

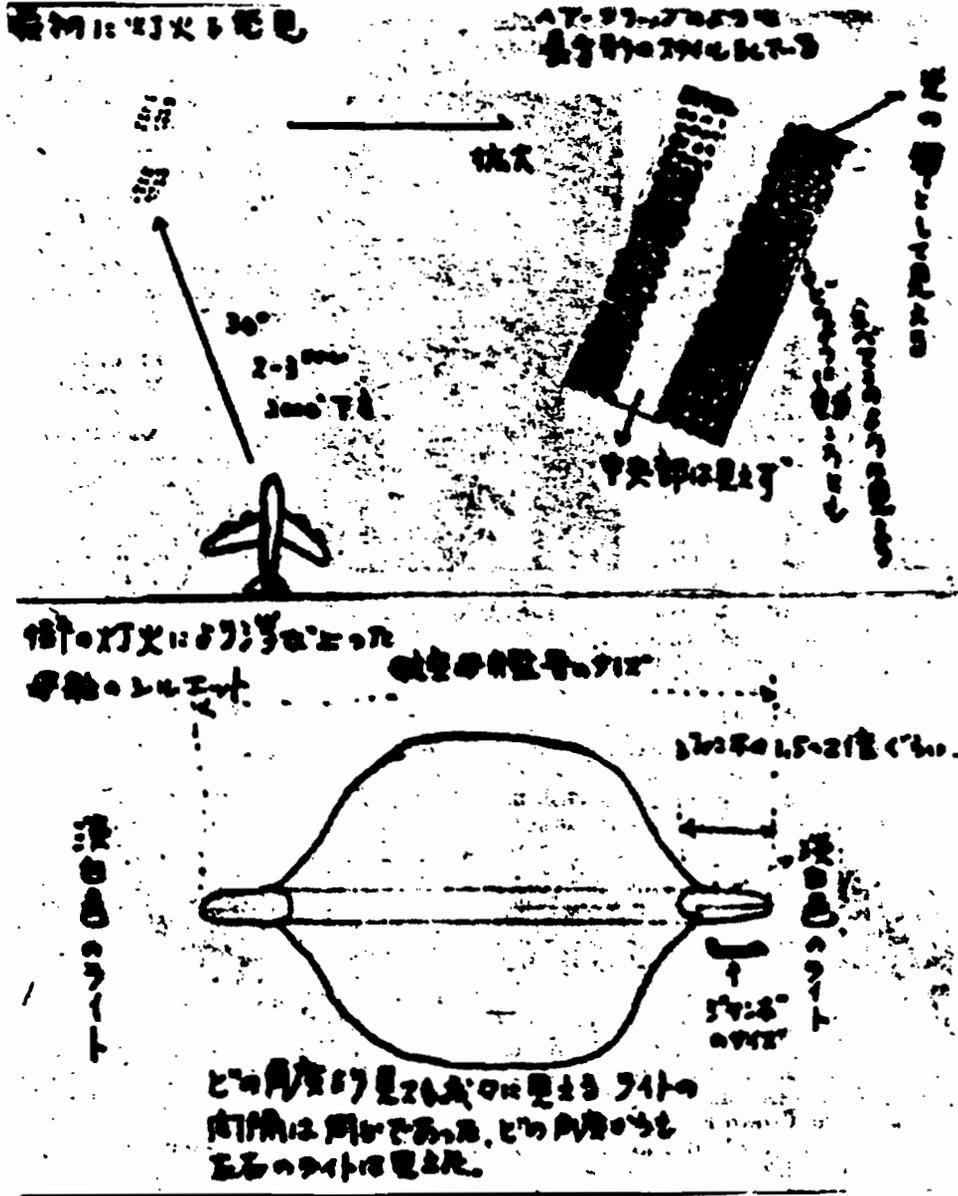
BULLETIN

CO-DIRECTOR:
Joseph Muskat
Larry Fenwick
Harry Tokarz

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

Vol. 8, No.1, January-February, 1987

\$3.00



UPI Bettman Newsphoto

Japan Airlines Pilot Kenju Terauchi's drawings of the three UFOs he encountered show the twin cylinders (top), and the giant walnut shaped one dwarfing his 747 cargo jet, located under the rim of the UFO on the right side. The sighting was on November 17, 1986, and was one of four sightings he has made in his career.

IN THIS ISSUE: -The Alaska UFO sightings of November, 1986
-John Musgrave turns skeptic on abduction reports

ALASKA SIGHTING

There was a ~~major report from~~ a Japan Airliner over Alaska on November 17, 1986. It was reported on the national media just before the end of December. Since the FAA and commercial airline pilots were involved with the sighting, FOIA requests have been filed already by CAUS. It has been reported that Elmendorf AFB in Alaska was closed to the public just after the sighting. One object sighted was described as being as large as two aircraft carriers which was accompanied by two satellite objects.

NATIONAL AFFAIRS

Strange Encounter Over Alaska

Was an FAA-confirmed sighting really a UFO?

It was big—bigger than anything known before, according to an experienced pilot who watched it from as little as eight miles off. It was fast—fast enough to keep pace with a 747 jet for half an hour as it flew over the empty Alaska wilderness. It was flanked by two smaller objects that maneuvered with it; together the three objects flashed a brilliant pattern of yellow, amber and green lights. And—if this sounds awfully familiar to connoisseurs of UFO tales—there is one thing that set this particular apparition apart: it may have shown up on radar.

Although the Federal Aviation Administration confirmed last week that some sort of sighting did take place aboard Japan Air Lines Flight 1628, much of what happened remains a mystery. The incident began on the evening of Nov. 17, with veteran pilot Kenjiyu Terauchi, 47, at the controls of the JAL cargo plane, which was en route to Anchorage from Reykjavik, Iceland, the middle leg of a Europe-to-Tokyo flight. The weather was clear as the jet crossed the Beaufort Sea off Alaska's north coast. Suddenly Terauchi and his two fellow crew-



men spotted flashing lights moving alongside them—about eight miles off, at the plane's altitude of 35,000 feet. Terauchi radioed FAA controllers and received permission to descend to 31,000 feet. After a minute the controllers asked if the lights were still there. "It is descending in formation," the pilot replied.

Terauchi said he glimpsed the full craft only once, in profile. "It was a very big one—two times bigger than an aircraft carrier," he reported. He sketched it as walnut-shaped, with a wide flat rim and bulges above and below. According to FAA spokesman Paul Steucke of the Anchorage regional office, Terauchi located the object

with his own on-board weather radar. Both Air Force and civilian flight controllers reported briefly seeing echoes of what might have been another craft nearby the JAL flight. But when radar tapes covering the period were replayed by FAA investigators, Steucke says, the reported echoes could not be found. The Air Force, he added, is now attributing the supposed radar sightings to "clutter."

'A mystery': Approaching Fairbanks, Terauchi steered his plane in a 360-degree circle, but the object stayed with him, finally disappearing as the 747 approached Anchorage. FAA officials interviewed the crew on the ground and found them, in Steucke's words, "professional, rational, well-trained people." The FAA confirmed the incident after inquiries from Japanese reporters, who heard about it from a relative of one of the crewmen. But it has closed its inquiry into the sighting. "It's a mystery," Steucke concedes, "but, really, we have nothing here to investigate. The controllers saw what he saw... As far as what it could be, on the extreme side it could have been the proverbial unknown object, or possibly military aircraft from the United States, Canada or some foreign country." As for Terauchi, he told a UPI reporter that he believes the object he saw over the Alaska sky that night must have come from another planet with a civilization far more advanced than ours. Only that can explain, he says lightly, their interest in his cargo: cases of French Beaujolais wine.

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The article reproduced above is from Newsweek magazine in the U.S. and was in its January 12, 1987, issue.

In the next six pages, you will note a series of items relating to the JAL sighting. All of these come to CUFORN through the kind cooperation of the Massachusetts MUFON Director, Jim Melesciuc, who sent along his November, 1986 Newsletter, as part of an exchange of journals. The U.S. Federal Aviation Authority issued a debunking report to the U.S. media in March, 1987.

Original Wire Service Copy From United Press International

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JAL pilot describes UFO

By JEFF BERLINER

ANCHORAGE, Alaska (UPI) — A veteran pilot says three unidentified flying objects — two small ones and one twice the size of an aircraft carrier — trailed his Japan Air Lines cargo jet for 400 miles across the Arctic skies.

"It was unbelievable," Kenju Terauchi said Tuesday, acknowledging that some of his colleagues have doubts about what he, his co-pilot and flight engineer saw Nov. 17¹⁹⁸⁶ as they flew the 400 miles across northeastern Alaska from Iceland to Anchorage.

The crewmen of JAL Flight 1628 reported seeing flashing lights trailing their jet that clear night to the Federal Aviation Administration, which interviewed the three in Anchorage. The plane later went on to Tokyo.

FAA officials Monday confirmed the controller who handled Flight 1628 saw a mysterious object trail the jet on his radar, and Air Force officials at the Alaska Air Command said their radar picked up something near the JAL plane.

In an interview Tuesday, Terauchi, 47, a pilot with 29 years experience who lives in Anchorage with his family, said he saw three UFOs and that at one point lights from the two smaller ones appeared directly in front of the Boeing 747 cockpit at close range.

Terauchi referred to the objects as "the two small ships and the mother ship," and expressed amazement that they disappeared and reappeared and moved quickly and stopped suddenly. He said he could not explain the events, except to speculate he saw something of extraterrestrial origin.

Speaking in English with occasional help from a translator, Terauchi drew maps, pictures and supplied technical annotation to describe the incident.

Terauchi repeatedly said the object that appeared on FAA and Air Force radar was "a very big one -- two times bigger than an aircraft carrier."

The smaller UFOs did not appear on his radar, he said. Nor were additional objects picked up on FAA or Air Force radar.

Terauchi said the three crewmen saw lights from the two small objects. He drew a picture for the FAA showing lights in a formation, each object having what appeared to be two panels of lights.

The captain said he saw lights on the larger object and once, near Fairbanks, saw it in faint silhouette 3 miles away. He drew a picture of what he saw -- something resembling a large shelled walnut.

The crew was not frightened, Terauchi said. Their feeling was, he said, "We want to escape from this." And so -- with FAA permission and direction -- the crew dropped in altitude and made numerous turns, but the objects remained.

"They were still following us," Terauchi said, and FAA radar confirmed that at least one object remained despite the maneuvers.

Asked if he was nervous, Terauchi replied, "No, I am the captain. I cannot be nervous."

Asked why he thought the UFOs would tail his plane, Terauchi laughed and replied, "We were carrying Beaujolais, a very famous wine made in France. Maybe they want to drink it."

FAA security manager Jim Derry, who interviewed the crewmen, said they were "normal, professional, rational, (and had) no drug or alcohol involvement."

The three crew members have a total of about 46 years flying experience, Terauchi said.

FAA flight control reports indicate the mysterious object stayed with Flight 1628 for at least 32 minutes. Terauchi said he thought it was longer.

The flight controller directing the JAL plane reported the object on his radar as close as 5 miles to the jet.

UPI 12-31-86 03:05 aas

AP Reported FAA Probe Of JAL Sighting

Associated Press Mon 05-JAN-1987 11:02

Alaska UFO

FAA To Send Tapes, Records To Washington

ANCHORAGE, Alaska (AP) - Federal Aviation Administration officials say they will send on to Washington their radar tapes and records from an inquiry into a Japan Air Lines pilot's report that a UFO followed his plane over Alaska.

Because of public interest in the case, the agency interviewed the pilot, Kenji Terauchi, a second time Friday, said FAA spokesman Paul Steucke.

Terauchi told investigators three lights started following his Boeing 747 cargo jet Nov. 17 just after it crossed into Alaska from Canada, and stayed with him for 55 minutes.

He said two of the lights were about eight feet across, while the third appeared to be part of a darkened globe with a diameter of perhaps two aircraft carriers placed end-to-end, Steucke said.

The pilot said the large unidentified flying object registered on his cockpit weather radar. But images on military radar screens at the time were dismissed as "clutter," and a blip that showed up on FAA screens was considered a coincidental "split image" of the aircraft, Steucke said.

A JAL spokeswoman said Terauchi was on a flight to Europe and was unavailable for further comment.

Flight 1628, with a crew of three, left Iceland on Nov. 17 with a load of wine bound for Tokyo from Paris. Terauchi and his crew picked up the plane in Iceland for the Polar leg of the flight to Anchorage.

The sky was clear as the jet, cruising at 525 knots, crossed into Alaska from Canada just northeast of Fort Yukon at 35,000 feet. Terauchi said he then saw the wavering lights eight miles in front of his aircraft.

The pilot reported the lights were yellow, amber and green, Steucke said, but not red, the international color for aircraft beacons.

"His main concern was trying to determine whether he was overtaking another aircraft," Steucke said. He said the pilot reported he dimmed cockpit lights to ensure he was not seeing a reflection.

After about six minutes, Terauchi reported the lights and air traffic controllers told him to take any evasive action needed. Terauchi decreased altitude to 31,000 feet, but said the lights went down with him "in formation," Steucke said.

UFO investigation mounts

DAILY TIMES CHRONICLE — TUESDAY, DECEMBER 30, 1986

Mysterious radar sighting reported

ANCHORAGE, Alaska (UPI) — An air controller said radar showed a mysterious object following a Japan Air Lines cargo flight at the time the crew reported a UFO with flashing lights trailing the jumbo jet near the Arctic Circle.

All three crewmen on JAL Flight 1628 told Federal Aviation Administration investigators they saw white and yellow lights close to their Boeing 747 on Nov. 17 after they crossed the Arctic Circle 30 miles southeast of Fort Yukon in an over-the-pole flight from Reykjavik, Iceland, to Tokyo via Anchorage.

The FAA released details of the incident Monday when queried by United Press International.

Air Force officials confirmed their radar picked up something near the JAL plane, but Capt. Robert Morris of the Alaska Air Command suggested the UFO was "random clutter or weather interference." Another Air Force spokesman, Sgt. Jack Hokanson, said, "We got out of the UFO business some time ago."

FAA security manager Jim Derry interviewed the three crewmen. Capt. Kenjyu Terauchi, 1st. Officer. Takanori Tamefuji and Flight Engineer Yoshio Tsukuda — and concluded they were not hallucinating and not on drugs or alcohol and were rational. The weather was clear, the FAA said.

FAA spokesman Paul Steucke said there was no other air traffic along the same little-traveled route that night. Steucke also noted the FAA's electronically

support the UFO sighting. But the existence of an unidentified object was confirmed by a report from the flight controller in charge of JAL 1628. Steucke said the controller, who was not named, had two years experience. During the flight, the controller asked Terauchi to identify the craft and then wrote, "He could not identify but reported white and yellow strobes." The lighting was not a normal aircraft marking pattern, the crew said.

In his one-page report, the controller said repeatedly he saw another object on radar staying near the JAL jet despite FAA-approved turns and altitude changes. The object was as close as 5 miles, the controller wrote.

According to the FAA account, the pilot contacted Anchorage controllers about planes in the area at 6:19 p.m. reporting the UFO 1 mile away

from his plane. At 6:25, the crew reported it 8 miles away.

At 6:26, the FAA contacted the Military Operations Control Center at Elmendorf Air Force Base in Anchorage to find out if the UFO appeared on its radar. Military radar watchers reported an object 8 miles from the JAL jet, but one minute later they told the FAA the object no longer appeared on radar.

At 6:31, the JAL crew told the FAA the unidentified object was "quite big" and the FAA directed the crew to drop from 35,000 feet to 31,000 feet.

When asked if the traffic (the UFO) was descending also, the pilot stated it was descending in information.

At 6:35, Fairbanks controllers were asked for assistance, but reported nothing unusual on radar.

Anchorage controllers directed the JAL plane to make a 360-degree turn, and the crew reported they no longer saw the lights, but Air Force officials told the FAA they saw a "flight of two" and "advised it looked as though the (unidentified) traffic had dropped back and to the right" of JAL 1628.

At 6:45, the FAA asked a northbound United Airlines flight to make a 10-degree turn to better see the JAL plane to confirm the existence of the UFO — which the crew was then reporting 8 miles away and nearly behind them. That was their last sighting. The United crew reported seeing nothing out of the ordinary. Nor did a military C-130 the FAA asked to help.

Steucke said the FAA has drawn no conclusion about the incident.

2 ONTARIO REPORTS - ONE NL VIDEOTAPED

MUFON's Ontario Director Henry McKay advised CUFORN of a report of a sighting on the night of July 21, 1986 at Unionville, Ontario in which a group of coloured lights was observed.

A woman we'll call Joan Winton said that, at somewhere between midnight and 2 a.m., she saw the multi-colored formation which appeared, then disappeared and re-appeared. The 80-year-old observer made the observation from the nursing home in which she lives.

The objects or lights covered 1/5 the area of

the moon. She could see the moon as well as it was a clear night.

Mrs. Winton is a writer for a religious magazine. She was facing south at the time. A nurse in the home said the lights looked like stars.

A young man videotaped a UFO near Newburgh, Ontario on Saturday night, January 3, 1987, according to a news report on CFTO-TV in Toronto on January 6.

Scott Lloyd, 31, works for the town which is north east of Kingston, Ontario. He used a zoom lens and a tripod. The lights were red and white in a triangle. No military aircraft were in the area then. It hovered.

Y TIMES CHRONICLE — WEDNESDAY, DECEMBER 31, 1986

re small and one large ship

Daily Times Chronicle wed Dec 31, 86

JAL pilot describes UFO

ANCHORAGE, Alaska (UPI) — A veteran pilot says three unidentified flying objects — small ones and one twice the size of an aircraft carrier — followed his Japan Air Lines jet for 400 miles across the icy skies.

"It was unbelievable," Kenju Terauchi said Tuesday, acknowledging that some of his colleagues have doubts about

what he, his co-pilot and flight engineer saw Nov. 17 as they flew the 400 miles across northeastern Alaska from Iceland to Anchorage.

The crewmen of JAL Flight 1628 reported seeing flashing lights trailing their jet that clear night to the Federal Aviation Administration, which interviewed the three in Anchorage. The plane later went on to Tokyo.

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In an interview Tuesday, Terauchi, 47, a pilot with 29 years experience who lives in Anchorage with his family, said he saw three UFOs and that at one point lights from the two smaller ones appeared directly in front of the Boeing 747 cockpit at close range.

Terauchi referred to the objects as "the two small ships and the mother ship," and expressed amazement that they disappeared and reappeared and moved quickly and stopped suddenly. He said he could not explain the events, except to speculate he saw something of extraterrestrial origin.

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Terauchi repeatedly said the object that appeared on FAA and Air Force radar was "a very big one — two times bigger than an aircraft carrier."

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Terauchi said the three crewmen saw lights from the two small objects. He drew a picture for the FAA showing lights in a formation, each object having what appeared to be two panels of lights.

The captain said he saw lights on the larger object and once near Fairbanks, saw it in faint silhouette 8 miles away. He drew a picture of what he saw — something resembling a large shelled walnut.

The crew was not frightened, Terauchi said. Their feeling was, he said, "We want to escape from this." And so — with FAA permission and direction — the crew dropped in altitude and made numerous turns; but the objects remained.

"They were still following us," Terauchi said, and FAA radar confirmed that, at least one object remained despite the maneuvers.

Asked if he was nervous, Terauchi replied, "No, I am the captain. I cannot be nervous."

Asked why he thought the UFOs would "tail" his plane, Terauchi laughed and replied, "We were carrying Beaujolais — a very famous wine made in France. Maybe they want to drink it."

FAA security manager Jim Derry, who interviewed the crewmen, said they were "normal, professional, rational, (and had) no drug or alcohol involvement."

The three crew members have a total of about 46 years flying experience, Terauchi said.

FAA flight control reports indicate the mysterious object stayed with Flight 1628 for at least 32 minutes. Terauchi said he thought it was longer.

The flight controller directing the JAL plane reported the object on his radar as close as 8 miles to the jet.

HOPKINS IN TORONTO TO PROMOTE NEW BOOK

Budd Hopkins, author of the classic book on UFO abductions, Missing Time, will be in Toronto from March 28 to 31, to appear on TV and radio and be interviewed by the newspapers. His visit here is part of a publicity tour arranged by Random House Publishers to promote sales of his new book, Intruders: The Incredible Visitations in the Kitley Woods.

The 250-page book is scheduled for publication around April 1 in the United States. Canadian readers will be able to buy it at a later date, hopefully by June of this year.

He will be on Global TV News at Noon, March 31, on CKO Radio's Peter Varley 2-hour phone-in show, on CBC-TV and radio, and on CITY-TV for three minutes, as well as on other media outlets.

ANOTHER JAL SIGHTING REPORTED BY TERAUCHI ON JANUARY 12

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^Alaska UFOa<

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ANCHORAGE, Alaska _ For the second time in less than two months, a veteran Japan Air Lines pilot has reported spotting an unidentified object flying near his cargo jet over Alaska.<

Captain Kenjyu Terauchi made the sighting early yesterday. He made an earlier sighting in November.<

However, unlike the November incident, Tereuchi says the lights he saw yesterday did not show up on radar. He says the lights were spotted twice, and in both cases they approached from the front of the Boeing 747, went beneath the aircraft and reappeared to the rear.<

Some other pilots say the sighting could have been caused by light bouncing off ice crystals in the atmosphere.<

In November the Japan Air Lines pilot said he saw two large objects follow his plane for several hundred kilometres. This UFO appeared on radar, but has been described as 'radar clutter'.<
(Ap)<

UFOLETTERS

Dear Sirs:

I am working on two research projects right now, and I wondered if you could be of help. First of all, I'm collecting information on the 1946 ghost rockets over Scandinavia and western Europe. I'm also looking for Thomas E. Bullard's book entitled "The Airship File. A collection of texts concerning phantom airships and other UFOs, gathered from newspapers and periodicals mostly during the hundred years prior to Kenneth Arnold's sighting" and published by the author in Bloomington, Indiana, U.S.A. in 1982. The book is 406 pages.

Do you know of this book?
Do you have the address of

T.E. Bullard?

Secondly, I'm working on the 1952 Spitzbergen incident. Do you have any information on this?

If you can help me, and if you have any expenses at all, I will, of course, pay them.

Ole Jonny Brønne,
Sølvreven 10,
3030 Konnerud,
Norway

NOTE TO CUFORN READERS: If you can assist Mr. Brønne in his research, feel free to write to him. Meanwhile we will recommend some literature to him and try to get an address for him to write to, to obtain the Bullard book.

United Press International

360 N. MICHIGAN AVENUE
CHICAGO, ILLINOIS 60601
(312) 781-1600

JAMES F. PECORA
ASSISTANT NEWS DIRECTOR
BROADCAST SERVICES

January 20, 1987
Chicago, Ill.

Larry Fenwick,
457 Marlee Ave.
Apt. 203
Toronto, Canada

Mr. Fenwick,

Sorry to report that I was NOT able to turn up any of our (UPI National Broadcast) copy on the JAL flight crew sighting of UFOs.

Our files here are not as extensive as one might expect because with the advent of computers, we no longer have to retain huge piles of paper as protection against lawsuits, etc. We simply have a file tape taken at the end of each day, then, if necessary, the legal department can go back to something in that way.

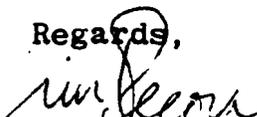
Strangely enough, we do keep files for a month or two in the office, but in the case of Jan. 12, someone mistakenly dumped the day's report. It's no where to be found.

Sorry, but in the future you might want to contact UPI about a story as soon as possible after it runs. NO bureau I know of keeps very extensive files on paper any more.

If you heard the item on a radio station, however, you might want to pursue it at that point. I know for a fact that there is an FCC requirement in the United States that the scripts read on the air must be kept and filed. I don't know if your laws in Canada are similar. But perhaps the station on which you heard the story has a script file stashed somewhere.

I'm sorry we couldn't be of more help on this one, but a library with a microfilm storage of the New York Times, etc., might be the place to try, too. The story got pretty wide play down here.

Regards,



A MYTH CALLED MUSGRAVE

EDITORIAL BY LAWRENCE J. FENWICK

THE EDMONTON JOURNAL, Friday, December 26, 1986

UFO tales are seen as dreams

By GORDON KENT
Journal Staff Writer

In 1969, a Calgary teenager reported he was levitated into a spacecraft on a light beam, examined on a table by alligator-skinned creatures, then returned to earth.

A man in Wetaskiwin claimed he awoke one night to find two space-suited figures beside his bed. He was paralyzed until they left.

His wife saw the same thing, and a neighbor said a bright blue saucer-shaped object hovered outside their window at the time.

Madness? Lies? Or did the encounters with aliens really happen?

None of these, says the president of the Edmonton UFO Society — he thinks the reports are dreams.

John Musgrave points out that most of these incidents happen to tired people who are under stress, and want to "get away from it all."

"Many of us have had those kinds of dreams at some time in our lives. For some reason these people find these dreams so vivid, so real . . . they will often say they're more real than real."

The person who goes through the experience may not remember it until details are brought out under hypnosis.

"What you have is not an objective recording of facts . . . the investigator, who is a hypnotist, is in most cases trying to prove the reality of these abductions."

A completely shocking change in opinion has vaulted Edmonton, Alberta researcher John B. Musgrave into the UFO spotlight here in Canada. His shift in attitude outranks the change made by the late Dr. J. Allen Hynek after he left the employ of the U.S. Air Force's Project Blue Book.

Read the article on this page reproduced from Musgrave's own

Musgrave believes some unidentified flying objects exist. But he's equally certain that any contact with aliens will involve all humanity, not isolated people plucked off the street.

This belief is strengthened by the fact that modern abduction tales closely resemble stories of abductions by witches that were popular 500 years ago. In fact, he's studying this piece of folklore as a graduate student in comparative literature at the University of Alberta.

During the Renaissance, he found, men regularly told of watching their wives put on ointment and fly from the bedroom in the middle of the night. When the husband applied the same ointment, he was transported to the middle of a forest where satanic rituals were carried out. When the ordeal was over, the man found himself abandoned far from home.

Change witches to aliens, and make the victim part of a scientific experiment, and these incidents have many of the elements of UFO abductions. Musgrave argued that this was because they are both myths.

Of course, Musgrave must still explain how other people can see these fairy tales. He theorizes that some unknown earthly force could cause lights to appear, such as the ones seen by the Wetaskiwin lentist. This could lead people to have illusions of other-worldly creatures.

"It's hard to sort out what is cultural . . . and how much of it is the need that seems to be inherent in man to get above everyday life."

UFO clipping service. Then ask yourself: "Is this the same John Musgrave who got a \$6,000 grant from the Canada Council to do a history of the UFO phenomenon in Canada?"

In his 1979 book, UFO Occupants and Critters, he concentrated on close encounters of the third and fourth kind. Now he says these reports are the result of dreams by tired people who are under stress and want to "get away from it all". I've got news for Musgrave. Everyone is under stress at some time every day, but not everyone reports CE3's and 4's every day. I doubt that he interviewed all the people whose encounters he mentioned in his book. So how could he even know if they were tired when their events took place?

Continued on page 12

Interviewed by myself, Musgrave affirmed the quotes in the Edmonton Journal article. He mentioned that he had met George Adamski and had been in Snowflake, Arizona during the Travis Walton abduction case investigation.

He says physical marks such as surgical cuts and welts on abductees are caused by the person's mind, and even burn rings are mentally produced in CE3 cases.

It would be interesting to see if an MD would agree that scars and welts can be produced by the human mind. When asked if abnormally high radiation levels found at locations of CE3 events could also be caused by the human mind, Musgrave said, "Well, I suppose that would fall outside the category of mind-produced abduction cases." So, suddenly he makes an exception for his theory. A more detailed interview might have turned up more exceptions to his theory.

Musgrave has used supposition after supposition in trying to show that his theory holds water. This is pure and simple lack of logic. You cannot draw any inference by linking up two suppositions. Such a tenuous, in fact, spurious analogy between stories of witches abducting people and aliens doing the same makes Musgrave appear to be reaching for something which would make him feel comfortable with such stories. It certainly would endear him to psychologists but then no one has ever accused psychologists of using common sense in many of their pronouncements.

Is the fact that Musgrave is working on his PhD in comparative literature influencing his thinking so much that he is willing to suspend any semblance of good judgement? Maybe he thinks that this little "theory" will enhance his thesis. It is just a

possibility. And it is the only possible excuse for his statements.

It is doubtful that anyone in the UFO field or among the general public could take Musgrave seriously again. All he has done is make the work of the anti-UFO, C.I.A.-linked, Committee for the Scientific Investigation for Claims for the Paranormal a little easier. He denied he had joined CSICOP. But he might as well have joined them. Now any standing or credibility he may have had in ufology has entirely disappeared.

CUFORN Co-Director Harry Tokarz had this to say about Musgrave: "Either he's been programmed or conditioned by someone to change his views, or he's a complete idiot." I tend to think the latter is the case. Sic transit Musgrave.

READING LIST

REVISED FOR 1987

CUFORN's latest revised edition of our recommended reading list is now on sale for only \$2.00 including postage and handling. It's five pages long.

It contains the best books in various categories. These are: General; theories; historical; reports from outside North America; the scientific viewpoint; military and government involvement; localized reports and specific incidents; abductions; and close encounters of the third kind. A list of journals and investigation manuals is included.

New Book Lists All There is to Know About UFOs

By BERNARD SCHOENBURG

Associated Press Writer

CHICAGO (AP) - George Eberhart has never seen a flying saucer, but after compiling a list of more than 15,600 books and reports about UFOs he's pretty sure there is something to the stories.

"That there is some phenomenon out there which behaves at odds with what we consider reality seems pretty well established from the evidence I have seen," he said Friday in a telephone interview.

Eberhart is an editor for an American Library Association magazine in Chicago, but he volunteers his time to serve as librarian for the J. Allen Hynek Center for UFO Studies in suburban Glenview. The library was named for the former head of the Astronomy Department at Northwestern University, who died in April.

Eberhart's two-volume, 1,300-page work, "UFOs and the Extraterrestrial Contact Movement: A Bibliography," lists titles of books, articles, records, tapes and unpublished works on unidentified flying objects, or UFOs.

The work is published by Scarecrow Press, Metuchen, N.J., and was released in December. Eberhart said he wrote it for libraries

and for collectors of UFO materials.

Eberhart said his interest in the field, and his own collection of publications, does not mean he is eccentric.

"I collect it not because I believe it's all true, but because it's very important, not only to (give possible) evidence of extraterrestrial life, but also because of the impact the UFO phenomenon has had on the human race," he said.

He agrees that some of the material he listed is far-fetched, such as a book called "UFOs: Nazi Secret Weapon?" It says Adolph Hitler and other Nazis escaped from Germany in 1945 and have survived in a colony at the South Pole, their base for an air force of flying saucers.

"I didn't want to ignore anything, no matter how ridiculous it might seem," he said.

The list's entries include more than 5,500 books in English, 2,200 books in other languages and magazines such as the Flying Saucer Review and the International UFO Reporter.

One listing is for a 1957 record album called "Music from Another Planet," on which Howard Menger played songs he said were taught to him by a man from Saturn.

The bibliography has 158 chapters on different types of listings. One chapter is on UFO abductions, in which people claim they were kidnapped by aliens and later released.

Another is on animal mutilations, where extraterrestrials are blamed for killing cattle or other animals whose organs are supposedly surgically removed. There are two chapters on UFO reports before 1945, some reaching back 2,500 years to the Roman Empire.

Eberhart, 36, said he has been interested in UFOs since he was a teen-ager. In the 1960s and 1970s, he said, people reported many sightings, but there was a decline from about 1981 until a year ago, when things began picking up again.

But he said new technology is making it tougher to determine which reports of UFOs are important, now that there are aircraft like experimental Stealth planes in the air.

"In 1987, it may have more of a basis in it being a government object than it would have been in 1957," he said.