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FANTASTIC CIGAR SPACE SHIPS DWARF EARTH'S TECHNICAL KNOWLEDGE:

Among the multitude of "flying saucer" reports have been numerous accounts telling of huge cigar-shaped vessels navigating the atmosphere of our planet. The appearance, maneuverability, and other such data, once again suggest that these craft are not aerodynamic machines. But that they operate by some totally revolutionary propulsion. Let's review the evidence.

CASE (1) - STRANGE ZEPPELIN AWED GIRL IN 1894: Eleven year old Charlotte Ferguson was living on a little farm just outside Warren, Ohio at the time. Late one night she glanced out the window. Approaching low over the property was a "huge zeppelin shaped object." It was luminous and the light spilled into the room setting it aglow. The featureless craft hovered momentarily, then nosed up and disappeared into the night sky without a sound. (EDITOR'S NOTE: The writer has a personal friend in Warren who has talked to Charlotte recently. She is now 72 years old but she remembers that night in 1894 very vividly and she considers the episode one of the outstanding features of her long life.)

CASE (2) - SKY CRAFT Baffles ASTRONOMER: George Pitcovich, of Newton Falls, Ohio, has been an amateur astronomer for over forty years. One night in 1946 he was outside with his nine inch reflector telescope. At about 1:00 a. m. the next morning he was startled to see, what appeared to be, a string of sharply defined lights rapidly approaching from the southwest. He quickly focused his scope on the object but it went by so fast that he could only make out a series of concentrated glows reflecting off of a long and large fuselage. It flashed overhead at a tremendous speed, then it stopped short and hovered in the northeast. After a couple of second, it nosed up and accelerated straight up and out of sight. (EDITOR'S NOTE: The writer has visited Newton Falls and talked with Mr. Pitcovich. That George is familiar with ordinary celestial phenomena, the writer can vouch, being an avid astronomer himself. Pitcovich stated that the object definitely was not natural. He heard no noise whatsoever. The craft gave him the impression that it was huge and high; it appeared about two inches long in the sky and the lights or glows were reddish and purple. They changed, he said, in proportion to the speed of the ship.)

CASE (3) - SILENT "CIGAR" GIVES OCEAN LINER THE ONCE OVER: One Mrs. A. M. King relates the following episode which took place on June 30, 1947. "The S. S. Llandoverly Castle was going through the Straits of Madagascar. We all noticed a particularly bright star. It was travelling very fast and it approached the ship. Suddenly a searchlight beam fell onto the water not 50 yards from the ship. The next instant the light disappeared but an object could clearly be seen. It was apparently made of steel and shaped like a cigar cut at the rear end. It remained in the air about twenty feet above the sea, parallel with our ship, and travelling in the same direction. After a few seconds it gained speed and the whole shape disappeared without a sound. But although no noise was heard, flames were plainly visible at the back end as it accelerated. No windows could be seen, only a band of metal around the entire thing. The object was very large...about four times the length of our ship and about four times as high."

CASE (4) - MYSTERY SHIP HOVERS OVER ATOMIC PLANT; ALARMS OFFICIALS:

On Nov. 21, 1950, scores of Pasco residents watched a cigar-shaped object soar over the restricted Hanford Atomic Works in Washington State. Alarmed workers at the plant viewed the event for eight minutes as the craft went through its paces. Managing editor Perry Torbergson and city editor Jack Anderson of the Columbia Basin News witnessed the intruder also. "We first sighted it at 4:40 p.m.", they said. "It was shaped like a cigar and glistened brightly despite the fact that the sky was overcast and the sun was behind a cloud at the time. Many town residents watched the show with us. It was very high and appeared as a bright, incandescent, elongated globe. It left no vapor trail and disappeared in a southwesterly direction." EDITOR'S NOTE: This is but one of many similar reports involving mysterious craft that pay no attention to government restrictions.)

CASE (5) - MANY WATCH GIANT "TUBE" FROM AIRLINER: Captain Bicknell was flying the East African Airways ship, the "Lodestar", from Mombasa to Nairobi. Nine passengers and a radio operator were on board. At 7:20 a.m. radio operator Merrifield drew Bicknell's attention to a dazzling object motionless at some 10,000 feet above the crest of Mount Kilimanjaro. (EDITOR'S NOTE: Mount Kilimanjaro is 19,300 feet high.) For three minutes these two watched the object; then they alerted the passengers. One of them had a pair of powerful binoculars. Captain Bicknell examined the object through the "glasses". It was a tube over 200 feet long, silver in color, with three dark bands encircling the diameter of it. A huge fin-like thing could be seen at one end and the other end was semi-spherical. For seventeen minutes the mystery craft was under constant observation. It was featureless but its outline was clear and defined. Then, on an upward slant, the craft started to move into the sky and became lost at 40,000 feet. It left no vapor trail and made no sound. Ray Overstreet, radio operator for the American ship "Robin Mowbray", was a passenger on the "Lodestar" at the time and he photographed the sky tube with a movie camera. This film was later shown to a group of pilots and it convinced them that the craft "was an unidentified one, and under intelligent control."

CASE (6) - EXPLORERS WITNESS ENORMOUS VEHICLE OVER GRAND CANYON:

The date was April 22, 1954. Elbert Edwards, superintendent of schools in Boulder City, Nevada, his seventeen year old son Arthur, and John Goddard, internationally known explorer and ethnologist, were camped above Havasu Canyon in Grand Canyon on an expedition. Edwards was the first to see the bright star in the north at about 10:20 p.m. It grew rapidly as it approached and Edwards immediately told Goddard and pointed out the object's location. John hurried to the car and obtained a pair of eight power binoculars. After viewing the craft he exclaimed: "I can't believe it. I just can't believe what I have seen." When the object moved to a position directly opposite the observers, it appeared to have a row of extremely bright lights, like portholes, along its side. The first light that was seen came from the thing's nose. No glow or exhaust was seen and no other visible means of propulsion. Goddard, who served in the air force during world war two, estimated the height of the object as 6000 feet. Edwards had this to say concerning the monstrous cigar-craft: "It was absolutely different from anything I've seen. The weird humming, buzzing sound emanating from the craft was also unlike conventional sounds of the sky... it was like one of those Buck Rogers space ships." EDITOR'S NOTE: John Goddard received international recognition in 1953 for his explorations of the Nile River area. His article telling of this expedition was published by Geographic Magazine in 1954. Edwards has a bachelor's degree from the University of Nevada and has attended three other recognized universities.)

CASE (7) - GENERAL MILLS SCIENTISTS PUZZLED BY INTRUDERS: On October 11, 1951, J. J. Kalizewski and a General Mills engineer were flying near Minneapolis in the process of checking a cosmic ray balloon. Suddenly they saw a bright object moving east to west at terrific speed. It circled slowly then accelerated out of sight to the west. A few minutes later the thing was seen again. This time Kalizewski hastily called ground technicians at the airport. One of the men caught the strange machine in his theodolite telescope. "He had a brief glimpse of a strange, cigar-shaped craft, but it was moving so swiftly he could not track it." The observers were convinced that the machine was controlled. Likewise they were sure that, whatever it was, they were totally unfamiliar with it. Kalizewski, usually a calm man, was upset by the sightings: "I can't say whether they were space ships, flying saucers, or what. I had never seen them before. They were strange and terrifically fast. I think the government should set up a twenty-four hour alert with radar, telescopes, sky cameras, and other instruments.

CASE (8) - AIRLINE PILOT GLIMPSES SPEEDING SPACE SHIP: Captain Willis Sperry was a "saucer" skeptic. He left Washington State on the night of May 29, 1950. At 18,000 feet, first officer Gates shouted and pointed: "Say look, what's this?" Sperry, turning his head, saw a bluish light of fluorescent type; it was 25 times as bright as any star in the sky. It stopped for about five seconds, changed course, and then passed between the plane and the full moon. Against the silver-white moon the "object stood out in silhouette, like a torpedo or submarine, but with no external structures. It seemed streamlined and metallic." The craft's speed was terrific and an attempt to follow it was easily discouraged.

THE EVIDENCE IS EVALUATED: Some basic conclusions can be deduced from the foregoing data. **Point A:** the cigar crafts are gigantic. Conservative estimates of their length run from 200 feet to 1,000 feet. Astronomical calculations (of u. f. o. 's in outer space) put the length of these monsters at one to twelve miles! Yes, miles! It seems that the diameter of the cigars is in a ratio of, roughly, one to five with the length. That means a craft 1,000 feet long would be 200 feet in diameter and one 200 feet long would be 40 feet in diameter. Likewise, a craft five miles long would be one mile in diameter. Such dimensions sound incomprehensible, however, it appears that we are dealing with an incomprehensible intelligence.

Point B: The crafts are operated by a totally revolutionary propulsion that is not aerodynamic. The mere fact that the gigantic ships do not have wings is proof enough that they do not use air-lift as a means of staying aloft. The relative bluntness of the ship's contours indicates very definitely that it never actually comes in contact with atmosphere. For surely better streamlining would be in order if it did. Then there is the utter defiance of Newton's Law of Gravity as well as metal stress, etc. Our minds cannot hope to figure just how many foot-pounds it would require to even move a vehicle, that is 1,000 feet long, into the air, much less at the speeds reported. (EDITOR'S NOTE: Radar has clocked the cigars at 9,000 m. p. h. and others have been estimated moving at 20,000 m. p. h.) This all adds up to one thing: the sky-giants are powered by a method that is entirely independent of air friction, gravity and stress. The earth is constantly moving in four different directions at fantastic speeds. We on the ground do not feel it. So isn't it possible that, in some way, the "saucer" intelligences have managed to construct miniature planets which are controllable?

CIGAR-SHAPED AIRSHIPS MIGHT BE CELESTIAL AIRCRAFT CARRIERS:

Observers have actually witnessed huge space vehicles launching and taking smaller

craft aboard. Since the cigar-shaped craft is the largest type so far observed, it is reasonable then to suppose that it is a "mother ship" or controllable space station. Perhaps it is the REAL space ship; the smaller crafts being stored within the cigars during the trips through space. This large vehicle is hardly ever observed to be close to the ground; that is, within a few miles. At least on one occasion radar has "seen" a small disk return to the mother ship and be taken aboard. (EDITOR'S NOTE: The incident referred to here was described in "Research Bulletin" No. 3 on page 1. It is listed as Case 2.) Such craft are, indeed, aircraft carriers of space!

OBSERVATIONS OF THE "MOTHER SHIP" IN SPACE: There are, on record, many detailed observations of the giant transports moving throughout space. The objects sighted can only be described as controlled objects and they bear no resemblance to natural astronomical phenomena.

CASE (9) - On May 22, 1854, a friend of astronomer Gregg saw, near Mercury, an "elongated object" as well as a disk-shaped one. He stated that the things must have been tremendous in size to show any shape at all.

CASE (10) - Huge, luminous object seen through a telescope to be moving toward the planet Saturn at a terrific rate of speed on July 13, 1896. The object was under constant observation from 10:00 p.m. to 11:15 p.m. It passed, or came between, many bright stars cutting off their light from the observer.

CASE (11)-On Oct.10, 1802 at Magdeburg, Fritch saw a very large object moving at the rate of two minutes of arc in four minutes of time, across the sun. This indicated a velocity of 15,000-20,000 miles per minute or roughly 1,020,000 miles per hour! The observer stated definitely that the object had "motions of it s own".

CASE (12)- One night in 1878, an immense object, shaped like a gigantic zeplin, showed up in the atmosphere of the planet Jupiter. Astronomers named it the red spot and theorized that it was a gigantic storm in that planets' atmosphere. However, the "thing" has kept it's shape remarkably during the ages. Now, 77 years after it appeared, it's shape is just as defined as ever. Investigation of any recent photo of Jupiter will reveal this. One would think that a storm would blow itself out or disperse in 77 years. Anyhow, there are more astounding facts about this "Red Spot". It changes speed and position whenever it feels like it. It's orbit cannot be charted because astronomers don't know just when it will disappear behind Jupiter's disk or reappear. Its size is still the same: 30,000 miles long and 8,000 miles in diameter. It is as symmetrical as if it were drawn by hand. Too big to be a space station? Don't be too sure about it!

CASE (13)-On Sept. 5, 1954, amateur astronomers Peter Bartkus and Ted McColm were observing the moon. At about 10:30 p.m. they both viewed, through their 6" reflector scope, an object traversing the quarter moon. It seemed to be near the Mare Humboldtium area. The object was a dull reflecting one, like a planet. The object must have been powered for it did not follow the moon's orbit. Rather, it traveled in the opposite direction in which the moon was descending. Bartkus writes, ". . . . the most unusual phenomena I have ever had the experience of witnessing. It was definitely in space, and in the same field as the moon, or near the moon." Through calculus, the object's diameter was estimated at 12,500 feet!

SUMMARIZATION OF CONCLUSIVE DATA: Now that we have proof that the giant space vehicles can actually operate outside the earth's field, it is in order for us to state beyond a shadow of a doubt that the intelligence or progression of the saucer pilots is generations ahead of ours. And most probably centuries ahead! "They" have been navigating space as long as earth man has kept records and as yet, we

have not taken the baby-step to the moon. And although a craft ten miles long sounds incredible to us, perhaps it is but medium size to "them." Whereas earth man has succeeded in duplicating mountains and vast bodies of water, artificially, maybe "they" are busy at work creating artificial WORLDS! The mere suggestion of such a feat challenges the imagination, but it still remains within the realm of possibility.

AMERICAN ROCKETS CONTRASTED WITH THE TUBULAR U. F. O.: The United States is constantly developing research missiles. These are usually launched with a deafening roar while the U. F. O. is as silent as death. Rocket projects usually involve craft which have various external structures, (such as radio-radar antennae, short wings, etc.), whereas the U. F. O. is entirely featureless. Although some observers have reportedly seen windows along the length of some cigar-shaped U. F. O. 's, evidence seems to indicate that what is seen are not windows but a series of concentrated glows reflecting off of the craft's hull, or, radiating power tubes, of a sort, the glow of which is seen through a translucent fuselage. These glows, it seems, change color in direct proportion with the speed. The glow is described as a fluorescent type and very eerie.

It is true that American rockets are continually setting altitude and speed records, but to have a man pilot one of them and survive is out of the question. Yet, the maneuvers and reactions of the giant U. F. O. 's, (and some of the smaller ones as well), describe a craft controlled by thinking intelligence within it. It seems that man is the weak point when it comes to space travel. Either that, or our method of rocket propulsion, (consisting of brute force trying to overcome the natural force of gravity), is all wrong. Perhaps if we concentrated on working WITH nature instead of against her, we would achieve space travel all the sooner.

One other new contrast can be made between the "mother ships" and American missiles. Test rockets do have an exhaust of smoke, gases, and fire. The huge cigars have been seen to spurt long trails of fire or glares, but no sound is ever heard. This suggests a "cold" magnetic explosion rather than a combustible one. Such explosions are found in nature in the form of northern lights, etc. The exact nature of them is not understood by physicists but it is evident that the saucer intelligences have mastered whatever principle is involved.

Of course the writer could go on indefinitely pointing out how small the aviation technology of earth is, when compared with the vast machines which we have called "flying saucers" or, more specifically, flying cigars. The results should never be discouraging, but should point the way for our research and inspire us to forge ahead and try to attain that which seems so wonderful.

THE WORLD AWAITS OFFICIAL CONFIRMATION BUT U. S. AIR FORCE ISN'T TALKING: People all over the world sense that something "big is up". Although the majority of them won't tell you, they are inwardly excited and they anticipate a dramatic announcement. None of them know just when the announcement will come. For years now the people of earth, as a whole, have laughed at the very mention of "saucers". Comedians have made fun of them, politicians have used them, jokingly, in their campaigns and the newspapers have added saucer notes in their papers for a touch of humor. But inwardly, every one of those people are seriously wondering: "Are the 'flying saucers' something to joke about?" The populace is changing its tone. Now they will laugh, (as all "sane" people must do), but they will also debate the question seriously to themselves. Just what has caused this attitude change? Our following answer to this question can be proven by any one of you if you will take the time to think, and to observe the changes around you. First of all, there has been ever increasing talk of space travel. The nation's leading magazines have carried feature articles depicting man's venture into the unknown realms of

space. Radio and television have been busily creating "space heroes." It is to the point where Tom Corbett, space cadet, is rivaling the Lone Ranger and even Hopalong Cassidy. The younger set now wants space helmets and ray guns instead of the "conventional" cowboy boots and ten gallon hats. The question we are asking is this: can this "invasion from space" be coincidental, or is it a planned operation?

In trying to answer that question, let us present an example. A serious saucer student could not have seen the science-fiction thriller, "The Day the Earth Stood Still", without remarking about the feasibility of the plot. In fact, he couldn't help but wonder if something similar actually did take place. To supplement this example, we shall offer a corollary. The writer has just witnessed the newest of the science-fiction movies, "This Island Earth." And there were parts of the movie that really made him wonder. He found himself asking, "Is someone trying to tell us something through this and other movies... are we being indoctrinated without knowing it"? Those questions are justified when it is realized that the sudden space splurge came soon after the U. F. O. 's made headlines for the first time in 1947. Since then it appears that there has been a carefully constructed plan to make the people space-conscious in preparation for dramatic revelations.

But perhaps this plan is far more apparent to your director. You see, he has received many fantastic reports dealing with the saucers that are almost impossible to check. Although one might say that they are "wild rumors", your director thought that they had at least some substantiation, so he classified them as "Possible Fact." Throughout the years, he has watched many of those so-called "impossible incidents" pop up in various movies. Of course they are covered over by a thrilling plot, but the basic theme of the incident is shown. It has been like watching dramatizations of the most incredible saucer evidence. To the writer, they were merely memories of undocumented reports which had, at one time, laid on his desk. But to the people as a whole, they were thrilling, tense fictional episodes. Yet while they thought the stories were fiction, the possibility of their being true was greatly accented. However, as time passes, the writer is sure that the educational pattern will become apparent to more and more of you.

As of now there is no sign of any dramatic announcement. The "Brass Curtain" still hides saucer information and the air force is taking a longer stand than was expected. Perhaps it is felt that we, the people, are not ready for the truth as yet. We must admit, that conditions now are not right for such a disclosure. Economically, politically, and psychologically it would be suicide. However, we are hoping that conditions will better so that mass realization of a greater intelligence will only strengthen our initiative instead of weakening it.

THE EDITOR SPEAKING: Next issue, and the ones to follow, will arrive to subscribers weeks early. The reason is that we will announce soon (next issue) a merger that will benefit everybody. During the many years the writer has been engaged in astronomical and UFO research, he has become convinced that an alien intelligence has been scouting our planet. It is knowing that we will be able to better prove such, that the merger will take place. We know that you will be exceedingly interested at the prospects for the future.

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