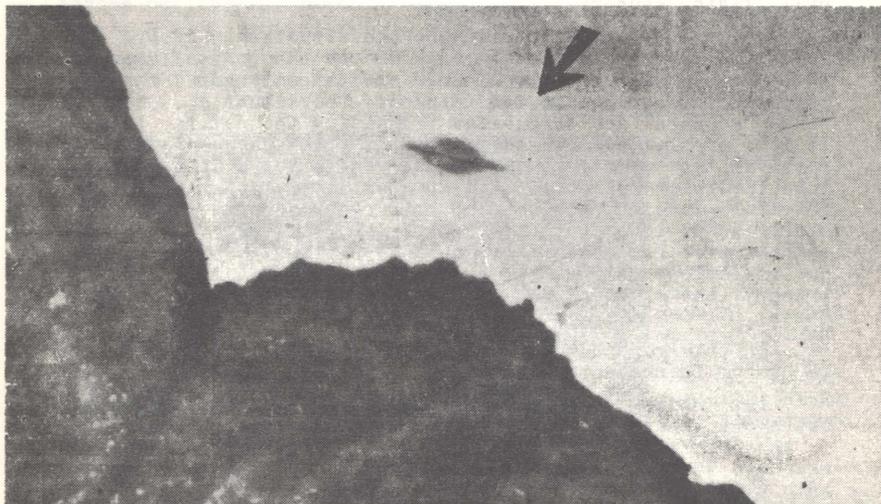


'SAUCERS'

Vol. VI - No. 1

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THIS IS ONE OF SEVERAL UFO PHOTOGRAPHS taken on January 16, 1958, by Almiro Barauna aboard the Brazilian Navy survey ship Almirante Saldanha as it cruised near Trinidad Island participating in IGY programs. Military officials and civilian scientists were present. Although the military would not comment, several civilians have signed statements attesting to the authenticity of the photographs. Film was processed aboard ship on instruction of Captain Jose dos Santos. Official investigation has indicated the object photographed was that observed by IGY members and residents of the Island.

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E D I T O R I A L

On the Armstrong Circle Theater presentation of "UFO: Enigma of the Skies" January 22, 1958, Dr. Donald H. Menzel deplored the numerous "amateurs" who, claims he, are plaguing UFO research. These unqualified persons, Dr. Menzel reasoned, were muddling up everything—and apparently including his own complacency. The astronomer then proceeded to explain that only professional astronomers had the acumen and qualifications necessary to resolve what he prefers to call "flying saucers."

Well now, let's just examine the situation. If Dr. Menzel's "flying saucers" belongs in the category of mass hysteria and hallucinations, then one can only admit that psychologists are qualified to handle the situation. If these "saucers" are corpuscles transiting the retina, then it is a problem for oculists. And if these phenomena are merely a type of atmospheric anomaly effected by a temperature inversion refraction—as Dr. Menzel claims—then only meteorologists, by the astronomer's own reasoning, would be qualified to interpret the reports. But if UFO's are of an extra-terrestrial origin, then—and only then—should the qualifications fall within the domain of Professional Astronomy (the study of non-terrestrial conditions and influences).

In this regard we agree with Dr. Menzel—the problem is now up to the astronomical profession to resolve.

But assuming that they are unwilling to oblige—and astronomers have indicated an almost total lack of interest in the problem to date—then is it not a matter for those who have spent the past several years objectively researching into all aspects of the enigma? We think so. For any specialized group of scientists will apply only their rather limited field of knowledge to the anomaly. And we think it should be examined from all sides as a "whole."

ALL OF WHICH REMINDS US of Professor Simon Newcomb, who was a world-renowned astronomer and mathematician until his death in 1909. At one time the astronomer was President of the American Association for the Advancement of Science.

Professor Newcomb's interests included the possibility of heavier-than-air flight. Basing his conclusions upon calculus, logarithms, fluxions, harmonics, et cetera, Professor Newcomb finally wrote in McClure's magazine for Sept. 1901:

"WE MAY NOW SEE THE KERNEL of the difficulty. If we had a metal so rigid and at the same time so light that a sheet of it twenty meters square and a millimeter thick would be as stiff as a board and would not weigh more than a ton, and at the same time so strong that a powerful engine could be built of it with little weight, we might hope for a flying machine which could carry a man. But as the case stands, the first successful flyer will be the handwork of a watchmaker, and will carry nothing heavier than an insect...I have shown that the construction of an aerial vehicle which could carry even a single man from place to place at pleasure requires the discovery of some new metal or some new force."

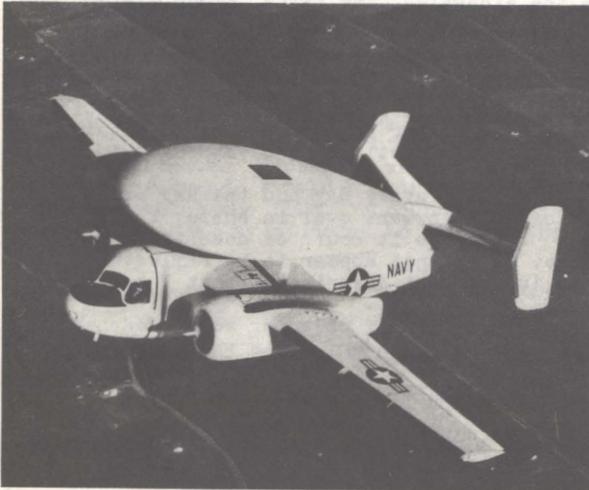
(Cont.)

EDITORIAL

PROFESSOR NEWCOMB'S ANALYSIS discouraged Wilbur Wright, but—fortunately—not for very long.

A few years later, following public tests of the Wrights' contraption, Professor Newcomb was queried by a reporter as to whether or not he felt that passenger transportation would be the next development in aircraft. "No," the good astronomer responded, "because no plane could ever carry the weight of anyone besides the pilot."

It may be interesting to note that some biographical data published on Professor Simon Newcomb in one of the better known encyclopedias carries no reference to his early prognostications about heavier-than-air contrivances.



THIS Navy WF-2, a modified version of the TF-1 Trader, is saddled with disc-shaped radome. This is one of several "early warning radar" aircraft installed with unconventional abodes for long-range radar.

THE THINGS THAT HAVEN'T been done before,
Those are the things to try.
Columbus dreamed of an unknown shore
At the rim of the farflung sky;
And his heart was bold and his faith was strong
As he ventured in dangers new;
And he paid no heed to the jeering throng
Or the fears of a doubting crew.

THE THINGS THAT HAVEN'T been done before
Are tasks worthwhile today;
Are you one of the flock that follows—
Or the one that shall lead the way?
Are you one of the timid souls that quail
At the jeers of the doubting crew?
Or dare you, whether you win or fail,
Strike out for a goal that's new!

I PHOTOGRAPHED FOUR UFO'S

By RALPH E. BENN

ON SUNDAY, DECEMBER 1, 1957, at approximately 3 p.m., my wife and I were relaxing in our home when our eight-year-old boy, Dennis, and his playmate, Judy Kariker, 13, came into the house screaming: "Flying saucers! Flying saucers!" I ran outside, but the objects were nowhere in sight. I assumed, by their actions, that the children had indeed seen something unusual—so I ran back to the house, grabbed my 8mm movie camera (with 3X telephoto lens) hoping that whatever they saw would return.

At this point, Judy's twin-sister Jane heard the commotion and joined us on the sidewalk. The twins' older sister, Sue Shipley, and several adults also witnessed what followed.

WE WERE INTENTLY SEARCHING the eastern sky, where the objects were last observed, when suddenly I saw six UFO's in obvious formation, moving rather slowly in a westerly direction just slightly north of our position. They maintained a constant speed and direction until they disappeared in the west.

Fortunately, it was a lovely day and the sky was a beautiful, deep blue. The objects were oval in shape; their color a soft (dull) white. I suppose it could be described as a soft, white light. To me, it did not appear to be reflected from shiny metal. This is the best description that I can give.

As I filmed the formation of objects, some branches of a tree-top appeared in the viewfinder. This was later termed "very fortunate" by Capt. Schaller, Chief of the Air Force's local Pictorial Branch. (Editor's Note: Mr. Benn shot about 6½ feet of 8mm Kodachrome of the objects using his Keystone Capri camera. Film was exposed at 16 frames per second. An Elgeet 1½" f/3.5 fixed-focus telephoto lens was opened wide to photographically brighten what the photographer later said was a very dark sky. This proved to be a mistake, as most of the UFO footage—contrary to what the initial USAF report by Capt. Schaller indicated—was badly overexposed. Only four objects were caught within the field of view of the telephoto lens, though six were observed. These objects appear as fairly large, but undefined, blobs of light. The accompanying photograph, which does not quite do the original justice, is a frame enlargement from the movie film.)

AS SOON AS THE OBJECTS disappeared, I phoned the East Los Angeles Sheriff's Department. They advised me to phone several other numbers, which proved to be a waste of time. There were no answers on Sunday.

At this point the kids came running back into the house, excitedly yelling: "They're back!" I ran outside, but was apparently too late. The children said the formation had changed shape again and went over "very fast." They observed three passes altogether—west to east, east to west, then back again to disappear in a general south-easterly direction.

(Cont.)

I PHOTOGRAPHED FOUR UFO's

AFTER THE EXCITEMENT had died down, I separated the children and had each of them draw a diagram of the formations, numbering the passes one, two and three. I saw only the second pass, but from their descriptions, I would estimate the formations thusly:

1. A rather tight three-quarter circle.
2. Grouped in pairs and arranged in a slightly elongated triangle.
3. A straight wing formation.

AFTER HAVING NO INITIAL success telephoning, I decided to dial the operator. Taking the risk of being considered a lunatic, I explained the whole story and asked to be put in touch with someone in the Air Force. She came up with the number of a Captain Shapiro. He referred me to Captain Schaller, the aforementioned Chief of Pictorial Branch, USAF. He was very courteous. Hoping to eliminate any possible future allegation of fraud, I told him that I would rather let the Air Force develop the film. A couple of days later, an enlisted man stopped by my house to pick up the sketches and the undeveloped film.

About three weeks later, I again talked to Capt. Schaller. He appeared well pleased, perhaps even slightly excited, and described the film as being of "excellent quality and the best I've seen, and I've seen quite a few." He added that Colonel Dean Hess was excited about the films and would call me.

Colonel Hess called the following morning to compliment me on the manner in which I had handled the situation. He said that in his opinion, this was the best UFO film he had seen, and this included the two sequences used in "Unidentified Flying Objects." Col. Hess told me the original film was my



property and would be returned to me. Then he explained that he had "taken the liberty of sending the film back to Wright-Patterson AFB, where they have the facilities to analyze and make copies of the film." He also stated that he had phoned the Pentagon, and the Air Chiefs of Staff were especially interested when they learned that the person who had taken the film had not yet viewed the results. In a subsequent conversation

with Col. Hess, he said that I would also receive a 16mm enlargement of my original footage. (This has since been received.)

(Cont.)

I PHOTOGRAPHED FOUR UFO'S

I THEN TOLD MY STORY to various friends. When some of them doubted my sanity (Mr. Benn's film had not been returned at the time he wrote this account—Editor), I telephoned Capt. Schaller to ask for some type of letter of acknowledgement to prove my story. Three days later I received a copy of the report (dated 3 January 1958) Captain Schaller had sent to a Colonel Mitchell, ATIC, Pasadena, California.

(Editor's Note: A concluding paragraph of this AF report follows: "Mr. Benn is to be commended for his handling of this situation and for his sincere wish to be of service to the Air Force and his country by reporting and filming unknown flying objects. We in this office are grateful for his efforts. The quality of the film as to exposure and color balance seemed to be of excellent quality and the photography was well done on a most difficult subject.")

IT IS MY UNDERSTANDING that it is Air Force policy to vigorously investigate all good UFO reports. Supposedly, a detailed questionnaire is sent to all persons making a "good" sighting. I have received no questionnaire. The only persons who have bothered to investigate me were a few civilians.

The official AF policy to date has been to ridicule these observations, explaining them away as weather balloons, meteors, hallucinations, mirages, mock suns, planets, reflections, weird cloud formations, etc. This stock answer is both imprudent and inaccurate. Who ever heard of planets, meteors or balloons flying in formation and traversing the sky three times from horizon to horizon—and maintaining a different formation pattern with each pass?

THIS SIGHTING, WITNESSED by a number of people, recorded on film and placed in the hands of the Air Force prior to processing, is still further evidence supporting the argument so stubbornly held by many competent witnesses that there is intelligent guidance.

(Final Note: We have carefully examined Ralph Benn's original film as returned by the AF. A pronounced number of very noticeable horizontal "streaks" were prevalent on the UFO portion. And it was found that about three splices were made in the UFO sequence, unknown to Mr. Benn. Apparently no quantity of film is missing, and examination indicates that only two or three frames were taken out at the points of splice, possibly for future official reference and/or examination (e.g., densitometer or photometer analysis).)

ON THE WRIGHT BROTHERS' claimed experimental flights of September and October, 1905: "If such sensational and tremendously important experiments are being conducted in a not very remote part of the country, on a subject in which almost everybody feels the most profound interest, is it possible to believe that the enterprising American reporter, who, it is well known, comes down the chimney when the door is locked in his face—even if he has to scale a fifteen-story skyscraper to do so—would not have ascertained all about them and published them broadcast long ago?"—Scientific American ("The Wright Aeroplane and Its Fabled Performance"), January 13, 1906. (Suggested by Zan Overall, Reseda, Calif.)

LOGGING CREW GETS GOOD LOOK AT UFO

By WILLIAM H. KENNEDY

I RETURNED TO TOLEDO, OREGON, from Berkeley, Calif., in August 1957. Toledo is a small coastal town of about 3,000 people whose lives revolve around the lumber industry.

In Berkeley I had become acquainted with a small UFO group in the Bay Area, and had acquired some tape recordings relating to the subject which this group had disseminated. And after settling in Toledo, I placed a small advertisement in the local newspaper, hoping to encourage interest in others of the area.

On Sunday, Dec. 9, I received a telephone call from a David Spencer and his wife who were responding to the ad. Both Mr. and Mrs. Spencer were employed and were only able to hear the recordings on weekends. Mr. Spencer worked for a logging company a hundred miles down the coast. His camp was near Coos Bay, Oregon. He and his partner were timber fallers.

AT OUR SECOND MEETING, David told a remarkable story. When he showed up for work Monday morning, he told us, the whole logging crew was standing excitedly around the spar tree. This was strange as generally they would have been already employed at their regular tasks. The spar tree is a 90 foot tall tree that has been rigged to hold a variety of tackle necessary to get logs out of the woods.

The crew told him that just a few minutes previously a gigantic spinning object had hovered thirty feet above the spar tree for over 15 minutes. He was told "the top half spun one way and the bottom half spun the opposite and circling the middle was a row of portholes out of which came flames. It was over 200 feet in diameter."

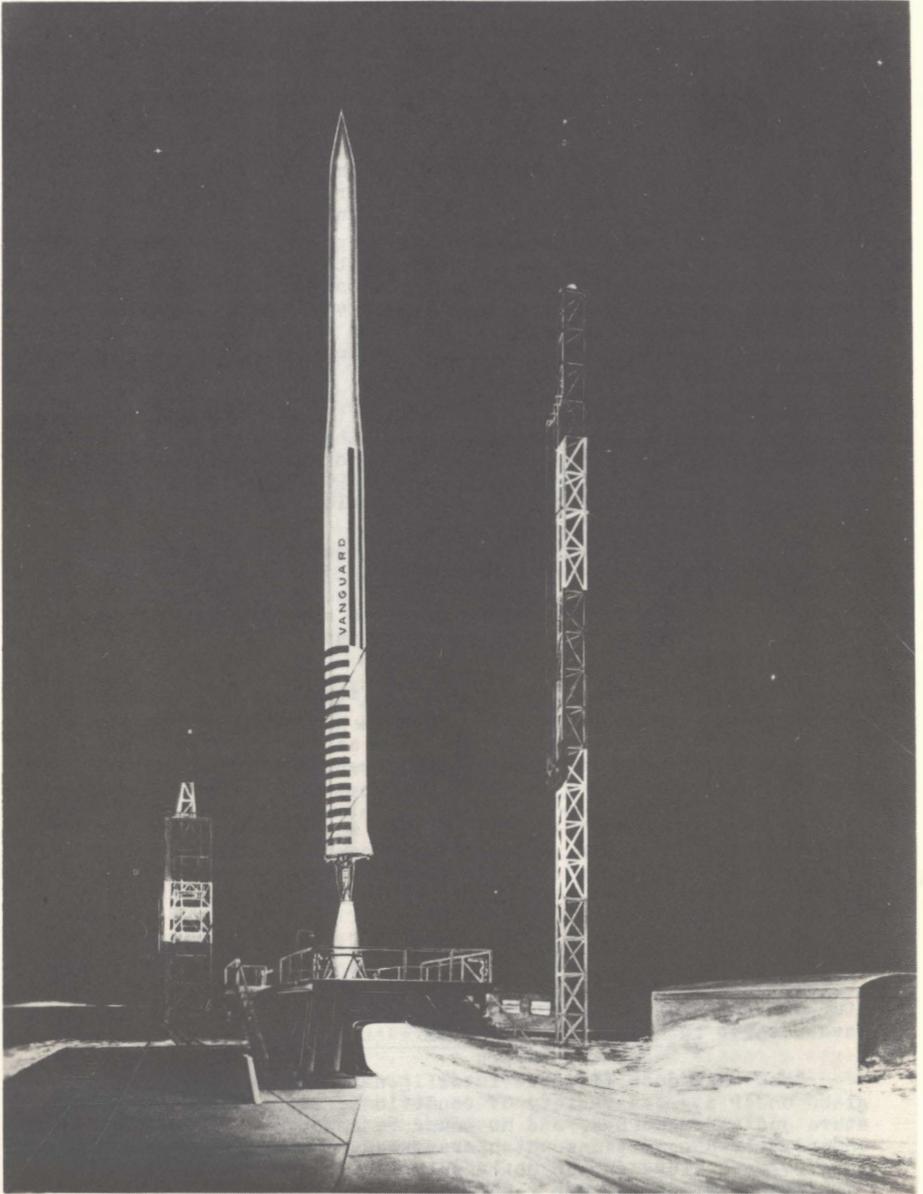
The object was in view for over 15 minutes. A logging crew generally has six to eight men. The crew had come in from the woods to see it. Their necks had ached so that they had lain down on logs to watch the craft. They were not over 150 feet from it.

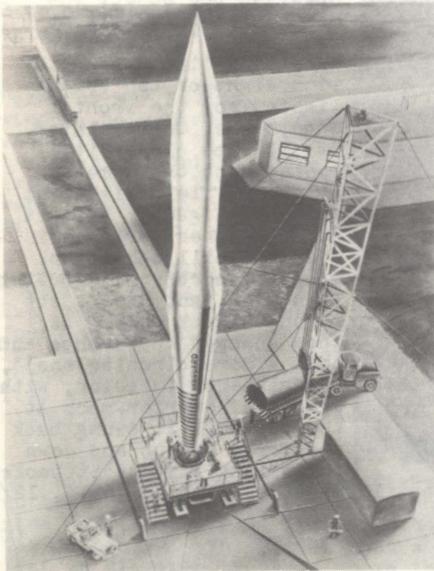
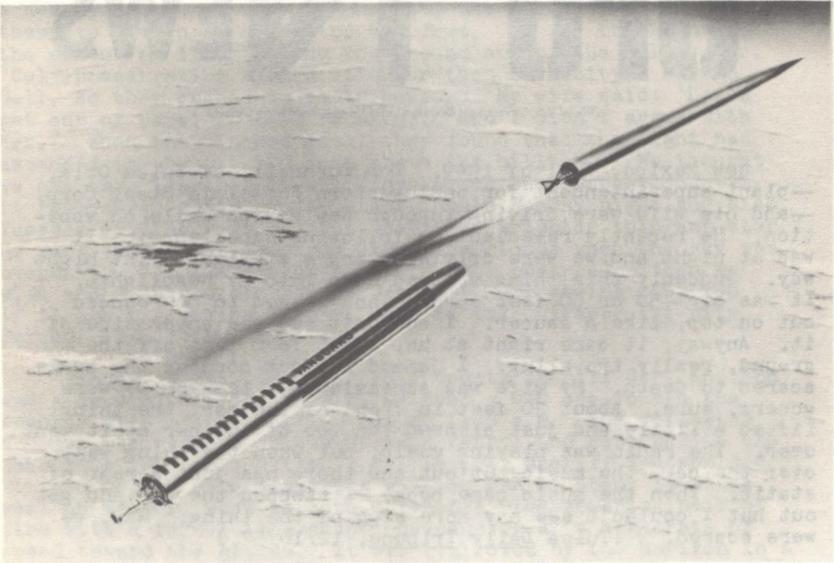
NO WORK WAS DONE THAT DAY, and the whole crew went into town. Surprisingly, there was no newspaper account of this sighting. (The wart on Mrs. Jones' cow acquires more news attention than any UFO report.) Because of the sighting, one member of the logging crew quit work.

I asked David Spencer if it would be possible to get one or several of the men to record the experience on a tape for me so that I could bring out the whole story. I sent a tape down with him, and cooperation was promised by one member of the crew. I have not yet received the recording.

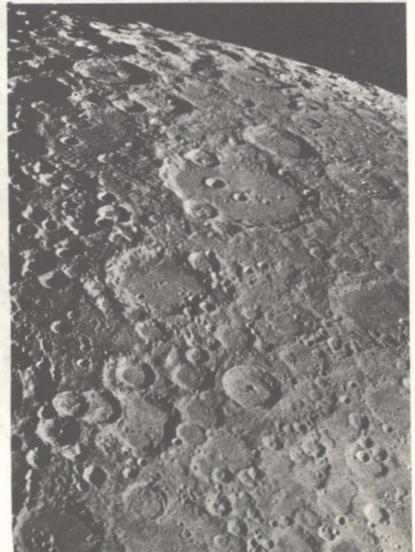
"Not only does life but intelligence flourish on this globe under a great variety of conditions, as regards temperature and surroundings, and no sound reason can be shown why under certain conditions which are frequent in the universe, intelligent beings should not acquire the highest development."
—Professor Simon Newcomb (1835-1909).

CONGRATULATIONS VANGUARD!





NEXT—THE MOON



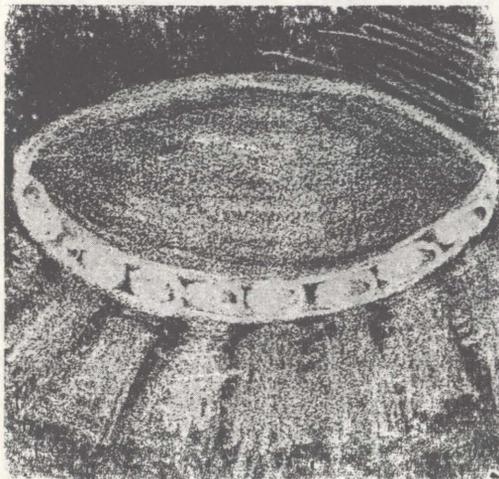
(Vanguard Illustrations Courtesy The Martin Company.)

UFO* NEWS

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

New Mexico, Fall of 1949. Don Bushnell, of Tulsa Okla.—plant superintendent for Southwestern Porcelain Steel Corp.—and his wife were driving through New Mexico while on vacation. He recently revealed the following experience: "It was at night and we were driving along a straight, flat highway. Suddenly this thing dropped down into my headlights. It was big—50 or 60 feet across—and seemed to be rounded out on top, like a saucer. I couldn't see the upper side of it. Anyway, it came right at us, about four feet off the ground, really traveling. I jammed my foot down on the brake, scared to death. My wife was screaming. I thought we were goners, sure. About 20 feet in front of the car, the thing lifted a little and just cleared the top of the car as it went over. The radio was playing music, but when the thing went over the car, the music cut out and there was just a roar of static. Then the music came back. I stopped the car and got out but I couldn't see any more sign of the thing. Man, we were scared!" (Tulsa Daily Tribune, 12/10/57.)

Tiro, Ohio, Nov. 23, 1957. Mrs. Richard Goff and her brother, Kenneth Clipse, observed the object she has depicted at left at 6:30 p.m. "It looked something like a pan lid with eight or ten bright lights from the front edge," Mrs. Goff related. "As it came closer it looked much the same as a bank of field lights at a baseball game. At this point another car came over the hill behind us, from the north, with bright lights on, and the object began to back away. It then changed appearance and took a more circular shape, orangish-red in color, with a sort of quarter-moon at the bottom. It swung back and forth and up and down for a long time as it backed away. We watched it for at least 15 minutes." (Tiro World, 12/12.)



(Cont.)

Kahlotus, Wash., Nov. 29-Dec. 3. Mr. and Mrs. Roy Bell were approaching their ranch between 5:30 and 6:30 p.m. when they noticed what looked like a giant headlight hanging over a nearby hill. As they watched it, the light came right at them, to within an estimated 600 feet. It was brilliant to the extent of illuminating the ground around the Bell's car. "Self-preservation became stronger than curiosity," stated Bell, so they rushed to their house. "My wife said: 'Let's get our of here!'," Bell recalled, "and I didn't argue with her." When they looked back, they found that the light had ascended to about 1,500 feet above the hilltop. "We thought we may have imagined it all," explained the rancher, "until it reappeared again Sunday night, again Monday night and also Tuesday evening. It's about six times brighter than any star." He said the object appeared under the clouds when the sky was overcast. "If I'm seeing things," Bell observed, "then my wife and my hired man [Wayne Campbell] are seeing them too. If it isn't a flying saucer, what is it?" (Pasco Tri-City Herald, 12/5.)

Winger, Minn., Dec. 1. Polk County Sheriff Carl Knutson and a deputy, Willard Corbin, watched a UFO one-fourth the angular size of the setting sun at 1:48 a.m. The following account was radioed to the Highway Patrol and recorded in the sheriff's log book: "1:48 a.m., Dec. 1: Sheriff Knutson and Willard Corbin were traveling west on SAR 1, about 1½ miles west on Winger, when we both noticed a blue-greenish ball of fire with a funnel-like shape, descending at a high rate of speed toward the ground. It was swallowed by the horizon in a general NW direction. The distance could not be determined... There seemed to be a trail of smoke and fire in its wake. The time of observation of this object was not over two seconds. Both of us remarked at the time [that] we had never seen anything like it." (Crookston Daily Times, 12/9.)

Detroit Lakes, Minn., Dec. 2. At 2:30 a.m., an unidentified resident was awakened by a loud noise. Rushing to his bedroom window, he observed a bright object traveling east. The trail was brilliant, it was reported, and the observer believed that its spectral emission was of magnesium. A peculiar and penetrating sound, like the flapping of a sail or the gurgling of water, was also noted. The noise stopped while the object was still in view. (Detroit Lakes Record, 12/26.)

Southeastern Wisconsin, Dec. 2. Thousands of persons reported watching a brilliant fireball shortly before 10 p.m. But more inexplicable was a quantity of tinfoil-like material found by Wilson Staab of Waukesha in his cornfield the following morning. Similar material, shaped like birds' nests, was found in other fields as much as four miles apart. The foil-like metal came in pink and green colors, and proved to be highly inflammable. (Waukesha Freeman, 12/3.)

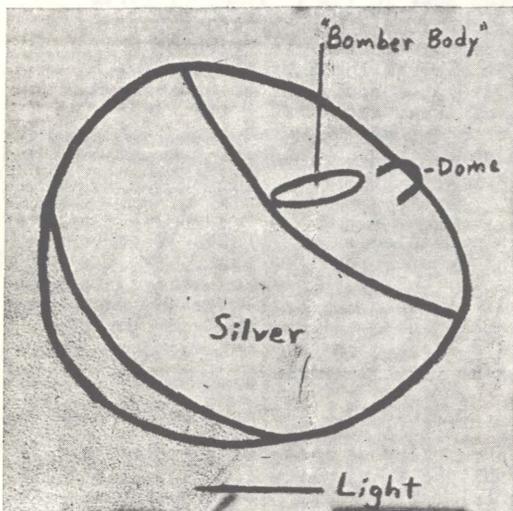
Svea, Minn., Dec. 8. Royce Moline and his two sons, of Red Wing, were driving along Highway 63 about 4 p.m. when they noticed a group of cars incongruously parked along the roadside. Moline stopped his car, and they all went to see what was happening. They found that a circular object, about 50 feet in diameter, hovered above the ground about 100 yards from the highway. The Molines said the craft was orange, emitted a red glow and a roaring sound, and had a cabin hanging underneath

(Cont.)

it. When the object began to leave the area, the Molines and others pursued it in their cars to the summit of Hager hill, at which point the UFO zoomed off to the west and disappeared from sight. (Ellsworth Pierce Co. Herald, Record, 12/12.)

Southern Ontario, Can., Dec. 12. Airline pilots and provincial police at Essex and Chatham watched a flaming, saucer-shaped object streak inland from Lake Erie, swing back over the lake and then vanish in a flash of orange smoke at 7:30 p.m. Capt. J. A. Miller, pilot of a Trans-Canada Airliner out of Toronto destined for Windsor, described the object as "an oval, whirling, orange, flaming disk, flying at about 2,000 feet at terrific speed." Windsor Airport employees were among the many witnesses. Some of the police reported that a smaller object dangled from beneath the UFO. Object was reportedly not recorded on radar. (Detroit News, 12/13.)

Oacoma, S. Dak., Dec. 18. Enroute to work at 5:40 a.m., Howard Hendricksen says that a greenish-white light "like looking into an acetylene torch" passed over his car at an altitude he estimated to be 200 feet. Hendricksen followed



the light in a southerly direction at a speed of 20-25 mph. He said the UFO was tipped on its side, that its illuminated underside lit up the area in line with it "as bright as day." Hendricksen estimated the size of the silent object to have at least one-half mile in diameter and "filled the windshield" of his car as he followed it. The top was dome-shaped, like a frying pan, with something shaped like the body of a large bomber sitting on top. In front of this was a dome. With the exception of the illuminated portion, the UFO was silver in color.

At 6:50 a.m., the light turned to a deep orange and disappeared vertically in less than 60 seconds. (Chamberlain Register, 1/2/-58.)

Near Bodega Bay, Calif., Mar. 14, 1958. An undersea "object" which refused to identify itself was spotted by Navy pilots about 50 miles NW of San Francisco. Nearby Naval air and sea craft and eleven destroyers from San Diego rushed into the area, but no trace of the mystery object was found. (AP, 3/18.)

WHERE IS PORT MORESBY UFO FILM?

IN 1953, WHILE DEPUTY REGIONAL Director of the Civil Aviation Department at Port Moresby, New Guinea, T. C. Drury photographed an unidentified flying object. The following is extracted from his official report, given to the Civil Aviation Department in Melbourne and dated 22 September, 1953. (File No. 99/1/478. S. 534.)

"At 1200 hours on Sunday, 23 August, 1953, I was in the vicinity of the Marine Base Workshops, Port Moresby, when I noticed a cloud building up as though being formed by vapor trails, in roughly a south-westerly direction from Port Moresby, at a very great height.

"I watched this cloud, which grew in intensity for several minutes, when suddenly the object appeared from one side of it and climbed very fast in roughly a north-westerly direction. I could give no accurate information as to the shape or possible size of the object, as it appeared slightly larger than a pinhead, but whatever it was, it left a very clearly defined vapor trail behind it, until it finally disappeared with a rapid gain of altitude.

"I had my movie camera with me, and photographed the whole thing on the telephoto lens. I am waiting the result of the photographs in an endeavor to ascertain what the object might have been. It appeared to me to be some type of very high speed aircraft.

"As far as I know, Air Traffic Control knew of no aircraft movements in the vicinity, and in any case, from the extreme altitude of the object, it certainly could not have been a civil aircraft.

"Weather conditions at the time were cloudless."

A REUTERS NEWS SERVICE DISPATCH from Sydney on March 14, 1954, reported that "a motion-picture film purporting to show a flying saucer-like object climbing steeply at great heights is on its way to the United States for special processing that may reveal further details. Australian Air Minister William McMahon said the film was taken with a telephoto lens by a civil aviation official at Port Moresby, New Guinea, last August...Initial processing of the film revealed a small light-colored object moving across the sky, McMahon said. Australia is anxious to get the film back just as soon as possible, he added."

This Editor recently wrote to Mr. Drury, now with C.A. D. in Melbourne. The object was to obtain additional data on the sighting and to inquire as to the availability of the film for possible analysis.

ON FEB. 19, 1958, Mr. Drury responded: "Immediately after taking this film it was handed over to the Commonwealth Security Branch for processing and investigation, and it has not been sighted by me since. I am therefore unable to comply with your request." He also related that he could not enlarge upon his original report, as it was substantially accurate and complete.

FROM NEW YORK TIMES ("Topics of the Times"), Wed., March 31, 1897.
(Courtesy of Roger Williamson, Guilford, Conn.)

"—THAT MYSTERIOUS AIRSHIP to which reference has been made in this column a possibly wearisome number of times obstinately refuses to 'down.' It continues to disport itself in the western skies, or, to be quite safe, perhaps one had better say in the dispatches of western correspondents with a persistency which proves one of two things—either that a practicable airship really is in active operation out there, or that the correspondents mentioned are deplorably lacking in inventive skill.

"Knowing by long and trying experience that the latter theory is in direct conflict with the facts, the inclination is almost irresistible to accept the former explanation. Scores and scores of apparently reputable people have now been quoted as vouching for the reality of this aerial vessel, and their descriptions hang together in a truly impressive way.

"It is a curious and somewhat suspicious fact, however, that nobody has yet seen the marvel by daylight. Its flights, so far as the evidence shows, are always made in the hours of darkness. Why an inventor whom the whole world is eager to applaud and to reward should conceal himself with such pertinacity after testing his machine again and again, is inexplicable. The last experience of the sky traveler was at, or over, Topeka, on Saturday last. There the usual bright headlight on a dimly seen cigar-shaped structure was watched for a long time by crowds of people—according to local accounts—and among those most impressed by it was Gov. John W. Leedy, who, like the good Populist he is, expressed the hope that the tyranny of Railroads could now at last be thrown off."

New York Times, April 15, 1897:

"That airship to which all the Western papers and some of the Eastern ones are now giving the benefit of several doubts, is visible nightly to correspondents in all parts of Illinois, Wisconsin, Michigan, Indiana and Iowa. The aerial voyager is evidently a Mahatma of high development, for he exists in a dozen places at once and has a different appearance and does different things in each of them. It is lamentable to observe, however, that everywhere he violates the United States navigation laws in relation to lights. Usually the captain of this new craft shows only one light. It is most often white, and occasionally red. If this were the worst of his offenses, it might be endured, but the ignorance he displays in the matter of side lights is simply criminal and will get him into serious trouble the moment a United States officer succeeds in bringing him to.

"While sailing over the town of Kenosha, Wisconsin, Sunday night, the sky traveler shocked and angered all the nautical men living there by showing a green light on both bows. At Waukegan, Illinois, at the same hour, both the sidelights were red, which is equally illegal and outrageous. If the airship's owner persists in this lawlessness, he will not only get the reputation of being a pirate, but his vessel will run into itself, sooner or later, and suffer injuries so serious that his next exhibition will have to be made in several pieces instead of several places."

SHORT SHOTS & NEWS NOTES

EUGENE GLUHAREFF, OF THE Gluhareff Helicopter Airplane Corp., recently told Aviation Writer Lee Pitt of the Los Angeles Mirror-News that a disc-shaped airfoil could obtain its lift by deflecting magnetic lines of force with a nuclear powered generator. "Today's propulsion methods are crude compared to what really can be done with atomic energy," noted the Russian-born engineer. "Such a space ship can go anywhere and will not be detected by radar when at full power." Gluhareff explained that electrons would be ejected by a nuclear reactor. As radar waves strike the electronic field surrounding the hull, the craft's electrons would then "blow away the wave from the radar set. As a result nothing would show up on the radar screen because nothing would be reflected back to it." He added, "I think we should make this a major project because it would open new propulsion methods never known before." It was reported that companies in Southern California and the Pacific Northwest are secretly working on anti-gravity theories. Gluhareff was formerly a project engineer at Sikorsky Helicopter Corp., and has been studying aspects of neutralizing gravity for about seven years.

THE FORESIGHT INDICATED in the above paragraph reminds us of this UP story datelined Santa Monica, Calif.: "The Soviet Union is rushing plans for an interplanetary space ship, and unless America awakes to this real danger, the West may lose its margin of power, an aircraft company executive said today. 'Building of a space ship by the Russians would have a far reaching effect on the West,' said William P. Lear, head of Lear, Inc. 'We know they're working at it, too.'" The clipping from which the dispatch is taken is dated Nov. 10, 1954.

AND WE SUSPECT THIS STORY was considered the wild rantings of an imaginative engineer when it was dispatched by AP to hundreds of newspapers in 1953: "DENVER, Sept. 13—(AP)—One of the nations foremost rocket engineers reports the Russians plan to fire a fantastic man-made rocket satellite into the stratosphere which could relay information back to earth. George Sutton, 33, of Los Angeles said in an interview that Soviet scientists are definitely planning to shoot a man-made 'dead star' to a point 200 miles above the earth 'within our generation'..."

ON DEC. 27, 1957, THE SANTA MARIA, Calif, Times Editorialized that the UFO problem "poses a question that is bound to be answered someday, perhaps when man has begun his invasion of interplanetary space. In the meantime, puny man will continue to doubt the validity of UFO's. He will do so because he is afraid to admit the possibility that other intelligent forms of life exist somewhere else in the vast, infinite reaches of the universe."

WRITING IN THE JANUARY 1958 issue of Missiles and Rockets, Dr. Albert Parry ("Soviet Affairs") notes claims that a future Russian satellite will follow "a specially selected orbit" to study the enigmatic appearances and disappearances of lunar craters. F. Y. Zigel, Soviet astronomer and geodesist, also wants to investigate the "mysterious whitish clouds in certain areas of the moon." Forthcoming sputniks will resolve these problems, Zigel states.

(Cont.)

AN UNFORTUNATE SERIES OF childish hoaxes were perpetrated at a number of "flying saucer" lectures in the Southern California area from last December through February. Unknown to the lecturer himself, two local aviation engineers used approximately this modus operandi: One would attend the lectures equipped with a miniature radio transmitter. At the conclusion of the talk, this engineer would contact his accomplice who would be located a block or two away. This engineer would then release a helium or hydrogen filled balloon with one or more red emergency flares affixed thereto. As the crowds left the meetings, these dangling and mysterious blobs of weaving lights would immediately attract attention, whereupon engineer-one would circulate among the group recording astonished comments on a concealed wire recorder. Newspaper accounts indicate the hoax was perpetrated at El Monte on December 13; San Gabriel Valley, January 3; Pomona, Jan. 7; West San Gabriel Valley, Jan. 8, and Vista on January 11.

IF ANYONE HAS A BLIND FRIEND interested in UFO's, a tape-recorded version of Flying Saucers—Fact or Fiction? is available through Miss Margie Hazen, Room 219-A, Mack Hall, Ohio State University, Columbus 10, Ohio . . . A UFO Contact Organization has been formed in Tulsa by Don LeBus and Jack Wynn, former Air Force jet pilots . . . NICAP is continuing to publish the latest in important UFO sightings, developments and comments in its organ, The UFO Investigator. This group, on whose Board of Governors is a former Director of the Central Intelligence Agency, has done inestimable good for the overall research, especially in its attempt to terminate official censorship on UFO's. Membership is \$7.50 per annum—and well worth it. Write to: NICAP, 1536 Connecticut Ave., N.W., Washington 6, D. C. . . If anyone has any knowledge of available 8mm or 16mm movies of UFO's, please advise the Editor of SAUCERS as soon as possible . . . The MADE ON MARS BY LITTLE GREEN MEN automobile window stickers seem to be unusually popular. They are still two for 25¢ or 10 for \$1.00. They may be obtained thru Flying Saucers International, P. O. Box 35034, Los Angeles 35 . . . If anyone has any concrete and documented evidence to support the claim that our governmental agencies are suppressing information with reference to UFO's, you are advised to write to the Chairman, Senate Permanent Subcommittee on Government Investigations, Senate Office Building, Washington 25, D. C. This Subcommittee is not interested in rumors, hearsay, theories, "space messages" or the like.

SPECIAL BOOK SALE!

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<u>The Report on U.F.O.'s</u> , Ruppelt.....	4.50	- 3.50

"SAUCERS"—Back Issues Available—Dec. '53, June '54, June, Sept., Dec. '55; March, June, Sept., Winter, 1956; Spring, Summer, Autumn, Winter, 1957; and this issue, Spring 1958. 35¢ each, 3 for \$1.00.