

SPACE

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S. P. A. C. E. (Saucer Phenomena and Celestial Enigma)

The Air Force says that it has no **PHYSICAL EVIDENCE** (physical meaning 'something you can touch') that such things even exist. In the words of Capt. Edward J. Ruppelt, retired, who served three years at Wright Field, Dayton, Ohio, as Chief Investigator for Project Bluebook **WHAT CONSTITUTES PROOF??** — Does a UFO have to land at the River Entrance to the Pentagon, near the Joint Chiefs of Staff offices? Or is it proof enough when a ground Radar Station detects a UFO, sends a Jet up to intercept it, the pilot sees it, and locks on with his Radar, only to have the UFO streak away at a phenomenal rate of speed? Which is **PROOF?**

APRIL 1957

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Bulletin No. 4

AIRLINER DODGES MYSTERY OBJECT "MANEUVER HURLS 44 TO FLOOR"

Miami Herald-----Sunday, March 10, 1957

An airline passenger and a crew member were injured high over the Atlantic Saturday as the plane evaded a mysterious greenish-white flying object off the Florida coast.

The pilot of a Pan-American World Airways plane, Capt. Matthew A. Van Winkle of Levittown, N. Y., said all 44 passengers in the craft were hurled to the floor of the plane as he maneuvered to avoid a crash.

A spokesman at Patrick Air Force base in Cocoa said the object did not come from the guided missile base there.

A check with armed forces indicated there were no jet planes in the area.

Van Winkle said he pulled his craft into a steep climb, rising, 1,500 feet to avoid a collision.

He said he thought at first the object was a jet plane, but as it came closer noticed that it was not shaped like any known jet aircraft. The airliner was on a flight from New York to San Juan, Puerto Rico.

Asked on landing at San Juan if he had any idea what the flying object could have been, he replied: "Not the faintest."

"There were about seven aircraft in the area at the time and all of us saw the glow", Van Winkle said.

"There was a distance of 300 miles from the first of those seven aircraft to the last one. I was in the middle. All of us were flying direct on the track from New York to San Juan which is all over water".

He described the object as having a very bright core ringed with green.

Injured were the stewardess, Julie Santiago of San Juan and a woman passenger. They were hospitalized but doctors said X-Rays revealed no fractures.

It was the second PAA report of a mysterious flying object in the Florida area since last November.

A PAA radar expert at Miami International Airport picked up an object which he tracked over the southern tip of the state Nov. 8.

The radar expert, Donald Freestone, said he tracked the object for several minutes before it shot off into outer space at an astonishing 4,000 miles an hour.

The location of Saturday's sighting was described as halfway between New York and San Juan.

The planes flight cut through the general area of the path of a guided missile from Cocoa which broke away from its course last year and is believed to have landed in South American jungles.

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The Miami Daily News also carried FRONT Page headlines, with "FIRE BALL" DIVES AT PAN AM SHIP FLYING OFF COAST.

Stories were about the same with this additional information in the NEWS:

There has been considerable controversy in recent years over a rash of "flying saucer" incidents. The Air Force said in October 1955, after an eight-year study that there is no such thing.

Rear Admiral Delmer S. Fahrney (Ret) a guided missile expert, said earlier this year that "unidentified flying objects" apparently "directed by intelligent beings" are penetrating the earth's atmosphere. He said the

objects move at speeds which neither the United States nor Russia could duplicate.

Fahrney, a 1919 graduate of the U.S. Naval Academy, pioneered radio-controlled aircraft and guided missiles. He is chairman of a new organization called the National Investigations Committee on Unidentified Flying Objects. He has asked the public to report to his group whenever they sight such objects.

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Both the News and the Herald followed their stories with a story in short of a sighting by two pilots on a flight between Houston and Beaumont, Texas. However thanks to a Texas correspondent we received a front page of the DALLAS TIMES HERALD, March 9, 1957, with the complete story:

HOUSTON AIRMEN CHASE MYSTERY FLYING OBJECT

Houston (AP) -- Two veteran Houston pilots reported last night that they chased an unidentified flying object that had three large lights and darted away at high speed.

The pilots were flying from Beaumont to Houston when they spotted the object at 9:45 p.m. over the Pasadena area.

The co-pilot, Guy Miller, said:

"I still don't know what it was. When it wanted to, it kept ahead of us easily. It would stop, or seem to stop, just under us. We would bank around, get close to it and it would be gone again.

They got within a quarter-mile of the object.

Victor Hancock 32, the pilot of the Tennessee Gas Transmission Co. DC-3, said Miller first spotted the object when it darted across the front of their plane.

"It was going from south to north. We were going at least 200 miles per hour and it went by us easily," said Hancock, a veteran of 12 years experience in the air.

He said the most unusual thing about the object was the "three large lights. They were white and brilliant."

"I got the idea that it was at least the size of our plane. I felt it was just messing around with us. I know that it knew, that we were following it," Hancock said.

Both men notified Ellington Air Force Base and Houston International Airport that they were attempting to identify the object.

Spokesmen at both airports said they heard the DC3 pilots but did not spot the object.

Hancock said the brilliance of the object's light prevented Miller from getting a definite idea of the object's shape.

The DC3 was between 1,300 and 1,500 feet when the object was first spotted and the object would fly as "high as 2,000 feet at great speeds, then swoop downward and hover as low as 200 feet from the ground.

Last Wednesday night another unidentified object was spotted over Houston, traveling at speeds estimated at 2,000 miles per hour and at the heights estimated at 40,000 to 50,000 feet. (Clipping credit Elizabeth Borries, Irving, Texas).

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(NOTE) It was certainly evident that the pilot of the Pan American Airliner did not think what he saw was a meteor. He, in his years of flying has seen many meteors, and would have been first to call it a meteor.

His statement, "that at first he thought it was a jet plane, but as it came closer noticed that it was not shaped like any known jet aircraft", speaks for itself.

This one of course the Air Force undoubtedly will still write off for public consumption as a meteor.

The one between Houston and Beaumont which played "CAT AND MOUSE", for ten minutes, not even the Pentagon would dare call a meteor. They will have to dig up another excuse for that one.

How about this Mr. Quarles?

Since it happened in Texas, and everything in Texas is bigger and better than anywhere else, it must have been one of those giant "TEXAS FIREFLYS"! Surely, it was---and---big as an airplane, YET!!!

* * * * *

From an airman stationed at Homestead Air Force Base, Florida (SAC Base) comes the following letter. His name I'll not use, for

the young man feels that the Air Force would not approve, since his first duty is to the Air Force.

Dear Mr. Gariety:

Prior to the experience which I shall presently relate, UFO (unidentified flying objects), meant little more to me than a term indicating an interesting but highly controversial issue, analogous to the Bridey Murphy accounts. Although my own observation made quite an impression upon me, yet, I cannot formulate any conclusions or even venture an opinion. I simply know that my innate curiosity has been aroused and I should like to know more about these UFO.

It was on the evening of 9 February 1957, at approximately 1830 hours (that's 6:30 P.M. to you civilians--Ed. Note), that a fellow airman and I spotted something which, to date, still remains a UFO. We were driving north on U. S. highway #1, approximately 1/4 mile south of the Dixie Drive-In, when I noticed the vehicle in front of ours pull off the road and look into the sky to the west...

Upon glancing in that direction, I too saw a strange sight and immediately pulled off the road. The other airman and I could not see the actual object, only its fiery trail. It was not an aircraft contrail, but more like a rocket exhaust which stayed with the objects flight. Neither was it a meteor, as there was no constant trajectory. We could see the object change course on several occasions.

From my knowledge of aircraft, I estimate that the object was at a minimum altitude of 40,000 feet, and traveling in a south-southeasterly direction at a speed in excess of 700 knots. The fiery trail, judging from the objects altitude and our inability to see the object itself, must have been in the vicinity of forty feet long.

Could this strange object have been a USAF test rocket? But what would a test rocket be doing in that vicinity? Would a rocket change course so sharply and often? EXACTLY WHAT WAS THIS STRANGE FLYING OBJECT?????? I wish I knew!!!!

Sincerely,
XXXXXXXXXXXXXXXXX
A/1C, USAF

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From the Los Angeles HERALD & EXPRESS, Thurs., February 14, 1957:

ST. VALENTINE SPURS NEW SAUCER "DAZE"

Burbank, Feb. 14---The start of the flying saucer season in Southern California appears to have coincided with St. Valentine's Day this year.

Police here received numerous calls today from residents who said they saw two unidentified flying objects over the city.

Officer Robert Wells, who went outside to investigate, confirmed, the presence of the mysterious disks. He said they first appeared last night at about 60,000 feet.

They looked at the outset like twinkling stars, Wells reported, except that they traveled at twice the speed of the average jet aircraft seen hereabouts.

The officer said the objects would dart across the sky for a time, then stand still briefly again.

(Credit, Mrs. I. E. Epperson, Los Angeles).

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Well there we go again. Out of the meteor class---must be those Texas FIREFLYS are migrating to California. Of course I'm not really ribbing the Air Force-----just helping them out---after all Venus, and weather balloons have been the whipping girls long enough. Time Texas FIREFLYS take a little of the blame. And for those who think I have no respect for the AIR FORCE---tain't so. I spent four of the most interesting years of my life with the Air Force. And if we had made such statements then, as the active duty boys are making now for public consumption---we'd have expected some ribbing also. (Editor)

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JET BLAST JARS LOS ANGELES
Homes Damaged By Worst Sonic Shock

Los Angeles Evening HERALD EXPRESS, Tues., March 5, 1957-----

A sonic blast rocked Los Angeles and suburbs at 9:20 A.M. today, alarming thousands of citizens and causing minor damage over a widespread area.

The 'bouncing jolt', said by police to have centered over southwest Los Angeles and part of the San Fernando Valley, apparently was caused by a jet plane crashing through the sound barrier.

Many thought an earthquake had hit. Others telephoned police stations to inquire: "Where's the big explosion?".

Bricks were knocked out of fire places, plaster knocked loose from ceilings, windows broken, walls were cracked.

Said Mrs. Paul Gale, 6005 La Brea Ave., Inglewood,

"I thought that there had been a big explosion in downtown Inglewood. I've heard a lot of sonic blasts, but nothing to compare to this one".

Miles away in Pasadena, the blast cracked a ceiling in the home of Carl F. Henry, a teacher at 942 S. Oakland Ave.

Henry thought that an earthquake had struck his home until assured by police that the rattle and roar had been produced by a sonic blast.

Other areas reporting the shock included South Pasadena, Beverly Hills, Hollywood, Eagle Rock, Elysian Park, Boyle Heights, Van Nuys, Hawthorne, Whittier, Culver City and the Riviera district.

OH BROTHER, that must have been some JET airplane to cause a shock wave over such an area. Particularly when the Air Force has specific regulations forbidding pilots to break the sound barrier over populated areas. Only over water or over sparsely settled areas---and then only with specific permission. Would appear that the Air Force would rather take the blame for such sonic blasts, rather than to deny they had done it, and leave wide open to speculation, by the public, as to just what is causing them.

From past records it is quite a coincidence that the mysterious SKY QUAKES always go hand in glove with periods of Saucer sightings and activities. Or is it only a coincidence????

Personally I have never had the time to sit down and read the works of the late Charles Fort, but friends who have found the time, tell me that many are the references to sky quakes written up in his records.

Charles Fort died in 1932----and Major Chuck Yeager first broke the sound barrier in 1947, in the Bell XS-1. So would someone please explain to me, which hot-rod U.S. Air Force jet pilot, is to be blamed for the sky quakes, as recorded by Charles Fort, prior to 1932? I PRAY THREE---DO TELL ME!!!!

* * * * *

USAF TO START MOON ROCKET PROGRAM

Vehicle circling the moon will be ready in less than FIVE YEARS; Companies rush proposals; CONVAIR heads list of Hardware Bidders.

(By Erik Bergaust---
Missiles & Rockets Magazine)

SAN DIEGO---What might turn out to become the most significant event of our century has been confirmed to MISSILES AND ROCKETS during the Convair/AFOSR space flight symposium here: the Air Force is getting to start a moon rocket program.

In an exclusive interview Brig. General Hollingsworth F. Gregory, Head of the Air Force Office of Scientific Research, told his reporter the Air Force "probably will have a rocket circling around the moon in less than five years."

"Several moon rocket study contracts are in the works", the General said, "and it is imperative that we carry out these scientific research projects to stay ahead of the Russians. When I say that we will have a moonrocket in less than five years, it is a conservative estimate".

The General also confirmed that ICBM power plants are likely to be used for the Air Force moon rocket, and that it might be considered a "logical step" to launch "modified" ICBMs toward the moon as part of the Air Force training program for ICBM launching crews.

General Gregory also said that AFOSR's capability to carry out this mission is represented by scientists throughout the free world working in universities, in industry, in foundations, and in government agencies under approximately 650 research contracts totaling about \$30 million awarded by his organization, he said.

(NOTE:--General Gregory admitted that his estimate of 5 years before we have a moon rocket is conservative. Meanwhile, some civilian engineers working on the project need not be so conservative in their estimates and say that this could take place by 1959). Ed. Note.

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BRIGHTEST COMET OF THE CENTURY

The sky may be dominated by the brightest comet of the century at the end of April. Leonard Bertin, the Daily Telegraph Science Correspondent, says that its arrival has

taken many astronomers by surprise.

The new comet has been named the Arend Rowland, after Dr. S. Arend, of the Observatory of Uccle, Belgium, and his associate, Mr. Rowland, who first saw it on November 8 last year. Astronomers think that it may have been dragged from its normal orbit by the planet Jupiter or by Uranus.

It can now be seen, with its tail, with telescopes as a body of magnitude eight in the constellation Pisces, to the south of the great square of Pegasus. By early March, still moving north, it should be visible as an object magnitude 5.7.

Some people consider that it will be brighter than Halley's comet when it appeared in 1910. The latter was so bright that it could even be seen in broad daylight.

Dr. Bernard Finch, who is a member of the British Astronomical Association, writes:

"Have we here the beginning of a great event in the Cosmic history of our solar system? It will be interesting to watch the progress of this so-called comet.

"The composition of the head of a comet is purely surmise. One must stop to think that here we have an alien object from the outer realms of space approaching close to our planet. May not this object bring with it alien life--in one form or other?

"The future will tell and we must carefully examine, weigh up and analyze any strange happenings on this earth in the not too distant period. The next year will be one of immense interest--for coupled with this passing comet, the earth satellite program will be in full swing."

(CREDIT-----FLYING SAUCER REVIEW, London, England)

(Ed. Note) -- This comet, if it comes as close to the Solar System, as astronomers think it will, will serve another purpose. Not only will it be an awe inspiring sight, as those who saw Halley's comet in 1910, will testify, but it will serve to make many more people SPACE MINDED. In 1903 man entered the AIR AGE. In 1945 he entered the ATOMIC and the JET AGE, and in 1955 when President Eisenhower announced the Earth Satellite Program, we officially entered the SPACE AGE. Yet with new records in altitude and speed being set constantly, many of our citizens are so engrossed in the everyday rush of living, that they fail to take notice of the wonderful age in which they are living. TOO CLOSE TO THE TREES TO SEE THE FOREST.

This comet of course will result in a number of reports of Flying Saucers, by those who are not aware of its true nature. Your editor has had more than one call, as has every other saucer researcher, with an excited caller on the other end of the line, describing a bright object in a certain position. Upon going out for a look, it turns out to be Venus, Mars, or one of the other planets in opposition.

The bright one now of course rising in the east at sunset, and reaching the zenith about midnight, is the planet Jupiter. And with even a small telescope, one can see the four moons. A beautiful sight to be sure, and enough to make you forget some of the trials and tribulations of the day which is just behind you.

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NICAP was covered in the last issue, but as their plans unfold, will pass on the latest information. NICAP may be the wedge with which to open the dikes and bring out the facts from the powers that be.

Names of Board of Governors not available when March issue went to press are: Rev. Albert H. Baller, Greenfield, Mass., Brig. Gen. Thomas B. Catron, Baltimore, Md., Lt. Gen. Wm. E. Kepner (Ret.), Winter Park, Fla., Rev. Leon C. LeVan, Pittsburg, Pa., Abraham M. Sonnabend, Boston, Mass., Talbot T. Speer, Baltimore, Md.

Associate Membership--\$7.50 Annual Fee Will publish monthly 32 page magazine. Address to NICAP, 1536 Connecticut Ave., Washington 6, D. C.

Also Max Millers new booklet FLYING SAUCERS--FACT OR FICTION is on the newsstands. \$1.00 in hard cover and \$.75 in soft cover, well written and well illustrated. S.P.A.C.E. recommends this one highly.

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This issue of S.P.A.C.E. opened with the Pan American incident on the N. Y. to San Juan run. So it is only fitting that it should end with many details which the U.P. release did not cover.

All the following detailed information was investigated and turned over to S.P.A.C.E. by Capt. William B. Nash, veteran Pan-American pilot. Bill had just returned from a San Juan flight in time to make the April edition of S.P.A.C.E.

Bill you will remember is the Pilot, who saw the 8 glowing red ones over Norfolk, Va., in 1952, also seen by a Naval Officer driving

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below on the highway at the time.

CAPT. WILLIAM B. NASH REPORT

There were seven planes in the air lane at the time of the Van Winkle incident. 5 were Pan-American, one Eastern, and one a Trans-Caribbean flight.

Pan-American flights were #261, Pilot Capt. Ed. Perry, #215-A, Pilot, Capt. Kenneth Browsdell, #257, Pilot, Capt. Matthew A. Van Winkle, #215, Pilot, Capt. Robert Wyland, and Flight #257-A, Pilot, Capt. D. Shrum.

At 12:40 a.m. almost 2 hours before the Van Winkle incident, Capt. Browsdell (#215-A) and Engineer Smith, who was in the Co-Pilots seat at the time, saw a green object with a glowing red blob, or tail just behind it. Object was heading North. The red blob dropped off and disappeared, and the green object kept going North. Capt. Browsdell did not report it at the time, but did after the Van Winkle incident. At the time of the Van Winkle sighting, Capt. Browsdell walked back through the plane, and said nothing, but one of the passengers asked the Capt. what was the bright light that he and his wife had seen out the window. The passenger said that it was a greenish bright light and very noticeable.

Van Winkle's Engineer, J. Washuta, described the object as a very bright center, circular, with a darker rim around it. Only saw it for about four seconds, as the Pilot grabbed the controls and pulled up and to the left. This overpowered the automatic pilot, and put the plane into a very steep climb, this is when the passengers were tossed out of their seats. Van

Winkle now, doesn't believe that the object was as close as his reflexes told him that it was at the time. He doesn't believe that it was a meteor, but can't say for sure just what it was.

Capt. Wyland of Flight 215, who was just ahead of Van Winkle, also saw two blobs of light, one green and the other red, at the time of the Van Winkle incident. His description was very much the same as Capt. Browsdell, on his sighting two hours earlier.

Capt. D. Shrum, pilot of Flight #257-A, also saw the object, but not as well as did the others.

Capt. Ed Perry, the last Pan Am plane in the air corridor, was the only one to report a slight downward arc to the path of the object. All other crews reported a horizontal path.

All of these Pan-American pilots have from 12,000 to 20,000 flying hours, and none of them think this object was a meteor.

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San Juan was abuzz for weeks about this incident, particularly among Pan Am flight personnel. Many more such as this and the subject of FLYING SAUCERS will assume an air of respectability.

Nash also reports that just as his recent flight was about to leave San Juan for Miami, he was told by an Operations officer, that there had been a daytime sighting at 9:00 a.m. on March 25. Capt. E. Munson was the Pilot of the crew reporting. Since Nash had to leave immediately, he had no time to investigate this one, so no details available at press time.
(Thanks Bill for a job well done.)