

# 'SAUCERS'

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FLYING SAUCER OVER ARCADIA? (Story page 16)

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## A Scientist's Approach:

### UNUSUAL AERIAL PHENOMENA

By J. A. HYNEK

(Editor's Note — The following is reproduced by permission of the Journal of the Optical Society of America, published by the American Institute of Physics. Although this article was written some years back (received by the Journal December 22, 1952, and published in their following April issue), we feel that it may be as timely and important—if not more so—today than when it was written. Dr. J. Allen Hynek, as many of our readers shall recall, was in close cooperation with the Air Force's initial UFO investigative bodies, Project Sign and Project Grudge. Dr. Hynek is presently Associate Director of the Satellite Tracking Program for the Smithsonian Astrophysical Observatory.)

\* \* \*

PERHAPS THE MOST BIZARRE PHENOMENON of our times is the continued popular interest in flying saucers. The term flying saucer, of course, dates back to the treatment by the press of the now famous triggering incident of June 24, 1947, another date which might well be said to live in infamy, when a lone pilot, Mr. Arnold, reported "nine peculiar-looking aircraft" without tails, which flew in a chain-like line and "swerved in and out of the high mountain peaks." The unfortunate newspaper term, flying saucer, as you well know, captured both the press and the public imagination. One can speculate as to the turn of events, and the amount of newsprint that might have been conserved, had Mr. Arnold decided to stay on the ground that day!

Nevertheless, in the past five years, flying saucer has become a standard term in our language, with about as broad a definition as it has been the lot of any term to carry. We can define a flying saucer as any aerial phenomena or sighting that remains unexplained to the viewer at least long enough for him to write a report about it. Lest anyone misunderstand what shall be meant by "flying saucers" in this paper, this definition must be emphasized.

Each flying saucer, so defined, has associated with it a probable lifetime. It wanders in the field of public inspection like an electron in a field of ions, until "captured" by an explanation which puts an end to its existence as a flying saucer.

Thus flying saucers spawned by the planet Venus have generally a short lifetime. In almost no time an astronomer comes along and makes a positive identification, and another flying saucer is shattered. We can expect a host of Venus-inspired flying saucers when this planet is low in the western sky after sunset.

The lifetime of a balloon-sponsored flying saucer is often longer, but before long someone like Dr. Liddell comes along and shoots it down. And Dr. Menzel has as his flying saucer ammunition a large variety of optical effects, the lethelness of which requires separate field tests.

My concern is with flying saucers of long lifetime—those which have not, as yet, been "captured" or demolished by an explanation.

(Cont.)

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Let us further limit them to those that have been observed by two or more people, at least one of whom is practiced in the making of observations of some kind, that is, to pilots, control tower operators, weather observers, scientific workers, etc. Also, let us limit cases to sightings lasting a minute or more, again for obvious reasons.

THE WRIGHT-PATTERSON AIR FORCE BASE, where the responsibility for the investigation of unidentified aerial objects has rested for the past several years, asked me in 1948 to help identify reports that had an astronomical basis. It was a relatively simple task to go through about 200 reports and pick out probable astronomical causes. Indeed, some of the most weird reports could be dismissed with clear conscience by the statement that no astronomical explanation is possible for this incident, thus leaving these unsolved cases to the psychologists.

I did wonder of course, as to how they were disposing of the nonastronomical cases. How did they explain the incident in which a pilot, co-pilot, and stewardess followed some rapidly moving dark objects which were silhouetted against the sunset sky and which disappeared presumably because of their superior speed? But my faith in the psychologists was unshaken—and when the Air Force announced that Project Grudge had been dissolved, I assumed that my colleagues had been successful and had even solved the case in which several observers watched an object, hollow in the middle, travel at a constant slow rate, taking 15 minutes to make the journey across the sky from north to south.

After the project dissolved, Wright Field continued to take care of the slow but steady flow of reports as a part of their regular intelligence function. This spring I became curious and requested permission, through official channels, to look through the crop of reports that had accumulated since my official connection with Project Grudge had terminated. As I looked through the welter of fanciful tales, inaccurate reporting, of misobservation of natural objects, I could not help, as an astronomer, recalling another wave of stories—stories of stones that fell from heaven. Because of poor reporting and poor imagery, scientific progress in meteorites had been held back for a good century. What a difference in imagery there is between "a stone falling from the sky" and "the interception by the earth of a particle pursuing an orbit around the sun." The use of improper and inaccurate description of what actually happened kept meteorites in the category of old wives' tales and out of the niche that celestial mechanics had made ready for them a century before! In 1801, Thomas Jefferson said that he would sooner believe that two Yankee professors had lied than that stones had fallen from heaven. And the French Academy of Sciences branded stories of meteorite falls as fanciful and absurd and dismissed a bona fide meteorite whose fall had been sworn to—as an ordinary stone that had been struck by lightning. Perhaps the moral of this is: Beware the ready explanation!

Now, it is clear that stories of real flying saucers, visitors from space, and strange aircraft violating the laws of physics are as reprehensible to the scientist of today as stones that fell from heaven were to the scientist of yesteryear. But, of course, stones did not fall from heaven—that was poor reporting and a wrong slant on a perfectly natural phenomenon. And we don't have space ships that disregard physical laws. But, do we have a natural phenomenon?

(Cont.)

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THE STEADY FLOW OF REPORTS, often made in concert by reliable observers, raises the questions of scientific obligation and responsibility. Is there, when the welter of varied reports are shorn of, in the words of Pooh Bah, all "Corroborative detail to lend artistic verisimilitude to an otherwise bald and unconvincing narrative"—any residue that is worthy of scientific attention?

Or, if there isn't, does not an obligation still exist to say so to the public—not in words of open ridicule, but seriously, to keep faith with the trust the public places in science and scientists?

The Air Forces are attempting to give all reports a fair hearing, in view of the above. They are having all reported data reduced to punch cards so that in a month or so it will be possible to compare quickly reports made by people facing west on clear Tuesday afternoons with those made on non-inversion Friday nights by pilots going south. In any event, if significant correlations between various sets of sightings exist, this method should bring them out.

IN COMING DOWN TO CASES, to illustrate what constitutes at present the best evidence for unusual aerial phenomena, the examples submitted for examination are presented without an all-embracing explanation for them. These are presented in conformance with the school that believes that good observations and discussion of observations come before theory. It is hoped, however, that out of this discussion there may come a positive approach and, if these sightings do represent heretofore inadequately studied natural phenomena, that these examples will stimulate their serious study; if, on the other hand, no natural phenomena are involved, then an obligation exists to demonstrate explicitly how the following specific reports can be explained in terms of balloons, mirages, or conventional aircraft.

The chosen recent examples represent a definite pattern, and for each of the following there are many other similar examples in the files.

ONE OF THESE PATTERNS might be called "Nocturnal Meandering Lights." Reports falling into this category are characterized by the sighting of a bright star-like light, perhaps of  $-2$  or  $-3$  stellar magnitude which floats along without sound, frequently hovers, reverses its field without appearing to turn, and often abruptly speeds up. The light is most frequently described as a yellow amber or orange, changing to blue or red occasionally, and changing in brightness markedly. Sometimes the description states that the light went out as if someone had pushed a button; at other times the light is reported only as a variable. A very characteristic statement by those making the report is: "I have never seen anything like this in my whole life." The desire to identify these sightings as balloons is thwarted by the tactics observed.

As an example of a report of this kind, let us take one that came in from Florida this past July (1952—Ed.). On one night several airmen independently observed a light approach at a very slow speed, come to a halt nearly overhead, then reverse direction with no apparent turn. On two other nights, three other lights appeared in other sections of the sky, of similar appearance, (Cont.)

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but maneuvering more rapidly. They were observed for some 10 minutes by 9 airmen, including a control tower operator, an aircraft dispatcher, and two pilots from Wright Field.

In the words of one of the men, "For the next fifteen minutes we watched this light and speculated on what it might be. It was not a sharp light like a bare bulb but more like a light shining through frosted glass. No shape of any kind was discernable. It appeared to blink, but with no regularity whatsoever."

ALSO THIS PAST JULY at an air base in New Mexico, a similar sighting was made. Paraphrasing from sworn statements made by observers, "Our station was notified that an unconventional aircraft had been picked up with both electronic and visual contact. Our station made electronic contact with the object and two of our men and I had gone outside the building and saw it hovering under a cloud layer to the east of us. It appeared as a large light, at an uncertain distance, and was hovering at the time. A minute or so later, it moved rapidly toward the north for a short distance and stopped as suddenly as it had begun to move."

And from another statement, "Our scope operator at that time reported a strange target about thirty miles east of our station. Two of us went outside and sighted a very bright light traveling at what we estimated to be around 200 miles an hour. The light went out at least two times but did not stay out more than two or three minutes. The light seemed to have a floating effect and made no sound. At one time around seven or eight smaller lights could be seen. The object seemed to drop about 10 or 12 thousand feet and then climbed to about 25,000 taking a northern course."

RADAR OBSERVATIONS as well as visual observations are involved in this problem. Early last month (November, 1952?—Ed.) shortly before dawn colored lights were observed in the sky south-east of the radar station. At the same time and the same azimuth, unidentified targets appeared on the scope. Only a very slight temperature inversion was present, 1° at 25,000 feet. No more than two lights appeared at one time. They were observed to be moving in a rather erratic pattern and changing colors occasionally. The last thirty minutes of observation revealed the lights remaining yellow—prior to that they were red, green, and blue. They moved in no apparent formation but mostly appeared in one area and disappeared in another, when either the light went out or the objects dived behind clouds. They were starlike objects and appeared to develop long, white vapor trails, when they dived. They were motionless at times and moved rapidly at other times. This corresponded to similar movements observed on the radar scope.

One white light went out as it changed direction and continued as a black silhouette against the dawn sky. Observation was for a period of about an hour and was made by two airmen and a radar operator—all three observers were experienced aircraft control and warning operators. Objects were observed 20 to 40° above horizon. Radar gave distances of 50 to 80 miles. This implies a height of about 40 miles.\* There was no air traffic on radar within 100 miles.

(Cont.)

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\* This estimate would indicate an altitude of about 210,000 feet. The world record for a manned aircraft (the Bell X-1A) is approximately 90,000 feet. What was it?—Editor.

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QUOTING FROM THE OBSERVER'S STATEMENT, "receiving a call concerning a strange light in the sky, I went out and scanned the sky in several directions before I saw a light. My first glimpse was a very bright blue light, but it lasted only about a minute, then it faded into a light green. It moved in a slow orbit.

"I was startled at first so I closed my eyes and opened them again. The light was still there. I stared at it a few minutes and now the light seemed more yellow than before.

"I did not think anyone would believe me, so I went inside the building and relieved the radar scope operator. I found a target at 123<sup>o</sup>, 53 miles. After that it appeared as a permanent echo. In about two minutes, it disappeared and almost immediately another pip appeared, at 134<sup>o</sup>, 73 miles. It also seemed like a permanent echo. It stayed on the scope for 1½ minutes. These pips were at no time caused by malfunction of the radar set.

"It was daylight when it (the object) seemed to fade both visually outdoors and electronically indoors."

AND ANOTHER SIGHTING—in Northern Michigan—on July 29 of last year (1951—Ed.), a pilot chased a brilliant multicolored object close to the horizon, and due north. He flew at 21,000 feet, followed the object for over a half-hour but could not gain on it. Radar operator reported contact with the object for about thirty seconds. And ground control interceptor station reported blips too. In this case, it seems certain that our harried pilot was pursuing Capella! Reference to a star map will show that at this latitude, at the time of his sighting, Capella was at lower culmination, that is, at the lowest point of its swing around the pole just skirting the horizon. I have seen it at that position myself in Canada, and, can vouch for the fact that its blue, yellow, and red twinkling can be spectacular. (The pilot may have been chasing Capella, but what about radar? It will be a good trick when radar can track an object about 247,000,000,000 miles distant—Editor.)

Unfortunately, neither Capella nor any other star can explain many other nocturnal meandering lights. But there is no question in my mind, just to make this point exceedingly clear, that there exists a relatively simple, natural explanation for them, perhaps even ordinary aircraft under special test conditions. The chief point here, is to suggest that nothing constructive is accomplished for the public at large—and therefore for science in the long run—by mere ridicule and the implication that sightings are the products of "birdbrains" and "intellectual flyweights." In short, it would appear that the flying saucer situation has always been a problem in science-public-relations, and that fine chance has consistently been missed to demonstrate on a national scale how scientists can go about analyzing a problem. A lot is said about the proper interpretation of science to the public, but the only answer they receive to a question about which they are more widely concerned than perhaps any other in this century, is ridicule. Ridicule is not a part of the scientific method and the public should not be taught that it is.

LET ME QUOTE AN ADDITIONAL REPORT, to show that the original flying disks, as distinct from wandering lights, are still with us.

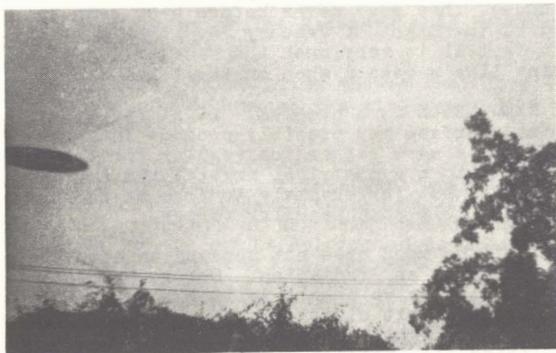
(Cont.)

## UNUSUAL AERIAL PHENOMENA

ON THE DAY OUR PILOT CHASED CAPELLA, a radio from Seattle announced that flying saucers were seen heading toward Montana. At an airport in Montana several pilots gathered outside the hangers to wait and watch. A perfect set-up for suggestibility—and yet, quoting from one of the many signed statements, "Objects were seen that resembled flat disks reflecting sun's rays. One of the objects hovered from three to four minutes, while the other three circled around it like satellites. Then the stationary object moved southeast to disappear, while the three satellites moved due west and disappeared—at very high speeds!"

And from another observer: "After watching for approximately five minutes I was able to see what appeared to be a disk, white or metal in color approaching from the west. As it moved directly overhead it turned generally north at a 90° turn, then slowing down and then making several more 90° turns and proceeding east. After seeing this I knew what I was looking for and was able to pick up at least five more of these objects. Being skeptical, I did my best to see them as either dandelion seeds or other small particles close to the surface of the earth rather than large objects at extreme distance. However, after keeping them in sight long enough to study their appearance they definitely seemed to be very high. I won't make an estimate of the height since I did not know their size. All of these appeared in the west and proceeded east at what appeared to be an extremely high rate of speed."

I SUBMIT THAT THIS AIR FORCE LIEUTENANT was not incompetent, but rather that his manner of reporting—as far as it went—was commendable and that his report, made in good faith, is therefore entitled to a hearing without prejudice or ridicule, but also, without fanfare, hysteria, and fantastic newspaper publicity.



MYSTERY OBJECT PHOTO. The above photograph (extreme enlargement at right) was taken about 2:30 p.m. last July 19 by 15-year-old Michael Savage—the son of Dr. Phillip M. Savage, Jr.—of San Bernardino, Calif. He described it as about 20 feet in diameter, "made no noise" and "had some apparatus or portholes near the rear of the ship." He said "it disappeared at a great rate of speed...at a 55° angle and was going against prevailing wind." Air Force Intelligence officers took the original negative to Wright-Patterson AFB for analysis, with no official comment as yet.

(Editor's Note — The following account of an enigmatic lunar phenomenon is reproduced from, and with the kind permission of, The Strolling Astronomer (Nov.-Dec., 1955). This excellent astronomical publication—edited by Walter H. Haas and official organ of The Association of Lunar and Planetary Observers—is 70¢ per double-issue, \$3.00 yearly. We are told that the writer, Mr. Warner, is "a very reliable observer." And, also, that this report "is not entirely unique.")

### FLASHING LUNAR MOUNTAIN

By BRIAN WARNER

ON JANUARY 24, 1956 at 20<sup>h</sup> 34<sup>m</sup>, U.T., col. 54° 5, R. Houghton was drawing the lunar crater Liebig when he was attracted by a flash just east of the area he was studying. The instrument used was a 7-inch reflector at 230X. The flash came from the east wall of Cavendish, just emerging from shadow, and, on closer investigation, it was seen that a peak or mountain mass on the wall was flashing. The writer, elsewhere at the time, was summoned and independently confirmed the flashes—they were so conspicuous that they were seen immediately. Seeing was good, with periods of excellent seeing, and no matter where Cavendish was placed in the field of view, the flashing continued. There were several other peaks in the neighborhood but none of these varied in intensity at all.

The flashes evidently began with a bright glare, and then continued very bright for about 3 minutes; they then slowly faded until at 20<sup>h</sup> 45<sup>m</sup> they had disappeared. The frequency of the pulsating was approximately 1½ flashes per second. Between maximum brilliancies the source could be seen as a point of light slightly more intense than the surrounding walls. There were definite indications of reflection from the west wall, of the flashes, and the floor was faintly lit by the glare.

Cavendish and Cavendish E are both fairly bright craters but, so far as the writer knows, they have never before been seen to emit light as they did on the night of January 24. LaHire is the only parallel case, in fact it is very much the same. (Schroeter and Webb saw it flashing like a beacon when on the terminator.)

THE CAUSE OF THE PHENOMENON is a problem. Light reflected off an irregular inclined surface may possibly produce intermittent flashing but the flashes were rather too regular for this explanation. Light falling onto a symmetrical crystalline surface may also produce the result, but for crystals to form at the summit of a peak or wall must imply some peculiar forces.

We must remember that the moon does not possess an atmosphere; she is not shielded at all from any radiation. How rocks react under such devastating conditions we cannot tell, but it is known that some minerals on Earth do emit electrons when subjected to cosmic rays, or just plain sunlight. Some of these minerals are even "common," zinc sulphide for instance.

Assuming rock stratification on the surface of the Moon it is reasonable to suppose that at a few places one particular type of strata may exist; the summit of a wall is the ideal place to find a rare type of rock. This foregoing attempts to explain the light itself; as for the flashing, that is more difficult. Perhaps the mineral, if it exists, stores its internal potential and then releases it in one burst, a condenser effect. The writer, for one, is subject to having his opinion reversed, but who can tell what the cause is? Perhaps it is merely the Moon-men sending up distress rockets, but one thing is certain, it is not an optical effect.

## REPORT ON UFO/USAF TRANSPORT "COLLISION"

By MAX B. MILLER

ON THE MORNING OF SUNDAY, July 22, 1956, a C-131D Air Force transport, out of Hamilton AFB enroute to San Antonio, Texas, via Albuquerque, N. M., seemingly collided, according to most press dispatches, with an "unidentified object." While the full story undoubtedly is yet to be told, this writer did attempt to trace a few facts and stories—as related below—as shortly after the story broke as possible. This is, unfortunately, another case where one either accepts the official Air Force conclusion, or one doesn't. But in favor of the Air Force, this time, is the lone but important fact that apparently no one, including the crew, actually saw anything hit the plane.

Here is the story as I have it:

About 11 a.m. the transport was nearing the little town of Pixley (Calif.), about 150 miles SSE of Hamilton Field. Suddenly there was a loud "bang;" the C-131D violently lurched, and went into a dive. Several of the crew were injured or knocked unconscious. (Airman 1/C Charles Everett Stamper was later hospitalized with facial and knee injuries.)

The Pilot, Major Merwin Stenvers, regained consciousness in time to level the craft at about 7,000 feet. (Altitude had previously been maintained at 16,000 feet.) He immediately radioed the Kern County Airport for clearance to initiate an emergency landing. This was granted, and the plane landed safely.

Associated Press apparently (according to PIO at Edwards AFB) monitored this call, and thereby "scoped" the field as far as the story went. Had it not been for this unintentional "leak," it is unlikely that the public would have ever heard of the incident.

Upon questioning, Pilot Stenvers told reporters, "It was as if we hit a brick wall."

INITIAL GROUND EXAMINATION showed that five-eighths of the left elevator control surface was missing, with a one-by-five foot section torn away.

Theories quickly evolved. First it was believed another aircraft had hit the plane, but this was later discounted. (Hamilton, some time after the accident, issued the statement: "If another aircraft was in the air at the time, neither the pilot nor co-pilot saw it and as far as can be determined no other aircraft was involved.") Then a meteoroid was suggested (by Edwards AFB). But a slight reflection on the astronomical improbabilities of such an occurrence must have discouraged the idea, as the hypothesis was withdrawn shortly thereafter.

Of course, the possibility that the transport had actually collided with a UFO had been widely hinted. The Los Angeles Evening Herald-Express, in an early afternoon edition the following day, banner headlined: "MYSTERY OBJECT, 3 MILES UP, HITS AIR FORCE PLANE."

"If you shut up truth and bury it under the ground, it will but grow, and gather to itself such explosive power that the day it bursts through it will blow up everything in its way."

—Emile Zola, J'accuse.

REPORT ON UFO/USAF TRANSPORT "COLLISION"

JAMES McNAMARRA, noted Los Angeles radio newscaster, contacted a PIO at Hamilton early Monday morning. He played the transcription over his 9 a.m. newscast, via KLAC Los Angeles. The PIO obviously didn't even know (so far as altitudes, etc., were concerned) as much as AP had dispatched on the fiasco. But he did repeatedly intimate that a "bird" was responsible; that there are numerous birds prevalent in the airplanes, and so forth. (It was astonishing to me that McNamarra could refrain from hinting that the theory was for the birds.)

The whole incident was under security wraps—"until the investigation could be concluded"—so far as the press were concerned, although an Edwards PIO denied this to me, saying only that the plane was under guard Sunday night. I was told Monday, by someone whom I would call an authoritative source, that "they could shut me up Sunday but this is Monday." Needless to add, he insistent upon not being quoted by name or authority. Upon questioning, he admitted he was referring to the Air Force. He added that he felt the public should be told everything, though he seemed quite convinced that another aircraft was the cause of the collision.

EARLY THAT FATEFUL SUNDAY MORNING, a Tulare resident reported witnessing a plane crash in flames (UFO?). A five hour ground-air search failed to disclose any such occurrence, and as far as could be determined no aircraft was missing. And the time and distance varied too greatly to have any connection with the C-131D.

Of more special interest to UFO researchers, particularly since it wasn't carried by the news wires, is this report received by the Kern County Sheriff's Office on Monday, July 23. Two oil drillers viewed, at 5:15 that a.m., a flight of six "disc-shaped objects flying in formation" and which were "definitely not ordinary aircraft." The drillers would have thought no further of it had they not met a Richfield truck driver who also witnessed the strange phenomenon. They then contacted the sheriff's office. But because it was outside of their interests, the department instructed them to contact Edwards. They said they would. Unfortunately, their names were not recorded. (Via Kern County Sheriff's Office.)

Upon contacting an Edwards PIO the following Tuesday, I queried him on this report, but not specifically mentioning it. He at first inferred that they had received no UFO reports but finally did admit that "Operations" had accepted several. No elaboration was given.

AS TO WHAT OFFICIALLY was concluded to have caused the incident, I was told it was the malfunction of the (or a) servo-tab torque rod. What about the shredded tail-section? This, the PIO stated, was due to "metal fatigue" on the part of the rivets from the tremendous air drag during the steep dive. Both of these "explanations" were in the following day's newspapers. When I asked if this type aerial mishap had ever occurred before, the PIO replied, "not to my knowledge."

And thus concludes another enigmatic case in the files of UFO research. (End.)

Correction—The name at the top of this page should read James McNamara. We regret this mistake—Editor.

## UFO'S AND THE PLANET MARS

(Editor's Note — Considerable interest has been indicated in Mars—the "Mystery Planet"—as a possible point of origin of unidentified flying objects. The interest is especially heightened during the present opposition (which occurs whenever the Sun, Earth and Mars are in a direct line); for in early September the planet will make its closest approach to Earth since 1924. The astronomical world isn't taking this event lightly either, as observatories throughout the world are attempting to solve one of science's greatest question-marks: "Is Mars inhabited?" We may never know (until we get there)—or we may know tomorrow. Getting back to the original question of whether or not UFO's originate from Mars, we are publishing the table below to illustrate the comparative cyclic peaks of Martian oppositions and UFO reports.)

<u>UFO Sighting Peaks</u>	<u>Mars Opposition Dates</u>	<u>Distance From Earth</u>
1947 -- July-Sept.(1)	None(2)	-----
1948 -- Oct.-Dec.(1)	February 17(3)	62 Million Miles*(5)
1950 -- Peak Year(1,4)	March 23(5)	61 " " "
1952 -- June-Sept.*(6)	May 1(5)	53 " " "
1954 -- Unknown(7)	June 25(5)	39.8 " " "
1956 -- -?-	September 11(5,8)	35,120,000 Miles(9)

Note—The exact date of nearest approach may vary by two to seven days from the actual date of opposition.

\* Approximate or estimated.

(1) From official Project Blue Book charts. (Refer, Look: July 1, 1952, pp. 38-39.)

(2) The closest opposition date in this case would have been January 13, 1946, or the one of the following year (1948).

(3) Griffith Observatory, Los Angeles.

(4) In this instance the whole year averaged a goodly number of UFO sighting reports, and could not, therefore, be segmented to any seasonal variation. A slight peak was noted Jan. thru March, but of not a high enough percentage value to prove especially indicative.

(5) Sky and Telescope, April 1956, pp. 256-7.

(6) This is a rather obvious approximation. (Refer, The Report On Unidentified Flying Objects, by Edward J. Ruppelt: Doubleday, 1956.)

(7) No official data is available in this instance. Best estimates indicate that 1954 was definitely a peak year. Also, this was the beginning of the avalanches of reports ("flaps") that were recorded in the European and South American countries.

(8) The actual date of Mars' nearest distance to Earth during this opposition of 1956 is September 7.

(9) Science News Letter, July 28, 1956, p. 58.

(End.)

## M I S C E L L A N Y

MARS—HERE WE COME! Considerable interest has been evidenced in the current opposition of Mars. For that reason, but more especially for those who are interested in the general subject of astronomy, we are again recommending the good quality and low-priced Dynascope 4-inch reflecting telescopes (several models available—from \$44.95 to \$79.95). These fine achromatic and complete telescopes are manufactured by and available from The Criterion Manufacturing Co., 331 Church St., Hartford 1, Conn. Criterion also carries a complete line of telescopic components. Write for free literature, specifying Catalog-F for the components. (Your Editor, incidentally, recently acquired a Criterion 6" for the aforementioned opposition.) \* \* \*

TWO NOTED BRITISH SAUCER EDITORS—Eric Biddle of Uranus (succeeded by D. Wightman) and Richard Hughes of Flying Saucer News—have resigned their positions for personal or business reasons. No conspiracy involved, they emphasize. \* \* \*

A 22x34" "FLYING SAUCERS" chart, called a "visual survey of the UFO phenomena" and containing "over 1400 items," has been published by KEZIAH, 916 South 21st St., Arlington, Va. \$1.00 per. \* \* \*

SOMETHING NEW IN CHRISTMAS CARDS has been created by Mrs. H. V. Goodell for Outer Space and UFO fans. Choice of four unique designs, each with appropriate message geared to the flying saucers theme. Those interested should write directly to Mrs. H. V. Goodell, 824 South Hoover St., Los Angeles 5, Calif. \* \* \*

THE INTERPLANETARY FOUNDATION, 643 West Forest Ave., Detroit 1, Mich., has established a new department whereby they distribute mimeographed pamphlets on the UFO topic, including several transcripts of Adamski lectures, to those interested for 50¢ or \$1.00 apiece. Write for list. \* \* \*

IN COOPERATION with The Little Listening Post, Britain's Flying Saucer Review is initiating THE WORLD WIDE STICKER BARRAGE. The three-color stickers, designed for correspondence, will utilize the slogan, "FLYING SAUCER FACT—notfiction." Write Flying Saucer Review, 1 Doughty Street, London, W. C. 1., for additional information. Sept. 8, 1956, incidentally, is an "International Flying Saucer Sighting Day" sponsored by the Review. If you see anything—let them know. \* \* \*

THE FLYING SAUCERS RESEARCH CENTER was organized last June 19 at Sao Paulo, Brazil. They are planning to publish a monthly mimeographed Portuguese-English-language bulletin titled O Disco Voador ("The Flying Saucer") shortly. Address the group at Caixa Postal, 8449, Sao Paulo, Brazil. \* \* \*

A 3/4-INCH, BLUE AND SILVER, "Interplanetary Fellowship" emblem, in hard-fired enamel framed in silver, is available—for \$2.—50—from M. E. Holden, 1316 New Hampshire Ave., N.W., #16, Washington 6, D. C. Specify for man or woman. \* \* \*

NEW AGE PUBLISHING CO., 1542 Glendale Blvd., Los Angeles 26, Calif., is publishing a mimeographed booklet, Spacemen, Friends and Foes. Purporting to be of outer space telepathic origin. To sell for \$1.00. Author is T. James. \* \* \*

# UFO\* NEWS

\*Official U.S. Government designation for Unidentified Flying Objects

(Editor's Note — For lack of space, this issue of UFO NEWS must be condensed to three pages. This is particularly unfortunate at this time, as in the past few months we have received more clippings of UFO reports than during any other time in our history. For that reason, we can only include a few of the better reports—and perhaps for the betterment of SAUCERS, too.)

(As this is the third consecutive installment of UFO NEWS, we feel obliged, most certainly, at this point to request comments from SAUCERS' readers, as to how this portion compares with the rest of the periodical, and if it warrants continuation? Your reply and comments—stated briefly on a postal card—shall be deeply appreciated, and should insure a better magazine for issues to come.)

\* \* \*

Pratt, Kan.—May 8-9—Four luminous objects—describes as "resembling two saucers back-to-back"—were observed at 8:30 p.m. by attendants at a drive-in theater as well as "trained Ground Observer Corps members on duty in the observation post." At 12:30 a.m. a single UFO was spotted, and a pair at 1:30. Filter Center Commander, Lieut. Ken Schartz, officially confirmed the reports, adding "they certainly had seen something." He described the UFO's as "glowing pink with shadings of orange and green," and said the objects had disappeared in a northeasterly direction. (Hutchinson News-Herald, 5/27.)

Lakewood, Calif.—May 12—Mrs. Marion Ager and Mrs. Dorothy Brake were watching a late-hour television movie in their respective living rooms about 3:30 a.m.—when suddenly the rooms "lit up brighter than daylight." A neighbor of Mrs. Brake, Mrs. Rowena Lochridge, was awakened in her front bedroom about the same time, and by a virtually identical occurrence. All reported the brilliant light changed from white to a reddish color after a few seconds. Mrs. Brake said she "at first...thought it was an atomic bomb" detonation. Mrs. Ager, a practical nurse, was apparently the only one to see the actual light source, describing it as "a circular shaped object, the size of which was difficult to determine...all of it colored bright red, with a smaller bright light in the center of it. Spaced evenly around its outer edge were wire-like 'feelers'." It hovered in midair, when "suddenly the 'feelers' began rotating like a pinwheel. After three or four revolutions, it shot off at almost incredible speed in the direction of Santa Ana. It was out of sight in a matter of seconds." Mrs. Ager had been temporarily blinded by the intense light from the object. No noise was reported. (Long Beach Graphic, 7/26, 8/2.)

Banning, Calif.—June 29—A huge "balloon-like" object was first spotted by the Riverside G.O.C. tower at 2 p.m. Later, the mystery object "followed a perfectly rectangular course around Banning, making the circuit at least 3 times" in eight hours. Police Chief Ed Patrich and airport manager Gene Miller viewed the UFO with telescope and flew light planes to 11,000 feet in an at-

(Cont.)

tempt to identify the object, which, they felt, hovered at an altitude of about 33,- to 50,000 feet. They concluded "it definitely was not a 'weather balloon.'" Miller estimated its length at 150 feet from top to bottom, while Patrick indicated it was from 300 to 500 feet in diameter. Although the sun set at 8:45 p.m., the UFO was still visible—apparently from reflected sunlight—until shortly after 10 p.m. It was last seen by hundreds to be slowly drifting eastward. (Beaumont Gazette, 7/5.)

Southwest Los Angeles—July 16—A brilliant, reddish flare-like object—similar to the red nose light on a Lockheed Constellation—was reported by hundreds of residents in Hawthorne, Inglewood, Torrance, Palos Verdes and Lennox, according to police statements. It was visible for four minutes from 11:02 p.m. Larry Morton, International Airport Supervisor, added "the red light disappeared in what appeared to be an orange-colored explosion." Upon correlating various descriptions, police estimated that the "explosion apparently had centered above Crenshaw Blvd. and Imperial Hwy." The UFO traveled slowly in a southeasterly direction, 7 or 8 degrees above the horizon from the International Airport tower; did not show on radar. No planes nor blimp were in the area at the time. (Los Angeles Examiner, Herald-Express, 7/17.)

Central Kansas—July 18-19—Hundreds of persons and police officers observed "a brilliantly lighted, tear-shaped object with prongs or streams of light spraying downward," and greenish in color, from 11:20 p.m. until the following dawn. Hutchinson Police Chief Carl Spriggs said he "ordinarily discounts such reports, but that at the time his men saw the object (4 a.m.) it was picked up on the ground radar screen at Hutchinson Naval Air Station." There was no doubt, he added, that the objects "were one and the same." Reports also persisted that "at least three Smoky Hill AFB jet bomber planes caught the fleeting objects in their radar screens." All such accounts, including one to the effect that a B-29 had been sent into the area to investigate the phenomenon, were vigorously denied by a Navy officer and the McConnell Air Force Base. Reports and descriptions too numerous to include here. Only "official" explanation was that the brightly lighted object may have resulted from reflections of "waste gas torches in an oil field." Declared Brian Coyne, city editor of the Arkansas City Daily Traveler: "I'm a believer now, brother. That was no reflection and no balloon." (Wichita Eagle, 7/19-20; INS, AP, 7/19; Hutchinson News-Herald, 7/20; Life, 7/30.)

Auburn, Calif.—July 22—The Foresthill G.O.C. post reported "five small objects that looked like balls of fire streak across the sky" at 5:45 a.m. Another person reported the phenomenon from the Mosquito Ridge area. Lauren Bryan, with Richard Marty, saw "a torpedo-like object from which little balls of fire were from the rear" for about a minute at sunup. He said it was green in color and silent. (Auburn Placer Herald, 7/26.)

Plymouth, N.H.—July 26—Ground Observers Mrs. Evelyn Spencer, Mrs. Earl Williams and Mrs. Jessie Miclon described "a bright yellow object which left a trail similar to a jet, moving slowly at a very high altitude." No engine noises were noticed. The UFO was reported to the Northern New England Air Filter Center, Bangor, Me., which "declined to state whether jet interceptors had been sent out to investigate the object." Said USAF Capt. George Tenny, of the filter center, "We haven't anything to give out, and if we did, we couldn't." (Boston Independent, 7/28.)

(Cont.)

Hartford, Conn.—July 28—Amateur astronomers Richard Yerziniak and Albert Sabla were focusing their 4-inch "Dyroscope" reflecting telescope on Saturn about 10 p.m., when they were distracted by a "bright light." Turning the telescope on the light, Yerziniak described it as having a "whitish yellow color, very bright, with a lit dome on top," and exhibiting the appearance of a "Mexican—or Ten Gallon—hat." The observers indicated the object was fairly low, and made no noise. Local newspaper added that "reports have been pouring in...every night for the past week, giving details of similar flying disks." (Hartford Republican, 7/29.)

Brentwood, Calif.—July 28—Five residents witnessed a "big green flare" fall towards the earth "at terrific speed" at 10:15 p.m. According to one report, the object "dove into a field near Fairfield Ave. and Lone Tree and crashed. No one, however, reported hearing a noise." Local sheriff's office "received reports of three television sets in the vicinity going out of order for a few minutes about the time the flash was seen." Reports varied as to fragments—if any—found, although the Antioch Ledger stated: "Yesterday they [sheriff's deputies] found particles of an as-yet-identified metal..." On this, Inspector Ray L. Stoffels, of the Oakley Sheriff's Sub Station, told Flying Saucers International: "Deputies did cover the scene, however from description given by witnesses they were unable to reach any conclusions as to what the 'object' may have been. With respect to the material found, this was turned over to Army authorities at Hamilton Field and we have no subsequent report as to what the analysis revealed." (Oakland Tribune, 7/29; Antioch Ledger, Richmond Independent, San Francisco Examiner, 7/30.)

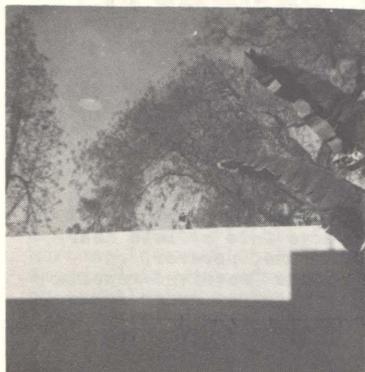
San Bernardino, Calif.—July 29—Miss Elizabeth Brewer was one of a number to report "a bright white light followed by a cylindrical object" at 8:43 p.m. Descriptions concurred that the UFO "appeared to travel faster than an airplane and would stop and the speed up." The Pasadena Air Defense Filter Center admitted "that the mysterious object had been trailed with radar screens. No further comments were made as to the progress of the center's investigation." (Pomona Progress-Bulletin, 7/31.)

Anacortes, Wash.—July 30—Through binoculars, Ray McCollough watched a motionless object "that at times...had a keyhole-like outline whose rounded top appeared to change slowly in color from red to blue." At times, he said, "the object appeared to have split, leaving two rounded shapes with horizontal lines off to the side of each." (Island County Times, 8/2.)

Roseburg, Ore.—Aug. 6—State Police received reports of "'funny, green and red lights...moving slowly around the tower" of television station KPIC, located on Rose Mountain. The officer on duty said he could see three of the lights that "were even changing colors as they moved around the tower." (The News Review, 8/7.)

Santa Monica, Calif.—Aug. 16—Police Officers Roy Livingston and Burton Dellinger saw a "ball of white light with some orange in it" at 1:42 a.m. They reported the object looked as if it "turned on and off." Police received similar report from a local resident 15 minutes later. (Los Angeles Examiner, 8/17.)

COVER PHOTO — This intriguing photograph was taken sometime during the latter part of last March by twelve-year-old John A. Moore II of Arcadia, California. The boy was taking a picture of his pet pigeon (on wall, near center). It was not until sometime thereafter,



when the pictures had been developed and prints made, that anything "unusual" was noted. He neither saw nor heard anything which could have been the phenomenon—be what it may. It is believed definitely not to be a negative or developing defect. The only possibility that could account for something not actually being there would be some type of optical effect—but even that seems to be somewhat improbable. This photo has presented a problem to the Editor of SAUCERS: the "Mystery Object" is so faint that it could not be determined in advance if it would reproduce in half-tones. The "object" seems considerably brighter on top, while the sides exhibit an unusual nebulous-effect. (Courtesy Mrs. John A. Moore.)

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"And there shall be signs in the sun, and in the moon, and in the stars, and upon the earth distress of nations, with perplexity, the sea and the waves roaring.

"Men's hearts failing them for fear, and for looking after those things which are coming on earth: for the powers of heaven shall be shaken.

"And then shall they see the Son of man coming in a cloud with power and great glory." —St. Luke, 21:25-27.