

#8

THE FLYING SAUCER BLACKOUT

Condensation of a lecture given by Major Donald E. Keyhoe,
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under the auspices of Civilian Saucer Intelligence of New York

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Back in 1951 an Air Force Intelligence Colonel, who was involved in the Air Force investigation of flying saucers, told Bob Considine, who repeated it on INS press wires, that "behind almost every flying saucer report stands a religious fanatic, a practical joker, a publicity seeker, or some other idiot." In contrast to this statement, I'd like to read you parts of a report (originally secret but later declassified for me) about a sighting made over Japan on December 29, 1952, by one of those "idiots and practical jokers." This man's commanding officer spoke of him in the following terms:

"The pilot reporting has held responsible command positions for some time. The accuracy of his statements was consistent despite repetitive interrogation. His sequence of times, location, and descriptions did not vary at any time. He is stable and thoroughly reliable."

This sighting involved an unidentified flying object with rotating red, green, and white lights, and three fixed shafts of white light. It was confirmed by radar. Other pilots reported similar sightings, also confirmed on radar. To quote the commanding officer again, "There were no activities of a meteorological nature or any inversion which could account for these sightings ∴ This is a graphic description of an object falling definitely into the family of UFO." 1/

At the time that this report was released to me there was a group in Washington that believed the public should be told the truth. But by the time the report was printed a new group was in control, which believed in telling the public nothing. Either this report had to be nullified, or they had to admit that strange objects

1/ For reasons of space it has not been possible to include in this summary of Major Keyhoe's talk a complete account of all the sightings that he described. Details of many sightings and topics referred to briefly here will be found in his most recent book, "The Flying Saucer Conspiracy" (Henry Holt, N.Y., 1955); some are also discussed in his previous books, "Flying Saucers from Outer Space" (Holt, N.Y., 1953) and "The Flying Saucers Are Real" (Gold Medal Books, N.Y., 1950).

CIVILIAN SAUCER INTELLIGENCE OF NEW YORK

Meeting December 9, 1955

St. Nicholas Arena Ballroom, New York, N. Y.

The meeting was opened by Alexander Mebane, Secretary-Treasurer of Civilian Saucer Intelligence of New York, who gave a brief description of the origin and purposes of the club, and mentioned that literature containing more details of the organization was available for those interested. He called special attention to the exhibits on the walls of the room. These consisted of enlarged copies of many pages from the much-publicized Air Force report on flying saucers issued October 25, 1955. This report claimed again that there is no authentic evidence that UFO's are of extra-terrestrial origin. The pages shown in the exhibits carried many annotations by the Research Division of CSI, pointing out the report's numerous discrepancies, omissions, contradictions, and misstatements of fact - defects which cast serious doubt on the reliability of the report and its findings.

Mr. Mebane then asked John DuBarry, a member of the Association of Aviation Writers and a long-time associate of Major Keyhoe, to introduce him as the speaker of the evening.

Mr. DuBarry said that although the press of this country has had a bad record in its handling of news and opinion about flying saucers, the large magazines have done a little better than the rest of the press, and one magazine in particular - True. In 1949 True assigned Major Keyhoe, the best aviation writer in the country, to investigate the saucers; Mr. DuBarry, who was at that time aviation editor of True, worked closely with Keyhoe on this project. True then published Keyhoe's epoch-making article, "The Flying Saucers Are Real," in its issue of January 1950, and in all has published ten articles on the subject.

To illustrate the difficulties surrounding any study of saucers, Mr. DuBarry described his personal investigation, early in 1950, of an object reported over North and South Carolina. The object had been seen simultaneously from towns 190 miles apart, indicating that it must have been at least 300 miles away and 40 to 50 miles high, and therefore huge. He interviewed 26 people in towns all along the object's "route", and obtained an enormous amount of detail; but he still has no idea what the object could have been.

Major Keyhoe, the man who has come closest to answering this riddle, graduated from Annapolis and then took flight training at Pensacola. He is also an expert balloon pilot, which qualifies him to judge UFO sightings where a balloon interpretation is suggested. After several thousand hours in the air, a crash ended his military flying, and he retired from the Marine Corps. He served as personal aide, however, to Admiral Byrd during the latter's nation-wide tour after he flew over the North Pole; and as aide to Lindbergh during a similar tour made after Lindbergh's famous flight over the Atlantic.

After serving for a time as Chief of Information of the Air Commerce Bureau, Keyhoe became a magazine writer, and one of the soundest aviation writers in the country. During World War II he re-entered the Marine Corps and served as an information specialist in Washington. He then resumed his aviation writing and became affiliated with True, very fortunately for the flying saucer controversy. He has given many lectures on the subject, has published numerous articles and three books. His third book, "The Flying Saucer Conspiracy", is the subject of his talk tonight.

cant document is AFR 200-2. Sections from this Air Force document are printed in my recently published book, and you will notice, among other things, that the document permits the Air Force to inform the press of a UFO sighting only when the object has been explained - that is, only when it has been identified as a conventional airplane, balloon, or the like. True "unknowns" may not be reported.

As a final illustration of official silence, there was the challenge issued to the Air Force about a year ago by Colonel Frank Milani, Director of Civil Defense at Baltimore. Milani, who believes that secrecy about saucers is dangerous, challenged the Air Force to release its reports. The next day the Air Force said publicly that Colonel Milani could see any report that he wanted from their files; but six months later he had not been able to get hold of any reports at all.

What is behind such secrecy? Is it really concealing important sightings? How many pilots in the armed forces have seen flying saucers? What happened to them when they tried to report them?

Take the case of Major Charles Scarborough, a Marine jet pilot. On the afternoon of May 14, 1954, he was flying with another pilot at 15,000 feet near Dallas, Texas, when he saw a formation of 16 saucers above him. He immediately radioed to the two other jets of his group, which were at 42,000 feet. The jets above dived, Scarborough and his companion climbed, trying to box in the saucers, but the objects raced away from them and vanished. Meanwhile the pilots' radio conversation was heard by a radio ham on the ground, who asked Scarborough for confirmation; the story appeared in the Dallas Herald. The Pentagon at once issued orders for silence. I asked the Navy about it; they said they had never heard of the sighting. The Marine Corps wouldn't confirm it either. I wrote to Scarborough himself; after a long time he wrote and apologized, and said that my letter had been misplaced. Without adding any new details he did confirm the sighting. However, most pilots refuse to admit even this much.

The same secrecy applies to the events one night in the summer of 1954, when sightings alerted the entire Air Defense Command east of the Mississippi. The Baltimore Air Filter Center was in an uproar - sightings were coming in up and down, from posts as far north as Wilmington. But all that too was kept from the public.

Or take the case of the cover-up at the Marine base at Quantico, Virginia, just at the end of 1953 and the first days of 1954. After six nights of sightings the Air Force took over. The next night, with plenty of people on hand for the "explanation", ~~the Air Force~~ officers first pointed to an airplane that happened to be flying in the same part of the sky where the Marines had previously seen the lights. Then they pointed to a star. Finally, by an odd coincidence, along came a weather balloon with a light on it. I believe that the Air Force staged an "act" to convince people that these Marines had seen an airplane, or a star, or a weather balloon.

The Air Force has even tried to explain away foreign sightings, if they are released in this country. For example, after the famous BOAC sighting at the end of June 1954, our Air Force said that the BOAC crew of twelve experienced air veterans, and many of the 51 passengers, had seen a mirage; the same mirage had been seen, they claimed, by a Navy icebreaker hundreds of miles away. The BOAC captain said flatly that the mirage explanation was impossible; and I myself believe that the report from the icebreaker was "manufactured."

The policy is: first, try to "explain away" the sighting; second, if you can't explain it away, ridicule it; third, if you can't do either, keep still.

This policy has been followed up to now, and six weeks ago, on October 25, the Air Force delivered its final stroke - Special Report No. 14, which you can see in the wall exhibits at this meeting.

This is supposed to be a very, very methodical, business-like analysis of flying saucer sightings. Actually, it is the same thing they tried in 1949, when the Rand Corporation, a business analysis firm, went through all the sightings and

came up with the same conclusion - practically all the sightings could be explained and the rest were hallucinations, birds, balloons, light reflections on clouds, and everything else.

At that time, in 1949, the Air Force said, "We are completely satisfied that this is the answer; the project is closed; everything is ended." Then for another year they went on quietly investigating, and at the end of two years they admitted that the project itself had never been closed, merely its form changed. In 1952 they admitted it was wide open, with new consultants under special contract, and this situation is still going on.

This current report was released to the press at 5 P.M., just when the Pentagon newsmen were leaving; they either had to read it hastily or they had to let it go over and not make the morning papers. So they just took the press release and asked the Press Desk officer what it was all about. As a result, a lot of garbled stories came out of Washington; some of them, like "U.S. News and World Report," said that the Pentagon had explained all but 12 of the sightings. Actually, Table A-1 says that 689 reports are still unexplained, referring to 434 objects.

So in order to convince the press and people that there was nothing to it, the Air Force said, "We have taken 12 sightings that are the 'cream of the crop,' and we're going to see if we can evolve a working model of the flying saucer."

But if you look at these 12 cases, you see that most of them are actually poor cases. There are three or four pilot reports, because of course the Air Force didn't dare use nothing but weak cases; but compare the Blakeslee report, for example, with the first one included by the Air Force, from the two part-time tobacco farmers. Not that I'm belittling private observers. I think people who see strange objects should report them, unless they're afraid of being ridiculed; and in any case they should write down what they have seen, and turn them in some day when reporting saucers is not so unfashionable.

But in this report the Air Force has left out more than 300 cases, by some of the best pilots, radar men, guided missile trackers, aeronautical engineers, and high officials - trained observers in this country and abroad. They have left out the Gulf of Mexico case, for example, where a saucer going at 5240 mph and estimated to be 1000-1500 feet long was tracked on radar. This sounds absolutely incredible, but these figures are from the official reports, and the Air Force said they had no explanation for the sighting. Yet this report on the wall doesn't mention the Gulf of Mexico case, and it doesn't mention any of the many others that are just as reliable and just as unsolved.

Of course there are still people who say that pilots are having hallucinations. But if pilots can't tell the difference between a saucer and a weather balloon, or sunlight on a wing, or reflections from a cloud - then I for one don't want to be riding in any airliners with pilots like that. And I don't think we should let such pilots fly expensive jets and bombers. And we shouldn't have radar control men who can't tell a plane from a temperature inversion on their scopes, guiding liners into airports. But the fact remains that there have been no accidents at airports where these supposedly incompetent radar men have been guiding airplanes in for a long time, the same men who have also reported flying saucers.

So the situation now is that no reports can be released. Since 1953 not one unsolved saucer report has been released to the public, except the few that they have put into this report as examples to try to convince you that there's nothing to it. Just to test this, about every three months I call Captain Robert White, who is the official Air Force spokesman on flying saucers, and I always say, "I am asking for the last six months' reports on saucers. I would like to see either the teletypes or the written reports, or go to Wright Field." He says, "I'll ask." The next day he calls back, "The request is denied,"

That happened just the other day, on the afternoon of December 5. I said, "May I see any reports at all? May I see the ones that you released in 1949 - 244 of them?" "No, they have been recalled." "Well, what about the ones that you released to me in 1952 and 1953?" "No, you can't see those." I said, "But I already have them. I have the clearance sheets that you gave me."

"No one can have any reports of flying saucers."

And then the Air Force will tell you that there is no secrecy on saucers!

When this report was issued in October, Air Secretary Quarles threw out a faint hint that perhaps the saucers were American secret weapons. I suspected that myself when I began to investigate saucers - that if they were real at all they must be some secret device. One of my Annapolis classmates that I asked about this was Admiral Delmar Fahrney, head of Navy guided missiles. He showed me as much as he could about U.S. progress, and we had nothing like the saucers. "Furthermore," he said, "if we had anything like that, and if I ever caught a man of mine firing such a missile over a city or along an airline, I'd have him courtmartialed."

In spite of this, some very honest investigators have convinced themselves that the flying saucers must be American devices. Let's assume for a moment that they are right - what does it mean? We had these devices over Germany and over Japan, as early as 1944. They chased our planes - why, I don't know. These objects, called "foo fighters" by our pilots then, were our secret weapons. We didn't use them to win the war, but we had them there.

Then beginning in 1947 we must have been sending these secret devices of ours to all corners of the globe. We had something so perfected that it could be fired and controlled without ever endangering anyone in any of the cities it flew over, or anywhere along the airways. It could be sent over foreign countries, violating their sovereignty and taking the chance of getting into a war by sending them over England, France, South Africa, and everywhere else. We were doing this because they were secret weapons.

Furthermore, because industry wanted to continue making expensive jet planes, we have gone on spending billions of dollars on jets, bombers, super-aircraft carriers, and setting up foreign air bases and all the machinery to maintain a modern air and naval force - all this in spite of the fact that our superweapons made these things outmoded. Our motto was, "Business as usual, and the hell with the taxpayer!"

We have caused terror by sending these U.S. devices low over foreign cities. We have almost hit airliners with them, as in the case of the Brazilian airliner that met 19 of these objects ^{at night,} ~~in broad daylight,~~ in November 1954, terrifying the passengers. But why would we be sending flying saucers along the airways of Brazil? Why would we be sending them over Africa? Over Capetown, for instance, a saucer was tracked at 1278 mph by the chief radar instructor of the anti-artillery school there. This was published as an official sighting, but it has been suggested by one investigator that the U.S. Navy was lying offshore and testing our flying saucers over Capetown. If so, we were taking a big gamble, because the South Africans have a violent temper when they're aroused, and I don't think they would like that. I don't think the British would like it either. I don't think that Lieutenant Salandin of the Royal Air Force would like it - he was the pilot who had such a close encounter with a saucer that he had to fly around for ten minutes before ~~he~~ could calm down enough to land. But of course that was a U.S. secret weapon that we were testing over there.

Unless you assume that every country has these devices, then these flights by us are outrageous violations of foreign territory. There have been reports from practically every part of the world. I don't think anyone in the Navy in his right mind, or in the Army or the Air Force, is going to take risks like that.

How do the saucers operate? How can they make these fantastic turns at high speed, accelerate from hovering to thousands of mph in a few seconds? The answer may seem fantastic, but I think it has now been accepted that a G-field action would make it possible - in other words, anti-gravity. If you think that's ridiculous,

read the three articles by Ansel Talbert, military and aviation editor of the New York Herald-Tribune, recently published in that paper. A few years ago everybody laughed at the notion that you could get free from the power of gravity; now it seems that we have at least a dozen large universities and research laboratories working on the problem. At least three prominent aircraft manufacturing officials have stated that we are on the threshold of devices which will operate free of the pull of gravity at tremendous speeds. Hermann Oberth, the great German rocket designer, says he is convinced that the saucers are using this principle of propulsion, which explains their silence, their abrupt turns, and their ability to fly at high speeds without heating up in the atmosphere and being destroyed.

One of the men involved in this anti-gravity research is William Lear of Lear Aircraft, and he has said recently that the saucers are interplanetary, that we are being constantly watched, and that the whole world is being mapped. Furthermore, there seem to be more and more astronomers and astrophysicists who are saying that the universe must contain millions of inhabited worlds, some of them possibly with superior life forms. Even Dr. Menzel of Harvard said this recently - and he has also said that flying saucers are mirages and other atmospheric effects. The ATIC told me, in a signed statement, that Menzel is wrong about this, that the saucers are not mirages, and that they had rejected his explanation for practically all of their cases. Dr. Menzel, of course, continues to say they're mirages - but he also says now that there are undoubtedly millions of worlds with beings equal to us, or even superhuman.

There have certainly been some wild reports from all over the world of sightings of mysterious creatures coming out of saucers. Some of the reports are from wild people; but some of them make you stop and think. However, I don't accept any of them. I don't even accept completely the one I used in this latest book of mine; although I think it's true, I don't consider that it's 100 percent proved. That was the case at Pearl Harbor in August 1953, when this pilot - whose name I

finally learned but can't disclose, and he has refused to answer any questions - began screaming into his mike. He made a wild landing, shaking all over, and the men on the ramp heard him say, "I saw him." That was all they heard before he was hurried inside by Intelligence officers, interrogated for three hours, held incommunicado for two days, and then wouldn't say anything about it. Everyone on the station was told to keep still about it.

I first heard it from an outside source. I didn't accept it, even though he was a reliable investigator. During the next year I got confirmation of this report from at least six different sources, none of whom knew each other, and none of them knew the whole story. I'd ask them one question to see how they would fill it in, and whether the details would match, which they did. It's still possible that all the stories came from one original rumor, but I do know that something happened that night at Barber's Point that caused the station to be buttoned up and everybody was put under a clamp for a while.

But even if these beings are different from us I don't see any reason why it should be kept a secret unless there is hostility. And that brings us down to the reasons for the silence - or at least what I think are the reasons.

At one time I feared that perhaps the Russians had the jump on us; some people have said that the Russians got a lot of German engineers after the war, and also got the V-7, which was a jet-propelled helicopter type of device that would look like a glowing disk at night. But I have a letter from Professor Oberth, saying that it is absolutely impossible for the V-7 to have been the objects seen all over the world, because it makes a terrific racket and most of the saucers are silent, and it doesn't have the speeds or accelerations of the saucers, and there are many other differences; he said it just simply couldn't be; he disregards the V-7 suggestion entirely.

In addition, I think most people would agree that if Russia had had a device that would operate all around the world, as far back as 1947, '48, '49, and '50,

then we wouldn't be sitting here tonight listening to a talk about anything except what the Russians wanted us to listen to. Some of us wouldn't be here at all. They would own the world and there wouldn't be any doubt about it. They wouldn't continue to build jets - and they're building them madly; they wouldn't be trying to get the intercontinental missile before we do. The Russians are trying just as hard as we are on normal, conventional weapons. And we're working hard on this anti-gravity device, hoping we can get ahead of the Russians, and also meet this race from outer space if they should prove hostile.

Now I had always hoped there was no hostility in all this, because during these last eight years or more the saucers have had plenty of time to attack us if they wanted to. There have been many explanations offered as to why they haven't landed or communicated - although, of course, some people claim they have landed. There are a few people who say they've talked to spacemen and even ridden on space ships; one very fortunate gentleman met a beautiful space woman, and so on. But somehow I find it difficult to believe these stories, or any contact story. As for communication of other kinds, some people think that the London radar sightings of September and October 1954 (when six different times, at noon, the radar screens showed saucers first in a U-formation, then changing to Z-formation, then changing to parallel lines) may have represented an attempt at communication.

But are the saucers a menace or not? What are they up to? I don't think the Air Force itself knows, but I do think they are seriously worried because there have been accidents that have been linked with the saucers. Three of these have been considered extremely serious. The first was the famous Mantell case, on January 7, 1948. Then there was the British Comet which was struck by a heavy object near Calcutta, India. I still believe that plane was hit by a UFO. Most serious of all, I think was the Kimross case, which is described in my book in detail, where an F-89, a two-seater jet fighter, pursued a UFO over Lake Michigan. The

radar station was tracking both the jet and the UFO on their screen; they saw the blip of the plane approach the blip of the saucer - which was much larger - the two blips merged, and the saucer disappeared in a burst of speed. The jet was never seen or heard from again. An exhaustive search was made, but not a shred of cloth, not a trace of oil, was ever found - the plane and the two pilots had simply vanished forever.

There have been several other such cases. There was one in Texas recently - it's still being investigated - where ground witnesses said that a round glowing object was seen near a B-47 just before it crashed to the ground. The lone survivor said he didn't know what happened, but the bomber hit something with such terrific force that he thought for a moment they had crashed.

Of course, if these things are happening to our planes as a result of deliberate action by the saucers, you might say there is a good reason for keeping the answer secret. But in my opinion these accidents are probably caused by the close approach of automatic devices that have simply gotten too near the plane and accidentally crashed into it.

But regardless of what the answer is, I think we should know it.

If the saucers are real, where do they come from? It may be only coincidence, but for the last six years, every time Mars has approached us there has been a great increase in saucer reports. There was a big one in 1950, and a tremendous one in 1952. In 1954 there was another increase, and the Air Force did its best to keep it under wraps. About the first of June they put out a statement that was called the Ho-Hum story: The whole subject of saucers was so dull that the Air Force yawned at it. In fact, they had had only 87 reports since the first of the year.

To be sure, six weeks before the Ho-Hum story they had given a statement to the "American Aviation Daily" in which they blamed my book, "Flying Saucers from Outer Space," for causing a tremendous increase in reports. But by the first of

June the increase had disappeared somehow, and they went back to their story about only 87 sightings.

In addition to the possibility that the saucers may come from Mars, there are some very interesting recent reports of changes on the moon. In July 1953 an American amateur astronomer sighted what he thought was a bridge on the moon. The new feature was later confirmed by other astronomers in this country, and then by Dr. H. Percy Wilkins in England. In December 1953 Dr. Wilkins, who is Director of the British Astronomical Association, was interviewed about this bridge, by the BBC. The transcript of the tape recording of that broadcast leaves no doubt that Dr. Wilkins saw it. Now if there is a bridge on the moon, it didn't grow there overnight by itself. Of course there are periods when you cannot observe this part of the moon very successfully, and the bridge must have appeared between observations, and the interval could not have been much longer than a month.

You'll find all kinds of difficulties if you try to investigate flying saucers. You'll find yourself ridiculed. At one time I wished I'd never gotten into it, and I was hoping I could get out.

But it's such a big thing. If it's true, it's the biggest story that was ever known. To be contacted by beings from another world - it's fascinating, it's incredible. But why should we consider that we are the only people in all this universe?

I think it's time we looked over the evidence. If you are interested, I suggest that you insist that Congress compel the Air Force to tell you the truth. Write to your Congressmen and Senators and ask them, "What's the answer? I'd rather know, even if it's bad news; if you're hiding anything, let's have it." I think that most Americans feel the same way, because we certainly are not children.

Thank you.

In the discussion period that followed Major Keyhoe's lecture, a number of interesting points were raised. Some of the questions and answers of particular significance were as follows.

Q - Why does the Pentagon not want to tell people the truth?

A - I think first, because they fear hysteria simply over the idea that we are being observed from outer space; second, because they don't have all the answers; and third, because they think there may be danger involved. They can't explain these aircraft accidents, and there have also been some planes that just disappeared.

Q - Have you ever seen a flying saucer?

A - No. I have seen one or two tracked on radar at the Washington Control Center, but the second time we could not be sure that the blip was actually a saucer.

Q - If these objects go as fast as 5000 mph, how can they even be seen?

A - Of course, they could not be seen at that speed unless they were at a very high altitude. ~~say 60,000 feet.~~ But they can also stop dead in mid-air and hover; they have been seen on radar screens while standing still. They have also come very close to the ground - within two feet of it in one report. They have passed airplanes and slowed down so they were flying wing to wing with the planes - that's why we have such good descriptions, and why most of the descriptions agree on the disk shape.

Q - What is the theory behind this gravitational propulsion of the saucers?

A - I'm no engineer, so I'll just have to tell you what I've heard. You can read those articles in the Herald Tribune that I referred to, which are as close to it as any I've seen outside of technical journals. The idea is that you can convert nuclear or atomic power into a force that can nullify the power of gravity. Einstein's theory says that gravity is merely another form of electricity and magnetism (as ice, steam, and water are the same substance in different forms) and if you can control two of these factors you can change the other. Now we seem to be awfully close to the point where by controlling electricity and magnetism we can change gravity - neutralize it or even reverse it.

Then what happens is that as you move through the air you pull along with you the air nearest to you - gravity acts like a magnet on iron filings, it pulls the air along so that you don't hit the sound barrier. With present-day planes you can't go from 500 to 5000 mph - they would just burn up ~~with a terrific roar.~~ But with this gravity propulsion the aircraft is cushioned - the farther away from the aircraft, the less the air is dragged along, so the machine moves in a cushion of its own air molecules. Professor Oberth explained that in his lectures, and Trimble of Glenn Martin has written articles that you can find in aviation journals if you want to follow it up.

Q - Have you any theory as to why these interplanetary travelers don't communicate with us?

A - Some people - some sensible people, I mean - say that they have communicated with us. Those invisible formations over England, for example, that formed a U, then a Z, then parallel lines, each time, showing on the radar screen. They figured that there were at least 50 objects in these formations; in such a case the G-fields would overlap, which would bend the light beams sharply. Einstein proved that starlight passing the sun was pulled in by the gravitational force of the sun. With the saucers, light rays from the ground would be deflected, so that what observers would see would be empty sky. That possibility also explains a good many wartime sightings, like the "Nan-sei-Shoto ghosts" in the Pacific.

Q - What about that M or W on Mars, in 1954?

A - On three occasions the pictures of Mars taken in blue light during the 1954 opposition showed a huge W, about 1100 miles high. They explained it as a kind of semi-permanent cloud that rotated with Mars, although it is a strange kind of cloud that would have a shape like that. But the astronomical journals of the last few years contain many references to peculiar clouds on Mars, and it has been suggested that perhaps these are not clouds but light reflected from something bright laid on the ground, and that Mars has been trying to signal to us. I don't know. How would they know our alphabet? Well, if they flew over and saw our advertising signs on top of buildings it might be easy. But there have been serious suggestions that these people might be able to do all these technical things and still be unable to understand us or communicate with us. Some people say they might use telepathy, or they can't understand our speech sounds, or they just don't want to bother. I have no answer as to why they don't communicate; it's still just a guess.

Q - Is the observatory on Mt. Palomar cooperating with Air Force Intelligence?

A - They are cooperating with the government. They are involved in the present moon study; according to the last report, which I think is true, they have actually photographed the moon bridge and a spectrographic analysis shows that it is metal. I do know that the pictures were taken.

Q - Why doesn't the Air Force go after these people who report visits on the space ships and similar experiences?

A - Actually, I think the Air Force takes a big breath of relief whenever one of these books comes out, because it takes the heat off them. I noticed that one of these stories came out, syndicated, just when there had been three very serious sightings, one of them connected with an aircraft accident. The wild story was played up on the front page ~~of the Washington Daily News~~, with pictures and everything; and on a back page there was a little paragraph, "Witnesses reported they saw a strange object near certain planes at such and such a time." I was surprised that the object was mentioned at all; but the Air Force is glad to have ridicule available to kill this subject until they can get the answers.

Q - What about reports of saucer investigators being hushed up?

A - I've heard such reports. But nobody has been after me yet, although I'm quite vulnerable because I'm still connected with the armed forces. All they

have to do is order me back on active duty and say, Keep still. I've been told by classmates that they would have done it a long time ago except that their reasons would be too obvious.

Q - Why do you reject the personal contact stories?

A - Because when you examine them they're pretty flimsy. I refer you to Mr. Moseley's magazine, Saucer News, in which he did a fine job on one of these gentlemen.

Q - In your radio talk this morning you referred to a statement by General MacArthur. Will you please repeat that?

A - The New York Times for October 8, 1955, said that the Mayor of Naples interviewed MacArthur at the Waldorf, and afterward told reporters that the general said he believed that all countries on earth will have to unite to survive and to make a common front against attack by people from other planets. Now that was in the New York Times - I have a photostat of it. I didn't believe it when I heard it, so I checked. I also wrote to General MacArthur. I got no answer, so I sent a special registered letter with a return receipt card, and I got the card back - he didn't sign it but one of his staff did - so I know he received it. I had no answer to that either, so I sent a telegram. I said that I had hoped there was no hostility on the part of the saucers, and that if he knew of such a thing and really believed it he owed it to the country to make public his reasons. I said I would gladly accept a collect telegram in reply.

Of course I've had no answer. He is undoubtedly a very busy man, and perhaps the Mayor of Naples didn't quote him correctly. But if I had been misquoted in the New York Times as making such a dramatic statement as that I would certainly correct it in a hurry.

And the Pentagon won't comment on it either. I have asked them about it, and also about a statement attributed to General Chidlaw, the former head of Air Defense Command. He was quoted in a saucer magazine as having said that we had lost many men and planes trying to intercept flying saucers. I knew we had lost two or three, but I questioned that "many." After stalling for quite a long time the General came through with a very strange answer. He said he couldn't remember everyone he met and talked to; maybe he did talk to this man who quoted him, but he was quite sure that he didn't say quite that - and what it ended up with was that I had a lot of doubt in my mind - perhaps he did say it. I don't know.

Q - What would they expect people to do if the saucers ever did land?

A - I've often put that question to Intelligence officer friends of mine - Just what would you do if there were sudden mass landings here? You haven't prepared anybody for it, you've left it wide open, and not only that, you've left them wide open to a Russian trick. The Russians could say, The saucers belong to us, we've been watching you, and we're going to blow you off the face of the earth. Of course it's not true - the Russians are no further

advanced than we are. But Intelligence hasn't any plan - they're just scared to death that something will happen that will put them in a spot. You see, there have been too many contradictory policies. One group would want to say nothing, and another group would want to release everything. For example, Major Dewey Fournet, an Intelligence officer who was one of the chief investigators, wrote a report in 1952 summing up all of the major sightings since 1947. I have been told by Air Force Directors of Intelligence that he came to the conclusion that the saucers were interplanetary. He wanted General Samford to release it, and to show the Utah pictures, which had been withheld. A very blurred copy of those pictures was returned to the owner, and the analysis has never been made public - although I have a press release here that gives the main points of the analysis. The press release was also suppressed.

Q - Couldn't the saucers be coming from another solar system?

A - That's right. I said they might be operating from Mars. It's been suggested by Wilbur Smith, head of Project Magnet in Canada, that they may use Mars or the Moon as a base, just as we plan to use them. They couldn't come from another star - stars are suns, they'd be burned up. But the latest astronomical theory is that most stars have planetary systems. And even though the nearest star is 4.3 light years away, according to Einstein's theory of special relativity and time dilation, if you can achieve anything near the speed of light - which you can do with a G-field - your trip would be (this is very hard to understand, and I don't understand it) - the scientists say that as you go faster there is a contraction of time in space, and a trip that would normally take 21 years to a star would take only three. When you came back, people on earth would have lived 21 years, but you would have lived only three. This would make it a little difficult for the people you knew.

If anybody thinks this is fantastic, get a copy of the British Interplanetary Journal for June 1952, where you'll see the theory presented in full.

Q - What about this theory that these people from other planets teleport themselves - that when they enter our atmosphere they move into another dimension, and therefore cannot be seen with the eye but are picked up on radar?

A - I've heard that too, and I've heard people say, "Nothing is impossible." But I'd have to have a lot of evidence. Invisibility caused by bending light rays is a practical answer, but teleportation - that's out of my realm.

Q - What about experimental aircraft?

A - In some cases we have just one model, in the testing stage. And that Avro saucer that Canada started to build - we took it over, but it has not been completed or flown; the sketch was handed out to get people to think we had been testing these things.

It should be obvious that we do not have hundreds and hundreds of secret devices like that, and that we didn't have them back in 1944 or 1947. I know people high up in the military services, and I've seen the appropriations for ordinary airplanes. Eventually we will have such aircraft, but right now we're trying to copy the saucers' G-field propulsion.

- Q - Do you subscribe to the Fortean theory that these events have been going on for centuries? And if so, why do you think there may be hostility now?
- A - I think there may have been intermittent sightings for a long time. Most old reports you have to discount because the evidence is not strong; but there were some by astronomers, sea captains, and other well-trained observers, or by large groups where thousands saw something. Possibly the increased observation now is because we're exploding H-bombs and getting ready to go into space. That would be my guess. I don't pretend to know the motive, but I prefer the most logical answer.
- Q - Has the substance called "angel's hair" been analyzed?
- A - At first I didn't believe there was such a thing, and I said so in my second book. But cases both here and abroad have been confirmed, and it has been photographed out in California. A sample of the material that fell at Horseheads, New York, was analyzed - with conflicting explanations. Angel's hair is supposed to be an exhaust product from the saucer's propulsion system, or connected with the G-field in some way.
- Q - What about the case of the Florida Scoutmaster?
- A - I heard from Ruppelt the reasons why he didn't believe the story. The man's record was not good; he doesn't seem to be a very reliable witness.
- Q - Did you find out anything about the famous Dahl case?
- A - This had earmarks of being tricky; it was the only case in which the Air Force publicly stated that they considered the thing a hoax. I know it sounds contradictory for me to say that I believe the Air Force some of the time, but in that particular case the reasons seemed powerful. I investigated the crash of that B-25 - that was when you could get some reports; and I think it was just an ordinary crash.
- Q - What about that radio record "Out of This World"? There are some strange sounds on that.
- A - There's a new Air Force project that's trying to analyze what they call the "whistlers." Also there seem to be radio transmissions from hot stars all over the universe; 200 or 300 "radio stars" have been identified. There was a Dr. Grote Reber at the Bureau of Standards who said the sounds were not from radio stars; but I don't think anyone has the answer yet.
- Q - What about the alleged code messages received from saucers?
- A - Yes, there have been claims of code and queer messages. I do know that several times when these things have gotten close to airplanes they've blanked out the radio. There's ample proof that this has happened.
- Q - What about this Air Force report that was released in October?
- A - Anyone who examines that report carefully will be convinced that it is the

most complete cover-up. They're covering up the fact that they've got a hot potato and they've kicked it around for years, not trusting the American people.

What they have done is to select several of the weakest cases, so that they could show silly-looking shapes - except for one or two airliner reports that are too well known for them to dare omit them.

Q - Will the earth satellite clear up the saucer mystery?

A - I know that one reason for expediting this satellite program is to try to get a look at what's up there. For quite some time they have had reports that we are being orbited by at least two objects. Also - though they haven't announced it - we're working hard on the moon rocket; I know an electronics engineer who's working on the guidance problem.

Q - How about these objects that have been sighted 300 or 500 miles above the earth?

A - They've given a lot of answers as to the "sky-sweep" or "sky-search" that's now centered at two places, Mt. Palomar and White Sands. And you can't get any information on that. LaPaz let something out once, and Tombaugh had to cover up on it; since then they have both been told to shut up. But they've discovered plenty.

Q - Why don't some of these "fighting Senators" fight for you?

A - You can see what can happen by reading the history of Senator Case's correspondence with the Air Force early in 1954, in my book. I'm not making the Air Force out a bogeyman, because I've got a lot of friends there - otherwise I wouldn't have a lot of this information. But there are men in there who have met strong opposition when they tried hard to tell the people of this country the facts. In 1952 they came awfully close to it. That's how all those reports got out.

Q - What about President Eisenhower and his statement in December 1954, that an Air Force man whom he trusts had told him that so far as he knew it was completely inaccurate to believe that the objects came from any outside planet?

A - I have the highest respect for President Eisenhower. However, this sounds to me like a typical answer, the kind you give when you're caught off guard and have to give an answer without giving the real one. During the war I knew about radar before the publication date, and even the word was classified. When newspaper men asked me for the dope on radar I had to look them straight in the eye and say, "I don't know what you're talking about." If the top levels, the National Security Council and Central Intelligence Agency and so on, all agree it's better not to give something to the people, they're certainly going to advise the President and he would undoubtedly go along with them.

But you cannot explain away these cases. If all this evidence, all these hundreds of reports, are wrong, then we have a bunch of idiots flying airplanes here and all over the world. Furthermore, the radar men are no good and they shouldn't be guiding planes into airports. If you've ever watched the control center in an airport bring planes in under a 200-foot ceiling, you know that

the radar men can tell how close the planes are, their altitude, everything, and they bring them in like clockwork. If those men couldn't recognize the difference between a mirage and an airliner, you'd have planes crashing all over the place.

But it was only eight or nine months ago that the Air Force put out a statement that "some time ago the Washington radar operators who scared the nation in 1952 saw blips again, but they turned out to be an airplane practising landings at Andrews Field." I went over and talked to some of those radar operators at the control center. One man said, "If we couldn't do better than that we'd be dropping airplanes all over the Capitol and on the White House, we couldn't land a single plane in here. It's just a plain lie."

- Q - In your second book you advanced the theory, as presented by Wilbur Smith of Canada, that the saucers ride on magnetic power - a kind of flying magnet riding on the earth's magnetic field. Have you abandoned this theory?
- A - The last time I talked to Smith, he still thought the saucers were using electromagnetic power, but involved in some way with gravity.
- Q - Did you ever find out exactly what that pilot in Hawaii saw?
- A - No, I've been trying to find that out ever since. All I know is that some of those who were there at the time said he acted like a man scared out of his wits. It doesn't necessarily prove anything. He could have seen some creature inside a strange machine and the way the light was reflected might have startled him. It doesn't prove that there was some grotesque animal.
- Q - How long do you think it will be before we have a moon rocket? In your second book you said ten years, or 1963; the Disneyland film said 1970.
- A - You've probably heard of "crash programs" - you can expedite things when you put the heat on. There are a lot of people getting into positions of power who want to speed up this program; I'm positive we'll have a rocket on the moon before 1970.
- Q - What about Scully's "crashed saucers"?
- A - I think the most charitable thing is to say that Scully believed his sources, who have since been proved rather disreputable. At the very best he was misled and wasn't too careful in checking. It is quite possible that disks have crashed in this country; the Air Force may have them. I simply have never been able to find any evidence of it. Also I've never seen any of those little men that were supposed to have been pickled in alcohol, or whatever it is they pickle them in.
- Q - Would you want us to discount all the contact stories that we hear, despite the fact that they come to us from all parts of the world? And are we right in thinking that people from outer space are like us?
- A - I wish I knew. When I referred to the alleged contacts I was thinking of the people who have written books about them. I have read some of the others, but I haven't analyzed all of them. Most of them sound pretty hysterical; undoubtedly most of them are mistaken. Some from Venezuela have been rather

disturbing, yet I won't accept them without more proof. I don't set myself up as a judge of these things, because you'd have to go and talk with the person involved. There may be little men, that's possible; I just don't believe the people who have said they saw them. It's quite possible there have been contacts; but I've never seen a story where I would say, All right, I accept that.

They could be one foot high or 100 feet high - I just don't know; but if you have visitors from outer space it's likely they would be different from us. However, if they came from a planet of the same size and gravity as ours, where evolution might produce a somewhat similar creature, they might be like us - some of them might. Or if you disregard the factor of evolution and rely on religion, maybe you might have someone that's identical with us.

Q - What about the reports in Sky and Telescope of flares on the moon?

A - Yes, I've seen those reports of flares - some people call them meteor impact flashes. Peculiar lights on Mars have also been reported. I don't think we're going to know the answers until we get up there, unless someone comes down and tells us first.

Q - You spoke of the penalties imposed under JANAP 146 on anyone who talks too much. Has any private citizen been rapped for this?

A - Not that I know of; all I know is that some people have been scared. Once I myself had some sightings made by airline pilots; I knew that a CIRVIS report had been filed, though I hadn't seen the report myself. I asked the Pentagon if I could use them; they referred me to Colonel Bloomer of Air Force Intelligence. I told him about the CIRVIS report, and he implied I was walking on a tightrope, but that I was probably safe. But I decided not to take the chance.

Q - Is the Central Intelligence Agency involved in the saucer picture?

A - Yes; under JANAP 146 these CIRVIS reports are sent to CIA.

Q - Did the 1952 change in administration change the policy on saucers?

A - No, it didn't. This was one of the factional fights within the Air Force that had been going on right from the first. If you look over the history of this thing, you'll find about 50 quotations from the Air Force, over these eight years, that show that somebody has been fighting to release the facts, and somebody else had been against it, the whole time. All I know is that sooner or later enough newspapers are going to find out they've been bamboozled. So far most of them don't bother to go past the handouts of the Pentagon.

Q - What have you heard about two alleged radio contacts?

A - There were some odd radio transmissions that they never identified, and there was also a radio silence, if I remember, that was linked with that. A lot of that evidence is not conclusive; but when you add the whole thing together you can see that something is being hidden - and it's not a secret weapon of the United States. I wish to heaven it were - then we could all tell Russia to go to the devil.