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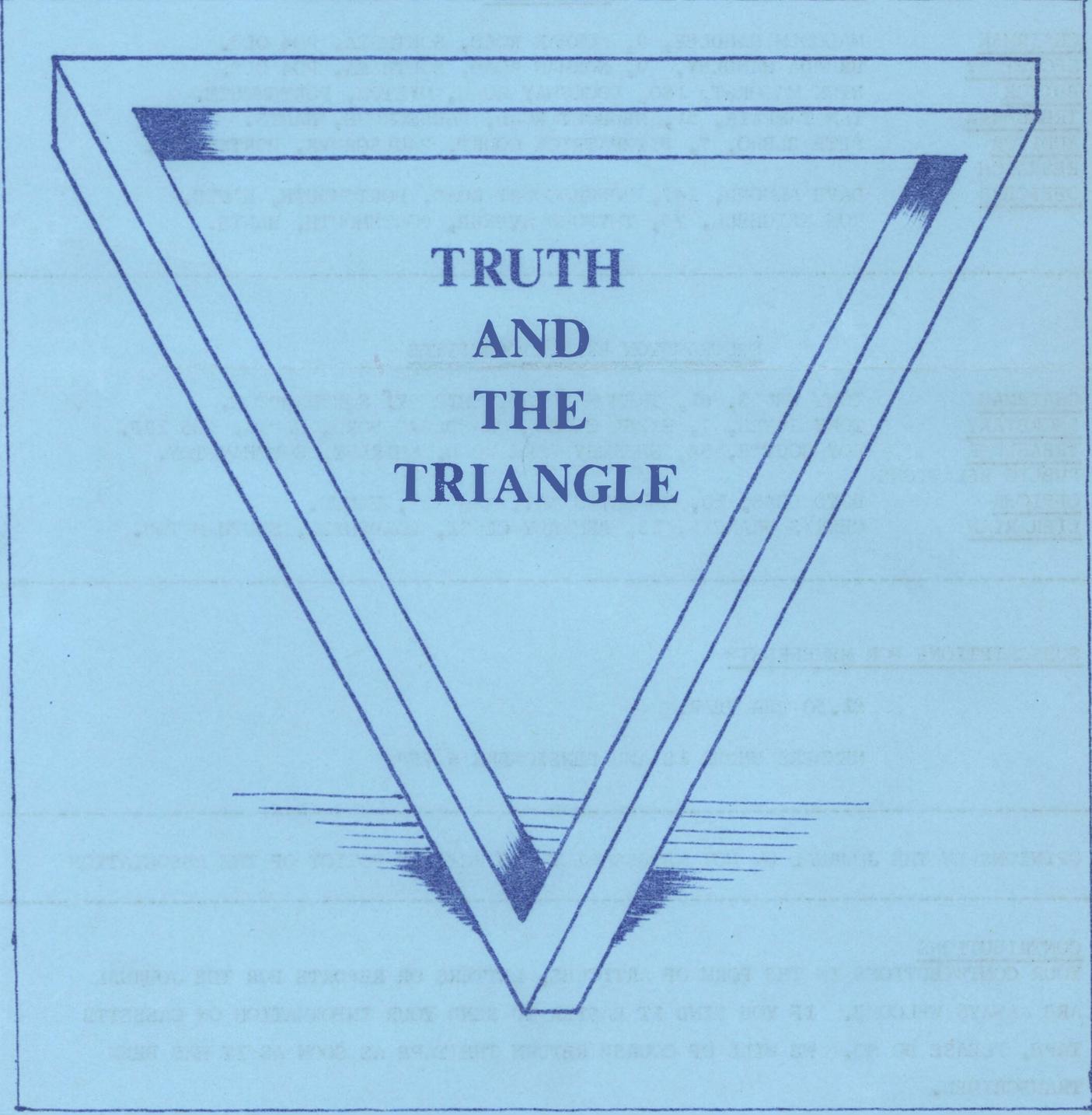


WATSUP JOURNAL

No 6 25p

SUMMER 1976

WESSEX ASSOCIATION FOR THE STUDY OF UNEXPLAINED PHENOMENA



TRUTH AND THE TRIANGLE

THE FACTS ABOUT FLIGHT 19.

W.A.T.S.U.P. JOURNAL

JOURNAL OF THE WESSEX ASSOCIATION FOR THE STUDY OF UNEXPLAINED PHENOMENA

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EDITORIAL

Last year saw the publication of "Bermuda Triangle - Mystery Solved" by Lawrence Kusche.* Described by the Daily Mail as a pernickety librarian, and by Richard Winer (best selling author on the mystery) as someone who has written a boring book, full of facts, Kusche revealed the Bermuda Triangle as nothing more than exaggeration and distortion of the truth. Despite criticism of the occasional generalisations and bold assumptions made in the book, most people are in agreement that it is a highly worthwhile work of investigation. Whether or not the Bermuda Triangle mystery is in fact solved by the author is still a debatable point and one which Roy and Tina Goutte will no doubt clarify in their series of articles on the subject ("Truth Versus the Triangle" Page 18 and "Flight 19" Page 12). Kusche's book and the resultant television documentary, unfortunately not only cast into doubt the authenticity of the Bermuda Triangle, but also the many books dealing with the mystery, showing us how easily writers, well meaning or otherwise, can present blatant untruths and get away with it. Although regarding the documentary, I was personally annoyed at the indiscriminate roping in of all books on the unexplained, in what can only be described as an uninformed and misleading generalisation.

Over the years, W.A.T.S.U.P. has occasionally attempted to obtain further information on particular reports that have appeared in books, only to find when following up their source that they draw a complete blank. Again there have been occasions when two quite different versions of the same story have turned up, making it impossible to ascertain what exactly occurred, if indeed anything did. This unfortunate state of affairs, coupled with the Bermuda Triangle "expose" has served to generate an aura of caution in the Group, which can only be for the good. Investigating unexplained phenomena is difficult enough to begin with, it is a pity the job is made even harder by careless or mercenary writers who make an already complicated subject even more complicated. Books, as we know, are to be read with caution and putting your faith in many of them has become comparable to putting your foot in it! More often than not, the best-sellers are popularisations of the work of previous investigators who did not make it because they wrote boring books, full of facts. I sincerely hope this edition of the Journal is full of facts, and not too boring. At least you're through the Editorial.....I can guarantee the rest is plain sailing!

* Published by New English Library.
Reviewed in Issue No.5.

Nick Maloret

A CATALOGUE OF ALLEGED HAUNTED LOCALITIES IN HAMPSHIRE.
PART 2 - HAVANT AND HAYLING ISLAND

The second part of this catalogue takes in an area of particular interest regarding reports of apparitions. For some reason, not yet ascertained, Havant and Hayling Island abound with stories of ghosts. Although many of these stories seem to be traditional, or in the nature of recent hearsay, those I have included below are somewhat more substantial and not so easily explained. Especially intriguing is the situation at the tiny village of Langstone in Havant. Here a stretch of coast overlooking the channel adjoining the harbours of Langstone and Chichester and extending less than a mile to Warblington, appears to be the scene of five hauntings - one admittedly legendary.* Pondering on the reason for this "concentration" of ghosts, the possibility of a connection with leylines was considered. Several ley researchers have found a relationship between ghosts and leys - notably Phil Grant in his study of ley lines in Dorset.** It transpired however, that we were only able to 'ley' the legendary ghost at Warblington Tower, as the building falls on an alignment comprising of at least seven sites.*** The other haunted sites conformed to no particular pattern.

Portsmouth Branch Research Officer, Dave Almond, has been interested in Langstone for some while, and those who prefer the more traditional explanation for ghosts will no doubt be satisfied with his discovery of a gibbet site alongside the haunted Royal Oak Inn. Whatever the answer, it is hoped that further research by W.A.T.S.U.P. will shed light on why Havant and Hayling are possibly the most haunted areas in Hampshire.

* Local tradition asserts that the tower at Warblington (all that remains of Warblington Castle), is haunted by the Countess of Salisbury and her executioner.

** See article: A Procession of Enigmas, SCAN. Issue No. 3. July 1974.

*** Work is still being done to establish the authenticity of this line by checking the historical background of each site. So far, it looks very promising and a complete description will be published in the next issue.

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HAVANT/MILL LANE/LANGSTONE

In September 1945, a man temporarily residing at Langstone had an alarming experience while walking in Mill Lane. "At 10 one morning, I went down this lane on my way to catch the bus to Portsmouth. It was a bright day and the birds were singing: I was happy. Then suddenly, it seemed as if all was silent. I stopped. I felt uneasy. In front of me, not more than 20ft away there lay on the ground a naked man, and he had half a right leg - a stump above the knee. He was old - I would say well past 60 and bald and awfully thin. I walked forward slowly, and I was afraid. There was silence in that lane. I looked around thinking I should need help; there was no-one about at all. I walked nearer and was within three or at least four yards - the distance of an ordinary room - when the man vanished. He did not fade away, he simply vanished." It later came to light that another man had had an identical experience in Mill Lane in June or July 1940. The man was told by a local person that the description of the apparition closely fitted that of an evangelist who occasionally visited the area and had not been recently seen.

The Saturday Book (9th Edition) Edited by Leonard Russell.
Haunted Inns by Jack Hallam.

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HAVANT/THE MILL/LANGSTONE

The 18th Century Mill ceased operation at the end of the last century followed by a mixed history of occupation and dereliction. Due for demolition in 1932 it was bought by Flora Twort, a young artist, who intended using the buildings as a studio, enlisting Ernst Freud (son of Sigmund) to design the renovating. During her stay at The Mill, Miss Twort is said to have encountered a ghost identified as a "Jacobean Boy". The apparition was described as having tied back shoulder-length hair and wore a white shirt and yellow knee breeches, white stockings and buckled shoes. The present occupant, Mr. Richard Joicey, has not seen the ghost but claims, "The Mill has its noises, including the sound of rats crawling between the timbers," adding that; "On a black winter's night the place certainly has an atmosphere."

The News (Portsmouth). 31st August, 1976.

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HAVANT/THE ROYAL OAK PUBLIC HOUSE/LANGSTONE

In 1969, the owner's wife saw the figure of a woman in white standing in her bedroom, and as she watched it slowly disappeared as if fading into the wall. Over several years, inexplicable footsteps have been heard in the Bar, along with a scraping noise, sounding rather like chairs being pushed aside. On one occasion a spaniel owned by the landlord woke the household at night with its barking. The dog was found "in a frenzied state" with its hackles raised barking at something in the Bar. From then on the dog would never enter the Bar alone and even when accompanied, showed itself to be nervous. An article in the Hampshire Telegraph briefly mentions the figure of a man in 18th century dress which has allegedly been seen walking across the main Havant/Hayling Road near the Royal Oak.

Haunted Inns by Marc Alexander.

Our Haunted Kingdom by Andrew Green.

Hampshire Telegraph (date not known).

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HAVANT/MILL LANE/OLD BEDHAMPTON

In September 1969 the owner of guard dog kennels in Mill Lane saw the figure of a man alongside the kennels while investigating the reason for his dogs barking. He challenged the figure and it began walking away. When the owner of the kennels then called to a couple of the dogs, they stood transfixed, with the hair on their backs bristling. Suddenly the figure vanished and when the witness went to the spot where he had seen it, there was no sign of anyone - or of footprints. Following this, he began receiving telephone calls during the night from residents living near the kennels who complained of the continued howling of the dogs. The witness told a reporter, "I have been called out at all hours of the night, and although I have never seen the ghost again, I always sense that something is there, and until this other presence has moved away, there is nothing I can do with the dogs, they just stand there hypnotised, barking at the sky." Writing in F.S.R., Gordon Creighton notes the possibility of this being a U.F.O. entity case, taking particular note of the fact that the dogs were "barking at the sky."

Daily Express. December 4th, 1969.

Flying Saucer Review March/April, 1972. Vol 13. No.2.

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HAVANT/THE PARSONAGE/WARBLINGTON

A well-documented account from 1695 describes an apparition that was reported seen at the Old Parsonage at Warblington. Early in August, on a Monday at 9 or 10 at night, a maid at the Parsonage witnessed a strange figure wearing a black gown walk through the kitchen and out of the door into the orchard. On hearing of the incident, the Rector along with the Curate and Manservant awaited the apparition the following night. The figure duly appeared and was challenged by the Curate, who in an attempt

to touch the apparition, found that his arm seemed to pass through it. The Curate then followed the ghost along a gallery and experienced an unaccountable chill from his feet to his waist before the figure eventually disappeared. The apparition made a further appearance on the Monday after Michaelmas, when it followed a man across a meadow and alarmed a group of farm labourers. The ghost was identified as the Reverend Pitfield, a previous Rector who had died 20 years before.

The Ghost Hunters by Elliot O'Donnell and Harry Ludlam.

NOTE: I was able to confirm the names and historical details in this account by referring to "Hundred of Bosmere" - a history of Havant and Hayling by Charles Longcroft - first published in 1856.

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HAYLING ISLAND/THE OLD RAILWAY STATION

In 1968, several strange occurrences were reported at the old station - then being used as a depot by the Haulage Department of Havant and Waterloo Urban Council. The first person to experience something inexplicable was Mr. William Phillips, aged 27, an electricity board fitter. As reported in the Evening News, his story is as follows: "I was fitting a junction box beneath a bench in a corner of the room when I ran out of paraffin. As I turned round to ask my mate to get some more, I saw this pair of legs just standing there near a table. When I spoke to him, I was a bit surprised when he did not move. I turned round again and realised that it was not my mate at all. As I was working below a bench I could see only up to his waist. I looked again and there was nothing there. Whatever it was, it was wearing a pair of black boots and faded trousers. Nobody could have got in or out of the room without my hearing him as the door was closed and it is a bare wooden floor."

Mr. Phillips' assistant, Mr. Michael Doyle aged 22 was outside at the time. "The first I knew was when Bill came out of the building looking as white as a sheet and trembling all over." Later in the day, Mr. Peter Waldon aged 35 was working at a desk in the room when he felt something gripping his arm. "I was writing the number 16 when something made me write an extra one" he said. "I moved my arm to shake it off and found there was nothing there. When I entered the room I had the feeling that there was someone watching me. I did not believe in ghosts before, but now I do, I will never go in there again," he added.

The presence of a ghost in the old yard has been noted before. "I have heard rumours in the past of strange engine noises issuing from the Old Station but I put them down to someone playing tricks with a tape recorder and discounted them straight away," said Mr. Noel Sloman who was the secretary of the former Hayling Light Railway Society.

* In December 1970, a driver working at the station told the Evening News. "I saw a chap in dark blue overalls and a peaked cap walking across the yard and muttering something. He disappeared through two large doors. The doors were shut."

A woman living in Hayling later asserted that the ghost was that of her father, Jack Wilkinson, who was employed at the station in the 1920's. Evening News (Portsmouth) March 24th, 1968.

* Evening News (Portsmouth) April 15th, 1970.

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HAYLING ISLAND/NEAR SINAH FARM

Following the previous article, an account was published in the Evening News describing the experience of Mr. L. Marsh of St. Mary's Road, Hayling.....

"I am wondering if the ghost at the Station is the same chap that I met way back in 1912. I was walking along the road between Sinah Farm and Sinah Gate late one night when I met someone or something and called out goodnight. There was no reply. Thinking that odd, I bent down to get his body against the night sky, but there was no torso - just two legs striding along. Needless to say, I put my own two legs in top gear as I headed for home."

Evening News (Portsmouth) March 26th, 1968.

WAS ASTRONAUT A GOD?

"Signs are taken for wonders. 'We would see a sign!' The word within a word, unable to speak a word. Swaddled with darkness."

- T.S. Eliot.

Since, if I may use the cliché, "Time Immemorial", we humans appear to have spasmodically been witness to seeing some very un-earthly objects in the sky. The witnesses range from Ezekiel (The Bible - Old Testament) to Dr (?) George King (of the Aetherius Society). Where do these objects hail from? Some people suggest outer space. In our galaxy, that is astronomically speaking in our close locality, there are 150,000,000,000 stars. Our sun is one of them, but in one way it differs from all other stars that we know, in-as-much-as it is the only star around which we know revolves a planet bearing life, in a cornucopia of variations. Other stars appear to have planetary attendants. They betray this by exhibiting a shift in their proper motion. Whether many stars have planets or not is open to speculation. However, if only one star in a million has planets, and if only one in a million of these stars with planets has them at a suitable distance in terms of temperature for life to be possible, then owing to the sheer number of stars in the cosmos, it is statistically possible, indeed probably, that life has, or may yet happen elsewhere. Here on Earth, Man has risen from the primeval sludge and climbed the evolutionary ladder. In a million years we have come from a run of the mill hairy mammal to be of the ability to reach our next door neighbour in space, the moon. Something else has accompanied our advancing culture, namely religion or worship. For almost as long as the human race has existed, it has had deities and idols. They are found in myth and legend and are personified in forms, such as those worshipped by the ancient Egyptians. Even earlier than this they existed in more abstruse forms such as the "Hunting Magic" paintings of the late Paleolithic Age, found in France and Western Europe. With the passage of time, religious beliefs tend to slowly adapt to advancing culture. This can either be a natural process or the result of an intrusion by propagators of a new religious philosophy. For example, when Augustine brought Roman christianity to Kent in 597 A.D., he began the gradual adaptation of the then Pagan beliefs. Dolmen and Cromlechs were replaced by christian churches and Christmas was arranged to fall on a traditionally festive day, (the coming of the Three Kings), when the return of the sun was celebrated, after Winter's longest day. These mutations of the christian doctrines made the "new religion" more acceptable to our ancestors.

Today then, what may have been acceptable to our Great Grandfathers, may not be acceptable to us in the same literal form. Disenchantment with standard religions, such as christianity, is reflected in the poor attendance at churches of late, and the gradual rejection of the christian moral code. However, at the same time there is constant vortex of interest in alternative religions, which obviously fulfill a genuine need of their followers. I am of the opinion that growing numbers of people interested in the U.F.O. may, amongst their ranks, have the unconscious propagators of a new religion. Perhaps I should explain my motives for this

extraordinary statement. It appears to be a fairly widespread belief that the occupants of U.F.O.s are far from being malicious, and are only interested in our well being. It has been said in several U.F.O. books and in messages "received" by Dr (?) George King, that extraterrestrials are anxious to save us from ourselves and even the dire consequences of our own thermo-nuclear weapons. I am not suggesting that this is the general view, but it may be the visible tip of a subconscious iceberg, in as much as a similar thought may motivate many minds. This can be compared to Christians who are held on the moral rails by the ultimate reward of Heaven. If this is the case it could epitomize the way in which our needs for divine guidance change. No longer a bearded gentleman supervising humanity from a Heavenly throne, but instead a silver suited figure in a space vehicle. Throughout history, many claimed to have seen "God", and I think many may be trying to do just that now. All that has changed is our idea of how he should be! I should like at this point to include a pertinent passage from "Psychology for Everyman" by Larry S. Skurnik:

"We often tend to perceive things as we want or need them to be, rather than as they are. Standing on a street corner and waiting for someone we know, we find we may make a number of errors in recognition. We think a person is our friend and he is a complete stranger. This tendency to interpret things, or people, in a way that satisfies our motives or needs is typical of the manner in which our mental processes operate in perception."

Earlier, I made so bold as to speculate that life may have arisen elsewhere in the cosmos and of course, I do not deny that people may have seen alien craft. However, out of the thousands of 'Reports' received by both government run projects and bodies like B.U.F.O.R.A. and W.A.T.S.U.P., many turn out to be: * toy balloons, satellites, aeroplanes, clouds, meteorites, Venus, Meteorological balloons, birds etc., etc. Why do normal people want to misidentify these commonplace objects as, of all things, alien space craft? Before this idea is discounted completely by those people who profess to be open minded investigators of the U.F.O., I should like to make the point that once one begins to discuss this subject, you enter the realms of meta-physics, where one theory has as much right to be expounded as another. I have deliberately made this article as precise as possible, as I believe that garrulous deviations on a theme only serve to confuse the reader. However, I would be glad to expand on certain points or substantiate the context further if necessary. Surely the target "to initiate and promote scientific research into unexplained phenomena" with healthy sceptical minds, may well produce tangible results, rather than become bogged down by unsubstantiated claims made by persons holding more esoteric beliefs.

* From reports collected by B.U.F.O.R.A.

During the years 1966-1967-1969, B.U.F.O.R.A. received 245,379 and 110 reports respectively. Of this total, 74 were labelled as worthy of further investigation. Or to put it another way, 660 were identified as Meteorological phenomena, aircraft, birds etc.

Peter McKechnie.

U.F.O. SIGHTINGS

LIKE A WIDE-BRIMMED BOWLER HAT

In July or August 1975, Dennis Wild aged 17 was walking in Furze Lane, Milton accompanied by his friend Lee Prichard, who is about the same age. Between 7.30 and 10.30 p.m., they were positioned near the gates of the Teacher's Training College Hostel when Lee noticed an unusual object in the sky, due North West. He pointed the object out to Dennis, who later described it as "fairly indistinct and visible because it was more grey than the sky." The shape of the object was compared to that of a wide-brimmed hat and it moved to a position South East of the observers, where it became stationary. Its apparent size was estimated at 1½ inches at arm's length and it seemed to be completely silent. After remaining stationary for a brief period, the U.F.O. was then suddenly no longer visible, but approximately 15 seconds later Dennis claimed that it was again seen moving East "extremely fast" on a downward path. The witness then climbed a wall in an attempt to get a better view of the object, but it had by this time disappeared. They were both considerably frightened by the experience and decided to phone the Police. The Police duly arrived a quarter of an hour later and listened sympathetically to the story, but seemed rather unsure as to what action they should take. The duration of the sighting had been 3-5 minutes. Weather conditions were clear, with stars visible. It was also warm and there was no wind.

AN EXPLODING OVAL

During my interview with Dennis Wild concerning the above, he described to me an earlier sighting which occurred when he was aged 6 or 7 in 1964/65 and took place from his home at Mayles Road, Milton, Portsmouth.

Dennis recalls that it was just beginning to get dark outside and he was watching television with his mother in the back room. Through the windows (facing East and looking out on the grounds at St. James's Hospital) they noticed a glowing green oval shaped object. It took up 5 or 6 inches of the window and seemed hardly much further than the end of the garden. The witness estimated the distance at 2-30 yards. The object was stationary and at a height of approximately 25ft. Dennis and his mother went outside where upon the object 'exploded' and disappeared. The explosion was described by Dennis as "loud as a gun-shot". According to the witness, two neighbours were outside at the time and also saw the phenomenon. Mrs. Wild unfortunately, had no recollection of the incident, but would not deny that it had occurred. Could this report involve some natural phenomenon akin to ball lightning?

REVOLVING GLOBE OVER MILTON

Between 7 and 8 p.m. sometime during the winter of 1966, Mark Brett (*aged 17 when interviewed) stepped out of his front door in Pleasant Road, Milton and noticed a stationary dark grey illuminated object. It was viewed in the South at a height of approximately a quarter of a mile, and at a distance of about an eighth of a mile. The apparent size of the object was equivalent to a 2p piece at arm's length and its shape appeared to be globular with a flange running around the centre. Inside the flange was a series of 'circles'. Mark would not describe these as 'portholes' as they were the same colour as the rest of the object, and were not illuminated. The flange on the object seemed to remain motionless, while the rest of the object rotated rapidly in an anti-clockwise direction. The witness estimated that it was spinning about 45 times per minute, or faster. Mark was not sure whether the illumination of the object was due to it being self luminous, or whether it was merely reflecting light from somewhere. However, he does recall that it definitely appeared to scintillate as it rotated. The witness claimed to be more 'interested' than worried by the phenomenon and stood watching it for 3/4 minutes, during which time he noticed no sound whatsoever. Mark was then either

* January 1976.

called in by his mother or went indoors to fetch her, (he could not recall which). When he again went outside after a short period accompanied by his mother, the object had disappeared.

U.F.O. DURING AN ELECTRICAL STORM

Following his letter to the Hampshire Telegraph* regarding the sighting of an unusual object near East Head, Hayling Island, I wrote to Mr. K.J. Morgan, requesting further details. He very promptly replied, kindly enclosing a lengthy account of his observation. The witness is a costing clerk and lives in Church Road, Southbourne and is also a keen aircraft observer and R/C aircraft model maker. The sighting took place from the rear garden of his home some time during 1975.

"During an electrical storm over the water, between East Head and Thorney Island, approximately 4.30 in the afternoon, my son and I observed what seemed to be a cigar or airship type of aircraft hovering at what seemed to be some 500 ft over the water. (Apparent size judged to be equivalent to an old half penny at arm's length and actual size 200 ft in length - Ed). It was under a large storm cloud and appeared to have a series of lighted port holes along side, but this observation was difficult owing to the distance, some 2 or 3 miles. Hovering in this spot for approximately 30 seconds, it then slowly went forward and disappeared behind a large tree in front of my view. I dashed to my garden shed where I keep my telescope and tried to view it, but it was too fast. During my absence, my son had been still observing and saw it accelerate at a very fast speed upwards over Thorney Island and towards the East End of the Isle of Wight. The object was at an elevation of 50 degrees when first seen and at about 43 degrees when last observed. Its general colouring was described as dull silver grey. The port holes numbered 4 or 5 and appeared to be either square or oval and emitted silver or white light. No sound was noticed and the speed at which the object departed was judged as somewhere in the region of 2000 m.p.h. The duration of the sighting was between 30 and 45 seconds.

* April 29th, 1976.

Nick Maloret

BEWARE! - SIRIUS

Over the past few months, W.A.T.S.U.P. has been gathering report forms on possible sightings that have occurred in the Portsmouth area and also investigating these where possible. From the analysis of these forms it has been found that some of the sightings have been of the star Sirius, which is very noticeable in the Western sky (assuming it is clear, of course) at the time of going to press.

Sirius may be identified by two main characteristics i.e. in common with other stars it moves only very slowly (although it may appear to jump about at random), and unlike other stars, it is very bright and the light may be diffracted into its composite colours, often flashing brilliant hues of red, green and blue. It may be of interest to note that the reported sightings of Sirius followed very shortly after publicity of what was probably a genuine U.F.O. sighting.

P. A. Eibro

SIGHTING OF AN UNUSUAL OBJECT AT LITTLE BASING - 30.9.75.

Before giving details of the above sighting, I would like to explain the circumstances leading up to it and the subsequent events.

As a matter of habit, Mrs. Moore regularly views the sky at any opportunity at varying times throughout the day. Her husband starts work at 7.a.m. and consequently Mrs. Moore is awake and up at least $1\frac{1}{2}$ hours earlier to cook breakfast etc. At the top of the staircase in her home is a narrow window looking North and on the same level is her bedroom with a much larger window also looking North. Both give excellent views of the countryside. From West in an 180 degrees arc through North to East, the furthest distance able to be seen from the house is approximately 6 miles West, $\frac{2}{3}$ miles North and 2 miles East. Mrs. Moore seems well versed in amateur astronomy, easily identifying the various constellations and individual stars and planets.

With this background in mind, it happened that the 30th September, 1975 began no differently than any other day. At 5.40 a.m. Mrs. Moore was wide awake and starting to prepare breakfast (she had two cups of tea already). Whilst taking her husband a cup of tea, her attention was caught (out of the corner of her eye) by a bright light to the North East. She picked up a pair of binoculars which, she maintains she always keeps handy, and flung open the landing window. To the North East and nestling in a "hollow" between trees and a rise, was a bright yellow/orange object. Now Mrs. Moore maintains that her impression was of an object and not just of a light. The aura of light the object was emitting seemed to strain and even hurt Mrs. Moore's eyes. After approximately 5 minutes viewing in which the object occupied her attention 100%, Mrs. Moore saw "it" start to change colour and shoot skywards at a very great speed, becoming a pin-point of light and disappearing very quickly. I might add that Mrs. Moore showed great presence of mind and willpower by remaining at the window in case of further events. However, nothing else occurred on that day.

I visited Mrs. Moore on two separate occasions and was refreshed by her ability to accurately describe what she saw. I had no need to prompt her whatsoever. I viewed the scene from both windows at night and during daylight, and would estimate that the object was at a maximum distance, no more than a mile from the house. What made this sighting a little more interesting is that apparently, it COULD have landed given all the facts.

I first became aware of the sighting almost a fortnight after it had occurred, through a Press Agency, and from the date of the sighting to my visits and subsequent field investigation by members of W.A.T.S.U.P. a month had passed. Of course, one would not expect to find anything after four weeks had gone by, but nevertheless, we tried. This long delay is no-one's fault - just circumstances which we have all encountered.

You will notice that the sighting proper seems overshadowed by previous and subsequent events. This is deliberate, as I have no doubt that Mrs. Moore's sighting will be evaluated in the pages of B.U.F.O.R.A. Journal.

SUBSEQUENT EVENTS

By the time I made my first visit to Mrs. Moore, her story had already appeared in the Basingstoke Gazette who, as it happens, were running a continuing article on U.F.O.s. Mrs. Moore's sighting was printed in a shortened form as part of the U.F.O. 'story' in one particular issue of the Gazette. The British U.F.O. Society (no relation) in the shape of Mr. Ken Rogers, commented on Mrs. Moore's sighting in the article and also made reference to "U.F.O. Flight paths over Basingstoke." Whilst I am not going to comment on B.U.F.O.S. or Mr. Rogers, I must point out that for all the publicity he and his Society earned, never once did either he or his

colleagues visit Mrs. Moore up to the time of my second visit to her and therefore, Mr. Rogers was adding her sighting as fuel to his comments, without any idea of what really happened and without any facts at all apart from those printed in the newspaper. Hence - the absolute importance of visiting your witness and not only of sending off a Sighting Report Form. I placed a reply in the Basingstoke Gazette in the initial form of a disclaimer since B.U.F.O.S. and B.U.F.O.R.A. seem very similar to the uninitiated, but I have had no reply as I expected from B.U.F.O.S.

Kindly, at my request, members of W.A.T.S.U.P. visited the apparent site of the 'Moore' object but found nothing which could be described as tangible, or that which could really tie in with the sighting. I would like to thank all those who took part, even if the result was negative. The sighting was eventually reported to B.U.F.O.R.A. By the way.....another coincidence; as I have already said, the British U.F.O. Society's boss is Ken Rogers, whilst the British U.F.O. Research Association's National Co-ordinator is Ken Phillips - yet another reason for the uninitiated public to link the two groups together.

As a post script to Mrs. Moore's sighting, I would like to say that you may rest assured that Mrs. Moore knows what a helicopter looks like, its characteristics and indeed, characteristics of all the normal sky-borne objects she has seen from Sputnik I to a decaying satellite - from a meteorite to a Boeing 707. I am convinced it was none of those, or indeed the headlights of a tractor, since tractors do not have a rate of climb exceeding a Saturn V. I would be interested to hear from anyone who from the sparse evidence I have given, thinks they might know what Mrs. Moore's object was.

Richard Nash

LIGHT OVER PORTSDOWN HILL

Witnesses of the following sighting: Mr. and Mrs. Chase of Whitehart Lane,
Portchester.

Date of sighting: During the Summer months of 1967/68.

On the evening of the sighting, Mr. and Mrs. Chase had gone to bed some time between 11 and 11.15 p.m. Mr. Chase, who was a good sleeper, soon fell asleep. His wife however, lay awake for a while at first reading, then when she became tired she turned out the light and lay looking out of the window towards the slopes of Portsdown Hill. When she did this, her attention was drawn to an orange or yellow light which appeared to be just above the top of the hill, moving very slowly in an Easterly direction. At first she thought it was some form of aircraft light or possibly the glow from vehicle headlights, but as time went on, she became more and more curious as to what actually was the source of this light. In fact, such was her curiosity in the end that she decided to get out of bed and go to the window for a closer look. To her amazement, as she looked at the object it appeared to become stationary. This made her even more curious and she then decided it was time to wake her husband. By the time she had done this and they had both walked back to the window, no trace of the object could be seen. Mr. Chase at that point was rather curious as his wife had never woken him before and he could not really see why she had done so now. Surely, he thought to himself, she must have looked out of the window before and seen other things and yet this time it was different. She had witnessed something, the like of which she had never seen before. They discussed for a while what had happened but decided there was nothing more to be done as the object was no longer in sight and had not returned for some 10/15 minutes. It would be best if they went back to bed. This they decided to do and nothing further happened until about 4 a.m. Mr. Chase then woke up

wanting to go to the toilet. He was instantly aware of something strange, the whole room was illuminated with an orange glow. In fact, so intense was this glow that the mural on the bedroom wall was clearly visible, even to the smallest detail. Mr. Chase then glanced towards the window and to his amazement he could see an object of about 12/18ft in diameter at a height of no more than 300 ft in the air. This object was brilliant orange with indistinct edges which gave the appearance of shimmering very slightly. His first thought was then to go to the window but when he tried to move he found to his amazement that he was, in his own words, "immobile". This position was maintained for something like 30 seconds whilst the object hovered at an estimated 70 or 80 yards from the house. It should be noted that although the witness was held immobile, no physical force was being used and that this paralysis was not caused through any effect of fear, an emotion not unknown to this man, who during the course of his lifetime had sustained a very serious accident and lain in hospital for something like two years on the verge of death, so this person above all others would know the effect of fear and pain. The object then moved off at what can only be described as an incredible speed in a Southerly direction. The room was left in darkness and Mr. Chase instantly regained the ability to move. He then returned to bed and went back to sleep. He had thought of waking his wife, but decided against this as there seemed little point. Next morning, the couple discussed at great length the events of the night before and when Mr. Chase had woken up he had completely forgotten about his wife's experience and it was only now that they could both see the connection between the light on the hill at midnight and what had taken place in the early hours of the morning. Mr. and Mrs. Chase did think of reporting the event to the Evening News but decided against it as they thought people would laugh at them. They therefore only told a few very close friends and decided they would only write to the newspaper if anyone else wrote. During the following few days, they searched the papers and watched the television in case anyone else had reported the sighting of that night, but apparently, no-one had.

.....
Dave Almond.

NOTES FROM THE EDITOR:

Regarding U.F.O.s, a list of factual and by no means boring publications is included on the inside back cover.

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LECTURES AND MEETINGS

On the first Saturday of every month, the Portsmouth Branch of W.A.T.S.U.P. invites a speaker on some topic of unexplained phenomena. Commencing at 8.00 p.m., lectures take place at St. James's Church Hall, Milton Road, Portsmouth - ALL ARE WELCOME.

Apart from this, lectures are being arranged by the Southampton Branch on an occasional basis. News of these may be gained at Portsmouth and Southampton meetings or by writing to the Southampton Branch Secretary.

Nick Maloret.

FLIGHT 19

A detailed investigation into the loss of five TBM Avenger torpedo bombers and a Martin Mariner rescue plane on the 5th December, 1945 - with some personal conclusions:-

THE STORY AS IT HAS ALWAYS BEEN TOLD

On the 5th December, 1945, five TBM Avenger torpedo bombers took off from Fort Lauderdale, Florida on a routine training mission. The flight took off at 2.10 p.m. led by Lt. Charles Carroll Taylor, the Flight Instructor. At 3.45 p.m. the control tower received a strange message from Lt. Taylor, as follows:

"Control tower, this is an emergency. We seem to be off course. We cannot see land....repeat.....we cannot see land."

"What is your position?" the tower asked.

"We're not sure of our position." replied the Flight Leader. "We cannot be sure where we are. We seem to be lost."

"Head due West" ordered the tower.

A panic stricken voice replied, "we don't know which way is West. Everything is wrong.....strange.....we can't be sure of any direction. Even the ocean doesn't look as it should."

A few more messages followed, then - silence. A giant Martin Mariner rescue plane took off from Fort Lauderdale with a crew of thirteen to search for the Avengers. After routine radio messages with the control tower, it too vanished. Many days of searching by surface vessels and aircraft failed to find any debris from any of the planes, no oil slicks to tell of any disasters.

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Maybe not, but let us look at the case a bit closer.....

In a recently published book by Lawrence Kusche entitled "The Bermuda Triangle - Mystery Solved" which deals with Flight 19, Kusche claims to have gained all his information from the official Naval enquiry which took place after the incident. He also states in his book that the 'key' to understanding what happened on Flight 19 is in the conversations held between the pilots and ground control. This, I believe, to be the case....but with a different conclusion. After obtaining a micro-film copy of the report from the U.S. Navy, I was able to put things together and make sense of a few things which had previously been misquoted, for want of a better word. There are many things mentioned in the report not spoken of by Kusche. In his endeavours to 'solve' things in his book he misses out important information, such as the U.F.O. that passed over the area on the morning of the disappearance, or the survivors claimed to be picked up by a tanker, which was swiftly followed by a denial by the Navy. However, let us look firstly at what official report says about the flight on that fateful day:

Flight 19 was assigned navigation problem No.1 which is as follows:

- (1). Fly 091 degrees from Fort Lauderdale to Hens and Chickens shoals. Distance 56 miles, then carry out low level bombing. When completed, continue on course 091 degrees for a further 67 miles.
- (2). Fly course 346 degrees distance 73 miles.
- (3). Fly course 241 degrees distance 120, thus bringing them back to base.

Lt. Charles Carroll Taylor, United States Naval Reserve was the authorized and assigned instructor in charge of Flight 19. With the exception of Lt. Taylor and one crewman, all the other pilots and crewmen were students in training. Now, according to the past stories, the first hint of trouble came at 3.45 when Taylor contacted the control tower. In reality the first message was picked up by the leader of another flight on a training hop. This flight was led by Lt. Robert F. Cox and in his testimony at the Board of Investigation he stated: "I was flying around the field (Fort Lauderdale) at approx. 3.40 p.m.....I heard some planes or boats. One man was transmitting on channel 4805 (training channel) to 'Powers'. That is the word he used and he didn't give any recognition. The party calling asked 'Powers' what his compass read a number of times and finally said, 'I don't know where we are. We must have got lost after that last turn.'" Lt. Cox made two attempts to contact the planes or boats and on the second attempt Lt. Taylor made contact with him.

FT 28 (Taylor) to FT 74 (Cox)

Both my compasses are out and I'm trying to find Fort Lauderdale, Florida. I am over land, but it's broken. I'm sure I'm in the Keys (Cays) but I don't know how far down and I don't know how to get to Fort Lauderdale.

I now consider the next statement by Lt. Cox as the main 'key' in the whole flight:

FT 74 (Cox) to FT 78 (Taylor)

Put the sun on your port wing (left side) if you are in the Keys (Cays) and fly up the coast until you get to Miami, then Fort Lauderdale is 20 miles further, your first port after Miami.

FT 28 replied: I know where I am now, I'm at 2300 feet. Don't come after me.

If Flight 19 was still on course at the time of the first distress call (as later evidence was to confirm) the Flight would have been directly over a chain of Cays north of Grand Bahama and Great Abaco Islands. It is my belief that Lt. Taylor was aware of this, as his earlier radio message stated....."I'm sure I'm in the Keys (Cays) but I don't know how far down." But the message was wrongly interpreted by Lt. Cox who with the best will in the world concluded that Taylor meant the Florida Keys (Cays). I fail to believe that if Taylor was in the Florida Keys that he did not know how to get to Fort Lauderdale, Florida, a coastal air field where he was based only some 50 miles up the coast. It's rather similar to losing track of Bournemouth from Portsmouth, when all you know you have to do is keep to the coast to get there. I further believe that Lt. Cox's advice to put the sun on Taylor's port wing and fly up the coast to Miami put an AUTO SUGGESTION into an already worried mind (Taylor's) and influenced his later decisions.

At. 4.25 PORT EVERGLADES made contact with Taylor:

4.25 Port Everglades to Taylor: Radio check, can you read us?

4.25 Affirmative. We have just passed over small island. We have no other land in sight.

4.26 Taylor: Am at angels 3.5 (altitude 3,500 ft). Have on emergency IFF (makes the plane's image brighter on the radar screen). Does anyone in the area have a radar screen that could pick us up?

4.26 Port Everglades to Taylor: Suggest you have another plane in your flight with a good compass take over the lead and guide you back to the main land.

Taylor: Roger.

4.31 Taylor to Port Everglades: One of the planes in the flight thinks if we went 270 degrees (west) we could hit land.

Let us run through the messages between Taylor and Port Everglades. If Taylor took Cox's advice and put the sun on his port wing, and if the flight was over the Cays, North of Grand Bahama, I believe the small island that they passed over (4.25 message) was Walker Cay, the last island in the chain. These islands lie at an

angle approximately 305 degrees (north west) so the current position of the sun would have been approximately on the port wing. The 4.31 message where one of the other pilots suggested flying 270 degrees adds more weight to my theory because this would have brought them home. At 4.45 the messages continued:

4.45 Taylor to Port Everglades: We are heading 030 degrees (NNE) for 45 minutes then we will fly North to make sure we are not over the Gulf of Mexico.

4.56 Port Everglades to any plane in Flight 19: Turn on your ZBX (no reply)
ZBX is a homing device.

5.00 At 5.00 approx. two students (unidentified) made the following statements:

"If we would just fly West we would get home."

"Dammit, if we would just fly West we would get home."

5.07 Taylor to planes in flight: Change course to 090 degrees (East) for 10 minutes.

5.09 Unidentified. How long have we gone now? Let's turn and fly East 2 degrees. We are going too far dam North instead of East. If there is anything, we wouldn't see it.

5.11 Unidentified. You didn't get far enough East. How long have we been going East?

5.15 Taylor to Port Everglades: I receive you very weak. We are now flying 270 degrees (West).

5.16 Taylor to Port Everglades: We will fly 270 degrees until we hit the beach or run out of gas.

Again - let us evaluate what we've got:

4.45 Because of Cox's misinterpretation, Taylor begins to think "Well, I don't think I was over the Florida Keys, but I'll just make sure.

5.00 Again we have two students who realise that they are over the Bahamas.

5.07 Taylor, who is still checking out whether he is in the Gulf of Mexico or not, turns East hoping to catch sight of the West coast of Florida.

5.09 An unidentified pilot or navigator makes suggestions which can only make things worse for a by now disorientated Taylor.

5.11 Same again.

5.15 - 5.16 Lt. Taylor finally decides he was right in the first place as regards his true position and changes course to bring the flight back home.

At 6.00 an approximate fix was made on the planes by Miami who calculated their position within a radius of 100 miles from position 29 degrees 15 minutes North, 79 degrees 00 minutes West, North of the Bahamas. According to the Fort Lauderdale ground crews, the flight should have had enough fuel to last until about 7.30 - 8.00 but at 6.02 an unidentified message from one of the planes in the flight stated, "We may have to ditch any minute. By this time, it was dark. There were various conversations held between the pilots as to what positions they thought they ought to be flying, but nothing to suggest that they ever altered from 270 degrees after Taylor's 5.16 message. At 7.04 the last communications were heard when FT-3 one of the other planes in the flight tried to call Taylor. (No reply). During the time that communications were vital with the flight, there was heavy interference by Cuban radio and consequently many messages were sent but not rogered for and visa-versa. Lt. Taylor was asked many times to change to yellow band (3000 Kc) which is the emergency frequency, but refused to do so claiming that he must keep his planes intact.

It came to light during the enquiry that Lt. Taylor asked to be replaced on Flight 19 but giving no reason, his request was turned down.

To sum up the case so far, it would seem there is a possibility that Lt. Taylor was in some way sick before the flight, hence his request not to take part, took the flight up and due to possibly ill effects during the flight, lost control of his position and was further confused by a wrong deduction from another flight leader.

When he finally decided to do the right thing, there was not sufficient fuel to return to base. I

In the opinion of the Court, Lt. Charles Carroll Taylor took a lot of the blame for the loss of the flight, until some months later Lt. Taylor's mother appealed on his behalf and successfully got the decision reversed. The Appeal Court absolved Lt. Taylor of all blame for the loss, stating that..."some unexpected and unforeseen development of weather conditions must have intervened; that Lt. Taylor realised at an early hour than an emergency existed; that he promptly took charge, kept his flight together and thereafter valiantly attempted to bring the flight home in the face of the most difficult flying conditions.

THE SEARCH AND LOSS OF THE MARINER RESCUE PLANE

Once contact had finally been lost with Flight 19, rescue plans were put into operation. Search planes left Vero Beach at 6.45 and Daytona Beach at 7.21. A Dumbo rescue plane and the ill-fated Martin Mariner departed from Banana River airfield at 7.27. The pilot of the Dumbo was given instructions to fly direct to 29 degrees north, 79 degrees west (the 6.00 fix on Flight 19) and to conduct an expanding square search. The Mariner was to take off and fly up the coast to latitude 29 degrees and then east to longitude 79 degrees west, where he would contact the Dumbo and then also conduct a similar search pattern. The Mariner was not due to make its' first radio report until 8.30 but it wasn't until 8.35 that ground control tried to make contact with the Mariner after failing to receive an 8.30 report. The radio operator tried continually for an hour without success and it was not until 9.12 that officials received the first hints of disaster. At 9.12 the Joint Operations Centre, Miami reported that the SS Gaines Mills observed an explosion at position 28 degrees, 59 minutes North, 80 degrees, 25 minutes West at 7.50 p.m. The explosion had been reported as serious and flames had been seen for several minutes. The Master of the SS Gaines Mills stated that a plane appeared to catch on fire in the air and quickly hit the water and explode. An oil slick and debris were reported by her crew, but due to rough sea conditions none was picked up. Meanwhile, the U.S. Coast Guard at Miami received a dispatch from the USS Solomons: "Our air search radar showed plane after take-off from Banana River last night joining with another plane (the Dumbo) then separating and proceeding on course 045 degrees at exact time the SS Gaines Mills sighted flames and in exact spot the above plane disappeared from the radar screen and never re-appeared."

To anyone familiar with the story of Flight 19 and the disappearance of the Martin Mariner, they will know that according to all the books etc., written on the subject that no wreckage was ever found. On the contrary.....there seems plenty of evidence in the official report to suggest to me that a lot of items observed, but not picked up could have had connections with the disasters. Many times liferafts, lifejackets, parachute canopies, flares and at one time an Eastern airlines pilot had red flares actually fired at him, were reported, but in the investigation of this by the Board of Investigation all these sightings were declared negative by Commander Richard Baxter, U.S. Coast Guard, Miami. At the end of this article, I will include the statement made by Commander Baxter as to the search details as used in the Court of Investigation, but before that, let us look at a report that Lawrence Kusche did not mention in his book:

SURVIVORS!

Coast Guard Log; 9-10 December, 1945.

A report was received from St. Falk, Boca Raton (an air base in the Florida Keys) stating that: A pilot of a B24 saw one liferaft. While circling, he discovered two more tied together, covered or overturned at position 28 degrees, 05 North 76 degrees 00 West. Then he saw two men possibly tired, not seen after first sighting at 500 ft altitude. Also in area and aware of rafts; one B29, one B17, a freighter and a small navy vessel. Dye marker dropped at position of rafts tied together. Things were really beginning to hot up now. There was a positive sighting of survivors, and I

all that needed doing was to pick them up.

Coast Guard Log; 9-10 December, 1945.

09/1506. Received Jacksons 1455 NAS Jax tower intercepted message that tanker Irving Russel is lowering lifeboat picking up survivors. Mayport Dumbo reports position survivors being picked up. 30 degrees 08 North, 80 degrees 40 West.

Well, we've got some survivors being picked up, but according to the Mayport Dumbo in a different position. Let us see what the Rough Crash Log comes up with:

Rough Crash Log. 9 December 1945

<u>Time</u>	<u>Report From</u>
1200	Miami. Boco Raton planes reported 2 life rafts 50 miles apart (apparent dye marker) position 76 degrees 00 West, 28 degrees 05 North and 75 degrees 00 West, 28 degrees 10 North. Cutter proceeding to East position, PBM (Mariner) to West position. USS Shenandoah proceeding to another 50 miles NW. Plane 1st. two (no occupants).
1232	Commander Baxter advises a ship has picked up a liferaft.
1530	B/F. Tanker close to shore 80-40. 30-08 picked up two survivors in liferaft - PBM ditching 30-30. 78-30.

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It would now seem that there were two survivors to tell the tale, but what planes were they from, the Avengers or the Mariner? Well, the Mariner was believed to have exploded in position 28-59 North, 80-25 West so allowing for drift in the Gulf Stream it was a distinct possibility. But what about the Avengers. Well, I plotted the course that can be definitely ascertained by Flight 19, assuming that the island they passed over was Walker Cay, averaging a speed of 180-200 miles per hour and also assuming that Taylor did not change course again as he stated he would not. I found that by the time Taylor decided to stay on a Westerly course, he would have been at approx. latitude 29 degrees 60 minutes North, almost the identical latitude as the Mariner was when it appeared to explode in the air: As the latitude positions were practically the same, presumably the survivors could have been from the Avengers, if they had ditched.

At the Board of Investigation enquiry, Commander Richard Baxter made the following statement when asked by the Recorder: "Discuss briefly the searches conducted, results of each search, the evaluation of pertinent sightings reported during the period of the search."

Commander Baxter: All searches proved negative as to the finding of anything considered pertinent to the five TBMs. Under searches, we included the sightings and searches by surface vessels which includes the sighting of the explosion and the oil slick. That search is the only search in my opinion which uncovered anything in the loss of the six aircraft. Flares were seen twice on the first night, white in colour. The Operations Officer at Banana River stated to me that his planes dropped flares in those areas at those times. Further searches indicated data as to the life raft sighted with two occupants, sighted by a merchant vessel and a plane searching with the vessel, but it turned out there were no occupants, no life raft. An Eastern Airlines pilot saw what he considered to be a red rocket in the vicinity of Melbourne (Florida) one night, and a careful search was made of that area with the Eastern Airlines pilot accompanying part of the mission and a helicopter was used carrying the Eastern Airlines pilot and was set down in various positions but no

trace was found of anyone in distress. Balsa rafts were sighted by pilots and at least one picked up by a vessel. The pilot stated it was a dark orange one, but at the time the vessel picked it up at that position, the only one picked up by a vessel apparently, was dark grey in colour. This pilot was the same pilot who later sighted what he thought were three rafts, plane type, one with two occupants, but it turned out to be packing boxes or crates. One white object seen in the water considered to be possibly a parachute canopy, upon further identification proved to be nothing from a parachute, just debris. The sighting of life jackets in the water and a possible float from a plane or cylindrical object seemed to be a large can, and a ship borne kapok jacket.

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You can draw what conclusion you like from that, but it seems to me that either there was a gigantic cover-up job going on or all those so-called trained pilots and seamen were a bunch of incompetent idiots!

When the pilot of the Eastern Airlines plan, Captain Morrison was interviewed, he stated that a red flare was fired at him from the ground whilst flying over swampland. He went on to say that a man was signalling to him as to a possible crash landing in the water. A great deal in the report is contradictory and although the Board were presented with as much evidence as possible, it was pointed out that given more time, many facts pertinent to the case would have been presented. The fact that Lt. Taylor was exonerated from blame some months later bears this out.

There seems only one more mystery in the case which defies explanation. That is what caused Lt. Taylor's two compasses to be at fault. In the report, it is stated that compasses were checked at regular intervals and were known to be in good and accurate working order before the flight took off. A glance at the Admiralty sea charts for the area will show a magnetic anomaly between Molasses Reef and Jupiter Inlet, Florida. This local anomaly stretches 15-20 miles off shore and has a variation of 6 degrees, hardly enough to have caused so much havoc on Flight 19, but nevertheless there. No.....something much more powerful would have been needed to alter compasses so drastically.

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After many years of U.F.O. investigation, common occurrences being to take place in the type of reports handed to groups like W.A.T.S.U.P. One of the most common is often known as the VEHICLE INTERFERENCE CASE. The usual thing reported is of a driver suddenly finding the car engine starting to falter and the lights dimming. This is usually accompanied by a report of a U.F.O. in the immediate area. All power is normally restored when the U.F.O. moves off. I bring up this subject because of an incident which occurred on the morning of the 5th December, 1945, the morning of the disappearance of Flight 19. It could be of major importance yet as far as I can recall has never been mentioned before, not even in the Board of Investigation report. It is a message received by the 7th Coast Guards, Miami on the 7th December, 1945 and reads as follows:

07/0925 Received message from Jax, 071416 stating: Received report at 0906R this date from civilian J.E. Coles (address included, but I have left it out for obvious reasons) that on the 5th December at 0550R (5.50 a.m.) while driving bus between Barberville and De Leon Springs, Florida saw a very bright solid blue flame that lasted about 30 seconds and lighted entire area. No explosion heard but believed one occurred. Request NAS Delant investigate.

Banana River sent message to Jax. 071420 stating: This is Air Sea Rescue duty officer. I saw that blue white flame on the morning of 5th December. It couldn't have been anything but a meteorite travelling at a tremendous speed.

07/1007 Received copy of message from Banana River to Jax. 071446, stating: Re: our 071416 we have despatched Sanford and Deland ready planes to investigate reported flames seen between Barberville and De Leon Springs on December 5th.

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Was it a meteorite like the Air Sea Rescue officer stated? - and if it was, why were two planes sent up to investigate. And finally, did it return later that day?

IT IS LEFT TO YOU TO DECIDE!

Roy Goutte

THE TRUTH VERSUS THE TRIANGLE

A factual look at the "Bermuda Triangle" - by Roy and Tina Goutte.

After the recent spate of Bermuda Triangle books it was beginning to look like every ship afloat or every plane flying was liable to disappear the moment they entered a certain stretch of water off the South East coast of America. Upon reading many of these books, one is lead to believe that this area has a far greater history of disappearances than elsewhere in the world. Unfortunately, like many other books on unexplained phenomena, the author's efforts at obtaining accurate information is sadly lacking, seeking the more sensational approach than the honest not so fantastic facts. After corresponding with Lloyds of London for many years on the subject of missing ships, we were delighted to be invited to their magnificent building in Fenchurch Street to discuss things further. We were given access to all the logs on missing vessels back to 1750 when they were first started by Lloyds. At first sight, the impression you get is that you need to go out and purchase about a dozen more notebooks to record all the losses for the first year on record (world losses). Obviously, all these vessels were sailing ships of the time, equipped with none of the safety or lifesaving apparatus of today. Because of this, we decided to concentrate on all the ships with a tonnage of at least one hundred tons which had disappeared since 1960 throughout the world. The greater majority of these will have been fitted with radio, radar, lifeboats and liferafts etc. Because of the amount of vessels which have been Posted Missing since 1960, the need has arisen to stretch the details of all these disappearances over three or four journals. Starting from 1960, it is interesting to note how the "triangle" compares with the rest of the world.

1960

LUHESAND West Germany
Built 1918
Description - MS 817 tons
Sailing from Sauda to Rotterdam
Cargo - Ore

Left Sauda for Rotterdam on 19th January. Last reported in distress in lat. 57.20N long. 5.12E on the 20th January. North Sea.

YUNG AN China
Built 1956
Description: MS 493 tons
Sailing from Keelung to Kaohsiung

Left Keelung on the 18th February and last reported in lat. 24 25N, Long. 120 23E the same day. China Seas.

HANNE S. Denmark
Built 1952
Description: MS 499 tons
Sailing from Iuigtut to Copenhagen
Cargo - Cryolite and General

Left Iuigtut on 27th April. Last reported by wireless on the 29th April in lat. 58 54N, long. 4 54W. North Sea.

SANTA CATARINA Brazil
Built 1884
Description: UN MS 300 tons
Sailing from Rio de Janeiro to Recife
Cargo - Coal

Not heard of since leaving Vitoria on the 28th June. South West Atlantic.

LESRIX Great Britain
Built 1938
Description: MS 590 tons
Sailing from Goole to Hayle
Cargo - Coal

Left Goole on the 29th October. Last reported 31st October 15 miles West of St. Catherines Point. English Channel.

IRI Lib.
Built 1919
Description: SS 3093 tons
Sailing from Fowey to Montreal
Cargo - China Clay.

Last reported passing the Lizard on the 8th November after leaving Falmouth that same day. Atlantic.

1961

No vessels over 100 tons were Posted Missing for this period.

1962

TESTAL Spain
Built 1959
Description: WSS 170 tons. Fishing.

Left Coruna for fishing grounds off Southern Ireland on 4th January. Last reported in lat. 50 12N, long. 11W on the 11th January. N.E. Atlantic.

LE MOROS France
Built 1958
Description: MS Trawler 141 tons.

Left Concarneau for fishing grounds off Southern Ireland on 5th January. Last reported in lat. 49 39N, long. 10W on 10th January. N.E. Atlantic.

LE MATELOT France
Built 1934
Description: MS Trawler 261 tons

Left Lorient for fishing grounds off Southern Ireland on 9th January. Last reported by wireless on 11th January. N.E. Atlantic.

GOLVENZANG BLG
Built 1931
Description: MS 115 tons. Fishing.

Left fishing grounds off Southern Ireland for Ostend. Reported engine trouble off Lands End on 11th January. Not seen since. English Channel.

SAINT ERNEST Great Britain
Built 1936
Description: 137 tons T.MS.

Disappeared between Alderney and Newhaven. Not heard or seen since leaving Alderney on 18th January. Cargo of flowers. English Channel.

RAVENEL France
Built 1960
Description: MS Trawler 221 tons

Left St. Pierre Miguelon for fishing grounds on 21st January. Last reported by wireless on 27th January. N.E. Atlantic.

BERTA KIENASS West Germany
Built 1941
Description: MS 496 tons
Sailing from Amsterdam to Copenhagen
Cargo - Corn.

Last reported passing Yminden on 31st January after leaving Amsterdam that same day. North Sea.

TORVIG Denmark
Built 1960
Description: MS 100 tons. Fishing.

Left Skagen for fishing grounds off Skudenes on 13th February. Last reported 30 miles from coast on 16th February. Not seen or heard since. North Sea.

HEDIA Lib.
Built 1915
Description: SS 2434 tons
Sailing from Casablanca to Venice.
Cargo - Phosphate.

Left Casablanca on 10th March. Last reported near Galita Island on 14th March. MEDITERRANEAN.

HAI CHANG China
Built 1943
Description: SS 7223 tons
Sailing from Poro to Tacoma
Cargo - Copper concentrates and general.

Left Kaohsiung on 14th October. Last reported on the same day in the Formosa Straits. China Seas.

ARDGARRY. Great Britain
Built 1957
Description: MS 1074 tons
Sailing from Swansea to Rouen
Cargo - Coal

Left Swansea on 28th December. Last reported on 29th December passing the Lizard. English Channel.

1963
CREUSA Italy
Built 1905
Description: W MS 160 tons
Sailing from Arbatax to Savona
Cargo - Timber

Left Arbatax on 30th January for Savona. Last reported off Porto Vecchio on 1st February. Mediterranean.

MARINE SULPHUR QUEEN U.S.A.
Built 1914
Description: SS 7240 tons
Sailing from Beaumont, Texas to Norfolk, Virginia.
Cargo - Molten Sulphur.

Left Beaumont on 2nd February and last reported on 3rd February in lat. 26 40N long. 88W. Gulf of Mexico - W. Atlantic.

DONAN MARU Japan
Built 1946
Description: MS 2849 tons
Sailing from Aparri to Nagoya.
Cargo - Luan logs.

Left Aparri on 31st May and last reported 190 miles off of Shionomisaki on 6th June. East China Sea.

DONALD Greek
Built 1945
Description: MS 3950 tons
Sailing from Ploce to Djakarta
Cargo - Steel bars

Left Ploce on 12th August and Suez on 17th August. Last reported by wireless 3387 miles from Djakarta on 27th August. Arabian Sea?

CASTILLO MONTJUICH Spanish
Built 1919
Sailing from Boston to Bilbao
Description: 7072 tons
Cargo - Grain

Left Boston on 5th December for Corunna and Bilbao. Last reported by wireless in lat. 43 12N long. 34 20W on 14th December. Mid Atlantic.

LAGUNA Brazilian
Built 1947
Description: MS 609 tons
Sailing from Imbituba to Rio de Janeiro
Cargo - Manioc flour.

Left Imbituba on 11th December for Sao Sabastiao and Rio de Janeiro.
Last reported by radio telephone when off of Paranague on the 12th December.

South Western Atlantic

VACHIC France
Built 1961
Description: MS 118 tons, Trawler

Left Concarneau for fishing grounds on 29th December and last reported on
9th January in lat. 50 50N long. 10 40W. N.E. Atlantic

Abbreviations

AUX = Auxiliary F = Ferro-concrete IRN = Iron RP = Reinforced plastic
(T) = Oil tanker C = Composite M = Motorship S = Steamship
W = Wood

Due to lack of space the previous incidents have been listed in brief detail.
Anyone wishing to know more about certain disappearances and abandonments can
contact us for further details, and information.

Next Issue: 1964-1967.

READER'S LETTERS

UNFOLDING NATURE

Thank you for the W.A.T.S.U.P. Journal. I found it very interesting and well produced. The word GEODETICS is new to me. I used to like to listen to the late Dr. Bronowski, and have read some of Leilhard de Chardin and agree with them both that it is possible to cross some threshold of higher consciousness, as do the religious mystics which I like to read. As I am not scientifically minded myself, and know so little of this field, I leave to people like your little group to delve into these things - mysteries and phenomena. The Southsea "Mystery Light" was interesting and unexplainable. To me it would not be frightening. I have felt sometimes, coming downstairs in the very early hours to make a cup of tea - on opening the living room door, it seemed that the room has been full of warmth and "sound" which reminds me of Shakespeare's "The Tempest" - "Be not affeared! The Isle is full of noises - sounds and sweet airs, which give delight and hurt not." Similarly, being on a tree-lined road at night gives one the feeling of "company", other worldly!

The two lines of D.H. Lawrence which come under the title "A Question of Vision" I can well follow. The nearest thing I can claim to have experienced is a kind of telepathic thought between myself and someone of similar ideas and strong affection, a kind of pre-cognition and glow, which is very real. No words can explain it.

The bibliography must have taken a lot of preparation and there is much in the magazine to study this time. So far, I have only read through it and look forward to perusing it further. For the enquiring mind and the truly observant, much is revealed and understood. The mysterious is fascinating, but I believe that nature - the Order of the Seasons, night and day, each hour, is a revelation of the Master Mind of the Universe, in its regularity, beauty and simplicity. It seems that the miraculous consists of a further unfolding of the natural order of Nature. The potential has been there from the beginning of time, and who knows what the future will bring to light.

I wish you happiness in your quest, to travel hopefully with satisfying results.

Lilian Martin,
45, Thurbern Road,
North End,
Portsmouth.
PO2 0PH.

.....

NEWS FROM WARMINSTER

This is to announce the setting up of the Fountain Centre in Warminster. We hope it will provide a long-felt need for all who are genuinely interested in the existence of flying phenomena in local skies, which constitute an aerial enigma throughout our planet. Whence do they originate? What are the main aims, purposes and intentions of this mysterious Intelligence? Quietly, without disharmony or unnecessary bickering between extremist pseudo-scientific or ultra-religious schools of thought and points of view, we are hopeful of success in our quest for Truth. The Fountain Centre believes that prompt mass-communication is essential to bring about the advance of a common goal, having an important bearing on the future of Mankind. To this end, meetings of people sharing a healthy curiosity about matters having Universal appeal and significance are obviously key factors in resolving that quest.....

Accommodation for sky-watchers will be available at Star House, where the Fountain Centre will operate and be based. It overlooks Elm Hill and Cop Heap, has views of rolling hills and verdant dales leading to Cradle Hill and Cley Hill; and self catering facilities or bed and breakfast at reasonable terms may be opted for by friends who visit a centre as refreshing to the senses as its name.....

Other advantages of a stay at Star House includes study projects for subscribers to the FOUNTAIN JOURNAL, a non-secretarian publication enlivened by actual sighting accounts, experiences, informed commentary and knowledgeable articles, envisaged to travel world wide and be read in far-off parts of our globe by fellow-devotees and questers for Truth. Up to date happenings of the unusual at Warminster will be related therein and continue to be a leading feature of its contents.

Healing therapy, by utilizing the natural power of Wiltshire countryside and county, will be an asset to the weary in body, jaded in mind, sick in spirit. Added to which are benefits of astrological advice on health and personality problems in life. Also, important to the questing visitor, helpful guidance is readily on the spot regarding location, travel arrangements and facilities for sky-watching sessions in the area. We wish you well and - if you come - assure you of a pleasant stay, which we trust will be visually rewarded. PLEASE book well in advance of your visit. The quest is on - and will rapidly continue. Friends here are Peter and Jane Paget and Arthur Shuttlewood.

The Fountain Centre, Star House,
78, Portway, Warminster, Wiltshire.

A STUDY OF MATERIAL LIFE FORMS

Equipment: A Matter Universe Simulator with operating instructions.

Method:

Before attempting to use the Matter Universe Simulator it is important that the instructions are read carefully and are fully understood, otherwise the results of the experiment will be unpredictable. The instructions are briefly summarised below:

The Mark 1V Matter Universe Simulator (MUS) is a completely self contained unit that will produce a simulated universe, constructed of matter, within the spacial limits of the unit. The theory of the existence of matter and its associated properties would have been dealt with in an earlier lecture. As the subject to be studied is the later evolutionary stage of a material life form the MUS must be allowed sufficient time to develop the necessary environmental and evolutionary conditions. This will give you time to familiarise yourself with the experimental details which will be briefly outlined below:

The space available for the MUS is limited for convenience, therefore, only one planetary system is constructed in detail, the rest of the universe being simulated to a degree where the life form (on planet number three in this case) will not realise that it is being bounded by such a small volume of space. This will ensure that the life form's reactions will not be affected by this information and you may assume that it was able to produce 'evidence', resulting from its technical abilities, to prove that it was a small part of a very large universe.

The particular phase of material evolution that you will be required to study in this experiment is the final one, starting from the development of the 'homo sapien' species of human being to the stage where the first space projectile leaves the planetary system. It has been found to be relatively useless to proceed further than this point as the knowledge gained by the life forms as the projectile reaches the limits of the MUS causes a serious disruption to the life form community. This always results in significantly large numbers prematurely terminating their existence and thereby disrupting the conditions of the experiment.

The principle object of the experiment is to observe the interaction between matter and non-materialistic forces and the way that predetermined non-materialistic stimuli affects the behaviour of the life forms. The social aspects of the life forms are usually self-stabilising and is of minor importance only. The objective is to observe only the deviations, from normal behaviour caused directly by the stimuli. To enable them to be recognised they are usually classified by the life form under the general description of unexplained phenomena, or more specifically, E.S.P., Psychokinesis, Telekinesis, Metempsychosis, Astral Projection, U.F.O.s etc. The stimuli controls must not be altered as they have been carefully adjusted to provide an optimised reaction from the life form that will develop.

Because the experiment is being performed under limited conditions it will automatically terminate when the first space projectile reaches the limits of the MUS. The unit will then disassemble the matter in readiness for the next experiment. In the event of premature self destruction of the life form, the operating instructions for the unit should be referred to. When arriving at your conclusions for the experiment you should include answers to the following questions:

- (1) Despite the 'evidence' to the contrary, what proportions of the life forms realised the possibility of a much smaller universe? Would this proportion have been large enough to affect the results of the experiments?

Gillian Edwards has an open mind regarding latter-day reports of fairies and is impressed with the fact that few accounts describe the unconvincing gossamer-winged variety. The Author readily admits that several of her acquaintances have claimed sightings and feels that the belief cannot have sprung from nothing. Nevertheless, most traditional fairies she believes were created to fulfill a need in the same manner as the second World War Gremlins which are amusingly dealt with in the final chapter. Whether or not you agree with the Author's conclusion you will find Hobgoblin and Sweet Puck intriguing. If your interest lies in folklore, etymology, 'magonia'* or psychic phenomena, you will find this book very intriguing. Although published in 1974, the book will, I am sure, be available in many libraries.

* Passport to Magonia by Jacques Vallee.

A comparison of Medieval Myths and present day U.F.O. encounters.

Nick Maloret

UNIDENTIFIED FLYING OBJECTS - A BIBLIOGRAPHY (PART TWO)
Compiled by Peter Hill

(Part One in W.A.T.S.U.P. Journal No. 5.)

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