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SEE

AN OPEN LETTER TO
AMERICAN MOTHERS

by GENERAL MARK CLARK

15¢ SEPT. 1951

FAMOUS "FAT BOY"
REDUCING GUIDE

(see page 47)

THE TRUTH
ABOUT
BEAUTY
CONTESTS

JEAN
MOORHEAD



IS ANOTHER

WORLD WATCHING US?

The latest on the Flying Saucers— Greatest Mystery of Our Times

by Gerald Heard

THE Flying Saucer Mystery, in my opinion, is the biggest mystery modern man ever has had to face. Here, briefly, is how it began: On June 24, 1947, Kenneth Arnold, a Boise, Idaho, business man, flying his own plane near Mount Rainier, Washington, sighted a fleet of nine gleaming disks skidding above and along the snowy mountain chain. He judged they were going 1700 mph.

Since then, there have been similar sightings from Southern California to Newfoundland—in fact, all around the world. Commander Augusto Orrego sighted a group of such saucers spinning high in the air above the Chilean Navy base in Antarctica. They have been seen over the Dutch East Indies and the Philippines; over the Arabian Red Sea; over the Mediterranean; over France and Britain. New sightings are taking place week by week.

And what do the sighters say they see? A disk, a thing like a huge quoit—sometimes one, sometimes several. The disk travels faster than any jet—the best observers report the highest rate of speed—yet it can hang as still as a star. Then, without warning, they testify, off it shoots, so fast that the eye can hardly track it.

It can make a right angle turn at this headlong speed and can stop dead. It makes no sound. Often it travels on edge, as though it were a car wheel rolling along the sky. Most eerie of all, the whole disk glows with its own uncanny light. So at night it can be seen by its own phosphorescence. Seen in daylight, observers report, the rim of the disk "shimmers."

Some trained observers also report another kind of mystery air ship—a long black tube with rows of strange lights.

What is the explanation of these sky-craft? "War-fear-hysteria" was the first. "The whole thing's hallucination caused by international jitters." But, if that were true, the sightings since

1947 should have been the first, and they were not. Long before there were planes or dirigibles, observers now and then did notice strange vessels flying in the high sky. Away back in the last century, there were solitary visitors, looking us over. Today we have flotillas of them.

The second explanation was advanced last February by the Office of Naval Research. What observers had taken for flying saucers, we were told, were really plastic weather balloons.

Does this explanation cover the facts? It does not. Some of the objects were balloons, no doubt. Many certainly were not. From scores of first-rate observations, let us quickly review six cases that prove the saucers are not balloons but a new kind of super-sky-craft with prodigious powers.

First there is the well-known case of Naval Commander Robert McLaughlin and a number of his fellow workers at White Sands Rocket Proving Ground in New Mexico. A flying saucer actually rushed into view while a team from that base, equipped with a theodolite telescope, was observing a drifting balloon. Their special instruments enabled this team to gauge the height and the speed of such visitors, which were seen several times. On was 56 miles high and was going 18,000 mph.



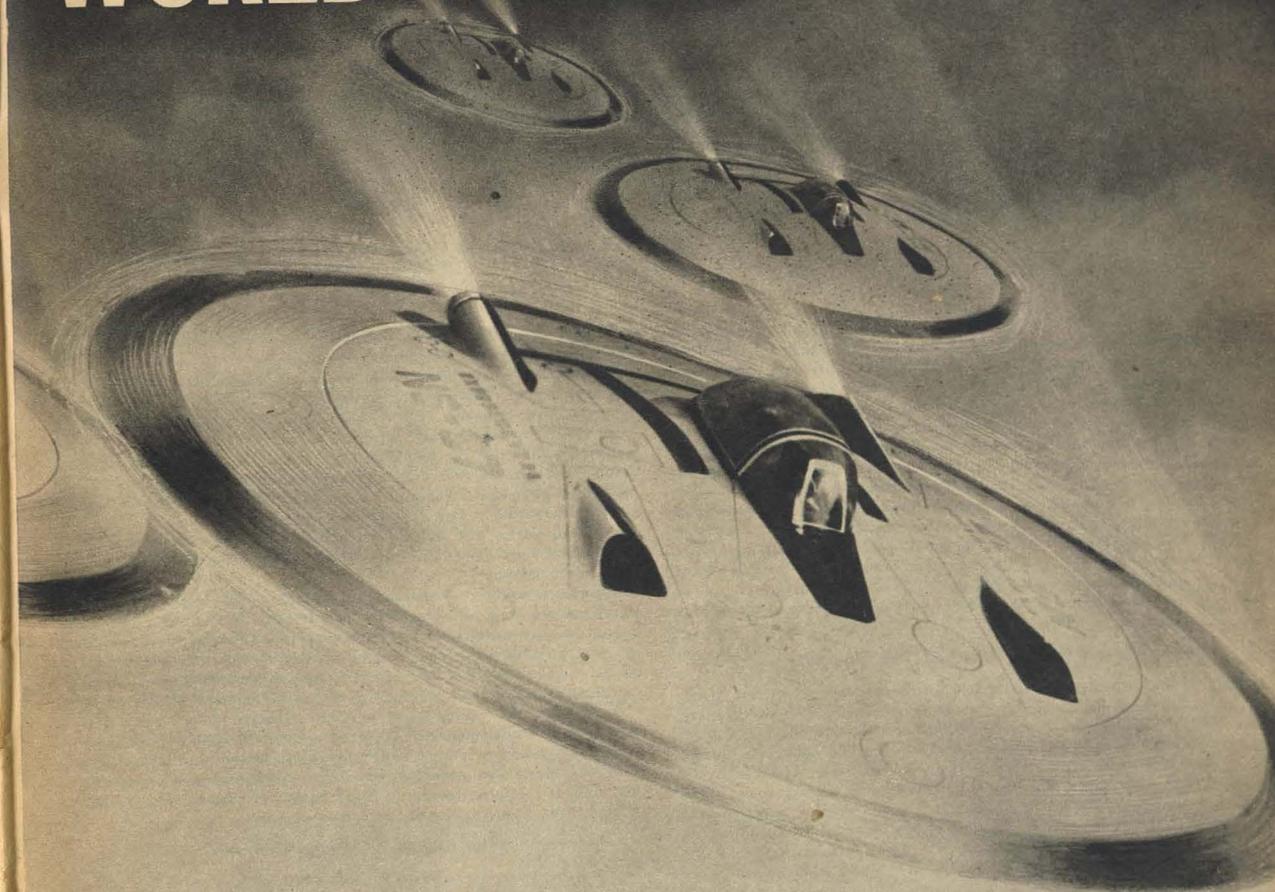
In this report, based on the latest eye-witness and circumstantial evidence from all parts of the world, the eminent British scientific writer Gerald Heard offers an astonishing explanation of what has been called the greatest mystery confronting modern man. He rejects the Navy's recent announcement that the disks are weather balloons.

The four-year-old Saucer mystery has been enlivened by sensational new sightings this past spring and by the appearance of two new best-selling books—Frank Scully's *Behind the Flying Saucers* (Popular Library, 25¢) and Heard's *Is Another World Watching?* (Harper, \$2.75).

An internationally-known author and lecturer, Heard formerly broadcast over the B.B.C., pioneered many of Britain's significant psychical experiments, now lives in California. Among his published works are *Pain, Sex and Time*, *God in History* and *The Eternal Gospel*.

Or take Case Two. In July 1948, Pilot Clarence S. Chiles and his co-pilot John B. Whitted were flying an Eastern Airlines passenger plane near Montgomery, Alabama, on their standard course. Suddenly a huge black cigar-shaped object, lit down its length with uncanny lights and giving out a great wake of flame, rushed at them head on. By a masterly maneuver the huge cigar swung up and out of their way and they felt their own plane heave in the stranger's wash.

The third, fourth and fifth cases also involved airline captains and co-pilots—all unusually reliable witnesses. While flying over Arkansas,



Captain Jack Adams and co-pilot G. W. Anderson of Chicago and Southern Airlines saw a disk sweeping around them in a great curve of inspection. A blinding blue-white light flashed from its top; along its rim, fluorescent patches made it glow.

This Disk Was Seen by Passengers and Crew

Case Four—that of Captain R. Adickes and co-pilot R. Manning—is even odder. These two pilots roused their passengers near South Bend (Ind.) to watch a bright red disk that had rushed up beside them, rolling along on its edge like a glowing cartwheel.

The fifth case is that of two pilots—Captain W. T. Sperry and Co-pilot W. Gates—who, between Washington, D. C., and Nashville, saw a disk shining dazzling blue-white and racing around them.

The sixth case, however, beats all of these in the uncanny. It concerns Aviation Editor Janssen of the Morristown (N. J.) *Daily Record*, who one day took a photo of four "disks" in flight. A few weeks later two other disks approached a plane in which he was flying and—they held him up! He says his engine stopped as two disks poised above him and yet, he was surprised to learn, his plane did not fall. When the disks made off, his plane's nose went down, the engine started and he flew back to his field.

This story tends to confirm the account of Captain Charles Lane

and a co-pilot who in 1945, flying at 24,000 feet over The Hump between China and India, suddenly saw a white disk-shaped object rushing up behind them, at terrific speed. It rose above them. Lane's instrument board "went haywire." He switched off the motors but the plane's nose did not go down. The two pilots felt a slight joggle. The plane had been stopped.

Then the disk above them suddenly swooped off into the sky. Lane switched on the engines and they started up.

Captain Lane has no doubt he had the same experience as Mr. Janssen and co-pilot.

Here, then, are six cases that blow the balloon theory to pieces. Obviously these men are not frauds, hysterics or ignoramuses. It would be hard to find better witnesses.

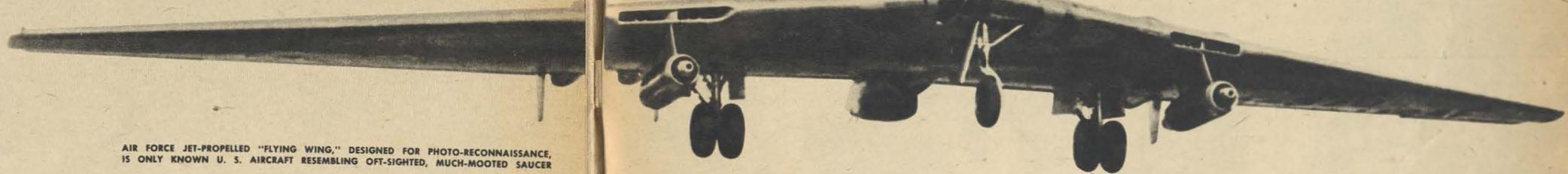
Are "All" Saucers Really Weather Balloons?

Interest in flying saucers is like undulant fever, high one day, subnormal the next. The latest slump occurred last February following the Office of Naval Research statement that *all* saucers were really weather balloons. Since February, however, sightings have continued to come in, as fast as snowflakes in a storm.

Naturally, the Naval Research Office report dealt only with the balloons the N.R.O. sent up. These only travel some hundreds of

CONTINUED ON NEXT PAGE

landing in africa called possible as "saucermen" step up surveillance of life on earth



AIR FORCE JET-PROPELLED "FLYING WING," DESIGNED FOR PHOTO-RECONNAISSANCE, IS ONLY KNOWN U. S. AIRCRAFT RESEMBLING OFF-SIGHTED, MUCH-MOOTED SAUCER

miles and then burst. That is what they are supposed to do, since they are a loss if they fall outside the U.S. What, then, are we to make of two of the latest reports, from Central Africa! These certainly give new confirmation to the saucer saga. Indeed, these two reports are the most striking evidence we have had so far.

Take, first, the sighting made just as the N.R.O. was trying to debunk saucers. It was from Elizabethville in the Belgian Congo, and the sighting was made by dozens of people. This is a key spot on the world map, for here is one of the world's biggest deposits of Uranium.

Two glowing saucers suddenly appeared, circling over the pits from which Uranium is mined. Suddenly they shot off, zigzagging like snipe.

When Elizabethville authorities sent up a pursuing Spitfire plane, the saucers let the pilot get so close that he could not only judge their size—they were the standard model some thirty-six feet across—he could even see the whirling rim. After fifteen minutes the saucers accelerated and the Spitfire was left hopelessly behind.

Eleven People Watched This Skycraft

News of the second of the big recent sightings comes from East Africa. A week after the N.R.O. issued its "explanation"—on the 19th of February, at 7:20 A.M. in weather of perfect visibility—a Captain Bicknell and his co-pilot were flying the East African Airways plane *The Lodestar* with nine passengers on board. Approaching Mount Kilimanjaro, Africa's highest (19,300 feet), they saw a dazzling object hanging in the sky some 10,000 feet above the peak. The pilots alerted the passengers. For seventeen minutes, eleven people watched—and they had strong glasses with which to do so.

The object, they agreed, was two hundred feet in length, a giant tube with a hind fin. This type has been seen a number of times. It hung there some time quite still. It had three bands or rings around it, but apparently it had no windows. Suddenly it shot away. In three minutes it covered sixty miles, a pace of 1200 miles an hour. There was no vapor trail or exhaust.

At last the watchers lost sight of the tube as it rose still higher. Fortunately, however, a cinema camera with a telephoto lens was on board and a shot was taken. The film, flown to Johannesburg, has been developed and has been shown at Durban, capital of Natal. All who have seen it are convinced. It shows a craft that no earthly air-manufacturing base could dream of making. And it shows this giant craft maneuvering as no one has ever seen a man-made airship sail. That film when shown publicly should, if not settle the controversy, at least debunk the debunkers.

But if the flying saucers are not balloons, what are they? Consider what they can do. They can fly at 18,000 mph. That means that someone has solved the "speed-heat problem." At 2000 mph, we know the friction of the air on any plane's surface would heat it until it would fry the crew inside. So whoever has made these saucer-craft has some metal that will resist intense heat and, even more important, will not conduct it.

But wonderful as that is, far more wonderful is the power that drives these craft—at a speed that would send a saucer around the earth in an hour. As it happens, we can make a rather better guess regarding this miraculous power than we can regarding the saucer's metal.

That blinding blue-white light shooting from the craft, those dotted bands of dazzling fluorescent glow around them, suggest a new sort of power. Up till now we have only been able to power our engines by burning fuel. We realize that there could be better ways—atom power, for example. All radiation, we know, is energy. The most powerful rays are the short rays—the ultra violet, "invisible light." When we see an X-ray tube in action we are watching a light that can pierce solids. When we are in the dark with such a tube, although we cannot see the X-rays themselves, we do see the odd violet-blue glare that accompanies them. And that is precisely the kind of light which observers have seen pouring from the saucers.

Radiation energy also would be soundless, as the flying saucers are. For, while our engines move things by a series of explosions, radiation does so by steady pressure.

But even if we knew exactly how a radiation engine works, we probably could not use it. X-rays taught us that. It is safer to tease a rattlesnake than to let short-wave radiation play around you. Thick layers of lead alone can stop invisible light from burning us, making our skin scorch and rot off our bodies. And that fact brings us to the most exciting question regarding these saucers: the question of who is inside them, who drives them.

If the force that powers them is direct radiation power, then the crew must be the crowning wonder. For just see what crew members have to stand. First they have to live inside a shell radiated all through with intense, deadly short-wave energy. So, unless they have some screen inside that protects them, they must be creatures immune to X-ray burns. No human being is—indeed nothing made of protoplasm is—as far as we know.

Who Could Live Inside a Saucer?

Again, the observers at White Sands who gauged the speed to be 18,000 mph pointed out that there was a prime puzzle. For these craft not only were going at speeds that would make any plane burn up; they also turned, flicked around, shot up, in a way no plan can. If any plane behaved in that manner, it would kill anyone inside it. What is called the Gs—the amount of pull we can stand when our bodies are kicked about, wrenched too quickly from the grip of Gravitation—that anchorage limits how fast we can be moved without coming to pieces.

So we have to face the fact that no human being—indeed no animal, even the size of a cat—could live inside a saucer when it is at full spin.

Then what is inside them? There are only two possible answers. The first is that, though the Gs (the increases of gravitational pressure) cannot be withstood by large animals, they can be by insects. A bee, for example, would not be incommoded in a saucer. But bees (we say) of course couldn't be the controllers! No one would have dissented till recently. But now Von Frisch (the great bee expert) has found that bees can and do draw maps, make calculations, describe directions and distances to each other. And if bees can do such things, why shouldn't super-bees "man" a saucer—say, bees from such a planet as Mars where, it is now conceded, insects could be living, and insects far ahead of ours.

The only other explanation of the way the saucers lunge is that they have no one inside them—they are "remote controlled." But remotely controlled from where? Last

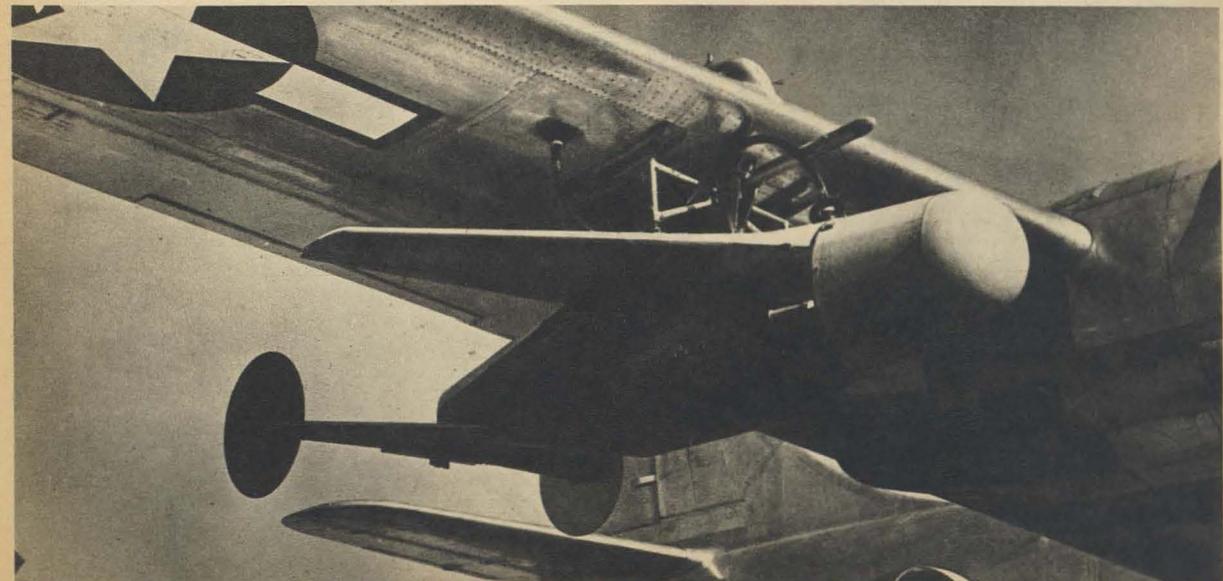
October, four men of a house-building team were sitting at lunch on a fine noon-day looking out over the great estuary, the Solway Firth on the west Atlantic coast of Scotland. They saw a saucer come rushing up from the ocean. It was going at prodigious speed, but dived, hit the water, rose unhurt, zoomed in a grand curve and went off south.

Remote control? Who could be controlling that? But on the other hand who could live inside it? Wouldn't even a super-bee die of shock?

That brings us to two other questions. One asks: Are the saucers, perhaps, magnetically powered? The other asks: What is their origin?

Where Do They Come From?

If the saucers are magnetically powered, that would mean that they would have plenty of energy, but it would also mean something far more remarkable. For if the saucer flies in a magnetic field which it generates, then the saucer itself, and whoever might be inside it, could be in a small gravitational field of its own. Each saucer would then be a little planet by itself, unaffected by the pull of the earth! For research today seems coming to the conclusion that gravitation and magnetism may be the same thing. So, however much the saucers might spin, the crews would be no more upset than we are by the spinning of the earth on which we stand. And it is that hint that they do fly in a little field of their own (which would account for the saucer that hit the Scotch sea and was quite unhurt) that brings us to the final, highly interesting question—"Whence"? Where do they come from?



"BAT BOMB," LAUNCHED FROM NAVY PATROL BOMBER, GUIDED BY RADAR TO TARGET, IS SAMPLE OF "BUCK ROGERS" WEAPONS. SOME BELIEVE SAUCERS ARE ALSO U.S. INVENTION



First book on mystery of interplanetary space spies: *Behind the Flying Saucers* (Popular Library, 25c).