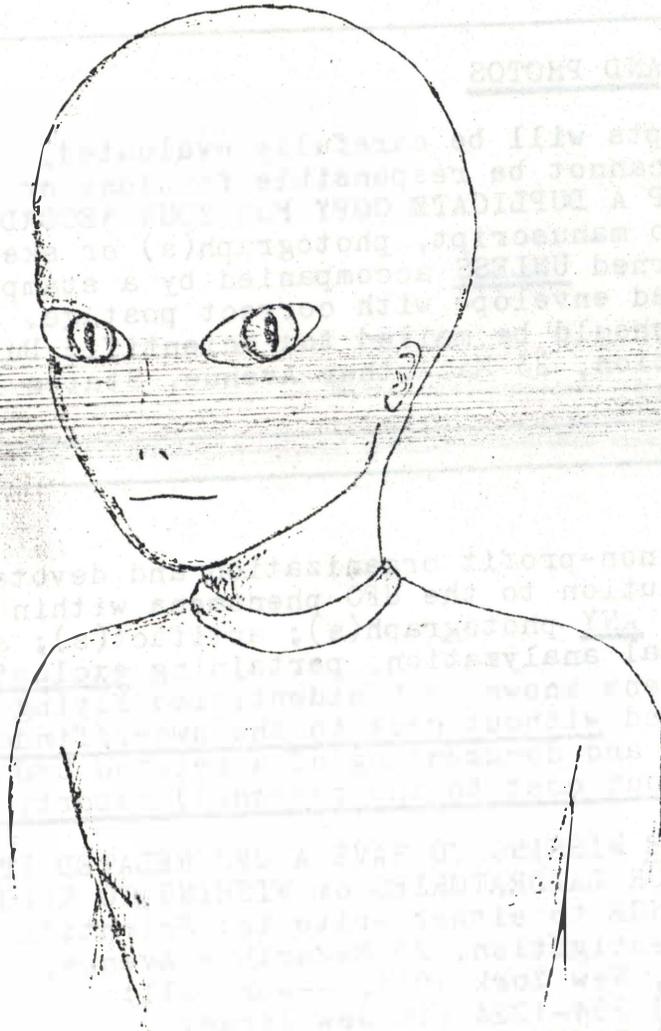


THE SBI REPORT

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WE ARE NOT ALONE..

Vol. 1
No. 7



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THE SBI REPORT

'WE'RE LAST... BUT COMING UP FAST.'

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SEPTEMBER

Volume 1 - No. 7 — 1979

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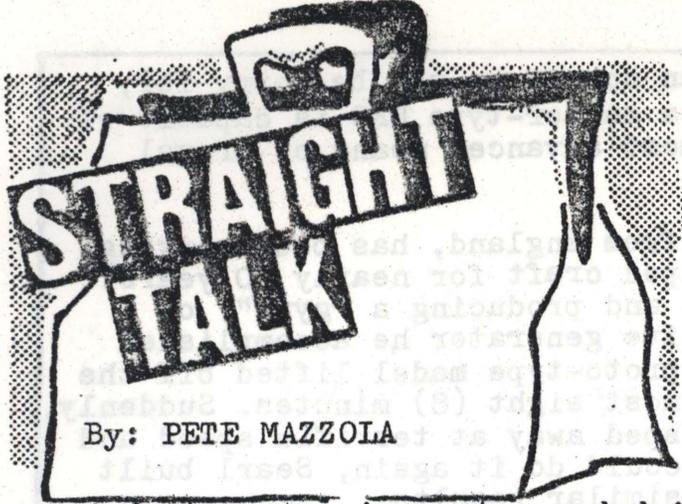
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SUBSCRIPTION ONLY (12 issues)=	\$12.00 per year
Students & Senior Citizens=	\$8.00 per year



For decades our governmental agency leaders have informed us, the public, that it is totally inconceivable that UFO's exist. Their primary reason being, that a craft of this type, as reported by witnesses over the years, is incapable of flying. According to our U.S. Air Force, the types of UFO's observed by witnesses DO NOT meet aerodynamic, contour design, structural configuration, and stress and fatigue requirements needed in order to travel through space.

The Air Force no doubt has first hand knowledge of such items needed for flight. In the early 1950's they built a saucer-shaped craft called the VZ-9, but the experiments were not successful. The craft maneuvered slowly and clumsily, traveling only three (3) feet above the ground. Strangely enough, this craft or proto-type designed for the Air Force by a company called AVRO made its debut around the same time many UFO flaps were occurring around the United States. The entire affair is either very coincidental or very convenient. Perhaps, the disc-like craft the Air Force tested was only a scape-goat to take the place of the real matter at hand--UFO's.

People, during the 1950's, were true Americans who trusted the government. Certainly if the Air Force released press information to the public, "the UFO's they (the people) were observing was in reality a new secret aircraft being tested for military purposes"--the public would be trusting enough or naive enough to believe them. In turn, the Air Force would acquire more time needed for the study of real UFO's and the public would be quelled from panic of an invasion from Mars. The plan worked according to ~~schedule~~ until the public's opinion of the government changed drastically. As a reminder to the public, maybe for their stupidity, the Air Force keeps the proto-type UFO on display at their National Archives in Virginia.

The Air Force, with the help of the Army, used this craft as a diversion technique so they could secretly test and fly a real UFO, allegedly seized when it crashed in 1953 in the Southwest. Of course, as yet this assumption has never been proven, but we're working on it. Impossible you may think! Why then did the Air Force contract a firm located in Canada to build this craft? The AVRO company (A.V. Roe, Ltd) completed the craft for testing in 1955 and the Air Force used the media to announce its testing on a highly extensive basis. Why would the Air Force publicize a secret test craft to the public? The VZ-9 made its maiden voyage in December of 1959 and hardly made it off the ground. Why did it take the Air Force four (4) years after delivery of the VZ-9 to test fly it? How come the SBI cannot find one article in any newspaper of that era which tells of the Air Force's first flight?

The VZ-9, which propelled itself by use of three (3) Continental J69 turbojets, was considered a total failure and waste of taxpayers money. Hence, the conclusion of its testing by the Air Force proved that a craft of this type is impossible to fly and be of use to the military. Or did it? I guess we'll have to take our experience Air Force word for it, right?

Before we commit ourselves to an answer we may be sorry for, let's analyze some facts which show a saucer-type UFO is capable of being built, flown and used as the most advanced means of travel known to man.

First, John Searl, an engineer from England, has been working on a project to construct a disc-shaped craft for nearly 30 years. Commencing with an electrical magnet and producing a "gyro", or flywheel, and attaching it to an active generator he accomplished amazing results. The small toy-like proto-type model lifted off the ground and hovered in mid-air for almost eight (8) minutes. Suddenly, without advanced warning, the model sped away at terrific speed and disappeared from view. Convinced he could do it again, Searl built another model and achieved the same similar results.

At the present, Searl is collecting thousands of dollars for his project which shall cost about 1½ million dollars. With the funds Searl will build a thirty (30) foot diameter craft capable of holding himself and two other crew members. This saucer-shaped craft would be able to make eight (8) stops, at key spots, around the world in an hour's time. It is unknown at this time if he will raise all the money needed, but many credible and large companies have already donated many of the parts needed in the construction of the 24,000 m.p.h. UFO.

Secondly, Frank Andrasevitz, a leading engineer from California, is constructing a disc-shaped craft called, "Andra-Jet." Powered by a diesel engine, the craft would be air-cushioned and capable of attaining speeds of 250 m.p.h. The two passenger proto-type craft is nearing completion and be sold to the general public for a price of \$20,000. each. It may sound like a lot of money and I agree with you, but I believe the product will sell simply because of its 100 gallon fuel capacity and ability to travel 40-50 miles per gallon.

Third, Disco-Jet, a California based corporation is also building a disc-shaped craft for sale to the American public. Their craft will be the first vertical takeoff and landing vehicle (VTOL) offered at a reasonable cost to the consumer. The craft will be powered by eight (8) Wankel engines and constructed completely of fiberglass. Somehow the manufacturer claims, "the craft would be noiseless."

Fourth, the French Government UFO Study Program called GEPAN concludes that some UFO's are extraterrestrial in origin. They, like many others, have built a scale model of a disc-shaped craft and put it through many scientific test studies. Under simulated flight conditions within a test chamber, the produced air flow gave off an anticipated glow. Electrodes resembled windows or portholes that were lit up from inside the craft model. The French scientists involved in this discovery, Poher, Petit and Viton, all believe the feasibility of UFO propulsion exists and can be duplicated. The well-known scientists claim the testing is being conducted using two principles: one, electrodynamics and two, magnetohydrodynamics (MHD). MHD was first discovered by Dr. Richard Rosa, a researcher for the Advanced Research Projects Agency (ARPA) and is the process that enables magnetic items to move freely through liquids. (See: ANALOG magazine, Nov. 1972, for more informative analyzation os these processes)

France, more so than any other country, is studying the MHD process in conjunction with UFO propulsion related to a disc-shaped craft. During their studies they noticed the glowing electrodes, not only producing window effects on the scale model, but glowing the top and bottom of the craft as well. In retrospect, it's usually the same effect witnesses endure when sighting a UFO. The process continues as the electrode generate a tremendous force of electricity that separates the different air gases. In laymen's terms, the electrical field incorporated with the magnetic field introduced into an air pump allows the craft to lift off the ground. When looking up at this craft in flight, a rotating or swivel motion is perceived.

UFO's however come in many different shapes and sizes, of which 75% are noted as saucer or disc-shaped. Therefore, what the witnesses of UFO's may be seeing is a variation of levels of advanced technology all at once. The theory being that UFO's, other than disc-shaped, are used for either specific or specialized purposes. (See: U.S. Air Force Training Manual, Chap.23, 1968 for same type of hypotheses)(Another excellent reference into the French study would be IDEAL UFO magazine, No. 7, September 1979—"How to Build a Flying Saucer" by Dr. Arlan Keith Andrews)

Fifth, artifacts found in graves in Central and South America, which date from 400 A.D.-1200 A.D. have been discovered. The sixteen (16) artifacts are between 1-2½ inches long and have delta wings and a 3-piece tail section. Remarkable as it may seem, the objects bear resemblance to our own space shuttle craft (U.S. Enterprise). These artifacts have a number of characteristics which point to the possibility that they represent models of flying objects that COULD NOT have been even conceived by mankind at that time. So, where did they come from and why were they made?

The artifacts possibly represent an alien-type craft, a UFO used shuttle service of passengers as well as equipment. The likeness was reproduced in the artifacts either by the populace of Earth or the aliens themselves. I have no idea on how man in that era could carve an aircraft of some sort, in such fine detail, without ever seeing the real object. Subsequently, this would give credence to the theories presented by Eric von Daniken ("Chariots of the Gods").

Sixth, William Clendenon, a noted researcher with the Alabama Space and Rocket Center (ASRC), also intends to build a "flying saucer". Working on construction of the craft since 1961, it is now ready for its first test flight. Clendenon believes that if a major aircraft company like Boeing took more interest in a project of this nature, a full sized craft capable of holding many passengers could be built in six years. His craft allegedly is able to fly in the atmosphere as well as under water, take off and land vertically and hover like a helicopter. The disc-shaped craft would generate enough electrical power to enable it to become invisible as it flew noiselessly.

Last but not least, the Scientific Bureau of Investigation (SBI) is secretly monitoring a New Jersey location for proof of similar crafts, as stated in this article, already in production. The current investigation stems from many credible people, including police officers, who have seen such objects on the ground as well as flying. At this time our proof is inconclusive, but a break through is evident. Proof that a group of researchers, sponsored by the government, has

secretly been testing/flying two disc-shaped objects up and down the Eastern seaboard (coincidentally around the same time as the sonic-boom mystery on the East Coast).

Statements from various witnesses tell us one craft is about 12-15 in diameter, while the other is approximately 30 feet in diameter. Both are comprised of a shiny metallic substances and have no visible rudders, wings, tails or landing gear. The crafts were observed flying just about tree-top level, banking as a conventional type airplane would, producing considerable engine noise and flashing red, white and/or green lights. Amazingly, the crafts are always seen either coming from or returning to the same location.

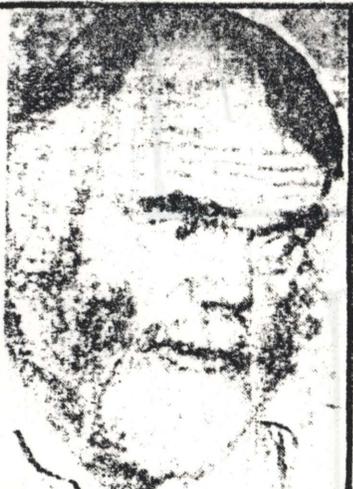
To top it all off, we believe the same company, mentioned in the beginning of this article, is responsible for the construction of the two crafts. We speak once again of AVRO of Canada; the firm which built a proto-type UFO for the Air Force in 1955 and claims the project was a waste of time. Recently we learned of a meeting between V.I.P.'s from the AVRO firm and the researchers testing the mystery UFO's. Jim Fallow spoke with a spokesman for the AVRO firm and acknowledged the fact such a meeting would take place shortly. After Jim convinced the spokesman we wanted in on the meeting by telling him "we had produced a similar craft and wished to compare our craft to theirs", we were accepted into the conference. To our misfortune, Jim had to refer a telephone call back number for the spokesman to confirm our meeting time and place. Apparently a check was made through some means and we were disallowed entry to their meeting. We can only wonder what transpired at the meeting and why was it called for? And the main question, who was present at the meeting?

To tell it all, not one reported sighting of UFO's violates any law in aviation. For example, right-angle turns (90 degree turn) seen from the ground could be described as a sort of optical illusion. What is assumed as a right-angle turn can in reality be turns performed while "G" forces are intensified. Disappearing into thin air (vanishing before one's eyes) is not a miraculous feat rather a sort-of-optical illusion once again. UFO's, as described by witnesses, sometimes go from a stationary position or moving position and literally vanishes from sight. If anyone has ever visited a missile site (White Sands, New Mexico), one can deduce the fact the a missile traveling a tremendous speed can accomplish 480 feet in one second. In less than 5 seconds the missile has traveled one mile from the viewer. All that can be seen of the missile is a spec of light. If the viewer, for some reason, moves his/her head or sneezes for one second, the missile has moved another 480 feet. Looking back to the last spot the missile was seen proves negative, the missile is no longer in sight. Try to locate the missile scanning the sky with your eyes; this too proves fruitless and the missile appears to have vanished or disappeared into thin air. This same process may apply to the viewer of a UFO—blink your eyes and it's gone. What about the reverse happening? Witnesses of UFO's have stated that some UFO's appear or materialize out of no where. Keeping our example of the traveling missile, an object traveling anywhere from 1000-24,000 m.p.h would not be visible to the naked eye until the object was either directly over the viewer or suddenly comes to a dead stop in mid-air. This in a sense would appear to make the object materialize from out of no where.

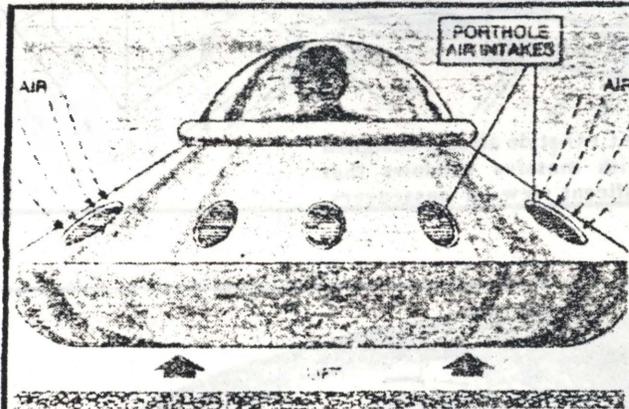
In conclusion, the assumptions the United States Air Force made to disc-shaped crafts being incapable of space travel are false. We have learned of people who not only are capable of constructing such type craft to fly, but those who have actually built and flown them. Given all the millions of dollars needed for constructing a disc-shaped object, a "flying saucer" if you must, the SBI could build one using electromagnetic principles. If we can do it, others more intelligent certainly have done so already. Perhaps soon we will be able to see the first man-made UFO to fly in our skies. However, are we sure it will be the first? The first on this planet maybe—or are we wrong in assuming this also?

The questions we must ask ourselves are: why in the year 1980 (almost) are we hindered by the government, universities and the scientific community to build these types of crafts? Is it because the world powers do not want alot of conventional UFO's flying about our airspace that may confuse the real UFO's from ours? Do they (the world powers) want the secret of UFO propulsion or military power capabilities for themselves? Were the world powers "pre-warned" by the pilots of UFO's not to reproduce their crafts or else? Does the U.S. or any other country have in its possession a UFO which crashed on Earth and have they tested it in flight?

No matter which direction we persue within the realm of UFO's, we constantly encounter suppression—suppression of facts, documents, photographs, or actual genuine artifacts from UFO's (including a UFO itself). Why in this modern day of technology are we being "STOPPED" from producing a speedier, more economical and energy saving way of transportation? **THERE MUST BE A REASON AND AN ANSWER!** What the reason or answer is, we can only hope we one day find out.



SPOTTED... William Clendenon claims he can build a UFO.

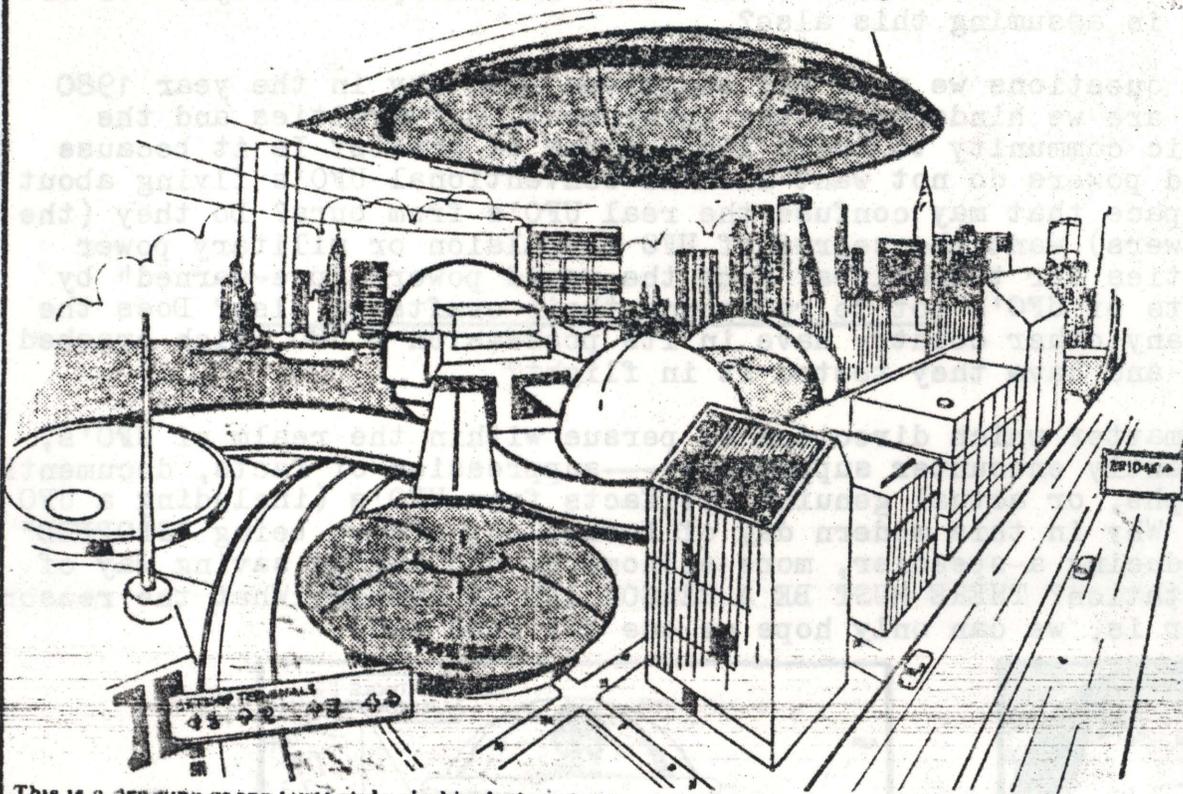


SAUCER... A sketch of Andrasevitz' "earth craft."

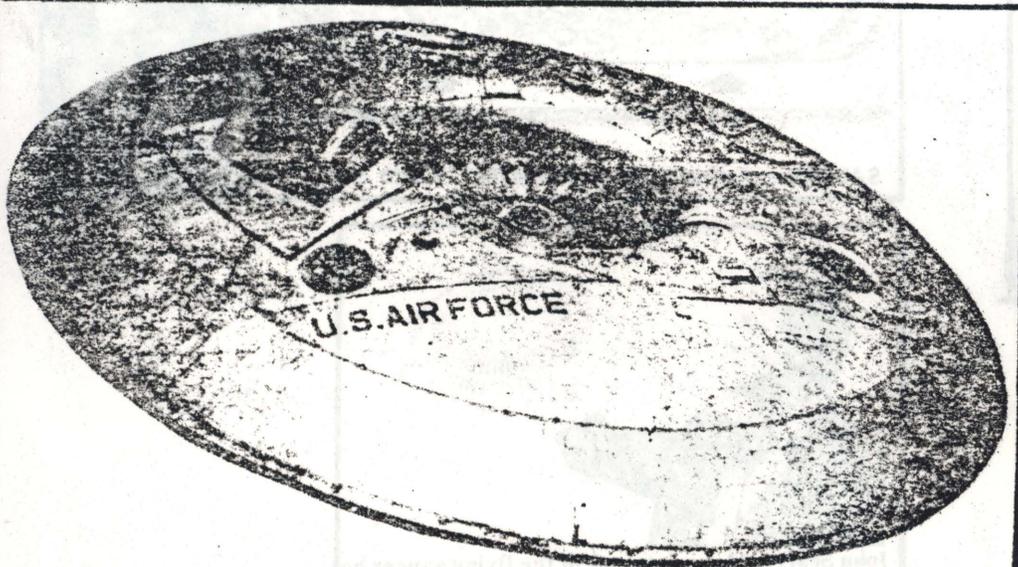


John Searl holds a prototype of the flying saucer he hopes to build for a 60-minute flight.

UFO-style airship could be flying jumbo of the future



This is a drawing of the UFO-style airship designed by Malcolm Wren, with massive windows that would provide a magnificent view for passengers.



U.S. Air Force "VZ-9" built by AVRO in 1955.



AS we promised, Jim Fallow's article as it appears in the monthly magazine called, Central Jersey. (Sept. 1979; Vol. 1, Issue 1)

We urge all our readers to write to the publisher, John J. Turi, in care of the address provided on the back of this page. Ask him to lengthened Jim's article to at least two (2) pages for a more comprehensive report.

UFOs - FACT OR FICTION

By Jim Fallow

UFOs. What are they? Why are they here? Where do they come from?

For twenty-two years, beginning with Project Sign in 1947, the United States Air Force attempted to answer those questions. Its work continued through Projects Grudge, Twinkle, Stork, Pounce, and ultimately, Project Bluebook. Finally, twenty-two years, countless man hours, and millions of dollars later, the Air Force conceded defeat. In a 1969 press release stating that UFOs present no threat to national security, the Air Force bowed out of the UFO investigating business.

The man most responsible for inspiring the initial Air Force investigative work was a private pilot from Idaho named Kenneth Arnold. On June 24, 1947, flying near Mount Rainier in Washington, Arnold sighted nine gleaming discs, each about 100 feet in diameter, racing along at an estimated speed of more than 1000 miles per hour. Arnold described the objects as being "saucer-like," and the term "flying saucer" was quickly coined by newsmen. That unfortunate label gave the UFO concept an aura of fantasy and immediately invited ridicule. Serious investigators have sought to overcome the skepticism engendered by the topic's dubious beginnings.

Novice students of UFO phenomena have found it quite easy to become confused by the various reports of

sightings and encounters. Over the years, however, a system designed to provide accurate identification of all UFO reports has been adopted by major research organizations around the world. The classifications devised are these:

- Nocturnal Lights (NL) cover reports of unidentified lights in the night sky. They are the least important sightings from a scientific standpoint, constituting the majority of "noise" or "static" in Ufology. Seventy-five percent of all UFO reports are of the NL variety.



Jim Fallow

Investigator, lecturer, researcher and writer on UFOs, and one of the leading Ufologist on the East coast.

- Daylight Discs (DD) deal with clearly seen non-conventional airborne craft, viewed at a distance greater than five hundred feet.
- Radar Visuals (RV) consist of objects seen by witnesses and simultaneously confirmed by radar as unknown flying matter.
- Close Encounters of the First Kind (CE-I) are sightings of UFOs at a distance of 500 feet or less.

- Close Encounters of the Second Kind (CE-II) are physical evidence of UFOs seen landing or hovering.
- Close Encounters of the Third Kind (CE-III) — the one you've all been waiting for. This heading deals with reports of occupants sighted inside UFOs. Ideas for the special effects used in the film of this name came largely out of UFO study case histories.
- Close Encounters of the Fourth Kind (CE-IV) cover any overt interference in the form of abductions or assaults on human beings by UFO occupants.

An excellent example of a CE-IV classification is the case of Betty and Barney Hill of Portsmouth, New Hampshire. Driving on the night of September 19, 1961, the pair sighted a UFO. The experience left them shaken and confused.

Arriving home, Barney found inexplicable scuff marks on the tips of his shoes and Betty noted rows of mysterious shining circles on the trunk of their car. Bewildered and disturbed, they realized they could not account for almost two hours of their time on the road.

Months of mental distress for both Hills followed. The two sought medical assistance from a distinguished Boston psychiatrist and neurologist. Under psychotherapy which included time regression, the Hills gave almost identical accounts of what had happened during the lost two hours of their journey — a period of time their conscious minds had repressed. They told of an encounter with intelligent humanoids who took them aboard an alien craft in which they were questioned and subjected to physical examination.

After several months of treatment, the psychiatrist decided that neither of his patients were psychotic: both had consciously and under hypnosis told what they believed to be the absolute truth.

An excellent account of the Hill abduction is provided in *The Interrupted Journey*, a John Fuller book published by Dial Press in 1966.

Since the '60s, reports of abductions by UFO occupants have increased dramatically. The United States is not alone in experiencing this phenomenon, as countries around the world have reported incidents indetical to that of the Hills. CJM

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A SPECIAL REPORT

by: VINCENT MANGIAMELE (Chief Investigator in Minnesota) and
CHARLES TAYLOR (Chief Investigator in Westchester County-New York)

Being a Chief Investigator for the SBI in Thief River Falls, Minnesota (approximately 30 miles from Warren, Minnesota) I had the luck or opportunity to visit one of the latest UFO encounter sites. It seems a brilliantly lighted object swept down on a deputy sheriff's car and damaged the vehicle and left the officer unconscious. The mystery occurred on August 28th and I heard about it on the morning of the 29th, therefore, I intended to get the facts for myself.

Arriving on the scene, to my surprise, I found I was not the first to arrive to question the officer. An investigator for the Center of UFO Studies (CUFOS), namely Alan Hendry, was already taking notes for the documentation. Although the investigator works for the UFO organization in which Dr. J. Allen Hynek is in charge of, I found Mr. Hendry quite assistful with the notes he had previously taken. Mr. Hendry is the author of several books related to UFO's and currently has one on the market which is an excellent guide to investigating UFO's.

As the case goes, aside from being shocked and sustaining a mild case of "welder's blindness," Deputy Val Johnson was in good condition. It happened early Monday, the 28th, on the flats of the agricultural Red River Valley in northwestern Minnesota. As far as I am concerned, "it is the most incredible case I've ever seen with some of the most unusual clues." The clues include two bent antennas, a shattered windshield, broken headlamps and a small dent in the hood of the patrol car.

I learned from International Directors Pete Mazzola and Jim Fallow the SBI receives about 1000 tips of UFO's per year. The SBI investigates by phone the most interesting ones. But in the event of an unusual case like this, where damage is involved, its worth going out to see. This case was truly an anomalous one indeed.

I was intrigued by the fact there was no damage to the rim of the headlamps. Also, the radio antennas were bent over, but there was no evidence of paint marks, and the bugs on them hadn't been scraped off. Johnson's wristwatch and electric clock in the car each stopped for 14 minutes. This only heightened the mystery.

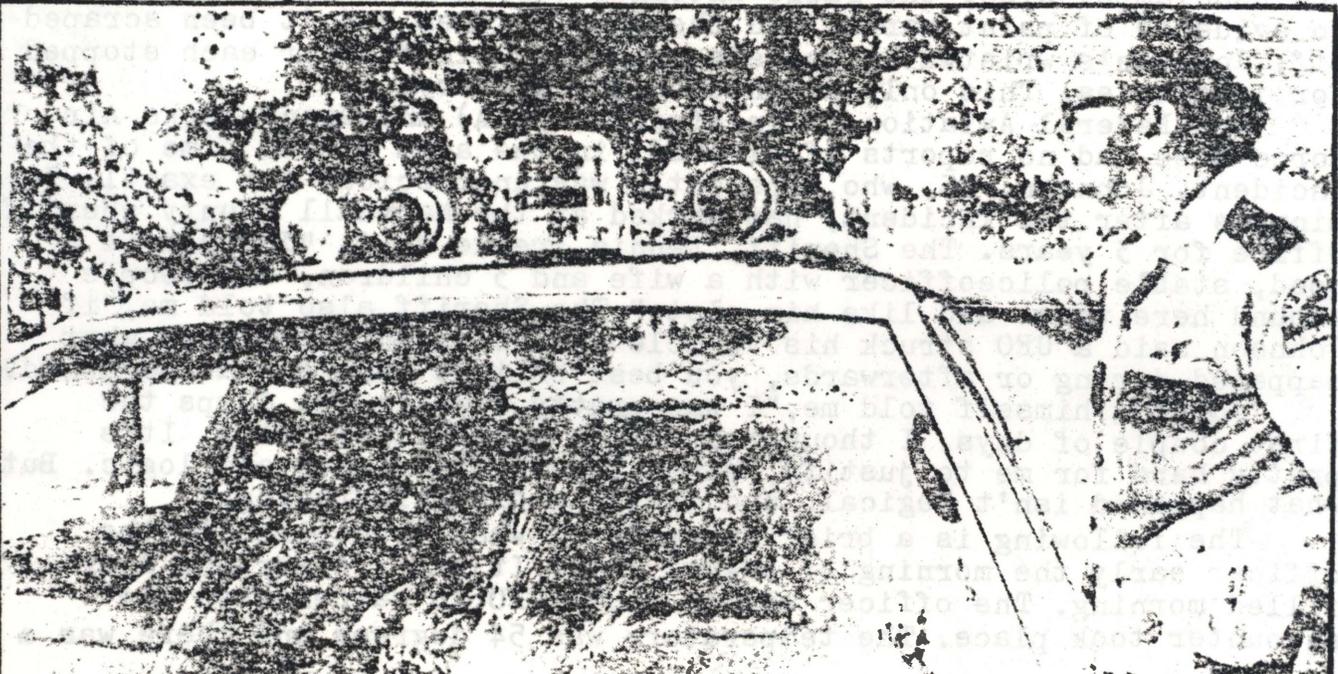
The Federal Aviation Administration (FAA) and Grand Forks Air Force Base had no reports of aircraft in the area at the time of the incident. Johnson, 35, who apparently was unconscious for exactly 39 minutes after the incident, has worked at the Marshall County sheriff office for 3 years. The Sheriff, Dennis Brekke said, "Johnson is a good, stable policeofficer with a wife and 3 children, and people around here trust and like him alot." The Sheriff also told me, "if Johnson said a UFO struck his vehicle and he doesn't remember what happened during or afterwards, you best believe that's what happened!"

Johnson himself told me, "I was pretty down in the dumps the first couple of days. I thought I was in mental difficulty. It's pretty hard for me to justify, since I work with facts and logic. But what happened isn't logical, and that's a bit frightening."

The following is a brief synopsis of what transpired to the officer early the morning of August 28th. It was a clear and star filled morning. The officer was on route 220 in Warren when the encounter took place. The temperature was 54 degrees and there was a

10 m.p.h. wind from the northwest. The time of occurrence was 1:30 A.M. and not a vehicle was to be seen in either direction of the road. Approximately 3 miles to the north of route 220 the officer observed an intense single beam of white light. The beam resembled a helicopter searchlight hovering about 3 feet above the ground. Upon investigating closer, the officer observed the car's speedometer; it was on 49 miles per hour. Next, without warning, the beam of light moved at supersonic speed to a point $1\frac{1}{2}$ miles away in seconds. The brilliant light struck the officer directly into his eyes, nearly blinding him. At that point the officer became unconscious. Awaking 39 minutes later, he noticed the windshield shattered. He also felt a tremendous aching of his eyes and pain from a small bump on his forehead where he had apparently struck it against the steering wheel somehow. He reached for his radio microphone, dazed and kind of numb all over, and called for help. Then he noticed his watch, it had stop for 14 minutes. Looking at the car electric clock the same thing was apparent. An investigation by authorities at the scene showed black skid marks 99 feet long on route 220. The skid marks were all perfectly straight. The mystery here is, why did the auto skid for 99 feet when it was only traveling at 49 m.p.h.? Why were all the skid marks perfectly straight? Why did his watch and car clock stop for 14 minutes? What happened during those 14 minutes? What transpired for 39 minutes of unconsciousness of the officer's life? Why was the windshield shattered and the headlamps broken? Why did the antennas bend? Why were there bugs still in tact on the radiator of the car? Why, why, and why? These and much more questions will be sought in the coming months Officer Johnson undergoes PSE testing and regress hypnosis. Let's hope we or the Center for UFO Studies finds some answers for a change. Only time will tell and as I find out anything I shall report back to the International Directors.

Low and behold! Three days after the incident, the International Directors of the SBI appear at my doorstep. Using their own money they came here to investigate the facts for themselves. It was a pleasure having these two guys in my home and all I can say to you is, "Pete and Jim are on the ball and really care about solving the UFO mystery." Besides that, "they never interfered with my documentation once, other than actually questioning the officer for themselves. I was both impressed and honored to meet both of them."



HORROR... Deputy Val Johnson points to the patrol car light he says was knocked out when a UFO smashed into the car.

On the afternoon of August 1, 1979 I received a call from Pete Mazzola asking me if I had anyone available to investigate a report of a UFO sighting involving a cop. Being no one else was able to respond, I felt an obligation and responded to document the case myself.

Responding the next morning, I learned that a gigantic UFO with a pulsating white light buzzed a car in which Police Officer William O'Shaughnessy was riding in alone. Let me add, the UFO did not pass over the police car once--but TWICE!!

The officer, while being questioned by me, claimed not to believe in men from Mars, however, since the incident he is certainly convinced "we are not alone" in the universe. He states, "there is definitely some kind of advance civilization trying to make contact with us."

The encounter happened around 1:30 a.m. on the morning of Aug. 1 (Monday) as he patrolled alone in his police cruiser near the Lewistown border, just north of New York City in Westchester County. The officer working what is known as the "grave yard shift" (12 midnight to 8 a.m.) observed an object larger than a luxury-type car. It was shaped in the form of donut and plainly visible to have a white glow completely encircling the object--like a halo.

As the officer watched the object in awe moving at a fantastic rate of speed from north to south, it suddenly stopped dead in the air. Hovering about 600 feet above the ground for several seconds, it made a right angle turn and went in a westerly direction. The officer attempted to notify his base headquarters by use of his police radio, however, the radio suddenly could not receive or transmit any messages--it was completely dead.

Seeing a near-by telephone booth, the officer decided to call his superiors in this manner. Amazingly enough, this phone was operatable. After the notification, he swiftly returned to his police car to watch the object some more.

Without warning once again, the object appeared, only this time it headed with tremendous speed directly at the police car. Shocked, the officer witnessed the object "stop on a dime" 100 feet above his vehicle. Looking out the windshield, O'Shaughnessy saw the strange UFO make another right angle turn and disappear towards the north, heading for Pound Ridge Reservoir.

O'Shaughnessy states, "I've been on the Westchester Police Department for 9 years and I know that it wasn't a helicopter or small plane." The officer's story was also verified by six (6) other people in the area who observed the same object at approximately the same time of morning. I personally checked with the nearest airport, Westchester Airport, and drew a blank--nothing was seen by radar technicians to indicate a UFO or even a plane or helicopter.

The amazing thing about this case is that not one--I repeat, NOT ONE OTHER UFO GROUP OR ORGANIZATION INVESTIGATED THIS CASE, or possibly even cared at all about it. That is all except The SBI. We were on the ball and on the scene once again. Thinking that all I would do was investigate, tape the conversations, have the officer draw diagrams of the object and document the case in full for SBI Headquarters soon made me believe otherwise.

Calling Pete Mazzola on the telephone explaining the case was being prepared for our files, made me aware that Pete and Jim do their homework. I was asked if I would like to accompany them to several other witnesses in which they learned about. Pleased at the offer, Pete, Jim and I proceeded to investigate the other witnesses. The witnesses were located all over town, so after proceeding to several homes together we split-up into teams. I took two more witnesses in

the same region of town and Pete and Jim took another on the other side of town. Pete and Jim investigated a report in which the same object Officer O'Shaughnessy observed may have landed moments before he observed it.

They came to the home of Al and Cindy La Manna in the town of Pound Ridge (coincidentally near the Reservoir the officer saw the object disappear to). The La Manna family had quite a story to tell them--an incredible story!

The story in itself is complicated, so the basic related points will only be mentioned. Cindy LaManna observed a green glowing glob, perhaps 3 feet in diameter, appear near her living room window. The object apparently produced a trance-like or hypnotic state in which Cindy recalls similar events as explained by a recent abductee named, Betty Andreasson. She recalls being present, possibly by out-of-body means, at a city or place of a sort, none like she's ever seen before. Cindy also has no exact idea on how much time elapsed from the time she observed the object until the time she returned. Telling her husband, Al, about the incident he quickly assured her that her imagination was running away. At one point Al had to retrieve a pack of cigarettes from his auto parked outside in his curved driveway. In doing so, he was greeted by a strange sensation to go back into the house. Inside the house he realized or thought he was being dumb, he attempted to go outside to his car once again. He met the same type of resistance or feeling, this time he looked around to see why he had become so frightened. He noticed nothing unusual, but heard a large transformer generator, far from the house, humming profusely. Deciding to once again go back into the house, Al turned towards the door to witness an old refrigerator (place outside to be discarded) glowing bright white. ~~Running into the house he and his wife were totally baffled for an explanation.~~ Somewhere between 12:30 a.m. and 1:00 a.m. ($\frac{1}{2}$ -1 prior to O'Shaughnessy's incident), the La Manna's observed a white-glowing object ascend from a wooded area and travel at great speed towards the direction in which the police officer saw the object $\frac{1}{2}$ hour later. (The LaManna residence and the officer's site location are about 3-5 miles apart in a straight line). Amazing that the UFO should travel towards that direction flying between 3 mountain peaks (possibly to avoid detection) which formed a pyramid.

By the time the SBI arrived at the LaMannas many hours of rain had washed away evidence of any such landed craft. But the story does not stop there. The day following the sighting, there were strange events to be considered. First, their pool was somehow drained of 300 gallons of water (checking for leaks, there were none), their well had gone dry, an area surrounding their enormous property near a pond had suddenly developed a tremendous grassy area, when either they or relatives entered the pond or pool they felt a state of tranquil peace, no animal life (birds and deer) went to the pond to retrieve water for 3 days, animal sounds were not evident at all for several days in the heavily wooded area, and one of the LaManna's children has had recurring dreams about seeing a spaceship. What does this all mean? We took soil samples, vegetation samples, water samples from the pond and pool and came up with nothing. The boys even saw the swimming pool for themselves, it was really low filled. Somehow, even through an all day rain storm, the water level was very low. They went down to the power generator and while walking there could not here any sounds being emitted until they were on top of the transmitter. They checked for radiation on the grounds, house and in the old refrigerator and could not find anything abnormal. They checked the LaManna's story for flaws but, could not find any after

testing with PSE equipment. We don't know much more now than when we began. We can only assume that the incidents indeed did happen and that the La Manna family was chosen for some reason to be part of the statistics in trying to unravel the mystery of UFO's.

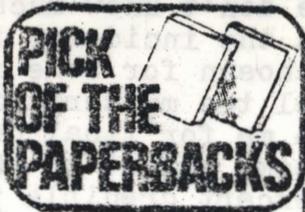
The case was passed on to me for final documentation along with the others who witnessed the same object on that early morning. There is not much we can determine except credible people in different locations saw a UFO. We did not discover any scientific proof for our skeptics to take notice to. But there is proof that UFO's still continue to aggravate us in trying to determine what and who are they? It is only hoped, one day, we shall overcome these obstacles and find out once and for all. However, this cannot be accomplished unless we get up and investigate. Seeking perhaps just one piece of the puzzle to make sense for a change.



ALL THE NAMES AND LOCATIONS YOU HAVE READ ABOUT ARE TRUE IN ORIGIN AND HAVE NOT BEEN ALTERED THANKS TO THE PERMISSIONS OF THE PEOPLE INVOLVED.

INCREDBLY TRUE...
HORRIFYING BUT
THE COMING OF THE SHIMMOO
BY
LARRY J. HARRIS
1977

THE NIGHT
MULTIPLIERS
The horrifying story
of a
UFO sighting
in
the
1950's
by
LARRY J. HARRIS
1977



THE GREAT LAKES "UFO BASE" REPORT

This new addition to our list of the world's most unusual books will astound you. See for the first time anywhere more than 40 photos taken of UFOs as they submerge beneath Lake Ontario, a proven UFO base. These pulsating, multi-colored objects have been seen for years hovering and darting about mid-way between the U.S. and Canada. Scientific researchers Tom Grey and Malcolm Williams have sought them out and present an explosive report that is bound to have UFOlogy talking for some time to come. Don't miss it! Copies are just \$5.25..

THE COMING OF THE SAUCERS

by Kenneth Arnold & Ray Palmer
(Paper, 5 1/4 x 8 1/4, 192 pages, illustrated)

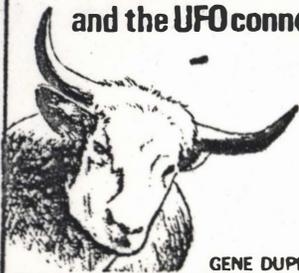
The original flying saucer book! Written by the man whose sighting brought the saucers to world attention, and coined the now famous name.

The true story of the death-dealing Maury Island incident, in which two Air Force Intelligence men lost their lives, and Arnold himself barely escaped with his skin. No fiction mystery could ever match this true story!



THE NIGHT MUTILATORS

The horrifying story
of cattle mutilations
and the UFO connection



GENE DUPLANTIER

HORRIFYING BUT INCREDIBLY TRUE....

If you are squeamish or easily offended by explicit details of mutilated animal bodies, we ask you not to order this book. For over five years animals in some 38 states have been found butchered, blood drained and had their sex organs removed. In most of these incidents UFOs were reportedly seen in the area directly before or after the mutilations. A bone chilling account with many photographs taken at the scene of the mysterious slaughters, complete with illustrations and location maps of "danger areas." \$3.75.

CONFIDENTIAL

by BILL
McLAUGHLIN
(Chief Investigator
Middlesex County-
New Jersey)

The article you are about to read may be old hash. But the fact which shall make it interesting is that this article written by the famous Dr. J. Allen Hynek, head of the Center for UFO Studies and appears in the February 1975 edition of the FBI Law Enforcement Bulletin (Vol .44, No.2). The question arises, why is Hynek writing in an FBI journal? Why is the FBI allowing the article to appear? Why is the FBI talking of UFO's in 1975? What does the FBI know about UFO?

The UFO Mystery

It is natural for law enforcement agencies to solve mysteries. Now, they can help solve what may be one of the greatest mysteries of all time.

Law enforcement agencies have been repeatedly involved with people who have reported unidentified flying objects (UFOs). Sometimes, UFO witnesses have been under great emotional stress, and have turned to the police for urgent help and guidance. For many years, local law enforcement officials have borne the brunt of public concern in the persistent mystery of UFOs.

Police Involvement

A great many times police officers have figured in the UFO sightings directly—they have experienced UFOs themselves! This is by no means as rare as the reader might think. In late 1973, dozens of police chiefs, deputies, and officers reported UFO experiences of their own.

On October 16, 1973, the crew of a Delaware State Police helicopter along with flight controllers at the Dover Air Force Base reported a UFO which the helicopter crew chased 14 miles across Kent County.

Several days later, two Adams County, Ohio, deputies on a routine patrol at 1 a.m. reported a UFO hovering some 200 feet above the ground.

On October 19, 1973, a Tulsa, Okla., police sergeant confirmed another officer's report of a hovering multicolored object whose size, they said, would dwarf a 747 jetliner.

Two Los Angeles, Calif., policemen, on November 12, 1973, said they saw a large, round, bluish white object at 9:50 p.m. and observed its maneuvers for more than a minute before it disappeared "at a dazzling rate of speed."

On December 29, 1973, area policemen in Culpeper, Va., sighted three UFOs.

An entire book was written about the famous UFO sighting in Exeter, N.H., on September 3, 1965, when two officers were called to the scene and observed a spectacular UFO phenomenon.¹ Accounts of other sightings by law enforcement officers have also been published.²

In February 1974, a Rochester, Minn., patrolman chased a "meandering, flame-spewing UFO" along Highway 52 as dozens of motorists pulled off the road in astonishment. During the chase, the radio dispatcher reported to the patrolman that the police station was receiving many phone calls from people saying they had observed something strange in the sky.³

Many other police reports are on record. And, these experiences are not uniquely American—French, Italian, English, Canadian, and Australian police have frequently been involved in UFO sightings.

Despite all this, the matter of UFOs has generally been the subject of ridicule. For years, we have laughed at UFOs and the people who report them. But now, after a quarter century of poking fun, of laughing it off, and of calling UFOs entirely the result of overheated imaginations, the scientific world is slowly awakening to the fact that something real is going on. Science and law enforcement are facing a mutual problem as they have many times before.

8

A body of professional and other professional persons established in their own field... to create a center for... because no one was... this store." Although some... studies had been... these had not followed the... of the UFO phenomenon... 1973, these men—physicists, astronomers, sociologists, psychologists... Laboratory heads at... universities around the country (including France and Australia)... and the Center for UFO Studies.

UFO Central

In the fall of 1973, the United States experienced a major wave of UFO reports, a great many of which involved law enforcement personnel—either directly or indirectly. Regardless of the source of UFO reports, their legitimacy, these reports represented a real problem for law enforcement because people had no one to go to report and no official person to whom they could submit their experience.

Into this breach, the Center for UFO Studies entered. It operates a toll-free telephone service (UFO CENTRAL), 24 hours a day, 7 days a week. Upon observation of a UFO or receipt of a UFO report, law enforcement officials need only dial the number and an operator (located in Chicago) will request specific information. The form used by the operators is shown on next page.

"Law enforcement agencies have been repeatedly involved with people who have reported unidentified flying objects (UFOs)."

Through the cooperation of the director of Northwestern University's Traffic Institute, this toll-free number was distributed to several thousand police chiefs and sheriffs around the country. It is urged that this number be widely disseminated to lawmen in all parts of the country. Phone stickers with this number are available through the center.

A word of caution. The number should *not* be given to citizens reporting the UFO. The law enforcement agency should place the call. Nor, of course, should the number ever be released to the public for obvious reasons.

The UFO CENTRAL "hotline" serves the purpose of mutual cooperation. On the one hand, the Center for UFO Studies is helped by receiving UFO reports that have been pre-screened, so to speak, by first be-

By
J. ALLEN HYNEK, Ph. D.*
 Director
 Center for UFO Studies
 Northfield, Ill.



*Dr. Hynek is chairman of the Department of Astronomy, Northwestern University, and director of the Lindheimer Astronomical Research Center and of the Dearborn Observatory. He was formerly associate director of the Smithsonian Astrophysical Observatory, Cambridge, Mass., and scientific consultant to the Air Force on the subject of UFOs. He is the author of many technical articles and books.

A toll-free "hotline" for the use of law enforcement agencies has been established by the Center for UFO Studies. UFO reports made to these agencies can be relayed to the center for handling and study. The toll-free number (not for general public use) can be obtained by law enforcement agencies by writing to the Center for UFO Studies, P.O. Box 11, Northfield, Ill. 60063.

FBI

Law Enforcement Bulletin

FEBRUARY 1975

Federal Bureau of Investigation

Clarence M. Kelley, Director

GRAPEVINE

by MARTY CANNON

DATELINE: Wellington, New Zealand---Astronomer J. Edgar Hotchkiss is unhappy about a note he received from the White House thanking him for writing to President Carter. "It was a form letter," complains the University of New Zealand scientist. "There's no sign that anyone paid any attention to what I had to say." Hotchkiss, at considerable expense, had mailed Jimmy Carter a 17-minute, full-color film of the New Zealand UFO sighting last fall, together with a technical analysis of the sighting and a long letter urging the American President to initiate a full-fledged investigation into UFO's. "I'd read in the newspapers that Carter had witnessed a UFO himself, back when he was Governor of Georgia. I was appealing to him as a man with some knowledge of the phenomenon." Apart from not getting response to his issues, Hotchkiss is especially irked that his film and technical data weren't returned. "No, I don't think they gave it to the CIA," he said. I imagine that some clerk buried it in a file cabinet and forgot about it--YEA, SURE!

DATELINE: Guetersloh, West Germany---A 3-day conference on aliens ended here on April 26th without any agreement on the meaning of the UFO enigma. Wieland Stolze, a biologist and UFO buff called for the meeting of scientific colleagues to debate the subject. He said, "there was a sharp difference of view" as to whether aliens from another planet have visited Earth in spacecrafts. Oddly enough, astronomers are the hardest people to convince." He also stated, "almost everyone agrees that we need more proof, one way or the other, and we won't have it until more UFO incidents are investigated in a responsible manner."

DATELINE: St. Louis, Missouri---A Navy F-18 jet was involved in a brief UFO sighting this spring, according to a UFO research man named, A.N. Marlowe. A disc-shaped object allegedly appeared on the F-18 Hornet's wing tip during a routine test flight. Marlowe states he received this information from ground technicians and the jet's pilot. "At first the pilot thought he was seeing a reflection of light against his plexiglass canopy, but this was not the case," he said. The disc-like object appeared just after the jet's takeoff and paralleled the jet's course for several minutes before dropping from the pilot's view. Authorities testing the new F-18 refused to confirm or deny the incident, but a spokesman commented, "strange things happen all the time in jet plane testing."

DATELINE: Kensington, Maryland--- Sen. Barry Goldwater, a pilot and major figure in aviation long before he became famous in Congress, added his name to the roster of the National Investigations Committee for Aerial Phenomena (NICAP), thus confirming a long-felt interest in UFO's. The senator has no-fixed ideas about UFO's, but feels the subject warrants further investigation by seriously interested people.

Central Intelligence Agency

We're looking for
you special men and women
who still have
a spirit of adventure.

There aren't many of you. One in a thousand, maybe. You're a bright, self-reliant, self-motivated person we need to help us gather information and put together a meaningful picture of what's happening in the world. One of an elite corps of men and women.

You can rely on your wits, your initiative and your skills. And, in return, enjoy recognition, positions of responsibility, life in foreign places. Plus knowing that you belong to a small, very special group of people doing a vital, meaningful job in the face of challenges and possible hardship.

You'd gain valuable experience because the opportunity we offer would give you the chance to develop your ability to take charge, make decisions, use your imagination, be creative, and work with others.

Among the qualifications: a college education, U.S. citizenship, foreign language aptitude.

If all this sounds too good to be true, you owe yourself a closer look. Send your résumé in confidence to:

Personnel Representative
Dept. A, Room 821
PO Box 1925
Washington, D.C. 20013

No obligation, and we'll keep your inquiry confidential.



CENTRAL INTELLIGENCE AGENCY

It's time for us to know more about each other.

Have they got an offer!

By Joseph Volz

Washington (News Bureau)—The Central Intelligence Agency is looking for 1,000 "special men and women who still have a spirit of adventure" and is buying ads in papers to find them.

The CIA has placed recruiting messages in college newspapers and trade journals for years, but not it has launched a nationwide campaign, through a New York ad agency, Gaynor and Ducas.

Here's a sample of the ad copy: "If you want to be on the inside of international affairs, we have a job for you. It's not a job for everybody. It's for a few very special men and women who have the talents and skills, intelligence, self-reliance and self-motivation to work in challenging situations, withstand hardship, make on-the-spot decisions."

Clerks and secretaries

Although the ads don't mention it, 600 of those challenging, etc., jobs are for clerks and secretaries, according to Lawrence G. Woodward, CIA deputy director of personnel.

He said in an interview yesterday that the agency has received about 4,000 to 5,000 responses since the ads began running three weeks ago.

The remaining 400 jobs are for professional people. The starting salary is between \$14,000 and \$19,000 a year.

"Frankly, we prefer people with graduate degrees in international relations," said Woodward. "Language is extremely important. We don't care which language."

Many are retiring

Just how many of those 400 will actually end up in operations (spying) is hard to tell. Woodward noted

that a lot of the 30-year operations veterans who joined the CIA in its early days are now retiring.

Although Woodward did not mention it, CIA Director Stansfield Turner forced hundreds of old spies out last year, saying they were no longer needed in this post-Vietnam era.

The CIA has been under almost constant attack since the 1975 revelations of plots to kill Fidel Castro and of domestic programs against antiwar dissidents. But despite this, the clamor to sign up is greater than ever.

Woodward said that 35,000 persons applied for 1,000 vacancies last year, even without the nationwide ad campaign.

THOSE WHO WISH TO JOIN, FORM A
LINE ON THE RIGHT!

We urge our investigative body to take the article seriously. Join their team and report back to us regularly.

DON'T FORGET!!! The benefits include: free room and board, brainwashing and first hand information on UFOs.

P.S. If you are Catholic, don't forget to take along your neighborhood priest. So he will be right there when you need to confess a few assassinations. (Only kidding fellas.)

Advertisement which appeared in Washington Post.

Reader Feedback

SAUCER PHOTOS DESTROYED

San Diego, California

The U.S. Navy once ordered the destruction of a "secret" file of photos and negatives of UFOs, claims a former naval photographer.

Retired PH-1 Charles J. Taylor, who spent his 20-year career shooting pictures of naval aviation activities, says that the San Diego Naval Base maintained a "very hush-hush" collection of flying saucer photography until about mid-1969. "Suddenly, an order came from the highest level—from the Pentagon—to put all the stuff in 'burn bags' and toss it into the incinerator. An ensign who questioned the order received a sharp rebuke. I supervised three other sailors when we put this valuable material to the torch."

Taylor, who revealed the incident exclusively to your editors this year, believes the subject of UFOs became too "hot" for the Navy to handle. "No one wanted to be associated with saucers," he says. "There seemed to be a fear that our ignorance about them might lead to a scandal."

KEY WEST "CAKE PAN"

Key West, Florida

Sightseers visiting an old, Spanish-style house once occupied by novelist Ernest Hemingway were "astonished"—as tour guide George Thibodeau puts it—by a mini-saucer which appeared over the dwelling's courtyard.

The incident took place in mid-1974 but was not publicized until Thibodeau told reporters about it recently. "We were more puzzled than frightened," says the Key West resident, who adds that "about forty tourists of all ages were standing outside the old house when this small, brightly-lit gadget began hovering above us." About four feet in diameter, resembling "an upside-down cake pan" and giving off a steady crimson glow, the object remained motionless in mid-air for several minutes, then began trembling slightly. It finally flew away, out of our sight."

No other UFO observations were recorded in Key West that day. "It still haunts me," says Thibodeau. "And it remains a riddle."

SIGHTING OVER CAPITOL

Washington, D.C.

A bright, whiteish-blue object startled Washington residents at 5 A.M. on a recent morning in March, although local police insisted that the object was a meteor.

The UFO touched off a flurry of telephone calls to local news media and scientists, and piqued the interest of numerous ufologists. "I've never seen anything like it," said Air Force Lt. Col. M.E. Mulligan, a pilot with 4,000 hours' flying time. Other witnesses described it as "frightening" and "too close for comfort." One caller saw it "break into two pieces and leave a trail," according to an astronomer at the U.S. Naval Observatory.

Geophysicist and astronomer John O'Keefe of the Goddard Space Flight Center was one of several scientists who concluded from the descriptions that the object was not a piece of falling space hardware, as some had speculated. O'Keefe disagrees, however, with local law enforcement officials who say it was a bright meteor, probably small enough to have burned up in the atmosphere before striking the earth. "We just don't know what it was," he concludes.

SAUCER CRASH ON MARS

Houston, Texas

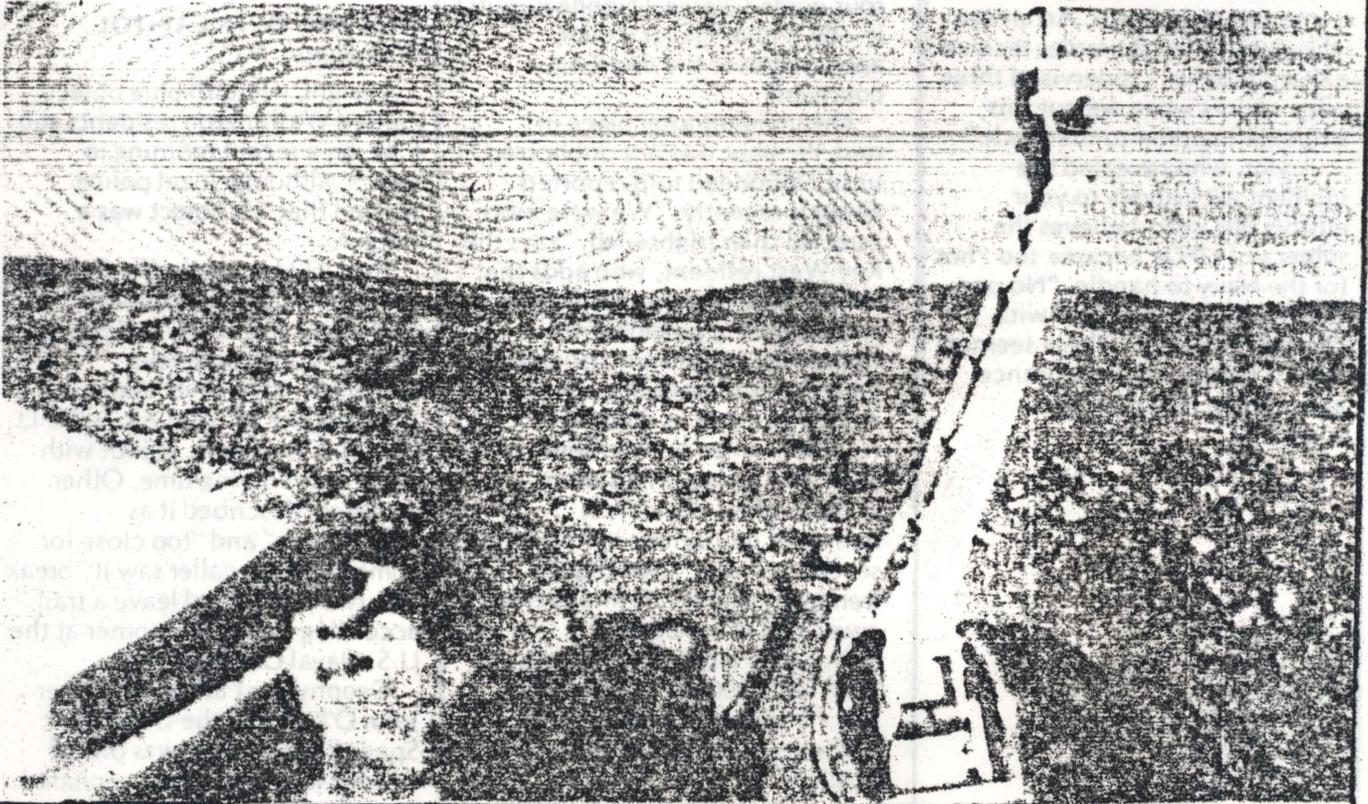
On February 18, 1977, NASA's Viking I unmanned spacecraft picked up evidence of other, non-human visitors to Mars, according to an expert who worked on the program.

Marilyn Erly, a technician at the Manned Spaceflight Center in Houston at the time, says that the Viking transmitted photos—never released—showing the wreckage of a giant, saucer-like spaceship which must have crashed on the Martian soil centuries ago. Confirming a report which

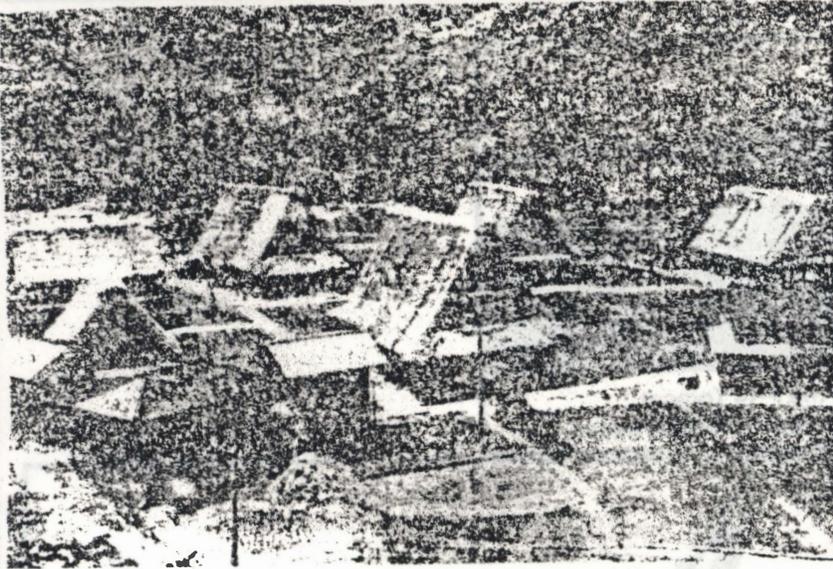
appeared in the second issue of this magazine, Dr. Erly says that "an unwillingness to accept the plain truth" caused NASA scientists to "set aside" the revealing pictures.

Dr. Erly, who left the space agency partly out of concern about the incident, insists that NASA has "firm evidence" of ancient astronaut visits to Mars. Pictures actually released, however, depict a barren landscape—with no clue as to whether life ever existed on the Red Planet.

NASA Viking photo of Mars' barren terrain, where remains of a saucer-shaped ship have been discovered. Meteorology instrument protrudes at right.



object was not a piece of falling space hardware, as some had speculated. Of sole discovery, however, the fact that the meteorite is of a type who say it was a bright meteor, probably had been seen, have turned up in the atmosphere before striking the ground. The fact that it was a meteorite, it is concluded.



Rice-farming area of Shikoku, Japan where dome-shaped UFO has been sighted several times in past year.

JAPANESE "DOME" RETURNS

Shikoku, Japan

Farmers in this remote area of western Japan have sighted a dome-shaped UFO four times in the past year. Shinichi Ohtaki, staff photographer for Tokyo's *Aviation Journal* magazine, says that he and several other cameramen have "staked out" the rice paddy zone where the UFO appears, in an unsuccessful attempt to take pictures of it.

"The object is always seen on clear and cloudless nights," says Ohtaki. "It cruises in a slow, circular pattern at low altitude and often shifts abruptly from horizontal to vertical flight. It usually remains in the area for about 45 minutes." The mysterious visitor, described by witnesses as resembling an inverted children's top, gave off a faint red glow. "We're going back to Shikoku again this summer in hopes of getting pictures," says Ohtaki, who plans to use high-speed film and a 500-mm. telephoto lens. "The object has been appearing regularly and we think it will be back. Sooner or later, we'll have good pictures of it."

FLYING TUBE IN SWEDEN

Stockholm, Sweden

Hundreds of noon-time picnickers observed a metallic, cigar-shaped flying object which appeared over the Skanska area of the Swedish capital last August. Apparently about 100 feet long, round, with completely smooth surfaces, this cylindrical UFO seemed to "float" through the air, according to witnesses. "There was no sound, but the thing was obviously being propelled by some force, unlike a balloon," says Anders Larsson, a 35-year-old office worker who observed the craft for 12 minutes. Swedish Air Force spokesmen confirm that no known aircraft were in the area on the clear, cloudless Saturday. "It was eerie," says Larsson. "It was impossible to tell what was holding the thing up." Authorities won't disclose whether an investigation is planned.

NEW SOVIET DISCOVERY

Moscow, U.S.S.R.

Oleg Gzenko, director of the Institute of Medico-Biological Problems of the U.S.S.R. Ministry of Health, says that mysterious objects have been detected in space by unmanned Soviet satellites. Referring to the Cosmos-1099 robot vehicle launched into orbit on May 17, Gzenko says: "Our detection equipment has picked up other craft in the vicinity of this satellite's orbit." Emphasizing that he is not speaking of space "junk" left behind by other man-made vehicles, he told reporters in Moscow that "something else is out there."

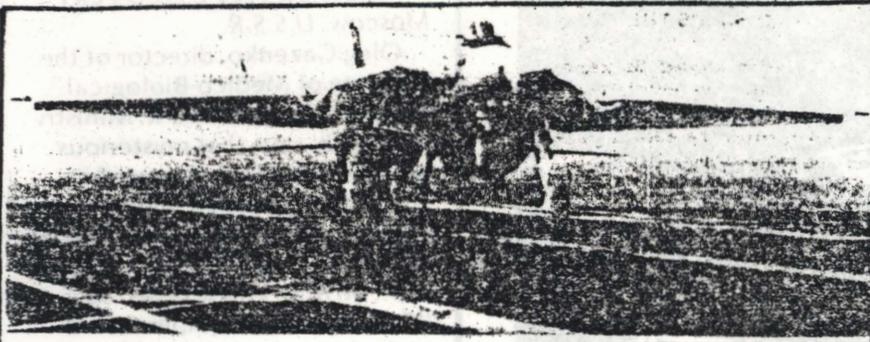
Other reports have linked UFOs to orbiting spacecraft being piloted by Russian cosmonauts. "There is not enough evidence for me to offer an integrated theory," Gzenko states. "Still, the possibility cannot be ruled out that there are aliens in space." Cosmos-1099 carries a variety of radar and electronic sensors.

FORMATION OVER MANILA

Manila, Philippines

In the wake of a UFO sighting in downtown Manila reported on these pages in our last issue, the mysterious visitors were seen on March 11 by passengers aboard a jetliner landing at Manila airport. Crew and passengers of the DC-10—arriving after a routine flight from San Francisco—observed a series of bright red lights winging past in a "V"-shaped formation. Seven to nine of the small, luminous objects maintained a perfect formation while flying in slow orbits around the DC-10 as it approached for a landing.

The objects were also tracked on ground-based radar units. No hostile behavior was observed. The pilot of the jetliner reported only that he was "puzzled." A passenger, James B. Sturgis, from Green Bay, Wisconsin, said that "we weren't particularly bothered at first." But as the sighting persisted some of his fellow travelers became nervous: "A couple of people were downright frightened."

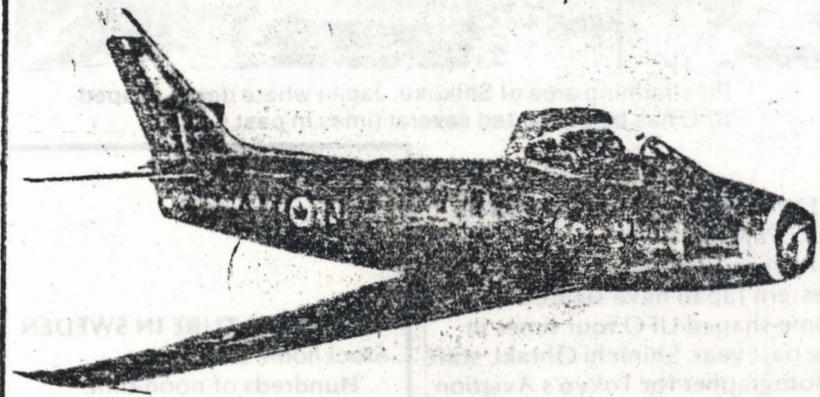


U.S. Navy's hottest new jet fighter, the F-14 Tomcat, has been involved in two UFO incidents in Mediterranean.

NAVY FIGHTER BUZZED

Naples, Italy

The U.S. Navy's most sophisticated jet fighter, the F-14 Tomcat, was involved in another UFO incident in the Mediterranean early this year. Flying from the aircraft carrier *Saratoga*, the two-man F-14 was "buzzed" by a pair of oblong, bright yellow objects. This encounter — almost identical to another that had taken place only weeks earlier — took place a few miles off the Italian coast. The F-14's crew reported that two UFOs have harassed ships and aircraft of the U.S. Sixth Fleet more than a dozen times in the past year and that a "near collision" resulted from this latest F-14 incident. Navy spokesmen have refused to confirm the incidents and take the position that there is "some other explanation" for the reports.



Pilot of Canadian F-86 Sabre jet recently reported that strange flying object interfered with plane's radio.

UFO PLAYS TAG

St. Anne de Beaupre, Canada

A UFO which gave off radio signals and interfered with his plane's instruments spent a hectic half-hour "playing tag" with a Canadian Armed Forces (CAF) pilot along the St. Lawrence River in January. The airman, whose name has not been revealed, was at the controls of a Canadair F-86 Sabre jet when the yellowish, saucer-shaped object whipped past in the opposite direction, turned, and began to chase him. As the UFO drew closer, the pilot heard an unnatural static in his earphones and saw the dials of his cockpit gauges begin to spin wildly.

"The pilot spent almost 30 minutes attempting various maneuvers to 'shake' the UFO," a CAF spokesman says. The object finally flew away on its own accord. CAF officials insist that there was "never any danger," and say they have no reason to believe the saucer threatened the F-86.

IN THE SPOTLIGHT

by: DOROTHY SOULTANOKIS

This month's "Spotlight" is focused on several items which need mentioning. They are: Badges, New Investigation Forms, Special Student and Senior Citizen Subscription Rate, Advertisements within The SBI Report, and our current Membership Drive.

Let us not forget--Double-sided copying for the Report.

As it can plainly be noticed, this month's issue consists of two sided copy. This technique is being improvised in order to one, cut costs in purchasing paper and two, to make a more presentable and attractive piece of literature for our readers. Even you must admit, the entire Report has been over-hauled considerably since its first appearance. We hope the new innovations to make this journal more comprehensive and more up-to-date pleases all of you. We welcome any and all comments or suggestions.

BADGES, BADGES, BADGES!!! The SBI has endured little success and loads of aggravation from a badge manufacturer they contracted in New York City. Therefore, due to a poor quality type badge and constant delays in shipping badge orders, the SBI took action. Cancelling its contract in New York, it located a reputable and well known badge firm in California to do business with. The new company, The International Police Equipment Company, has assured the SBI that badge shipments will arrive at Headquarters on time. Furthermore, the firm will sell the badges for the same price as in New York, except they will include in the price of each badge--an ID card which corresponds to the badge ordered. The SBI believes they are getting a good deal and apologizes to everyone still awaiting their badges. The first order of new badges was mailed on September 3, 1979, after a majority of the investigating body and our Board of Officers approved them. It should take approximately 4 weeks for the first delivery to reach our Headquarters and with the SBI re-supplying orders for more each month--this problem with badges should soon become extinct. We urge all those waiting for their badges to remain patient for a little while longer and you should have your badge and permanent ID card.



For FIELD INVESTIGATOR



For CHIEF INVESTIGATOR



For DIRECTORS & STAFF

Alot of questions have come-in concerning the new Investigating and Documenting Forms. To alleviate most of the questions, first, the new forms are to be used as a replacement for the old ones. Secondly, we realize there are many questions on the old form which are not included on the new ones. It is anticipated our investigating body have familiarized themselves with the questions on the old forms and

will remember to ask these questions (not asked on the new forms) during the taped sessions with the witnesses.

The SBI has begun a campaign for a Membership Drive. In doing so, camera-ready ads were drawn and reproduced. The ads should be making the circuit and seen in many leading UFO magazines sometime in December or January (1980). In conjunction with the membership drive, new and better ideas were originated in order to attract new members. First, a reduction in rate prices for Students and Senior Citizens who subscribe to our Report. These people are thought to be in need of money more than any of us. Keeping this in mind, we have drastically reduced our price for 12 issues of the SBI Report to these persons to only \$8.00 per year. However, both student and the senior citizen applicant MUST submit proof in order to qualify. The student must send the name and address of the school in attendance. The senior citizen (adult over the age of 55) must send a copy of a document indicating true age (birth certificate). We at the SBI feel this new idea will acquire many people who qualify under these two categories, who were unable to afford our subscription at our regular price. Secondly, a great incentive program for current members to induce new membership is in the works. Hopefully, in another month or so, the final details will be completed. The new incentive should prove both beneficial to current members and rewarding to the SBI.

Next is the subject of advertising. In order to make our Report interesting, certain ads related to the UFO phenomena will be inserted on pages of our next monthly issue. Of course, advertisements of every variety is sought by the SBI. Enclosed, on the following page, is a format sample sheet of our ad sizes and cost thereof. If you know of anyone who would like to advertise with us on an international scale, PLEASE, tear out the entire page and have the party fill out the form. The SBI can certainly apply the advertising fees to good use for our membership and organization. Let's see what you can do for us instead of us doing for you. (similar to what former President John F. Kennedy once said)

Finally, we welcome all new members to the SBI. We hope your interest and friendship will remain with us for a very long time. Speaking of friendship, Sergeant Steve Kaufman and his family have contributed so much friendship to the SBI, it cannot be measured in words alone. (Steve is New Jersey Police Liaison Officer to the SBI and an Honary Consultant)

IN MEMORIAM

Recently, Steve's father and uncle passed away within weeks of each other. The International Directors, the Staff and the members of the SBI wish to express their condolences to the Kaufman's during their moment of mourning. We shall all pray for the souls of the bereaved and hope they have found eternal peace...