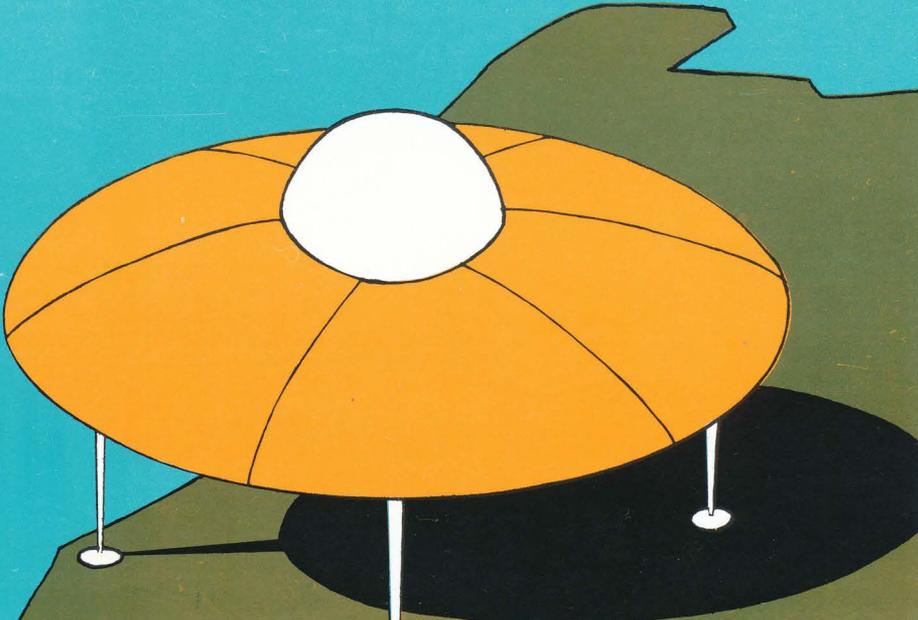


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Norsk UFO Center (NUFOC) and Riksorganisationen UFO-Sverige (RUFOS) are trying to build up a scientific and effective research activity, in the first place to study reported sightings of unidentified flying objects.

Our aim is among others to establish a current documentation in the form of a scientific system which can make the basis of a continuous and more thorough study of the UFO-problem. We are successively seeking to gain more knowledge about these phenomenons, their origin, causes, effects etc.

NUFOC and RUFOS are very much alike in their organisational structures. With small deviations their active members are divided into three main groups:

FIELD RESEARCHERS: Their task is, with support from their own consultants and co-operational partners, to investigate and document reported UFO-events on a local basis, through interviews and field-research.

CONSULTANTS: They assist the organisations in investigations etc., which demand knowledge in certain areas. As examples one can mention chemistry, medicine, psychology, astronomy, meteorology etc.

event that has come to be known as the Våddö case. You will soon realize that the small piece of metal plays the leading part.

The Våddö case began that eventful Sunday in November 1958. "At that time we were building a weekend cottage at Våddö some 9 miles north of Stockholm", says Stig. "We had gone back to our families in Stockholm for the weekend and were to return to Våddö Sunday evening to be at the place of work Monday morning. Harry and I usually spent the night in a little cabin on the spot", Stig continues. The two working mates started the trip in Stig's almost brand new Ford V8 truck. They went from Stockholm through Norrtälje to Elmsta. From there they passed over the Elmsta bridge and then turned left towards Våddö and Grisslehamn. It was about 10 in the evening.

FACE TO FACE WITH A UFO

Some 6 miles later the car engine started to cough and then stopped. Even the headlights went out. Although several attempts to start, the engine remained lifeless. Stig, who was seated behind the wheel, had nothing else to do but accept what had happened when Harry bursted out: "Take a look, Stig, a star that's moving". Amazed they saw a huge shining object descend towards them. "I looked at the sky, that was all clear, when Harry called out", Stig tells. "When I looked up I saw a shining object and told Harry: 'Damn strong searchlights the AA Command got nowadays. Different to when I did my service'. Harry thought it was a thunderball, but I doubted that. I had read somewhere that the largest thunderballs ever seen were the size of a football and this object were much larger".

While they were discussing different explanations to their sighting, the silent and odd object came closer. It made a turn over the Våddö bay to the left of the road. Then it returned and to the great surprise of Stig and Harry it landed across the road in front of the car some 300 feet away. Puzzled they stared at the glowing object and its neon-like glow that lit up the surroundings. Harry saw for instance a barn-like building on a hill, a quarter of a mile from the object, clearly lit by the light. Although the light was intensive it wasn't directly dazzling. In the strong glow Stig and Harry could see blurred details of an object that looked like a flattened-out ball. Since it reached to both sides of the road, the length was estimated to 53 feet and the height to 20 or 23 feet. The object did not seem to be standing directly on the ground, but with some space between, although no struts or landing gears could be seen. No creatures could be seen either. On the other hand it looked like fire underneath the object, like a delimited light beneath. Furthermore the object seemed to be surrounded by glowing veils of mist dazzling around the object. It could be compared with what can be seen above the road surface a hot summer day.

STIFLING AIR

"We didn't know what to do", Harry tells. "We must have been sitting and watching the strange and a bit frightening scene for almost 10 minutes. We then began talking about getting out of the car to take a closer look. But it never became more than an idea, because at the same moment the strange object rose from the road. It made a turn to the left, returned across the road and then disappeared with a high speed up in the sky to the right. It looked as though it was on its way to the moon", Harry continues, "which was to be found to the right of us. When the object had disappeared like a small dot in the distance, we left the car to check the engine. It was then that we noticed that the air was stifling and sultry and it felt heavy to breathe. We opened the hood

and Stig looked at spark plugs and cables with a flashlight without finding anything wrong. He then asked me to turn the ignition key and the engine started up at once. Relieved that nothing was wrong we jumped into the car again to get going.

WARM AN HEAVY PIECE OF METAL

Harry was interested in what they had seen and he therefore asked Stig to stop at the place where the object had been seen. At the "landing spot" Harry got out and looked around. The first thing he saw was that the grass on both sides of the road was pressed down in a half circle. Amazed by the finding Harry called: "Come here and have a look, Stig, something's been here". Stig took his flashlight and stepped out of the car and took a look. The two friends wandered about looking with wonder. "I spotted something on the ground that gleamed when I let the light hit it", Harry says. "To my surprise it was a smooth hot piece of metal. It was so hot that I could hardly hold it. He came to me and he could see it too. What surprised us besides the heat was that it was so heavy considering its small size. It was triangular and had the size of a matchbox", Stig continues. "It must have been because of its smoothness and heavyness that I brought it along, otherwise I probably would have thrown it away".

After Stig and Harry had looked around the place they returned to the car and drove on to where they were going.

NO EXPLANATION TO THE PIECE OF METAL

After this event Stig and Harry passed the place several times and they came to talk about their strange experience. "We told our friends about it, but they thought we were joking", Stig says.

Almost a year passed before Stig and Harry once again took interest in the piece of metal. It was because they met a young man who was a metallurgist. However, he could not tell what kind of material it was, but referred to a metal laboratory on Drottninggatan in Stockholm. There Stig and Harry would get to know what kind of strange piece of metal it was. But they failed the task and referred to another lab in Regeringsgatan. No success there either, so Stig and Harry were once more referred to another place. This time to a laboratory for metal analysis in Helsingborg. There too the results were small, but they had managed to split the piece of metal into three parts. According to information this should have been accomplished by ultrasound.

After this the circus really began. The piece of metal went from one examination to another. Before the investigators got the pieces of metal, they were sure they would solve the riddle. But as said before, everyone failed. As an example one could mention Öxelösunds jernverk who got one of the pieces to make a so called wet analysis. The only result was that one analysis mill broke down at the ironworks' laboratory and had to be repaired for almost 20,000 sw. crowns. The piece of metal was on the other hand intact and unaffected. During the entire period of examination neither Stig nor Harry had with one single word mentioned the circumstances that lead them to the mysterious piece of metal. This was mostly because they did not put it in connection with the strange object that had landed in front of their car some years earlier. "UFO or "flying saucers" where something we had never heard of at that time", Stig says. "It was much later we read of a Norwegian case, where a car had stopped when a glowing object was observed. It reminded a lot of what we had experienced, and I guess it was then we started to see a connection".

CONTINUED EXAMINATIONS

Rumour now began to spread about their pieces of metal and their experience. Stig came in contact with engineer Schalin in Linköping, to whom he sent one of the pieces. The result from the examinations amazed Schalin completely. The piece of metal has the hardness of sapphire and the specific weight of 15.2. Sharp diamond discs just slides over its surface and it can take several thousand degrees heat without getting the slightest red-hot. This lead to the opinion that the piece was unique and Schalin asked for an appointment with Stig. At this meeting Schalin was accompanied by an american air force major who wanted one of the three pieces for further examinations in USA. This was granted by Stig, who still has not heard anything from this air force major or anything about the destiny of the piece of metal. One of the three pieces is lost to the US air force. The two remaining pieces kept on puzzling its neighbourhood for several years. In the early 70-s one of the remaining pieces finally arrived at Berkley University in California, insured for 50,000 sw. crowns. All this due to the american magazine the National Enquirer, which had set a reward for anyone who could present a real evidence for the existence of "flying saucers". At the Berkley University the examinations were made under guidance of prof. James Harder. It took the scientists more than three years and thousands of dollars were spent on the examinations. One could now establish the fact that the piece of metal consisted of tungsten carbide, cobalt and few traces of titanium. But the hardness and composition puzzles the investigators.

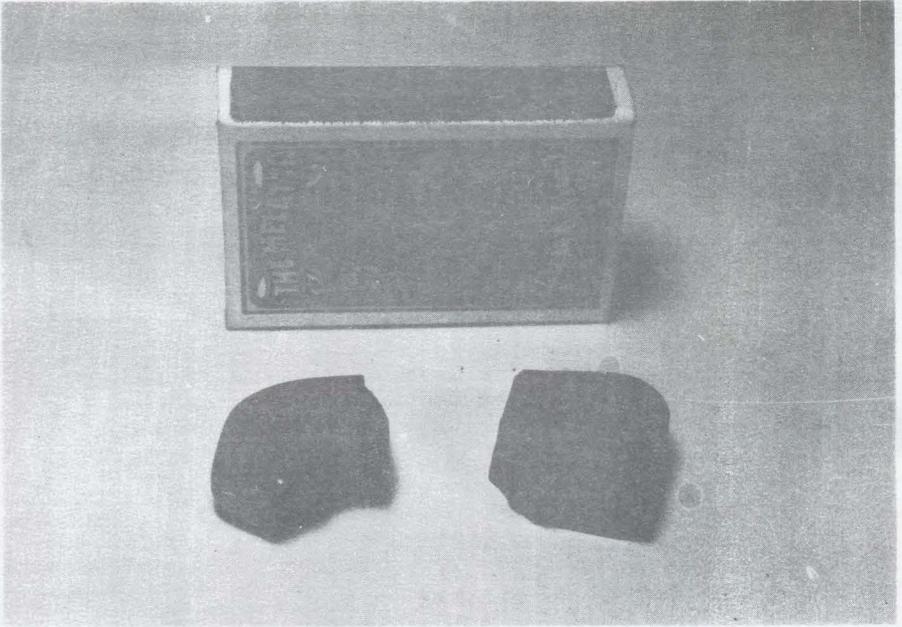
Further more they could establish the fact that it was manufactured, it was sintered under enormous pressure. But by whom and in what way, couldn't be explained. "We doubted if machines for such pressure existed except within diamond manufacturing", prof. Harder said in his statement. As time went on the piece of metal returned to Sweden through among others the State Department.

STRANGE BURGLARIES

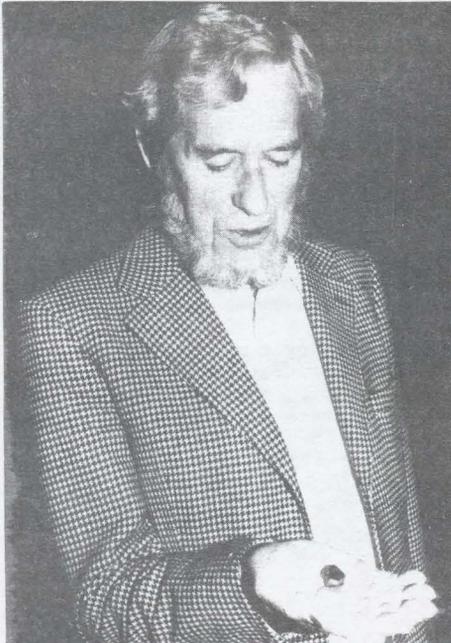
"When the event became public and was written about in papers, a lot of strange things happened to me", Stig finally tells. An unknown person phoned and offered 50,000 sw. crowns for the piece of metal and should come and collect it within half an hour. Someone broke into Stig's car and looked through the compartment. This "someone" appeared after police investigations to be an american student in Uppsala. When he was to be questioned, it was found that he had returned to USA very fast. Thereafter someone broke into the boatyard where Stig worked. Even his home was hit, as well as the homes of his close neighbours. "It even occurred that letters or parcels I sent by mail were opened and searched or never reached the address", Stig adds.

One can ask himself why these mysterious burglaries and searchings took place. Just souvenir hunters or maybe people with other interests? No doubt the piece of metal was what they searched for.

Anyway, the enigma of the Våddö case and its pieces of metal is still not solved. This most interesting UFO event that took place more than 20 years ago still puzzles and activates ufologists both national and worldwide. The final word has not been added to Stig's and Harry's widely discussed experience and there is all reason in the world to get back to the unique Våddö case.



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PICTURE TEXT:

- 1: Two parts of the metal-pieces that was found at Våddö. The third piece has get lost in mysterious ways in USA.
- 2: Stig Ekberg shows one of the little heavy piece of metal.

THREE HUMANOIDS SEEN IN NORTHERN SWEDEN
A CEIII made on October 18, 1977.

Put together by Carl-Anton Mattsson and
Thorvald Berthelsen
Translated by Roger Ersson - UFO-Sverige

Kurt Nilsson (35) is the owner of a short wave radio transmitter which he has installed in his car, and in order to achieve a better communication than he was experiencing in Trehörningsjö, he drove up to the TV and Radio transmitting station that lies about 10 Km to the north and is situated on a mountain known as Hemliden (which is a lonely, isolated area).

400 metres from the top of the mountain he noticed heavy radio interference, and a distant colleague with whom he was in contact could hardly hear him, although Kurt could hear his colleague clearly enough.

At 8.00 pm Kurt reached the transmission station's mast, but found communications there so bad that he had to break off the radio conversation with his friend.

Kurt's attention was then caught by a pale blue object outlined against a hillcock down in a hollow. He realised after a few moments that it was a machine with a dome, and although it was difficult to estimate, it was about a couple of metres in diameter. In front of the object there were three figures dressed in "spacesuits", each about one metre tall and of a greyish colour - all at a distance of a little over 100 m. They could clearly be seen in the light emitted by the machine, and Kurt was so surprised that he switched on the car's headlights to see them more clearly. Everything then went "black" and the figures and the machine could no longer be seen. (Kurt explained that although the car's lights worked alright, the figures and the machine were no longer visible). Kurt sat rooted to the spot looking at the emptiness for about one minute, after which everything again returned to as it was with the machine shining again!

Kurt was really frightened now and he began to drive away, but only after 50 m the car stopped and there in the middle of the road were the three figures - either the same ones as before, or a different team. Kurt thought they were crossing the road, but didn't know if it was he or they who stopped the car.

The figure in the middle had a spade-shaped thing in his hands, which was then turned completely around causing the figure to cross its arms, the convex side of the "spade" now facing Kurt. At the same instant the car's lights and engine died. (Just before the figure rotated the "spade" the other two figures had focused their gaze on it - significant?)

It was now pitch black, and Kurt thought: "This is the end". However, he switched off the light switch and attempted to start the engine - which fired at once! Feeling greatly relieved, Kurt reversed 10 m into the darkness and then waited two minutes before turning on the headlights, which also worked. However, the little figures were nowhere to be seen, so Kurt rushed back home.

When he got home, Kurt told his wife, Eva, all that had happened. They then noticed that Kurt's watch was losing time: The house clock indicated 8.50 pm, while his watch said 8.30 pm.

Kurt is acquainted with a man named Kjell Näsrlund, who had also experienced something similar to Kurt's in 1969, and so he called him up at once. Kjell said that he had been having some bad interference on his T.V. that same evening.

It was also noticed that Kurt's dog was acting strangely for

he was barking madly. Usually the dog greets him with a welcoming leap, but this evening was different. The dog finally laid down huddled up in a corner of the kitchen. He also reacted in a strange way two days later when they all went up to Hemliden mountain. The dog kept behind Kurt all the time when usually he runs and jumps all over the place. Kurt, though, was still deeply affected by the UFO experience and was stopped by a police-car on his way home from the mountain for not dipping his car's headlights when they passed him. Kurt told them he was so upset that he'd forgotten to dip them.

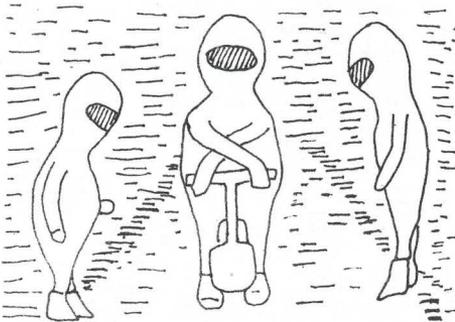
An on-the-spot investigation of the area by Reinhold Carleby revealed that something had happened. A birch tree had the bark removed from a part of it where the object was seen. This damage is situated about 2.8 m above the ground, and it seems that the craft never landed and that the three (or six) figures descended to the ground in an unknown way. Some moss was missing from the area, but very puzzling was the finding of some moss that doesn't even grow in the immediate surroundings where the craft was seen, but was eventually located where the figures were seen crossing the road, i.e. they were collecting some plant specimens.

An important finding was the footprints that the little figures made, these being short, relatively wide and with a heel measuring 4 cm x 4 cm that had a cross on it (see sketch).

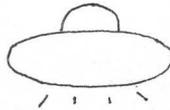
Together with Kurt at the sighting point, the machine's diameter was estimated more accurately as 5 to 5.5 m. The bluish light emitted by this object only illuminated out to about 5 m, the little figures which were first seen being lit up by this light. There was no noise at any time.

Kurt described the "spacesuits" as being grey and resembling plastic. The figures were wearing short white boots that fitted them as tight as gloves, and seemed to be part of their suits, which were one-piece. Their helmets were like those of astronauts with an opening at the front for their eyes.

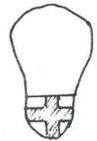
Reinhold Carleby, the investigator, found Kurt a reliable person, as did the two policemen who stopped his car, for they know him personally!



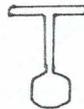
The three humanoids that Kurt saw in the road in front of his car.



The UFO that hovered and emitted blue light.



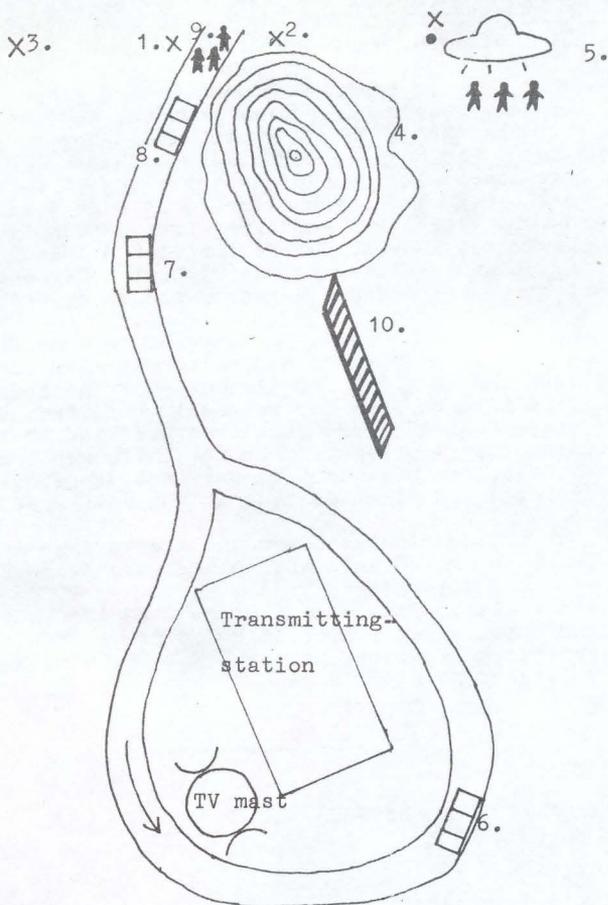
One of the humanoid's footprints.



The instrument seen from the front.



The instrument seen from the side.



- 1: Footprints.
- 2: "
- 3: Moss was removed from here to the landing-site.
- 4: Hillock.
- 5: Landing-site. The cross indicates a damaged birch tree.
- 6: The car was parked here during the first observation.
- 7: The car reversed into the darkness from 8 to 7.
- 8: The car stopped, lights was turned off, the engine died and the watch stopped.
- 9: Here the figures crossed the road. One of them turned the instrument around.
- 10: Large snow-shed made of wood.

THE 1969 ALIEN ENCOUNTER

Kjell Nöslund, mentioned earlier, had a strange experience on 12th March, 1969. Kjell is the Director of the transmitting station on Hemliden, and on this evening he was working alone at the station at 6 o'clock. For some reason the alarms sounded, indicating a fault in the transmitter somewhere. This went on until about 6.30 pm when Kjell felt that he had to go outside for some reason.

Once outside he beheld a massive object - about 150 across, 5 to 6 m high and with a fuzzy outline to it - only 15 m from the building. A greyish-blue light was emanating from a tunnel leading inside the object, and beside it and inside the tunnel Kjell could see about 10 box-like things that resembled clouds without solid edges, all of them floating just above the ground. He estimated them as 135 cm, perhaps, tall.

Kjell wanted to phone for the police, but for some reason was unable to do so. In fact, he couldn't even move. Seven or six box-men floated into the station, and although they passed right next to Kjell, he couldn't touch them for he was immobilised. He had the feeling that inside these "boxes" there were creatures and that they were protecting themselves - possibly from the environment. He also felt that he could stay calm, for his visitors were not dangerous. The box-men didn't move quickly and floated along at the same speed as a walking person.

Five to ten minutes later the creatures completed their inspection and were sucked into the tunnel which closed behind the last one. The craft then disappeared to the north.

After the craft's disappearance, Kjell was free to move again. He then called a policeman - Hans Håggblad in Trehörningsjö - who took the report seriously. However, personnel at the Sundsvall Transmitting Station only laughed at Kjell's report to them.

SWEDISH ARMY OFFICER EXPERIENCES
LANDING AND EM EFFECTS

By Boris Jungkvist

This article is an excerpt from the author's book UFO - en fantastisk verklighet, published in 1977.

At 2230 hours on Saturday, Sept. 21, 1974 my phone rang. A shaken voice at the other end of the line declared that he and his family had witnessed a UFO "land" just half-an-hour before. Since the witness is an officer of high rank with the Swedish army, he and his family prefers not to let their names be known. I now quote from the questionnaire he filled in:

"In company of my family (wife and two children) I had paid a visit with a good friend at his summer cottage near Knutby in the province of Uppland. We were going home along the gravel road in our Audi. As we entered a long-stretched curve, we spotted a blinding light ahead of us. I dimmed the headlights, believing it was a car coming from the opposite direction. When we entered the straight stretch following this curve we saw, however, a remarkable flying object coming towards us. The distance was then about 900 meters.

ENGINE, HEADLIGHTS AND RADIO DIES

"Look dad, a helicopter, isn't it low-flying?", my daughter cried out. Seconds later we were sure this was not a helicopter! The strange flying vehicle approached us slowly from a clearing to our right, at an altitude of about 10 meters. At the same moment my engine started to cut and vibrate. About one hundred meters further on, the car stopped completely and the headlights died out. The car radio also went dead.

LANDING, GREEN LIGHT, HUMMING SOUND

"The flying object passed the roadway ahead of us (distance now about 200 meters). It was still at some 10 meters altitude, but then seemed to land to the left of the road, some 75 meters from the roadway. The landing took place in front of a stack of fire-logs. A large area was lit up by the blinding, green-shimmering light from the object.

"Still in our car, we were totally surprised by this unexpected sight. I winded down the side-screen in spite of objections from my wife and children. Now we could hear a sound like that which comes from a swarm of bees. Immediately all of us started to feel uneasy. None said a word for about a minute. My son handed me the pair of binoculars we kept in the back-seat. The flying object's intense, green-shimmering corona gradually dimmed and consequently the size of the area - a radius of some 300 meters - which was bathed in a green luminance, decreased.

EGG-SHAPED

"Through our 7x50 binoculars I clearly made out an egg-shaped structure, some 10 meters long and a few meters high. The object, which by now was intensely white, had a smooth surface with no projections of any kind. My excited wife wanted us to leave the place. Several times I tried to start the engine by turning the key, but it wouldn't work.

DEAFENING ROAR - "TAKE COVER"!

"I must admit that by now I was frightened by this meeting with something supernatural. After a few minutes, despite warnings from wife and children, I left the car. The object seemed to rest, or hover, immediately above the earth's surface. I was just rounding the car intending to open the bonnet - I did not connect our engine stoppage to the presence of the object - when we heard a deafening roar. Believing there was a hazard of an explosion I threw myself down behind the car and cried to my family: "Take cover"! My children and wife, now shaking of fear, rushed out and took cover beside me. Thus we had the body of the car between us and the object.

TAKE-OFF

"The object took off slowly like a VTOL aircraft and with a rocking motion. Once again it took on its green-shimmering colour and the surroundings were lit up. It wobbled slightly and flew off slowly, altitude now some 30 meters, to the same direction as it had come from when we first saw it. It flew with a wave-like motion a few hundred meters, emitting a low, droning sound like the sound of a swarm of bees. A few seconds later it accelerated to an unbelievable speed and disappeared in a thousandth of a second.

RE-START WITHOUT TROUBLE

"We were alone, speaking all at the same time. I was searching for my binoculars in the dark and found them quickly. Shaken by what we had seen we entered the car and we immediately noted the music playing from the radio. The radio worked and, as I turned the starter-key, our

car started and there was nothing wrong with our headlights.

"It took us quite some time to recover. We were completely certain that we had experienced something unique. Coming home, I dialled the number of a fellow officer but changed my mind and put down the receiver. Instead I called the directory enquiry service and got the number of your organisation. In view of my position with the military forces I have decided against reporting this incident to the police or military authorities.

"During my years of living I have many times smiled amusedly at stories about flying saucers. Since this incident I (and my family) agree that such objects are for real".

NO TRACES

After an initial 20 minute conversation over the phone I was so intrigued by the case that a meeting was settled for 0930 hours in the morning of the following day (Sunday). My wife and I took our car and visited the family. Accompanied by the officer and his wife we went to the "landing area" at about 1000 hours. Expecting traces in the field I had brought my camera along. Quite mysteriously, however, there were no traces or imprints to be found. Near the roadway we found the button the officer's wife had lost from her coat as she threw herself out of the car. From this position we made measurements of the area. The egg-shaped UFO must have hovered or landed some 80 meters from where the car was parked.

HEADACHES, DIARRHOEA

Before going home, the officer family invited us for a lunch when we had a lively conversation about the incident. In the questionnaire, which arrived about one week later, they reported slight headaches and diarrhoea, starting some 30 hours after the sighting. These symptoms remained for three days.

This case must be classified as a genuine encounter with an unidentified flying object.

(This case is number 375 in our SweCat statistical sample.)

Source: AFU Newsletter, Box 5046, S-151 05 Södertälje 5, Sweden.

NORWAY

THE FANTASTIC UFO-EXPERIENCE OF REIDAR SALVESEN AT HELLELAND

By K. Gösta Rehn (excerpt from his book: "Tefaten er her").
Translated by Mentz Kaarbø

October 29, 1970. Close encounter at Helleland (between Stavanger and Kristiansand, Southern Norway).

THE EVENTS

It was 4.40 pm. Thursday October 29, 1970. 35-year adviser Reidar Salvesen had been on a business trip to Stavanger. He was now on

his way home to Kristiansand. On his mind were everything that had happened during the day; when he would be home and what he should do the day after. At the moment he passed Helleland it began to grow dusk and therefore he switched on the parking lights. It was raining gently. The journey went from Stavanger via Ueland and Helleland towards Kristiansand.

---Suddenly, when I was about 3 kilometers ahead of Helleland, I was dazzled by a light of tremendous force. It was in the middle of the dusk, but in spite of that, I had to stop the car completely, due to the powerful light. The light seemed to be much more powerful than an electric welding flame. There was no traffic on the road at this time. Just after having stopped the car, I opened the door partly to take a look outside. Then I got a glimpse of a brightly shining fire-ball that was hovering slowly towards the car - and then came to a halt, very near by. The diameter seemed to be about 20 meters, but due to the tremendous light, it was difficult to estimate the dimensions with certainty.

---I got out of the car; then the dazzling light was gone, but on the other hand I could see an object that looked exactly like the descriptions I have seen of flying saucers. It was shaped like a discus, completely without any noise, and hovering almost horizontally over my car. I estimated the altitude to be about 10 meters above the road.

---What did you think of at the moment?

---Above all, I felt completely bewildered, then I thought that this is something very important which I will hardly get any chance to see anymore. Because of this I fetched pencil and paper from my pocket and began to write down my observations. By comparing the size of the car to that of the object, I could estimate the diameter of the "machine" to about 10 meters. In the same way I estimated its altitude above the road. The width of the object was harder to estimate, but I think it was 3-3.5 meters in the thickest spot in the middle, and about 0.5 meters at the periphery (see sketch).

---While it was floating there, completely motionless for about 50 seconds, I had the time to draw it to a correct scale. Hereafter I was stabbed to the ground as if hit by an electric blow from the "saucer". On the bottom side there was a small swelling about 2 meters in diameter and on the top there was a circular dome of correspondingly diameter. The periphery of the saucer was marked by a 0.5 meter wide, wavy belt which was gold-shining. The material in the rest of the object was completely smooth as a mirror, with traces of steel lustre.

---Did you see any sign of life?

---No, neither life nor sound. I didn't feel anything like vibrations nor motion.

---Did you see any sign of doors or openings?

---No, I saw no corners nor anything that could indicate the existence of it.

---I noticed that I was looking especially for the following:

1. Identification signs, letters, numbers or marks of flags.
2. Intake- or blowout pipes.
3. Exhaustpipes.
4. Doors or windows.
5. "Odours" from gases.

The object didn't have anything of these things.

---I stood just beside the open door of the car and made my observations. The car-engine was switched off. Without noticing any form of physical pain or pressure I was suddenly knocked halfway down. I supported myself with my right arm and avoided to fall completely. At the moment the object was still motionless and I didn't notice any wind-blows. But at the same moment I fell down, I heard the typical sound of

a front window being pressed in. As usual with breaking-proof glass, the window was pulverized and most of it ended in the car. The door remained open.

---Almost simultaneously as I crawled to my feet, the object ascended as swift as a lightning. During the next 2 or 3 seconds I glimpsed the object as the size of a pea. I guess that the altitude then was about 1000 meters. There it was once more surrounded by a powerful light and disappeared in the next moment.

---What did you do after this?

---After having collected my wits, I got rid of the rubber frame in which the front window was embedded, and the remaining glass-pieces. I looked at my watch and realized that I really had to hurry up if I wanted to get to Ueland before they closed. I arrived at Ueland at 5 o'clock and got a piece of plastic as a substitute for the front-window. In this way I managed to get to Kristiansand during the evening.

THE CREDIBILITY OF THE WITNESS

It is our impression that in this case, we have to do with a qualified witness. The extensive, very minute account indicates this. The calmness of the observer systematically noticing important points does also indicate this. Editor Halvor Toreskaas in Christiansands Tidende, who wrote the first report in the press, and who was one of the first who heard about the event, says in a letter to UFO-Sverige: "I also have done comprehensive investigations to check the credibility of Reidar Salvesen, and the result was positiv all over. When I got to know about the case through a mutual acquaintance, Reidar Salvesen first refused to give any informations to the press. He had an appointment to give a report to the police the following day. With the permission of the police officer, I was allowed to publish the case".

In order to control the account of Salvesen, editor Toreskaas made contact with the shop where Salvesen had bought the plastic cover. According to Salvesen himself, he had asked for a piece of plastic and something to dry some blood from his hand because a wound was the result when he had fallen to the ground and supported himself with his hand. The shopkeeper hadn't got any information, however, of the fact that Salvesen had seen a UFO; everything according to Salvesen.

The shopkeeper could confirm this part of Salvesens account completely.

---Did he seem to be excited or shaken?

---He seemed to shudder a bit. But I thought that he was cold after having driven a long time without a front window. By the way, it couldn't have been for very long, because there is a gravelled road only 5 kilometers from here.

---The fact is that the accident happened about 12 kilometers from Ueland.

---It isn't correct, because it was a stone-slide?

---No, it wasn't a stone-slide. He encountered a UFO, a flying saucer! Shopkeeper Risa was silent for very long by pure astonishment.

POLICE INVESTIGATION

The incident took place on a mackadamized road, and this routes out the possibility of stone-slide as far as the front window is concerned. The police officer at Helleland was inspecting the place of observation November 2nd. On that place where Salvesen's car had been parked, he found fragments of the front window. In the letter we got from Salvesen on November 31 he writes: "I have not been in contact with the police lately. The case has been taken over by the Police's Superintendence

Squad in Oslo. The police admits that the event is interesting, but they don't show officially that they have any views on what the object might be".

PHYSIOLOGICAL AFTER-EFFECTS

Christiansands Tidende November 2nd:

---When everything was over I had a strange sensation in the tongue and in parts of the face. It seemed like an aftermath of being under anaesthetics at the dentist; I looked at myself in the back-mirror, but I couldn't notice anything and the sensation soon disappeared. Besides I have got some wounds on my right hand because I used it to stop myself from falling to the ground.

In a letter from editor Toreskaas, we learnt that Salvesen had had some difficulties in getting an appointment with an oculist in Kristiansand. We asked Salvesen, what was his reason in trying to consult an oculist:

---I was so dazzled for 2 or 3 days that I could hardly see. (because of the very powerful light that I watched for 2-3 seconds.) It was very difficult to see in daylight, and the white substance in my eyes remained red for a couple of days. The difficulties in seeing in daylight and in powerful lamp-light lasted for 7-8 days. After all, I will not consult a doctor, because I haven't had any severe physical or mental symptoms after the event.

DULL CAR VARNISH

Salvesen, who had a brand new car, noticed by an inspection of it after the event, a round frosted spot on the top of the car. He had, however, not given it further thought. Civilengineer Gunwald Weie, leader of Norsk UFO-Studiegruppe, took a sample from this spot, and also from neutral paint from the car. These samples were submitted to scientific tests in Oslo. According to Reidar Salvesen the following conclusions were drawn:

---"The sample from the paint---and pieces of glass---show lower radioactivity than normal. A test with a Geiger counter also shows a completely negative result".

---"The Army has shown some interest in the case when measuring the radioactivity of the car. I haven't been in contact with the Air Force, but they have confirmed that there were no aeroplanes in the area on the actual point of time".

ADDITIONAL

Adviser Salvesen has written a concept on 5 pages, where he gives certain completing information to that which is reported earlier. This "addittional report" has been written due to all the questions he has got from mass media and UFO-organisations, regarding the event.

We are quoting from the report:

---I will strongly point out that I have not the slightest doubt that this was a constructed or a fabricated object. It is completely out of the question that it should have been some sort of celestial body, meteorite etc. The object was watched completely distinctly and clearly.

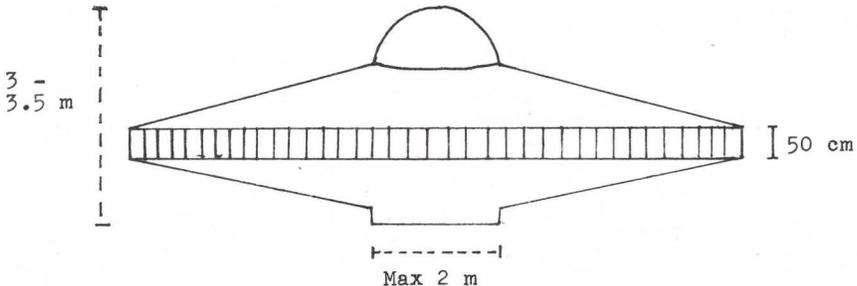
---I also want to point out that the object was very beautiful, it was great fun to study its lines. The glassy surface made a wonderful contrast to the frosty gold coloured edge around the object.

---It seemed to be extraordinary smooth. There was no roughness and according to my opinion it was, from a constructor's point of view, perfect---and it seemed to be "right" with respect to form and

construction.

---It is my opinion that it is almost impossible that this thing should not be manned. This is supported by the fact that the light ball followed the slope downwards and stopped with precision over the car, then moving forwards, about 5-6 meters in front of it. This had the effect that I was in a very good position to study it. Afterwards, I thought that the position of possible "creatures" was also very good from their point of view.

---I have been told that the object attacked me. I have myself no impression of that. I stood quietly, drawing and valuing it and didn't know any form of fear or anxiety, but in the beginning I was quite astonished by what I saw. In many respects I should wish that I could experience it once more and also a landing close by, but the chances are very minute, I suppose. I am wondering what the "content" of the thing really was.



Above: Salvesen made this sketch of the UFO which was observed 4.40 pm Thursday, October 29, 1970 near Helleland.

STRANGE AIRCRAFT SPOTTED IN ÅSBYGDA

Translated by Mentz Kaarbø

Tuesday October 25, 1977, was a day which the two 14-year old boys, Johnny Myhr from Holmestrand and Frank Sverre Mandt from Prestfoss (both from Eastern Norway), will never forget.

The time was 5.30 in the afternoon when they saw an unidentified flying object! It came hovering slowly along the hillside at a low altitude above a field. About 100 meters from the school it stopped abruptly and landed on the newly ploughed ground!

The boys were scared and ran towards the school (where they were living), and they saw the object take off after about 10 seconds. The object was light green coloured with portholes, and they thought they saw the contour of a figure in one of the portholes!

The Alm school is located near the top of the hillside beside the main road no. 241, above Gamleveien in Åsbygd (outside Hønefoss, by the Oslo-Fjord). It was dusk, but with a comparatively good sight.

It landed with three supporting legs, and the two boys observed the craft quite clearly in the light from its windows. They cannot

describe the figure they spotted inside the craft in detail, but it resembled a human being and it seemed that they were watched. By that time, the boys had had enough. They started to run towards the school. But they noticed that the strange aircraft took off and disappeared over the hillside towards southeast.

The day after, they could point out three landing prints in the field from the UFO. The prints had the same distance from each other, with a diameter of 6.60 meters. The prints were very clear and about 10 - 15 cm deep.

An additional confirmation of the fact that something strange had appeared in the sky above Åsbygda Tuesday afternoon, came 10 minutes later, after the boys' observation. One of the adults working at the Alm school, who wants to be anonymous, was on duty and was inside the living quarters. One of the pupils, 14-year old Agvald Elling Ingvaldsen, came sturting in and was repeatedly shouting: UFO! UFO! The man runs out into the square in front of the school, and coming from the north he sees a brightly shining object flying above the tops of the trees, just above the place where the boys 10 minutes earlier had seen the flying craft. It came cruising at a low speed, totally soundless. It was difficult to see, due to the bright light, but the man assumed that the object was circular and with a neutral colour. After, say, 20 - 30 seconds it disappeared over the hill. This was, in fact, corresponding with the rising of the moon.

Thursday October 27, the Supreme Command of the Army announced that something suspicious had been seen above Gardermoen (a large military airport) at the time the two boys made their observation. A yellowish light was seen in the sky Tuesday afternoon, and experts agree that this only confirms the activity above Åsbygda the same day.

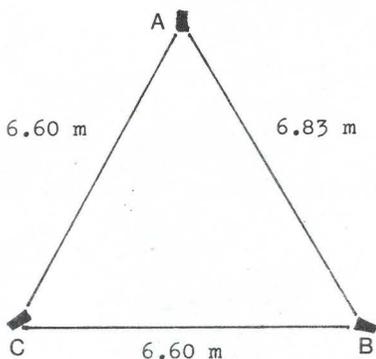
As early as Wednesday evening October 26, NUFOC was on the spot, represented by Dag Heim. Due to the darkness it was not possible to do the necessary investigations, but Thursday morning he measured, photographed and collected samples of the earth at the landing site. In the evening an army representative arrived with a Geiger counter, but it didn't show any activity.

Kjell Christensen in NUFOC has done measurements of the pH-value (acidity) of the earth samples and compared these to the pH-values in the earth elsewhere in the field. With a pH-value of 4.7 inside the triangulum itself (made by the prints) and 5.3 15 meters outside it, there is absolutely no doubt that something had been on the spot! In earlier suspected UFO-landings in Norway, investigations done by Kjell Christensen also have shown that the earth contained more acid inside the prints than outside, and with a difference as great as in this case, it cannot be a coincidence.

pH-value, measured with Radiometer 28: (see also figure)	
15 meters outside the print.....	5.3
10 " " " "	5.1
5 " " " "	5.2
At the print.....	4.9
1 meter inside C.....	4.7
2 meters " ".....	5.0
3 and 4 meters inside C.....	5.0

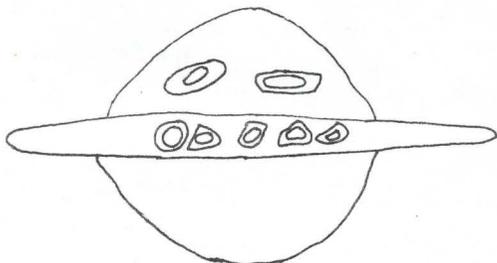
The prints' dimensions:

Length.....	36.0 cm
At the widest.....	14.5 "
" " most narrow.....	7.5 "
Depth.....	10.0 "

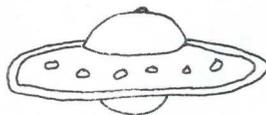


On the basis of the prints, the craft's largest diameter is estimated to be about 12 meters. Height of the cabin: 6.5 meters.

The following drawings show the boys' conception of the aircraft.

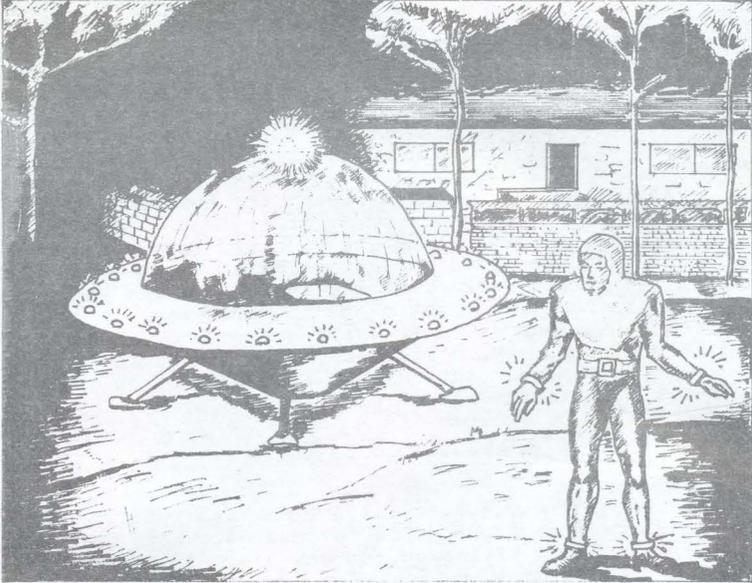


Drawing by Frank
Sverre Mandt, October
25, 1977.



Drawing by Johnny Myhr,
October 25, 1977.

It appears that the aircraft that landed in Åsbygd, has an astonishing resemblance with a similar one, which landed at Puerto Herrera in Spain August 16, 1970. (See drawing). We have got reason to believe that the dome on the Åsbygd-UFO did not have portholes, neither on the dome nor around the circular band. The boys would hardly glimpse any figure through such small portholes. Probably the dome was semi-transparent as on the UFO in Spain. The circular band around the spanish UFO had shining spots all around, and a top light which rotated when standing on the ground. Probably the boys have taken these shining spots for portholes - taking into consideration the short time they observed the UFO, about one minute.



The UFO that landed in Spain.

Width: About 4 meters. Height: 2.5 meters. Dome: Crystalline, almost transparent. Colours: Silvery dome. On top of it there was a blue-white light, slowly rotating. Additional colours: White-purple and yellow.

The humanoid is standing 3 - 4 meters from the craft. He was about 1.80 meters tall.

MORE UFOS!

It has also been confirmed that more people have seen mysterious objects above Asbygdá Saturday evening November 5, writes the newspaper Drammens Tidende og Buskerud Blad, and all the witnesses assure that it cannot have been any sort of an aeroplane.

Two of these witnesses are attorney Willy Ruud and engineer Steinar Dalbu, both living at Skaug in Asbygdá.

They both are familiar with aircrafts and assure that it was not an aeroplane they saw above Asbygdá Saturday evening. Both are convinced that it was real UFOS in action. In this connection says Dalbu, that earlier he didn't believe in the UFO-stuff, but now he does not doubt the reality behind it anylonger.

He observed the brightly shining objects through a powerful telescope, and he saw some circular spheres with vaults. The four objects flew in formation. Together with his neighbours he watched them for about half an hour. After this the globes disappeared over the hillside.

We shall refer to what other eyewitnesses have to tell: Øyvind Torp from Vesetrud in Åsbygda, tells us that he was standing by the window at 5.30 pm. the same Tuesday and looked at the hillside. Suddenly he was aware of a bright and shining light which came flying at a tremendous speed from the south and disappeared northwards towards Jevnaker. The speed was so great that the whole phenomenon looked like a long, luminous tail. In a couple of seconds it was gone, but the whole hillside was illuminated! Another observation which may indicate that a UFO has been in the area Tuesday afternoon, the newspaper Ringerikes Blad writes on the October 28, and the newspaper postulates the following theory:

The two 14-year old boys saw a UFO land by Alm school. The craft took off and proceeded southwards along the hillside. After some 10 minutes, one of the workers at the school did see a circular object which radiated a powerful light over the same area. It came from the north and went southwards. If it was the same UFO, it must have returned! Vesetrud is situated, say, 2 kilometers further south in Åsbygda. Could it have been the same UFO that Øyvind Torp sighted on its way back to the place where it first had landed?

Has the UFO been seen also from Vikersund Tuesday evening? Again it is Ringerikes Blad, dated November 1, which is asking the question, and tells about a flying object which almost "shaved" the roofs of the neighbours 50 yards away.

It looked rather like an outdoor lamp in motion. The yellow, circular light seemed to be situated above Tyrifjorden (a large freshwater fjord), and it slid slowly and soundlessly in the direction from Ask towards Røyse.

Three witnesses were watching the light for about one minute, just after 6.30 pm. at Tuesday. It was just afterwards that an object was seen in the air from Odli at Hønefoss. The witnesses didn't reflect on their observations until they saw the UFO-news in Ringerikes Blad.

Also Wednesday October 26, the mysterious light was seen above Åsbygda, tells Unni Gundhus to the newspaper. When she came driving from Hønefoss in the direction of Hen, where there is an excellent view of Åsbygda, she caught sight of an intense bright light which just stood there in the sky. The time was about 5.30 in the afternoon. Her observation was done exactly 24 hours after the UFO-sighting at the Alm school.

The newspaper Glåmdalen writes on October 29: "UFO sighted at Grue and in the Oslo-area":

"It is a question whether the strange flying object that was seen on Ringerike, did not have its first landing here in Grue", tells Thorstein Nesseter.

"My horse had run away, and I was out trying to catch it. When I returned homewards in the evening and was standing a couple of meters above Knapholsberget, I saw an oblong object hovering in the air 2 - 3 meters above the road.

In one end it was shining red and in the other end it looked like a common light bulb that was shining. When I walked out on the road, not far from the object, it looked to me as being circular and shiny as the moon. Then I wasn't very far from it".

The exact site of observation was Reidar Omstedsvei down to Agnås and further ahead via Knapholsberget.

Two ladies from Brandval also saw something strange in the sky Tuesday afternoon, about 5 minutes after the two boys had seen a UFO land on Ringerike (Åsbygda).

The ladies came from Oslo, and on the main road where the road to Gjelleråsen is leaving, they suddenly got sight of an object in the sky. They recall that it was green-coloured and it moved slowly from east to west.

The report from Åsbygda is written basically from extracts of the press, reports from NUFOC - division East/by Eldbjørg Fjeldberg. Further information from Dag Heim and the Research Section by Tom Runar Lemb; together with Kjell Christensen.



Map showing the area.

PRINTS ON ROOF OF COTTAGE

By Johan Hjelvik and Tor Oskar Sætre

The actual prints are made during the winter in 1980. They consist mainly of two almost concentric semielliptical tracks on a cottage-roof covered by asphalt shingles. The cottage is situated 300 meters west of the lighthouse tower at Homborsund, a place between the two small towns Lillesand and Grimstad in the southern part of Norway.

The keeper of the lighthouse tower at Homborsund, Kjell R. M. Larsen, observed in January at 12.30 am a lightsource with a spherical form. It appeared to him the size of the moon. The lightsource, having no distinct contours, was emitting a pulsating red and yellow light. It

approached from the east, passed the lighthouse tower at an altitude of approximately 150 meters, circled above the islets west of the lighthouse tower - stopped twice - passed the lighthouse tower again and rapidly disappeared northwards. This observation may be connected with the actual prints.

These prints were discovered by the owner of the cottage, chemistry engineer Fred H. Meyer, when the roof began to leak. Members of NUFOC inspected the roof in July, and was later permitted to remove the shingles with prints. These are now attached to a plywood board situated at NUFOC's research section in Trondheim. The prints are the most remarkable and robust track up to now examined by NUFOC.

The NUFOC research section tries to find out what can possibly create such marks. First we contacted the manufacturer of the asphalt shingles; Isola Fabrikker, to be informed about the production process and physical properties of the shingles. First limestone powder is mixed into oxidized asphalt. This mass is put on rag felt. While this board being warm, clay slate and sand are strewn on the top and under side respectively. Finally the board is cut into square tiles. The red colour of the slate is achieved by burning into it a ferruginous powder.

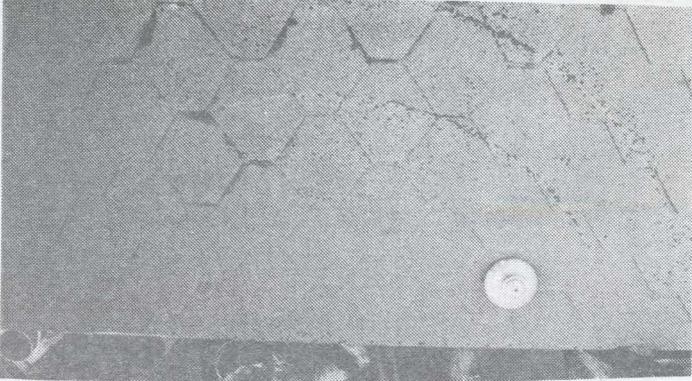
The slope of the roof is 17 degrees. The prints consist of two slightly elliptical rings, approx. 10 mm wide, with radii approx. 86 cm and 114 cm respectively, and their centres located 5 cm apart almost at the edge of the eaves. The centre of the outer ring is clearly marked in the shingles. Right below the centres, on the eaves board, there are two wide vertical stripes where the painting has disappeared. In addition to the rings there are a lot of surface pits being spread, the largest about 10 mm across. Both the pits and the rings seem to have been burnt into the asphalt shingles. The intensity of burning varies along the tracks. In the middle some sort of boiling seems to have taken place, at the ends the slate chippings are kept, but the colour has turned white. A grey thin stripe can be seen in the tracks, especially where the boiling effect is strongest. The pits, too, seem to be a result of a boiling process in the asphalt.

NUFOC's first investigation was to ascertain if there are any elements added or removed from the printed area. For this purpose we used an ARL SEMQ Electron Beam Micro Probe connected to a computer. This instrument determines the elements by means of spectral analysis. Six samples from the roof was taken, giving us all the various states of the asphalt shingles. Graphically we got the line spectra of the different samples. Additionally the elements by name, the energy and counts of their various spectral lines were written out. Comparing the results from the samples, we could not find any difference, unless some chlorine in a sample from the tracks, which probably comes from the salt in the seawater. A light element below the range of the instrument seemed to be missing in the tracks; probably oxygen being consumed by heat of some kind. Finding the chemical composition in the tracks not to differ from normal, we exclude a lot of ways in which the marks could have been made, thus taking into consideration the wind and rain washing during half a year.

The samples are studied through optical and electron microscopes, and several pictures are taken. Even a stereo test microscope is used. It is still uncertain whether there is any connection between the circles and the pits, but extensive microscopic studies indicate that a connection may be established in the near future. The small pits have proved most interesting in that the inner diameter, below the surface, is greater than the surface opening itself. It is of principal interest to try and determine how these pits were created, there being

no apparent evidence of sharp instruments been used, speculative suggestions including heat and Laser are to be investigated later.

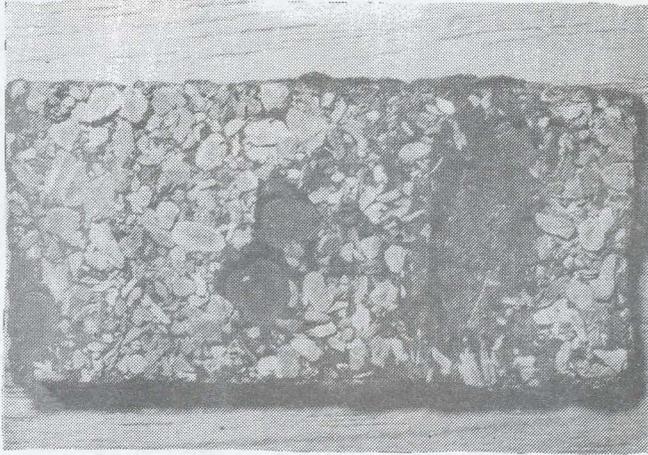
The research program is still in its first stage, and most of the work has involved microscopically mapping certain areas of the roof. The second stage is expected to indicate any possible causes of the markings, whilst the final stage will present a discussion of results and statement of conclusions.



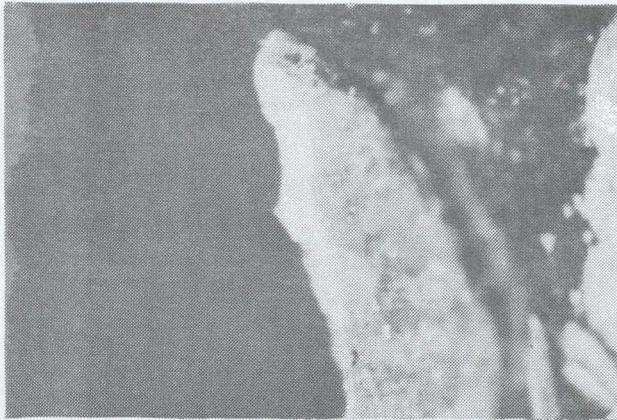
The cottage-roof with prints and UFO-model.



Part of one of the rings with bubbles.



One of the sections examined under microscope, one, shows three pits and part of the outer circle.



One of the chippings transected when the pit was created. X50 approx.

