

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 1959

Bulletin No. 28

DID HIGH ALTITUDE A-TESTS TRIGGER UFO FLAP?

Project Argus, in which secret nuclear test detonations at more than 300 miles above the earth were conducted by the U.S. early in September of 1958.

After a period of relative quiet on the UFO front, the end of Sept. 1958 started a major cycle of UFO reports, which at this writing is still continuing. The following are the dates and places of major reports:

- (1) Sept. 15, Alliance, Ohio, UFO shaped like planet Saturn, daytime sighting.
- (2) Sept. 23, Sheffield Lake, Ohio, the Fitzgerald saucer report.
- (3) Sept. 29, reports from dozens of Ohio cities, including Toledo, Columbus, Newark, Akron, Canton, Cleveland, Berea, Springboro, Massillon, Canfield, Warren, Wilmington, and Youngstown.
- (4) Oct. 3, Four UFO's chase freight train in Indiana.
- (5) Oct. 6, Landing and takeoff at Nike base, 17 miles from--Washington, D. C.
- (6) Oct. 1, Westover AF Base launches its own UFO investigation.
- (7) Oct. 26, Eggshaped **THING** over Lock Raven, near Baltimore.

And the parade of unearthly things along with unexplained **SKYQUAKES** still have not slowed down by April of 1959, seven full months later.

And here at S.P.A.C.E. headquarters we do not explain this away as mere coincidence. We believe that the current flap, was triggered by our latest test of an atomic device in the upper atmosphere at a 300 mile altitude, just prior to the beginning of the Fall 1958 flap.

WHY??? Who wouldn't be concerned, out there is space. If we had any brains we would be concerned more ourselves. Since then Strontium-90 fall-out has reached its highest concentration since atomic testing began. Who knows the end results of this testing. Several

years ago 9000 scientists from all countries of the world signed petitions asking for an end to testing to protect the unborn future generations. Are 9000 scientists all **STUPID** to be ignored, as they have been. And if the common man knows not enough to be concerned over such things, we can at least assume that advanced intelligences from other worlds, watching our antics down here **ARE!** The close timing of the A-Test and the UFO flap are **NOT** a **COINCIDENCE**.

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AIR FORCE "EXPLANATIONS" FOR KILLIAN REPORT

As reported in the last issue, Capt. Killian, entire crew, 35 passengers and two other American Airlines crews saw 3 UFO's which paced them for 45 minutes on a flight between Newark, New Jersey and Detroit, Mich. on Feb. 24, 1959.

The Air Force explained this one twice, both times different, but the case is still very much alive. Here is the first explanation:

WERE THEY SAUCERS???

Wash. Feb. 28, (AP)--Pilots may have been seeing stars instead of "unidentified flying objects" in a recent flurry of flying saucer reports, the Air Force reported today.

It said the crew of an AF transport flying between Washington and Dayton made a similar report to the report of the American Airlines crews who reported seeing bright moving objects in the skies Tuesday night in the Ohio-Pennsylvania area.

Experts of the technical intelligence agency said they believed the pilots may have sighted stars, especially the formation Orion. Glimpsed through openings in the overcast from the speeding planes, the agency said, the stars may have given the illusion of traveling swiftly across the sky.

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A S.P.A.C.E. correspondent, Mrs. Gladys

Fusaro of New York City, called the Killian home on March 9th and talked to Mrs. Killian. The Capt. was out on a flight. Said Mrs. Killian, "The Capt. has not been approached by anyone in any of the services to keep mum or not to lecture about what he saw. The opinion about the objects being stars will never be accepted by the Capt. Both he and our son have studied astronomy and they are both very well qualified to know the positions of the constellations. He will never believe that what he saw were stars. Both he and the crew had the distinct feeling that they were being watched, and the Captain is almost certain that the objects were humanly controlled due to the maneuvers observed. He will never forget what he saw and no one will ever change his mind." (UNQUOTE Mrs. Killian.)

In response to the AF's star explanation, Capt. Killian told the New York Tribune, that, "it did not change his mind at all. He said he saw both Orion and the subjects at the same time."

(Ed. Note. Incidentally I think some one should inform the AF spokesman that Orion is a constellation of stars and not a formation as he so mistakenly called them.)

Since Capt. Killian and his crew were not to be so easily ridiculed into the star theory, it seemed that a new explanation was necessary. So on March 21 this also official explanation was released by the Air Force.

AF SPOILS NEW FLYING SAUCER STORY

WASHINGTON (AP) The Air Force said Friday that mysterious lighted objects recently reported by a commercial airliner were lights of three jet bombers refueling in the air. The Springfield UNION, Springfield, Mass., Mar. 21, 1959. (Credit Mrs. V. Maratea, Putney, Vt.)

And to make it more confusing, this is what an Army spokesman from Huntsville, Ala. Missile Base had to say:

SAUCERS MIGHT BE JUST THAT

The "flying saucers" that startled the passengers and crew of a Detroit-bound plane were possibly from outer space, an army missile expert said last night.

Lt. Col. Lee B. James, of the Army Ordnance Missile Command at Huntsville, Ala., where he is associated with Dr. Wernher Von Braun, told the DETROIT TIMES:

"I know they are not coming from Russia and they are not from here. We in this civilization are not that advanced yet." If they (35 passengers and crew members) say what they

think they saw, it would have to come from outer space---a civilization decades ahead of ours." (THE DETROIT TIMES, Thurs., Feb. 26, 1959,) Credit Mary Austin, Detroit, Mrs. Maratea, Putney, Vt.

And to add to the woes of the poor berated and mistreated public relations boys in the Air Force a retiring Navy ADMIRAL added another straw to the growing mountain of straws on the weakening camels back:

ADMIRAL SAYS NOT TO DISCOUNT "FLYING SAUCERS"

Rear Admiral George Dufek, in a statement March 11, has advised the public not to discount the reality of flying saucers.

Admiral Dufek, who has headed the U.S. Antarctic research and exploration program, said it was not beyond possibility that some of the supposed meteors exploding in the earth's atmosphere actually "were saucers driven from Venus or other planets by intelligent creatures. "I think it is very stupid," he said, "for human beings to believe no one else in the universe is an intelligent as we are." (Credit NICAP & CHRISTIAN SCIENCE MONITOR).

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But when will the AF get around to admitting that someone somewhere out in space is more intelligent than we are?? Some day of course they will have to---that we know, but until then, keep quiet until we have our own SPACE SHIP in operation. And when will that be?? Well here's as good a guess as any:

SPACE SHIP POSSIBLE BY 1962, U.S. TOLD

DAYTONA BEACH-(UPI)-A Defense Dept. official said Monday that 400 million dollars and a sympathetic approach by the government would buy the U.S. a manned and maneuverable space ship by 1962.

David A. Young, space science and technology coordinator for the ARPA (Advanced Research Projects Agency) told 650 members of the American Rocket Society, that "we are dwelling too long on the fringes of real space activities." If the U.S. would pay more than lip service to development of its space capabilities, Young said, it could in three years build a manned vehicle to go its own way into space and return safely to earth.

Young said a "sympathetic approach by our government" is lacking (MIAMI HERALD, 3/24/59)

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But not until we learn to control gravity will the true spaceship become a reality. And

when that day comes it will undoubtedly be due to the efforts of a single man or a small group of men, working in close cooperation. A review of all great advances of our civilization will show that they were the direct results of individuals with a radical and completely unorthodox approach to the situation. And that holds true from the invention of the wheel through to the steamboat, the radio, automobile, airplane, etc., and it will be the same with control of gravity. Chances are against discovery by the Military or branches of the Government.

By the time you read this we will know if one man's attempts have been a success or a failure. This man is Otis T. Carr, Baltimore electrical engineer and inventor. He is so confident that he extends this invitation to the public:

"On April 19, 1959 at Space Frontiers, Oklahoma, near Oklahoma City, Mr. Otis T. Carr, will publicly demonstrate and reveal to the world for the first time all the hitherto secret workings of his novel invention of the OTC-X1 Electro-Gravitational Spacecraft. The craft to be exhibited is a six-foot-diameter circular-foil model whose flight will be propelled solely by electricity produced and self-regenerated by the unique and original utron electrical accumulator power-package.

"At this same place and time you will also see the completed 45 foot animated prototype Model OTC-X1 that will simulate flight in outer space and is structurally identical to the craft Mr. Carr will pilot to the moon on December 7, 1959".

* * * * *

So there you have it. We can only wish him success. Someone, somewhere, someday will master gravity. We hope Mr. Carr, it will be you on April 19, of 1959. Not many people would accept the invitation to be at Kitty Hawk, North Carolina on Dec. 17, 1903, the odds were against Orville and Wilbur Wright. And even after the flight, when a news reporter sent a report back to his Editor by wireless telling of the successful flight, he received a verbal tongue lashing for wasting the paper's money on such trivial news items. (Have Editors changed much in the past 50 years??) Hmmm! So we shall wait and see--and soon know.

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U.S. AIR FORCE MAN SIGHTS UFO IN SPAIN

While Headquarters USAF does not officially recognize the UFO, one of their enlisted men, an Airman 3/Class sends this report from his base near Madrid, Spain:

"I work 20 miles from the base with the Spanish Government Air Communications Control Sector, located at Paracuellous, high in the

Spanish Mountains just out of Madrid. We have two roads leading to the site on the top of the mountain. One of the roads leads up through a lonely hillside and the other comes through some small towns. The road I made the sighting on was the lonely road, hardly ever traveled. It is off limits to AF personnel, because it is dangerous to drive on, having many sharp curves and high cliffs. Once in a while the guys break the regulation and take the road despite all because it is much shorter and takes less time to use than the old road.

"On the 25th of March, at 0020 local time (20 minutes past midnight for those not familiar with AF time) we were on our way to work. There were three of us in the car. We were using the old road and were pretty well up in the mountain, when all of a sudden a big green light came straight down from the sky at a slow rate of descent and landed about 300 feet from where we were.

"My friend wouldn't stop the car. He was a little frightened and so was the other fellow in the car. No report of the matter was made to the Air Force. I will attempt to go back to that spot again soon. Maybe they will make contact with me. Perhaps I could have made a contact that night if my friend would have stopped the car.

"You may use any report I send you, but don't use my name. You can understand my position at the present time. By the way, I was discussing with a Spanish Official after I got to work that night, the subject of UFO's and he was telling me all the wierd sightings the pilots call in over the radio to him frequently, reporting strange lights following them at high speeds and then zooming off into space. He tells me it is very common around the Madrid area. I hope to meet some of the pilots soon, and perhaps I can get a report from them and you could use their names. I'll check with them.

Sincerely,

A/3C US Air Force

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SIBERIAN CRATER NOT METEORIC???

WTTV, Indianapolis, Ind. FRANK EDWARDS NEWSCAST--March 6, 1959--An expedition of Moscow Scientists has just returned from a 2-year expedition to Siberia, to the Liapunov Crater, where something exploded on June 30, 1908. Edwards reported that according to an article in "an official Moscow organ", these scientists said that upon examining the crater, they found steel, glass and bits of ceramics. Therefore, their conclusion was that "A huge spaceship had crashed there".

Edwards did not name the scientists in the group.

According to Max Miller in his book--"FLYING SAUCERS--FACT OR FICTION" on page 13, he quotes Prof. Liapunov as suggesting that we "abandon the concept of a meteorite and term the object a cosmic ship of extra-terrestrial origin". (Credit, Liz Borries, Irving, Texas).

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OBSERVATORY ON THE MOON

SEATTLE, (AP) - Boeing Aircraft Co. was reported yesterday to be studying under government contract the possibility of placing an observatory on the Moon. (DAYTONA BEACH EVENING NEWS, Daytona Beach, Fla. - Credit Liz Borries)

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SKY QUAKES--THE ENIGMA OF THE SKIES

After the unexplained mystery blasts of Amarillo, Texas and Flagstaff, Arizona carried in the March issue, other news reports continue to reach Space Headquarters--all unexplained.

Feb. 12, SEATTLE, Wash., Yakima, Wash., and Oregon City, Oregon, all reported heavy blasts during a 2 year period. Witnesses in Seattle reported seeing a "red streak falling slowly into Puget Sound."

Mar. 2, Pasadena, Calif. Reports of a rumbling roar at 10:00 p.m. Officials unable to account for the disturbance.

Mar. 19,

Long Beach and Palos Verdes, California, 6:40 p.m. Sonic Boom jolts vast area, thousands frightened.

Many think the UFO's are responsible for the unexplained skyquakes. This we do know, the quakes always increase during UFO sighting periods. This is the way that BILL SWYGARD, of the DEE & BILL BOOK STORE, in Miami explains the sky-quakes:

"The sky-quakes are caused by a shift in the ethers. This statement can stand a few words of clarification. The sky, and space, and our earth is interpenetrated by matter much more dense than that which we designate as the material world. In fact, that which we call matter is the least dense of all matters found in creation. This more dense matter, which has varying degrees of density, is loosely termed, the ethers. Ours eyes and ears do not register these ethers because these organs of perception normally report only the matter of a density of which they are composed.

"Thousands and perhaps all, of the "mysteries" regarding these space craft can be explained by the fact that these more dense areas are actually the home of the space visitors, just as truly as our earth density is our home.

"This information is well known in the Pentagon and also by various scientists. This is

the information that our government officials do not know how to pass on to the man in the street. It will take at least a generation or two before the whole story can be put across to the public.

"Regarding the skyquakes, these incidents are happening continually around the globe and under constant surveillance by the space craft. Remember, these shifts are happening in their world. What we hear is only a repercussion. Sometimes a green flash is seen during the quake. This is only seen when the person is above or within the shock area, and is better seen by the psychic type of person. Many of the quakes are small and far enough away, that they are unnoticed by earthdwellers. But more often than not, some physical evidence is evolved, such as blocks of ice, stones, red water (opposite polarity of green flash), frogs, fish and other odd junk which in turn follows the gravity path and falls to earth. The so-called angel-hair is caused by a too-rapid emergence of a space craft into our density.

"The basic cause of sky-quakes is what is classically known as the Red Shift. The astronomers tell us that our whole region in space is expanding at a terrific rate. All the stars in our galaxy are moving away from each other. And the galaxies themselves are moving away from each other. This they think is caused by some great and unknown pressure within the galaxies themselves. All the planets of our sun, and the sun itself must be in the middle of this great pressure. When we are exposed to this great pressure, something is going to pop. It is popping here, on Mars, Venus, all the planets, the Sun and all the stars and all the galaxies. This universe is just one big expanding assortment of materials of various densities.

"During this expansion, one density actually rubs against the other. When a big, big shift in the ethers comes along the pressure is so great that some of our earth density slips along with it. Then we have a combined sky-quake and earth-quake. When the ethers slip in a spiral or vortex motion, a volcano erupts. There are no mysteries when the unseen is seen, and the unknown is known.

"I hope this doesn't sound morbid. One of the biggest thrills of my life was during one of the largest earthquakes of recent times. This happened in Assam, India. During the earthquake I FLOATED a full four feet off the ground and landed gently on my feet a few seconds later. I was not thrown up in the air and I was as light as a feather. You see the sky quake nullifies gravity and causes

other laws of physics to go haywire. There are records of ships raising as much as thirty feet out of the water in the vicinity of an earth-quake. This may prove that some sort of levity rather than gravity is in effect during an earth and sky-quake.

"These sky-quakes have been going on due to the Red Shift since long before our last ice ages. They are becoming more fierce now. The space ships are watching them. They pop in and out of our density to see how things are coming along with us. But I wouldn't say that they are causing the sky-quakes anymore than they are causing the suns to separate.

"Should you decide to print this letter, please do not feel that there will be any objections from the government. As I said, they are having a difficult time deciding how to explain these matters to a populace that is unaccustomed to such stellar wonders. I feel that they will welcome a lot of "unofficial" assistance from media of your type.

WILLIAM SWYGARD

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(Ed. Note--Any comments pro or con on the SKY-QUAKE issue, correspond directly with Bill Swygart at the DEE & BILL BOOK SHOP, 221 N.E. 1st Ave., Miami, Fla. Of course if you have an explanation for the QUAKES that makes as much sense, send it in, we'll toss it in the hopper.)

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And while the officials have their problems explaining the mysteries in the skies---here is one on the ground to tax the brains of their best detectives.

SOLDIER SEES FLASH--UNCONSCIOUS 24 HOURS

Feb. 22, 1959--Southern UTAH--On the evening of Feb. 22nd Pfc. Bernard G. Irwin of Ft. Bliss, Texas, was driving back to Texas from a short furlough to his home in Nampa, Idaho.

He was driving through southern Utah, when he saw a flash of light come down from the sky which he thought was a plane crash. He stopped his car along the highway and set out to investigate. But first he printed the word STOP in big letters on his car with shoe polish, and then wrote a note and attached it to the car to explain where he had gone.

Later a Utah Fish and Game Dept. agent saw the car, stopped and read the note. He summoned the police, and a search was begun. Shortly Irwin was found lying unconscious face down in the mud, unconscious. He did not awaken until 24 hours later in the Cedar City, Utah hospital. The doctors at the hospital said he had no visible marks or wounds which would account for his state of unconsciousness.

According to press reports Irwin could shed

no light on what had happened to him. He said that he saw the light coming toward the ground and it appeared to land about 1/4 of a mile from where he was. He thought it was a plane crash although he heard no sound of a plane. The light was very bright, and had a shape, but not definite. When it came to the ground it flared up then died out completely.

Irwin who is 23, said he started walking up the hill but does not know when or where he blacked out. When he came to 24 hours later he was talking about his "jacket on the bush", but doesn't know why he mentioned it.

But the fact is that Irwin was wearing a sport jacket under his overcoat when he left the car to start up the hill. When he was taken to the hospital, the jacket was simply not on him, when he was undressed by hospital attendants. Nor was it found during the air and ground search, nor was it in his car. It can be theorized that the jacket was stolen, but by whom and when, except during the period when he was lying unconscious near that lonely road?

Irwin was given a complete physical check-up at Cedar City, and was found to be a very normal, healthy young man. He has no history of neuroses or "blacking out" spells.

Irwin was then flown to William Beaumont Army Hospital by the Army, and underwent a 4-day psychiatric and medical examination by Army doctors, who also found him to be normal. However several days after he had returned to normal routine duty at Ft. Bliss, he did suffer a fainting spell during his off-duty hours. No evident physical reason for this either. Irwin says that he has no memory after starting the search for the light. He said, "It's as if my memory of that period had been completely wiped clean." (Credit--Coral Lorenzen, APRO BULLETIN, 1712 Van Court, Alamogordo, New Mexico.)

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The above case would not be complete without the conclusions as drawn by the APRO staff after its investigation into the strange affair.

"Taking into consideration all of the strange coincidences and facts about this incident there is a strong possibility that Irwin saw a UFO by accident, attempted to approach it and was incapacitated by some means not yet known to men, thoroughly examined, and the examiners, whoever or whatever they were, not being familiar with a man's conventional clothing, overlooked putting the jacket back on Irwin. Perhaps they were interrupted when another car approached, or when the conservation agent and the police

started searching for Irwin, and had to take the jacket along rather than attempt to get it back on their unconscious victim.

"In the process of analyzing such an incident it is natural that all avenues of explanations be exploited, and the possibility that "they" needed an article of clothing came to mind, but this is not entirely logical, either because it appears that Irwin accidentally came across the light and it was not pursuing him.

"It is not possible for a man to feign unconsciousness for a 24 hour period. We do know one thing for certain---THIS IS NOT A HOAX."

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HAS CAPT. KILLIAN BEEN SILENCED??

CSI of New York City held a UFO Symposium on March 27th at the Hotel Diplomat. The meeting was attended by over 1500 people from all phases of the UFO controversy. The most important man of the evening, was important because he was not there.

This was Capt. Peter Killian who was to be one of the principal speakers. Killian is the American Airlines Pilot who reported the 3 UFO's for 45 minutes on the flight from Newark to Detroit, on February 24. In spite of his previous plans to attend the meeting, he did not. He had the express approval of his employers to talk about his sighting, but just prior to the meeting at the Diplomat, Capt. Killian called Major Donald E. Keyhoe and said he could not attend the symposium.

Major Keyhoe quoted Capt. Killian as saying, "I feel very deeply concerned with this loss of my own personal freedom." (Information on this from George Van Hecke, member of CSI.)

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WE'VE HIT SOMETHING, PILOT RADIOS, THEN CRASHES

SEATTLE, Wash., April 2, 1959--An AFC-118 transport plane wrapped in flames and streaming a tail of fire, plunged to earth with four men aboard 15 miles east of McChord AF Base last night. There were no survivors.

Col. Robert E. Booth, commander of the 1705th Air Transport Group, said the pilot radioed about an hour and 15 minutes after taking off from McChord on a routine training flight:

"WE HAVE HIT SOMETHING, OR SOMETHING HAS HIT US."

Col. Booth said the pilot then called MAY DAY, the international distress signal, and reported he was headed back to the base. Then came the word, "THIS IS IT".

That was the last heard from the stricken plane. "It would appear there was some kind of a mid-air collision prior to the crash," Col. Booth said. There was no way of determining immediately whether another plane was

involved. (Credit, Robert Gribble, Seattle, Washington.)

Ed. Note---During UFO cycles such as we have been in for the past six months there have been many unexplained plane crashes, particularly Military Planes. Is this ANOTHER???

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UFO SEEN BY PAN AM PLANE OVER GULF OF MEXICO

At 3:00 a.m. on Feb. 4, 1959, enroute in a DC6B aircraft flying from New Orleans to Panama, Capt. H. Dunker and his co-pilot and engineer saw an unexplainable device perform unexplainable maneuvers in the sky in front of them.

They were just south of Swan Island at 17,500 feet when a reddish light sped across their course from their right to their left, (west to east). About 45 lateral degrees to their left, it stopped abruptly with a rapid fade in color intensity. A few second later it sped back across their course to a position about 10 degrees to their right, and again stopped abruptly.

After a few more seconds, the object sped back to the 45 degree left position, again "stopping on a dime", and again as each time before, with a quick fade of color intensity. When the object started to move again, it moved straight up at the same tremendous speed until it was out of sight. Total sighting was about 45 seconds.

The pilots were impressed by the stops and accelerations, and can think of no other term to apply to the object than "UFO". (Credit William B. Nash, Capt., Pan American Airlines.)

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UFO HOVERS OVER CAR ON HIGHWAY IN S. CAROLINA

At 4:20 a.m. on Feb. 7, a strange object descended from above and hovered for a few seconds over a car driving along a lonely stretch of U.S. Highway 601 somewhere in South Carolina.

The driver of the car was Emmet West an engineer at WCHS-TV in Charleston, W. Va.

He related his experience thus: "I was driving along and noticed the hood of my car was reflecting a greenish-colored light. Looking up, I saw a large round object descending toward the car. It appeared to be about 100 feet in diameter. It stopped at about 5000 ft. above me and hovered there for nearly a minute. Then it began to drift horizontally to the left. I got a wonderful view of it then. It was flat on the bottom and had a curved top. There was a sort of luminescent band of greenish light surrounding it, but the center was white."

West stopped his car and started to back up to observe the strange object longer. "As

soon as I started backing up it left," he said. "It moved horizontally and was out of sight over the horizon in a matter of seconds. I never seen anything move so fast."

When he reached Bluefield he contacted the Civil Air Patrol to see if they had any reports. They didn't.

Arriving in Charleston several hours later he discovered that the Air Force had called him and wanted him to contact them immediately.

He got in touch with officials at Wright-Patterson AFB at Dayton, Ohio. They talked to him for some time, asking him to tell exactly what he had seen. "In all they asked me the same things three times," he said. "I guess they were trying to see if my story varied, but it didn't.

West had some questions for the AF too. "Was my experience unusual?" he asked. "Not at all", was the reply. "Did anyone else report the same thing I did?"---"It's possible," was the answer. Air Force officials would divulge no more information.

West is not a person to get excited easily. He has flown for 20 years and is not known among his friends as a person who believed unexplained things readily.

"I've heard of UFO's for years," he said. "Although I didn't deny their existence I wanted to see one for myself. I considered them possible but not probable. Now I'm firmly convinced there's something to all the stories you hear. What I saw that night had to be controlled, and common sense will tell you that whatever it was could not have been anything we know."

"I certainly don't believe it could have been anything put into the air by the United States or any other country. If any country possessed such power and speed it would not hesitate to use it as a propoganda weapon, or something more serious."

"West said that before his experience he had a "show me" attitude toward reports on flying saucers and other similar objects. "I'm convinced now that such things do exist," he said. "I don't know what they are, or where they come from, but they're real. My ambition now is to actually see the inside of one of those things." (Credit Charleston, W. V. MAIL, March 2, 1959 and APRG, Seattle, Wash.)

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WILLIAMSON LECTURE IN MIAMI

Dr. George Hunt Williamson, author and explorer will give a series of lectures starting April 23rd, Thursday and lasting through Sunday April 26th, at the New Age Church, 2020 N. W. 7th St. His talks will be called the UFO WORLD REPORT, with programs at 3:00 and 8:00 p.m. each day. Incidentally his most

recent book is now out, SECRET PLACE OF THE LION.

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REPORT ON GEORGE ADAMSKI'S NEW ZEALAND TOUR

By the time you read this Adamski will have arrived in England to start his series of talks in that country and on the continent. The following is a report from Mr. and Mrs. Henk Hinfelaar of Henderson, New Zealand:

"We are very happy to tell you that George Adamski's Tour has been a most outstanding success, and the halls and theatres were packed to capacity for every lecture. He gave 12 public lectures, and an equal number of smaller private talks during his four weeks stay.

"The largest audience was 2200 and the rest averaging 800-1200. Here in Auckland our Town Hall was fully sold out ten days before the lecture and could easily have been sold out more than twice over.

So you see the public interest was really terrific----more than any of us had anticipated.

"The Press was, on the whole, fairly good, although naturally the usual skeptical attitude was displayed by the big city dailies. All the smaller town papers gave excellent reports, and were much more honest than the "big ones." Adamski made headlines wherever he went. Many thousands of people have been given much to think about, and a great lot of good has been done in the enlightenment of the general public.

"We are still missing George Adamski very much, and will do so for a very long time to come. He is a wonderful person, and there is a great treat in store for all who are privileged to be with him.---Henk & Brenda Hinfelaar. (Credit--Bill & Shirley Fly, Editors of THE NET NEWS (Amateur Radio Network), 1709 22nd St., Hondo, Texas.)

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(G.A. of course is either a SAINT or a SINNER depending upon your attitude toward him and his claims. It is easier of course to call a man a SINNER--if you've never met him!!!

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DR. WERNHER VON BRAUN SAID THIS???

Dr. Wernher von Braun, noted rocket expert declared after the second moon shot failure (because the rocket was deflected out of its path): "There are forces in outer space, with origin still unknown to us, which are far stronger than we have assumed. I am not allowed to reveal more at this time, but in a few months we can become more specific. At the present time we are attempting to come in closer connection with these forces."

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Ed. Note--Until I receive further verification this will be treated as a rumor only. This information has gone through a number of sources, and originated with the Swiss Saucer Magazine, "WELTRAUMBOTE". It may be true or it may not. If he actually did make that statement I have no knowledge of it being carried in the Press of the U. S. We would certainly have received a Press Clipping on it, if it had.

If true, it could refer to something else, but also it could easily refer to spacecraft and space-people, spelled out with very cautious and careful wording.

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From the same Swiss publication comes this item about splintered windshields. Remember the cases all over the U.S. a few years back. No logical explanation was ever given.

WINDSHIELDS SPLINTER IN ITALY

For no explainable reason, on one of the large expressways in Northern Italy, near Carrara, at the end of June, 1958, over 200 automobiles reportedly had chipped or splintered windshields. Even the extra thick windshields of buses were broken and several drivers were injured. (Credit THE VISITOR, 14315 Haggerty Road, Belleville, Mich.)

Ed. Note---High frequency sonic vibrations, possibly from the same cause as the SKY QUAKES????

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EX-GOC SUPERVISOR REPORTS UFO OVER MIAMI

April 8, 1959--7:35 p.m., Mrs. Robert Crawford of South Miami saw a greenish-white

object traveling from south to north over Miami. She said it was about 20 times brighter than Venus, had no tail, and was traveling much slower than a meteor. It was in view for 10 to 12 seconds, and was then lost to view behind some trees. She saw it both against clear sky background and in front of clouds.

Mrs. Crawford was for two years the observation post supervisor for the Ground Observer Corps post atop the Merrick Building at the University of Miami. Her husband is Major Robert Crawford (now Reserve Lt. Col.) who wrote the Air Force song, "OFF WE GO-- INTO THE WILD BLUE YONDER," etc."

The night previous to this two UFO's were seen over Miami, brighter than stars, and making a long sweeping curve over Miami. At one time the objects remained stationary for a number of minutes, and then appeared to pulsate, that is move together and then separate and repeated this maneuver several times. The viewers were Earl Linder and Johnnie Nunez, both of Miami.

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UFO SEEN**STRANGE SIGNALS HEARD ON CAR RADIO

Feb. 25 (3 days after unconscious soldier incident and the day following the Killian report). Jim Hobbs Jr., 37, an engineering firm employee at Hobbs, New Mexico, reported to authorities and the press that on Feb. 25th he was driving south of Hobbs on State Route 18. He saw a glowing egg-shaped object and at the same time heard signals on his car radio. When he first saw the object it was 8:45 am, and he was tuning in his car radio. The interference, which ceased when the object disappeared, was a steady succession of two dots and a dash. (Credit APRO, Alamogordo, N. M., and APRG, Seattle, Wash.)