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Robert J. Gribble, Editor

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FEBRUARY LANDING REPORTED TO APRG--A giant cigar-shaped craft hovered near the empty highway. The lone woman driving the snow-patched, desolate country of southern New Mexico knows it wasn't really a stogey. Instead, it looked like a "grass-green, long cigar with a row of shiny windows and two small propellers atop each end." Ruth E. Ford gives the description in unwavering manner. The sighting, made shortly before noon last February 6 between Deming and Las Cruces, New Mexico, has provoked a nagging curiosity in Miss Ford. It has also drawn the interest of Dr. J. Allen Hynek, head of the Dearborn Observatory at Northwestern University. "People may think I'm a scatter-brained old fuddy-duddy," Miss Ford says with a slight laugh. "But I know I saw something I can't explain, and I haven't come up with a suitable answer yet." She saw no pilot or crewmen although she could see in the windows clearly; she heard no noise; the craft turned sharply unlike any plane or helicopter she has ever seen; there were no markings on either craft. Although she hasn't been able to prove it, Miss Ford says she believes "something unusual" happened to her car all of a sudden. She stopped twice to have her car checked and filled with gas. At the second stop, at Lordsburg, the car was pronounced in good condition. Between Deming and Las Cruces, Miss Ford could see fresh snow lying in the small canyons and the stretches of plains. It was a clear day, bright with no forecast of stormy weather. "I was alone on the highway. Far down the road I saw something dark suspended over the highway. As I got closer, it looked like a big, black box and I thought it was going to land on the highway. Then suddenly, it turned to its right. I first thought it was a rancher looking for lost cattle. It bobbed slightly, too. Then it came parallel to me, and I could see it clearly. It was about 1000 feet to my left and 1000 feet in the air. It was just hanging there, barely moving, when another craft, exactly like the first, rose from the ground. They came close to each other, then sped out of my sight in seconds," Miss Ford said.

Miss Ford estimates she had the first craft in sight for five minutes. The two small propellers on each "cigar" were spinning but she heard no noise. She said the craft, which she says "must have been 75 feet long," flew northwest as they left her. She stopped at the first gas station she came to in Las Cruces and explained the sighting. Then the station mechanic found the car's alternator was burned out. One of the men at the station told her he had taken pictures of UFO's several months before. He sent them to Air Force officials but got no reply. He didn't get the pictures back, either, she said. "I'm not afraid to go back that same route," she said with determination. "As a matter of fact, I think Dr. Hynek and I will retrace my exact steps and try to find the location of the sighting. I won't forget about this thing until I find out what those objects were," Miss Ford said. "They were unlike anything I've ever seen or heard about. I want to know what they were." (Editors Note: The White Sands missile range and Holloman Air Force Base are less than 120 miles northeast of the landing site.)

ALIEN MISSILE ATTACKS VEHICLE--Village Patrolman Lewis Lindsay said that an area resident reported her car was stalled and attacked by an alien object north of Millerton, New York on July 17. He said Mrs. Emma Funk told him this story: She was traveling north on Route 22 at 11:25 p.m. when a shiny black object the size of a softball came from overhead and hit the windshield, then bounced away. Simultaneously, the headlights went out, the car stalled and a bright light flared for a split second in the car. Mrs. Funk lost consciousness. She added that when she regained consciousness she was driving in the opposite direction on Route 22 about one mile south of where the alien missile hit her car. She said she arrived home 15 minutes later than usual although she left work at the regular time. Patrolman Lindsay said he checked the car and found a cracked windshield "although I couldn't determine what did it."

PSYCHOLOGIST ASKS PROBE OF UFO's--A University of Wyoming psychologist has called for a scientific approach to the study of unidentified flying objects, which, he said, have "too long been associated with ridicule." Leo R. Sprinkle told a session of the American Psychological Association's annual convention that he had an admitted bias--he believes in UFO's--but as a psychologist he felt that current attempts to explain the objects, such as the effort by the U.S. Air Force, were totally inefficient. "The Air Force' methods reflect a minimum of scientific approach." Sprinkle said he personally has seen two "aerial phenomena." He ignored the first because "only kooks see UFO's," but the second sighting, he said, could not be dismissed. "I believe," he said, "that UFO reports represent extraterrestrial aircraft which are intelligently controlled and are being used to make a systematic survey of the earth."

TWO LANDINGS REPORTED--ALIENS SIGHTED--An alien craft, resting on the ground, was spotted from Highway 15 near Joyceville, Ontario, Canada at 4 a.m. on August 23 by a Toronto, Canada man. Stanley Moxon, 64, reported the incident to Smith Falls police. Mr. Moxon was on his way to Montreal when he saw a green light in a field to his right between Joyceville and the Glen Grove Road, 40 miles southwest of Smith Falls. He turned off his lights and drove down a side road. A few minutes later he turned on his lights and "they shone on a huge disc-shaped craft. Two beings, about four feet in height and wearing white suits and helmets were startled by the lights and appeared to fly back into the disc." The craft, according to Mr. Moxon, immediately left the ground without any noise at a tremendous speed. Mr. Moxon, when making his report, assured police he was not tired and had not been seeing things. On the same day, an alien craft landed in Hamilton County, Indiana. Two young witnesses said they found three burned areas in a county road where the landing gear of the craft touched down. The police were called to the area by Thomas Edwards, 22, and Alan Stanley, 20. They reported seeing a "big fiery white ball of light" rising from the ground near 161st and U.S. 31 about 9 p.m. The two were driving on a county road nearby and decided to investigate. The pair said another auto stopped and the driver told them he saw the craft too. Upon investigation Edwards and Stanley found a series of three blackened areas on the pavement on 161st st., where the light arose. The markings were arranged in the form of a tripod, each about one foot in diameter according to police. In the center of the three "footprints" and area of pavement appeared to be slightly melted by intense heat.....Three weeks after the landing 40 miles southwest of Smith Falls, Canada, three alien craft were spotted hovering over the Spooner Public School by a Smiths Falls woman and three boys. Mrs. Harold Willoughby and her two sons, Scott, 13, and Cris, 15, and Stephen Carty,

12, said it was shortly after 8:30 p.m., September 13, when they saw the strange craft which gave off a reddish and yellow glow. All four said the three craft, which appeared oval in shape and seemed to be spinning around, crossed the sky from the south to the east at a tremendous speed. All three craft, they said, hovered over the school area for a few minutes then one craft went one way and the other two in the opposite direction.

MORE INFORMATION ON VIRGINIA LANDING--(The May 1967 issue of the REPORTER carried a short article describing the landing of an alien craft at South Hill, Virginia last April. The following story was received from a member of APRG and covers in great detail the landing as described by the witness, plus the investigation which followed....."There was a sudden burst of white flame. It looked like 1000 or more flash bulbs going off in your face. Then the object in front of me disappeared but the road was on fire." That's how Cliff Crowder of South Hill, Virginia describes one of the most amazing UFO experiences in recent years. On the evening of April 21, Crowder, a businessman in his early 50's, was less than 100 yards away from a large, mysterious alien craft that suddenly rocketed skyward in a flare of strange intense light. Whatever the propelling force may have been, it definitely left a fire on a macadam road. South Hill, Virginia is a pleasant, quiet town of some 3000 population in the rolling country just north of the North Carolina state line. An agricultural center on U.S. 1, it calls itself the third largest tobacco market in Virginia. There are churches of seven denominations, a hospital, banks, shops, and a number of small industries. In most respects, South Hill is typical of the better Virginia communities. If you turn off U.S. 1 in the north section of town, a few hundred yards from the Greenwood Motel, you come to East Ferrel Street. Most residents don't call it by name, but identify it as leading to what they know as Mobile Chemical Company's plant. In fact, signs dotted over the plant, and on the chemical tanks carry the legend V-C, which stands for Virginia Carolina Chemical Co., a division of Mobile. But the locals have never called it anything other than Mobile. It is primarily used for storing chemical fertilizers. Although the main road is macadamized, a short red clay road branches off to Mobile Chemical. There are few houses in this open farm area.

C.N. Crowder manages Mobile Chemical. He's a prominent businessman in the community, treasurer of the South Hill Methodist Church, and active in various civic organizations. South Hill residents--police officers, civic leaders, others in a representative cross section of South Hill--respect Mr. Crowder deeply. Sgt. Secil Raines, Virginia State Police, said: "Crowder is the finest man in our area." Crowder, who used to own the plant he manages, but sold out for what he calls a simpler life, thinks of himself as semi-retired. But he often works long hours, and also fills in his spare time by growing farm produce--mostly corn--in a field adjacent to Mobile Chemical. On the afternoon of Friday, April 21, Crowder worked in this garden until dark. Then he entered his office and began to go over inventory records. He had left his watch at home, so he's not entirely certain of exact times of the events which took place early that evening. "But it must have been about 8:00 when I got thirsty," he says. "So I went into town for a soft drink." The round trip would have taken about 20 minutes. Crowder then drove back to the plant to finish his book work. It was a pleasant evening with clouds sometimes drifting across the moon. Visibility, however, was excellent. He closed his office shortly before 9:00 p.m. and drove up the dirt side road to the main road. There were no unusual sights or sounds in the

peaceful, fragrant countryside. "When I hit the hard surface," Crowder said, "I saw the huge craft on the road. It had a shiny, metallic appearance, and was highly reflective. My immediate reaction was to throw my lights up on high beam so I could see what it was. I saw the craft clearly for at least five seconds. It was about half the height of a large metal storage tank--perhaps 12 feet in diameter and 15 to 20 feet high. It seemed to be sitting on legs about 3 feet high. Suddenly there was a blinding flash of white fire from the bottom of the thing. I don't remember hearing any sound at all. I thought I saw the craft go up from the ground, but all of this happened fast and the intense light may have blinded me for an instant. When I was over the surprise, I bent down and looked up through the windshield. I didn't see anything in the sky except the moon and some clouds. But there was a fire on the road directly beneath the place where the craft had been. It looked as if something had ignited the macadam surface. The fire must have burned for about 20 seconds while I was making up my mind to go by. Finally it began to die down and I headed for the town police station. I felt that I wouldn't be a responsible citizen without reporting what I saw--unbelievable though it may have been."

Police noted Crowder's time of arrival at 9:04 p.m. Two South Hill policemen returned to the scene with Mr. Crowder, and were promptly joined by two Mecklenburg County deputies. To their astonishment, the officers not only found a burned spot on the macadam paved road about 3½-feet long by 2-feet wide but also discovered the spot was still hot. Crowder knew he hadn't been the victim of a hallucination--the burned spot on the pavement confirmed the sudden blinding light and subsequent fire--and he had seen the huge craft clearly in his headlights. It had looked very much like half of a chemical storage tank in the parking area of his own warehouse--unmistakable in shape and size. But Crowder wondered if anyone else could confirm his experience. Norman Martin farms some acreage in the vicinity of the landing. A wheat field, just planted in April, separates Mr. Martin's home from the exact spot where Crowder saw the strange craft. Martin is a good-natured and articulate man in his forties. "On Saturday morning," Crowder stated, "I got into my car about 7:00 and drove directly to Norman's house. This was before I'd opened my mouth to a living soul except the police. I asked Norman if he'd heard or seen anything unusual around 9:00 the night before. Norman said he had. He'd been standing in his back yard, and all of a sudden he noticed the biggest burst of light he'd ever seen. It cast light on an oak tree just a few feet down the road from where I saw the craft. Norman told me it was so bright he could have shot a bird right out of the tree if he'd wanted to. That's pretty bright at about 400 yards." He had heard no sound, nor had he seen anything unusual other than the intense light. He was able to fix the time approximately at 9:00 because he had just returned from a visit to a sick relative.

During the following day the mystery grew increasingly complicated when officers found four half-inch holes in the pavement around the burned spot. They were about an inch deep and evenly spaced in a rectangular arrangement. With a slight discrepancy of an inch or two, they marked the corners of a 12-foot square. The officers, who had not seen them the night before, thought they might have been pressed into the road surface by the legs of the craft Crowder had seen. When tapes were stretched diagonally from the holes they crossed at the spot where the roadway was charred, indicating that it might have been the center of the craft. For the next 48 hours, confusion and excitement spread through South Hill and

rippled out to other parts of the country. As Virginia newspapers carried the story, spreading it through the wire services, Crowder and the South Hill police were besieged by phone calls. The most important call received by Crowder on Saturday evening came from Dr. J. Allen Hynek, director of the Dearborn Observatory at Northwestern University and a chief consultant to the U.S. Air Force on UFO's. Although unable to investigate the incident personally, Dr. Hynek said he was sending an assistant, William T. Powers, to South Hill. With the arrival of William Powers on Sunday, the investigation took a scientific turn. Powers talked in detail with Crowder and later told police: "Crowder is telling exactly what he saw and there is no reason to disbelieve him. However, I can't account for what he saw."

With the assistance of State Police Sgt. Raines, Powers attempted to duplicate the holes in the pavement by forcing down a half inch bolt with a weight. This proved of little value because, as Powers stated, it would not be possible to estimate the weight of the craft without knowing its speed of landing. Far more significant was an attempt to reproduce the fire. Powers and the police first tried to ignite kerosene poured on the road, but found that it wouldn't light readily without a wick. Gasoline ignited but gave off dark smoke--not at all what Crowder had described. Moreover, it burned for several minutes instead of 20 or 30 seconds. Intensity of the light seen by Crowder and Norman Martin suggested that the combustible material must have been far more unusual than anything normally available to a prankster. Such hypergolic fuels exist, of course, and are used as rocket propellants. (A hypergolic fuel is one that ignites spontaneously when it contacts another hypergolic fuel.) But these sophisticated materials are not available to anyone who might plan a hoax. Powers, in fact, later stated: "We investigated the idea of a hoax, but we couldn't prove it." Mr. Powers removed samples from the burned spot in the road, and these were sent for analysis to Wright-Patterson Air Force base in Dayton, Ohio. Results, unfortunately, were inconclusive. In a conversation with Dr. Hynek, it was learned that the combustible material (of whatever nature) had not penetrated or "mixed with" the road surface sufficiently for detection and identification. Dr. Hynek, in fact, frankly stated that what happened to Crowder simply defies explanation.

There are a number of minor but curious aspects to the South Hill mystery. One is that three burned matches were found in the burned oval on the road. This could have been immensely significant provided Powers had been successful with his kerosene and gasoline experiments. But he wasn't--and as Crowder said later, "People are always lighting cigarettes or pipes, and tossing matches out on the road." (Although it is not an experiment recommended to APRG members, you can toss a dozen matches into a pool of kerosene outdoors without igniting the fluid. And it would take incredible aim, as well as suicidal foolhardiness, to land three matches side by side in a puddle of gasoline.) In another curious development, Norman Martin found his mail box knocked over and crushed sometime on Saturday. He thinks the mysterious craft may have hit it. Police, however, believe it was simply struck by one of the many cars--literally hundreds--that crowded the road when curiosity seekers learned of the landing.

South Hill residents offer three hypothetical explanations of what took place at 9:00 on the evening of April 21. The first two are highly dubious, the third mystifying and not wholly satisfactory. Before listing

them, this publication must emphasize a point made repeatedly by investigating scientists, area police, and South Hill civic leaders; there is absolutely no reason to doubt that Crowder and Martin saw what they later described. The first explanation is an ugly one. A South Hill resident, who can't be identified for reasons that will become obvious, said, "We have some Ku Klux Klan members around here. They may have rigged up some sort of deal." The theory falls apart, however, when it's studied logically. Why would Klansmen choose an isolated spot on a back road for a demonstration that could be seen only by one or two persons? What substance could they have used as fuel? Why the four carefully-spaced holes in the road? Above all, what was the large craft seen clearly by Crowder, and how did it disappear? South Hill residents who discussed the Klan possibility all mentioned these flaws in the theory. To which Crowder added: "It wasn't a hoax some crackpot around here might have tried. He wouldn't have had sense enough to do it--find and use stuff that burned so fiercely."

The second explanation, advanced mainly by Crowder, is that the craft may have been an exploratory vehicle from a foreign power--even an experimental device belonging to the United States. This is more logical, but the theory also has holes. Why would a foreign power--the Soviet Union, for example--want to study South Hill, Virginia? If a mysterious vehicle had been forced down by an emergency malfunction how could it leave so rapidly? And if the United States happened to be experimenting with a secret flying object, why risk its disclosure by using it in a non-military area? The third explanation, believed by many South Hill residents, is that Crowder saw something from outer space. His description of the legs and shape of the craft is not unlike that in a few other reports from South Africa, Venezuela, England and New Mexico. In these cases, bursts of fire shot from beneath cylindrical craft, or burned areas were later seen on the ground where the craft stood. In at least one instance--the New Mexico sighting during April 1964--a police officer watched an alien craft take off from the desert near Socorro. The four legs left marks in the sand. Leg marks were also observed in the three other cases, but details of these sightings are not as adequate as those given Crowder.

Actually, the tank-like vertical form of the craft seen at South Hill is somewhat rare. Known cylindrical or tank-like space objects include some rather small experimental satellites developed by Raytheon for the U.S. Air Force, Syncom Mark II, virtually all rocket bodies, apparently some of the Soviet spacecraft, and others. But it isn't likely that any of these could land and then take off at South Hill. The tank-like shape of the craft observed at South Hill does not cast doubt on the credibility of Crowder's account of the craft he saw blast off from the road. Most authorities suspect that the differences in the reported shape of the alien craft may simply reflect a difference in the purpose being served by the craft. And they certainly agree with Dr. Hynek's observation in the "Yale Scientific" magazine, April, 1963, that the intelligence of UFO observers has been "at least average," often "decidedly above average," and sometimes "embarrassingly above average."

ALIEN CRAFT LAND IN WASHINGTON STATE--Alien craft visited the Port Townsend, Washington area on September 5 when two separate landings were reported by no less than seven people. The first report came from a group of teenagers parked in the vicinity of Chevy Chase golf course about 2 a.m. The carload included Doug Orsborn, Steve Sofie, Warren

Enfield, Al Gilliam and a girl. Osborn said the craft, "sort of white," and shaped like a dome, came over a hill and landed. Other teenagers visited the golf course the following day and reported they found the grass scorched "in a perfectly round circle." Sheriff Robert Hansen received a call at 3:30 a.m. from Mrs. W.C. Brant of Paradise View Estates. Mrs. Brant said she and her husband saw two strange craft, glowing redly, and that one landed in the Foul Weather Bluff area.

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UFO STORY 'VERIFIED' BY WOMAN UNDER HYPNOSIS--William Donovan said, on September 19, that Mrs. Emma Funk, of Millerton, New York, "verified her story" about an alien missile attack on her car on July 17 when placed under hypnosis. (See story on page 2 this issue) The president of Aerial Investigations and Research Corp., Inc. said more details of the weird story were also added. Previously she reported that as she was turning off her car's radio which was filled with static, a black object the size of a bowling ball with a blue corona was coming over the car's hood straight for her face. The missile cracked her windshield and she saw it veer off to the right as the car stalled just before she passed out. Fifteen minutes later, Mrs. Funk reported that she was driving in the opposite direction on Route 22. Donovan said that under hypnosis, she said "they" turned her car around and struck her across the chest with a rod. Although she could not tell who "they" were, Donovan said her doctor treated her for a chest bruise after the encounter. The president also reported that even under hypnosis, the woman was hesitant to relate her adventure on the road. While under hypnosis, she was filmed by the BBC for a news special on UFO's which they plan to put on the British airwaves either this winter or early next year.

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The following list of books is published for the information of all members. Order from store or the listed publisher, NOT FROM APRG!.

"MYSTERIOUS FIRES AND LIGHTS," by Vincent H. Gaddis. Hard Cover. 280 pp. Mountains that blaze, fireballs, flying objects and fire falls, the amazing antics of globular lightning, luminous flying objects, fire walkers and fire makers, human salamanders, the light that located a wrecked plane, the cinder woman, electro-magnetic whirlpools, human lightning rods, Ozark spook lights, fires that don't burn, and spontaneous human combustion. These comprise only a random sampling of all the vast panorama of unusual events concerned with fire, flames, and haunting lights that is explored in this volume. Mr. Gaddis has carefully researched and documented hundreds of bizarre events that have happened and are continuing to happen all around us, and provides possible answers to the mysteries of their occurrence. The book begins with an appraisal of UFO'S, carefully evaluating testimony of Air Force specialists and lay observers with respect to recent "sightings." It also studies the nature of the strange globes of light called "Foo Fighters" that appeared in the sky during World War II and the Korean conflict. There is a dramatic account of the night of holocausts that covered seven states in veritable storms of fire--including the famous conflagration that destroyed half of the city of Chicago. It all adds up to a fascinating venture into the Unknown--an area of phenomena that baffle the experts. \$5.50  
David McKay Company--2109 Borden Avenue--Long Island City, New York 11101

"THE WARMINSTER MYSTERY," by Arthur Shuttlewood. Hard Cover. 205 pp. Two years ago the small Wiltshire town of Warminster, England was suddenly gripped by a series of alien craft sightings, which have persisted right up to the present day. No town in England, or for that matter in the world, has registered so many authentic reports of alien craft. This book, by the features editor of the Warminster Journal, tells the whole fantastic story of these sightings, observed by hundreds of local citizens and UFO investigators who have visited the town during this period. The Warminster Mystery is a dramatic unfolding of these sightings, with eye-witness accounts of strange 'things' seen by day and night; of bewildering mushrooms of smoke, crescents of fire, weird, disturbing sounds, and even accounts of conversations with those from Outer Space. The mystery remains unsolved, but the sightings continue. Meanwhile the name of Warminster has traveled around the world. The Warminster Mystery is illustrated by pictures of alien craft taken before witnesses and reproduced for the first time. \$3.75 Neville Spearman Ltd.--112 Whitfield Street--London, W1, England.

"LET'S FACE THE FACTS ABOUT FLYING SAUCERS," by Gabriel Green. Pocket Book. 127 pages. 60¢ Popular Library--355 Lexington Av.--N.Y., N.Y.10017

"FLYING SAUCERS--A CHALLENGE TO SCIENCE," by Jacques and Janine Vallee. Pocket Book. 256 pages. 60¢ Ace Books, Inc.--1120 Avenue of the Americas--New York, New York 10036

NOTES TO MEMBERS--The pulse of alien activity has decreased to a new low for summer months. If things are being seen in the sky we're not hearing about it--thus the lack of good reports in recent issues of The Reporter .....Many thanks to the members who have sent donations to help keep us going. Those who cannot send donations can help us by getting new Membership/Subscription's. Christmas is just around the corner.....We regret delays in replying to correspondence. All APRG business is done on a voluntary basis. Sheer pressure of work makes it impossible to reply to any but letters of the highest priority. Please bear with us if your letter goes unanswered. It will not be from lack of appreciation, only of time.....Donations of cash and 5¢ stamps are greatly appreciated.

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