

CUFORN^{inc}

Canadian U.F.O.
Research Network

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BULLETIN

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Larry Fenwick
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Crescat scientia vita excolatur (Where knowledge increases, life is ennobled)

Vol. 7, No.6, November-December, 1986

\$3.00



This is one of four photographs taken of a UFO by Rex Heflin, a Department of Highways Inspector, on the Myford Road, in Santa Ana, California. The exact date and time is not known, as it varied, depending on which of the more than 34 publications in which the photo appeared. It was reported as occurring at 11.30 a.m. or 12.37 p.m., August 2 or August 3 or September 20, 1965 or 1967. The black and white photo was taken with a Polaroid Model 101, focal length 114 mm, ASA 3000, fixed focus, a semi-automatic with electronic shutter. Project Blue Book and Ground Saucer Watch declared it a hoax; NICAP said it was genuine. There were four other observers.

- IN THIS ISSUE:
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 - * Focus on UFOs, Stalled Cars, and Other Effects

UFOLETTERS

Dear Editor;

I am very glad to see a new section in the Bulletin dedicated to letters. Such a feature will give an opportunity to every member to express opinions and comments on the articles that are published and will reinforce a sense of organization among CUFORN members.

I was amazed with the revelations that were published in the last issue of the Bulletin, Sept.-Oct. 1986, supplied by Mr. Lawrence Fawcett to our editor.

The subject is very sensitive. I am sure that Mr. Fawcett has much more efficient sources of information and I am too far away to deny his credibility. He is an excellent and dedicated ufologist, but I must be very skeptical when he mentions that the human race is a failed experiment with a few more years of existence. I don't think that's the right way to face the future.

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Another idea I was left with, when reading the article, was that alien races tend to be seen as our guardian angels. It's true that we live in chaos, but we're the only ones that have to get out of it. We can't count on ETI to solve our own problems.

So, it is my opinion that the subject is more than a revelation. It is a conception of the world, a philosophy that tends to see things in terms of black and white on a colourful planet.

Victor Lourenco

Dear Editor;

Thank you for sending me your July newsletter. I have been very busy here due to the Forum and with the influx of casework and tape orders due to the Forum. A member of Massachusetts MUFON got a call from N.S.A. Intelligence due to his request and filing for ~~Aquarius~~ documents. It seems they wanted to know what he had already and why he is filing for more documents. I find this very interesting. Again, thank you and I'll write when this workload is alleviated.

Jim Melesciuc
 Massachusetts MUFON State
 Director

Dear Editor;

Marc Broux and I received your letters of March 12 and May 14, 1986. I asked him to send you a package of information about our organization. He received your publication. As you can see, most of the publications of UFO Belgium are in Dutch, but we have already translated an interesting dossier of a UFO case. We will cooperate

with other Belgian UFO groups. Once or twice a year we will publish an English and a French bulletin. I'm trying to translate into good English a few articles about UFO sightings in French Polynesia. As soon as I have finished them, I will send them to you.

I hope that there is more UFO news in Canada, but in Belgium there is not much. UFO Norge (Norway) has finished their slide lecture series about the Hessdalen sightings. If you are interested in them, I can send you the address of my friend Leif Havik.

Pieter Hendrickx
Linter, Belgium

CUFORN ASSISTS IN CBC-TV UFO SHOW

The Canadian Broadcasting Corporation's Television Network show "Man Alive" has completed a half-hour show on the UFO phenomenon, with the assistance of CUFORN.

The TV show has been on for 20 years, and is hosted by Roy Bonisteel. The Director of the show, David Cherniak, has been an independent UFO researcher for many years.

Cherniak says the show will focus on the phenomenon's reality and on the way in which UFOs have affected society. The last 15 minutes of the show will center on abduction cases.

Experts appearing on the show or assisting include Terence Dickinson, Budd Hopkins, John Musgrave, and Alan Tough. The show was filmed at Bonisteel's farm near Trenton, Ontario, and at a home north of Toronto.

Let your conscience blow the whistle on the UFO coverup.

Once again, a "UFO coverup whistle-blower" has come forward, albeit anonymously, to declare what he knows and when he knew it as regards the government's alleged retrieval of crash-landed flying saucers. In his recent letter to a UFO researcher, the man describes how he came to view a segment of a 16mm silent, color film taken of a saucerlike craft partially dismantled and lying on what appeared to be the floor of a warehouse or hangar. Was the saucer stored in a building operated by a Washington-state aerospace company? Where is the saucer's crew? And of what intelligence/technological value has the craft proved to the government? If you can help lead us to the answers, write: Citizens Against UFO Secrecy, 3518 Martha Custis Drive, Alexandria, VA, 22302. Rest assured: Whatever you decide to share with us will be handled carefully and discreetly in our forthcoming FOIA lawsuit to compel release of the film - and other evidence in the Cosmic Watergate.

FROM: The Fairchild Crown, weekly newspaper of Fairchild AFB, Wash.
7 November 1986

We advise you to watch it. Three possible abductees were interviewed on the show. Two of these persons are or will be subject to investigation by CUFORN.

At the Trenton, Ontario location, a local MD who is trained in regressive hypnosis, was used to full advantage by the show, in demonstrating the use of hypnosis in probing reported abductions. At this time, we do not know whether the doctor's name will be mentioned on the show, so to preserve his anonymity, we will not give his name here.

The show is scheduled to be on TV on April 1, 1987 at 9.30 p.m. on all CBC-TV stations. It is unfortunate that it is set for April Fool's Day, but perhaps that date will be changed.

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3Q85

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THE UFO CRASH REVELATIONS: AN INTERESTING NEW DEVELOPMENT

Dear Mr. Creighton,

In a recent issue of *Flying Saucer Review* (Volume 31, No. 1, 1985) your article entitled "Top U.S. Scientist Admits Crashed UFOs" indicated that it was first to Jerome Clark that Dr. Robert I. Sarbacher revealed his knowledge of crashed UFOs. Well, Mr. Clark was not the first. Mr. William Steinman in recent months has provided me with the following information:

"I first became aware of Dr. Sarbacher when I read notes of Wilbert B. Smith regarding his interview with him on September 15, 1950. I had obtained the notes from Wilbert Smith's widow, Murl. She obtained them out of Wilbert's own research diary, which is in the possession of Wilbert's son. Dr. Sarbacher remembered the interview when I sent him

a copy. The handwriting of the notes matches that exactly of other notes in Smith's own long-hand."

A copy of Dr. Sarbacher's letter of November 29, 1983 to Mr. Steinman is enclosed for your information. The only copy Mr. Steinman says he gave anyone was to U.S. UFO researcher Mr. William L. Moore in December, 1983 (in fact, within one week of receiving it in the mail on December 5, 1983). You can take it from there how all the others, including myself, in the grapevine finally obtained their copy. A

more in-depth article with Mr. Steinman's approval will be published regarding the above affair in my UFO publication, *The Sixth Quark Journal*, this Spring.

Sincerely,
Tom Benson,
P.O. Box 1174,
Trenton, N.J. 08606,
U.S.A.

(See photostats

January 16, 1986

WASHINGTON INSTITUTE OF TECHNOLOGY

OCEANOGRAPHIC AND PHYSICAL SCIENCES

DR. ROBERT I. SARBACHER
PRESIDENT AND CHAIRMAN OF BOARD

November 29, 1983

Mr. William Steinman
15043 Rosalita Drive
La Mirada, California 90638

Dear Mr. Steinman:

I am sorry I have taken so long in answering your letters. However, I have moved my office and have had to make a number of extended trips.

To answer your last question in your letter of October 14, 1983, there is no particular reason I feel I shouldn't or couldn't answer any or all of your questions. I am delighted to answer all of them to the best of my ability.

You listed some of your questions in your letter of September 12th. I will attempt to answer them as you had listed them.

1. Relating to my own experience regarding recovered flying saucers, I had no association with any of the people involved in the recovery and have no knowledge regarding the dates of the recoveries. If I had I would send it to you.

2. Regarding verification that persons you list were involved, I can only say this:

John von Neuman was definitely involved. Dr. Vannever Bush was definitely involved, and I think Dr. Robert Oppenheimer also.

My association with the Research and Development Board under Doctor Compton during the Eisenhower administration was rather limited so that although I had been invited to participate in several discussions associated with the reported recoveries, I could not personally attend the meetings. I am sure that they would have asked Dr. von Braun, and the others that you listed were probably asked and may or may not have attended. This is all I know

Mr. William Steinman
November 29, 1983 - Page 2

3. I did receive some official reports when I was in my office at the Pentagon but all of these were left there as at the time we were never supposed to take them out of the office.

4. I do not recall receiving any photographs such as you request so I am not in a position to answer.

5. I have to make the same reply as on No. 4.

I recall the interview with Dr. Brenner of the Canadian Embassy. I think the answers I gave him were the ones you listed. Naturally, I was more familiar with the subject matter under discussion, at that time. Actually, I would have been able to give more specific answers had I attended the meetings concerning the subject. You must understand that I took this assignment as a private contribution. We were called "dollar-a-year men." My first responsibility was the maintenance of my own business activity so that my participation was limited.

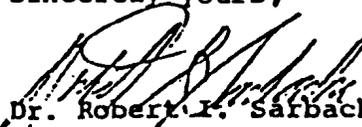
About the only thing I remember at this time is that certain materials reported to have come from flying saucer crashes were extremely light and very tough. I am sure our laboratories analyzed them very carefully.

There were reports that instruments or people operating these machines were also of very light weight, sufficient to withstand the tremendous deceleration and acceleration associated with their machinery. I remember in talking with some of the people at the office that I got the impression these "aliens" were constructed like certain insects we have observed on earth, wherein because of the low mass the inertial forces involved in operation of these instruments would be quite low.

I still do not know why the high order of classification has been given and why the denial of the existence of these devices.

I am sorry it has taken me so long to reply but I suggest you get in touch with the others who may be directly involved in this program.

Sincerely yours,



Dr. Robert I. Sarbacher

P. S. It occurs to me that Dr. Bush's name is incorrect as you have it. Please check the spelling.

The article on pages 6 and 7 of this issue was originally published in Flying Saucer Review, Volume 31, No.5, July, 1986. Copyright FSR Publications Limited, 1981. We thank Gordon Creighton, FSR's Editor for the use of this article.

This letter from Dr. Sarbacher confirms that some of the scientists who worked on the Manhattan Project were assigned to do research on the UFO which crashed at Roswell, New Mexico

Focus On: UFOs, Stalled Cars, And Other "Oddball" Effects

by Jimmy Ward,
Co-Editor, Focus, the monthly newsletter
of the Fair-Witness Project, Inc.

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4219 W. OLIVE ST., SUITE 247, BURBANK, CA 91505"

An excerpt from Volume 2, Number 2 of Focus, April 30, 1986

Almost from the beginning of modern UFO reports there has been a mystery which has received a great deal of attention but little investigating-- Why do some cars stall, lights dim or go out and radios malfunction, and not others?

Very little research appears to have been conducted until the mid-'60s. One of the first collections of such cases appeared in The UFO Evidence (NICAP, 1964) and included some 45 cases in which a motor vehicle was said to have stalled. This seemed to prove what "everybody already knew"; i.e. that UFO phenomena produce some sort of strange electromagnetic effect which can play havoc with a car's electrical system.

In a paper entitled "UFO Weapons - Comments on Technical Aspects Involved" written by the late Dr. O. Fontes, he wrote:

"The evidence at hand indicates that UFOs possess means of creating in the ignition systems of automobiles and

and aircraft internal combustion engines secondary currents powerful enough to destroy the synchronization of spark-plug action and thus stall the engine.... Existing evidence suggests that such a weapon is not an alternating magnetic field in itself, but a high frequency, long range electromagnetic beam of some sort, i.e. a radio-electric wave concentrated into a narrow powerful beam. After a careful analysis of the data I came to the conclusion that this weapon might be a microwave ionizer...."

In other words, microwaves, which ionized the air, caused a short between the terminals of the battery and caused the engine to stall.

Completely ignored in all this is the simple fact that automobile batteries which are drastically short-circuited across their poles have a nasty tendency to discharge themselves in a hurry and very often explode in the process. Neither of these effects have been reported in UFO-EM cases, however. Indeed, the rule seems to be that once the

CONTINUED ON PAGE 9



APRIL 30, 1986

"STALLED CARS, ETC.", Cont.

UFO leaves the scene, the car can be easily started again and sometimes even starts itself(!).

Then in 1968, Philip J. Klass proposed his now infamous "Plasma Theory", which he had cleverly and quietly "borrowed" from research done by others more than a decade earlier. According to Klass, a natural atmospheric phenomenon is responsible for both the UFOs and the stalled cars. Others who were more scientifically qualified, including the late Dr. James S. McDonald, found Klass' explanation about how plasma ions could penetrate the hood of a car by "mirror images" to be totally and completely without foundation.

Experiments were conducted by the Condon Committee and the results showed that an ignition coil in a steel container would continue to operate in a magnetic field of less than 20K gauss. Coupled with the protection of the metal body of the car, far higher fields would be required to stall an engine. Magnetic signatures of vehicles allegedly stalled by a UFO showed no sign of an exposure to a high intensity magnetic field.

Jim and Coral Lorenzen of APRO in Tucson, Arizona, proposed "a rapidly varying magnetic field can create secondary currents powerful enough to disrupt the synchronization of the sparking action."

To put all this another way, tests were made with strong magnetic fields and objects examined for exposure to them, but fluctuating EM fields were ignored and these fields could effect engines, radios and lights without altering the magnetic signature of the

car body.

James McCampbell presented a paper at the 1976 CUFOS Conference titled "UFO Interference with Automobile Electrical Systems" in which he noted that the reported UFOs were in front of the vehicles. At the 1977 MUFON Symposium he presented additional data. Shortly afterward Mark Rodeghier, of CUFOS, showed that, in 357 cases, the UFO descended in front of the vehicle.

In 1979, the British UFO Research Association published summaries of 424 vehicle (auto, aircraft and boat) events, but with no in-depth examination of any of them.

Jenny Randles and Peter Warrington, in the book UFOs: A British Viewpoint, suggested that "...the UFO experience creates a particular atmosphere around the witness which causes them to stop the car— although they quite possibly are not aware of doing so nor of making futile attempts to start it."

Critics have jumped on this bandwagon, claiming this IS the explanation of all such cases; however, in 1968 in Great Britain there occurred a case in which three cars stalled and no UFO was seen. (There was a similar case in Minnesota in the mid-'70s.)

Car No. 1 - no current across the battery terminals, stone cold radiator, speedometer jammed at 30 mph, interior thermometer showing zero and the car clock stopped.

Car No. 2 - car-mounted compass spinning wildly, stopped clock, zero battery current

Car No. 3 - no battery current and stopped clock.

Half-an-hour later, their lights came back on and they could then start their cars with little or no trouble.

Could this have been a natural phenomena, psychological "malfunction", or UFO emitting a

CONTINUED ON PAGE 10



APRIL 30, '85

"STALLED CARS, ETC.", Cont.

pulsed EM wave? The answer is still unknown.

But although EM effects of UFOs on cars and people are well doc-

umented, a number of other equally strange effects seem to have been swept under the rug. These include such unlikely things as a force that swirls trees, moves water, takes control of or even levitates cars, etc. There have been hundreds of such reports from here and abroad— even from such isolated spots as Tasmania. Some examples (from Tasmania) follow:

July 27, 1974 between Bridgewater and Campania, "...I felt as if I was in its power, as if it was going to take over the controls of the car." The car was hard to steer and wandered over to the opposite side of the road toward the object as if drawn by a magnet.

Sept., 1974 on the shore of Lake Echo, two men were fishing. They fixed their rods to sticks 3 meters from the water-line and waited. A UFO appeared and "sat" on the lake for seven minutes. While the surface of the lake remained placid, the men noticed their rods were now sticking out of the water— the lake having advanced more than 3 meters toward them. At daybreak, 20-25 meter logs had floated up from the bottom and were found on shore.

Aug. 20, 1979 on the Murchison Hwy., a lady was going along when her car suddenly filled with a faint green light and slowed down. She pressed on the accelerator but nothing happened. She also tried changing gears and breaking without success. Her clock read 9:28 PM. Suddenly the UFO and the light disappeared and the car picked up speed as everything returned to normal. Or so she thought. The clock read 9:29 as did her watch (manual wind)— but both had stopped and half of her tank of gasoline had disappeared.

Nov., 1983 on the Stanley River Rd., a man was driving when his car lit up with a blue-white light. He braked his car, but it continued at the same speed. He tried to turn off the engine, but this also failed. He even pulled the ignition key out, without effect. Finally, when the UFO disappeared, his car "just stopped". Ultimately he tried starting the car again and found that it ran OK. He estimated that his trip of 25 Km took only 11 minutes— an impossibility!

Other examples from around the world:

Nov., 1965; Herman, Minn. (US): Pickup truck levitated from middle of road, turned 180° and deposited in middle of snow-covered field.

July, 1968; Rio Turvo, Brasil: Orange spinning light causes wind that breaks branches off trees.

Jan. 11, 1967; Aveyron, France: Saucer and occupants approach vehicle, car stops, roadside sign seen to be vibrating.

June 28, 1973; Columbia, Ohio: Trees move back and forth during close approach of silvery white elliptical object.

Nov. 28, 1980; Todmorden, England: Domed object rotating above road, leaves on nearby trees shaking.

Jan. 20, 1984; Midland, W. Australia: Trees beneath light blowing as if in a gale. No wind.

June 12, 1958; Le Brusac, France: Orange globe moves across sea making waves ahead and below it.

Mar. 29, 1974; Togo, W. Africa: UFO off shore causes surge of water up on beach.

Dec. 12, 1967; Ithaca, NY: Domed object shoots beam onto car and lifts it 15 feet.

May 14, 1971; Alberta, Canada: Car lifted and carried above ground for 1/4 mile.

1982; Frisolino, Italy: Truck driver blinded by light but truck kept moving. When light vanished, driver discovered he had covered several kilometers in opposite direction.

As can be seen from the sampling, no part of the world has been without a share of such events. More reports are needed for examination. Can any reader help?

CAUS Special Bulletin ***

From the Washington, D. C. Office of
Citizens Against UFO Secrecy

3518 Martha Custis Drive
Alexandria, VA 22302 - U.S.A.
Phone: (703) 931-3341

September 22, 1986

JOB JEOPARDY

Larry W. Bryant is a fighter, no doubt about it. When he thought the Air Force was covering up UFO crashes, he went to court demanding it hand over the bodies of UFO crews. Later he advertised in Army and Air Force newspapers for whistle-blowers to crack the story.

Now it seems that taking on the military could cost Bryant his job. For the past 28 years Bryant has worked as a writer and editor for the Pentagon. He's currently senior associate editor for ARNEWS, a news service for the Army. But since he ran his ads, he says, his bosses have been trying to drive him out.

One ad in particular started the trouble. It charged that Army medics had performed secret autopsies on the crew of a crashed saucer 30 years earlier. Then it asked witnesses to come forward and aid in a lawsuit that would make the records public. Outraged and reluctant to give the advertisement what he called "undeserved credibility," Captain James Pasierb barred it from publication in the Peterson Air Force Base newspaper. Bryant protested the decision and even plans to take the Air Force to court.

But that is not the end of it. "Until this happened, I was acting chief of my section whenever the military chief was out," Bryant says. "I assigned projects, reviewed stories, even wrote my own editorials. Now I just write what they give me. I even have to report to a sergeant

first class." Adding insult to injury, he says, his supervisors have given him an unsatisfactory job rating.

"It's an old technique," he concludes. "You find excuses to make someone look bad. You put pressure on him until he really does screw up. And then you fire him. The only reason they've attacked my competence is to teach me a lesson.

Did you see this item in the October 1986 issue of OMNI Magazine? Does it infuriate you? Are you going to let Larry W. Bryant stand on his own? Are you going to do anything about it?

Why not involve yourself directly in the public debate on the UFO problem?

- Send a copy of this story to your local news media outlets. Have them ask the right questions of the right people.
- Write a letter-to-the-editor of your local newspaper, voicing your concern that this kind of reprisal, if left unchallenged, threatens the very fabric of democracy.
- Contact your representatives and senators in Congress. Ask them why, if the UFO subject merits no serious attention, as officials insist, the Army has decided to stifle Bryant's exercise of free speech?

Add your voice in opposition to this kind of abuse of authority. Support Bryant's quest for justice, and help protect the rights of all federal employees to dissent, to air grievances, and to speak out on public issues.

"I'm worried about my career, to say the least," Bryant says. "But if they think this has mellowed me, they're dead wrong. The issue now has gone beyond UFOs. It's whether you can work for the government and still have the right to criticize it."

Bryant has filed a formal grievance with the Army chief for public affairs, trying to get his unsatisfactory

rating reversed. Army officials decline to comment while the action is pending.

—Owen Davies



FOR IMMEDIATE RELEASE

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CAUS Official Confronts Government's UFO Policymakers in Court (Again)

Another litigation milestone in the continuing saga of the Politics of UFOlogy occurred Nov. 13, 1986, with the filing of a free-speech lawsuit in U. S. District Court for the Eastern District of Virginia (Alexandria).

Captioned Larry W. Bryant v. Secretary of Defense Caspar W. Weinberger et al., the complaint (Civil Action No. 86-1323-A) seeks relief on two counts:

(1) To reverse the job-related pressure Bryant has been experiencing because of his decision, two years ago, to mount a "UFO-coverup whistleblower advertising campaign" in the pages of U. S. military post/base newspapers, seeking testimony/evidence by which CAUS may compel greater freedom of official UFO information (Bryant's federal civil-service career spans nearly 29 years, most of which has been spent as a writer-editor with the Department of the Army);

(2) To enjoin the Departments of Defense, Army, and Air Force from their practice of arbitrarily censoring and/or rejecting the ads Bryant has been submitting to selected military "commercial enterprise" newspapers all across the nation. Although a number of the ads have been accepted for publication, some of them have faced outright rejection by the public affairs officers in charge of the newspapers. And in some cases, an ad published in one paper was denied publication in another paper. The installations involved in this practice include Peterson Air Force Base, Colo.; Carswell AFB, N.M.; Bolling AFB, D.C.; Fort Rucker, Ala.; McGuire AFB, N.J.; the U.S. Army Military District of Washington, D.C.; Homestead AFB, Fla.; Hill AFB, Utah; Langley AFB, Va.; Andrews AFB, Md.; and Wright-Patterson AFB, Ohio.

Bryant, who directs the CAUS Washington office from his home in Alexandria, has this to say about what he calls "my Pentagon predicament":

"Without this suit, I would have to continue enduring a chilling effect on my exercise of free speech through the ad campaign. This not only deprives me of my rights under the First and Fifth Amendments but also hampers the public's right-to-know and to have such issues as the 'UFO problem' debated openly and robustly. If left unchallenged, the official reprisal against me -- taken in the form of attacks upon my job performance and professional competence -- will send a negative message to all federal workers: if you dare criticize government policy, expect to incur the wrath of your employer. This attitude must not prevail in a democracy -- especially on the eve of our nation's celebration of the bicentennial of its constitution."

For further background information on this matter, see the article "Job Jeopardy" on page 134 of OMNI Magazine for October 1986.

Bryant's case is being handled by James H. Heller of the Washington law firm of Kator, Scott and Heller.