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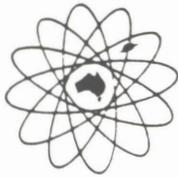
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Ethics in ufology is not a new theme in UF0RAN editorials, in fact, this subject received excellent coverage in Mark Moravec's Guest Editorial, "Responsibility in UFO Research", in Vol.3, No.2, of this magazine. Since the writing of that editorial the Australian Centre for UFO Studies has adopted a "Code of Ethics for UFO Investigators" compiled by Mark Moravec and extending acknowledgement to Jenny Randles and ASSAP, upon whose proposed code the document is based.

The ACUF0S Code of Ethics has three sections, namely, "Responsibility to the Witness, Responsibility to the Public and Responsibility to Ufology".

Section 1, Responsibility to the Witness, stresses the necessity of confidentiality, concern for the witness's best interests, respecting the witness's wishes and property, discretion when evaluating a case and deciding on a future course of investigation which must be fully explained to, and agreed upon, by the witness. In short, "the physical health and psychological well-being of the witness should be of primary concern to the investigator throughout the investigation".

Section 2, Responsibility to the Public, stresses courtesy and respect when dealing with the public and authorised bodies, the necessity of notifying the police or other responsible body if a situation dangerous to the public is encountered during an investigation. Additionally, "information acquired in the course of an investigation shall not be released to the news media without permission from the witness. The investigator shall not issue premature or unsupported statements to the news media concerning any case under investigation".

Section 3, Responsibility to Ufology, stresses the free flow, and exchange, of information, bearing in mind that "an investigator has the right to place limitations on the extent to which information he has acquired shall be published, he should, nonetheless, make it available for research purposes to his fellow scientific investigators, by whom due acknowledgement should always be made". Additionally, "wherever possible, interviews should be conducted by two investigators so as to increase the reliability of the information obtained. All interviews, particularly in cases of high strangeness, should be electronically recorded unless the use of a recorder is objected to by the witness, or by his parent or guardian...Reports should include a signed statement by the witness. Except where no restrictions have been imposed by the witness, any investigation report should clearly indicate which items are confidential, and such items should not be included in any copy of the report that is available for public or external inspection. So as not to bias witness testimony, the investigator should not discuss his personal theories with a witness during the course of an investigation. In particular, the investigator must not make irresponsible, alarmist, statements which are based on opinion rather than fact".

ACUF0S Identity Cards are issued only after an application is submitted stating the applicant's agreement to adhere to the ACUF0S Code of Ethics. This gives the organisation redress against any individual or organisation which violates the code and further reinforces the effectiveness of the Code of Ethics for UFO Investigators.

UF0RAN strongly supports this very responsible document and shares ACUF0S's belief in the practical application of common sense ethics.

Ufology has suffered in the past, and continues to suffer, the unethical exuberance of amateurs for whom ufology is a matter of conviction, and personal glory, rather than objective study. However, the responsible conduct of ACUF0S, and similar organisations overseas, is lending ever increasing respectability to this once ridiculed subject.■

"ADVENTURE UNDER THE EQUATOR"

TRANSLATED BY TIBERIUS A. TOPOR

(UFORAN Correspondent - Rumania)

The following is translated from Gerhard Cordier's article which appeared in NEUER WEG (Bucharest) on November 13, 1982. It is based on an interview with Captain Stefan Freitag, reporter Edmund Höfer and certified engineer Gustav Rückert.

Captain Freitag, commander of the cargo ship "Bocsa", of the Rumanian Merchant Marine, related the following, interesting, event which occurred two days after leaving Tubarao (Brazil), just under the equator. This incident took place on September 17 and, in the words of Captain Freitag, "it was about 2100 hours. The officer on watch had just determined our position and checked our coordinates through a navigation satellite. The data coincided. We were at 11°37' southern latitude and 33°28' western longitude, that is, about the edge of the 200 sea-mile limit of the Brazilian territorial waters.

"As it was just after sunset, there was the possibility of seeing a satellite passing across the sky. I just wanted to mention that possibility because an officer, who had just left the deck, shouted, 'I see a satellite'. I rushed out, but the shiny point he observed showed laterally green light. It could thus have been an airplane flying from South America to Africa.

"I was returning to the commander's deck when the man shouted again: 'Look over there, one more satellite!! The phenomenon taking place belongs to the long list of unknown cases in which UFOs were seen, that is, the strictly scientific cases of unidentified flying objects'.

As Captain Freitag left the commander's deck, to look at the "satellite" from the other side, he saw a full-moon-like "something" that was pale coloured. Beside it, a "star" was shining brightly and became brighter, more brilliant and greater in size until it was the same magnitude as the first object, that is, full-moon size. Then, it also grew paler. The two objects disappeared and left behind a shiny cloud. In the middle of the third "moon", which presently appeared like the other two, an explosion was observed. An orange light radiated from

the core of the phenomenon and, in a matter of minutes, covered the whole of the "moon" with a ring, like that of Saturn, which shone around the phenomenon which was turning pale.

Captain Freitag called the crew and fourteen men came on deck. The Captain shot a few sequences while the physician and boatswain took some pictures. In the mean time, a fourth "moon" appeared and went through the same phases as the third had done. It had a vertical crown of rays. Suddenly, the "star" became rapidly larger - it looked as if a heavenly body was falling upon the ship at fantastic speed. The phenomenon's size increased to that of a giant sun. The crew flew in a panicked crush towards the door. The dog, called Lord, howled and barked.

Captain Freitag reached the side of the ship where the phenomena was occurring; it seemed to have halted and now shone in all the rainbow colours and was surrounded by a flickering shine. Then it grew pale and disappeared, leaving behind a phosphorescent cloud. Such was also the case with the fifth phenomenon. "I must stress that the whole process took place in absolute silence and, also, that no heatwaves were felt. Only the Geiger Counter which I, alas, brought too late, showed an intensified radiation inside the ship and on all the crew members. I counted 5 rads outside, 6 rads on the fourteen crewmen who witnessed the phenomena and on the ship's outboard I counted 7 rads".

After the phenomena disappeared, the shiny clouds that remained, could be seen for almost half an hour. Around the ship a glow could be seen like that of a full-moon night, but there was no moon in the sky. The clouds shone with a greenish-blue light.

A day later, on September 18, the crew of a British ship, coming from South Africa and heading for Bermuda, saw, at about the same time, and a few degrees nearer the equator, seven phenomenon of the same type. Captain David Johanson of the "Tenchbank" communicated with Captain Freitag who had asked the Coast Guard for an explanation but had received no answer.■

"MYSTERIOUS TRACES NEAR PORDENONE MAY BE UFO"?

TRANSLATED BY MASSIMO GRECO
(UFORAN Correspondent - Italy)

SOURCE: Il Giornale di Brescia - August 8, 1983.

PORDENONE - A perfectly rectangular trace, with the grass and ground burned (nobody knows why), was found on Saturday at Villotta di Chions, a small village near Pordenone (northern Italy). On a space between a maize crop and a ditch, edged by trees, the grass has been burned in a very regular manner. The trace has the shape of a rectangle 32 metres long and 1.80 metres wide. All around the rectangle the grass is very high and lush whilst, inside, the remains of a plastic material were found. However, the possible pre-existence of these cannot be excluded. Signs of burnings were also found on part of the trees leaves and on the maize.

The discovery occurred on Saturday afternoon and was made by a farmer. The "Centro

Ufologico Nazionale" (C.U.N.) started a series of investigations into the episode. According to statements made by some individuals (the C.U.N. did not give their names), a cigar-shaped object could have landed in the neighbourhood of Villotta and taken off immediately. During such a manoeuvre, the "UFO" could have caused the burning of the grass.

Prof. Antonio Chiumento, member of the Board of Directors of C.U.N., conducted some investigations into the trace and made drawings and took ground samples which were sent to a chemical laboratory in Gorizia.

The main trace is a rectangle, 32 metres long and 1.80 metres wide, burnt with signs of high temperature. The trace's edges are perfectly squared. "To give an idea of the accuracy of the edges", noted Prof. Chiumento, "we may think to a sole razor's cut".■

"ANOTHER MYSTERIOUS TRACE: IS THE UFO A MILITARY AIRPLANE"?

TRANSLATED BY MASSIMO GRECO
(UFORAN Correspondent - Italy)

SOURCE: Il Giornale di Brescia - August 9, 1983.

PORDENONE - We were still writing about the rectangular trace left during the last few days, maybe by a UFO, in Villotta di Chions, when another trace was found at Cesena di Azzano Decimo. The burned material found inside the trace is of the same type as that found in the Villotta trace.

The shape of the trace is different. It is circular with some little, well outlined, circles inside which are suggestive of circular landing "legs". The place where the second trace was found is only a few kilometres from the Pordenone-Portogruaro highway, on a meadow where the grass was very recently cut. At Villotta there were no witnesses, however, here we have one witness - a fisherman of Azzano Decimo who was near the site. He stated that he saw a craft

(the type with vertical take-off landing gear) land in the area at about 5 p.m. yesterday. The witness did not note anything unusual in this fact because the place is near the NATO Airbase of Aviano where such craft could possibly be located (even if not officially).

In this second case we have major perplexities. It seems that somebody wanted to suggest again the things discovered at Villotta.

Today, from a university in Pisa, Dr Corrado Malanga (another C.U.N. member) should be arriving. This chemist, called in by Prof. Chiumento, will analyze the material found inside the trace. Upon first examination, the trace seems to be resin. However, if it is true that a terrestrial craft landed in the Azzano Decimo meadow, we cannot explain how it could lose "something" during the manoeuvre.■

"NOT UFOs BUT ONLY VARNISHERS"

TRANSLATED BY MASSIMO GRECO
(UFORAN Correspondent - Italy)

SOURCE: La Notte {printed in Milan}
- August 18, 1983.

PORDENONE - DIGOS agents (the Italian Counter-espionage Agency) have discovered those responsible for the mysterious traces found on a meadow of Villotta di Chions and on another in Azzano Decimo. At first the traces appeared to be caused by a UFO landing.

Those responsible are the owners of a firm, specializing in varnishing furniture com-

ponents, who burned some metallic frames to eliminate the paint and so use them again.

A detailed report on the incident has been sent to the Magistrate who will decide whether there are grounds for a charge to be laid against those responsible for the false alarm.

Yes, but who are those responsible for the false alarm? Are they varnishers or the people who called in the police?■

AN A TO Z OF UFO EXPLANATIONS

(BY PAUL & CASSANDRA SOWIAK-RUDEJ)

CONTINUED FROM PREVIOUS ISSUE:

This article is not intended to represent an exhaustive list of all possible or proposed explanations for UFO activity, but is designed to show something of the range and nature of the solutions that various researchers, authors etc. have considered. If it opens peoples' minds, or stimulates them to examine the evidence, it has fulfilled its purpose.

I

IMAGERY HYPOTHESIS - Proposed by: K. Basterfield. Concept: Some UFO sightings are caused by hypnopompic and hypnogogic imagery which occur at sleep/wake interfaces. Source: UFOs - The Image Hypothesis, K. Basterfield, Reed Aust. 1981.

INTERRESTRIAL - Proposed by: Various authors etc. Concept: UFOs come from Earth and are, in fact, secret weapons developed by one of the major powers. Source: Several authors.

INTERDIMENSIONAL - Proposed by: B. Downing, C. Wilson, J. Keel, and others. Concept: The universe is in fact made up of multiple dimensions that are normally invisible to each other. They vary by having different atomic vibration rates, different densities of matter etc., and objects from another dimension can occasionally materialise as UFOs. According to this view of the topic, other strange occurrences, such as the Bermuda Triangle events, are part of the same phenomenon. Source: O. Binder, op. cit., J. Keel, op. cit., C. Wilson, op. cit.

K

KINETIC CONNECTION - Proposed by: Dr M. Altschuler. Concept: UFO activity is associated with natural disasters, such as earthquakes, and with power lines, generators etc. This can be interpreted in two ways: UFOs are natural phenomena caused by friction and static electricity; or they are present at these times in order to study these events. Source: J. Keel op. cit.

L

LIQUOR SMUGGLER - Proposed by: Norwegian Officials. Concept: UFOs are really craft belonging to liquor smugglers, who fly in disguised aircraft to avoid detection. Source: J. Keel op cit.

To be continued...

THE CORRELATION BETWEEN SOLAR ACTIVITY AND UFOs

BY STAN SEERS



I have, over the years, referred to a marked correlation between solar activity and the appearance in our atmosphere of UFOs, some of the evidence for which is included in my book - "UFOs - The Case for Scientific Myopia".

Readers may recall the UFO sighting reports, given wide publicity by the media, that occurred in Victoria, Australia, on the 20th and 21st of May this year, and again on the 22nd of July at Melton, near Melbourne.

Recently, I received my copies of the Provisional Sunspot Numbers covering that particular period, copies of which are reproduced here, for readers and scientists alike.

As you will observe both sighting periods - witnessed by scores of observers - have occurred on days of intense solar activity which are underlined here.

We are now heading for Sunspot Minima which I have been given to understand will occur towards the end of 1985, or early 1986, at which time we will most certainly see a spate of UFOs somewhere in the world.

This correlation between solar activity and UFOs has occurred in the past at both Maxima and Minima ever since the time we humans first monkeyed with the atomic bomb in 1945.

PROVISIONAL SUNSPOT - NUMBERS FOR MAY 1983

Dependent on observations at Locarno Specola Solare, complemented by an international network, and determined at the Observatoire Royal de Belgique. Twenty eight cooperating stations on June 1st, 0830 UT.

DAY	R' _I	DAY	R' _I
1	114	16	99
2	104	17	93
3	94	18	99
4	85	19	88
5	95	20	<u>105</u>
6	88	21	<u>110</u>
7	92	22	<u>104</u>
8	93	23	96
9	110	24	111
10	121	25	106
11	101	26	115
12	114	27	90
13	132	28	68
14	125	29	88
15	130	30	75

SMOOTHED MEAN FOR NOVEMBER 1982: 94.7

31 60

MEAN = 100.2

SOLAR ACTIVITY AND UFOS

PROVISIONAL SUNSPOT - NUMBERS FOR JULY 1983

Dependent on observations at Locarno Specola Solare, complemented by an international network, and determined at the Observatoire Royal de Belgique.
 Thirty cooperating stations on August 1, 0930 UT.

DAY	R' _I	DAY	R' _I
1	62	16	93
2	59	17	96
3	61	18	98
4	87	19	96
5	80	20	101
6	79	21	109
7	74	22	114
8	82	23	95
9	69	24	105
10	59	25	85
11	68	26	58
12	86	27	49
13	85	28	40
14	88	29	77
15	92	30	89

SMOOTHED MEAN FOR JANUARY 1983: 92.8

31

110

MEAN = 82.1



HOW TO MAKE YOURSELF A BETTER OBSERVER

By Keith Basterfield

In order to ascertain if there is a mundane cause for a UFO report, one needs to obtain certain basic data from the person reporting the sighting. Likewise, if you yourself observe an object in the sky, it is good to be able to give others an accurate account of what you saw.

Some of the basic pieces of information necessary are:

- (1) The bearing or azimuth.
- (2) The angular elevation.
- (3) The angular size and velocity.

BEARING

This is the angle, measured clockwise from a line indicating north to any other line indicating a direction, or line of sight, from an observer. East is 090° , south is 180° , west is 270° and north-west is 315° (i.e. $270^\circ+45^\circ$). Bearings, which may be given in terms of true, grid, or magnetic, are, in all cases, taken from north.

It is usually most convenient to use magnetic north. Most investigators have a compass to use for this purpose.

True north is the direction of the geographical pole from you. Grid north is the direction in which grid lines of a map point. Magnetic north is the direction indicated by a magnetic compass needle.

You should make a point of knowing where north is from your house and thus all other directions. Also be aware that the sun is due north at about noon and that the stars, in the southern hemisphere, looking north, travel from your right to your left, i.e. east to west, as do the planets and the moon.

ANGULAR ELEVATION

It is useless, in the absence of more than the normally available information, to say that an object seen in an empty sky is a certain size and so many hundreds of metres up. We simply have no way of judging these figures with the naked eye.

Angular elevation is the best way of recording the position of an object above the

horizon. We take the horizon as 0, and directly overhead as 90° , and divide the distance in between into 90 segments, each of which we will call a degree. Thus, if an object is directly overhead, we say it has an angular elevation of 90 degrees, written as 90° . If an object appears to be half way between the horizon and overhead it has an elevation of 45° . A third of the way to overhead from the horizon is 30° and so on.

A rough estimate of angles may be made as follows:

- 20° - the angle subtended by the distance from the tip of the thumb to the tip of the little finger, with hand extended at arms length from the body and with fingers spread apart.
- 10° - between outer edges of outer knuckles of fist held at arm's length.
- 2° - across thumb at arm's length.

ANGULAR SIZE AND VELOCITY

"The UFO was as big as an orange", or, "it was thirty metres across and a kilometre away", are useless descriptions without definite reference points with which to work.

Angular size is the angle the object subtends as seen by the eye of the observer, this is measured in degrees. As an example, the angular size of the moon and sun is $\frac{1}{2}^\circ$. This $\frac{1}{2}^\circ$ size surprises many people as they imagine sun and moon to be large objects in the sky. It is a fact, however, that your thumb held at arm's length would cover the moon or sun about four times over!

Try going out and measuring the angular size of the moon for yourself. Measure the size of planes flying over, kites in the sky etc. However, please do not attempt to measure the angular size of the sun as this is a potentially dangerous thing to do. Never look directly at the sun.

Descriptions of speed can also vary and have little meaning. The best descriptive terminology is angular velocity. It is expressed in degrees per second or $^\circ/\text{sec}$. If you see a large light going through the sky, hold your thumb up to it along the line of its trajectory. Let it pass your thumb whilst keeping your thumb in the same posi-

tion. With your watch, or by counting time in your head (one two three ONE, one two three TWO approximate a second each), see how long the light takes to pass from one side of your thumb. Say it takes 10 seconds. The angular velocity is, therefore, $2^\circ/10$ seconds, which equals $\frac{1}{5}^\circ/\text{sec}$.

It is a good idea to try and measure angu-

lar speeds for balloons, satellites, and aircraft to gain experience in this area.

If you are able to fairly accurately relate the bearing, angular elevation, angular size and velocity of an object in the sky then you are on the way to becoming a better observer. ■

forum

"POLICE BUZZED BY SAUCER"
(STAR ENQUIRER - January 25, 1984)



UFORAN readers who may have seen the article "Police Buzzed by Saucer", in the STAR ENQUIRER, would possibly have been surprised by the complexion of that story and the statements it attributed to Bill Chalker.

Initially, Bill was contacted and asked to participate in this article and did so on the understanding that he could sight the finished story before it went to press. Due to an apparent misunderstanding within the magazine, Bill was not contacted and shown the completed article. Bill has since had contact with the STAR ENQUIRER and they have agreed to print the following statement written by Bill:

"I thank the editor for the opportunity of clarifying quotes attributed to me in the January 25, 1984, issue. I was quoted as saying, '(in relation to the RAAF UFO files I was permitted to examine), I was amazed by what I read. The sightings ranged from the usual lights in the sky, down to actual landings - even reports of people seeing extra-terrestrials'. As that rather bald statement could be construed by some as me suggesting that the RAAF UFO files were stuffed full of bonafide sightings of 'landings' and 'extraterrestrials' the following clarification is needed.

"The files I examined contained reports that covered the entire spectrum of observations, namely numerous lights in the sky, some 'close encounter'- style reports, including some alleged observations of assumed 'UFO landings' and even a few accounts in which witnesses alleged they saw 'animate beings' in connection with their UFO sightings. The RAAF do not find such incidences compelling evidence for extraterrestrial visitation.

"In a brief for the Minister of Defence, dated December 18, 1980, the RAAF's opinion is clear, namely that, 'nothing that has arisen from that three or four percent of unexplained cases gives any firm support for the belief that interlopers from other places in this world, or outside it, have been visiting us.

"My position on this is that the RAAF's role has only been the resolution of any defence and/or political implications and that the scientific investigation of these reports has been missing. It is my contention that provocative reports, meriting scientific scrutiny, do exist within the RAAF UFO data. It is these reports, such as UFO sightings over North West Cape, etc, that really 'amazed' me when I read the RAAF files. The few reports of 'landings' and 'animate beings' in the RAAF files did not surprise me because much more exhaustive and far reaching investigations of the same cases have been conducted by civilian UFO research organisations". ■

THE SALZBURG COLLOQUIUM: A PARTICIPANT'S (BIASED) VIEW

BY ALVIN H. LAWSON, PHD

An International UFO Colloquium sponsored by the Italian organisation, UPIAR, was held at a picturesque mountaintop retreat near Salzburg, Austria, July 26-29, 1982. What made this meeting more interesting - and more significant - than most was, besides the caliber of papers presented and the refreshing professionalism of the participants, perhaps above all the meeting's novel (i.e. unfashionable) but productive focus not on UFOs but on UFO witnesses.

The Colloquium's theme, "Human Sciences and UFO Phenomena", suggests the psychological and sociological perspectives of many of the attendees; and on some issues there was much skepticism. Not the mindless ETH-hostility of the CSICP debunkers, but rather a cool-headed response to witness claims and a receptivity to psychological and other hypotheses. Most of the participants were young, intense, articulate, and ufologically sophisticated. While they implied that their UFO agnosticism was a distinctly minority view in their own countries, their seriousness and openmindedness bodes well for the future of European ufology.

In three separate but related presentations, Dr Alexander G. Keul of Vienna discussed his investigations of the "human factor" in witness reporting. Keul described his use of the Rorschach inkblot technique in a recent Austrian-English cross-cultural study of 32 witnesses which attempted to determine negative or positive "reporter profiles" (i.e. witness reliability). Although he stressed that the Rorschach procedure is subjective and should be interpreted cautiously, his preliminary conclusions were that about half of the 32 case witnesses showed negative reporter profiles. If Keul's study is replicated by others, his use of the Rorschach technique has obvious implications for future evaluation of the credibility of witness testimony.

Keul made two additional interesting points. He suggested that investigators attain a greater measure of psychoanalytical self-knowledge relevant to their own ufological beliefs, and at the same time that they routinely compile biographical, educational, and psychosocial background data on each witness. These moves would help researchers to more fully understand

the meaning of the UFO experience for the percipient. "This is a lot of work", he observed, "but it has to be done. A naive interpretation of UFO reports leads back in a circle to the beliefs of the investigator". Keul also called for involvement in UFO studies by specialists from several scientific and other disciplines because the work of "many specialists leading to some interdisciplinary projects", along with the above novel approach to witness reports, represents the best hope for progress in UFO research.

Dr D.C. Donderi, from McGill University in Montreal, in his paper titled "Signal Detection Theory as a Method for the Retrospective Evaluation of UFO Witnesses" proposed a quantifiable measure of witness reliability. The test involves use of a portable tachistoscope (similar to a slide projector) and stimulus cards, takes only 15 minutes, and can be administered by anyone with minimal training as a normal part of a witness interview. Donderi said that SDT will allow us to determine whether or not witnesses differ in reliability from the normal population, a key issue in evaluating UFO sighting reports. Although normative data have yet to be established, Donderi's interesting SDT test offers ufologists a significant and relatively simple new investigative tool.

My own essay on birth trauma imagery in CE-III narratives, a revised version of a paper presented at the 1981 CUFOS conference in Chicago, argues that the imagery and events in abduction reports are similar to several distinctly psychological processes, but especially so to revived birth trauma (BT) narratives. It proposes that "abductees" unconsciously use major components of the birth process as a matrix for a fantasized abduction experience, and further, offers a test of this hypothesis. Investigators can determine witnesses' birth histories and scrutinize CE-III narratives for BT echoes. If any abductees who report late-stage BT sensations such as extreme head pressure and sudden relief are truly cesarean-born (i.e. lacking in such natal experiences), the BT hypothesis would be proved false; if there are no such cesarean abductees, it would be confirmed.

The BT hypothesis is complex and its research base depends on the controversial

drug-therapy work of psychiatrist Stanislav Grof and on a novel discipline, fetology. Some of the clinical work in these areas is very recent and seems near the cutting edge of scientific knowledge. Thus there are many unanswered questions - e.g., how can immature embryonic and fetal brain tissue be so imprinted by prenatal events that years later it can affect an individual's mental imagery? We simply do not as yet know how this happens. Perhaps it is no surprise, then that ufologists generally have seemed underwhelmed by the BT theory. However, since its validity rests on its testability, it is my hope that researchers worldwide will include birth histories as a normal part of witness background data, and that tests of the BT hypothesis will be undertaken and reported on regularly.

In another skeptical assessment of UFO witnesses, Paoli Toselli of Alessandria, Italy, discussed conscious and unconscious influences on witnesses which may cause them to interpret IFOs as identical with the well-established "UFO model". In a detailed review of the literature on IFOs and quotes from many cases, Toselli said that the "latent UFO image" affects all witnesses so that much of their report data results from "interpretation of the observed phenomenon". He added that ufologists have consistently underestimated witnesses' capacities for invention and for the unconscious incorporation into IFO reports of UFO data. He concluded that IFO reports can hardly be considered "noise" in the UFO "signal"; rather, the lack of clear distinctions between these kinds of reports should heighten our appreciation of the complexities of dealing with human witnesses, just as it must force us toward more caution in interpreting their claims.

In his paper, "Abducted by an Archetype", Hilary Evans of London asked whether the consistency of detail among abduction accounts can be considered evidence for their physical reality - and responded to his own question. He discussed there relevant CE-III case studies: the De Herrera/Lawson imaginary abductions; Meheust's findings of parallels between abductions and science fiction; and independent demonstrations by Monnerie and Hendry that "sincere" witnesses may fabricate CE-III reports out of IFOs. Evans said that consistent CE-III parallels demonstrate that percipients draw on some

as-yet unknown archetypal data bank for their imagined abduction experiences. He proposed a model for abductions involving what he termed a "mimetic projection" in which the witness's "super-sensory" subconscious mind creates an abduction hallucination for the conscious mind to experience. Evans does not rule out genuine abductions, but argues that mimetic projection plays a part in CE-III reports, particularly in cases where it is established that no physical abduction has occurred.

A paper submitted in absentia by Dr Malcolm Scott of Luton Hospital, Bedfordshire, England, was read but not distributed so I have to rely on hurried notes. But it seemed a remarkably perceptive inquiry into the psychology of UFO witnesses. Scott's discussion implicitly posed a series of penetrating questions relating to the reliability of witnesses with varying degrees of "normal" and "neurotic" personality manifestations. I was left with a sense of regret that more specialist of Scott's quality have not before now been attracted into ufology (and hoping soon to have a copy of his paper).

Representatives of the Italian group UPIAR, sponsors of the meeting, also spoke. Roberto Farabone and Francesco Izzo, editors of UPIAR's journal, "UFO Phenomena", gave background data on the publication's rather rocky history. Although it has suffered from editorial and content problems and has been published erratically, "UFO Phenomena" hopes to become the first serious international scientific review in ufology. Izzo, discussing several troubles encountered by his six-year-old annual, noted an uncooperative coolness on the part of some established UFO journals. (I infer that this problem relates to differences over UPIAR's objective stance towards UFO reports). Edoardo Russo, managing editor of a second UPIAR publication, "UPIAR Research in Progress", described the new tri-quarterly as a forum for "rapid communication in UFO research". The first issue presents brief papers in English, with abstracts in Italian and French, plus a current international UFO bibliography.

Presentations were also made by Luis Schoenherr, Claud Mauge, and by Bertrand Meheust, author of the interesting 1978 book, "Science-Fiction et Soucoupes Volantes".

I found the Salzburg Colloquium the most professional UFO conference I have ever attended. The presentations were of a uniquely high quality - serious, scientifically hard-nosed, and original. Discussions were spirited at times, but never peevish or (shades of the extended chit-chat about backyard UFO detectors at CUFOS/Chicago!) banal. On my return to the U.S. I received a copy of the proceedings of another UFO organization's annual get-together, and I thought with mild despair of the typical contents of such proceedings over the years. Excepting maybe an article or two, they are mostly a sad mish-mash of ETH-wishboning, tantalizing promises of (endlessly "forthcoming") proof, looney-bin science, and organizational trivia. Where are the editorial standards normally expected of a specialized professional journal? (How many - or, how few - annual symposia articles over the past 35 years could be favorably compared with an average piece from - say - "Scientific American"? I of course include my own articles here). Where are

the fresh insights and scientific rigor which might help us towards understanding of the UFO enigma? Lacking these and other needed qualities, most symposia proceedings are an embarrassment - a permanent record of ufology's intellectual mediocrity.

Salzburg was not exactly a UFO researcher's Utopia, but it was several steps above the norm - and not merely because of the pleasant Austrian Alps environs. How to account for the difference? I see two reasons: first, the participants were serious and competent; second, the conference topic, the UFO witness, was and is the most promising untapped area remaining for UFO research. I believe that the Salzburg proceedings will prove that. But whatever else emerges from the Salzburg Colloquium, the fact that a group of ufologists undertook an extended analytical consideration of the limitations of UFO witnesses marks a critical development in UFO research, and could well be of major significance for the future study of the nature of the UFO phenomenon. ■

REPORTED CLOSE ENCOUNTER IN VICTORIA JULY/AUG 1952

By Keith Basterfield (UFORAN Correspondent - SA)

Recently, I received a letter from a Lady in Swan Hill, Victoria, recounting an event which occurred 31 years ago in that state. Mrs G (name withheld at her request), who is now 65, would have been 34 at the time. Her sighting occurred in July or August of 1952, at 2 a.m., at the location of Avoca. Mrs G recalls the date only approximately, although she does remember being pregnant at the time.

Mrs G. was visiting an outside toilet, in a paddock outside the kitchen garden, on a still, clear, night when: "I heard this peculiar humming noise and throbbing. When I looked up this machine was above me hovering. It was like nothing I had ever seen before. Orange and green flashing of lights I could see. It shot off over the mountains so fast, faster than anything I have ever seen and the most peculiar humming sound. It left a glow in the sky.

"I felt rather ill but, being pregnant, I didn't think much of it at the time. I called my husband and he could see the glow but nothing else. He told me not to say anything and I haven't until a few years ago when people started to talk about strange lights in the sky".

Mrs G remembers that the object was only 15-20 metres off the ground and that the total duration of the whole episode was about 4-5 minutes.

The witness accompanied her report with a sketch of the UFO which was oval shaped with a "silvery" top "even in the dark" and a "glass, or glass-like" bottom from which emanated "orange, red, and green lights and blue flashes". Mrs G "did not see any sign of persons at all". ■



AUSTRALIA'S ROLE IN NASA'S SETI PROGRAM

BY JANE BROOKS

(UFORAN Space Technology Correspondent)

All people who are interested in SETI (Search for Extraterrestrial Intelligence) will be pleased to know that not only has NASA's SETI program been reinstated, but also that NASA facilities in Australia will be used.

The 64 metre dish shaped antenna at the Tidbinbilla Deep Space Communications Complex has already been used for an equipment testing phase of the program during the months of February to June 1983. During this period the antenna was immobilized so that it could be updated, but even though it could not be moved, the Earth's rotation still enabled a portion of the sky to be swept over. While the antenna could not be used for tracking spacecraft, SETI scientists took the opportunity of this gap in normal operation to fit and test equipment designed for their SETI program. Two Australian astronomers, Dr David Jauncey of the CSIRO Division of Radiophysics, and Dr Bill Peters of the ANU's Mt Stromlo and Siding Spring Observatories, took part in this project.

NASA are hoping to be able to begin the main program in 1985. They are developing an instrument known as a spectrum analyzer which can monitor the radio waves received by an antenna and break them up into a large number of channels. Testing of the equipment will be done using antennae at Tidbinbilla, Goldstone, California and Aricebo, Puerto Rico. The first prototype to be tested will be capable of monitoring 74000 separate channels and, eventually, scientists hope to build a spectrum analyzer which will be able to monitor 8 to 10 million channels at once! This would be like trying to find a particular radio program by listening to that many radio stations all at once. Obviously it would use up a lot less time than going through them all one at a time, which is what previous SETI programs had to do. All the monitoring will

be done automatically, and the analyzers will alert the scientists only if a signal, which is of possible intelligent origin, is received. How will the machines recognize such a signal? No natural sources are known which produce radio emissions with bandwidths narrower than about 1000 cycles per second, therefore, if signals with very narrow bandwidths like one cycle per second are detected, there is the possibility that they are artificially created by some intelligent civilization. Because the radio and microwave portions cover such a huge range of frequencies, it would take a huge amount of time to cover all possible channels even with the help of a spectrum analyzer. If a channel has a bandwidth of one cycle per second (one Hertz), this means its frequency differs from that of the channel next to it only by one Hertz. Our radio stations have bandwidths of about 10 kilohertz, which means that if you tune in to a frequency 5 kilohertz either side of the station's official frequency you will still pick it up. This should give you an idea of how many stations there could be if each had a bandwidth of only one Hertz! Radio astronomers have narrowed down the number of radio channels to search by limiting the search to the microwave portion of the spectrum. This is because the interstellar medium is most transparent to waves of these high frequencies (1 to 100 thousand million Hertz) and also, at the lower end of this range, there is least natural noise. It is thought likely that other civilizations who are technically advanced would also know of the regions most suitable for communicating, hence the sense of looking for possible transmissions in those regions.

If a signal which has the characteristics of artificial origin is picked up during the SETI Program, an exhaustive process whereby all possible natural causes must be eliminated will be gone through, before it can be

AUSTRALIA'S ROLE IN NASA'S SETI PROGRAM

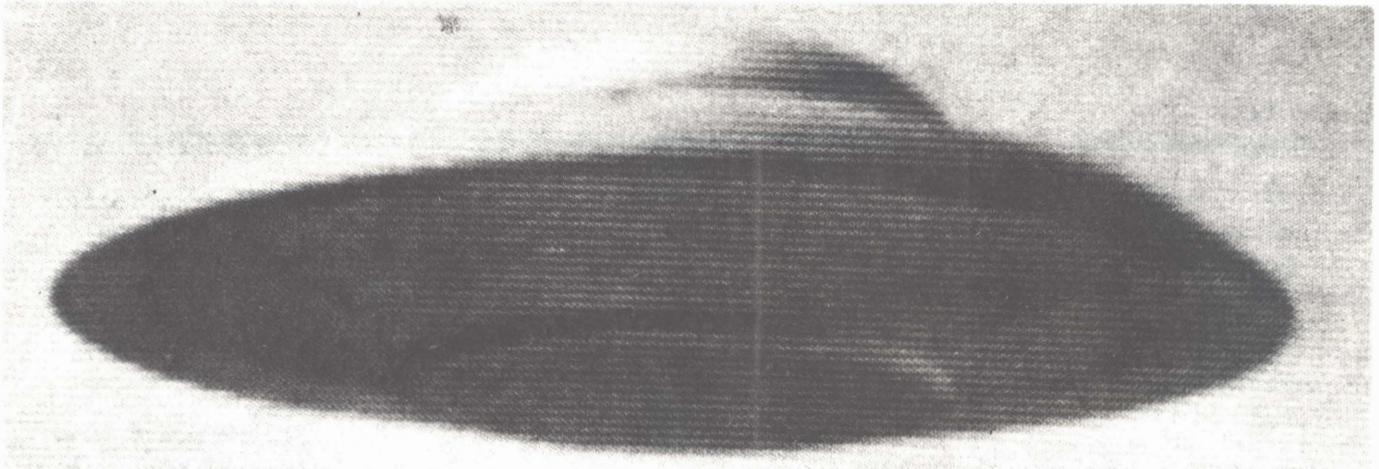
concluded that the signal is the product of extraterrestrial intelligence NASA is aware of the fact that patience and considerable time, possibly decades, will be needed for a thorough search. However, even if no such signals are found, this will not be proof that extraterrestrial intelligence does not exist. It may mean they use some other form of communication or are not as technically advanced as we are. We can always go on searching, using different meth-

ods and perhaps, eventually, the human race will be able to send out exploratory spacecraft to other solar systems.

However, many of you, who are reading this, are probably, like me, hoping that NASA's SETI program will be successful, and that we will know for certain that humans are not alone in the Universe before too many more years have gone past. ■



"YOU WERE RIGHT, INVASION COMMAND! IN THIS DISGUISE, NOT A SINGLE EARTHLING SEEMS TO NOTICE ANY OF US!!"



SAUCER TALES

OR, IF IT WAS SO BIG, HOW DID IT GET AWAY?

BY GEORGE W. EARLEY

Earthly machines aren't perfect. They break down. Murphy's Law predicts they will break down at the most inconvenient of times. Since most Americans believe this, it was only natural in the days following Kenneth Arnold's June 24, 1947 flying saucer sighting for people to anticipate the eventual crash of a saucer.

And one did crash...or so said a Roswell, New Mexico newspaper on July 8, 1947. The paper's report cited a Roswell Army Air Base news release announcing that a team of airmen had recovered the debris of a crashed saucer found on a nearby ranch.

The paper was hardly on the street before the flyboys retracted their statements, explaining that on closer examination the "saucer debris" turned out to be the wreckage from a crashed weather balloon. Pictures taken at the time showed a collection of flimsy stuff that looked like kite sticks and tinfoil, scarcely what one would expect from an interplanetary vehicle. (There are, however, some curious aspects to this case, about which more later.)

Three years later the crashed saucer story reappeared, decked out in new and more exciting details. According to Frank Scully's book "Behind the Flying Saucers", the mysterious sky object had landed virtually intact. The sole damage, a broken porthole, was believed to have led to the

deaths of the sixteen humanoids in the craft.

The military, said Scully, moved in quickly and carted the ship and its dead crew away for further study. Scully's source? An alleged oil millionaire named Silas Newton who claimed to know a scientist personally involved in the saucer studies. Newton's pal, pseudonymously identified as "Dr Gee", even gave the millionaire some small discs and gears taken from the saucer.

Despite (or perhaps because of) official denials, Scully's fanciful tale sold well both in hardcover and paperback. Two years later, a reporter named J.P. Cahn took it apart (1). Cahn's research not only cast doubt on Newton's alleged expertise in the oil exploration business, but identified Dr Gee as non-scientist Leo GeBauer, proprietor of a radio-television parts store. Using sleight-of-hand, Cahn even managed to switch a disc of earthly "monel" metal for one of Newton's space souvenirs. When tested, Newton's disc turned out to be made of common earth-grade aluminum.

Cahn's expose was so devastating that the topic of crashed saucers became a no-no in ufological circles for more than two decades (2).

There was a brief flurry of media interest in crashed saucers in 1974, touched off by a re-telling of the Scully yarn by a

professor in Florida. The press initially gave the tale more coverage than it was worth, but quickly dropped it when its origins became known.

What happened in 1978 got more attention by the media. The fall-out is still with us today.

THE CRASHED SAUCER REVIVAL

It began with news reports that veteran UFO researcher Leonard Stringfield would present a paper about crashed saucer retrievals at the Ninth Annual MUFON Symposium in Dayton, Ohio. Officials at nearby Wright-Patterson Air Force Base, apprised of Stringfield's claims that "in 1973, crates of bodies of humanoids from a UFO that crashed in Arizona" had been brought to their base, snapped back that the reports were "absolutely false"! It was, said Lt Col Nick Apple, "disturbing that somebody would use the news media to make a few bucks".

What Stringfield was claiming - and still claims today - is that between 1947 and the mid-1970s, no less than twenty UFOs crashed in the United States and were recovered, along with at least fifty dead, grey-skinned aliens (3).

But where the dead aliens were small - 3½ to 4½ feet tall - the saucers were large. Therein lies the rub. The smallest UFO, says Stringfield, was a 15 to 20-foot diameter disc. From there, they got bigger: three ovals at 13 by 25 feet and a series of discs ranging in diameter from 25 to 30 feet up to two giants alleged to span 100 feet. All, says Stringfield, were moved, allegedly intact, from the American southwest desert country to Wright-Patterson AFB or other eastern sites. CIA headquarters near Langley, Virginia is another hiding place favored by retrievalists and McDill AFB in Florida also has been mentioned.

THE TRANSPORTATION ANGLE

Strangely enough, virtually no one has thought about the transportation angle. It has simply been uncritically assumed by retrievalists and their followers that a government deceitful enough to lie about the existence of interplanetary UFOs would concurrently possess, unbeknownst to anyone

outside it, a means of moving such large, bulky, non-flying objects whenever and wherever they wanted to.

Anyone care to hazard a guess as to how such large objects would be moved? Trains? Planes? Trucks?

Forget planes. There isn't a cargo plane in existence that could carry a 100-foot diameter saucer...or even a 50-footer. It took a specially strengthened and carefully designed 747 to carry, on its back, the 75-ton, 78-foot wide, space shuttle. In the 1950s there was neither enough ground clearance, nor enough propellor clearance, to permit even one of the smaller saucers to be chained underneath then-existing transport planes...and there still isn't today.

Trains? The only disc we know for sure was shipped by train was the 200-inch diameter mirror blank for the giant Palomar telescope. Only about two-feet thick, it was shipped edgewise on a special flatcar

FRANKLY, I THINK THE AMERICAN
CIVIL LIBERTIES UNION WOULD
HAVE A BALL DEFENDING SOMEONE
ACCUSED OF REVEALING SAUCER
SECRETS.

whose floor had a slot cut into it to let the disc down to just a few inches above the roadbed. Even so, the two-week train trip followed a circuitous route across America from Corning, New York to Pasadena, California in 1936. The entire route had been scouted out well beforehand but the train proceeded through tunnels and under bridges only after its escort again carefully measured clearances. In fact, several last-minute detours were required when clearances previously thought to be adequate turned out not to be.

Current width and height limits on east-bound train loads are 12 by 16 feet, 3 inches as far east as Kansas City, with the height limit then dropping to 14 feet, 3 inches from Kansas City to the East Coast. And don't forget that 2½ to 3 feet of that height is already consumed by the railcar. Trains won't do.

Trucks? Consider first the roads they travel on. For over a decade after World War II, American roads were a far cry from the wide, nearly straight, almost traffic-lightless interstate highways of today. Those post-World War II roads were frequently narrow and twisting. Trees, telephone poles, buildings and billboards often stood close enough to the road to make the passage of anything as "small" as even a 25-foot disc both difficult and highly noticeable.

Even today, as large as a semi-trailer may seem when it fills your rearview mirror, trucks on today's highways are small when compared to the crashed saucers posited by the retrievalists. To transport anything larger than a normal semi-trailer load requires more than just the desire to haul it.

For example: For widths over 8 feet but no more than 12 feet, permits are required from each state through which the load passes. Above 12 feet, escorts are required, and this, plus load size, materially reduces travel speed. (In the case of a 13½-foot wide "super magnet" moved from Chicago to Stanford, California a few years ago, the convoy averaged only 25 m.p.h. during the 21-day trip.) Virtually no state will permit passage of loads over 14-foot wide on long hauls (i.e. over state or interstate highways). Yet the retrievalists blithely speak of thousand-mile trips with saucers that measure up to a hundred feet in diameter!

Houses, admittedly, are considerably wider than fourteen feet. Still, to move one is a major undertaking. They are seldom moved more than a dozen miles and rarely travel faster than one mile per hour. (Really big ones may even be cut in two.) Throughout their move, they are attended by telephone and electrical utility maintenance crews whose job it is to remove wires at the last possible moment and replace them as soon as the house goes by. Kindly do not try to compare house moving to the purported trucking of crashed saucers a thousand miles or more.

There is, however, a modest exception to my general disbelief of retrievalist's tales. We do have first-hand accounts by witnesses who saw *and* handled material that

seems, based on their testimony, to have been of unearthly origin.

WITNESSING THE RETRIEVAL

This material was found in early July 1947, "scattered over a patch of land about a quarter mile long or so, and several hundred feet wide" (4). It was found by a rancher, W.W. Brazel, the morning after a very severe lightning storm. During the storm Brazel heard an "odd explosion" that did not resemble normal thunder. The assumption we are asked to accept here is that a passing UFO was hit by lightning (or coincidentally had a malfunction of some sort) and that the debris found by Brazel came from it.

Brazel reported his find to the local sheriff some days later. The sheriff told the military at Roswell Army Air Field and Major Marcel was detailed to check it out. Marcel went to the ranch and picked up a trailer-load of material he found. It was, said Marcel, "definitely a substance that had been manufactured". It wouldn't bend, break or burn in the flame of a cigarette lighter. It looked more like wood than metal, though other pieces were "very much like parchment...(and) didn't burn either". In researching this case, William Moore (author of "The Roswell Incident") talked to a number of other people who saw and handled the mystery material. Their descriptions basically agree with Marcel's.

Interestingly enough, while all the witnesses quoted by Stringfield and other retrievalists have insisted on anonymity, claiming they would be prosecuted by the federal government for telling the crashed saucer secret, no attempt seems to have been made to silence now-retired Lt Col Marcel, his son, any of Brazel's now-grown children or any others who have given their testimony to Bill Moore.

Frankly, I don't know what to make of this part of the so-called "Roswell Incident". I remain highly skeptical about a crashed saucer report that Moore and Berlitz link to the Brazel find. But while Brazel's wreckage does seem to be unearthly and clearly does not fit the official explanation of weather balloon debris, it equally does not seem to jibe with the descriptions of crashed saucers as furnished by alleged eyewitnesses. Those saucers are generally des-

cribed as having silvery metallic skins. Brazel's debris, according to Marcel, was basically of two types, wood-like and parchment-like. It also came in a variety of pieces, ranging, says Marcel, from "perhaps three-eighths of an inch wide by half an inch thick and varying in length from four or five inches to three or four feet". Whatever it was, it does not sound like structural members or outer skin fragments to me.

After Marcel reported in to the Roswell air base and helped fool the press with the phony weather balloon tale, more men were sent to Brazel's ranch to thoroughly clean the area of the strange debris. The total amount accumulated, says Marcel, half-filled a B-29 which was then used to fly it all to Wright-Patterson for scientific studies. But if it got there, no one has yet stepped forward with the proof.

To me, the truly significant aspect of the Brazel debris story is the fact that for the first time since these retrievalist tales began circulating, we have a number of people willing to come forward and publicly provide first-hand testimony that they saw and handled what may be actual alien artifacts. That they have said so does not, of course, make it so. But that they have done so and have not been threatened with federal trial for allegedly revealing government secrets casts considerable doubt, in my mind, on the validity of the secondhand tales, deathbed confessions and photo fragments heretofore offered as "proof" by various retrievalists. This is particularly true since the retrievalists claim *their* witnesses are in danger of government prosecution if their identities become known. Frankly, I think the American Civil Liberties Union would have a ball defending someone accused of revealing saucer secrets.

PROVING THE CASE

To prove a tale of crashed saucers and alien humanoids, you must produce the saucers and/or the humanoids - the real stuff, no photos and especially no claims by carefully anonymous folk that say they've seen this, that or something else. It must be remembered - and far too many ufologists seem to forget this - that neither hearsay evidence nor anonymous tales carry any

weight in a court of law. As intriguing as the Brazel debris story is, it remains only a story until we actually get our hands on some of that material that allegedly won't bend or break or burn.

Until that happens, or until someone defects from Wright-Patterson AFB with an alien humanoid in the trunk of his car, we must remember that no matter what the retrievalists say, we do not yet have *proof* of any of their claims. Until we accept that fact, we are wide open to charges by the skeptics that we are a bunch of credophiles whose "ufological science" is grounded in the belief that wishing will make it so.

FOOTNOTES

1. Cahn's expose has recently come under fire by certain retrievalists who apparently want to rehabilitate Scully's fanciful yarn to bolster their own tales. It would be interesting to learn Cahn's reaction to such revisionism - does anyone know where he is today?
2. Further probing by Cahn into the affairs of Newton and GeBauer resulted in their indictment, trial and conviction on oil swindle charges unrelated to the crashed saucer hoax.
3. Stringfield, Leonard H. "Retrievals of the Third Kind". 1978 MUFON UFO Symposium Proceedings, Mutual UFO Network, Sequin, Texas. "Retrievals of the Third Kind, Expanded Version", UFO Ohio Journal, Page Research Library, Rome, Ohio; 1979. "Situation Red, the UFO Siege!", Doubleday & Co., New York City; 1977. "The Crash/Retrieval Syndrome", Mutual UFO Network; 1980.
4. Berlitz, Charles and Moore, William L., "The Roswell Incident", Grosset & Dunlap, New York; 1980. ■

EDITOR'S NOTE: George W. Earley, who lives in Connecticut, U.S.A., is an aerospace administrative engineer and holds the degrees: B.S. Aeronautics and M.A. Political Science. Mr Earley founded and led NICAP's Connecticut Affiliate for 10 years and is also a member of NICAP, CUFOS, MUFON, APRO, INFO and SITU. He is a nationally published freelance writer on UFOs and other topics.

Historical New Zealand

UFO Reports

{ORIGINAL REPORT INVESTIGATED BY BRUCE HARDING}

BY HAROLD J. KNAPMAN

(UFORAN Correspondent New Zealand)

In the year 1909 the first UFO was seen in New Zealand by school children from the small township of Kelso. This event began the UFO era in New Zealand on July 23, 1909. A report in the Auckland Weekly News stated: "Information has now been received from Kelso that, at noon, on Friday the school children, and others, beheld, in the air, a strange machine which they described as shaped like a boat with what appeared to be the figure of a man seated in it. The airship approached from the direction of the Blue Mountains, circled high over the school, and then disappeared in the direction whence it came".

The next day the same object was seen flying over Clinton. The witnesses heard voices talking in an unintelligible language.

No more was seen of the object until five days later when it appeared over Gore. Two dredgehands, working the night shift, were accorded a view of airship at 5 a.m. on Friday. It was seen at close quarters and they stated that the ship lowered through the mist and circled around the area and two figures were plainly visible on board. The craft carried lights at both ends. After manoeuvring, it shot upwards. A yellow glow was noticed and the weather cleared a little. The object was seen travelling in a south-easterly direction.

A few days later the craft appeared at Nelson Creek station, where the Hokitika - Greymouth train stopped to give passengers a better look. The object came close inshore to the breakers, then headed into a strong wind towards the Greymouth river bar.

On July 30, 1909, the dirigible had reached Canterbury province, where it was seen over Rangiora, Woodend, Lyttelton, Broken River, Winslow and Christchurch. The climax was reached when hundreds of people, leaving theatres, looked up and saw what appeared to be the red planet Mars approaching the Earth. The few who believed the bright light was merely a planet were, however, scoffed at by the majority who were certain that it was, at least, a fire balloon; though they were quite willing to believe that it might be an airship.

Observers in country districts saw something that, if their descriptions are accurate, was more than the planet Mars. They saw a shape, huge and black, swaying from side to side behind a self-illuminating headlight. The phenomenon had the shape of a blunt headed cigar with two lights. One was large, also there were what appeared to be a row of smaller lights on either side.

The airship next appeared in the North Island and was seen over Wellington, moving on to Palmerston North, Feilding and Napier.

By August 5, 1909, the airship had reached Northland, passing over the Kaihu coast towards Australia.

On August 9 and 10 it was seen over Victoria and New South Wales (Australia).

The phenomena then moved back to New Zealand and visited Coromandle and Waihi before making a final return visit to Australia.

In December 1909, the craft was observed in America. The New York Tribune reported the

object over Chattanooga, Huntsville and Worcester City. It was seen sweeping the heavens with a search-light of tremendous power. Thousands thronged the streets watching the mysterious visitor. In early 1910 the airship went westward altogether.

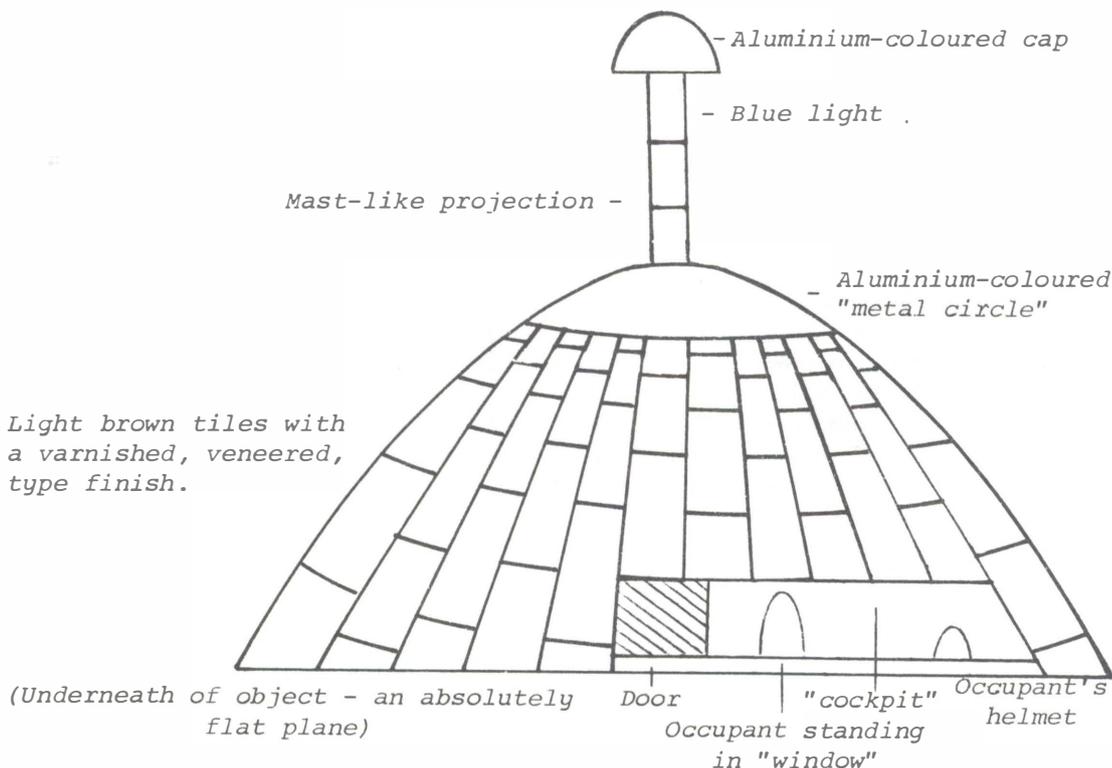
Not many UFOs were seen in New Zealand between 1909 and 1950. However, one exceptional case, which I now present, happened in August 1944, or 1945, during the Second World War, during the Industries Fair which was being held at the King Edward Barracks in Christchurch, South Island, New Zealand.

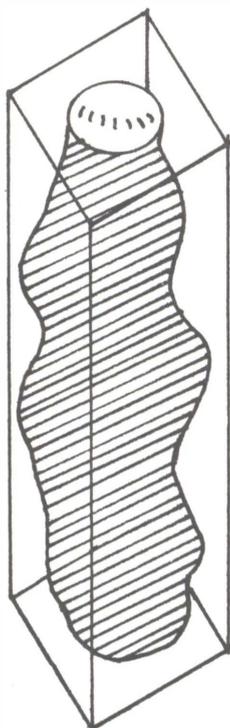
Mrs C, as I'll call her, was a sister at the Cashmere Sanatorium. It was her day off and she went for a walk by herself around the hills at the back of the Sanatorium. During this walk Mrs C noticed that a cloud was coming in fast. Fearing she might get lost she decided to head back and catch the tram which left at 4.30 p.m. Walking amongst low hilly slopes, with hill scrub, Mrs C encountered an "upturned saucer" sitting on a gentle slope. The UFO was on a rise and the witness felt that, although it was "very close to the road", it would have been hidden from the road by the slight rise.

Mrs C was alone, nonetheless, she walked quietly over towards the object and stopped and stared at "it" for about eight to ten minutes. She was "quite close really" and "didn't feel any effect at all". She thought to herself how unusual it was and "what will they invent next"? Mrs C immediately speculated that it was some kind of gimmick from the fair but, seeing "occupants" no more than 4 feet tall, she thought it must be a Japanese device.

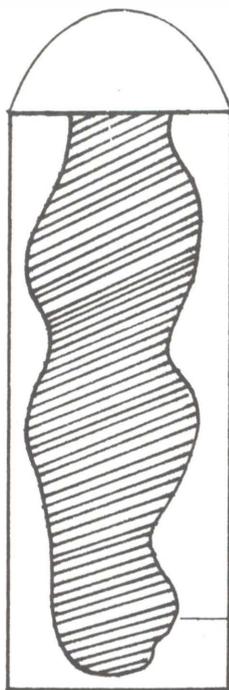
The "little fellas", she saw, were inside transparent cases. One was standing outside and another was standing in the "doorway window" area and Mrs C could see the top of a helmet in the "window". She thought that the trio were watching the fair and looking at the city as the lights were coming on. "...the occupants of the object appeared to be absorbed in watching the fair and city generally". The thought of little green men crossed Mrs C's mind (in the fairyland, not "flying saucer" sense) but, as she put it, "I thought they were Japanese".

The occupant outside the craft had no helmet on at the time and was just a green-coloured entity, in a transparent oblong, who was not bending over or doing anything in particular





View of "Little Fella" before helmet flipped over.

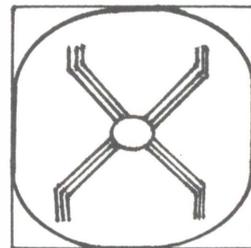


- Helmet

- Transparent casing

Dark green silhouette

Occupant 4 feet in height.



Helmet and casing as seen from top

- just standing there.

Mrs C said, the cloud "came right down and enveloped us". By this time she had become inquisitive and decided to go over and take a closer look and talk to "the people - even get a ride...I wasn't afraid. I didn't have any sense of fear at all".

Mrs C advanced to within 18 feet of the object and was no more than 25 feet away from it. She was "quite close to him" when she stood on something and made a slight noise and, thus, the "chap" outside spotted her. His helmet flipped over automatically and he "drifted" into the vehicle. It intrigued Mrs C that he had no arms with which to pull the helmet down and did not step up into the door opening, just drifted in, "a kind of sliding movement into the space thing. He slid straight into the very small opening", which quickly closed sideways, like a sliding door.

The witness noticed that the entities "had quite big heads" in proportion to their bodies - nearly almost half body height.

She believes that if she had not come along and made a noise "they" would have stayed longer. "He seemed to disappear so sudden - drift into it and the next minute the thing (door) was closed". Mrs C felt it was like he was going into the "cockpit".

DESCRIPTION OF THE OBJECT

The object itself, in the main, was constructed of what seemed to be tiles that fitted together perfectly. They were laid vertically, "long way up - they were tall", and this, naturally, intrigued Mrs C. The tiles were about 11 to 16 inches high and approximately 8 to 10 inches across. They were light brown in colour and had a veneered, wood-grained appearance.

The craft was about 18 to 20 feet across and 8 to 9 feet tall, with a metal circle on top that was not a shining aluminium but just "kind of plain, ordinary, aluminium". It looked metallic and seemed like a protective cover that fitted like a glove. Then, on top of the turret, there was a mast-like projection "as long as your arm". It was

cylindrical, like a piece of 4 inch pipe. On top of that was a mushroom-shaped, aluminium coloured, "cap". This projection and cap arrangement was approximately 18 inches to 2 feet high. Midway along the mast, a blue light shone steadily prior to "lift-off". The blue light was pale "blue glass". The base of the object was absolutely flat, dark brown in colour, with no lights or markings.

END OF ENCOUNTER

After all the occupants were safely inside, the blue light shone and a whirring noise commenced. The craft slowly rose vertically into the cloud and could be seen climbing for a couple of minutes. "When the thing took off, I wished I could have gone with it...I felt a sense of loss as it disappeared".

After the strange object took off, Mrs C also saw a light way over in the sky but says it may well have been an ordinary aircraft. "I lost sight of it in the cloud. I consider from the noise, that it speeded up and went in a west direction (over the city)".

Mrs C. described the winter afternoon as sunny and clear but "cloud came down gradually obscuring the city below me and shutting out the sun which was very low in the western sky".

The witness did not go and look for a physical trace as it was time to catch the tram. However, she said that the whirring noise was not like that of an engine but more like a fan.

Mrs C felt no effects until she went to bed that night at about 8 or 9 p.m. She slept with her doors open and "it was just as though a presence came into the room. You know in the Bible it tells you of peace that passes all understanding. That was the kind of peace that seemed to come, as though there was a presence in the room, but you couldn't see it - it was unusual. It seemed to stay with me for the whole week. All the patients I went to responded to me. It was just as though I had an external spirit guiding me. I don't know why. I was down at Sydenham and a woman said to me, 'I get a wonderful feeling when I stand beside you'. I was aware that

there was something about me - I don't know what it was".

When Mrs C returned home she asked one of the sisters "if there was a thing at the fair to take you for rides"? The answer was no.

The witness did not ring the Royal New Zealand Air Force at Wigram because one did not mention things that might be secret during war-time. Mrs C says, "I don't care if anybody believes me or not. I did see this thing. I think they're craft from some other space".

Further corroboration to this sighting came in about 1950, when Reverend H. Brown saw a craft which matched the description of the one seen by Mrs C except that it was "corn-coloured". Reverend Brown did not mention occupants when describing the object he saw in South Hagley Park, Christchurch, early in the morning. Later he denied his sighting and this was possibly due to family or parish pressures. The reverend said he mistook a horse for something else. (Investigator Brian Musson's attempt to uncover further information on this case was only partially successful).

PHASES OF THE CEIII

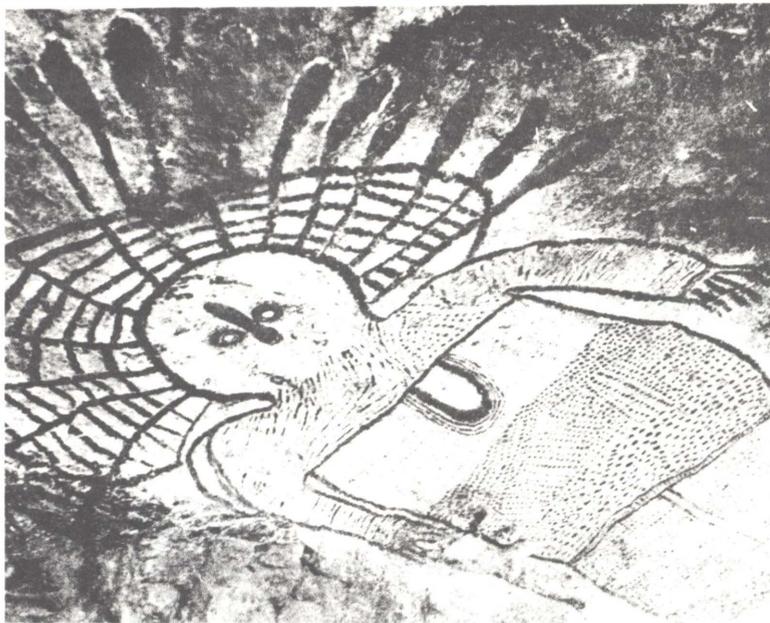
1. Approach phase: Mrs C came across the object and watched it for up to ten minutes.
2. Close (attempt at contact) phase: Mrs C moved further forward and alerted the occupants to her presence.
3. Final (departure) phase: The craft ascended into the sky.

THE WITNESS

Mrs C was helpful, cooperative, and polite at all times.

I learned of this case when Mrs C telephoned me on the afternoon of September 12, 1973, after my appearance with Bryan Dickeson on Christchurch 3ZB radio for the morning show, Town Talk.

No inconsistencies or contradictions have been found in Mrs C's story despite cross checking. She seems honest and responsible. ■



HISTORICAL AUSTRALIAN UFO REPORTS

BY BILL CHALKER

The UFO phenomena has been widely popularised as a purely contemporary manifestation, confined to the last few decades. Researchers have shown that this is not the case and that phenomena that may be appearances of the mystery that plagues us now, has been reported by man throughout recorded history. Such is the case with the oldest continent on Earth. Accounts of strange aerial mysteries span the entire history of white settlement of Australia. The legends and lore of the indigenous aborigines also provides material suggestive of interactions with anomalistic aerial phenomena. But, of course, in speculation about such data, it should be realised that the accounts are of a historical and anthropological nature and, therefore, care should be taken not to interpolate too much into them.

Aboriginal myths incorporate the idea of "sky-beings", with the Wandjina being perhaps the most interesting from our point of view. While the Wandjina paintings of the Kimberleys have received all manner of interpretations, it is fascinating to see that the indigenous tribes viewed the Wandjina as "the spirit in the cloud". Indeed, the unique painting style shows a logical sequence from human figures to stylised representations of clouds. This duality of anthropomorphic form and "clouds" is widespread in primitive cultures and finds an arresting parallel in the biblical accounts, particularly in "Exodus". There in the "pillar of fire by night" and "the cloud by day" was given to alighting on the ground, and according to the St James

rendering of "Exodus", 33, 9-11, we find: "...as Moses entered into the tabernacle, the cloudy pillar descended, and stood at the door of the tabernacle...And the Lord spoke unto Moses face to face, as a man speak unto his friends". While this line of thought is suggestive of superior "sky-beings" acting as cultural catalysts for primitive societies, I should point out that making mythological component comparisons, can make for interesting exercises, full of emotive similarities, but are purely speculative, and should not be regarded as anything more (1).

The aboriginal shamanistic "experience of death and rising again" in the initiation of tribal "men of high degree" finds some fascinating parallels with modern-day "UFO contactee" lore. In these situations, a tribesman is set upon by "spirits" and is "killed" - ritualistically disembowelled. He is then "restored to life" and informed of his new standing as a tribal "medicine-man". He is schooled in skills befitting a shaman. While such accounts are widespread and show wide variety, the following recorded by Spencer and Gillen is germane to our area of enquiry: "Then (Munkaninji - a "spirit") took (Kurkutji) away up into the sky (after the experience of "death and rising again") and brought him down to Earth, close to his own camp, where he heard the natives mourning for him, thinking he was dead. For a long time he remained in a more or less dazed condition, but gradually he recovered and the natives knew that he had been made into a medicine-man" (2).

The Bād aboriginal tribe of the West Kimberleys have a fascinating "sky being" lore. They revere a supreme being called Djamar. In aboriginal lore the sound of a "bullroarer" - a roaring wind noise - symbolises the approach of the god. The original accounts indicate that Djamar's bull-roar or "galuguru" are representations of the "being" itself. Thus, when the tribal elders led the young initiates to a stony bed of a creek and showed the holes where Djamar had implanted his "galuguru", we have the suggestion that, whatever appearance or manifestation the sky-being took, it left behind a physical trace of its presence. Eliade quotes E.A. Worms when he indicates: "Earnestly the old men impress on the youths the terrible force of the original 'tjurunga' (the original manifestation of Djamar), by pointing out the baldness of the surrounding hills and the damaged bark of the trees struck by Djamar when he whirled the bullroar. It smashed the rocks of the foreshore". After the manifestation of Djamar which left behind all this damage, the supreme being, Djamar ascended once again into the sky with his "tjurunga" (3).

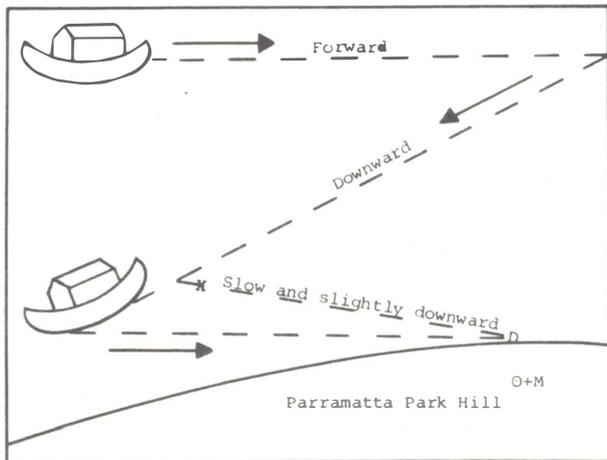
With the advent of white colonisation, documented accounts appeared with some frequency. Because of the number involved, only a selection has been included here. They certainly demonstrate that UFO sightings have been around for quite a long time (4).

One of the earliest accounts so far uncovered, is germane to the world-wide phenomenon of "ghost-lights" - those elusive "will o' the wisps". T. Horton James, in "Six Months in South Australia & C.", (London, 1838) recounted how he and a party of travellers in the Owen River region of eastern Victoria (then known as part of the Port Phillip district) "saw a fire a little way off". Apart from a possible natural explanation, the very remote locality made the party speculate that "it must be either bushrangers (Australian equivalent to 'highway-men' or 'outlaws' - W.C.C.) or travellers" like themselves. Although the hour was late, one of the travellers saddled up a horse and, with his servant, rode out to investigate. "The writer was recommended not to go to sleep, but to smoke another cigar, as they would be back directly. But it was about three

hours, before they returned, and had seen neither fire, bushrangers, nor travellers. They rode bodily up to the spot where the fire, as they thought, was burning, but it was as far off as when they started. In short; it turned out to be an 'ignis fatuus', or jack-a-lantern (sic?), and kept them upwards of a hour trotting in vain pursuit, 'till by some sudden flickering and paleness, it confirmed them in its unsubstantial nature, and they returned rather mortified to bed..." (5).

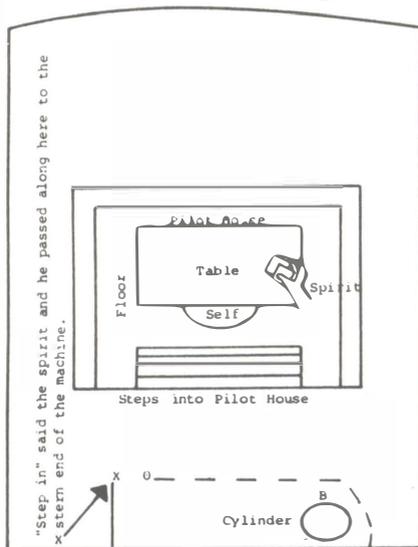
Coopers Creek in central Australia bore witness to another more substantial aerial "vision". The account comes from the journal of William J. Wills who, with R. O'Hara Burke, perished at the end of an epic trek through the centre of Australia. Wills' diary places the incident around June 23, 1861. He wrote: "Near daybreak, King reported seeing a moon in the east, with a haze of light stretching up from it; he declared it to be quite as large as the moon, and not dim at the edges. I am so weak that any attempt to get a sight of it was out of the question; but I think it must have been Venus in the zodiacal light he saw, with a corona round her". Whatever it was, it certainly did not appear to be Venus. Within a few days, both Burke and Willis were dead and the lone survivor of the tragic expedition, John King, returned with a search party soon after to give both men proper burial and to recover the written documents kept by Wills. Without these the expedition's confrontation with the wilds of central Australia and the "vision" of King may never have been detailed (6).

If the "Memorandum Book" of one Fred W. Birmingham is to be believed, then Paramatta, in 1868, played host to a most peculiar "machine to go through the air". Mr Birmingham, a local surveyor, described how on the night of July 25, 1868, after a strange procession of visions, he observed an "ark" moving slowly through the sky. The object moved in a horizontal manner, then made a rapid descent in the opposite direction, finally curving to the east. The surveyor then felt a "presence" - a "spirit" - besides him which "appeared like a neutral tint shade and the shape of a man in his usual frock dress". According to the account, this "spirit" allegedly asked of Birmingham: "Have you a desire or do you wish to enter upon it (the ark)!" Birmingham



Sketch (after Birmingham)

replied in the affirmative and both were carried gently through the air to where the object had landed in nearby Parramatta Park. The "peculiar shapings" of the "ark" (as he referred to it) were "well impressed" on Birmingham's mind. "...The colour seemed to blend with faint, flitting shades of steel blue, below and appearing tremulous and like one might term magnified scales of a large fish...(but without) the shape of anything that has life". The spirit led the way into a room on the ark, which Birmingham described as a "pilot house". In this room there was only a large



Sketch (after Birmingham)

table, with space all around it. The spirit gave the surveyor some papers, saying: "It is absolutely necessary that you should know these things, but, you can study them as you go on". He saw only one page, which

contained the equation, $V=550+(50Q/\bar{A})$, and then realised that he was alone. Birmingham then said: "So I fell, I suppose, into my usual sleeping state and, waking next morning, deeply impressed with that vision of the night..." Some time later, in January 1869, while trying to solve an engineering problem, Birmingham was surprised to find, in a book, the equation he had seen six months earlier in the strange ark. While this curious account may seem ridiculous, aspects of it are germane to the contemporary UFO claims of "contact" (7, 7A).

In 1879, Mr S. Worsley Clifton, Collector of Customs, at Fremantle, Western Australia, forwarded the following account of a "remarkable meteor", to R.J. Elleig, of the Melbourne observatory. Elleig, in turn, passed it on to "Nature", which published the report in their June 5, 1879, edition (Vol.20 p.121). The event occurred on February 1 of the same year: "A small black cloud, on a clear day, appeared in the east, travelling not very swiftly towards the northwest, which burst into a ball of fire with an apparent disc the size of the full moon, blood-red in colour. It left a train of black or dark-coloured vapour across the heavens which was visible for three quarters of an hour. No sound was heard, sky perfectly clear, and the thermometer, 100°F, in the shade" (8).

The following account may not be relevant to the UFO subject, but it has been included because of frequent inclusion of the story in a number of UFO books, none of which have documented it in any detail. Thirteen members of the crew of the "H.M.S. Bacchante" saw "a strange light, as if of a phantom vessel all aglow", at 4 o'clock on the morning of June 11, 1881, while at sea between Melbourne and Sydney. The eerie encounter was recorded by one of the midshipmen - none other than the then Duke of York (who later reigned as King George of England from 1910 to 1936) - in a diary, and can be found in the book, "Cruise of the Bacchante", a work compiled from the journals of King George. The Duke of York was serving with his brother, Prince Albert Victor, on H.M.S. Bacchante's round-the-world voyage, between 1879 and 1882. The strange light has been described as a "phantom ship" or a "celestial object". Here is the account. Decide for yourself what it was: "In the midst of the red

light, the masts, spars and sails of a brig two hundred yards distant stood out in strong relief as she came up on the port bow. The lookout in the fore-castle reported her as close to the bow, while also the officer of the watch from the bridge clearly saw her. So did the quarter deck mid-shipman, who was sent forward at once to the fore-castle; but on arriving was no vestige or sign of any material ship. The night was clear and the sea calm. Thirteen persons altogether saw her. Two other ships of the squadron, the Tourmaline and the Cleopatra, who were off our starboard bow, asked whether we had seen the strange red light" (9).

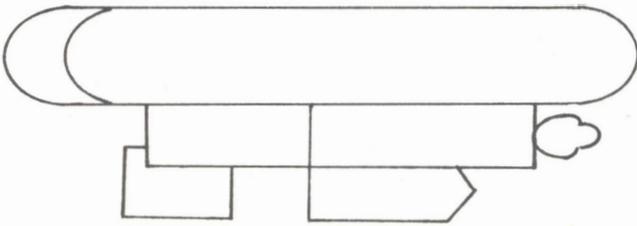
During the 1890s, "ghost lights" were frequently observed moving along the roads and about the countryside in South Australia. Farmers at Orroro, and Cornish copper miners at Moonta, often mistook these small detached, lights for bicycle lamps at a distance. But once they were observed at closer range, only a white light source could be discerned. Sometimes, two lights could be seen together. Many attempts were made to catch the elusive lights as they moved about at fence level. These attempts were no more successful than they are today. After a few years, the reports of the elusive lights in this remote area of South Australia, seemed to die out (10).

An anecdote, handed down within a farming family, told of an extraordinary UFO story, alleged to have occurred in 1893 in central New South Wales. A farmer claimed that a saucer-shaped aerial object landed in a paddock on his property. As he approached the object, a man in strange clothing emerged from it. The farmer walked towards the being - perhaps making some sort of threatening gesture - and the stranger shone some kind of torch at him. The farmer was thrown to the ground and was stunned. When he regained consciousness, the man and the object had gone. His hand, where the 'torch' beam had hit him, was allegedly paralysed for life. Bizarre as the story seems, similar encounters with UFOs would be reported in the years following World War Two, many of which would be documented. As far as documentation for this particular story is concerned, the details were passed on to the late Dr Miran Lindtner, a President of the UFO Investigation Centre (now known as UFO Research,

NSW), and no records of it have been extant after his accidental death in Germany, during August 1969 (11).

During 1902, the month of November played host to an incredible array of "firball" reports, throughout much of eastern Australia. "An electrical fireball" started a fire near the shaft of the new Barambagie mine, a man in Harris Park in Sydney was knocked unconscious and left partially paralysed when a fireball exploded above him and fireballs the size of houses were reported from many different locations. The following report of November 20, was probably the most interesting of that period. It appears to describe a "daylight disc". At 9.27 a.m., "a remarkable phenomenon was witnessed in the heavens by Mr Griffiths, the assistant astronomer, and others" at the Adelaide Observatory. "Two officers were taking weather observations, when they noticed a brilliant globular light having a planetary disc. It appeared SSE, at an altitude of about 45°. It moved slowly northwards, passing within 15 or 20° of the sun, and was brightly visible till 9.31, four minutes in all. Mr Griffiths, who observed it for a minute, states that it covered about 20° of an arc in that time. The object appeared like Venus does when it is at its greatest brilliancy soon after sunset. Mr Griffiths lost sight of the meteoric object at an altitude of 45° above the horizon. Other observers say it travelled at least 90° and was lost sight of in the great glare of the sky. When it was near to the prime vertical it became elongated and took an elliptical form, the long axis lying south to north" (12).

For a few weeks during July and August 1909, in New Zealand and then Australia, a wave of "aerialitis" - sightings of unusual nocturnal lights and "airships" - occurred. Observations were particularly intense in New Zealand, with "airship operators" being reported at Kelso, Gore, Kaikora, Point Molyneaux, Clinton and Marlborough Sound. The Gore report took place on July 30. At about 5 a.m., two men, working on the Syndicate No.2 dredge on a river in the Waikaka Valley, a few miles north of Gore, observed strange lights approaching through the mist. The men could make out a narrow boat-shaped aerial craft, with two figures sitting in it. The object circled the dredge several times, making "curious and seemingly impos



Reproduction of Kelso, N.Z., "airship" based on eye-witness sketches.

sible manoeuvres. "It would travel at speed, then suddenly decelerate. Eventually, it disappeared into the mist, leaving a yellow glare behind" (13).

Several interesting reports have not been accurately dated, but are worthy of mention. The only known landing report of this period, occurred at Port Molyneux. The airship was alleged to have landed, and occupants of "Japanese" appearance emerged and engaged an onlooker in conversation. This account appeared in the long defunct "Clutha Free Press". In about early August, a Marlborough Sounds man claimed that an airship had swooped over his launch and its occupants apparently threw missiles at him. These missiles made a "fizzing" sound when they hit the water. For a short time, New Zealand experienced a wave of airship reports which paralleled the 1896-97 wave in the United States (14).

By early August, it seemed that the airships had all but bade goodbye to the shores of the green-valued dominion. But Australians were by then experiencing a severe bout of aerialistis. Reports of the "nocturnal mystery of the air" began to flood in from all over Australia. A writer for the Sydney paper, the "Daily Telegraph", made the following comments in the August 13 edition of 1909: "The taniuha of the ancient Maori and the tiger of Tantanoola, whose allegedly fearsome and phantom-like forms are said to have flashed before human vision from time to time are in the shadow just now. The talk is of 'those mysterious lights' reported first from New Zealand and later from points of the country in this state". At the time, the conjunction of Jupiter and Venus was occurring and was particularly prominent in the west-north-west sky during the early evening hours. No doubt, many of the reports of this period were, in fact, misinterpretations of the planetary conjunction. However, some of

the reports cannot be so easily dismissed.

The first Australian reports (which also seem to be among the more probative) appear to have emanated from Goulburn, NSW. On Thursday, August 5, three or four residents of North Goulburn, reported seeing a bright, moving, blue light in the northern sky. It moved to Governor's Hill, swerved and passed over the range to the east. The reports persisted for several nights, with the light being described as big as "a motor car lamp". On August 7, at about 10.30 p.m., four young men, at the brick kilns near the North Goulburn railway station, saw the light. The papers of the day described the event: "It was pale blue in colour. The brightness of the light attracted the youth's attention. Only the light was seen, there being nothing to show the presence of a supporting body. The light was extremely brilliant. It came from behind the eastern ranges and, after ascending a considerable height, circled round in the direction from which it had come". At about 11 p.m. at night on August 13, "several responsible residents (of Glen Innes, NSW) described an object like a balloon moving in a northerly direction. A night glass was obtained and the object was found to be shaped like an inverted top. The lower portion was lighted and, as the body revolved, a light like a small flashlight kept turning on the land beneath. The upper portion was in darkness and the object continued drifting in a northerly direction" (15).

Australia has a rich tradition of ghost lights, the most prominent of these being the Min-Min lights of western Queensland. By 1912, the light was already legend. Every drover and passerby on the Diamantina had either seen or heard about the light - a luminous oval, like a fluorescent football - floating a foot or two above the ground, and always, it seems, about half a mile away. Ernestine Hill recounted an old bushmen's legend which alludes to the supposed origin of the light. "Min-Min now is nothing but the light. History tells that it was once a roaring shanty notorious for 'lambing down' the shearers on sunset rum, with a 'dead house' and a grave yard nearby. So many were its crimes and murders of kerosene and brimstone, that in righteous anger they burnt it to the ground. The place was stoned and desolation - but the dead men would not be forgotten on their stony plain.

Just as a rider was passing by, out of that graveyard came the biggest Jack-O'-Lantern in Australia!" The old Min-Min "pub" and "main-change" station, used to stand at the boundary of two big stations in the Boulia district. Sightings of the light were not entirely the stuff of colourful legend for, even up until today, sightings continue. Various explanations have been bandied about, but none have succeeded in completely dispelling the procession of peculiar tales that have come out of the area (16).

During 1925, a young English migrant, Thomas Green, was working on a farm, north of Perth, Western Australia, in the vicinity of Moora. One day, Green claims he was out riding with the son of the owner of the farm. They came upon an object resting in a paddock. It was like two saucers placed edge on edge. Around the outside were oval shaped windows. The object was resting on four legs splayed outwards. It was not of "any colour of the spectrum" and appeared to be shimmering as if seen through a heat haze. There was no sound in evidence and the object appeared to be deserted. The farmer's son declared that they should make a hasty retreat and not tell anyone of their find. Several days later, the two returned to the site to find the object was gone. Where it had rested, the earth had been scuffed about (17).

That truly remarkable man, the late Sir Francis Chichester, encountered an inexplicable aerial phenomena, while making the first solo plane flight across the Tasman Sea, between New Zealand and Australia, in 1931. From his beautiful book, "The Lonely Sea and the Sky", we follow his encounter. At 3.00 p.m., on June 10, just after seeing the S.S. Kurow battling its way through heavy seas below him, Chichester decided to fly north-west, to avoid facing a storm that lay in his path: "Round the storm we flew into calm air under a weak lazy sun. I took out the sextant and got two shots. It took me thirty minutes to work them out, for the engine kept back firing, and my attention wandered every time it did... Suddenly, ahead and thirty degrees to the left, there were bright flashes in several places, like the dazzle of a heliograph. I saw a dull grey-white airship coming towards me. It seemed impossible, but I could have sworn that it was an airship, nosing towards me like an oblong pearl.

Except for a cloud or two, there was nothing else in the sky. I looked around, sometimes catching a flash or a glint, and turning again to look at the airship I found that it had disappeared. I screwed up my eyes, unable to believe them, and twisted the seaplane this way and that, thinking that the airship must be hidden by a blind spot. Dazzling flashes continued in four or five different places, but I still could not pick out any planes. Then, out of some clouds to my right front, I saw another, or the same, airship advancing. I watched it intently, determined not to look away for a fraction of a second: I'd see what happened to this one, if I had to chase it. It drew steadily closer, until perhaps a mile away, when suddenly it vanished. Then it reappeared, close to where it had vanished: I watched with angry intentness. It drew closer, and I could see the dull gleam of light on its nose and back. It came on, but instead of increasing in size, it diminished as it approached. When quite near, it suddenly became its own ghost - one second I could see through it, and the next it had vanished. I decided that it could only be a diminutive cloud, perfectly shaped like an airship and then dissolving, but it was uncanny that it should exactly resume the same shape after it once vanished. I turned towards the flashes, but those too had vanished. All this was many years before anyone spoke of flying saucers. Whatever it was I saw, it seems to have been very much like what people have since claimed to be flying saucers" (18).

A fifty year old man recounted, in 1974, the story of his encounter with a mini-UFO back in 1932 or 1933, near the town of Nambour, in Northern Queensland. He was 8 or 9 at the time and, at about 2 p.m. one afternoon, in about late March or early April, he was playing with some local children. He strayed from them and went over to a nearby hillock, which was surrounded by a small body of water: "...I put both hands up in front of me and parted this tall grass to look through. I heard a low humming sound and saw a round object directly in front of me, about four feet away. It looked the same shape as if two ordinary saucers were placed face to face and then turned on their sides...The colour of the object was the same shade of silver grey as a Canberra bomber looks on a dull, rainy, overcast day...The size of the object was 12 inches



in diameter. It hovered 3 inches above the surface of the water. There was a slight, almost imperceptible, shiver of the water surface directly below the object as if it was directing a force directly downwards in order to stay in the air...The waves (of water) were going outward in concentric circles directly below the object...There was a very high speed shiver motion of the object as if a gyro-stabiliser of some kind were keeping it up-right. As I bent forward to look more closely, the humming sound rose suddenly in pitch and volume, and at the same time a whitish mist began to form between me and the object, but close to it...At the same time...I felt a tight feeling in the head and, as the noise increased, I let go of the tall grass and stepped back. I could not see it any more and I felt sunned in the head, but I could still hear it humming behind the tall grass.

...Soon afterwards, everyone decided to go up to the house, and on the way one girl said suddenly: 'What was that?' Something flew up between those trees. 'It was a magpie', someone said. 'No it was not', said the first girl. I did not see anything, but I knew what it was; it was the object flying off. That night I noticed large white blisters on both of my hands and I felt out of sorts. Sometime during the night, whilst I was asleep, most of the blisters burst, and one or two remaining burst during the day and a clear fluid, like water, came out. I felt better after that...'' (19).

In a letter to the UFO Investigation Centre (now called UFO Research NSW), Mr H. E. Blank recalled the following unusual events: "In Queensland in the mid 1930s, I lived in central Queensland at a place

called Malchi on the line west from Rockhampton, about 10 or 12 miles out it would be. One night I was awakened, about 2 a.m., by some presence I could feel, but not see (by the way, this area was in the bush with no street lights anywhere), I arose from my bed which was on the corner of a verandah and went to the verandah rail. Immediately, a brilliant light lit up the whole countryside and went out. I searched the skies for the source and saw directly overhead a shape in the sky like a sickle. This was very bright, though small in size. As I watched, the shape faded away, but kept its original shape till the end. It took perhaps five or ten minutes to fade away. Another night, at the same place, I was awakened, again about 2 a.m., by something I cannot explain (you would need to experience this feeling to understand what I mean). I arose and moved along a corridor or landing, as you might call it, that connected the house to the kitchen. About half-way along this landing I stood at the railing and waited for something to take place. After a little while a great light lit up the countryside brighter than daylight. On looking skywards I saw a cluster, like three balloons, floating earthwards. Something like that. They were each as large as a full moon and the purest colours one could imagine. Brilliant clear blue, brilliant white and brilliant yellow. Three separate balloons of three separate colours. I watched them floating slowly earthwards and then they just went out, as though someone had switched off the light. These things puzzled me. I felt they were some kinds of signs and could mean something (20)".

Perhaps the earliest known UFO sighting in Australia, to be apparently supported by a photograph, occurred during 1935. The UFOIC (now UFOR NSW), of Sydney, received details of the story in 1969. In 1935, Mr P.A.M. Terry was stationed with the military at Newcastle and, on the night of October 10, he went fishing at Nobby's Head. The sky was overcast and there was no moon. At about 10 p.m., while sitting on the rocks, he noticed a flash of light in the sky out over the sea. Then a steady light appeared. It was brighter than a full moon and was hovering about a mile away at possibly an altitude of 10,000 feet. It was yellow in colour, bright on the lower part, and gradually diminishing,

through three dark bands, into a grey colour. The whole complex appeared to look like a tremendously large mushroom-shaped object, consisting of three floors, the smaller floor illuminating all three upper sections. The object then suddenly descended to a height estimated at some 5,000 feet and remained stationary for a few seconds. It then moved quickly back to its original position. Mr Terry had a Kodak Brownie Box camera and had the presence of mind to take a snapshot at $\frac{1}{25}$ second exposure. After about ten minutes, the object began revolving with increased speed and began to move away. In three seconds, it had disappeared in the north. The developed photo showed a definite circular object with details seen well at enlargement, according to those who have seen the print. The whereabouts of the print, and the witness, are not known at the moment and efforts made to track them down have, so far, been unsuccessful (21).

At about 2.30 a.m., during February 1944, a Beaufort bomber, flying at about 235 mph, at 4,500 feet, over Bass Strait, gained an most unusual aerial companion. A "dark shadow" appeared along-side the plane and kept pace with it, at a distance of only some 100 to 150 feet. The object appeared to have a flickering light and flame belching from its rear end. Only about 15 feet of the rear end was visible to the bomber crew, apparently due to "reflecting of light from exhaust". The strange object stayed with the bomber for some eighteen to twenty minutes, during which time all radio and direction finding instruments refused to function. It finally accelerated away from the plane, at approximately three times the speed of the bomber. Upon landing, the pilot reported the incident to his base superiors, but he claimed he was only laughed at (22).

During the immediate post war period, just before the Arnold sighting of 1947, several interesting reports occurred in Australia. During 1947, at about 2 in the morning, an enlisted man was on lines picket duty in Greta Army camp, near Maitland, NSW. He described what happened in a letter to UFOIC: "...I had just reached the end of my picket line, which ended 100 yards opposite the main railway line, when I noticed a light in the sky approaching from the west. As it drew near, I saw what looked like a sil-

ver dome shaped disc. Under the disc there was (sic) blue flames. It did not fly in a straight line. It was flying in a zig-zag line as it approached, leaving behind a faint yellow or gold trail. There was a solid cloud bank nearly overhead, stretching away to the east. As the UFO flew above this cloud I could see the glow from the flame in the cloud. Then all of a sudden, the clouds overhead were lit up. The light was so strong, I could see everything around me, even the trees on the other side of the railway line...Then the light faded out. That was all I saw...I did not hear a sound from it (23)".

During the winter of 1947, a young woman, and her son, were driving home in a Buick motor car to Newry from nearby Maffra (Victoria). In communications with the author, the witness described what befell her: "It was dark early and I was moving fast, due to indications of a storm. We rounded a corner, and there was a field of maize on the right...and this dazzling golden ball in front of me...All I saw was a golden glowing sphere on the road, or rather hovering inches above it...I was scared stiff, I could not stop the car, wind buffeted the strong old car, and small gum tree branches, maize and debris hit the windows and the windscreen, some flying off again, but more sticking. It seemed like a whirlwind...I could not avoid collision...I could only look at the road below it, as it was blinding light. I could not see the whole of the sphere that close. At the point of impact, it seemed to roll to one side - the high embankment side - and vanish behind the tall maize. The car went through, the wind ceased, the debris ceased, all was peace (24)".

So, after the news of the "flying discs", particularly in the United States, thrust the subject of unusual aerial phenomena into worldwide prominence, only hindsight has shown that the phenomena has been with us long before then. Australia, like many other countries, has had a rich crop of UFO sightings long before the modern popularisation of the mystery. The UFO phenomena seems to be as old as man himself.■

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newsclips

"WRECKAGE IN BERMUDA TRIANGLE"
 SUBMITTED BY PAUL & CASSANDRA SOWIAK-RUDEJ

Over the years, the many disappearances of ships and aircraft in the Bermuda Triangle, and the complete absence of wreckage, have led to the development of complex theories linking these events to the activity of UFOs. Some of the mechanisms suggested involve the intrusion of other universes into our world, while others merely invoke time warps and gateways to unseen dimensions of time and space.

On Friday, January 14, 1983, however, the LONDON TIMES published the following article which may indicate that the mystery itself is about to disappear without a trace:

"WRECKAGE IN BERMUDA TRIANGLE, from Peter Nichols, Rome. An Italian expedition has discovered the wreckage of an American Super Constellation aircraft on the seabed, 30 miles off the Puerto Rican coast, in what is claimed to be the first find ever made of the remains of an aircraft, or ship, which has vanished in mysterious circumstances within the so called 'Bermuda Triangle'.

The Italian team of divers led by Signor Pippo Cappellano was organized by the periodical MONDO SOMMERSO which deals with underwater exploration. Signor Cappellano returned to Italy to describe the find and goes back for more work in the Triangle at the weekend.

The expedition reported the find of the old aircraft, which was being used for cargo work when it disappeared, after an aerial reconnaissance of the zone and received confirmation through the American coast guard that it had been lost on a flight from Miami to the Virgin Islands. The aircraft had vanished without explanation and without making a distress call.

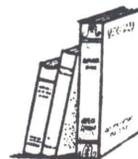
The wreckage rests in sand at a depth of about 55 ft. The fuselage is in two pieces. The divers were unable to enter the cabin because it was closed by twisted panels. The bodies of the crew may still be inside.

The divers said that the aircraft carried no passengers and the cargo section appeared to be practically empty except for some loading trucks which were still in good working order.

The controls also appeared to be in working order. Flaps and tail-controls gave a sinister impression to the scene by moving to and fro with the flow of water around them.

The Triangle is notorious for the mysterious disappearance of ships and aircraft but Jacques Cousteau, the oceanographer, said the mystery had been invented by 'two or three authors who want to sell books'." ■

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NAZCA: JOURNEY TO THE SUN

AUTHOR: JIM WOODMAN PUBLISHER: POCKET BOOKS NY 1977

A Book Review by Cassandra Sowiak-Rudej

The plains of Nazca achieved world-wide recognition with the advent of the "Ancient Astronaut" era. The mysterious drawings, discernible only from the air, were obvious candidates in the search for evidence of extraterrestrial visitation in prehistory. Once voiced, the suggestion that the area was once a space port was eagerly swallowed by the public, and no amount of evidence to the contrary seemed able to totally dispell the belief that if something could only have been appreciated from the air, then someone must have been there to appreciate it!

This book tells the story of an adventure in experimental archaeology undertaken by members of the International Explorers Society in 1973. Author Jim Woodman, on seeing the famous drawings firsthand, shared no less strongly than anyone else, the conviction that others before us must have viewed the symbolic creatures and geometrical shapes from the breathtaking vantage point of the sky.

His conviction, unlike anyone elses, was, however transformed, by a chance encounter with a balloonist, into a hypothesis that the people of Nazca could have enjoyed their creations from primitive hot air balloons.

The chapters document, in a thorough but readable style, the search for, and discovery of, evidence for the theory: the finding of ancient pottery shards and textiles depicting flying men and strange, triangular apparatus; the testing of 1,500 year old cloth recovered from graves on the dry plains; the reinterpreting of old legends of flights to the sun, and air-borne spies; the weaving of a reed gondola according to still surviving traditions; and the suspense of the preparations for the final, and successful, flight of the balloon Condor I.

Although the theory cannot be absolutely proven by the experiment, it gains further merit in that it accounts for several as yet unexplained features of the plains, including the huge fire pits, which could have been used to produce smoke and hot air to lift the balloons, and the strange "needle and thread" spiral design, that corresponds to the method used to make a pyramidal balloon from a long roll of cloth.

It is a salutary lesson that a few months of careful research can uncover such a wealth of evidence for an original and viable explanation of a much sensationalised phenomenon. Although the book could have been improved by an index and a sketch of the Nazca drawings in total, it is a valuable counter argument to the wild claims of some writers, and is written in a style that would appeal to the non-specialist deterred by a more technical presentation.



