

*Chapter
Two*

IS ANOTHER WORLD WATCHING US?

This is the second chapter of a study of the Flying Saucer mystery by Gerald Heard, internationally known science writer.

In the first chapter in the Sunday Telegraph yesterday Heard told of some of the hundreds of re-

ports, many by experienced flying-men, of strange disc-shaped and torpedo-shaped flying machines which travel at fantastic speeds in our skies.

Today he discusses where these strange craft may come from.

GRANTED that
if we cannot re-

U we cannot resist the evidence that very strange craft do ride the skies and have been seen to manoeuvre by thousands of perfectly sane, informed, and critically minded witnesses, where do they come from?

We must first ask—Are these craft home products? Most of the expert witnesses who have viewed them have not been able to get away from that base.

They saw the things, they saw their astounding performance and power, but they could not stretch their minds to leave the earth or even their own country.

But no one in their senses, no one on earth, would permit such a violation of human safety as we've seen from these flying discs.

Experiment as you please and as you must, but who could ever

as you must, but who could ever entertain the thought that, when the utmost care is taken with an occasional rocket that it shall fall in the desert, frightfully swift craft would be permitted to charge about, unheralded, unforewarned, on the

ever more crowded traffic lanes of the passenger airliners!

Need more be said to establish the double point—that these flying objects do exist, and their behavior proves that they are not home products?

Of course, many people said at once—far fewer do now—that the discs come from Russia.

But if the Russians had such a rich variety of immensely advanced planes, then why in the name of historical necessity or any other principle would they be taking the absurd risk of flying these invaluable specimens in large numbers over the United States?

The question has only to be asked to be dismissed.

★ No Russians

If you have a secret weapon the very last thing is to show it to your rival, the very last thing is to wave it in the sky in his face, to risk he may bring one down, to provoke him to pursue and to hint to him how he should invent.

If it isn't the Russians, then who? It must be someone! Yes, that second part of the statement stands. It's true, if anything is true.

For these discs are driven by intelligence, high intelligence, the highest we have come across so far.

Could they be British?

Great Britain certainly, all the world allows, is in the very first rank of progressive design with jet planes. But would the British Government fly its newest types all over the United States and on the traffic air-lanes of that country? Of course not.

Would Britain, any more than Russia, send these precious things to waltz in the welkin over the South Pole? Again who can fail to see...

Again who can fail to say No?

Britain and the United States are now closer together than since 1774, and some time before that. It is impossible to think that Britain would trespass over the territory of a friendly nation, and in doing so risk the lives of the nationals of that country as well as the loss of the trespassing ship.

Could any other country, any of the remaining "Powers"—as they used to be called—be thought to be competent to put on such a show? We can find no "Whence" for them anywhere on the whole earth's surface.

Probability now forces us to seek for any other possible place where these ceiling cruisers could come from.

If there's no place for them to home on the whole earth then, in the name of Noah's dove, where can they find an ark where they can return to roost? They cannot spend all the time circling above . . . or could they?

Well, till we can track them down—or up—we must find any further clue from what we can discover from their perform-

discover from their performance.

Before, then, any more "Whence" queries, we must go carefully over our ancillary evidence.

The first thing to get clear in our minds is the range of craft with which we have been presented.

Indeed, the name saucer or disc may soon cease to be suitable as a general or generic name for this kind of air visitor, for we have seen the hulls of cruisers of very different patterns.

As a start, however, let us take that species we call the disc or saucer. It certainly has a handsome number of varieties.

★ **First sight**

Let us start with the first to be sighted since the outbreak of sightings

THE OUTBREAK OF SIGHTINGS
in June, 1947, the famous sightings made by Mr. Arnold, of Boise, Idaho, while in his plane.

He judged, by gauging them against the mountain peaks—along the ridges of which they were flying—that they were 20 miles or more away and then (as he could compare them with a large plane, a DC-4, that was flying in the same circuit of his vision) he estimated that the discs must be somewhat smaller than that plane.

His second sighting—on July 30 at 7 a.m.—when he was flying over Oregon showed him several small discs—he judged these to be not more than two to three feet across and light brown in tint.

The famous sightings, famous because made under such per-

fect conditions at White Sands testing grounds in New Mexico in April, May, and June of 1949, confirmed these two types do exist.

There is a type which is about 100 feet across and with it was seen also a far smaller type. On the famous June observing, the

the famous June observing, the two small discs that examined the up-rushing rocket and then put on such an amazing acceleration-leap when they outpaced the rocket and shot into the depth of the sky, these objects the theodolite readings gave as not being more than 20 inches in diameter.

Then we come to two mass observations—crowds saw the object and watched it for some while—and these two cases are perhaps the most important of all the sightings so far made.

★ **How big?**

The first is that which ended with the tragic pursuit and death of Captain Mantell. There, as the reader will remember, the object was sighted first by State police as it came up the sky parading over Kentucky. The State police alerted the military police.

It was travelling in the direction of the Godman flying field. But while still nearly 100 miles away, in the town of Madisonville, many people had caught sight of it in the sky.

sight of it in the sky.

Still the really important fact about these findings is that they were made simultaneously by so many people so widely scattered. More than 150 miles apart

people looking up saw the same thing, the same odd object in the sky.

What does that mean? It means—a very simple form of triangulation will show—that the object must have been vastly high. And, if it was so high, it must have been vastly big to have been visible at all to the human eye.

In fact there seems little chance of escaping the conclusion that this was the biggest airship ever seen, save perhaps the following case.

We are told that an unnamed man who holds a private flying licence saw a vast object flying towards him. He first thought it was a normal earth plane, but saw when it came closer that it

saw when it came closer that it was perfectly round and flat and that it emitted no sound.

He gave its size as the bulk of six human planes, each of the size of the large plane called a B.29, and that its speed was three times that of a jet plane.

This was the very mother of all discs, and perhaps that poetic phrase may get quite near being an exact description—perhaps it was the mother ship in which the smaller craft

-like dinghies hauled on board a schooner—can take refuge after their exploratory flights—as Noah's dove came back to rest in the Ark.

It may have been anything between 700 or perhaps 1000 feet across.

Then there is Captain William Sperry's account of another craft which may not fit into any other category.

He told the National Airport at Washington (D.C.) that when seven miles west of Mount Vernon, in the State of Virginia, and at 7500 feet, he found that his craft (one of the big DC-6's) was having—literally—

DC-6's) was having—literally—
circles run round it by —?

He called it a "submarine with lights." He said this thing actually circled his plane twice.

His pace was about 300 miles an hour. So this giant "cigar," if one may so christen it, shows, mechanically, tremendous speed and masterly manoeuvrability.

And as much as its mechanical prowess shows what was the machine's capacity, so its actual performance tells us something of the psychology of its rider, its pilot. He certainly was curious, showing more curiosity perhaps than in any other of these cases.

This was the clearest proof

up to date that whoever is looking in is wondering about us and trying, with a careful combination of caution—as far as he can pick up our rules—and of curiosity, to find out what we can do and how we behave.

As to what the actual shape of the thing was—surely we can say it was probably not a disc. It must have been, far more likely, one of the long tube type

likely, one of the long tube type, with their rows of lights and that weirdly lit fore-cabin. For that is the second clearly defined type.

Then there may be a huge globe—but that again may only be a disc—and these discs are evidently objects that swell from a rim to considerable thickness at their centre. So a bulky disc might be taken for a globe.

Finally, to finish with their cut and contour, there are the best photos so far, those taken by Paul Trent in Oregon. They show a disc, but with a small central "mast."

TOMORROW: What power drives these flying mysteries?

**By
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