

# SAUCER NEWS

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OFFICIAL PUBLICATION OF THE SAUCER AND UNEXPLAINED CELESTIAL EVENTS RESEARCH SOCIETY

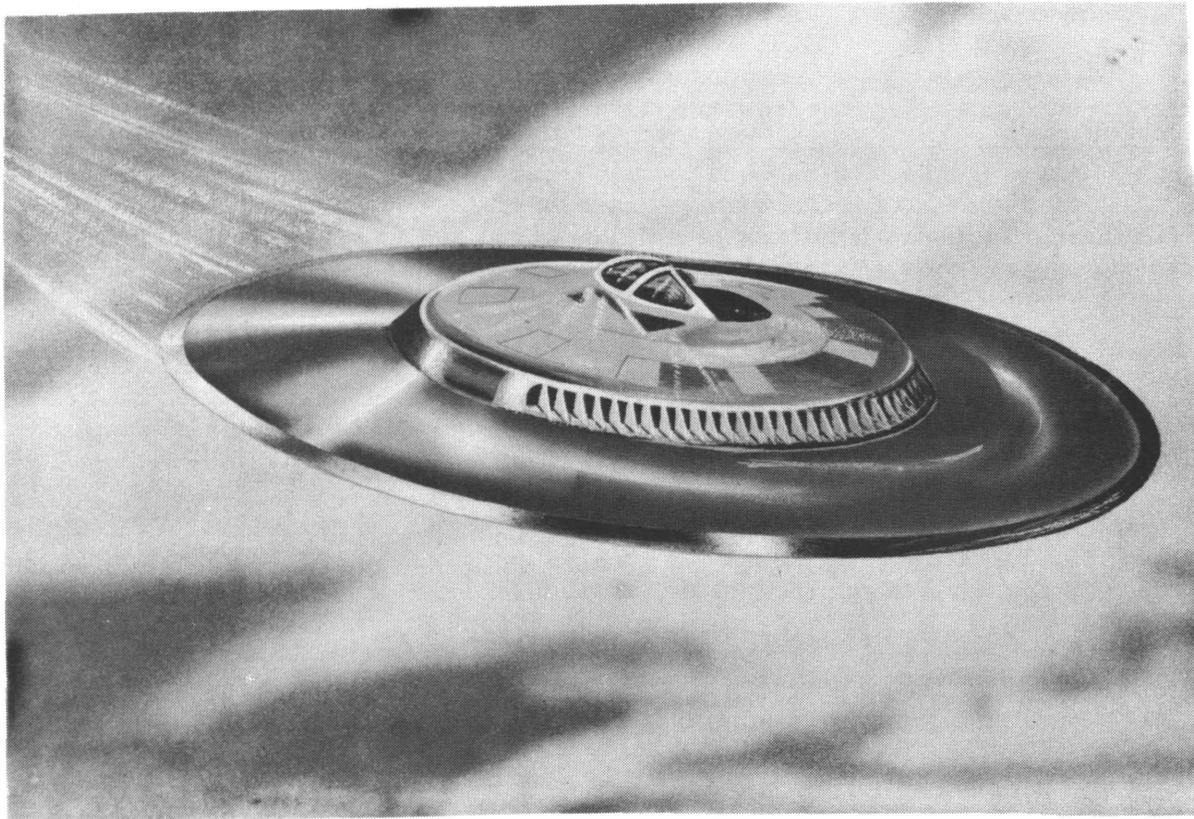
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**MAILING ADDRESS:**

P. O. BOX 163, FORT LEE, N. J.

**EDITOR:**

JAMES W. MOSELEY



### AIR FORCE FLYING SAUCER

The above is an artist's conception of a vertical-rising, disc-shaped aircraft which "could result" from a project now under development for the United States Air Force by Avro, Ltd., of Canada. (Official U. S. Air Force photo, released by the Department of Defense.)

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## EDITORIAL NOTES

**THOUSAND DOLLAR OFFER:** Here is the important announcement we promised in the last issue: As Editor of SAUCER NEWS, James W. Moseley is offering a reward of one thousand dollars to the first person who can furnish him with concrete, material proof that flying saucers are visiting Earth from other planets. This offer is made in good faith, and is frankly aimed at asking those who claim to have witnessed saucer landings to "put up or shut up!"

If the landings reported by Adamski, Fry, Betherum, and others are true, then there must be some valid material evidence available somewhere. If not, then the \$1000 is safe.

No photographic evidence will be accepted. However, to win this reward, it isn't necessary to walk into our office accompanied by a little green man. But we will not accept anything less than concrete proof of a nature acceptable to all rational men. Perhaps someone will come forth with a new kind of metal that is not recognizable by Earth scientists. Or, perhaps not. In any case, if you have any proof which you think might meet our requirements, or if you know of anyone who has such proof, do not hesitate to let us know.

**NEWSLETTER:** As we announced in the October-November issue, we intend to begin publication of a nonscheduled Newsletter, which will be published in addition to the regular issues of SAUCER NEWS. This Newsletter will be sent free of charge to Honorary Members of the S.A.U.C.E.R.S., i.e., those who have been receiving SAUCER NEWS gratis in the past.

For our regular subscribers, there will be an initial charge of \$1.00, for which price they will be put on our special Newsletter mailing list for an indefinite period of time.

This Newsletter will contain information of a nature that is "too hot to handle" in our regular editions of SAUCER NEWS. If you want to get on the "inside" of Saucerdom, and learn the sort of confidential information that ordinarily never reaches the readers of saucer periodicals - then be sure to order the Newsletter if you have not already done so. The first issue will be out shortly.

**QUESTIONNAIRE:** Enclosed with this issue is a questionnaire, the purpose of which is twofold: (1) To obtain our readers' views concerning saucers; and (2) To help us decide how SAUCER NEWS might be improved. If you can spare a three-cent stamp and five minutes of your time, please fill out your questionnaire and return it to us. Unless we receive a substantial number of replies, the results will not be of real value. We urge even those who have expressed their views privately to the Editor by letter, to send in their questionnaires so that they too may be tabulated with the others.

You need not sign your questionnaire, and your name will not be used even if you do. We are only interested in statistics.

The results of this poll will be published in the next issue of SAUCER NEWS.

**THE AIR FORCE SAUCER REPORT:** Anyone who wishes a copy of Air Force Press Release No. 1053-55 (released Oct. 25, 1955) and the attached summary of Project Blue Book Special Report #14, may obtain his or her copy by dropping us a card or letter. There will be no charge to Honorary Members or to subscribers in good standing, as this Report is being given out as a

(Continued to Page 18)

## LETTERS TO THE EDITOR

I wrote the enclosed letter (see below) to several magazines and papers today. If you read French, you should look up the article referred to. There on the first page is a genuine Adamski-type saucer, dome, skirt, and all!.....Naturally the knowledge that the Coanda effect can be used for a silencer or muffler has a strong interest to those who have been puzzled over why saucers are so silent. Life, in its 1952 saucer article, made much of this saucer characteristic. It was the basis, really, of Life's argument that saucers could not be American. It appears that the Coanda effect will result in saucers which have the proper flying and acoustic characteristics. And this article was published before 1939. (French tests reported in the article took place about 1935 or so.)

I came across a reference (in "Jet Propulsion") to a very interesting-sounding article, which I haven't had the opportunity to look up yet. It is "The Orbit Lifetime of the Two New Earth Satellites" by H. B. Ketchum, in Journal of Space Flight, Vol. 7, May 1955, pages 1 to 7.

Editor, Aviation Week  
330 W. 42nd St., New York, N.Y.

Dear Sir:

The recent Air Force announcement that AVRO has a contract to build what looks like a "flying saucer" (Av. Week, Oct. 30, 1955) overlooked one very interesting aspect of this aircraft, related to the Coanda effect on which its operation is based. This was described on pp. 456-465 of the "Proceedings of the Fifth International Congress for Applied Mechanics" (published by John Wiley and Sons, N.Y., 1939.) One significant application of the Coanda Nozzel was its use as a motorcycle engine muffler or silencer. Not only did it silence the exhaust, but the backpressure was less than for free discharge conditions. - This indicates that the AVRO saucer will probably be remarkably silent in operation. This feature is a further example of the astounding prescience of the great number of saucer observers who since 1947 have not only predicted the shape and performance of the AVRO craft, but have also almost invariably remarked on the amazing silence of "saucers" in flight.

Sincerely yours,

"Dr. D." (full name withheld)

To me, the top article in your latest issue is Lonzo Dove's brilliant article debunking Adamski's astronomical idiocies, as outlined in his current "Spaceships" book. Mr. Dove's science is A-1. I don't suppose he meant the debunking to be exhaustive, but there are several more errors throughout the book. For instance, on Page 76, Adamski refers to the billions of stars, etc., and states that they were, to him, flickering and moving in all directions, as fireflies do. No such hap-hazard or rapid movement can ever be discerned. If it were, the positions of the stars in the constellations would be out of joint in a second or two, whereas they have not moved, perceptively, for long ages. Not even the planets dart about like fireflies. Didn't Adamski's publishers have someone check his MS before putting it into print?  
(Name withheld on request)

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## RECENT NEWS

**SAUCERS AND "ANGEL HAIR" AGAIN:** At about 2-30 P.M. on Oct. 27th, a large group of students and teachers at Whitsett High School, in Whitsett N.C., saw a fleet of 10 flying saucers like "silvery steel balls" go by. At the same time a large quantity of "angel hair" floated earthward, and was examined by observers at the High School, who included the school principal, a former Air Force officer. The mysterious fibrous substance was later tested by a laboratory technician in Burlington, who said that the material was not cotton, wool, or any commercial synthetic yarn. He suggested that it might be spider webs or a similar animal material. But a Greensboro biologist examined a sample of the "angel hair" under a microscope and said it was "unlikely" that it was spider webs. At week's end the substance was still unidentified, amid rumors that the Air Force had taken away some of the "angel hair" for an examination of their own.

**25 PEOPLE DISAPPEAR MYSTERIOUSLY FROM YACHT:** A sea mystery as intriguing as the famous Mary Celeste case, was uncovered last Nov. 10th, when a pleasure yacht was found near the Fiji Islands, floating aimlessly, and with no trace whatsoever of the 25 passengers who had been aboard. The yacht had left five weeks previously on a 2-day trip from a nearby harbor. When finally discovered by a passing steamer, the yacht was so flooded that some of its compartments could not be searched. Her funnel had either been blown or washed away, and the ship's log was missing. Among the missing people were several New Zealand government officials and one American.

**TWO FLYING SAUCERS FOUND IN BARN NEAR BALTIMORE, IN 1949:** We are deeply indebted to an anonymous contributor in Wilmington, Del. for the following article from the Atlantic City Press, Aug. 20th, 1949: "The Baltimore Sun tonight quoted an Air Force officer as saying that two battered old aircraft found near here are 'definitely prototypes of the flying saucer.' The Sun quoted the Air Force official as saying that he believes greatly improved models of the two planes found in an abandoned barn are flying now, and are the source of the flying saucer reports of the past two years. State police found the old machines in a barn near Glen Burnie, about 11 miles south of Baltimore. Their inventor, Jonathan E. Caldwell, dropped out of sight about 1941."

The article, as sent to us, is incomplete, and no further information on this incident is known. We will appreciate any additional information on this matter that our readers can supply.

**NEWS BRIEFS:** Major Donald Keyhoe will address the Civilian Saucer Intelligence Group of New York on Dec. 9th. This meeting will be held at the Golden Ballroom of St. Nicholas Arena, at 53 West 66th St., New York. Title of the talk will be "Flying Saucers - Censored". Presumably Major Keyhoe's address will be based on his new book "The Flying Saucer Conspiracy", which is now available at last. Keyhoe's publisher claims that the Air Force delayed release of their 316-page saucer report from May to October, to coincide with a similar delay in publication of "The Flying Saucer Conspiracy". ....A bill introduced last Aug. 2nd in the U.S. House of Representatives, provides for a joint House and Senate Committee which "shall make continuing studies of activities and problems relating to the development of extraterrestrial exploration and travel.".....A New York magazine called "Expose" recently printed the "inside story" as to why Frank Edwards, former Mutual newscaster, was fired by his sponsor several months ago.

## BOOK REVIEW

THE CASE FOR THE UFO by M.K. Jessup (Citadel Press) - Reviewed by Justin Case.

The following is a brief summary of the book:

Mr. Jessup has assembled considerable data on oddities - past events that science has not been able to explain, but which may be attributed to physical action by intelligent beings of some sort. He shows that these oddities may be explained as the actions of space ships near our planet and well within the earth-moon binary planet system.

The falls of objects from space are shown to be dumpings from space contrivances. These objects include large chunks of ice, water containing low forms of aquatic and reptilian life, insects and birds not of local origin, vegetable and animal matter, stones and metal objects obviously of artificial shape, and many strange substances of unknown composition. The disappearances and teleportations of ships' crews, and the disappearance of ships, both sea and air, without a trace, are believed to be the work of space craft. Likewise the fantastic disappearance of individual men within sight and hearing of their companions, and the teleportation of a Phillipine soldier to Mexico are explained. Mysterious tracks in snow and rock are also evidences of visits by space craft.

Most important of all Mr. Jessup's work is his compilation of much astronomical data concerning objects seen in space crossing the sun by astronomers, especially during the years 1877-1887. Their movements indicate intelligent control. Detailed analysis of two such sightings, the first by astronomers Watson and Swift in 1878, and the second by Gould and Bone in 1881, indicate that space ships inhabit the area near the gravitational neutral of the earth-moon-sun system, about 160,000 to 170,000 miles from our planet, about in line with the sun. Mr. Jessup believes these are parent ships that sometimes visit us, but which more frequently send their observational craft to obtain whatever they need from our planet. These craft are what are currently known as UFO's.

Mr. Jessup claims that there was a world-wide civilization before the "Flood" and that the tremendous magalithic stonework of the world could only have been made with the aid of levitating space ships. Great stones were moved and handled, some of over 8,000 tons. Some peculiarities of structure show that one world-wide civilization produced all of them. All this plus some ancient records in the monasteries of Tibet and India that describe wingless aerial craft some 70,000 years ago, convince Mr. Jessup that the UFO's originated here on earth several hundred thousand years ago but later took to dwelling in space; or that they came here from some other planet and planted a civilization of which we are the remnants. In either case they have been with us a very long time. The great frequency of their visits clearly shows they live not on Mars or Venus but less than 200,000 miles away.

This concludes the summary of the book.

Mr. Jessup's views on the antiquity of space ships, stonework, and our civilization, are both speculative and incongruous. We will therefore limit our comments to the existence of the UFO's.

Mr. Jessup presents a good case for the UFO, the best of any writer to date, and as good as can be made in the light of present day knowledge. Let us consider broadly some of the weak and strong points of the book.

For every event there is only one true and accurate report, and any number of untrue, inaccurate reports. The reporters are human, and are so very apt to err, especially in describing unusual phenomena, that

the true report is the exception, not the rule. I cannot accept all the reports of oddities with the same faith as Mr. Jessup does. But I do recognize that something unusual did happen in most cases, and the large number of cases cited by Mr. Jessup is impressive.

So, admittedly strange things have happened. What caused them is another matter. We are ignorant of how many possible explanations there may be, although we can eliminate some. To believe we have proved our case by selecting an explanation that satisfies us is simply to resort to proof by ignorance. This is a very common type of proof, especially in dealing with strange phenomena. But it is simply guesswork, not proof. For example, Mr. Jessup is satisfied that the crew of the ship Marie Celeste were kidnapped by space craft. Yet to me there is another much more plausible explanation for their disappearance.

We can also feel certain that objects seen crossing the sun by astronomers were not all space ships but that many were natural satellites of our own planet. Only those that exhibited erratic motion can be considered as intelligently directed, and therefore possibly space ships. These form a fraction of the number of objects sighted.

There are also a number of strong points in Jessup's case for the UFO; Of the large number of oddities, some could probably have been due to space ships. So also were some of the objects seen by astronomers. And we must bear in mind that we can at best have sighted only a few of the space ships that have visited us.

Jessup's book will be welcomed by all people interested in flying saucers. The ardent believers will find much to satisfy their taste for the sensational and fantastic. The more serious students of saucer phenomena will find a wealth of good material to ponder over and weigh carefully. No doubt they will appreciate most the chapter "Fireballs and Lights" and "Part IV - Astronomy Speaks"; for here Mr. Jessup is on much more solid ground. He is quoting careful observations made by competent people whose reports can be relied on as accurate. Remember that Mr. Jessup's research covered the years prior to 1947, especially the period 1877-1887, which was well before the advent of the airplane and the high altitude balloon. His collection of astronomical data cannot be mistaken for planes and balloons, but must be evidence of the existence of space craft.

Having done such a good job for the period 1877-1887, Mr. Jessup should clinch his case by compiling and analysing data on strange objects seen in the sky by astronomers during the past ten years. Let's hope he does it soon.

#### WHAT ON EARTH WERE THEY?

- by Harold T. Wilkins -

What are the following phenomena, which, in one case, has been described by the well-known authority on meteoritics, Dr. Lincoln LaPaz, as "utterly fantastic", and, in other cases, appear to be cosmic phenomena of a very unusual nature?

One thing is certain: They were not pretty "little men", nor taller "angels" from Venus or Mars; nor will their record here aid myself or anyone else in selling to the public any book of hoaxes, such as the one written by a certain "truthful gentleman" of cinematic notoriety, who claimed that he was "persecuted" when True Magazine forced him to confess himself to be a hoaxer.

On May 1, 1954, what was described as a "brilliant red

hemisphere" suddenly shot out of the ground and bowled over a car driven by one James Fuller of Clarkstone, Utah. In seven or eight seconds the object violently exploded, shaking places, cars, and buildings over an area of about 200 square miles. This explosion created an earth tremor, felt by many persons. The phenomenon left an eight-foot crater, and caused artesian water to well up. Drills, electric drags, and magnets failed to find any metal or fragments of a meteorite. There was no odor of an ordinary explosion, and a Geiger counter failed to reveal anything significant. It was not dynamite, nor does the size of the crater fit in with the tremendous concussion of the phenomenon. This red thing was seen only at ground level. It was almost calculated to make the late Brigham Young, or almost any Mormon elder, turn in his grave!

I ask one question: Is it the same as, or similar to, the phenomenon of the red ball, which, on a January night in 1952, hit a tank at Tucumcari, New Mexico, releasing 750,000 gallons of water, and destroying twenty buildings? (See page 273 of my book "Flying Saucers on the Attack"). If so, was this and the other red hemisphere what is called contra-terrene matter, i.e., matter of another order than we know on earth? Whatever it was, we can hardly conclude that whoever or whatever released these objects on us, did so because it or they desire most ardently to help our poor earth to evade the consequences of blasting our thermo-nuclear and thermo-fusion bombs! On the contrary, whoever or whatever was responsible for these explosions, most certainly is not interested in improving life on our earth. Of this we can be quite sure!

What was the bright red phenomenon which I myself saw at 6-30 A.M. on July 23, 1954, half an hour after high-flying British Royal Air Force jets had departed from very high overhead? The object's altitude was about 500 feet, it was in level flight, and its speed was somewhat more than that of a jet. It was not a long-range guided missile. The object's course was from the vicinity of the Thames estuary, and probably over the North Sea, well south of London, toward midland or western England. There was a complete silence of the press concerning the incident, and of the Royal Air Force, on whose radarscopes, twelve miles away from me, at Biggin Hill Airport, Kent, it was certainly recorded. The Air Force's silence was as complete as that of the London Daily Mail and News-Chronicle whose public-spirited and intrepid news editors ignored the letter I sent to them, the same morning.

A month later this or an identical object was seen high in the sky over Evreux-sur-Seine, France; and a month after that, it startled all Rome, Italy, and coasted all up the west of Italy, being followed by radarscopes.

What, again, was this? At 9-45 P.M. on January 1st 1955, there was seen by three people on the ferry in Sydney harbor, New South Wales, a circular luminous cloud abnormally persistent in shape and position. It moved slowly to the right and down, and then vanished. Then, a minute later, another cloud appeared, brighter at the top, and bell-shaped, which, after a slow movement to the right, separated into four ovoids. They moved slowly to the right, and vanished. Then there appeared a third cloud, which became luminous, and seemed to condense into two ovoids, which vanished in a second or two. I do not think that, as the moon was shining all the time, the phenomena were made visible merely by lunar radiation. The objects vanished while the moon still shone.

Are these above-described objects the type of phenomena called "fourth dimensional", a term which merely confesses our total ignorance? Or, what are they? What purpose do they serve? Whence come the phenomena? Your guess, reader, is as good as mine. I have no revelations to offer - at least, not yet!

## THE "LITTLE PEOPLE" CASE FOR THE UFO

- by M. K. Jessup -

Regardless of what the Air Force says or does, we still have a good case for the UFO. In "The Case for the UFO", I showed that saucers in space, and spatial intelligence, were rather to be expected than unexpected. I did this through purely deductive reasoning and on evidence that some readers called circumstantial. I have not changed my mind, and I wish to point out that there is no appreciable overlap between the data which I used and that which the omniscient Air Force used as a basis for a wholly unwarranted negative statement. In that event there cannot be any conflict between my working hypothesis and the conclusions of the Air Force, since they do not share a common basis of fact.

I do not deny that there may be, as the Editor of SAUCER NEWS suggests, many events and sightings explainable as the result of government experimentation, but I believe he in turn would agree with me that there are a lot that cannot be so explained. So, as is often the case, the issue may well be confused by failure to recognize that several things are going on at the same time, and that each set of interwoven circumstances has to have its own explanation. The trick is to sort the symptoms before attempting a diagnosis.

An example of this sort of mess is the centuries-old debate on the formation of lunar craters. One school screams "Volcano", and their opponents yell "Meteor impact". The plain fact is that both causes are interwoven into a tangled net, and both sides are right in part. Each makes the mistake of claiming 100% accuracy.

Nobody has given much thought to a third cause of some of these small craters: Intelligent construction. But, where do the craters and "Bowler Hats" come from, when they suddenly appear on the Moon? - one called Hyginus-N, for example? I have a whole chapter on this crater alone, in my next book "The Expanding Case for the UFO". So before John Pitt and yours truly get into another scrimmage, let's sort the evidence: Frankly (and the Air Force notwithstanding), my research since writing "The Case" has disclosed to me a most awesome vista of the history of Man, and of UFO activity. In "The Case", I thought that I had run the gamut of common denominators. I was wrong. The breadth of circumstance underwriting the UFO is as broad and comprehensive as the history of Humanity - and I believe it is broader. Much broader, possibly.

Also, the Editor tells me that there will be a review of "The Case" in the same issue with this article. I have even been warned that the writer of the review takes issue with me on some points. So what? Am I supposed to be shocked? If nobody disagreed with my timorous hypotheses, I wouldn't have said anything new, would I? For instance, it has been said that I go too far in assuming that the massive stone work of the world was placed by levitation. It COULD have been placed with unlimited manpower and clever use of ropes, levers, rollers, etc. Maybe it could - in a single instance, although it is doubtful as to Baalbek, and the 8500 ton rock at Tiahuanaco. But the overwhelming number of such instances scattered all over the world, coupled with some other minor clues, make it unlikely that everybody, everywhere, developed this knack simultaneously and independently. Still, I concede the POSSIBILITY, in single instances. Any single instance is an indication, and not necessarily a proof; but an infinitude of indications is tantamount to proof. Nobody has proved, for example, the steller evolutionary sequence as indicated by arranging spectra in a logical trend, but thousands of examples fall into the logical pattern, and even over-cautious astronomers accept the conclusions.

Now, about "little people": "The Expanding Case for the UFO" will greatly stress and amplify the part played by "little people" - pygmies - in a development spanning 35,000,000 years of terrestrial history. No, I cannot PROVE it, but the theory fits, all along the line. One quarter of "The Expanding Case" will be devoted to "little people". They were here, as a fully developed race, in tertiary times, when the coal beds were forming. If at any time (or times) they spontaneously developed a civilization lasting 10,000 years, this would have been 1/3500th of the life span of their race, and such an upsurge could have happened and been wiped out 25,000,000 years ago. The pygmies of today are related to no other race, not even their immediate neighbors. Some of them speak a language that cannot be associated with any known tongue. They are scattered over the Earth in isolated tribes, with no indication of how they got there unless by aerial transport. Little people built Sacsahuaman's intramountain tunnels and caverns. Little people seem to have built the Great Pyramid. Little people built Zimbabwe. Little people - the picts and gnomes - inhabited Britain. Little people built caverns in Europe, too small for normal humans. Throughout the world little people have left traditions and legends of "supernatural powers" - magic, if you will. Many of the extremely ancient artifacts from coal beds and rock quarries, and even falling from space, are small and delicate as if made by little hands. Some of the pygmies have a god called Puluga, who is supposed to live in the sky in a stone mansion and to have a green wife! Some of the pygmies have a god who comes to Earth in a controlled storm cloud.

If pygmies, in a pre-cataclysmic civilization, invented or discovered levitation and space flight, and took to space for any reason, there is considerable evidence that they are now returning, and they do not like what they find. Certainly there are too many reports of "little people" associated with UFO's to be brushed off. In the 13th Chapter of St. Mark, Jesus says that the Son of Man will return as a glorious shining power, through the clouds. Is the descendant, or son, of Man a race of pygmies - returning from a far journey? If so, where did they go? Where have they been? Why are they returning? - The 13th Chapter of St. Mark is very interesting to "Ufology", i.e., the study of flying saucers.

#### NEWS BRIEFS

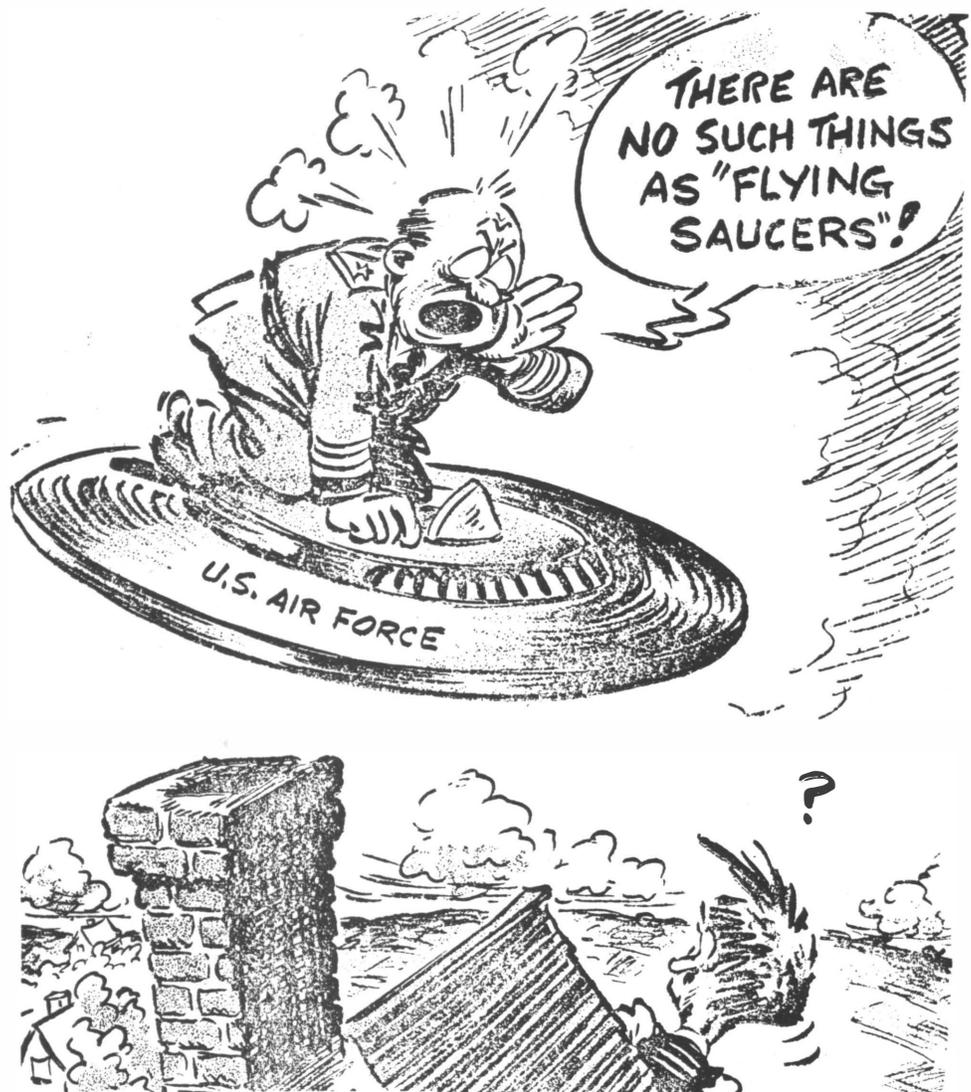
The National Geographic Society reported on about Oct. 7th that a vast new blue-green area, believed to be living vegetation, has been observed on the surface of Mars. The discovery of this 200,000 square mile area is rated as "the greatest change in Martian geography since the planet was first mapped 125 years ago....The most fascinating divorce case in the history of American law has recently been revealed: Truman Betherum, author of "Aboard a Flying Saucer", claims in his book to have had frequent meetings with a beautiful space woman named Ora Rhanes. Now Betherum's wife is suing for divorce, and naming the attractive flying saucer captain as co-respondent. ....A news dispatch from Benton Harbor, Michigan, dated Sept. 27th, states that author George Adamski was stricken with a heart attack in that town just before he was to give a saucer lecture there. No confirmation of this report is available yet...A Medina, Ohio newspaper reported on Oct. 21st that a local saucer enthusiast named Joe Leatherman found a "curious piece of metal" after a "fleet of space ships" flew by. The metal was believed to be part of one of the saucers, and was found in the general area over which the saucers had passed. The object is about one inch in diameter and appears to be a finely-machined aircraft component. It is being analysed locally....Harold T. Wilkins' new book "Flying Saucers Uncensored" is just out.

Summary, Notes and Comments on  
PROJECT BLUE BOOK SPECIAL REPORT NO. 14  
(The Air Force Report of May 5, 1955)

- by Justin Case and James W. Moseley -

On October 25th, 1955, the Air Force issued Press Release No. 1053-55, giving out the results of their eight-year investigation of unidentified aerial objects. They stated that "no evidence of the existence of the popularly-termed 'flying saucers' was found." The release quoted Secretary of the Air Force Donald A. Quarles as saying that "no objects such as those popularly described as flying saucers have overflowed the United States." However, he said "we are now entering a period of aviation technology in which aircraft of unusual configuration and flight characteristics will begin to appear." The Air Force and other Armed Services have unusual aircraft under development, one of which "could result in disc-shaped aircraft similar to the popular concept of a flying saucer." But these strange craft "should not be regarded as supra-natural or mysterious." "They will still obey natural law" and "they will still be manned by normal terrestrial airmen." He said "other countries have the capability of developing" such aircraft, but that "we are satisfied at this time that none of the sightings of so-called flying saucers reported in this country were in fact aircraft of foreign origin."

The press release contained a summary taken directly from the report. This report is 316 pages long, and can be examined at the Office of Public Information, Department of Defense, at the Pentagon Building in Washington D. C. Here is a brief summary of this report, made from a direct study of the document itself, in order to see how the Air Force arrived at their conclusions. The report is dated



May 5th, 1955. Its title is "Analysis of Reports of Unidentified Aerial Objects", Project No. 10073 - Project Blue Book Special Report No. 14.

From July 1947 to December 1952 the Air Force received approximately 4000 reports. These reports consisted of impressions and interpretations of apparently unexplainable events and seldom contained reliable measurements of physical characteristics. First the Air Force eliminated 800 reports that were contradictory or too vague, and another 1000 were found to be reports of objects previously reported by others. That left 2200 reports of 2200 objects, of which they were able to identify 1766 as Knowns (balloons, aircraft, astronomical phenomena, etc.), leaving 434 as Unknowns. The Unknowns are defined as objects whose descriptions and maneuvers could not be fitted to the pattern of any known object or phenomenon.

Data from these 2200 sightings were tabulated in a multitude of different ways, but no pattern or trends could be found from which anything definite could be learned. Then they grouped the Knowns into six characteristics of Color, Number of Objects, Shape, Duration of Observation, Speed, and Light Brightness, and did the same with the Unknowns. If the percentage distribution for each group in each characteristic was the same for the Unknowns and the Knowns, then there was a good possibility that the Unknowns were no different than the Knowns. This comparison was made by Mirror Graphs, and it looked close in five out of the six characteristics; but the Air Force decided to check this by a statistical method called the "Chi Square". The "Chi Square" method neither confirmed nor denied that the Unknowns were the same as the Knowns.

Another approach was tried. They separated the 434 Unknowns into 186 daylight sightings and 248 night sightings. A re-evaluation of the 186 day sightings and 5 selected night sightings showed that about 80 could possibly be balloons, aircraft, and other conventional objects. Of the remaining 111 sightings, 20 were definitely not of familiar objects, and the remaining 91 were classed as Unknown merely because they were reported to perform maneuvers that could not be ascribed to any known object. These maneuvers had been observed visually and the possibilities for inaccuracies are great because of the inability of the observer to estimate visually the size, distance and speed. Considering this and the results of the "Chi Square" test, they concluded that the majority of these Unknowns could easily have been familiar objects, but that it was impossible to be certain of this.

Out of 434 Unknowns, only 12 were sighted at close enough range to be described in detail. (Only two of these cases are well known to the public: the Chiles-Whitted and the Pittsburg Kansas sightings.) But some of these 12 sightings were unreliable, and no model of a flying saucer could be deduced from these 12 reports.

Therefore, the Air Force concluded that "it can never be proven that flying saucers do not exist" but that "it is considered to be highly improbable that any of the reports of unidentified aerial objects examined in this study represent observations of technological developments outside the range of present-day scientific knowledge", because:

A. There is no pattern or trend shown by the data on all object sightings.

B. There is no group of Unknowns for which the observed characteristics were the same.

C. No typical saucer could be derived from the close-range observations.

D. No physical material has ever been obtained from any unidentified aerial object.

The Air Force investigated 425 sightings in 1953, 429

in 1954, and 131 in 1955 up to May 5th, in the same manner. This resulted in the same conclusions. Improved methods of reporting sightings, and the prompt investigation, beginning September 1954, by Air Intelligence Service Squadrons whose units were so deployed as to arrive on the spot shortly after receiving a report, have reduced the Unknowns to only 3% of the total objects sighted in 1955.

This concludes the summary of the Air Force report. - The report contains about 60 pages of reading matter, 38 pages of charts and graphs, and the remaining 218 pages contain 240 tables and some miscellaneous material. The document represents a tremendous amount of work by the Air Force Technical Intelligence Center and their panel of consultants.

#### Comments by Justin Case

This report is not easy to read or to understand. It was written by someone who avoided the use of plain, simple words, but preferred to use language whose meaning could be interpreted in a number of different ways. The above summary of the report uses the same language as much as possible in order to convey the same impressions as the report sought to convey. Therefore both the summary of the press release and the summary of the report should be read several times, slowly, to try to get the full import of the words.

From the above summaries it appears that the Air Force is saying to us "there are no such things as flying saucers, but we now have aircraft on hand and on order, that look and act like flying saucers." This is a confusing statement, so we have to make a careful study of both summaries to see what it means.

The first thing to notice is that the press release concludes that flying saucers do not exist. But the report concludes that they can't prove flying saucers do not exist, and that it is highly improbable that they are something beyond our present-day knowledge. These two conclusions are not the same, and the one in the report can be interpreted in several different ways. This makes room for wide speculation.

The next thing to notice is that this is a statistical report, and if there is a lack of statistics, there can be no definite conclusion. Perhaps the Air Force has brought about this lack of statistics by brushing aside all but 5 of the 248 Unknown night sightings and by dismissing all but 20 of the 186 Unknown daytime sightings as being probably familiar objects or simply inaccurate reports. That way there is little on which to base a conclusion.

There is also the general vagueness of the language of the report, which leads to many different possible interpretations. We can therefore make these three interpretations of the press release and the report:

A. That flying saucers are secret U. S. developments which we will now be seeing much more frequently. That seems to be what the Air Force is seeking to imply, but is careful not to say. If they are secret, the Air Force is entitled to be secretive about them and even to deceive us about them. But if they are secret, why spend such a tremendous amount of work on a 316-page report to tell us they don't exist but we'll be seeing things like them very often, soon? How does the Air Force explain the many sightings of similar objects in other parts of the world? Surely our government would not trust such secret craft outside our own boundaries. Nor would we send up planes to intercept them or engage in dog fights with them. Nor would we allow them to create hazards by flying in crowded commercial air lanes. Therefore, it is somewhat difficult to believe saucers are a secret U.S. development.

B. That flying saucers are merely misinterpretations of ordinary objects known to present-day science. You can interpret the conclusion in the report that way. But what ordinary object was the metallic object that Captain Mantell chased, or the small light with which Lt. Gorman had a 20-minute dog fight, or the large wingless craft seen by Chiles and Whitted, or the metallic object at which Lloyd Booth shot after it hovered 75 feet over him for 25 minutes in Conway, S.C.; or the thin 8-inch disc that flew between Lt. Brigham and his companion plane over North Japan? And what ordinary objects were those in the 40 reports made by experienced and reliable observers, and which the Air Force gave to Donald Keyhoe, and which are quoted in his book "Flying Saucers from Outer Space"? There is nothing in this Air Force report to explain what these ordinary objects were.

C. That flying saucers are in some way connected with intelligent visitors from space. The Air Force doesn't believe this, or is not sure, or is concealing this from us for very good reasons. But nevertheless they and other Armed Forces are doing their best to develop aircraft that can fly like flying saucers. This still seems to be a logical interpretation you can make from the report, because space flight is not "outside the range of present-day scientific knowledge." The general vagueness of the language of the report, and the casual way the Air Force dismisses all but 20 out of the 434 Unknowns, all of which they had previously classed as certain, indicates that this may be the correct interpretation.

But regardless of what interpretation each one of us makes, let us bear in mind that the Air Force knows far more about flying saucers than the great "saucerers" in England and southern California will ever know. They have had the services of our best scientists to help them. Whatever they have done with the results of their investigation has been in the best interests of our country. In their position they are much more competent than we are to decide what these best interests are. For us to think otherwise is to do a grave injustice to a branch of our government to whose bravery, intelligence and ability we partly owe our freedom, our safety, and even our lives. We can think what we please about flying saucers, but let us do so with full appreciation of the knowledge and responsibilities we have entrusted to our Air Force.

In view of all the uncertainties, let us not throw away our records and forget everything we have read about flying saucers. Let us continue our studies of this most interesting mystery, and some day, sooner or later, we are bound to learn the true answer.

It is worth noting that in their evaluation of the sightings to separate the reliable from the unreliable ones, the Air Force used substantially the same methods that were described in the article "How to Evaluate Reports of UFO Sightings" in the April 1955 NEXUS.

It is also worth noting that there is nothing in the Air Force report to show they paid any attention to the great authorities on flying saucers in southern California and England. For this we are not ungrateful.

#### Further Comments, by James W. Moseley

At least one thing appears certain in view of the new Air Force report: It can no longer be said that the Air Force has not made a thorough and honest attempt to solve the Saucer Mystery. No one who has read the technical details of the Report, and seen its hundreds of complex charts and graphs, can possibly deny that this Report represents a painstaking effort on the part of the Wright Field research team and its consultants. Every mis-

take in technique and improvement in procedure is duly mentioned in the Report, though these mistakes could as easily have been omitted.

I therefore think that we can entirely throw out the idea that the Air Force possesses any proof that saucers are interplanetary, and are hiding this proof from the public. Still present is the possibility that the Air Force suspects some of the saucers could be interplanetary; but if they were subtly trying to prepare the public for this eventuality, as some saucer researchers claim, then there would be some open hint of this in the Report - and there definitely is not. The only open hints in the Report are to the effect that saucers, if they exist at all, are not foreign aircraft nor are they from Space. Though these hints may be subject to other interpretations as well, let us consider the following statements from the Report:

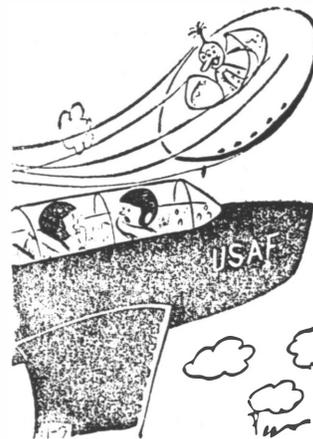
From the Summary: "Analysis of the.....data.....consisted of....an attempt to determine the probability that any of the Unknowns represent observations of technological developments not known in this country.....On the basis of this evaluation of information, it is considered to be highly improbable that reports of unidentified aerial objects examined in this study represent observations of technological developments outside the range of present-day scientific knowledge." (Italics mine.)

Again from the Summary: "Reports of unidentified aerial objects...have been received....since mid-1947.....There was no evidence that the unexplained reports of unidentified objects constituted a threat to the security of the United States." Why did the Air Force feel so certain, from the beginning, that there was no threat to our security?

From the Report itself: "Shape: There is a high percentage of Unknowns in the rocket-aircraft-shape classification." (This indicates to me that these particular Unknowns could have been solved, had all information on flight routes of rocket-shaped aircraft been made available to the investigators.) - Also: "There were a very few (of the Unknowns) that would have been identified as guided missiles or rockets, but that were not so identified because of the geographical location in which they were seen." (Italics mine.) Does this not show that these particular sightings could have been solved except that the investigators did not know, or the public is not supposed to know, that guided missiles fly in many strange places?

Again, in another section of the Report, we read: "A critical examination of the important characteristics of sightings, plus an intensive study of the sightings evaluated as Unknown, led to the conclusion that a combination of factors, principally...the unavailability of supplemental data such as aircraft flight plans.....resulted in the failure to identify as Known most of the reports of objects classified as Unknowns."

I am not suggesting that all saucer phenomena otherwise unidentified are necessarily U. S. devices. But I do insist that this new Air Force Report makes it more clear than ever that the vast majority of recent and current sightings are of U. S. craft rather than space ships or aircraft of foreign origin.



"The Air Force says there are no flying saucers! Let's file our report with the Marines!"

The Air Force's Twelve Best Unexplained Sightings

The Air Force Report states that out of the 434 object sightings that were identified as Unknowns by the data reduction process, there were only 12 (through 1952) that were described with sufficient detail that they could be used in an attempt to derive a model of a flying saucer. The following is the Air Force's summary of the 12 good Unknown sightings.

(Editor's Note: In the Report, a good drawing accompanies all of these sightings. The wording of the text below is exactly as in the Report. I have added the additional information in parentheses, as the location of sightings and the names of the sighters are still classified by the Air Force, and are therefore not included in the Report.)

Case I: Two men employed by a rug-cleaning firm were driving across a bridge at 0955 hours on July 29, 1948, when they saw an object glide across the road a few hundred feet in front of them. It was shiny and metallic in construction, about 6 to 8 feet long and 2 feet wide. It was in a flat glide path at an altitude of about 30 feet and in a moderate turn to the left. It was seen for only a few seconds, and apparently went down in a wooded area, although no trace of it was found.

Case II: A naval aviation student, his wife, and several others were at a drive-in movie from 2115 to 2240 hours on April 20, 1952, during which time they saw several groups of objects fly over. There were from two to nine objects in a group and there were about 20 groups. The groups of objects flew in a straight line except for some changes in direction accomplished in a manner like any standard aircraft turn.

The objects were shaped like conventional aircraft. The unaccountable feature of the objects was that each had a red glow surrounding it and was glowing itself, although it was a cloudless night. (This incident occurred in Flint, Michigan.)

Case III: Two tower operators sighted a light over a city airport at 2020 hours on January 20, 1951. Since a commercial plane was taking off at this time, the pilots were asked to investigate this light. They observed it at 2026 hours. According to them, it flew abreast of them at a greater radius as they made their climbing turn, during which time it blinked some lights which looked like running lights. While the observing plane was still in its climbing turn, the object made a turn toward the plane and flew across its nose. As the two men turned their heads to watch it, it instantly appeared on their other side flying in the same direction as they were flying, and then in 2 or 3 seconds it slipped under them, and they did not see it again. Total time of the observation was not stated. In appearance, it was like an airplane with a cigar-shaped body and straight wings, somewhat larger than a B-29. No engine nacelles were observed on the wings. (A cross-check with Major Keyhoe's book "Flying Saucers from Outer Space" reveals that the pilot involved in this sighting was Captain Laurence W. Vinther of Mid-Continent Airlines. The copilot is not named. The airport was at Sioux City, Iowa.)

Case IV: A part-time farmer and a hired hand were curing tobacco at midnight on July 19, 1952, when they looked up and saw two cigar-shaped objects. One hovered while the other moved up to the east and came back, at which time both ascended until out of sight. Duration of the observation was 3 to 4 minutes. Both had an exhaust at one end, and neither had protrusions of any kind. It was stated that they appeared to be transparent and were illuminated from the inside.

Case V: A pilot and copilot were flying a DC-3 at 0340

hours on July 24, 1948, when they saw an object coming toward them. It passed to the right and slightly above them, at which time it went into a steep climb and was lost from sight in some clouds. Duration of the observation was about 10 seconds. One passenger was able to catch a flash of light as the object passed. The object seemed powered by rocket or jet motors shooting a trail of fire some 50 feet to the rear of the object. The object had no wings or protrusions and had two rows of lighted windows. (This is the well-known Chiles-Whitted sighting. The object was seen near Montgomery, Alabama, on an Eastern Airlines flight from Atlanta to Boston. The pilots were Clarence S. Chiles and John B. Whitted. The passenger was Clarence McKelvie of Columbus, Ohio, who is the Assistant Managing Editor of the American Education Press in Columbus.

Case VI: An instrument technician, while driving from a large city toward an Air Force base on December 22, 1952, saw an object from his car at 1930 hours. He stopped his car to watch it. It suddenly moved up toward the zenith in spurts from right to left at an angle of about 45 degrees. It then moved off in level flight at a high rate of speed, during which maneuver it appeared white most of the time, but apparently rolled three times showing a red side. About halfway through its roll it showed no light at all. It finally assumed a position to the south of the planet Jupiter at a high altitude, at which position it darted back and forth, left and right alternately. Total time of the observation was 15 minutes. Apparently the observer just stopped watching the object.

Case VII: A Flight Sergeant saw an object over an Air Force base in Korea at 0842 hours on June 6, 1952. The object flew in a series of spinning and tumbling actions. It was on an erratic course, first flying level, then stopping momentarily, shooting straight up, flying level and again tumbling, then changing course and disappearing into the sun. At one time an F-86 passed between the observer and the object. He pointed it out to another man who saw it as it maneuvered near the sun.

Case VIII: An electrician was standing by the bathroom window of his home, facing west, at 0825 hours on July 31, 1948, when he first sighted an object. He ran to his kitchen where he pointed out the object to his wife. Total time in sight was approximately 10 seconds, during which the object flew on a straight and level course from horizon to horizon, west to east.

Case IX: A farmer and his two sons, aged 8 and 10, were at his fishing camp on August 13, 1947. At about 1300 hours, he went to look for the boys, having sent them to the river for some tape from his boat. He noticed an object about 300 feet away, 75 feet above the ground. He saw it against the background of the canyon wall which was 400 feet high at this point. It was hedge hopping, following the contour of the ground, was sky blue, about 20 feet in diameter and 10 feet thick, and had pods on the side from which flames were shooting out. It made a swishing sound. The observer stated that the trees were highly agitated by the craft as it passed over. His two sons also observed the object. No one saw the object more than a few seconds. (A cross-check with Major Keyhoe's book "The Flying Saucers Are Real" reveals that this incident occurred at Twin Falls, Idaho. At Salmon Dam, Idaho, the same day, two miners saw two similar objects at a considerable distance away from them.)

Case X: An employee in the supersonic laboratory of an aeronautical laboratory and some other employees of this lab, were by a river,  $2\frac{1}{2}$  miles from its mouth, when they saw an object. The time was 1700 hours on May 24, 1949. The object was reflecting sunlight when observed by naked eye. However, he then looked at it with 8-power binoculars, at which time there was no glare. It was of metallic construction and was seen with good enough reso-

lution to show that the skin was dirty. It moved off in horizontal flight at a gradually increasing rate of speed, until it seemed to approach the speed of a jet before it disappeared. No propulsion was apparent. Time of observation was  $2\frac{1}{2}$  to 3 minutes.

Case XI: On March 20, 1950, a Reserve Air Force Captain and an airlines Captain were flying a commercial airlines flight. At 21-26, the airline Captain directed the attention of the Reserve Air Force Captain to an object which apparently was flying at high speed, approaching the airliner on a north heading. The Reserve Air Force Captain focused his attention on the object. Both crew members watched it as it passed in front of them and went out of sight to the right. The observation, which lasted about 25 to 35 seconds, occurred about 15 miles north of a medium-sized city. When the object passed in front of the airliner, it was not more than  $\frac{1}{2}$  mile distant and at an altitude of about 1000 feet higher than the airliner.

The object appeared to be circular, with a diameter of approximately 100 feet and with a vertical height considerably less than the diameter, giving the object a disc-like shape. In the top center was a light which was blinking at an estimated 3 flashes per second. This light was so brilliant that it would have been impossible to look at it continuously had it not been blinking. This light could be seen only when the object was approaching and after it had passed the airliner. When the object passed in front of the observers, the bottom side was visible. The bottom side appeared to have 9 to 12 symmetrical oval or circular portholes located in a circle approximately  $\frac{3}{4}$  of the distance from the center to the outer edge. Through these portholes came a soft purple light about the shade of aircraft fluorescent lights. The object was traveling in a straight line without spinning. Considering the visibility, the length of time the object was in sight, and the distance from the object, the Reserve Air Force Captain estimates the speed to be in excess of 1000 mph. (A check with Kenneth Arnold's book "The Coming of the Saucers" shows that this sighting was made by Captain Jack Adams and copilot G.W. Anderson, Jr., of the Chicago and Southern Airlines, near Little Rock Arkansas, en route from Memphis to Little Rock.)

Case XII: At 0535 on the morning of August 25, 1952, a musician for a radio station was driving to work from his home when he noticed an object hovering 10 feet above a field near the road along which he was driving. As he came abreast of the object, he stopped his car and got out to watch. Having an artificial leg, he could not leave the road, since the surrounding terrain was rough. However, he was within about 100 yards of it at the point he was standing on the road. The object was not absolutely still, but seemed to rock slightly as it hovered. When he turned off the motor of his car, he could hear a deep throbbing sound coming from the object. As he got out of the car, the object began a vertical ascent with a sound similar to "a large covey of quail starting to fly at one time." The object ascended vertically through broken clouds until out of sight. His view was not obscured by clouds. The observer states that the vegetation was blown about by the object when it was near the ground.

Description of the object is as follows:

It was about 75 feet long, 45 feet wide, and 15 feet thick, shaped like two oval meat platters placed together. It was a dull aluminum color, and had a smooth surface. A medium-blue continuous light shone through the one window in the front section. The head and shoulders of one man, sitting motionless, facing the forward edge of the object, were visible. In the midsection of the object were several windows extending from the top to the rear edge of the object. The midsection of the ship had a blue light which gradually changed to different shades. There was a large amount of activity

and movement in the midsection that could not be identified as either human or mechanical, although it did not have a regular pattern of movement. There were no windows, doors or portholes, vents, seams, etc., visible to the observer in the rear section of the object or under the object (viewed at time of ascent). Another identifiable feature was a series of propellers 6 to 12 inches in diameter spaced closely together along the outer edge of the object. These propellers were mounted on a bracket so that they revolved in a horizontal plane along the edge of the object. The propellers were revolving at a high rate of speed.

Investigation of the area soon afterwards showed some evidence of vegetation being blown around. An examination of grass and soil samples taken indicated nothing unusual. Reliability of the observer was considered good. (This sighting was made in Pittsburg, Kansas, by William Squires. I interviewed Squires personally in 1953, and found his story worth taking very seriously.)

#### EDITORIAL NOTES (Continued from Page 2)

special service of the S.A.U.C.E.R.S. - Or, if you wish, you may write instead to: Department of Defense, Office of Public Information, Washington 25, D.C.

**MATERIAL AND ADS WANTED:** Our supply of worthwhile material for future issues is always encouraging, but we are nevertheless glad to receive contributions from readers. We prefer articles which present new approaches to the subject of saucers, or which offer factual data not yet published elsewhere. Anyone writing for SAUCER NEWS is perfectly free to express his own opinions, regardless of whether or not these opinions coincide with those of the Editors.

We are also interested in handling more advertising. Our rates are: Fifty cents per line; \$5.00 for half a page (27 lines); and \$10 for a full page ad. Our present circulation is slightly under 2,200. Ads for the February-March issue must reach us not later than January 15th.

**BACK ISSUES:** A good supply is still available of the February, March, April, and May issues of NEXUS (former name for SAUCER NEWS). We also have a few copies left of the August-September and October-November SAUCER NEWS. Any of these back issues may be obtained for the price of 35 cents each, or four for one dollar.

**ABOUT THE NEXT ISSUE:** The February-March issue of SAUCER NEWS will contain articles by Justin Case and John Pitt, among others. It will also include an article by the Editor, entitled "The Bender Story". Old-timers in the saucer investigation have probably heard of Al Bender, former head of a large flying saucer club, who closed down his club under very mysterious circumstances. Newcomers to the field of saucer research will find the information in this article entirely new; and we can practically guarantee that all saucer enthusiasts, new and old, will find "The Bender Story" extremely interesting, as it concerns one of the strangest, most intriguing saucer incidents of the past few years. DON'T MISS IT!

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