

THE A.P.R.O. BULLETIN

The A. P. R. O. Bulletin is the official copyrighted publication of the Aerial Phenomena Research Organization (A. P. R. O.), 1712 Van Court, Alamogordo, New Mexico, and is issued every other month to members only. The Aerial Phenomena Research Organization is a non-profit group dedicated to the eventual solution of the mystery of the unidentified objects which have been present in the skies for hundreds of years. Inquiries regarding membership may be made to the above address.

ALAMOGORDO, NEW MEXICO — MARCH, 1959

Soldier Sees Flash; Unconscious 24 Hours

Hobbs Man Sees Glowing UFO, Hears Signals

Jim Dobbs Jr., 37, an engineering firm employee at Hobbs, New Mexico, reported to authorities and the press that on 25 February while driving south of Hobbs on State Road 18, he observed a glowing, egg-shaped object and at the same time heard signals on his car radio.

Dobbs saw the object in the south, at an estimated 10 degrees elevation. It was proceeding from west to east at a high rate of speed, disappearing below the eastern horizon about 35 seconds after he spotted it. When he first saw the object it was 8:45 a.m., and he was tuning in his car radio. The interference, which ceased when the object disappeared, was a steady succession of two dots and a dash.

Asked to estimate size, Dobbs said he couldn't as he had no idea of its distance from him. He told the press he hadn't discounted the possibility that it was a balloon but that a very high velocity wind would have had to carry it the distance it traveled in such a short time. The Director interviewed him by phone on the 26th, but he could add nothing more to his original statement.

Missileman Says Locates Just That

The Detroit Times for 26 February carried an article by Joseph Sfair which reviewed the words of Lt. Col. Lee B. James of the army ordnance missile command at Huntsville, Alabama, spoken at a meeting of the Michigan Society of Professional Engineers on the 25th at Rackham Memorial. Outside of the usual "they could very well be interplanetary" line, James said he felt that those not tracked on radar could be a result of advanced technologies using new materials, etc. If members feel the staff is not sufficiently elated at this statement, they need only recall the hundreds of people who have been saying essentially the same thing for the past 12 to 15 years.

IN THIS ISSUE . . .

SHADOW OF THE UNKNOWN

Part II—UAOs Chase Cars

—by Dr. Olavo D. Fontes

STRANGE DISAPPEARANCE AND PURSUING SAUCER

—by C. W. Fitch

UAOs COLLIDE WITH TREE, ROOF

UAOs TRACK AIRLINER ACROSS EASTERN U. S.

WORLD ROUNDUP

UAOs Track Airliner Across Eastern U. S.

Peter Gillian, pilot of an American Airlines DC-6, reported at Detroit, Michigan that his plane had been tracked by three shining saucer-shaped objects from Newark, New Jersey to Detroit, on the night of 24 February.

This sighting made the wire press services from coast to coast, and was later "identified" by Air Force spokesmen as only a weird effect of the constellation Orion reflecting off clouds. Gillian was piloting his plane at a cruising speed of 350 mph at 8500 feet altitude. Passengers on Gillian's plane and the pilots of two other airliners also saw the objects.

The objects were lost to sight in the haze when Gillian began his let down for landing at Detroit Metropolitan Airport. Gillian said: "The objects were by no means close to the plane, but one would move in at intervals, fall back again, then change its place in the formation while keeping abreast of the ship."

Those who have observed a powerful searchlight reflecting off clouds and noted the comparatively weak image created, know where the holes are in this Air Force explanation. Orion's stars do not maneuver, either, we might mention.

It is imperative that headquarters receive all clippings and other information pertaining to the mysterious disappearance of a man and his wife in Utah during the period of 15-28 February inclusive. The man was a diabetic.

By CORAL LORENZEN

A mysterious flash in the sky which Pfc Bernard G. Irwin of Ft. Bliss, Texas thought was a plane crash and set out to investigate, was possibly the cause of his unconscious state for the next 24 hours.

On the evening of the 22nd of February, Irwin, who was en route to Ft. Bliss via a short cut in southern Utah, after a furlough to his home in Nampa, Idaho, stopped on a small highway after seeing what he thought was a plane crash. He wrote the word "stop" on his car with shoe polish to attract other motorists, then wrote a note to explain where he had gone. Later, a Utah Fish and Game Department agent saw the car and the sign and stopped and read the note. He summoned police and a search was begun. Shortly, Irwin was found lying face down in the mud, unconscious. He did not awaken until 24 hours later, on Saturday evening. Doctors who treated him and observed him at Cedar City, Utah where he was taken by the police, said that he had no visible marks or wounds which would account for his state of unconsciousness. According to press reports Irwin could shed no light on what had happened to him. The note read: "Have gone to investigate what looks like a plane crash about one quarter mile to my right. Notify state police immediately."

The press, in their reports, said "flash in the sky"—Erwin's note said "what looks like a plane crash" and gave its apparent location. Investigation indicates there was no plane crash—none whatsoever—and therefore it must be assumed that Irwin saw something else. A meteor? If remains of such had been found it would certainly have been noted, but wasn't.

On the 12th of March, I called Pfc Irwin at his duty location at Fort Bliss and asked him numerous questions about his adventure. Irwin has no explanation of what happened, but a more complete picture of the actual incident was obtained.

Irwin said that he saw the light coming toward the ground, and it appeared

(See *Soldier Sees Flash*, page 10)

THE A. P. R. O. BULLETIN

Published by

THE AERIAL PHENOMENA RESEARCH
ORGANIZATION
1712 Van Court
Alamogordo, New Mexico, U.S.A.

* * *

COPYRIGHT 1959, CORAL E. LORENZEN

Editor and Director

Information appearing in this bulletin may be used by other UAO research periodicals providing credit is properly given to this organization and periodical.

Coral E. Lorenzen, Internat'l Director and Editor
A. E. Brown, B.S.E.E., Director of Research
Paul Fleetwood, B.S. Ch. E., Asst. Dir. Research
L. J. Lorenzen, Director of Public Relations
Gerald S. Clarke, Asst. Director Public Relations
Leonard W. Meeks, B.S.M., Data Analyst
John T. Hopf, Photographic Consultant
Oliver Dean, Photographic Consultant

Dr. Olavo Fontes, M.D.
Special Representative, Brazil

K. Gosta Rehn
Special Representative, Sweden

Bernardo Passion
Special Representative, Argentina

Graham Conway
Special Representative, Eastern Canada

Printed by Bennett-Pleger Printing Co.
Alamogordo, New Mexico

UAOs COLLIDE WITH TREE, ROOF

UAO Splits Oak Tree in Ireland

Two separate incidents, continents apart, have been brought to our attention by members. The first involves the sighting of an unconventional object in Northern Ireland by Joseph Bennett of Portglenone, and his account is bolstered by the evidence of a 30-foot oak tree which has been cut off ten feet above the ground. His story:

On Wednesday afternoon, 31 December 1958, he was walking in his fields when suddenly he heard a strange noise from the sky. "I thought it was a rush of wind, when I saw this thing, big and black and about seven feet across. It came hurtling through the air about 20 feet above the ground. It came from the south and traveled northwest. Then it hit a 30-foot high oak tree, splitting it into two. In a matter of seconds it disappeared into the sky."

As usual, neighbors and friends doubted Bennett's story, but upon being shown the split tree, their doubt was somewhat allayed. Terent Nonweiler, lecturer in aeronautics at Queen's University, came to Bennett's farm and examined the tree, later telling reporters that lightning could be ruled out as there was no evidence of it. He also stated that "this would appear to be the first case in the United Kingdom where such a mysterious happening has been reported and some tangible evidence remains, in this case the damaged tree."

UAO Damages Priest's Roof in Greece

On a Tuesday night in February (no

exact date) in the village of Digeliotica, residents were aroused and alarmed by a curious noise coming from the direction of the sea. Many left their homes to investigate, and were startled to see a highly illuminated object flying over the village and emitting the strange noise. Some ran back into their homes and locked their doors while others watched the object describing circles in the air over the town, eventually disappearing in the night in the direction of Aigion.

Those who stayed outside to watch the object were further startled to hear a great noise shortly after the object left the vicinity. Residents of Aigion also saw the object. The entire sighting over the village of Digeliotica lasted for about 10 minutes. One of the eye-witnesses, Constantinos Vaginas, gave the following account:

"It must have been around 9:30 p.m. and I was getting ready for bed, when I heard this strange noise growing continuously louder. I went outside where I found other people who had also left their homes to find out what was going on. Suddenly a lighted object appeared in the sky from the direction of the sea moving at a great height. Shortly afterwards it passed over us, not going very fast. It described two large circles over our village and vanished in the direction of Aigion. No sooner was it lost to sight than we heard a great noise and the light died out from the sky."

Simultaneously, in the suburb of Agiou Apostolou, the home of the priest Papa-Costas, was "struck" by something that displaced many of the tiles of the roof. PapaCostas told reporters that there was a very loud noise and the whole house shook as if there had been an earthquake. He rushed outside where he found many people frantically asking one another what had happened.

All radios had stopped after the noise was heard and in one house the electric current had failed.

Next morning he ascertained with surprise that a good many of his roof-tiles had been displaced and some were broken. PapaCostas' opinion is that the object seen in the sky must have skimmed over his roof and just touched it. The loud noise, he said, sounded like the explosion of a hand grenade.

Members—There is at least a "small" flap in progress and the staff is anxious to receive all reports. Please include date of newspaper and its name when sending clips. Also—anything which catches the eye as being unusual or of a scientific nature plus statements by "authoritative" sources are needed. Whether or not they are used in the Bulletin is not necessarily cogent—some material is used for reference and is badly needed.

FROM HERE AND THERE...

Four persons, driving in two separate automobiles, observed a "missile-shaped" UAO as it zipped past their vehicles on the 14th of December near Barlborough, Connecticut. The object was bathed in a glow that changed from icy blue to reddish-yellow, it had no visible windows or ports or lights, and moved parallel to the road at a high rate of speed. It flew in a northerly direction, then cut toward the east directly in front of the two cars. Mr. and Mrs. Paul Wabrek of Windsor were two of the witnesses, and described it as traveling at a fairly low altitude. Mrs. Wabrek said that when it moved ahead of their car, she saw a round white lighted area which appeared as engine exhaust. The time was 1 a.m. Friends of the Wabreks, Mr. and Mrs. Augustus D. Rose, were a few minutes ahead of them in another car, and described approximately the same thing. However, Rose said he noticed a bulge about one third of the way back from the front or forward end of the object. (We have in our files a military sighting which matches the sketch of the object made by Richard L. Mourey and Tony Lloyd of the "Hartford Courant," according to descriptions given by the witnesses.—The Editor.)

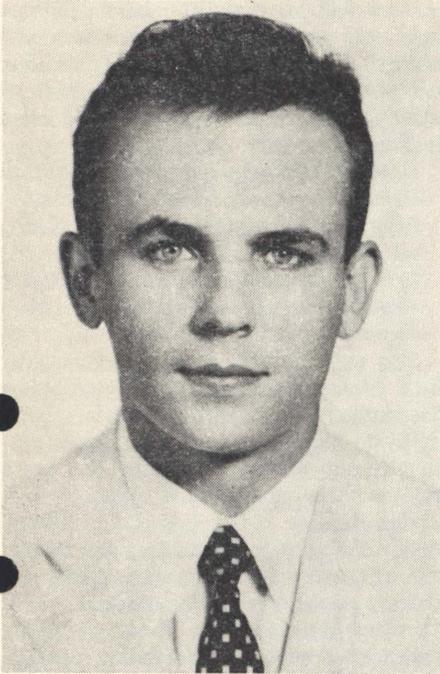
On the 27th of January, School Board member Robert H. Jamison and Tim Ponstingle of Cleveland, Ohio, reported seeing a sausage-shaped object with lights which appeared to land behind the Lincoln Storage Co. warehouse. Both sightings were made at about the same time: 9:45 p.m. The usual checks were made, and nothing which could explain the sighting came to light.

In Marysville, California on 17 February, several witnesses saw a brilliant light travelling slowly northeast past Marysville and emitting a smoke trail.

Richard Bosworth, 37, of Massillon, Ohio, said that he saw a dirigible-shaped object with a red light on top which appeared to fly at a moderate 60 mph about 500 feet off the ground a half mile away. The object was heading toward Medina when first seen, on Route 21 near Barberton. It was seen again by Bosworth at Brecksville near the Turnpike.

On September 3, 1958, at 9 p.m., Mr. Nikihiko Noguchi of Kyushu, a 23-year-old Seinan Gakuin University student, observed an orange-colored ball-shaped object surrounded by a white rim of light at its equator, as it flew from south to north in the western sky. There was no sound, the object was about 1/3 the size of the apparent size of the moon's disc, and it flew at high speed. (See Dr. Fontes' article this issue for configuration comparison.—The Editor)

Shadow of the Unknown



By DR. OLAVO FONTES

Part II: UAOs CHASE CARS

Beyond the Brazilian coastal region where civilization has been established for many centuries; beyond those areas where the cultivation of coffee, cotton and sugar-cane slowly developed and replaced the forest, vast territories still exist where modern civilization is represented by small towns and villages scattered here and there through an immense forest-covered plateau which impresses the traveler by its solitude; there, in the depths of the forests, small tribes of Indians are to be found, some of them still ferocious and avoiding any contact with the white man. This immense plateau, covered by a forest which has given its name to one of the states—Mato Grosso—may be the region where the first secret UAO Base on this planet was located. For it was the scene of the most fantastic chapter in UAO history so far on record.

The Shadow of the Unknown fell over the area around the small town of Ponta Poran, near the frontier of Paraguay, on the night of December 21, 1957. That night, two UAOs chased a car on a road near the town. This incident was the beginning of a long series of local observations which ended on March 5, 1958—about 75 days later. Never before were UAOs seen over the same area for so long a time—apparently the same UAOs. A very strange thing. Through the country the situation seemed to be calm, only 10 sightings of UAOs being reported in those 75 days (5 of them at the Island of Trinidad). In contrast, in the area around Ponta Poran, they were sighted night after night, week after week, and month after month—by hundreds of per-

sons living in the town or surroundings. In most cases strange lights were seen, flying near the horizon or hovering near the ground in deserted places. In five cases, however, the UAOs hunted cars traveling along deserted roads around the town.

Incident 1: Date, December 21, 1957. Place, a road near Ponta Poran. Witnesses: Mrs. Ivone Torres de Mendonca; her three sons, Fernando (9), Helena (7) and Luis Augusto (3); her servant Miss Bruna; and the driver, the mechanic Marcio Goncalves (18).

All the witnesses listed above were interviewed personally (excepting two of the children) and their reports agreed with each other in every detail. There was also another witness, Mrs. Elvira Torres, who saw only one of the UAOs moving away into the darkness, but she was not in the jeep that was chased by the unknown object; she observed it later. The sighting will be reported by Mrs. Mendonca in her own words.

"We had left my farm and were traveling back to Ponta Poran in a jeep driven by Marcio. In places the road is very deserted, running almost parallel to the frontier of Paraguay. The time was 6:30 p.m. The night had come early because of the low-hanging clouds covering the whole sky, heralding bad weather and rain. Suddenly, far away to the south, I spotted a large ball of light about the size of the full moon. It appeared to be close to the ground, but it couldn't have been another car because it was out of the road and far from it; it couldn't have been a star because it was very low—besides, no star could be seen through those thick menacing rain clouds; and it couldn't have been a house because only a few exist in the region (none at that particular spot), all of them illuminated by feeble kerosene lamps. What was that thing? It must be a 'flying saucer,' I said jokingly. We rapidly discussed and discarded all the possibilities and the hypothesis of some natural optical phenomena, unknown to us, was our first guess. But the light started to move rapidly in our direction, and then we saw it wasn't one light, but two; that is, two spherical, luminous objects flying side by side. They approached the jeep silently, gradually increasing the gap between each other so that, when near, each object was flying along one side of the road. Both of them followed a horizontal course but oscillated from one side to the other in a strange wobbling motion. They appeared also to be spinning around their own axes. Then one of them stopped in mid-air and dived toward the ground—stopping again a few feet above it, and about 60 feet from us. The other kept moving, maneuvering in circles around the jeep, sometimes getting very close. The one that came down

did it performing a 'dead leaf descent,' i.e., it came down in a very peculiar pendular motion I had never seen before. We couldn't see the outlines of these two 'things' very clearly because of the very intense light they emitted. We could see, however, that they were shaped like a spheroid, encircled by a kind of ring at the equator—just like the planet Saturn. Both were of the same size and of two colors; the upper hemisphere was a fiery red, also the ring; but the other hemisphere was surrounded by a bright silvery-white glow. In spite of this, we couldn't tell if they were solid objects or not because all of them was light—glaring, dazzling light, magnificent and extraordinary, hurting our eyes, variable in intensity and throwing blinding jets of light against the car.

"The whole 'crew' of my jeep were obviously scared by the eerie spectacle. The road was deserted, anything might happen—and that was no phenomenon to be studied and examined rationally. The children (except Fernando who was paralyzed with fear) started to cry. I was trembling, frightened beyond reason, but still was able to talk to the driver: 'Marcio, for the love of God, do not stop the car. We must run away—we must go away from this place. Please keep going, our lives may depend on it. . . .' Fortunately my driver is a man of courage and was able to follow my orders. The jeep started to run more rapidly. But that nightmare was not to end so easily because the two flying objects followed us, moving along the sides of the road (we were passing through a field with a few scattered trees), sometimes at our right side, sometimes at the left—sometimes coming very close to us, sometimes running away to come back again. They stayed around us all the time, flying close to the ground at our side, behind, over or ahead of us, distant or very close—apparently making a careful study of the vehicle and its passengers.

"We began to realize, with the passing of time, that the two UAOs were not maneuvering at random. There was a purpose behind their movements. The maneuvers were coordinated: while one of them remained in the air, throwing beams of light at the car, the other dived at high speed toward us (like a plane), was gone, and appeared again to repeat the maneuver. There was also another tactic they used sometimes: one of them moving in front of the jeep and sending jets of light toward us (as if to attract our attention), while the other appeared to 'study' us from behind—coming very close. The light they emitted was so bright that when one of them was in front of us the vision of the driver was affected several times and he almost lost control over the vehicle. This light

(Continued on next page)

was fiery red in color.

"That strange chase lasted for two hours. It was ended only when the jeep entered the town of Ponta Poran. For two moments along the trip the car was stopped. I gave the orders to the driver to do so, in spite of my terror, the first time to make an evaluation of our situation, and to verify whether the UAOs were also interested in a stopped car. Their reaction was instantaneous. They approached rapidly and one of them landed beside the road, while the other remained motionless in the air, throwing a beam of light to illuminate the spot where its companion was landing. This light was of a different kind, white and very intense. It was focused over the jeep, too, several times, at regular intervals—maybe transmitting a signal of some sort. Sometimes it came like a jet (a narrow beam), sometimes it seemed to come from a searchlight, but we couldn't locate its source because of the glare.

"That first landing was apparently vertical, but I am not sure. The blinding lights prevented a more accurate observation of the maneuver. The UAO remained on the ground for about five minutes. It was my impression that it touched the ground, but Marcio says it was floating in mid-air slightly above it—I don't know. That landing gave us a good opportunity for a better observation because the glow around the object lost most of its brightness at that moment. We were able to see that the strange craft was a huge metallic sphere about 15 feet in diameter; it was encircled at the center by a large metallic ring, just like the planet Saturn. But the ring appeared to be rotating. We saw no portholes, doors, or protruding parts on the surface of the sphere—nothing, not even the holes through which the searchlights should be shining. The whole surface of the spherical object showed only a polished, silvery metal—nothing more. There was no sound, no heat, no smell. The thing was so alien that my driver, in spite of his interest, had not the courage to approach the strange machine. We then started to move again—and so did the UAO. It took off vertically and joined the other in the chase that started again.

"When the jeep was approaching the town, the two UAOs moved away. Apparently their "study" was finished. We then decided to stop again, this time to fill up the gas tank which was almost empty. Marcio got the gasoline can and began to pour the fuel into the tank. At this very moment the UAOs made a startling appearance. They came suddenly, moving at tremendous speed. In a few seconds they were again flying over the jeep. As before, one of them landed beside the road while the other hovered in mid-air, flashing a powerful

beam of silvery light over the area where its companion was coming down. It was exactly the same maneuver of the first landing. But the second landing lasted for about 15 minutes. At the end, the UAO took off rapidly and joined the other. They climbed up into the sky, but remained in sight until we left the place to arrive at the town a few minutes later. Then they were gone. . .

"We arrived at my home in Ponta Poran in a highly nervous state. Our faces showed effects of the shocking adventure, that nightmare on a calm dark night when everything should be normal. I left the children at home and went back to the road. This time I was together with my sister-in-law, Mrs. Elvira Torres. My cousin Mr. Silvio Eschague and his wife, together with Marcio and brothers, followed us with another jeep.

"We arrived at the spot where one of the UAOs had landed (the second time) still in time to sight one of them. It was on the other side of the frontier—very far—flying away to the west. Elvira saw it clearly. The passengers in the other jeep, however, were not so lucky. They arrived too late to see the alien craft. But they saw another thing—as strange as the UAO itself: an odd 'luminous haze' floating in the air just at the place of that second landing. I don't know how to describe it, but it seemed to be a kind of phosphorescent mist that hovered on the ground beside the road. At some distance, it looked like a large balloon on the ground, motionless, glowing faintly in the darkness. We all approached that eerie phosphorescent mist—but no one had the courage to put a hand on it. We watched as it slowly dissolved in the faint wind that blew from the north, until it was gone. We don't know what it was.

"Next day, the whole town was excited about the sighting. The skeptics were a little shaken, mostly, because of the fact that on the same day several people living in the surrounding areas came to Ponta Poran also reporting the sighting of strange moving lights in the sky the night before.

"The UAOs that chased my jeep that night emitted no sound or heat. Their proximity didn't interfere with the motor of the jeep or with the headlights or any other electrical instrument of the car. My watch was not affected either. Besides, none of the persons involved in the incident reported the feeling of any abnormal sensation during it, not even when the UAOs were very close to us." Unquote.

Comment: In this incident, the behavior of the UAOs' crews involved suggests that they were "newcomers," not familiar with the natives of earth and their mechanical contraptions. Their attitude was that of intelligent beings that

had come in contact with something unknown and alien. Their almost morbid curiosity about the jeep and its passengers was more than evident. They also seemed to want to investigate the emotional reaction and feelings of terrestrial minds when faced with something alien and unknown (the UAOs themselves).

Incident 2: Date, February 19, 1958.

Place, the same road near Ponta Poran. Witnesses: Mrs. Yvonne Torres de Mendonca, her son Fernando (9); the keeper of her farm; a worker who lived there; and the driver, the mechanic Marcio Goncalves.

This sighting will be also reported by Mrs. Mendonca in her own words. Her description checks with the other report in every detail. All of them were personally interviewed and told the same story. Their reports are strongly supported by the story told by a second group of observers, including the following witnesses: Mr. Athamaril Saldanha, civilian pilot and chief of the Post of the "Institute Nacional do Mate" at Ponta Poran; his wife and two sons; and Dr. Eraldo Saldanha and wife. They came later in the last part of the sighting. Let's see the account of the whole incident as reported by Mrs. Mendonca:

"We had left Ponta Poran at 4:00 a.m. on a trip to my farm. We planned to arrive there at sunrise just before the beginning of the day's work. But our plans didn't work because, just after the town had been left behind, in a place called 'Porteira Ortiz,' we spotted a reddish light in the sky. The night was very still and dark, there was no moon; the sky was cloudless and full of stars; there was no wind. Marcio was the first to sight the UAO and immediately called the attention of the keeper to it; he did so because that man was a hard-headed skeptic who had not believed our report about the sighting two months previously. Marcio told him that the 'star' was one of those 'flying saucers' that had chased us along that same road. The man laughed at him and answered: 'You are wrong, that thing is merely the Planet Mars.' But the smile froze on his face when he realized that his 'planet Mars' was approaching rapidly. It came from the east, closing in at high speed. It was moving silently, steadily growing in size—no more a mere light in the sky, but a large spherical object encircled by a brilliant red glow. It came down quietly, slowly, performing that peculiar 'dead leaf descent' we already knew about, and seemed to be 'wobbling in mid-air' as it floated toward the ground about 180 feet (60 meters) away from the car. It then stopped in mid-air about 560 feet (20 meters) above the ground, the bright red glow dimming noticeably and turning, a few seconds later, into that powerful silvery light

(Continued on next page)

we had already watched in the first sighting.

"The UAO remained there, absolutely motionless, hovering just over the road in front of us. As if waiting for us. . . Its apparent size was large at that distance; in fact, it was as big as any of the two UAOs in the other sighting. It was just like them, so identical that I am sure it was just one of them I was sighting again. Or perhaps, a 'twin brother': the same spherical shape, the same polished silvery metal all over the surface of the sphere with no portholes, doors or protruding parts, the same rotating ring encircling the equator of the sphere, etc.

"I shouldn't have been so scared this time as I was in my first experience, I know. I was a "veteran," after all I had been chased before by two of these 'things'—for two hours—and nothing had happened—nothing beyond the terror of being 'chased' by two alien machines of origin and purpose unknown to us. But I was again almost frozen by fear and unable to control my thoughts. To tell the truth, I could only pray. . . The three men sat still in their seats like living statues, sweat trickling down their faces and necks as they watched that nightmarish scene. The only one to enjoy the spectacle was my son, as the child he was, unaware of the possible danger waiting in front of us. I was frightened this time, I confess, not because I am a coward (because I am not), but because of one thing: that UAO was hovering just over the road before us, in such a position that to continue our trip, we had to pass just under it; besides, it was so low that obviously it might land on the road—if necessary—in a few seconds; and therefore, it could easily obstruct the passage of the jeep if we attempted to move onward, to pass under it and continue on our way to the farm. I had the unpleasant feeling that the UAO was doing that on purpose, i.e., that it was a purposeful maneuver to stop our car at that lonely place. Why? I don't know. But it may be that the other UAO was also nearby, somewhere along that same road ahead of us—maybe landed on it or beside it—doing something we couldn't see. Then the one in front of us was being the sentinel against intruders. Or it might be for something worse, to get specimens, for instance. I don't know . . . but I believe it was enough to scare anyone. Mostly because of the different behavior. The first time, 'they' had only trailed the jeep—obviously making an accurate observation of the vehicle and its passengers, but only that.

"This time, however, the approach appeared to be very different; not observation—but direct interference with our movements. Why? There it was, motionless, waiting for us over the road ahead.

Something hostile and perhaps sinister was suggested by the UAO's attitude. In fact, the other men felt it too, because when Marcio came to life to tell us that we should do something, that we should go ahead to try a 'contact,' they vehemently refused to accept his suggestion. I forgot to tell you that we had stopped the jeep the moment the object was seen coming down on the road. Marcio started the motor and started to move the car forward. The fool had really decided to go ahead toward the UAO—he even attempted to get my permission to do so. In an angry voice, I told him to stop talking nonsense and to go back to town before anything worse happened. He realized my fear about that thing and decided to change his plans because of it, I believe. He maneuvered swiftly to reverse our course, put the jeep in the direction of the town, and worked his way along the road back to Porta Poran.

"The UAO didn't interfere with our maneuver—remaining motionless . . . but when the jeep turned away from it, the alien craft climbed up abruptly. We half-turned on our seats to see if it was coming after us. In fact, it followed us for some time, then passed at our side and started to climb up rapidly; it happened just before we entered the town. It continued to track us from a high altitude—now over the town—and finally stopped over the Brazilian Army's headquarters at Ponta Poran. It stayed there, motionless, for half an hour!

"Meanwhile I wasn't wasting my time. I was running through the quiet streets, knocking at the doors of my neighbors and friends to alert them about the UAO. In a few minutes a group was gathered in the middle of the street, including the following persons I had called for: Mr. Athamaril Saldanha, Dr. Eraldo Saldanha and his wife Ione, and Mrs. A. Saldanha and her two sons who joined our group some minutes later. They all watched the UAO for more than fifteen minutes.

"At the end of our observation, someone suggested that something should be tried to make the UAO do something. It was obviously watching us all the time. As it was high in the sky, we concluded it was only being a 'sentinel'—waiting . . . to see if we were going to remain in the town, or to go back to the road. We decided the best thing was to go again to the same road outside the town. This should be enough to make the UAO react (if the minds of the people inside it were not very different from ours, of course.) The glowing object was still hovering over the Army's headquarters when we jumped into two jeeps and started to move away. The UAO was alerted by the motion of the vehicles apparently, and started to move also. It followed us. We stopped at the place called 'Porteira Ortiz.' The UAO stopped

too. Yet it didn't come close this time. It started to climb up vertically (instead of coming down to investigate). It moved up to a high altitude and stopped again—it was then the size (apparent size) of a billiard ball, hovering at unknown altitude. It moved for a second time with the first rays of the sun, which changed the darkness into the new day; the UAO climbed up to a higher position in the sky and stopped once more.

"At sunlight, sighted through binoculars, that object was just like an aluminum ball.

"At 6 a.m., the UAO moved suddenly. It shot straight up at tremendous speed and vanished. . . ." Unquote.

Comment: Incident 1, as I said before, disclosed something about the psychology of the UAO people which we already know: that they have very curious minds. Of course, this was an obvious thing since the beginning of their survey of our planet, many times proved or suggested because of their behavior and attitudes—chiefly in relation to our airplanes and guided missiles. Incident 2, however, showed something we did not know. In fact, their entirely different attitude suggests that their curiosity about the natives of that region, and about their terrestrial vehicles, was already satisfied—and they had had time for that. When the jeep appeared, they possibly recognized it was the same one they had "studied" 60 days before (it is highly probable that the UAO was one of the two of the first sighting, in my opinion). But this time, it is obvious that the UAO resented the interference of the "natives." It was there as a sentinel against intruders, it seems clear. Possibly there was another UAO somewhere ahead (the companion was absent)—doing something that couldn't be disturbed. Or there may be another reason we cannot guess. Anyway, the one behaving as a sentinel blocked the passage of the jeep with a purposeful maneuver. This is, direct interference to stop the travelers. To make sure the natives were not going to cause more trouble, it followed the car all the way back to town. This is not a mere speculation; the way the UAO reacted when the two jeeps went again to the road cannot be explained otherwise. It tracked the vehicles, but didn't attempt to interfere the second time. Why? Because the cars stopped at the "Porteira"; after this it was obvious they were not interested in going ahead—but in the UAO itself. It then climbed up but even so, kept vigilant until 6 a.m.

Incident 2 shows that the entities inside the UAOs (at least the one involved) as being just like us—not supermen. Their psychology was not that of benevolent superminds, but that of worried explorers on an alien planet, behaving

(Continued on next page)

Should be shot at. Do Ufo wanted friendly contact. Should have stepped out

as interlopers and not trusting the natives—or doing something which might have been against the natives' laws.

Incident 3: Date, February 19, 1958 (the following night). Place, the same road near Ponta Poran. Witnesses: Professor Cicero Claudino da Silva, a very responsible citizen; Mr. Mustafa Esgaib, a student of law; Mr. Alegario Campos, the **substitute notary**; and Dr. Joao Manuel Vasques, a clerk at the state's Taxes Office.

The above witnesses were personally interviewed and their accounts agree with each other. They are citizens who are very esteemed in the town and considered as reliable and responsible people. Their sighting will be reported through the words of Prof. Cicero Claudino da Silva.

"Since the morning, we began to hear about the startling experience of Mrs. Mendoca and her friends. We became very excited about the presence of UAOs around the town and even decided to make our own investigation the following night—if the story was real. We talked at last with the witnesses and checked their reports against each other; there was no doubt that they were telling the truth. So, there was an "unknown" wandering around our town. It may be that it was going to be still around the next night. It was a possibility. We decided to search for it, with a hope: to attract the creatures inside that strange machine to ourselves. The others were only curious about the UAO, but I was personally interested in a "contact" with the beings inside the craft, if there was any chance to try it. I made the decision to make the necessary attempt if the opportunity arrived—I was sure that "they" were here for something important and, being intelligent and civilized people as it was obvious from their technological progress, obviously should be interested in a "contact" with earthmen. At least in a "contact" started by intelligent and peaceful men, not frightened, and as interested as themselves in the whole thing.

"After dinner, we jumped in the station wagon and left the town. We were traveling along the same road where the UAO had been sighted the other night. At 10:30 p.m., we arrived at the place called 'Porteira Ortiz,' and stopped the vehicle in a position chosen in such a manner that the car's headlights faced the plains to the west and south of the road—just in the direction of the frontier of Paraguay. Afterwards, we started to blink the headlights at regular intervals—on and off—flashing light signals that should certainly attract the curiosity of the UAO (if it was somewhere around that area). We had planned the right thing, for it apparently saw our signals, became interested and came to investigate. From the west, from the side of

Paraguay, it appeared—a light in the sky, reddish in color. It was low on the horizon and very distant from us. It came toward the station wagon, silently approaching and gradually increasing its size and brightness. That light, we could see, was flying with an odd **side to side horizontal, oscillatory motion**. It came so near that the ground around the car was brilliantly illuminated for a few seconds. There was the beginning of panic among us at that moment, for the maneuver was obviously to frighten us. It had been a purposeful maneuver, we had no doubt about that fact. I didn't like it. Then the UAO came again toward the car. At that very moment, we spotted the presence of another similar light. It was still closer than the first one, coming from the other side. We realized at once the dangerous situation we might be in in a few moments—and lost our heads. There was no courage to wait for more. The movement of those 'things' suggested something alien—from another planet—and there was something hostile and menacing behind those aggressive maneuvers against us. We forgot our plans to make a 'contact'—everything—we jumped into the car as rapidly as possible and ran away at the highest speed from that haunted space. Fortunately, the lights didn't bother to follow us. They moved away in opposite directions but remained in sight for a long time yet. They were high in the sky and oscillating from side to side, but not far away.

"When we arrived in town, our haunted faces attracted the attention of many people. We had nothing to tell them except to relate what had happened and ask for their help in taking other measures about the UAOs. They accepted and we again went to the road outside the town, followed by several other cars. But this time we saw nothing. The two UAOs were gone. . . .

"Next night, we left the town again together with many cars of all types—a true caravan. We stopped again at the 'Porteira.' We flashed light signals with headlights, spotlights and flashlights for many hours. Nothing happened. . . ."

(In our May issue we will conclude this sensational report by Dr. Fontes, in which two incidents even more astonishing than the three above, will be related. The apparent use of a weapon which inhibits the electrical systems of cars, will be evident in one incident. Because of the necessary length of this report, it was necessary to serialize it, but all facts are included. We are indebted to Dr. Fontes again for some excellent investigative work and top-notch writing. Dr. Fontes is a Brazilian, his native language Portuguese. He learned English by reading it, and does a superior job of reporting in this language which is not entirely familiar to him. A top flight

STRANGE DISAPPEARANCES AND PURSUING SAUCERS

By C. W. FITCH

The article, "Family Disappears, Saucers Seen" on the front page of the January 1959 issue of the A.P.R.O. Bulletin is thought provoking. It reminded me of an article I read several years ago entitled "Are Flying Saucers Kidnapping Humans?" which appeared in the October 1953 issue of "Man-to-Man" magazine. As may be assumed from the title it was of a sensational nature. After taking the trouble to check out one of the occurrences related in it, namely the supposed levitation of farmer James Greer from a farm near Zanesville, Ohio and finding that it was apparently pure fiction, since Zanesville residents had never heard of the happening, I mentally classified it as interesting science-fiction. But the Bulletin article focused my attention on this subject again and brought to mind a number of cases in which individuals have claimed they were followed by "flying saucers."

First let us briefly consider three recent cases in which entire families have mysteriously disappeared. The Bulletin article referred to in the first sentence of this article heads the list.

"On December 7, 1958, Mr. and Mrs. Kenneth Martin and their three daughters left their home in Portland, Oregon and drove out into the country to get a Christmas tree and greenery for decorations. They purchased gas on a credit card at Cascade Locks, east of Portland, the same day and have not been seen since.

"Many reports of possible clues still reach law enforcement agencies, most of which have no bearing on the case, deputies said . . . 'These include the sighting of a flying saucer in the Cascade Locks area on December 7.'" No bearing on the case? Possibly not, but then again. . . !

Three weeks and one day later, on December 29, Earl Zrust, his wife Caroline, and their five children left their ranch style home on the north edge of Silver Lake, Minnesota in their 1957 Oldsmobile and vanished without a trace. When their absence was first noted their home was found unlocked, their Christ-

(Continued on next page)

medical doctor specializing in gastroenterology, Olavo is outstanding in his field, which makes heavy demands upon his time and energies. Dr. Fontes utilizes the same conscientious care in his UAO research as he does in his medical research, studies and practice. His investigations, research and writings about UAO are done in what little spare time he has, and we are indeed grateful that he chose APRO as his reporting outlet. —The Editor.)

mas tree was still up and the utilities were not turned off, all of which seemed to point to the conclusion that the family did not intend to be gone very long when they left. However, that was six weeks ago and the mystery of their whereabouts is as deep now as it was the day they disappeared. (Despite intensive searches involving thousands of people, including all-state alarms, there has been no trace of the Martin or Zrust families. Neither family had any reason to "disappear." Both were financially in very good condition, happy in their homes, etc. . . . The Editor)

Thirteen days later, on Sunday, January 11, Carroll V. Jackson Jr. and his wife Mildred and their two daughters drove from their home in Apple Grove, in Central Virginia, to Richmond. On their way back they stopped off to see Mildred's parents, Mr. and Mrs. Lewis B. Hill at Buckner. Then they headed the usual 16 miles to their home.

Monday afternoon Jackson's late model car with the keys in the ignition was found at the side of a country road, half the distance home. It appeared to have been forced to the side of the road, then hurriedly abandoned.

In four weeks 625 square miles of rugged backland have been searched without turning up a single clue. Authorities are no closer to knowing the Jacksons' whereabouts than they were the day the car was found. It was as though they had vanished into thin air.

(Since receipt of this manuscript two bodies tentatively identified as Jackson and one of his young daughters have been found in Spotsylvania county about 40 miles from where the Jackson car was found abandoned. The man was found with hands bound behind him. If the tentative identification proves correct, it may be found that the Jacksons were victims of criminal action of some kind. It should be noted here that the Jackson case is the only one of the three disappearances in which the automobile did not disappear also. . . The Editor)

To date no report that flying saucers were seen in either of the last two areas has been received. Therefore, any attempt to associate UAO activities with the latter two cases must be purely conjectural. However, let us not close the door too quickly on this possibility. While authorities proceed with standardized and approved methods of crime detection it falls to the lot of the UAO investigator to closely scrutinize and examine this "unrecognized" possibility and, by evaluating the experiences of others, attempt to arrive at some conclusion as to whether they merit serious consideration as offering possible clues to certain of these strange disappearances. With this thought in mind, let us consider a few such actual experiences and the feelings of those concerned in them.

The Monon Railroad Case

In the November 1958 issue of the **Bulletin** under the caption, "They're Back Again in Indiana," was related the amazing experience of a five-member train crew on the Monon Railroad in Indiana on the night of October 3, 1958. All five members had the unique experience of witnessing one of the most spectacular exhibitions of low-level flying by a team of four UAOS ever to be seen on this earth. On this occasion four saucers followed a freight train for over an hour before abandoning their pursuit tactics.

The Jacksonville, Fla. Case

At 11 o'clock on the night of May 9, 1956, two girls, Joan Frost and Gertie Wynn, having left a dance on the outskirts of Jacksonville, were waiting for a bus at the corner of Water and Colonial streets. Their attention was attracted to two moving lights in the sky, so high they looked like stars except that they were flashing on and off. The girls' first thought was that the objects were falling stars but when they followed each other across the sky, swiftly and in a horizontal position, they decided they must be something else. In about fifteen minutes the two lights were seen returning. When almost overhead they stopped suddenly and the lower of the two objects appeared to go up into the other so they appeared as one. This one then dropped earthward at a terrific speed until it was just above their heads at an estimated height of 150 feet. As it lowered the girls saw that it had three white lights on top which pulsed while it was in flight. It was round and appeared to be from 50 to 75 feet in diameter. When it was directly overhead they could not see the white lights but noted that the object appeared to be surrounded by an eerie deep red mist of light. They could discern the outline of a good-sized door in the bottom of it which was outlined by a brighter red "almost like a flame" shining through the cracks between the door and the body of the object. Just then as the strange craft was hovering close overhead the bus approached and the door opened and the smaller object dropped out of it. It, too, was a circular disc. The girls' graphic description of this close-up sighting and their feelings at the time serve to give one a good idea of how unnerving and frightening such an experience might well prove to be.

Joan Frost: "We saw the door but did not take too much notice of its size because when it looked like we were going to be picked up by the object, I got terrified and started to run down the street. Gertie just stood there staring up at it."

Gertie Wynn: "The object went just above our heads. There was definitely no sound at all. I sure had a fear of

being kidnapped."

Wallace L. Marlowe (the bus driver): "As I approached the corner of Water Street on Colonial Street, I saw two strange objects in the air just above the girls and ahead of my bus. I pulled on down to where the girls were standing and got out of the bus and looked at the objects myself. They hovered just above us for a second then they both went up into the air at a high rate of speed.

"As I recall, the girls were terribly frightened when they boarded the bus, and I do believe they mentioned something to the effect that they thought they were about to be kidnapped."

(Thanks are due Leonard H. Stringfield of 7017 Britton Ave., Cincinnati 27, Ohio for permission to refer to this sighting which is related in complete detail as case #162 along with many others in his outstanding work "Inside Saucer Post . . . 3 - 0 Blue.") Direct quotes are from letters received from the three principals by this writer.

The Second Jacksonville, Fla. Case

Under date of June 7, 1957 the Jacksonville **Chronicle** carried a report of an experience which Mr. W. G. Duckworth of Jacksonville related to them.

At 11:30 p.m. on the night of June 3, 1957 he and Mrs. Duckworth were driving north on U. S. Highway 1, just south of Fort Pierce when they noticed a glowing object in the sky which seemed to be following them. Duckworth said they stopped their car and the object came to "within 300 to 400 yards," the closest distance it got. It then halted, made a sweeping reverse turn and took off at high speed. He estimated it was "about 2000 feet high."

Duckworth said the object appeared to "glow all over, was oval-shaped on top, concave in the center and oval-shaped on the bottom."

The Preston (Ontario) Case

On August 15, 1957 **The Evening Reporter** of Galt, Ontario ran the following headline and article: "Two Preston Girls Chased by Strange Flying Object."

"Two Preston girls were given 'the scare of their life' last night by a 'strange flying object.' Colleen Weiler, 16, and Diane Kloefer, 15, had a good view of the object as it circled above them at a height of about 100 feet on King Street across from the Post Office.

"On arriving at the intersection where the Bank of Montreal is situated, Colleen was attracted to a very brilliant light seemingly hovering above the bank. Colleen at first was too startled to say anything to her friend but simply stared at the object until Diane glanced up as well and she too was shocked at the sight. 'It was round and the light was blinding,' said Colleen. 'I couldn't look at it for any length of time at all or my eyes would have been more painful than they

(Continued on next page)

were. It was stationary for a short time, then it would spurt away and then would return to a position above us.'

"Diane's comments substantiated Colleen's description of the object. 'It was really scary and so close to us. I was glad when it left us but then it came back and I noticed the flames, or it was more like white heat, coming out of it on each side. When it did start away it grew paler in light and there seemed to be a dark plate or spot in the middle of it. The flame, or whatever it was, also died down a bit. We never did see the top of it so I don't know what was on the top. When we saw this "thing" it seemed to be as big as a large room.'

"Diane then hurried home after this experience as did Colleen but the object followed Colleen back along Church Street as far as her house. Said Colleen, 'I practically ran all the way home and every time I looked over my shoulder it was right above me. I was really scared. I ran in the house and told Mom what I had seen. She didn't say very much.'

"Comment from Mrs. Weiler completed the happenings to the girls. 'Colleen came running into the house and told me what she saw and I could see by her face and eyes that something had happened to her. Her eyes were very red and bloodshot and they were watering something awful. I tried to pass it off as nothing but I was so frightened myself that I couldn't go out to look. I don't know what the girls saw, but I believe them in their description of this "thing," whatever it was. They just got back from camp and didn't know a thing about this flying saucer scare. They certainly do now, though.'

(Thanks are due Gene Duplantier of 1157 St. Clair Ave., W. Toronto 10, Canada for bringing this valuable news story to the attention of his readers through the medium of his excellent publication **Saucers, Space and Science**, a bi-monthly mag.)

The Ortonville, Minnesota Case

In **The Ortonville Independent** of Nov. 15, 1956 appeared an account of still another individual who had the experience of being followed by a UAO. (See **APRO Bulletin** for Nov. 1956, page 6.)

Under the heading "Redfield Trucker Said It Followed Him for 4 Hours" appears the following narrative:

"A flying saucer, a spaceship or what have you, was definitely seen near Ortonville at 5 o'clock Wednesday morning and, although several attempts have been made to identify the object, it still remains a mystery.

"First to report seeing the object was Marlan Hewitt, of Redfield. He was driving a bulk milk truck from Pelican Rapids to the Redfield creamery. Hewitt always stops at the Theatre of Seasons Cafe at Hilltop for early morning break-

fast. He pulled into the Russ Mileage station breathless and visibly affected. Hewitt shouted to the night attendant, Jim Scherer, to look at the object in the sky to the east. The two watched it for several seconds. Hewitt said the first he saw the spaceship was at about 1 a.m. near Pelican Rapids and that it 'followed him all the way to Ortonville.'

"He said it appeared to be about a thousand feet in the air and a half mile away from the road, had windows in it and turned a brilliant red when he turned his lights off at Graceville to watch it. He also said he could discern what appeared to be individual lights around the top of it. His description was that it was saucer-shaped, gray in color and he would estimate that if it was on the ground it would cover about an acre of land. Hewitt said that when he turned off the lights of his truck near Graceville, the ship or object turned red and sped away and upward. He said it was visible the entire distance to Ortonville. Hewitt is a member of the National Guard at Redfield. In talking with Hewitt late this afternoon he said that between Big Stone and Milbank the ship also came very close to him although not as close as it did when at Graceville.

"Definitely substantiating Hewitt's description of the object was young Scherer. He said he was scared at first. Scherer said he could see windows in the object. That is what Hewitt said as he saw it at Graceville which was the closest point at which the ship came to him."

The Greencastle, Indiana Case

A most unusual experience in which a saucer followed and "buzzed" a car was reported by four teen-age boys to the **Greencastle, Indiana Graphic** on June 26, 1957 and appeared in the following day's paper and in **The Indianapolis News**. Gray Barker, well-known UAO researcher of Clarksburg, W. Va. learned of the happening and contacted the **News** and Kenneth Bennett, father of one of the boys involved and publisher of the **Graphic**, and brought a first-hand account of the event to his readers in his publication **The Saucerian Bulletin**. I visited the boys in Greencastle and obtained from them another first-hand version of the affair, similar in the most part to the prior accounts but adding a few details not previously mentioned. It is this account of their experience on the evening of June 25, 1957 which is related here.

According to the boys' story, on Tuesday night, June 25, they were returning home from Russellville when they saw a large circular red light in the sky. Present were Jack Glover, Jerry Bratman, Bob Coleman and George Bennett, all of Greencastle.

They stopped their car and directed the beam of its spotlight toward the light, flashing it on and off. As though

in response, the red light moved toward them. The boys became frightened and took off in their car in flight. The UAO quickly dropped lower and apparently discharged a small object which entered the open car window, bounced with a thud on the floor and exploded at their feet with a bright flash and a sharp report similar to a firecracker. Grover said he was so scared he cried. The UAO had approached from the north but the "bomb" came in through the car window facing south, so they felt that the UAO apparently had passed overhead and continued on its course toward Greencastle. After the explosion they speeded up and shortly afterwards hit a bump in the road. They distinctly heard two simultaneous clicks which they thought were made by the hub caps coming off the front wheels. They stopped and backed up to the spot where they had hit the bump. On getting out they found that the hub caps were actually missing. They were unable to locate the hub caps so continued on homeward. They returned the following day but were unable to locate the missing caps. The boys theorized that it might have been possible for the craft's magnetic attraction to have been sufficiently strong to have drawn the caps from the wheels.

They were all considerably shaken by their experience and on arriving home narrated it to their parents. Some of the parents believed their story while others were inclined to think that they were the victims of their own too vivid imaginations. After interviewing the boys I was very much impressed by their apparent sincerity and felt that they were telling the truth.

The Ajo, Arizona Case

Here is recorded, for the first time, a hair-raising experience which never reached the press for quite obvious reasons as in the first Jacksonville, Fla. case. In both, the persons involved wished to avoid publicity and possible ridicule. In this instance the story was related to me when I visited the principal at his home in Marietta, Ohio in 1956. I first heard of the case while visiting with Mrs. Kathleen May of Flatwoods, W. Va. Mrs. May, it will be recalled, was one of the principals in the **Sutton Monster** case. Mrs. May mentioned that she had met and talked several times with a Mr. Nick Riggs of Marietta who was very much interested in matters pertaining to UAOS and that he had related to her his own astounding experience with one. She repeated the story on request. I expressed a desire to meet Riggs and hear his experience firsthand and succeeded in doing so that fall by making a trip to Marietta. The following account was obtained at that time.

In 1950 Nick Riggs and his mother were

(Continued on next page)

living in the copper-mining town of Ajo, Arizona near the Mexican border. They had moved there from St. Marys, W. Va., in the hope that the climate might benefit his mother's health.

Frequently, toward the end of the day, they would go for a drive out into the surrounding countryside to enjoy the beauties of the desert sunset. On one such occasion they were on the highway between Ajo and Gila Bend on which, at that time, there was an abandoned airport. As darkness fell they were some distance out of Ajo but had not reached the old airport when they suddenly became aware of a humming sound, seemingly coming from overhead which Riggs described as being similar to that made by a large dynamo. Looking upward out of the car windows they saw a huge circular object flying low overhead. It was the color of dull aluminum. Riggs and his mother were both frightened and speeded up in an effort to outdistance their unwelcome companion. However, it descended lower until it was only a few feet above the top of the car with its rim protruding just far enough ahead of it that by looking upward through the windshield they could see that it was dangerously low. Riggs said he had a feeling that the beings inside the craft wanted him to stop and that if he did they would be goners.

The saucer paced their car for miles across the desert during which time Riggs drove as fast as he dared over the lonely highway but was unable to get away from it. He knew they were close to the abandoned airport and decided he was going to turn in its drive and by circling its buildings head back the opposite direction toward Ajo. About the same moment he reached this decision he saw the lights of approaching cars. Apparently the UAO also saw them for they were suddenly aware that it was no longer overhead. Riggs turned into the airport drive, circled the buildings and came out between the two approaching cars and in that position returned to Ajo. The experience had so frightened his mother that she was in a state of near hysteria and required the administration of sedatives on reaching town. Riggs remarked that this experience put an end to their sunset drives on the desert.

There are also cases on record of UAOs following planes. From these facts the obvious conclusion to be reached is that the intelligences directing the UAOs demonstrate sufficient interest, curiosity or unknown intent to follow and no doubt scrutinize us at times when we are going about our earthly activities.

It is only a matter of another step in the process of deductive reasoning to assume that the UAOs could be interested in obtaining specimens of our plant, animal and human life in order

to become better acquainted with them, just as we will probably do a few years hence when the time comes that we are able to cross space and reach the moon, Mars and other planets if we find there is life on them. Army rocket scientists at Winter Park, Fla. predicted this month (Feb. 1959) that the U. S. could land men on Mars in 15 years if it made an all-out effort. If we expect to be able to reach Mars within the next few years why isn't it entirely within the realms of possibility that dwellers on another planet simply beat us to the punch and got here first. One writer recently said that such civilizations might be fifty years ahead of us in scientific achievements. Yes, and for all we know, they might be several hundreds or even thousands of years ahead of us. Why limit it to a mere fifty years? Their source of energy and speed capabilities might very well indicate that they could easily be more than fifty years ahead.

Scientists, authorities and the general public who refuse to recognize and admit that it is entirely possible that we may already be playing the part of host to visitors from outer space might do well to consider the words of an unknown author:

"A thousand persons observe and report a UAO. One self-confident, assertive and arrogant scientist, backed by others of his esoteric profession, can deny the occurrence and come close to convincing the public they did not see what they plainly saw. This is NOT science! This is intellectual dictatorship, an imperialism of the intellect."

Credit for this quotation goes with thanks to Ray Streib, publisher of **UFO News**, Route 3, Danville, Ind.

Personal experiences such as those related in this article cause one to wonder how many of the individuals who are yearly reported as missing might have chanced to come upon a UAO in some lonely and out-of-the-way spot and were not as fortunate as those whose experiences we have just considered. It is certainly food for thought and time we all gave this possibility some serious consideration.

* * *

(When considering all the facts at hand, the indication that certain groups of human beings have been kidnapped—however unpleasant—is unavoidable. It is an hypothesis so complete that it leaves no important aspect of the disappearance "mysteries" unanswered as the following questions and answers will demonstrate:

Q. *What would be the Aliens' purpose in kidnapping humans?*

A. *To study human habits and reactions at close range.*

Q. *Why family groups?*

A. *An individual removed from familiar to alien surroundings would be an un-*

fit subject for a reliable study because of the resultant emotional stress, worry, or just plain loneliness. This would be much less true of a family group. Here they could expect to find more adaptability and cooperation. It is possible that individuals kidnappings have already occurred (there are hundreds of extant missing persons cases) with unsuccessful results, i.e., the subject broke down emotionally.

Q. *Why do they want to study us at all?*

A. *It may be mere scientific curiosity or it may be part of a preparation to contact and/or colonize us. (The missing families may eventually be returned.)*

Q. *Why more than one family?*

A. *In any statistical study the more samples taken—the more reliable the results.*

Q. *Isn't it highly unlikely that advanced beings such as these must be (to have traversed space) would resort to such heartless tactics?*

A. *Not necessarily. They need be technically advanced only. We contemplate space travel within a few years. The way things are going at present the USSR is likely to man the first earth-originated spaceship and enforced servitude is still the order of the day in Russia. Also—in the 1800s, generally known as the era of spiritual enlightenment, spiritually enlightened people thought nothing of capturing and enslaving other humans. —*

Q. *What happened to the automobiles in the Martin and Zrust cases?*

A. *They are probably taken along. UAOs have often demonstrated their curiosity concerning planes and automobiles.*

Q. *How is it possible to kidnap a whole family without a struggle?*

A. *UAOs have many times demonstrated their ability to stall automobile engines. Elsewhere in this Bulletin read the case of Pfc Bernard G Irwin. His adventure started when he left his car to investigate a "flash in the sky" . . . a UAO . . . Irwin was found unconscious but physically unharmed. Apparently they have no more use for single specimens. After stopping a vehicle and rendering the occupants unconscious, our visitors would have only one remaining problem—removal of their specimens from the scene . . . J. J. Lorenzen.)*

Headquarters is still behind on correspondence. Mr. and Mrs. Brown transferred to California in January where Al will be engaged in basic research for a private company. We wish them much luck but miss them very much. Of course, we are short one secretary (thus our correspondence problem) but Mr. Brown will continue as Director of Research.

Soldier Sees Flash . . .

(Continued from page 1)

to land about 1/4 mile from where he was. He thought it was a plane crash although he heard no sound to identify it as such. The light was very bright, and had a shape, but not definite. When it came to the ground it flared up then died out completely.

The soldier, who is a 23-year-old volunteer, said he was walking up the hill, does not know when or where he blacked out. When he came to 24 hours later in the Cedar City Hospital, he was talking about "jacket on the bush," but doesn't know why he mentioned it. There is one important point however, and that is the fact that Irwin was wearing, besides the normal clothing, a sports jacket with an overcoat buttoned over it. He had it on when he left the car, and said that his overcoat was on and buttoned when he got to the hospital (according to hospital attendants) but that his jacket was missing. The jacket just simply was not on him when he was undressed by attendants at the hospital—nor was it found during the air and ground search—nor was it in his car. It can be theorized that the jacket was stolen, but by whom and when, except during the period when he was lying unconscious near that lonely road?

My conversation with Irwin also brought out the fact that Irwin was given a complete physical checkup at Cedar City, and was found to be a very normal, healthy young man. He has no history of neuroses or "blacking out" spells.

Pfc Irwin was flown to William Beaumont Army Hospital by the Army, and underwent a 4-day psychiatric and medical examination and observation by Army doctors, who also found him to be normal, according to Irwin. I asked him if he had any troubles or anxieties which he felt might cause the "black-out" and Irwin answered that he had none that he could think of. However, several days after he had returned to normal routine at Fort Bliss, Irwin did suffer a fainting spell during his off-duty hours. No evident physical reason for this, either.

In reviewing the facts of the incident, we know that Irwin saw something bright in the sky and on the ground—sufficiently unusual to make him believe he should investigate because it could be a plane crash. He started out in search of whatever it was he had seen, and lost consciousness and stayed unconscious for 24 hours. He has no memory after starting the search for the light—"it's as if my memory of that period had been completely wiped clean," he says.

When removed to the hospital a piece

of his apparel was missing—an ordinary sports jacket. What would anyone want with a sports jacket? The ordinary thief would have taken any other things of value, but none were missing—not even money. Even if other valuable articles had been taken, we would have some sort of explanation, but none for the light that Irwin had observed before losing consciousness. The light and his unconscious state must be connected. But how? It is evident that his overcoat and his sports jacket were taken from him while he was unconscious, and the overcoat put back on and buttoned up again. But why? Was it an oversight?

After considerable thought on this problem, the possibility that the jacket being left off was just an oversight seems reasonable. When he was regaining consciousness, Irwin was mumbling about "jacket on the bush." Was his conscious mind momentarily concerned with a memory of something which had stuck in his mind during the time he was unconscious? Had he, while in his state of unconsciousness (or whatever the state was) been worried because he saw his jacket hanging on a bush?

The jacket was not found during air and ground search later, so it was taken away, by someone. Why? It does not seem logical that a man would be knocked unconscious for the purpose of stealing his sports jacket. It seems more correct that the jacket was an oversight, and that it was taken away later—perhaps after Irwin was taken to the hospital and the searchers were gone.

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

In the process of analyzing such an incident it is natural that all avenues of explanations be exploited, and the possibility that "they" needed an article of clothing came to mind, but this is not entirely logical, either, because it appears that Irwin accidentally came upon the light, and that it was not pursuing him. (See other reports by C. W. Fitch and Dr. Fontes in this issue relative to pursuing saucers and car stopping.)

It is not possible for a man to feign consciousness for 24 hours. We do know one thing for certain: this is not a hoax.

WORLD ROUNDUP

Blue Flash at Plymouth, England

Plymouth, England, 2 November 1958. A five-second blue flash which illuminated the western end of the English Channel is still a puzzler. Dozens of ships and coast guard units saw the flash. No explanation.

Yellow Disc Over London Airport

An unidentified yellow disc seen hovering over London Airport on February 26 has been listed by the Air Ministry as unidentified. An air traffic control officer studied it through binoculars before checking with radar operators, found there was no image of the thing on the radar screens. One eye-witness said it looked like the reflection of a searchlight on clouds—but there were no clouds. Royal Air Force Fighter Command Headquarters, asked to investigate, gave this official description: "Bright yellow light varying in intensity some two hundred feet from the ground. It stayed in one position for about 20 minutes, then climbed away at high speed."

PILOTS REBEL

John Lester, staff writer for the Newark, N. J. Star-Ledger, informs the public that a group of more than 50 airlines pilots have labeled Air Force secrecy "ridiculous." Each of the group has sighted at least one UAO, the rest several, and all have at one time or another been interrogated by AF officials relative to sightings and one stated: "We are ordered to report UFO sightings, and when we do we are usually treated as incompetents and **told to keep quiet.**" One of the statements made by a spokesman for the anonymous group was to the effect that many pilots "forget" to report sightings rather than endure the AF quizzing and ridicule. One pilot said he was refused permission by his company to appear on a nationwide telecast. Another said he was ordered to "cease and desist" after he'd appeared on two network telecasts of recent date, with his company's approval. Also pointed out was the fact that any pilot who fails to maintain silence after a UAO report is subject to a maximum prison sentence of 10 years and a \$10,000 fine. (This latter bit of information smacks of the tactics of a couple of late, little-lamented dictators, and is not what is expected in a supposedly democratic free nation.—The Editor.)

Our sympathies are extended to Alamo-gordo member Mrs. Barbara Parker on the death of her husband Fran on 5 January in the crash of his F-106A here. Fran was a wonderful fellow, a top-flight test pilot, and had helped the staff immeasurably in a difficult analysis last fall (see September Bulletin, "The Holloman Cigar"). He is missed by many.