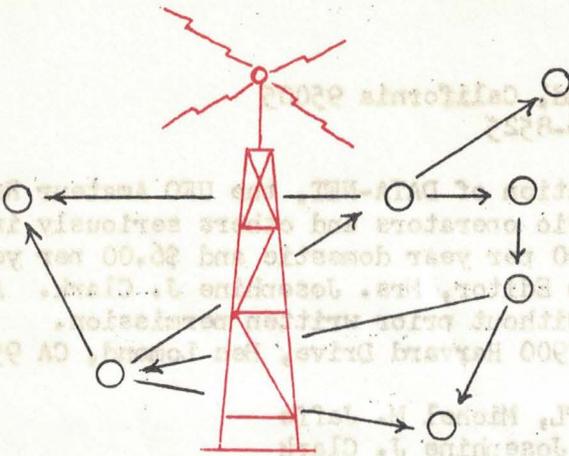


DATA-NET

-- THE UFO AMATEUR RADIO NETWORK --

7900 HARVARD DRIVE
BEN LOMOND, CALIFORNIA 95005



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DATA-NET
7900 Harvard Drive, Ben Lomond, California 95005
Phone: (408) 336-8525

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Alternate Control....W6BPV, Tom Thompson
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RESEARCH IN PROGRESS

BIOMETRIC DATA IN 19 UFO OCCUPANT CASES

The morphology and behavior of animate beings in conjunction with UFOs and the outstanding features of the objects themselves.

-Vicente-Juan Ballester Olmos

I. PROLOGUE

In the context of our specialized study of the landing phenomenon in this country, a work program that we began back in 1969, the occupant file has just been thoroughly researched. In a precedent article (5), Dr. Jacques Vallee and I did not widely cope with this question but gave succinct general information. Though no new development or sensational incident has occurred, the author decided to take a long and cool look at the "Martian" side of the picture -it sounds exciting, to say the least-, by extracting the evidence statements from our Spain and Portugal Type-I catalogue that now sums up over 130 entries.

The subject of UFO occupants gathers those reports which mention the presence of a being or an entity (biped or not, humanoid or not) allegedly forming part of the UFO phenomenon image, commonly linked to a landed object. This essay pretends to be an organized display of data on the morphological conditions and behavioral descriptions of the so-called "pilots" and on the outstanding features of the UFOs with which they were connected. We have constrained ourselves to quote only classic UFO events and we have not comprised here nine other examples where lone, bizarre creatures are reported. The perception of "beings" in these cases can arise from a stimulus other than UFOs; so, we have not touched the reports that did not include an unidentified flying object occurrence! There is no factual proof about a formal, actual relation of the entities to UFOs, except that they seem to have been borrowed from Science Fiction stories.

My purpose, with the publication of this writing, is to merely present tables filled with data, and dedicate them to some UFO investigator of the biological sciences, psychologist, scholar of the folklore, etc., who is able to find in this theme a rich field for his own specialization. A most superficial survey of the data at hand will also be made for the help of general readers.

II. THE SPANISH MATERIAL

Our census of 19 sightings is shown in the List that follows. The 1968/69 wave is immediately distinguishable, as well as the nocturnal character that Dr. Vallee found in 1964 (1). Likewise, it is quickly seen that most of the reports refer to an object (the UFO) resting on the ground. A curious detail the catalogue proportions is that the last occupant case took place in February 1969. Since then, no modern report of this kind has reached us. However, it must not be taken as an indication of null Type-I activity in Spain: during 1970, 1971 and the first half of 1972, 28 landing cases (without beings) have been recorded (12, 14 and 2).

The bars diagram of Figure 1 informs the number of witnesses per event (we have added to the number three the cases with "several" witnesses):

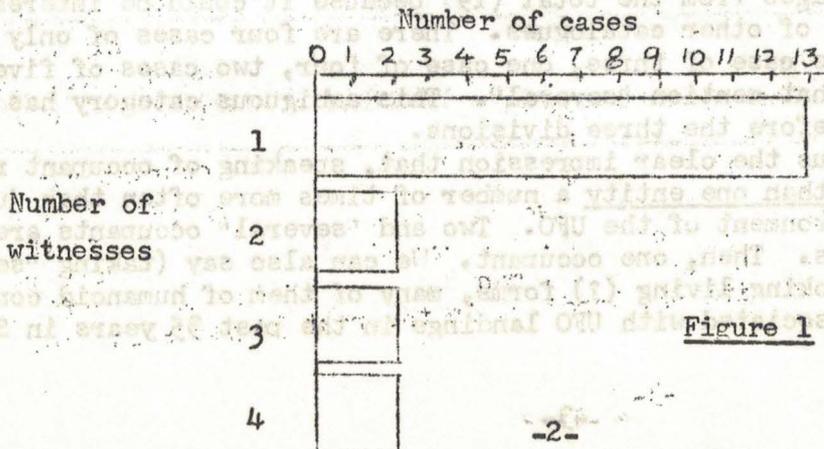


Figure 1

We learn that 68% of the reports had only one percipient (13 cases), but we can equally observe that 18 other persons saw the scene with at least one witness who could confirm it. Thus, 31 people reported a landing-and-occupant occurrence in Spain from 1935 to 1969.

LIST

Catalogue of 19 UFO occupant cases in the Iberian Peninsula

				<u>L</u>	<u>W</u>
01.	05/Apr/1935	1930	Aznalcazar (Sevilla, Spain) Ap. date	.	1
02.	Mon 25/Jul/1938	2330	Guadalajara (Spain) Ap. location	&	2
03.	1948		Garganta la Olla (Caceres, Spain)	.	1
04.	01/Jul/1953	1400	Villares del Saz (Cuenca, Spain) Ap. date	&	1
05.	Fri 10/Jun/1960	0330	Algoz (Algarve, Portugal)	&	1
06.	16/May/1966		Cordoba (Cordoba, Spain) Ap. date	&	1
07.	Jul/1967	0300	Palma (Palma, Balcares Islands, Spain)	&	1
08.	Sep/1967	0030	Santa Coloma-La Roca (Barcelona, Spain)	&	1
09.	Apr/1968		Tossa de Mar (Gerona, Spain) Ap. date	&	s
10.	Fri 16/Aug/1968	0600	Serra de Almos (Tarragona, Spain)	.	1
11.	31/Aug/1968	2000	Santiponce (Sevilla, Spain) Ap. date	&	4
12.	Wed 11/Sep/1968	2345	San Marti de Tous (Barcelona, Spain)	&	1
13.	Sat 21/Sep/1968	0200	La Liagosta (Barcelona, Spain)	&	1
14.	Sat 21/Sep/1968	0300	La Escala (Gerona, Spain)	&	1
15.	Tue 24/Sep/1968	2100	Cedeira (La Coruna, Spain)	&	1
16.	Fri 11/Oct/1968		Setcases (Gerona, Spain)	&	s
17.	Mon 06/Jan/1969	2030	Pontejos (Santander, Spain)	.	4
18.	Thu 16/Jan/1969	2030	Las Pajanosas (Sevilla, Spain)	&	1
19.	Fri 28/Feb/1969	0245	Miajadas (Caceres, Spain)	&	2

Notes: These cases are chosen from a catalogue of 130 landing reports, up-dated by Mr. Vicente-Juan Ballester Olmos (August 1972).

Ap. date means approximate date. Column L indicates if object was reported touched down (&) or close to the ground (.). Column W notes the number of witnesses; s means "several".

III. THE MORPHOLOGY OF UFO OCCUPANTS

Kindly direct your attention to Table I, where the stature and the head and extremities description of the "Ufonauts" (a picturesque term sometime coined by someone) are recorded. From the 15 reports that give a subjective estimation of the occupant's height, two distinct groups can be determined:

- 1) Occupants of a stature inferior to normal (until 1.50m): 10 cases.
- 2) Human beings height: 5 cases. (Two of them point out "very tall" persons, but there is no observation of "giants" in the Spanish literature.)

Table II, from its part, names new information to learn. A datum that we shall keep under study is the number of occupants per object and to this purpose we have drawn Figure 2, indicating percentages from the total (19) because it could be interesting to compare them with the values of other catalogues. There are four cases of only one being, five cases of two, one case of three, one case of four, two cases of five, one case of six and five cases that mention "several". This ambiguous category has been disposed after the two and before the three divisions.

This survey conveys to us the clear impression that, speaking of occupant reports, a witness has observed more than one entity a number of times more often than just one being, inside or in the environment of the UFO. Two and "several" occupants are the most common (54%) perceptions. Then, one occupant. We can also say (taking "several" as three) that 52 strange-looking living (?) forms, many of them of humanoid configuration, have been allegedly associated with UFO landings in the past 35 years in Spain and Portugal.

TABLE I

Reported morphological descriptions of UFO occupants
-Height in metres-

NO.	STATURE	HEAD	EXPREMITIES
1.	small		
2.			
3.	small		legs ended in a sort of "goat's foot"
4.	0.65	yellow-greenish face and narrow eyes	cold and brilliant hand
5.			
6.	small		the beings looked like "green birds" (parrots) and seemed to be "tired"
7.	"like children"	enormous eyes and large head or helmet	
8.	"very small or knee down"	large	
9.	tall		
10.	1.50		seemed like great-sized octopusses, 4 or 5 feet, of a clear colour and a repugnant aspect
11.	tall	large eyes	thin
12.	around 1.00		the "forms" consisted in two balls, one above the other, the bottom one being a little greater. They shone at the Moon light with a metallic reflected (as silver). They moved as an elastic spring, jumping, compressing and extending themselves and producing a tenuous hiss. No human appearance.
13.	small		
14.		yellowship faces "terrible aspect"	
15.	very tall	fair "men" wearing on their forehead a little light changing colors	
16.	"lower than normal"		human appearance
17.	1.8 - 2.0	pale face, dark brown hair of classic long	normal appearance, genteel. Arms almost joined to body (as "fallen")
18.			"silhouettes", like persons
19.	very tall	"no haired"	"luminous body, humanoid configuration"

TABLE II

Other significant data on the occupants

NO.	NUMBER	VOICE	EQUIPMENT
1.	"several"		
2.	two		
3.	one	sound of voice	
4.	three	not understood language	dark blue suit, with a flat hat with a visier in front and a metal sheet on the arm
5.	six		
6.	"several"		
7.	two		
8.	"several"		white, brilliant clothes
9.	one		a bright ball was carried in the hand
10.	two		
11.	one		black and brown-squared shirt and black long-trouser
12.	four	soft hiss sound due to movement	
13.	one		
14.	two		black tight-fitting clothes
15.	two		
16.	"several"		
17.	five		dark suit, tight-fitting in neck and sleeves
18.	"several"		
19.	five		

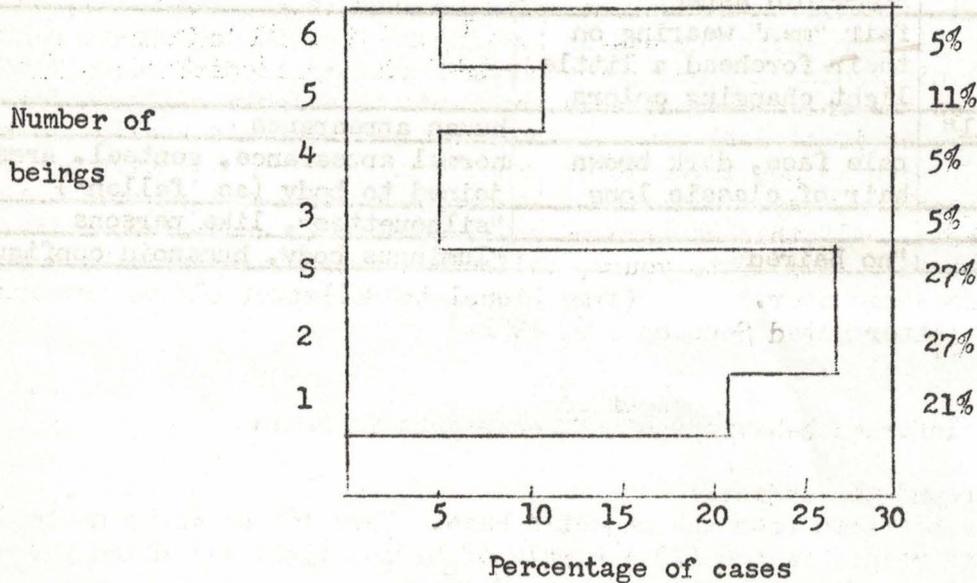


Figure 2
Occupants seen per individual object.

Conclusions: The number of cases of small stature entities is twice as large as the one of tall beings. As to their complexion and other morphological details, we do not see any general conformity in this narrow set of events. The reports used to contain descriptions of two or more beings linked to the UFO phenomenon. At this stage, these are our comments on the question, poor ones we admit.

IV. CONDUCT OF THE PRESUMED OCCUPANTS

It is important to know the behaviour of the UFO occupants to evaluate their probable origin, real or psychic. We have mused it with all the problems that arise by counting with only a group of 19 occurrences to research, nevertheless we have thought to contemplate these three different and mutually exclusive types of actions:

- (1) Examples in which the beings are merely reported going towards the source (the object): cases 8, 10, 11, 12 and 15 (five cases).
- (2) Examples in which the beings were beside the object without doing anything remarkable (simply in an observing plan?), turning the UFO or exhibiting an unintelligible behaviour: 1, 2, 5, 6, 9, 13, 14, 16, 17, 18 and 19 (eleven cases).
- (3) Examples in which the beings try to contact the witness or show a certain positive interest in him: 3, 4 and 7 (three cases).

Apart from a series of movements of an extreme simplicity (coming in or going out of the object, to run or walk towards it) and other ones of an incoherent (for us) aspect inside or outside the object, we cannot appraise a "logical" conduct or determine action which is managed toward some precise purpose or profitable goal: we have no reports, for instance, describing sample gathering, mapping, terrain studies, etc. that manifest an original intelligence as we understand it. But the concept of the apparent "idiot" behaviour of UFO occupants is not new.

Our friend Monsieur Aime Michel, the French erudite and UFO student, who has written a lot about the possibility of contact and communication with alien beings gave me his opinion on the data exposed in our Tables. We shall close this fourth section with a few of his comments:

"That the manifestations of a possibly super-(or non)-human thought escape from any human rationalization corroborates the theoretical prediction, as I tried to demonstrate in several texts (e.g. Project Dick, FSR, Vol. 18, No. 1; The UFOs and History, FSR, Vol. 18, No. 3). Occupants behaviour almost ever shows nonsensical details, that is, contradictory ones (e.g., Table III, 03 and 06). In other words, we never succeed in knowing whether the occupants behaviour actually aims at misleading us, or if the human testimony is misleading itself, in the same way as the rhinoceros attacks the car's headlights mistaken for the eyes of an animal, or if at last some of the supposed occupants really are beings inferior to man (which is not impossible: what could be the evolutive achievement of a technology such as, say, an insect-like one?), or if, at last, all this is mere phantasmagoria. All this we perhaps shall be able to understand a little more when many studies similar to yours, Vallee's and Saunders' will have been conducted all the world over." (Aime Michel to Ballester Olmos. Excerpts from a personal letter dated September 6, 1972.)

TABLE III

Informed behaviour of UFO occupants in Spain

1. The beings turn round the object.
2. They descend in a platform from the object's base. They seemed to be moving. When one of the "forms" raised an arm (?) a circle of bluish light illumined the environs. Then, the object took off until it was lost of sight.
3. It came into a hut, in the middle of a storm, approaching to the fire. The witness escaped in terror, but he could observe as a "ball of fire" elevated at not much distance from there.

4. Three little men got out through a flap that there was in the upper part of the UFO, came near the witness and spoke to him. Then, one of them gave a little slap on the face of the child and went into the object again, which rose at great speed.
5. The beings were moving around the object. Later, it was seen flying over the area and disappeared.
6. The occupants went down the object, but when they realized they were being observed they entered and the object took off.
7. They were mounted on the window's embrasure of the witness' room and were speaking between them.
8. The beings try to climb up the felling on the right of the road and go towards the object, which is landed on the felling on the left.
9. A UFO descends and lands. A man comes out, turns several times round the object and then penetrates again into it and flies away, disappearing.
10. Two strange beings are running towards the object, where they enter by its base, at a few metres from the ground.
11. A "tall man" comes near the object from an adjoining plantation of olive-trees.
12. The "things" were quickly climbing the hill towards the object, springing, and disappeared under it. It seems they did not know the presence of an observer. The object, immediately, ascended with great speed.
13. The being was beside the landed object.
14. Two beings went out from the interior of the UFO, on the sea.
15. Two beings came walking by the road, not far from where there was a weird brightness ("like a blaze"). They crossed with the witness, that was walking in the opposite direction.
16. They went out from the object when it landed.
17. It is seen in the "luminous square" a being going from the right to the left several times. On the right appears another one and both gather on the left. Then, three more appear from the right and the five beings gather in the center. They do not move the arms, nor incline their bodies. There they vanished as well as the luminosity. The whole of a dome shaped object brights and it departs at a great speed.
18. The human silhouettes "walk" several times within the illuminated rectangle.
19. The witnesses see five beings beside a landed object.

V. THE MACHINES

In Table IV the reader will find several features of the object that were reported to be the source of the beings. We appreciate an extraordinary prevalence of circular shapes (13 circular and 1 quadrilateral). Within the circular ones we have: 7 round objects, 3 ovoids, and 3 hemispheres. The round shapes include such descriptions as "ball", "lens" and "disk". The ovoids are vertical shapes. There is also a rectangular object.

The UFO dimensions are data able to be rigidly investigated. They are parameters of overwhelming importance for the physicist and many statistical methods can be used on these figures in order to seek constants and laws in the mass of reports. Unfortunately, it is not our case. We have only five observations giving a measurement and the only thing we can say is that the approximate relation between the major axis (M) and the minor axis (m) of the UFOs, the average ratio that fulfills our sparing sample, is roughly: $M/m = 1.7$ (The major dimension is almost twice larger than the minor dimension).

We are well aware of the limitations of this number but we have been unable to resist the temptation to make something on mathematical grounds here, although we know it is most weak. We are still convinced that the scientific analysis of the UFO data will furnish all sorts of patterns' discoveries. Maybe the main problem today is the development of extensive and representative catalogues of cases (with hundreds or thousands of sightings)

The colour of the phenomenon: it is somewhat amazing, all the witnesses assure that what caused them to perceive the object was the great light-power of the UFO (as seen at night, imagine their amazement). The breakdown of our cases is the following: seven, bright or strong luminosity; three, bright white or metallic; three, orange-coloured and

one, fluorescent. Adjectives usually used to describe the energy of the light are: "blinding", "intense", "terrible", etc. Let us, then, conclude that the objects were in themselves or had a powerful, self-produced source of brilliant light. This capacity and this characteristic make of the UFO phenomenon a subject deserving careful, continued and funded study.

TABLE IV
UFOs as a source for occupants; main characteristics
 -Dimensions in metres-

NO.	SHAPE	DIMENSIONS	COLOUR
1.	round	"large"	"most brightly"
2.	lens	11 x 5	dazzling white
3.	ball		"fire"
4.	"egg"	1.30 x 0.62	bright, white or grey
5.			"intense luminosity"
6.	disk		
7.			"intense brightness"
8.	"saucerpan"	"enormous"	"blinding fluorescence"
9.	circular		"bright"
10.	hemisphere		"terrible brightness"
11.	round	5 x 5 (?)	"metallic", one white light on the top and two green ones in the extremes
12.	ovoidal	5 x 3	red-orange, very brilliant
13.	"egg"		"very luminous"
14.	round, buoy-like		
15.			"brightness"
16.			
17.	dome, disk base	12 x 6 (?)	strong orange
18.	rectangular	"large"	
19.			

VI. LIKE AN EPILOGUE

We will not run the risk of advancing conclusions. You will understand it is impractical with such a small ensemble of reports. But we will offer three points to recapitulate what we said above:

1. It is not possible to apprehend any clear typology nor a solid model as to the morphology of the occupants. The descriptions on file change very widely.
2. Incoherent, non explicit and, perhaps, preposterous behaviours. We are not able to distinguish any "intelligent" act, though the Michel thesis could explain the reason why.
3. An old finding: UFOs have mostly a circular symmetry of revolution. The highest peculiar characteristics of the objects are not their structural details but the tremendous amount of light they emit.

We maintain that much more work should be done towards this direction by competent people, using the current and future existing catalogues of world-wide scope.

-Erudito Orellana, 14

Valencia -8, SPAIN

September 1972

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UFOs AND THE AEROSPACE ENGINEER

-John F. Schuessler

John Schuessler is an Astronautics Consultant for the Midwest UFO Network (MUFON), Quincy, Illinois, and is a staff member of their official publication SKYLOOK, located at Stover, Missouri. He has been actively investigating and researching the UFO phenomenon for nine years.

The people of Earth look skyward to catch a glimpse of an orbiting satellite or a moon-bound spacecraft, dazzled by the event, but lacking in the understanding of the technological expertise required to make the event a reality. The series of space spectaculars beginning with the unmanned Sputnik and Vanguard and continuing into the manned space era with such greats as Mercury, Gemini and Apollo is the result of the efforts of the greatest engineering team of all time--the Aerospace Engineering Team.

Because of his responsibility for the vehicles that operate in the earth's atmosphere or above, the Aerospace Engineer must recognize the fact that he also has a very real responsibility for the solution to the UFO problem. First, the UFO is reported to operate above the surface of the earth, an area normally reserved for birds, aircraft and spacecraft. Second, because UFOs are reported by the citizens of the earth, the aerospace engineer has a social responsibility to utilize his skills in providing solutions to such problems. Third, the aerospace engineer is seldom satisfied with terms such as: "Impossible", "Can't be done", "Won't work", etc.; he deals in answers. Through the years, these technological experts have banded together to work as a team to solve the unsolvable, to advance the ever elusive state-of-the-art. The UFO definitely needs to be approached in this manner.

Certainly, no one can deny that UFO reports exist. These reports are based upon observations made by people of all types and from all walks of life. They are people that want and expect a responsible answer to their question: "What did I see?", not a time-worn cliché such as "swamp gas", "ball lightning", etc.

Consider these examples:

Example No. 1: A prominent St. Louis businessman and his son, both amateur astronomers, were in the backyard of their south St. Louis, Missouri, home on October 30, 1966, hoping to observe the passing of the Echo or Pageos satellites. It was 6:50 p.m., a bright clear night with a full moon approximately thirty degrees above the eastern horizon. The 35° temperature and the cloudless sky made the stars shine brilliantly. This serene evening beauty was suddenly shattered by the passing of an object, directly

overhead, travelling west to east. Judging by the height of the trees in the yard, they surmised that the UFO was no higher than 200 feet above them. Its passing took only seven seconds, but this was sufficiently long to burn a picture indelibly into the minds of these two observers. The UFO looked like two soup bowls placed top-to-top, about fifty feet in diameter, slightly ovoid and about 12 feet thick. It had a slight tail protruding from the rear and vapor seemed to emanate from that point. The whole object glowed like metal being heated, the color ranging from brown-orange to light red-orange and was definitely not reflected coloring. The exterior surface was sectioned and devoid of windows or portholes. A significant feature was the lack of sound, the UFO was completely silent.

The key observer in this case operates a business in which observations, the use of colors, knowledge of perspective, and commercial art are all highly important; thereby enhancing the credibility of his observation. Following the incident, he made an excellent illustration of the UFO and presented it along with the report.

Example No. 2: On March 6, 1967, a private pilot, along with his mother and his sister, observed a similar object in broad daylight about 60 miles southwest of St. Louis Missouri. The duration of the sighting was about three minutes. The sky was overcast, with broken cirrus clouds at 3,000 feet. It was 6:03 a.m. and light enough for the observers to get a "good look." When they first saw the UFO, it was hovering at approximately 2,000 feet. Then it proceeded to do a slow 360 degree turn down to an altitude of 1,000 feet. During this maneuver it was pitched up at an angle of 5°; in aircraft terms it was nose high. Next it turned on a heading of 90° and accelerated, while changing to a bright red color, up through the cloud layer.

Example No. 3: The evening of April 8, 1967, eight people, one of which is a manager for a local aerospace firm, were having a backyard cook-out at their home about 30 miles west of St. Louis, Missouri, when a UFO descended into an open pit clay mine 250 yards from them. Almost immediately, another UFO stationed itself at treetop level and a third at approximately 2,000 feet. Since it was still daylight and the weather was clear and calm, the objects were quite visible. Again, they were disc-shaped, metallic looking and about 50 feet in diameter; quite like those described earlier. They hovered for a period in excess of 30 minutes and while they hovered they pulsed with a high intensity white light. The pulsation was obviously separate for each vehicle, for they reflected off one another. Just after dark the objects rose vertically, one at a time increasing in acceleration in a constant manner until they were out of sight. The witnesses were astounded by the speed of acceleration, for it took only 2 to 3 seconds for each object to disappear into the heavens.

Of course, many more details are available for each of the above examples, but are really not necessary to establish that members of the community are viewing objects that Aerospace Engineers should be investigating and analyzing. For instance:

- a) The objects moved through the atmosphere at speeds varying from zero (hovering) to several hundred miles per hour, a truly significant aerodynamic feat.
- b) Color changes appeared to be associated with speed.
- c) Audible sound was not observed in any case.
- d) Example No. 1 was observed in darkness, No. 2 in daylight and No. 3 from daylight into darkness; presenting a full range of lighting, optical and observational conditions.
- e) In each case the witnesses were beyond reproach, wanting no publicity, and fearing ridicule.

Realizing that many cases are reported but not accepted by the scientific community because they were not authenticated by some group with credentials, let us consider a few cases studied by the University of Colorado while under a contract with the U.S. Air Force. Some of the unpublished cases would be potential gold-mines for technological data, nevertheless the published report does contain enough good data to titillate even the most skeptical engineer.

For instance, the photographs taken by Paul Trent of McMinnville, Oregon, on May 11, 1950, were extensively investigated and analyzed and the conclusion was:

"This is one of the few UFO reports in which all factors investigated, geometric, psychological, and physical appear to be consistent with the assertion that an extraordinary flying object, silvery, metallic, disk-shaped, tens of meters in

diameter, and evidently artificial, flew within sight of two witnesses. It cannot be said that the evidence positively rules out fabrication, although there are some physical factors such as the accuracy of certain photometric measures of the original negatives which argue against a fabrication."

Mr. and Mrs. Trent saw and photographed an object from the backyard of their farm which is approximately 10 miles southwest of McMinnville. The exhaustive examination concluded that their report was authentic. Therefore, some of the facts of interest to the aerospace engineer are:

a) A wingless (disk-shaped) object maneuvered in the atmosphere. The object was gliding slowly, without rotation or undulation; then it shifted its position and orientation and increased its speed. This complicated maneuver merits engineering evaluation for obvious reasons.

b) The object was described as bright and metallic, evidently of artificial origin. The challenge offered here is to the aerospace materials, processes and fabrication (structural) engineers.

c) The lack of noise or smoke (vapor emission) presents a very real question to the propulsion engineer. How is the vehicle propelled and controlled?

The skeptical engineer must also consider the many radar cases on record, many of which involve multiple radar sightings and some include visual sightings as well. Case 2 of the University of Colorado UFO report is such a case. It took place over Lakenheath AFB, in England, the summer of 1956. At least one UFO was tracked by several radar stations while the object, round and white, was observed visually.

RAF aircraft were vectored to the UFO, and the pilot reported airborne radar contact. The UFO circled around the aircraft and followed it through all sorts of evasive maneuvers until the aircraft ran out of fuel and was forced to land. The report concluded that "the probability that one genuine UFO was involved appears to be fairly high." This is significant to the aerospace engineer because of the radar reporting, a common event in the industry, not to speak of the significance of the aerial dogfight with the UFO and the visual observations as well.

As one can easily see, the UFO presents a challenge to every facet of the aerospace engineering profession. Radar, photographic and eyewitness reports, by the thousands, are made by competent observers all over the world. The reported objects exhibit such characteristics of flight that normal terrestrial explanations must be eliminated from consideration. Technological as well as social responsibility, then, places the search for a solution to the UFO problem in the hands of the engineer.

ENGINEERING, by definition, is but a science by which the properties of matter and the sources of energy in nature are made useful to man. This matter is the substance that constitutes the observable universe and together with energy forms the basis of objective phenomena. The engineer utilizes this branch of science for continued technological advancement to flight vehicles; i.e. aircraft, spacecraft, missiles, etc. The state-of-the-art, as it is often called, has been advancing almost exponentially since the end of World War II, and appears to be continuing along a sharp upward curve. In fact, technological breakthroughs are made almost daily now. In the same vein, although it is not fully recognized at present, the UFO presents the most challenging and appealing opportunities for advancement that the engineering profession has ever known.

The presumption that our technology is the ultimate is too ridiculous for words, for we have progressed only a short way down the road to technological perfection. It is now generally accepted in scientific circles that there are civilizations elsewhere and quite possibly many of them are more advanced than we can even hope to be in the next one hundred years. Our scientific community, however, cannot seem to accept the possibility that the advancement has been in engineering and scientific circles, as well, making it possible for these civilizations to visit our Earth. History shows that major earthbound technological advancements have not been made by simply enlarging or speeding up; they have been made by finding a different and better approach to a problem. Some samples are thermonuclear fusion, the transistor, the laser, etc. It certainly appears that some intergalactic engineers and scientists have found the "better way" and are utilizing it for possible manned and unmanned exploration of the earth.

It has been reported that the Boeing Company, during its wind tunnel research for

the forthcoming supersonic transport (SST), has found that an aircraft with a flat bottom could potentially fly faster than the speed of sound without causing a sonic boom. The vehicle would leave an ordinary shock wave from its upper surface which would slant upward and rearward; while the shock wave from the lower surface would go straight back from the craft, thus never touching the earth's surface. The problem with this craft is, however, how to work the controls without disrupting the flat lower surface, or without tilting the whole vehicle so that the rear shock wave could strike the ground. If we consider the reports mentioned earlier, it is obvious that the disk-shaped UFO with the domed top has already circumvented this problem. It would behoove the engineering profession to determine how this is done, even if it means utilization of a different means of propulsion.

It is a fact that the chemical means of propulsion utilized in today's space program is both inefficient and expensive. Nevertheless, many workers in the field refuse to discuss the potential of advanced methods such as harnessing gravity or anti-gravity. They consider it akin to the search for the perpetual motion machine of the 19th century. In actuality we know almost nothing about gravity, except that it exists and we know even less about anti-gravity, or if it exists. On the horizon, however, is a potential breakthrough in the field. Joseph Weber, a University of Maryland physicist, believes that he has discovered and detected with instruments, gravitational waves coming from somewhere in space. These findings appear to confirm the major unproved phase of Einstein's General Theory of Relativity. Dr. Weber feels that the development might lead ultimately to harnessing gravitational energy, another major breakthrough awaiting mankind. Naturally, the application of this new technology will be up to the engineer.

A well authenticated UFO incident that provides some interesting speculation on propulsion was presented to the U.S. House of Representatives SYMPOSIUM ON UNIDENTIFIED FLYING OBJECTS on July 29, 1968, by Dr. James A. Harder.

The sighting occurred during the night of August 11, 1960, near the city of Corning in Northern California, and was witnessed by two California highway patrolmen over a two hour period. Significantly, there was no observable noise. The UFO could hover and move in any direction without altering its orientation. It could sustain very high accelerations and move very rapidly. It was able to hover or move relatively slowly for the two hour period, under circumstances that preclude suspension by aerodynamic lift forces. As Dr. Harder points out, we gained negative information about propulsion from this report. We can, however, observe that a jet or rocket type reaction was not used due to the silence, and prolonged aerodynamic lift without movement and without external propulsion appears to be impossible. Also, the maneuvers rule out the possibility of a lighter than air craft. Still, the UFO performed as reported, apparently in sheer defiance of our laws of science.

A common misconception is that if the earth is being visited by an extraterrestrial civilization, the exploration vehicles, the UFOs, must be made of extremely new and foreign materials. When fragments of reported UFOs are analyzed and are found to contain iron, manganese, silicon and the like, similar to our terrestrial building blocks, they are rejected as false, as hoaxes, or simply a mistaken identity. On the other hand scientists have determined that our basic elements are found throughout the universe, at least as far as we can explore with our earthbound instruments. In fact, huge turbulent clouds of water vapor have been detected far out in space, apparently mixed with dust and gas, and each one larger than our solar system. Previously this has been considered impossible. Each new aircraft or spacecraft developed has required the development of new materials and techniques; some for high temperature applications, others for very low temperature applications. Each new product, however, is the result of new processes or new mixtures of the basic element building blocks. It appears that this can continue to infinity.

Many technological changes have occurred in the UFOs over the last twenty years. As reported in the book entitled UFOs OVER THE AMERICAS, by Jim and Coral Lorenzen, there exists four general types of UFO configurations: the globe, the disc, the "cigar" or cylinder, and the egg. Through observations made during prolonged sightings these four distinct types have been recorded. Although the basic configuration remains the same, certain changes have taken place to indicate an evolution in vehicle design. Of signifi-

cance is the adoption of a lighting system; perhaps for concealment or misidentification or even for protection from collision with our automobiles and aircraft. All four types have been observed to exhibit blinking or rotating lights or an overall glow. Since the color of the glow appears to change with speed, there is some speculation that it is related to the propulsion system.

Is it really logical to expect more than one UFO configuration? Yes! In fact, it is more than logical, it should be expected. Consider our society, for instance; no one type of automobile, truck, aircraft, or spacecraft has been able to fulfill our needs. Instead, we have waltzed through a myriad of designs, sizes and shapes; all dependent upon state-of-the-art and the whims of the public. Definitely, in planetary exploration one would expect to utilize several types of vehicles and to incorporate improvements and alterations in them as knowledge is gained.

Three avenues of approach to the solution of the UFO problem as an engineering problem are:

- a) Do nothing.
- b) Apply individual talents on a voluntary basis to investigate the UFO phenomena.
- c) Put together an Engineering Tiger-Team and attempt a solution from an integrated point of view, utilizing the talents of many individuals as a team.

We will not consider the first, because a sufficient amount of nothing has already been done throughout the years. The second approach is presently being utilized. Engineers throughout the world are investigating the phenomena individually and in conjunction with private organizations. Slowly, the UFO is losing its connotation of kookiness and is being sanitized by objective, respectable individuals that spend much time and effort in the application of the scientific method. This approach is limited in scope due to the separation of men and materials and the lack of a united effort; however much is being learned that will be of future value.

The third approach, the Engineering Tiger-Team, offers the most net worth to humanity. The term effort would be similar in scope to any NASA space program. The beginning, a definition phase, would result from a request for proposal and would be open to all major aerospace firms. The organization, manpower definition, facility requirements, technology plan, operational plan and timetable would be fully defined and agreed to, standard reporting systems utilized, and computer technology would form the nucleus of the effort.

The operational phase then would utilize all the engineering and scientific talent necessary for the execution of the program. Combining observational analyses and hard-data UFO reports; past, present, and future, the UFO would be duplicated. First, as a prototype, then finally a flight model.

Of course, lesser goals could be undertaken, but they would eventually lead to flight hardware.

The core of the program would be to lick the propulsion problem. Sufficient information is presently available, if drawn together, to provide a good starting place. All vehicle power would be keyed to the propulsion system; i.e. instrumentation, life support, communications, etc. Materials and processes have been developed sufficiently to support the major portion of the program and only specific applications would require further refinement.

Progress reports would be promulgated to serve as a permanent record of progress and to assure that goals were met. Through computer analyses, problem areas could be forecasted and circumvented a major portion of the time.

Special emphasis would be placed upon personnel relations, so as not to hamper the program efforts. Engineering psychologists would become permanent members of the team, thereby providing a ready outlet and remedy for emotional problems. A key task would be to motivate the team members so that they would enthusiastically pursue the set objectives. This means creating the proper climate, providing dynamic leadership, keeping the communications channels open and providing challenging individual opportunities.

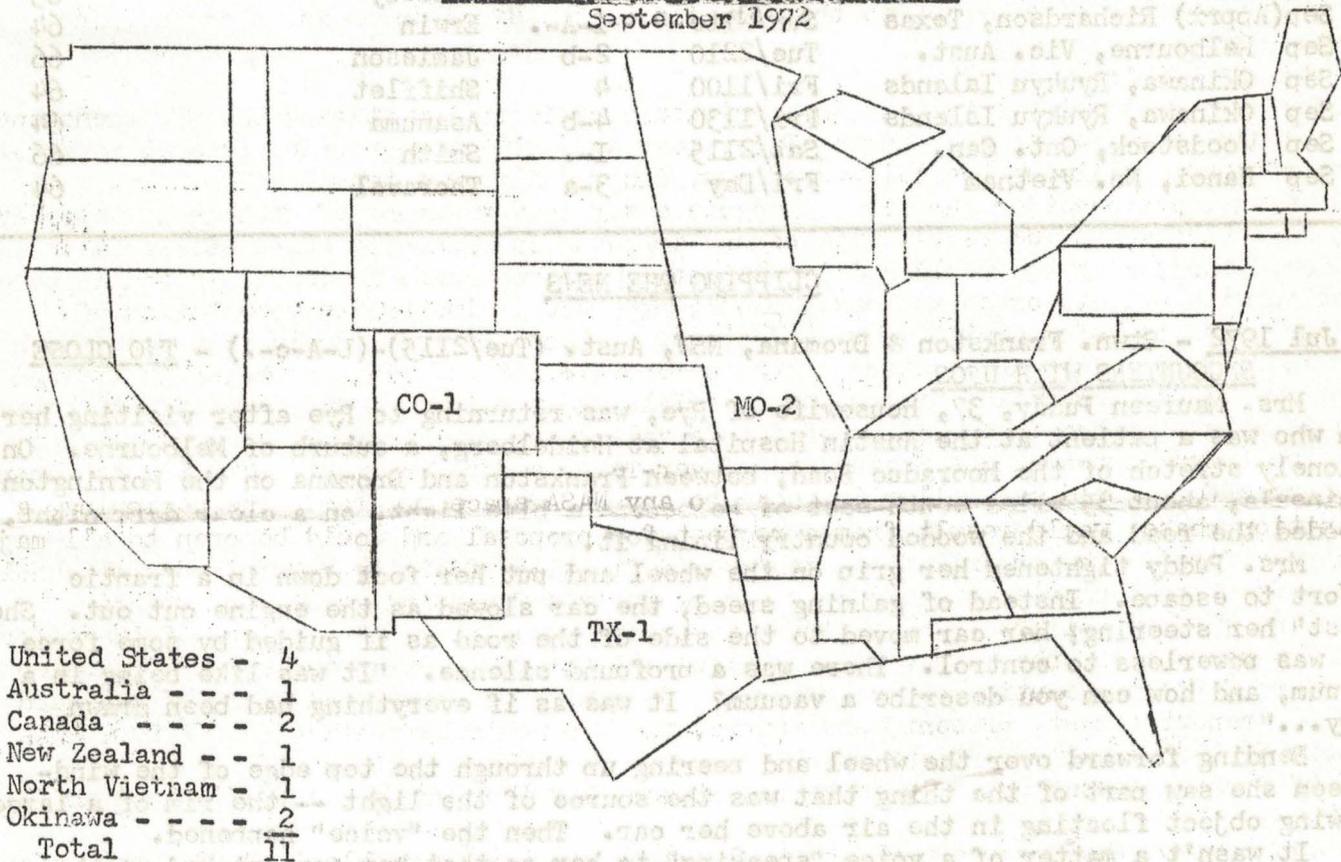
The work would be controlled as it progressed so that objectives would be economically attained. All accomplishments would be compared with set standards to determine the value of the completed work and to assure that goals are met.

Among the side benefits of this program, in addition to the solution of the UFO problem, would be new methods of improving our earth's living environment through elimina-

tion of air and water pollution, defining "clean" sources of power for heating, cooling, locomotion, etc. and a general elimination of the world's poverty problem.

All engineering breakthroughs have been the result of hours of independent investigations, then the pooling of knowledge and a lot of common old hard work. Future breakthroughs will probably be harder to come by, but should be even more magnificent and astounding than those of the past. Just because we do not understand many things in the universe, we should not give up trying. The UFO fits into this category; it has been well observed but poorly explained. The time has come to strip away the misconception that the UFO is a problem belonging to the U.S. Air Force, or to the astrophysicist, or to the psychologist and to realize that it is, truly, an engineering problem.

SIGHTING REPORT DISTRIBUTION MAP
September 1972



SIGHTING REPORT INDEX
September 1971

Coding:

- Type I - LANDINGS and NEAR LANDINGS (tree height or 100')
 - 2 - UNUSUAL or ERRATIC flight pattern
 - 3 - STATIONARY or HOVERING in the sky
 - 4 - CONTINUOUS FLIGHT
 - 5 - INDEFINITE OBJECTS
- Class A - Pacing or investigating vehicles (land, sea, air)
 - B - Multiple objects (and objects emitted or merged)
 - C - Physical appearance alters
 - D - Borderline objects (because of characteristics)
 - a. Optical or mechanical aids (telescope, radar, etc.)
 - b. Photograph
 - c. Effects (human, animal, electrical, mechanical)

- ⊙ Landed (or submerged)
- Near landing (tree height or 100')
- \$ Occupant seen
- # Traces (residue, marks)

DATE	LOCATION	DAY/TIME	CODE	WITNESSES	D-N#
04 Sep	Canton, Missouri	Mon/2130	I-.	Van Tress, Childers, Hunolt	65
07 Sep	Beausejour, Manitoba, Can.	Thu/2145	I-A-.	McFarland, Reimann	65
10 Sep	Canton, Missouri	Sun/2110	I-c-.	Jacobs	65
13 Sep	Burlington, Colo.	Wed/Nite	I-A-⊙	Ludwig	64
14 Sep	Napier, New Zealand	Thu/0530	I-.	Appleby	65
17 Sep (Apprx)	Richardson, Texas	Sun/Nite	I-A-.	Erwin	64
19 Sep	Melbourne, Vic. Aust.	Tue/2210	2-b	Jamieson	66
22 Sep	Okinawa, Ryukyu Islands	Fri/1100	4	Shifflet	64
22 Sep	Okinawa, Ryukyu Islands	Fri/1130	4-b	Asanuma	64
23 Sep	Woodstock, Ont. Can.	Sat/2115	I-.	Smith	66
29 Sep	Hanoi, No. Vietnam	Fri/Day	3-a	Thoraval	64

CLIPPING THE NEWS

25 Jul 1972 - Btwn. Frankston & Dromana, NSW, Aust. (Tue/2115)-(L-A-c-.) - TWO CLOSE ENCOUNTERS WITH UFOS

Mrs. Maureen Puddy, 37, housewife of Rye, was returning to Rye after visiting her son who was a patient at the Austin Hospital at Heidelberg, a suburb of Melbourne. On a lonely stretch of the Mooraduc Road, between Frankston and Dromana on the Mornington Peninsula, about 35 miles south-east of Melbourne a blue light, on a clear dark night, flooded the road and the wooded country lining it.

Mrs. Puddy tightened her grip on the wheel and put her foot down in a frantic effort to escape. Instead of gaining speed, the car slowed as the engine cut out. She "lost" her steering; her car moved to the side of the road as if guided by some force she was powerless to control. There was a profound silence. "It was like being in a vacuum, and how can you describe a vacuum? It was as if everything had been drawn away..."

Bending forward over the wheel and peering up through the top edge of the wind-screen she saw part of the thing that was the source of the light -- the rim of a large glowing object floating in the air above her car. Then the "voice" happened.

It wasn't a matter of a voice "speaking" to her so that her ears picked up the sound, there was no sound as such, but inside her mind a message formed, followed at brief intervals by two other messages, the last of which said, "You now have control." Then the vacuum effect disappeared and the car motor started. She sped from the spot "as if all the devils in hell were after me."

A very agitated Maureen Puddy reported her experience to the police that night; but she was lucid, coherent and convincing, and the police passed her story on to the RAAF.

The three "messages" came in these words and in this order: 1. "All your tests will be negative." 2. "Tell media, do not panic we mean no harm." 3. "you now have control."

The first message meant nothing to her, since she had no medical problems involving "tests" and could not associate the word with anything else. The last she identified as a reference to her car; control was taken (?) from her, then returned. It seemed that "they" had asked her to make known what had happened to her, with an assurance that "they" were not hostile.

She contacted television station news departments, called radio station 3AW and told her story to "Open Line" personality Norman Banks, and phoned the POST's editorial office. In every case she impressed by her graphic account and the absence of the "crank" overtones common to many callers seeking to sensationalize some claimed weird experience.

Asked about the messages Mrs. Puddy replied, "It was like a kind of...telepathy, I suppose. For some reason I had the feeling that the message was coming to me in some foreign language that translated itself into English -- a beautiful kind of perfect English, much better than the way people like us speak. I don't know any foreign languages, but that was the way it seemed.

"I don't suggest there were little green men in there working switches and things, I don't think there was anybody in there. There were no portholes or anything. It could have been all well...computerized. Not that I did much thinking like that at the time, I was too scared..."

About three-quarters of an hour later, around 10 o'clock, Mr. Maris Ezergailis, 21, a junior engineering executive in his father's business, came out into the street after a dental appointment at Mount Waverley, a suburb of Melbourne. He saw a flash of blue light from the sky and looked up to see a meteor trail, but an unusually broad one, traveling horizontally. Mrs. Puddy reacted strongly when she heard this and said, "That the way it looked when it took off the first time I saw it. A wide streak of light and then nothing."

Some time after 9 o'clock Mr. & Mrs. Beel of Main Ridge, Rye, saw an unusual light in the sky, looking west which was in the direction of Mrs. Puddy's reported sighting. Mr. Beel doused the house lights and got some binoculars. It was too far away to identify with certainty, but "something unlike anything we'd seen before" was seen in the sky, according to Mrs. Beel.

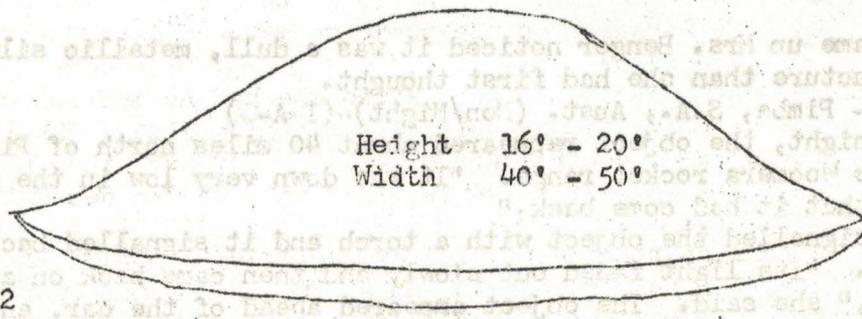
5 July 1972 - Btwn. Frankston & Dromana, NSW, Aust. (Wed/2100)-(I-A-.)

Four weeks prior, at almost the same time and place, Mrs. Puddy says she saw the UFO, or a similar one, for the first time. It began by her becoming curious about the blue light coming from the sky behind her car. She thought at first it was a helicopter, but when she stopped the car and got out for a look she described the "thing" hovering in the air "a bit more than two telegraph poles high" above the road. (Approximately 60 feet.) The actual road surface at that point is 24 ft. wide. The UFO overlapped at both sides, suggesting that it was about 50 ft. in diameter. It was giving off a brilliant blue light--not sending it down as a concentrated beam, but radiating light all around. It was shaped like two huge saucers, one inverted on top of another." It had no portholes or visible entrances, no sign of landing gear or outside fittings of any kind. And it was absolutely motionless. No spinning or wobbling, no movement of any sort. A soft power hum came from it.

Mrs. Puddy was petrified. She jumped back into her car and took off for home. "It followed me!" she said. "It stayed behind and above me and followed me for eight miles! I've never been so scared in my life. Then it left me, traveling back in the opposite direction. It simply--went. There was a streak of light and it went so fast you can't imagine."

She reported the incident to the police and told her family and some friends about it. She got the expected amount of leg-pulling and had almost decided never to mention it again--until the second incident on July 25. When she saw the light a second time, she thought, "Oh, hell! Here it is again!" She had no intention of stopping, only wanting to get away from it. That was when her engine cut out.

Mrs. Puddy says she won't drive along that road again at night alone. She no longer scoffs at the idea of flying saucers either. (Australasian Post, 24 Aug 72) (Cr: S. Kaufman)



5 Jul 1972

Road approximately 24° wide

27 Aug 1972 - Alice Springs, N.T., Aust. (Sun/Nite)-(3&4-A-c) - SIGHTING PROMPTS NEW

UFO SOCIETY

A harrowing experience south of Alice Springs for an Alawa Primary School teacher has prompted the formation of a Darwin UFO investigation society. All "cranks, religious fanatics and publicity seekers" have been specifically excluded.

The schoolteacher, Mrs. Helen Bengler, said she was on her way to Adelaide with her cousin, Mrs. Dorothy Simpson, her five year old daughter Marissa, Tilsa-Jane, 19 months, and Mrs. Simpson's son Pedro, 5 months.

"We were about 70 miles south of Alice Springs when I stopped the car because I was getting cold," she began her story. "It was a clear night with a full moon and I was looking out onto the desert and thinking how terrific it was. Then I saw a brilliant yellow light about 7 or 10 miles away on the hills, with a green light flashing on top to the right." She watched the light for about 15 or 20 minutes. It would fade out, and then return to its normal brilliance.

"It was also moving irregularly in the sky; to the right and the left, and then up and down. Suddenly I realized it might be a UFO, though I had never seen one before. I didn't believe in them."

Mrs. Bengler woke her cousin up and they watched the light together. They signalled the object with the headlights of the car. It then came over the car, and stopped about half a mile away to the right, hovering over some low hills.

"We were staring at it all the time, looking at it in wonder," Mrs. Bengler said. "We were not scared, it was just a big light. We were really excited, we realized it was only about 400 yards away, and we could have walked there in about 10 minutes. We were hoping the craft would land." Then the light disappeared, and the group drove on.

She drew rough sketches of the object for the News and described it as "mushroom shaped and glowing with a bright light."

A short time later the light re-appeared on the right, swung across to the left and followed the car. "It would go zooming ahead and stop in the sky," Mrs. Bengler said. "When it was stationary the mushroom shape would be upright, but when it moved it turned sideways and travelled head first."

"We wondered how, if anything or anyone was inside it, how they could be upright one minute and sideways the next."

Mrs. Bengler said the group could not understand why they were not frightened. "It was like we were mesmerised," she said. The UFO traveled down the road, though high in the sky, and disappeared. "We were wishing it would come back and it re-appeared about 10 minutes later and followed us again. It was a strange feeling, we didn't want it to leave us, it felt like something was with us," she said.

Soon the left wheel of the car began to deflate. They stopped the car and found a wooden stake in the tire. As they inspected the tire, the UFO came in to a paddock about half a mile away. "It was about four times as high as a light pole up in the air," she said.

They realized later that when the UFO appeared close to the car the headlights went very dim and stayed in that condition until the object had moved away.

They passed a bus, a semi-trailer and a small car parked along the road. They were unable to wake one driver and became worried about how people would react to having someone bang on their car in the middle of the desert and ask them to look at something in the sky.

As the sun came up Mrs. Bengler noticed it was a dull, metallic silver color with a more involved structure than she had first thought.

28 Aug 1972 - Pimba, S.A., Aust. (Mon/Night)-(I-A-2)

On the next night, the object reappeared about 40 miles north of Pimba and only a few miles from the Woomera rocket range. "It was down very low in the scrub, and we couldn't believe that it had come back."

Mrs. Bengler signalled the object with a torch and it signalled back. "Then I got scared," she said. "Its light faded out slowly and then came back on again, nothing I know of does that," she said. The object appeared ahead of the car, and then would reappear behind it.

Ten miles past Pimba Mrs. Bengler noticed it on the right hand side of the car. "It

"It lifted off the ground, and lit up a perfect circle of green, iridescent light, a very distinct circle," she said.

As the car travelled past a road on the left side of the Adelaide road, Mrs. Bengler looked up the road and saw "something about 100 yards away. It's still in my mind. The road was about 35 feet wide and the object covered it all except for about one foot each side. It was as high as a house and made from two substances; dull silver and dull black. It was basically the same as we saw in the sky, but not lit up." She said the object appeared to be standing on a number of legs.

"I started to cry, and I was shaking," she said. "I wanted to go back, but I was terrified."

Then she saw it again in the sky. "I didn't want to look at it. I made up my mind not to look at it again. I put my head down on the seat," she said.

Back in Darwin Mrs. Bengler said she had undergone eight nights of constant interrogation over the sighting by government officials, scientists, lecturers and others. Now she wants to make sure any further sightings in the Territory can be examined more closely. (News, Darwin, N.T., Aust., 21 Sep 72)

19 Sep 1972 - Melbourne, Vic., Aust. (Tue/2210)-(2-b) - PHOTOGRAPHS OF MYSTERY LIGHT

It was fast-moving, light-colored with a purplish fringe and threw a brilliant light. That is how staff photographer Ray Jamieson described the UFO he sighted--and photographed--for 15 to 20 minutes. It appeared to be 500 to 1000 ft. up. There was no sound.

Jamieson was driving along Pascoe Vale Road, Broadmeadows North, when "suddenly the sky went white." To the left, towards Sunbury, he saw a fast-moving object, throwing a brilliant light in all directions. "It was moving very, very fast, much faster than any aircraft I have ever seen. At one stage it did five to seven loops in less than three seconds -- just like a rolling coin," Jamieson said.

When first seen the object appeared to be moving north. Later it headed to the south or southwest. Jamieson pulled up, got out of the car and began using his camera, a Nikon 35 mm with 300 mm telephoto lens. He had been taking football training pictures earlier and in his surprise at the sky's "suddenly going white" used the same exposure, 1-1000th of a second for his first picture, number 4. He expected to get nothing on his film with such a fast exposure, but the light was so brilliant it did photograph. All other pictures of the object were taken on time exposure with full aperture.

Jamieson rested his camera on the roof of his car. He said the object "lit up the hills and you could count the trees."

The RAAF officer in charge of UFO sightings in Melbourne, Squadron Leader R.R. Roddy, of Support Command Headquarters, said after studying the photographs he could not offer any explanation. "They seem unlike other photographs of reported UFO sightings," he said. The RAAF would study the incident. (Age, Melbourne, Vic., Aust., 21 Sep 72)

23 Sep 1972 - Woodstock, Ontario, Can. (Sat/2115)-(I-) - POSSIBLE LANDING

Mr. & Mrs. Cec Smith, 354 Hay St. were watching television in their living room with their drapes not tightly closed. They spotted a yellow-orange colored object about the size of a large iron washtub hovering in the sky, north of Dundas, running along Devonshire Avenue. "It was as red as fire," Mr. Smith said. "You'd almost think it was ready to burst right in the air."

They watched the object move along about two and one half blocks until it came to a point where trees were blocking their view. They waited for it to come out from behind the trees but could only see that it landed somewhere. "I know it wasn't a plane or a helicopter," said Mr. Smith.

The couple tried to contact friends out in the country but neither their friends nor neighbors saw the object.

Mr. Smith said it looked like the craft landed somewhere out near the Ontario Hospital, but he couldn't be sure about the location. (Woodstock-Ingersoll Sentinel-Review, Ontario, Can., 25 Sep 72)

SHOP & SWAP

WANTED: Ron Westrum, 2019 Delaware Drive, Ann Arbor, Michigan 48103, seeks past issues of FLYING SAUCER REVIEW -- particularly 1966 #4 and 1965 #1 -- at a reasonable price.

WANTED: Vicente-Juan Ballester Olmos (Erudito Orellana, 14, Valencia -8, Spain) seeks the following articles, either an original copy or a photocopy:

1. An article by Stuart Appelle appearing in PERCEPTION AND MOTOR SKILLS (Box 1441, Missoula, Mont. 59801), June 1971. It discusses the "Status Inconsistency" article by Dr. Warren.
2. The Presidential Address to the Eastern Div. of the American Philosophical Assoc. (APA), entitled "Extraterrestrial Intelligence," by Dr. Lewis W. Beck, III. The congress was held Dec. 28, 1971 at the Statler-Hilton Hotel, New York City. The proceedings were to be published within a year or so.
3. "UFOs and the Laws of Physics" by J. Lear. SATURDAY REVIEW, Oct 7, 1967.
4. "White Paper on UFOs" by Dr. J. Allen Hynck. CHRISTIAN SCIENCE MONITOR, May 23, '67.
5. "A New Look at Saucer Mysteries" by Dr. Jacques Vallee, TRUE, Sep 1965.
6. "Humanoids on Other Planets" by R. Bievi, AMERICAN SCIENTIST, Vol. 52, Dec. 1964, pp. 542-543.
7. A new or used copy of the book by Thomas Olsen, THE REFERENCE FOR OUTSTANDING UFO SIGHTING REPORTS.

Mr. Ballester will pay for the above items or will gladly trade for any Spanish documents you desire.

Mrs. Ballester also seeks information regarding an English version of the book POPULATED OUTER SPACE edited by the USSR Academy of Science in 1968, and how to purchase.

FOR SALE: Unique offer of the entire collection (to date) of STENDEK, the excellent UFO Spanish magazine (professionally printed, 34 pages), with an extraordinary amount of high quality documentation about UFOs in Spain. The 11 (eleven) issues are first-hand and out-of-print, from June 1970 to September 1972. Price of the set is \$20.00, seammil postage included. Address your order to: Vicente-Juan Ballester Olmos, Erudito Orellana, 14, Valencia -8, Spain.

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