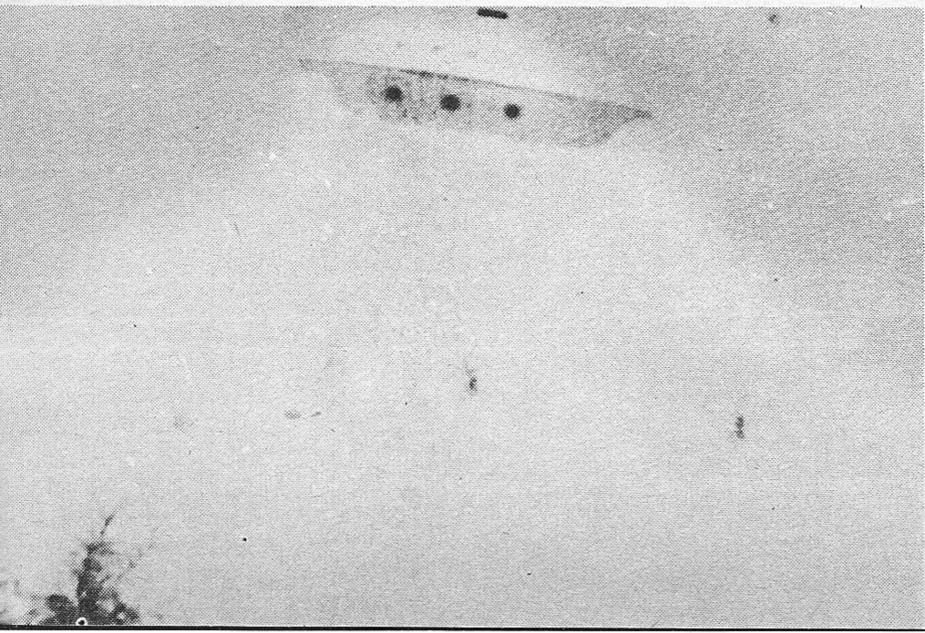
By JOHN A. KEEL

**AMERICA'S NO. 1
UFOLOGIST**

THE SECRET UFO- ASTRONAUT WAR

**ARE SPACE
OFFICIALS
COVERING IT UP?**

American and Russian astronauts harassed and even attacked by flying saucers? Space authorities will deny it, but here's proof they can't dispute—because it comes from the mouths of the astronauts themselves . . .



UFOS

Continued from page 27

"those lights" were (indicating the city of Parkersburg in the distance). After a few minutes of rather meaningless "telepathic" conversation, the man returned to the object and it flew off. Derenberger stepped on the gas and sped home.

After he told his wife the incredible story, they decided to call the Parkersburg police. The police not only were not surprised, but they admitted that two other people had reported an identical experience to them that day. Woodrow Derenberger found himself in the uneasy company of the growing crowd of controversial "contactees"—people who claim to have met the pilots of unidentified flying objects. (The author has talked with the other two witnesses. While they confirm the story, they do not want any publicity. "I just don't want to get involved," one of them said.)

At the request of the Parkersburg Police, Derenberger "starred" in a press conference together with eight other witnesses who had reported seeing a UFO on the night of his "contact." Later he voluntarily submitted to an extensive physical and psychiatric examination in a local hospital. There was an astonishing development when one of his examiners, a leading West Virginian psychiatrist, became a "contactee" himself a few weeks afterwards. The psychiatrist has talked freely about his own UFO experiences on radio programs and has endorsed Mr. Derenberger. But, for obvious reasons, he insists that his identity be kept secret.

A month later, Woodrow Derenberger and his family were invited to Cocoa Beach at Cape Kennedy, where NASA's immense manned-space rocket center is located.

"I was interviewed every night for a week," Derenberger said later. "Those men—some of them were supposed to be big shots in NASA—wanted to know every detail. They grilled me about my whole life history. At the end of the week they told me that I hadn't said anything new. They'd heard it all before.

"We know more about this than you do," they said. Then they showed me a big star-map and they pointed out a star on it. "This is where that flying saucer came from," they said. I don't know anything about astronomy so I don't have any idea which star they were pointing at."

Derenberger came back from Cape Kennedy with pictures, letters, and other proof that his visit had been real.

Is it possible that NASA might, indeed, know more about flying saucers than even the U.S. Air Force? It is not only possible, but is highly probable. Unidentified flying objects have frequently appeared over our rocket launching sites where they have been tracked on radar and charted with theodolites. All of our astronauts have reported unidentifiable objects in outer space and have taken many pictures of them (although it is difficult to wrest copies of these photos from NASA).

DURING the last American flight in November 1966, James Lovell and Edwin Aldrin saw four peculiar things near their orbit. "We saw 4 objects lined up in a row," Lovell admitted, "and they weren't stars I know."

Lovell should be something of an expert

on UFOs. He was orbiting with Frank Bormann aboard GT-7 on December 4, 1965, when a gigantic spherical object slowly crossed in front of them.

"I have a bogey at 10 o'clock high," Bormann radioed to ground control calmly.

"Are you sure it isn't the booster rocket?" the technicians on the ground radioed back.

"We know where the booster is," Bormann said flatly. "This is an actual sighting."

Neither man would make any further comment on that "actual sighting" once they were back on terra firma. Like the Air Force, NASA has adopted a policy of secrecy when it comes to flying saucers. Recently Mr. Robert Roentgen, the Washington correspondent for the West German television network, prepared a special documentary film on American UFO sightings and he called NASA's Public Relations office to ask if he could obtain an official statement. He was received with interest, and a public relations officer assured him that the head of NASA, Mr. James E. Webb, would personally film the statement for him. He was asked to call back the next day to set up a definite shooting date. When Mr. Roentgen called back this same man announced coldly that he could only say, "The National Aeronautics and Space Administration has no interest in unidentified flying objects nor is it in any way involved in their investigation." The German correspondent was dumbfounded and asked for a further explanation.

"I'm sorry," the PR man muttered. "All I can do is read this statement for you again."

Somebody—a very mysterious somebody—beat both the U.S. and the Soviet Union into space. Unidentified orbiting objects were first detected in 1952, following an impossible east-to-west course (man-made satellites travel from west to east to take advantage of the earth's rotation). At various times in the last 16 years as many as four of these unknown satellites have been tracked by astronomers and radar stations at one time. There are three of them up there at the moment, circling the globe every 164 minutes. Their exact size is "classified."

A month after the Russians sent the dog Laika into orbit in November 1957, astronomers in Venezuela photographed not only Sputnik II but another unexplained object which was closely following it.

On several occasions, UFOs have suddenly appeared from nowhere and flown alongside unmanned space capsules and rocket probes. One such object doggedly pursued a Polaris rocket on January 10, 1961, and the radar station at Cape Kennedy mistakenly locked in on it. On April 8, 1964, four unidentified objects zeroed in on an unmanned Gemini capsule and stayed with it for one complete orbit around the earth.

America's first astronaut, Colonel John Glenn, has been quoted by columnist Leonard Lyons as saying that he believed "certain reports of flying saucers are legitimate." Glenn gave all the UFO buffs a thrill when he radioed descriptions of "fireflies" in space as he made his historical flight on February 20, 1962. He said there were thousands of these greenish-yellow things swirling across the sky and he watched them approach his capsule, noting that he was certain that they were not emanating from the capsule itself. "As far as I know," Glenn said, "the true identity of these particles is still a mystery."

The startling thing is that this very

same phenomenon had been reported a decade earlier by a controversial contactee named George Adamski. Adamski claimed that he had been taken for a ride into space by a flying saucer, and in a book published in 1955 he described passing through "a belt of billions of multi-colored fireflies."

Astronauts Scott Carpenter and Gordon Cooper also told of seeing these belts of glittering objects. Bormann and Lovell said that the belt appeared in front of them, moving at right angles to their path. NASA's official explanation for the phenomenon is that the "fireflies" are caused by particles of ice coming from the life-support systems of the space capsules themselves. But if you study the many excellent photos taken of manned capsules in orbit during the rendezvous tests you will not find any sign of ice of any kind.

Soviet Cosmonauts have reportedly had more than their share of problems with mysterious objects in outer space. A three-man space capsule orbited in October 1963, was buffeted and tossed around like a ping pong ball by some unknown force when a group of large circular objects surrounded it. The objects were said to have followed the Russian craft half-way around the world and nearly caused the flight to end in disaster.

In March 1965, the Soviet Union proudly announced that cosmonauts Pavel I. Belyayev and Alexei A. Leonov were in orbit for "a prolonged space flight." But a few hours later "a satellite" appeared near their capsule, according to the Russian news agency Tass, and after only 18 orbits they came hurtling out of the sky, engulfed in a ball of flame. They crashed into a snowbank 873 miles north of their planned target area and nearly froze to death before rescuers found them.

Colonel Vladimir Komarov died suddenly of a heart attack while in orbit on April 24, 1967. Monitoring stations all over the world were tuned in to the medical apparatus attached to his body and heard his heart stop. What could give a healthy and thoroughly examined and tested space pilot a heart attack in the stillness of the outer limits? We'll never know. The official Soviet explanation for his death was that he was killed when his space vehicle crashed.

Being a space pioneer is a hazardous business. Nine American astronauts have been killed suddenly in the past three years. Three died in a fire aboard an Apollo capsule while the others were killed in plane and automobile crashes. Russia's first man-in-space, Yuri Gagarin, was also recently killed in a plane tragedy. Both John Glenn and Gagarin "slipped in the bathtub" after their historic flights and suffered damage to the inner ear which kept them grounded and affected their sense of balance. It is a rather remarkable coincidence that both men should have the same kind of freak accident and sustain identical injuries.

The late Frank Edwards, a well-known writer and newscaster, claimed that "one of our early astronauts" had such a hair-raising encounter with a UFO in outer space that he went into emotional shock and was never sent up again.

Astronauts James McDivitt and the late Edward White reported seeing "a mysterious object in space" as they orbited over China. Millions heard them describe it live on radio and TV. It was "a glowing, egg-shaped thing with arms or projections sticking out of it," they reported. They also saw another UFO over Hawaii on that same flight in June 1965. Later McDivitt asserted, "I don't know what it was and so far no one else does either."

Two pilots of the X-15 rocket plane also had close brushes with unidentified flying objects in the early 1960s. The late Joe Walker (he was killed in the freak air collision that destroyed the prototype of the A-11 supersonic bomber) saw a formation of cylindrical objects at an altitude of 246,700 feet in the spring of 1962. His on-board cameras photographed the objects. These movies were later shown at a single press conference and then never heard of again.

A few months later, on July 17, 1962, Major Robert White was flying the X-15 at 314,750 feet when a gray-white object appeared and paced alongside his plane. *He was doing 3,832 m.p.h. at the time. The thing moved ahead of him and finally glided out of sight over his canopy. "There are things out there!" He shouted excitedly into his radio. "There absolutely are!"*

BOTH the U.S. and Soviet space efforts have been plagued by a bizarre sequence of coincidences and accidents which appear to be tantamount to sabotage. This is ridiculous, of course, unless we are trying to sabotage each other. Actually there is a surprising amount of cooperation and exchange of information between the two nations on matters dealing with space.

Nevertheless, both American and Soviet rockets have an eerie habit of disappearing altogether soon after launch. Since these rockets are carefully tracked both visually and by radar from the moment they leave their pads, the disappearances are all the more baffling. They do not explode. They do not crash. They simply vanish.

For example, a Soviet "Molniya" communications satellite was put into orbit early in 1967 and was meant to stay aloft for years. It disappeared without a trace. Other Soviet satellites in fixed circuits around the Earth had suddenly and mysteriously been de-orbited and crashed aimlessly to the Earth. A number of American rockets have disappeared completely seconds after being launched.

Another peculiar problem is the malfunction of communications equipment. This may be the most serious problem of all. Between 1962-64, four different U.S. satellites mysteriously stopped transmitting signals back to earth. Then, months later, they just as mysteriously resumed transmissions. In 1967, a satellite that had been silent for almost five years suddenly began broadcasting again.

What makes this so baffling is the fact that all satellites and space capsules carry multiple transmitters and back-up systems. If one fails, the other cuts in automatically. This equipment has been developed to a fine degree and should be almost foolproof. But it isn't. Ufologists are concerned over these incidents because it is known that the flying saucers can somehow interfere with electrical apparatus at will. This is called the EM affect (Electro-Magnetic) and has been reported hundreds of times. Cars have stalled and radios and TV sets have gone dead when UFOs were in the vicinity. In a number of well-documented cases, police radios have suddenly emitted strange sounds and voices as weird objects loomed overhead. The voices are usually described as "rapid-fire grunting," a guttural sound somewhat like a combination of Spanish and German. No one has ever been able to identify the language although thousands of persons, including ham radio operators, have picked up these voices.

Astronaut Gordon Cooper has also heard these weird voice transmissions. During his fourth pass over Hawaii on May 15, 1963, Cooper's signals to ground

control were sharply interrupted by an "unintelligible foreign language." NASA technicians were puzzled. Who could have deliberately cut in on the VHF (Very High Frequency) channel reserved for space flights? Tapes of the broadcast stymied language experts. The source of the strange "grunting" was never determined.

On that same flight, Gordon Cooper reported that a glowing greenish disk with a red tail was closing in on his space craft. He was passing over Australia at the time, and personnel at the Muehea Tracking Station scurried outside to take a look. Over 200 persons clearly saw the object, which was apparently much bigger than Cooper's little space capsule. His description of it was broadcast world-wide on radio and television but when he returned to the ground he refused to discuss it.

"As far as I am concerned," Cooper said later, "there have been too many unexplained examples of UFO sightings around this Earth for us to rule out the possibilities that some form of life exists out there beyond our own world."

IN June 1966, a whole chain of strange events surrounded the successful attempt to rendezvous a manned capsule and a target vehicle in space. Originally, astronauts Thomas P. Stafford and Eugene A. Cernan were supposed to be launched immediately after the ATDA target vehicle was sent aloft. But their lift-off was suddenly postponed. NASA hastily explained that there was "some interference" with the radio relays to and from the ground. NBC's Huntley and Brinkley were at the Cape doing a live broadcast of the space launches. That afternoon, June 1st, they set an astonishing precedent and entered into a discussion of flying saucers. The only time this was ever done on a rocket launch program. They read a carefully prepared statement from the U.S. Air Force which admitted that UFOs had been seen by astronauts but that "flying saucers were reported more frequently in other parts of the world, such as South America, than in the United States." This eight-minute discussion really came out of left field. It seemed to indicate that everyone at the Cape knew there was "something up there" besides the ATDA vehicle.

That night, about 10:30 p.m., a news flash was aired by all of the radio and TV networks declaring, "The Defense Department has announced that three UFOs are in orbit with the target vehicle."

These UFOs had been picked up by the radar net that was tracking the ATDA craft. The next day there were varying reports of from four to twelve unidentified objects in orbit with the vehicle. The Air Force lamely explained that these objects were probably part of the plastic shroud which covered the rendezvous device at launch.

Stafford and Cernan were kept on the ground for two days until those problems of "interference" were resolved. When they were finally launched on June 3rd, they found that the plastic covering of the ATDA vehicle had failed to jettison and was still in place. In any case, the plastic would not have given a radar return. There was no further comment from NASA, the Air Force, or the Defense Department about those UFOs.

A month later, on July 19, 1966, the command pilot of Gemini-10, John W. Young radioed to ground control and reported: "We have two bright objects up here in our orbital path . . . I don't think they're stars—they look like we are going

right along with them."

The newsmen in the ground control center perked up their ears but the loudspeaker suddenly went dead. NASA officials were apparently "censoring" Young's description of the objects. When the speakers cut in again Young was saying, "They just disappeared. I guess they were satellites of some kind."

Four hours later a spokesman for the Department of Defense told reporters that a check had been made of all the known objects in space . . . 1,091 artificial satellites and pieces of rocket debris . . . and that none of them could have been the "two bright objects."

"We have been unable to identify the two 'satellites,'" the spokesman said.

THE problem of unidentified flying objects is much more complex and worrisome than most UFO buffs would like to believe. The Aerial Phenomenon Research Organization (APRO) of Tucson, Arizona, has been studying the mystery for 16 years, and L. J. Lorenzen, the electronics engineer who heads the organization, has expressed concern that the objects may prove ultimately to be hostile to us. If this is the case, then the government secrecy is understandable. It would be standard military procedure to study and try to understand any potential threat as quietly as possible. Premature disclosure of the nature and intent of the mysterious objects might very well lead to public panic.

A false target in the form of the Air Force's *Project Blue Book* was established in 1952 to absorb the brunt of the UFO buffs' anger and confusion. It is very probable that NASA and other organizations outside the Air Force are far more concerned with the problem and know a great deal about it. Some well-informed observers, such as Frank Edwards, have suggested that somehow the UFOs may actually be trying to impede our space efforts and keep us bound to this pitiful little planet.

The evidence to support this uncomfortable theory mounts daily. Since 1964, there have been innumerable cases in which UFOs have not only jammed radios and stalled cars, but have also caused telephone systems to fail. There were over 1,000 unexplained telephone "blackouts" in the United States last year. Most of these occurred in areas where UFO sightings had become commonplace. Another weird factor is the frequent outbreak of unexplained fires in such areas and the discovery of abandoned, completely burned out automobiles. Some of these autos have been found in inaccessible places such as wooded hilltops where they could not possibly have been driven or towed. How did they get there? No one knows.

Cape Kennedy and the Space Center in Houston, Texas have not escaped these eerie problems. On January 27, 1967, astronauts Virgil Grissom, Edward White, and Roger Chaffee were going through a dry run in an Apollo Command Module atop a rocket at Cape Kennedy. A telephone wire ran from the ground control center to the capsule and Grissom was talking to the center by wire, not by radio, yet unnatural static and weird noises were drowning out his voice.

"If I can't talk to you from here," Grissom complained, "how do you expect to hear me from the Moon?"

Virgil Grissom never made it to the moon. A few minutes later a sudden fire engulfed the interior of the module and all three men died instantly.

Is somebody somewhere trying to tell us something? ●●●