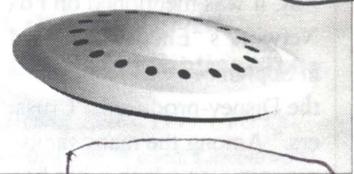


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HOUSTON SKY



A Bimonthly Newsletter for Houston-Area MUFON Members and Others

No. 1, Oct./Nov. 1994

Night Terror in Texas: The Cash-Landrum Story

by John F. Schuessler

The United States of America has developed an awesome military might aimed at protecting its citizens from intruders arriving by land, sea, air, or space. No warplane, ship, or missile can cross our borders without detection. Yet, a phantom air fleet *has been observed* operating within these borders, and government officials continue to deny any knowledge of the operations.

This is the story of how three innocent victims were harmed by this phantom fleet. Two women and a small boy—Betty Cash, Vickie Landrum, and Colby Landrum—drove into the middle of a military operation involving the fleet, and their lives changed forever.

The fleet consisted of one very large unidentified flying object and more than 20 helicopters. The UFO, shaped like a diamond, was bigger than a jet airliner. It could move slowly, hover, and fly, but it had no wings, tail, or jet engines. Its flight pattern contradicted the known laws of aerodynamics.

The helicopter fleet, on the other hand, consisted of well-known and easily recognizable aircraft. Key to the operation were the many twin-rotor helicopters, either CH-46 Sea Knights or CH-47 Chinooks. Also involved were a large flying crane and several smaller, faster, helicopter gun ships.

It is difficult to know whether the helicopter fleet and the huge UFO were working together or whether they were adversaries. Either way, the fleet moved about seemingly without detection by military defense forces. Today, the United States government continues to deny their existence.

This was not a harmless fleet. On Decem-

ber 29, 1980, it was operating across a large area of East Texas. As the numerous aircraft converged on a spot in the East Texas Piney Woods near the small town of Huffman, an automobile was also approaching "ground zero."

Betty Cash was driving. Her friend and employee, Vickie Landrum, was riding in the front passenger seat. Vickie's seven-year-old grandson was standing just behind the front seat between the two women.

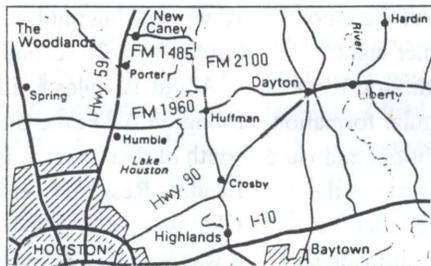
Colby was the first to notice something happening in the sky ahead. He began pointing out the large, unusual light coming their way. By the time the women stopped talking and took notice, the light was huge and was descending out of the sky as if to land on the road. Betty slammed on the brakes—the UFO was pouring fire out its underside like a rocket. The three were terrified, afraid they'd all be killed.

Although the evening was damp and a chilly 40 degrees, the car rapidly heated up as they sat watching. The women opened the doors and climbed out. Colby screamed for Vickie to get back in, which she did. Betty, though, walked to the front of the car, shielding her eyes from the UFO's bright light, which they later said lit the surrounding area like daylight.

After a few minutes, helicopters began streaming into the area, and the UFO rose into the night sky southward to the Gulf of Mexico. The helicopters followed, as though steering its direction of flight.

When Betty returned to the car, the door was too hot to touch with her bare hand. In no time, they caught up with the formation, which was flying low in the sky just ahead of them. Rather than chancing becoming trapped again, they pulled the car over to the side of the road. As they watched the drama being played out in the sky just a short distance away, another huge twin-rotor helicopter flew in low over

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N-S stretch of FM 1485 (N of FM 2100) between New Caney and Huffman, 30 mi. NE of Houston

Roswell Report

The Roswell Declaration continues to gain momentum. Since October a year ago, when the Roswell initiative began, the Declaration and position paper have appeared in numerous publications and on various radio and television shows.

In the United States, the three major UFO organizations—the Mutual UFO Network, the Center for UFO Studies, and the Fund for UFO Research—have all endorsed the effort and published the declaration. Members of the Society for Scientific Exploration have also received copies.

The Declaration was published in the October 1994 *Omni* magazine (cir. 713,000) and the fall 1994 (Vol. 3, No. 1) *International UFO Library* magazine.

The Declaration was mentioned by Roswell author Kevin Randle on Larry King's October 1 two-hour UFO special. In

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July, it was mentioned on Fox Network's "Encounters," and in September was featured on the Disney-produced "Crusaders." Among the many radio programs on which it has been discussed are the Art Bell and Ralph Steiner shows.

Although the primary thrust of the Roswell initiative is in the United States, the effort is gaining support overseas as well. The Declaration has been translated into numerous languages, including German and Russian. On September 15, *Izvestia*, Russia's official government newspaper (cir. 1.2 million) printed an extensive article on Roswell and the Roswell Declaration. *Izvestia*, the only newspaper read daily by President Boris Yeltsin, is distributed throughout Russia and the 16 states of the former Soviet Union. The paper's editors have requested a follow-up article because of the high interest generated by the first.

This Roswell effort is a grass-roots campaign, and as such, I would encourage you to sign a copy of the Declaration if you have not already and to circulate copies to UFO organizations and among your friends and acquaintances. Signing is not an endorsement of any particular position or belief; it is simply a request that the U.S. government declassify information related to the existence of extraterrestrial intelligence.

—Kent Jeffrey

In 1995, signed Declarations will be delivered to all members of Congress and to the White House. If you haven't already joined in the effort, please do so now. Copies can be found in the publications listed above or by writing HOUSTON SKY. ♦

Introducing *HOUSTON SKY*

Welcome to the first issue of *HOUSTON SKY*. The newsletter is being published primarily to provide Houston-area MUFON members a means of networking and a forum for exchanging ideas. Our goal is also to raise awareness about MUFON and Houston-area UFO happenings and to help create a positive image of the UFO community.

HOUSTON SKY is being mailed free to more than 100 MUFON members in the Greater Houston area, as well as to many others. Non-MUFON members may subscribe. Because the costs for printing and mailing the newsletter are considerable, we appreciate *any* reader's support.

Befitting the name *HOUSTON SKY*, this first issue focuses on UFO sightings. Later issues will delve into the rich and varied character of the UFO phenomenon. Please feel free to let us know what you think about *HOUSTON SKY* and what you'd like to read. Your comments, sightings reports, suggestions for stories, and contributions are all very welcome. ♦

◆ Flashback

HOUSTON SKY will report on Houston-area sightings from the past. If you have had a sighting, please consider contributing a brief description (for publication or not). If you can add any information to a report already published, that feedback would also be appreciated.

Park Place, Texas—1968

I had a UFO sighting when I was 12 years old, an event that made quite an impression. The year was 1968, and my family lived in Park Place, a suburb of Houston. A friend and I were in the yard looking at the moon with a telescope late one summer night, probably about 11 PM. From the south, we saw three white lights in triangular formation approaching. They were very bright and were revolving around each other. Because the lights were so bright, I could tell that the object was very low in altitude. It made no sound, and I could not make out any details

between the lights. When it got overhead, the object started a large turn and circled until it was on its original heading. After this, it went into a climb at a very high angle of attack, accelerating while climbing until out of sight. The sighting lasted about 20 seconds.

About 10 miles south of where we lived was Ellington Air Force Base. NASA, about 10 miles south of that, was, in 1968, testing the Lunar Landing Research Vehicle. Could this be why the UFO was there? Maybe someday I'll know what it was I saw, an answer to the question I've asked for so long. —D. E. Reigard, Huffman, Texas ♦

Galveston County Daily News, August 2, 1994

Alvin Man Sees Unearthly Lights in Night Sky Over Dickinson

by Chris Williams

DICKINSON—An Alvin man said he saw two lights flash across the night sky near FM 646 and State Highway 3 before they shot up into the stars.

The man would not call the lights UFOs, but said, "I know there is nothing on this Earth that moves like that." He said the lights changed colors from white to blue, orange, and purple as they moved away at 11 p.m., Friday. The man asked not to be identified. No other witnesses could be found Monday.

The display lasted 20 minutes, he said. The lights started about 100 yards from the ground and then began to climb. He said they were not reflected searchlights or helicopters.

Fifty or 60 people stood outside their cars

along the road watching the lights, he said. One couple said, "Are you seeing this, too?"

Apparently, no one called police in Dickinson or League City or the Galveston County Sheriff's Department. Those agencies had no reports of unusual lights in the sky Friday night.

The National Weather Service, which operates a huge weather radar about a mile from the sightings, reported nothing unusual.

Ben Thomason, operations officer at the Coast Guard Air Station at Ellington Field in Houston, said the lights could not have been Coast Guard helicopters. Asked if Coast Guard personnel saw anything matching the Alvin man's description, Thomason said, "This is the first time in 22 years that anyone has given me a UFO story."

—Reprinted with permission of the *Daily News* ♦

Cash-Landrum, from page 1

their car, shaking them badly. At this point, they counted at least 23 helicopters. Other witnesses later testified to having seen all these helicopters.

Almost immediately after the event, Betty, Vickie, and Colby became ill. Their problems started with headaches but within hours developed into skin burns, vomiting, and diarrhea. And that was only the beginning.

In the hours and days that followed, the injuries mounted. The conditions were typical of human exposure to radiation emissions—swollen, painful, watery eyes, stomach pains, vomiting, diarrhea, sores, scarring of the skin, loss of skin pigmentation, loss of appetite and energy, loss of weight, massive hair loss, blood problems, embrittlement of bones, cancer, and much more. Their enjoyable, *normal* world had been devastated.

Since government helicopters were involved in the event, those of us working the case contacted a number of government agencies. We felt sure someone would have the information to identify the type and extent of the radiation exposure. With that information, we believed, the healing process could be speeded. Unfortunately, help was denied us at every level. No one seemed to care that Betty, Vickie, and Colby were the innocent victims of this military force's interaction with a UFO.

Eventually, we filed a damage claim against the U.S. government, a claim later denied. We then filed for damages in federal court, but an unscrupulous judge in Houston refused even to hear the evidence. The government cover-up was allowed to continue, and Betty, Vickie, and Colby never got their day in court.

Some people have claimed that this "UFO" was a secret, nuclear-powered aircraft being flown by military pilots. They have suggested that the craft was in trouble, spewing radiation across the countryside. The helicopter crews were there, they say, to cordon off the area and clean up if the craft crashed. If it recovered and flew away, the helicopters would help it find a safe location for landing.

While the nuclear aircraft interpretation is interesting, it is not based on facts. First, this was not an aircraft *as we know it*. It had no wings, no tail, and no engines. In fact, it was just a huge flying diamond, like something from a futuristic "Star Wars" movie, and it defied gravity as it flew. Second, by all reports, the U.S. nuclear aircraft program had been

dead for a number of years.

A more likely scenario is that the object was unidentified and *unidentifiable*—a UFO. It was probably not operated by human pilots and was not being controlled by the U.S. government. However, the government must have been fully aware of the operation and have had helicopters standing by in case of a crash. As part of their standard operations, the helicopters probably carried security and cleanup crews. Had the UFO crashed, these crews would undoubtedly have sprung into action to ensure that all evidence was thoroughly removed and that no details of the crash and cleanup were leaked. So far, the government's efforts have been successful.

Unfortunately, the victims have suffered greatly. Betty and Vickie have never been able to work again. In fact, they have survived the incident only because of their own strong wills: Betty wanted to see justice done; Vickie wanted to see Colby survive to adulthood, which he has.

Recently, because of the rash of government-sponsored radiation and nuclear operational experiments that have come to light in the past year and the resulting lawsuits, I filed a second claim against the U.S. government on behalf of Betty, Vickie, and Colby. That step has started the bureaucratic process all over again. So far, I have been through two separate government agencies, resubmitted all the details, filled out innumerable forms, and spent many months waiting for replies. At this point, the paperwork is being processed by a faceless bureaucracy that fails to recognize that the victims are real people. Instead, humans are seen simply as numbers—statistics to prove how much paperwork each agency has done. I have found no one truly interested in the victims as humans beings.

During the years that have passed since that fateful night in 1980, much more evidence has been collected and recorded. *A smoking gun has been identified that will soon be exposed*. Though I have previously gone public with this basic story, I have held back many of the details. Now, as a result of the mounting evidence, I have resumed work on a book: "Night Terror in Texas: The Cash-Landrum Story." The time has come for the details to be made a matter of public record. ♦

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UFO Over Hastings

Former Astronaut Deke Slayton's First-Person Account of a UFO Encounter

Many thanks to Mrs. Donald Slayton and St. Croix Productions for graciously permitting HOUSTON SKY to reprint the following excerpt, which details, in Deke's own words, his pre-astronaut UFO experience.

Slayton, Donald K. ("Deke"), and Michael Cassutt. © 1994. *Deke!—U.S. Manned Space: From Mercury to the Shuttle*. New York, NY: Tom Doherty Associates, Inc., 49-51.

16th Century UFO

Skylook, the forerunner to the *Mutual UFO Journal*, in its premier issue (September 1967), reported the following Associated Press story of July 12, 1967:

"A manuscript had been found in the public library at La Spezia, Italy, in which the writer, Antonio Cesena, reported on a 16th century version of a UFO. Cesena wrote that in 1558, peasants in two different areas saw 'a strange disc, changing from yellow to red, and with red fireballs shining beneath it.'" ♦

In December 1991, the *MUFON UFO Journal's* "Looking Back" column by Bob Gribble printed an account of then-Air Guard Captain Donald Slayton's 1951 rendezvous with a UFO over Hastings, Minnesota. The story was not widely reported during the intervening 40 years, probably because the incident had occurred long before Slayton joined NASA's astronaut corps. Today Deke Slayton remains the *one* astronaut (of several who have allegedly sighted UFOs) to have stood by his initial story.

A combat and test pilot, Mercury astronaut, NASA executive, space entrepreneur, and family man, Deke Slayton died of cancer in League, City, Texas, in 1993. He and co-author Michael Cassutt had begun work on his autobiography, *Deke!*, from which the following passage is taken, just two years before.

While I was waiting to get medical clearance to fly, I became maintenance officer for the Air Guard. We had four squadrons in the group at that point: the two Minneapolis ones, one in Duluth, one in Sioux Falls, South Dakota.

One day early in the summer of 1951 the whole Sioux Falls squadron was in Minneapolis on its way to maneuvers. They had all their airplanes out there parked on our ramp. We had our whole complement of airplanes, a lot of them in the hangar, some on the ramp.

We were over in the O-club that night, having a couple of drinks and dinner, when a big storm hit the area. You could feel the pressure change in the O-club. Suddenly your ears pop. So we knew something had happened pretty close by. When things settled down, we dashed out of there and ran over to the hangar.

The top was blown off and airplanes were sitting upside down all over the place. They had just been flung out. About ninety percent of those planes were on top of each other like toys.

So I had my work cut out for me for the next few months. As maintenance officer it was my job to get those airplanes in the air again—and eventually most of them did.

Since I was flying again, I also did all the flight tests on them. Every time we got one ready to fly and checked out properly and

inspected, I'd take it up, wring it out, bring it back, and sign it off. Then go get another one and run through that cycle again.

I'd normally do a couple of spins with them, one left and one right, just to make sure they were rigged properly. That was the last thing I did, then I'd bring it on back.

It was when I was doing a maintenance test flight like this that I had my one and only encounter with an unidentified flying object.

I was up about the middle of one afternoon—a nice sunny day—wringing out this particular 51. I had just come out of a spin at around ten thousand feet over the Mississippi River, near Prescott, where the Mississippi and the St. Croix meet, about twenty-five miles from the Twin Cities. I was heading back to Holman Field when all of a sudden I saw this white object about my altitude, at one o'clock.

I didn't think anything about it. My first thought was that it looked like a kite. But logic said nobody's flying a kite at this altitude. So I started kind of watching it to see what it was.

I was closing on it, but I still didn't think too much about it. The closer I got, the more it looked like a weather balloon, and I'm thinking, that's what it's gotta be. Then I flew past it a little high, about a thousand feet off. It still looked like a three-foot-diameter weather balloon to me.

My guess on the dimensions couldn't have been too far off. I had plenty of gas, so I

"Deke was a quiet man, more interested in getting the job done—whatever the job might be—than in talking to the press."

figured I'd make a pass on it. Burn some gas and have a little fun. I pulled into a turn.

But when I came out of that turn and headed straight at it, all of a sudden it didn't look like a balloon anymore. It looked like a disk on edge!

I thought, that's strange. Then I realized I wasn't closing on that son of a bitch. A P-51 at that time would cruise at 280 miles an hour. But this thing just kept going and climbing at the same time at about a forty-five degree climb. I kept trying to follow it, but he just left me behind and flat disappeared.

I wondered what that was, but I never saw it again. I turned around, headed back, and landed, and didn't tell anybody about it for two days. I was afraid they'd think I'd lost my mind.

A couple of evenings later I was over in the O-club with my boss, a full colonel, and after a couple of beers I thought I'd better tell him, and I did.

He said, "Get your ass over to Intelligence in the morning and give them a briefing." So I did. They sat there and nodded and took notes.

Then they told me: Just for your information, the day you saw this object a local company was flying high-altitude research balloons. They had a light airplane tracking it, and a station wagon on the ground. Both observers were watching this balloon and had seen this object come up beside the balloon. The object appeared to hover, then it took off like hell.

The guys on the ground tracked it with a theodolite, and they'd computed the speed at four thousand miles an hour.

I guess they were trying to tell me I wasn't exactly crazy: somebody else had seen something unusual, too. But I never heard another thing about it.

Karl Henize, one of the scientist-astronauts I hired for NASA years later, had worked at Northwestern University with Professor J. Allen Hynek, who did studies of unidentified flying objects. Hynek contacted me once about my story, and I've also talked

to a number of UFO-type people.

My position is, I don't know what it was: it was unidentified. Maybe what I saw was that company's weather balloon—maybe the object going four thousand miles an hour to these guys on the ground was me. Maybe there was something about the environment and the setup that confused me. I don't know. Or it could have been something unknown. (I don't automatically presume that it came from Alphi Centauri, just because I can't identify it.) It's still an open question to me.

I've heard of other stories like this. There had been a lot of stuff in the press in the late 1940s—Kenneth Arnold and his "flying disks" near Mount Rainier, for example. There was a report of a Guard guy down in Kentucky who got scrambled to chase something he couldn't identify. Airline pilots have seen things. But no one's said anything like that to me personally... and, of course, I didn't run around telling my story.

Sidney Sheldon published a novel in 1989 called *The Doomsday Conspiracy*, which dealt with UFOs, and got Gordo Cooper to write an introduction to it. But even Gordo never mentioned anything like that to me. There have been two or three space program reports that have gotten picked up by the UFO people, but those weren't legitimate.

I sort of wondered if my story wound up in Project Blue Book, the Air Force's official investigation of UFOs. I know people have been saying for years that a UFO crashed out in New Mexico in 1946, and it's been hushed up ever since.

In my experience it's pretty tough to keep a secret that big that long. Of course, I was pretty surprised at the way they were able to keep the lid on the F-117A Stealth fighter and B-2 bomber and some of those airplanes for as long as they did. But you're not going to do it forever. They'd probably have done even better with the 117 if they hadn't had a couple of them crash. ♦

Worth Repeating

A Digest of Ideas from Researchers, Enthusiasts, Buffs, Kooks, Skeptics, Debunkers, and Others

The Roswell Declaration: Toward a Common Goal

"History has shown that unsubstantiated official assurances or denials by government are often meaningless. Nevertheless, there is a logical and straightforward way to ensure that the truth about Roswell will emerge: an Executive Order declassifying any information regarding UFOs or extraterrestrial intelligence. Because this is a unique issue of universal concern, such an action would be appropriate and warranted...

"Although it is felt by the organizers of this effort that there is a high degree of probability the U.S. Government is withholding information regarding the existence of extraterrestrial intelligence, the primary goal is to get the matter into the open so that the truth can be conclusively determined, one way or the other. It is hoped, therefore, that all individuals, no matter what their opinion on the subject, will support this effort." —Kent Jeffrey, "Time for the Truth About Roswell," a position paper for the "Roswell Declaration," 1994.

Confessions of a UFO Kook

"This [1994 MUFON Symposium] was a unique experience for me; a gathering of diverse individuals from all over the globe united by a common interest in a subject of potentially great importance—the ufological

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community. As Vallee describes it, ufology is a "forbidden science," but for three days at the Austin Hyatt, there was nothing "forbidden" about it. This commonality and openness resulted in a kind of euphoric energy in the air. The hotel's transformation from MUFON Symposium, with hundreds of UFO "buffs" eager to exchange ufological information and gossip, to just another "normal" hotel was sudden and profound.

"Sunday night found most of the attendees already gone, and with them the palpable sense of excitement. Those of us who remained knew without saying a word that soon we'd be back to the real world."

—Vince Johnson, "Confessions of a UFO Kook— Part 1: The 1994 MUFON International Symposium in Austin, Texas," in the September-October 1994 *CE CHRONICLES, Journal of the Close Encounters Research Network*, p. 20.

The Truth Is Out There

"The *X-Files* aims at the point where physics and metaphysics meet, where science and poetry come together. We take the real world and put imagined things in it. We're not science fiction and we're not cops-and-robbers. We have one foot in each." —David Duchovny, "Spooky" Mulder of the *X-Files*, in the January 15, 1994, *TV Guide*, p. 21. ♦

SPOTLIGHT on John Schuessler

HOUSTON SKY's first feature, "Night Terror in Texas: The Cash-Landrum Story," was written by the lead investigator on the case, John F. Schuessler. A 30-year veteran of UFO investigations, John has devoted hundreds of hours toward researching the events surrounding this strange—and to-date unidentified—flying object.

A founding member of MUFON, John was present at the group's initial meeting in 1969, organized over barbecue in his own backyard. Current MUFON Director Walt Andrus was also present. Originally the Midwest UFO Network, the organization later broadened to become the Mutual UFO Network. Today, John serves as MUFON's Deputy Director for Administration and Chairman of its Medical Committee. In part because of his high-profile role with MUFON, he has twice spoken on UFOs before a gathering of United Nations representatives.

John's interest in the celestial began in his boyhood, when he first dreamed of traveling to the moon and Mars. It gathered steam in high school, when his assertions about rockets in space were met with a verbal put-down by his physics teacher, who proclaimed his ideas "absurd."

His growing fascination with the subject crystallized during Labor Day weekend one year after the flurry of UFO sightings and news reports in 1947. As he and his parents drove along Highway 36 near Illiopolis, Illinois, a huge, glowing object passed them from behind at a high speed, made a 90 degree turn, and quickly disappeared. So large was the object that it completely obscured a barn as it passed in front.

Not until his work on the Gemini space program in the early 1960s, however, did John become an active UFO investigator. "What hooked me," he says, "was hearing the Gemini astronauts' downlinked descriptions of the strange things they were seeing in space."

In early January 1981, John received a phone call that would link him forever to

three strangers from a small town outside of Houston. Through the years, his involvement with Vickie Landrum and Betty and Colby Cash has been cited in numerous UFO books (see bibliography, page 3) and—as a result of his appearance on various radio and television shows, including "Good Morning, America," "Unsolved Mysteries," "That's Incredible," "Sightings," and "In Search Of"—has brought him some degree of notoriety outside the UFO community.

In John's "non-UFO life," he is a husband and father, a futurist whose interests include the environment and unity among peoples of the world (and elsewhere), and an aerospace engineering manager who has been associated with all major manned U.S. space programs, including the Space Shuttle and the new International Space Station Alpha. Though involved with the aerospace industry for more than 32 years, John generally avoids mixing space technology and UFOs, as least in public. The reason is not so much the disapproval of his employer, but, as he says, "Early on, I found the public and the press both tended to conclude that since I worked for an aerospace company and was interested in UFOs, my involvement was probably related to my job and, indirectly at least, to the government. As a result, I learned quickly to keep my outside interests entirely separate from my work."

Behind the scenes, though, John has hotly pursued the connection between space travel and UFOs. In 1976, he established the Vehicle Internal Systems Investigative Team (VISIT) for the engineering and scientific study of the internal systems of the apparent craft involved in UFO reports. VISIT began as a loose network of researchers doing their own work while having access to others for the exchange of ideas. Their focus on vehicles was based on the idea that real vehicles have real systems, the evidence of which should be apparent through UFO reports, especially those of close encounters and abductions.

Directly tied to vehicular propulsion systems are the medical injury cases that sometimes result. He explains: "Whether

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caused by an abduction or by just a close encounter, as in the Cash-Landrum situation, these reports provide measurable and observable evidence. Most medical injuries can be traced to a causative factor, and these can be related to the source systems."

Anyone who gets to know John Schuessler, even slightly, quickly learns that despite his hard science background and bias, he remains open to the whole spectrum of UFO views, including the so-called fringe elements. He believes the diverse opinions held by those in the UFO community are just that—*opinions*, none of which has yet been proven correct. "Allowing people freedom of thought and freedom of choice," he says, "is very important. Science has progressed only at times when things were done in new and different ways."

Those who attend John's VISIT meetings in Clear Lake see this philosophy in action. At the monthly gatherings, which average 30 or more, people are permitted to contribute freely with no threat of rebuke or ridicule. "As for the diversity of the VISIT meeting participants," he says, "this group is a cross-section of the general public; people of all kinds, backgrounds, and interests have UFO encounters. Fortunately, at the VISIT meetings, we are able to share in the richness of this diversity."

Those of us in the Houston area are privileged to have John here to inspire us, and *HOUSTON SKY* is honored to have provided the forum for his update on the Cash-Landrum case. And it is no doubt safe to say that John's long-awaited book will be eagerly received by ufologists *worldwide*. ♦

—Gayle Nesom

HOUSTON SKY

No. 1, Oct./Nov. 1994

HOUSTON SKY is published as a forum for the open exchange of ideas and information for Houston-area MUFON members and others. Because views within the UFO community are so varied, the opinions and observations expressed in *HS* do not necessarily reflect the views of the editorial staff or of other MUFON members.

Reprint Policy: Selections from this newsletter may be reprinted. Please credit *HOUSTON SKY* and identify it as a Houston-area MUFON publication.

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HS's October 1994 issue is being mailed to 273 readers; 400 copies will be available free at the October 1994 Gulf Breeze UFO Conference.

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Excuse Me?

From *The Editorial Eye* newsletter, July 1994: "...Are you spending too little time at the editing or proofreading stages, with the idea lurking in the back of your mind that you can make those last few corrections on the blue lines? If so, you're just setting yourself up *to be abducted by aliens*." ♦

A skeptic is a person who, when he sees the handwriting on the wall, claims it is a forgery. —Morris Bender

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HOUSTON SKY is mailed six times a year *free* to Houston-area MUFON members; however, contributions toward production and mailing *are very much appreciated*.

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"UFOs: The Best Evidence"

by David C. Mayo

A couple of years ago, a friend sent me a videotaped copy of a series of reports on UFOs presented by Las Vegas TV journalist George Knapp. The tape, blurry and indistinct from copying a copy of a copy, sparked a fire in me that to this day burns bright. Here was a methodical, even-handed look at the phenomenon, replete with enough investigative evidence to convince the staunchest skeptic.

Mr. Knapp has now recompiled his investigative results into a boxed set, "UFOs: The Best Evidence." You couldn't ask for a better addition to your UFO library. Included are 23 pages of materials obtained through the Freedom of Information Act (FOIA) and a year's subscription to *UFO Quarterly*. The first tape, "Visitors" (55 min.), takes us into the realm of alien abductions. John Mack, Budd Hopkins, John Carpenter, David Jacobs, and others offer interesting insights into what has become the fastest growing (and most controversial) aspect of the UFO phenomenon.

"Strange Encounters" (55 min.) provides an overview of cattle mutilations, contrasting the frustration of farmers with the assertions of local and state police that the mutilations either are the product of predators or devil worshippers, or are not actually happening at all. One Alabama law officer, Ted Oliphant, has taken a stand and amassed a respectable amount of evidence pointing to a different culprit capable of high technological surgical precision.

The last tape, "Government Cover-up" (75 min.), is perhaps the most satisfying. Tale after tale, instance after instance, our government is shown denying interest and involvement, while FOIA documents prove otherwise. Mr. Knapp has concisely laid out the probability that U.S. government officials continue a policy of lying to the public while secretly wringing their hands in paranoia and fear as their best efforts to understand and control the UFO phenomenon fall flat.

Throughout this series, George Knapp provides insight into how official agencies debunk, deny, and disassociate themselves from anything UFO related. Various specious statements by governmental officials are contrasted with overwhelming evidence to the contrary. For those of us who are long-time UFO advocates, *UFOs: The Best Evidence* doesn't necessarily offer anything new. It is, however, the best approach and the most forthright compilation of what the UFO phenomenon is and how the truth has been hidden from the public. Mr. Knapp, in an accompanying cover letter, states that this is only the first in a series of informative videos.

If you have friends who don't share your fascination with the phenomenon, waste no time. Get a copy of *UFOs: The Best Evidence*, invite them over, and roll the tapes. I feel sure that after the show, your friends will agree: the evidence is truly undeniable.

To order, write to *UFOs: The Best Evidence*, PO Box 2249, Livonia, MI 45151; or call (800) 575-5525. ♦

Of Interest

Houston Area

CERN (Close Encounters Research Network)

C. E. Chronicles
10878 Westheimer #293
Houston, Texas 77042

HUFON (Houston UFO Network)

HUFON Report
PO Box 942
Bellaire, Texas 77402
First Friday of the month, 7 PM
Holiday Inn West, I-10 @ Silber

VISIT (Vehicle Internal Systems Investigative Team)

Thursday, November 3, 6:30 PM
Thursday, December 15, 6:30 PM
Freeman Memorial Library
16602 Diana Lane, Clear Lake

Elsewhere

Light of Christ Community

Church Fall Conference: "The Question of Extraterrestrial Contact"
Thursday-Sunday, October 20-23
(James Harder, PhD. and John E. Mack, MD)
Tahlequah, OK, (800) 386-7161

Project Awareness: 2nd Gulf Breeze UFO Conference

Friday-Sunday, October 14-16
(Allagash Four, Richard Boylan, Forest Crawford, Robert Dean, Budd Hopkins, Linda Howe, Jenny Randles, Leo Sprinkle)
Pensacola, FL, (904) 432-8888

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