

altavista

[Search](#) | [Comparison Shop](#) | [Channels](#) | [Rewards](#) | [Email & Tools](#)

[Daily Horoscope](#) [Yellow Pages](#)

[PC Helpdesk](#) [AltaVista iCASTER](#)

Online Gambling Choose your game now !!!

☐ Blackjack ☐ Slot Machines
☒ Roulette ☐ Video Poker

Play Now?

CASINO
ON

squishy@altavista.com

Inbox message 1 of 59

[Check Mail](#)

[Write Mail](#)

[Log Out](#)

[Reply](#)

[Reply all](#)

[Forward](#)

[Move to](#)

[Trash](#)

Folders

[Inbox](#)

[Sent](#)

[Trash](#)

[ALEXANDER](#)

[Area 51](#)

[Balakas](#)

[DRudiak](#)

[IMPLANTS](#)

[MC](#)

[OBE](#)

[REED](#)

[SMITH](#)

[Strandberg](#)

[Updates](#)

[VICTORIAN](#)

[WALKER](#)

[convention](#)

[kasten](#)

[tombaugh](#)

Filters

Addresses

Preferences

Help

Empty Trash

From: Nick Balaskas <nikolaos@yorku.ca>

Date: Thu, 19 Oct 2000 21:07:38 -0400 (Eastern Daylight Time)

To: Grant Cameron <squishy@altavista.com>

Subject: UFO UpDate: Re: Defense Satellite UFO Photo? - Maccabee (fwd)

[Save Address](#)

[Print View](#)

[Show Headers](#)

[Report Junk Mail](#)

Hi Grant.

I do not know if you have been keeping up the many posts on UFO UpDates.

Recently Bruce Maccabee posted one about a UFO in space picked up by a

defense satellite, an image which he believes is real.

He asked if there

was anything up there back then when this UFO image was recorded and I

shared the Aviation Week article about the mysterious "natural satellites"

which were in Earth orbit as early as 1954 with him

(see below). Have you

seen this UFO image and if so, what are your thoughts?

Nick

----- Forwarded message -----

Date: Thu, 19 Oct 2000 16:22:29 -0400

From: UFO UpDates - Toronto <updates@sympatico.ca>

To: 02 - UFO UpDates Subscribers ;

Subject: UFO UpDate: Re: Defense Satellite UFO Photo? - Maccabee

Date: Thu, 19 Oct 2000 14:20:31 -0400

From: Bruce Maccabee <brumac@compuserve.com>

Subject: Re: Defense Satellite UFO Photo?

To: UFO UpDates - Toronto <updates@sympatico.ca>

>Date: Wed, 18 Oct 2000 18:33:49 -0400 (Eastern Daylight Time)

>From: Nick Balaskas <nikolaos@yorku.ca>

>To: UFO UpDates - Toronto <updates@sympatico.ca>

>Subject: Re: Defense Satellite UFO Photo?

>>Date: Sat, 14 Oct 2000 18:11:35 -0400
 >>From: Bruce Maccabee <brumac@compuserve.com>
 >>Subject: Re: Defense Satellite UFO Photo?
 >>To: UFO UpDates - Toronto <updates@sympatico.ca>

>>>Date: Fri, 13 Oct 2000 19:32:32 -0400 (Eastern Daylight Time)
 >>>From: Nick Balaskas <nikolaos@yorku.ca>
 >>>To: UFO UpDates - Toronto <updates@sympatico.ca>
 >>>Subject: Re: Defense Satellite UFO Photo?

<snip>

>>>Last Saturday in Ottawa I picked up a copy of the November 2000 issue of Popular Mechanics which described a recently

>>>declassified U.S. Air Force secret flying saucer project which
 >>>would have enabled the U.S. to make nuclear strikes on the
 >>>Soviet Union from space. I was surprised to see that the manned
 >>>escape capsule drawn on page 68 of PM magazine was practically
 >>>identical to the UFO image recorded by the defense satellite
 >>close to the Soviet Union. Coincidence?

>We have your story that a John Smith (probably no relation to
 >any John Smiths we know), a friend of a Mr. James Bound
 >(probably not a British secret agent either), swiped a UFO
 >picture from a weather office and kept it to himself for years.
 >You further write that Smith said NORAD went on full alert over
 >this photo (really!). When I also read that the National
 >Enquirer was willing to pay \$50,000 back then to anyone who
 >could authenticate this UFO photo as the real thing and that
 >Phillip Klass himself sent you material regarding this UFO case,
 >one red flag after another kept popping up in my mind. My gut
 >feeling is that this "cute" UFO photo was nothing more than an
 >inside joke among the weather office people. Having worked with
 >many of them in the past as a climatologist, I know that they
 >too have a sense of humour.

I doubt the hoax hypothesis explains this photo. It was examined
 by several people familiar with DMSP satellite photo

*- page 68 Pop Mech
 - Maccabee with photo*

format and
I also contacted some "insiders" familiar with satellite

photography in general. All agreed it was a real image
on a real
DMSP photo.

Although I suppose one could create a photo such as
this as a
hoax complete with scan lines, etc., I don't think
that applies
here.

- > Assuming that my gut feeling is wrong (again), I
then cannot
- > understand why you would limit your analysis to
unidentified
- > satellites (US) and not also to spacecraft with
their own
- > propulsion systems or engines which would allow
them to perform
- > maneuvers in space not possible by simple orbiting
satellites.
- > If this is a real photo of an actual spacecraft,
you cannot then
- > quickly dismiss the cloud like streaks behind the
UFO as easily
- > as you did. If this spacecraft was briefly in the
immediate
- > vicinity of the defense satellite checking it out,
then the
- > lengthy analysis in your paper, although correct
mathematically,
- > would not be applicable. This UFO would then not
have to be as
- > distorted or as large as you suspected. This spacecraft
in the
- > UFO photo could be the same as the one depicted
in PM magazine
- > after all, if one was actually built and flown,
of course.>

- > Have there really been any UFOs or secret spacecraft
in orbit or
- > maneuvering high above the Earth? Well, thanks to
a lead I got
- > from another UFO UpDates reader, let me quote from
what I
- > photocopied in the August 23, 1954 issue of Aviation
Week |
- > found in the library here (yes, Philip Klass was
with AW when
- > this article was published).

I confined my detailed analysis to satellites because
it
appeared to me that the real question here is, can
a satellite
be ruled out. There is no natural phenomenon that would
account
for this image. However, in analyzing the satellite

hypothesis I realized that the method of image creation puts restrictions on the relationship between the image shape and the actual shape of the object. I considered, for example, the distance between the DMSP and any other satellite or any other object, a distance that would be consistent with a man-made satellite of nominal size. I then concluded that the object must have travelled nearly in parallel to the DMSP (and below it).

Of course a hypothetical spaceship could travel in a way that does not obey the "rules" for an orbiting satellite. But I doubt that there were any manmade spaceships "flying" underneath the DMSP satellite in 1977.

>Satellite Scare

>Pentagon scare over the observance of two previously unobserved

>satellites orbiting the earth has dissipated with the

>identification of the objects as natural, not artificial,

>satellites. Dr. Lincoln La Paz, expert on extraterrestrial

>bodies from the University of New Mexico, headed the

>identification project. One satellite is orbiting at about 400

>mi. out, while the other track is 600 mi. from the earth.

>Pentagon thought momentarily the Russians had beaten the U.S. to

>space operations.

>No astronomy textbook that I am aware of has made any mention of

>these two natural satellites (in addition to our Moon), which

>would have been a major discovery in itself. It is interesting

>to note that the FBI sent a memo to the U.S. Air Force that same

>month and year which makes mention of two alien spacecraft in

>Earth orbit allegedly from the planets Uranus and Haemann..

Yes, this is another of those intriguing stories that

"disappears" into the black hole of time (the present

goes into
it and never comes back!) I, too, would like to know
what
happened to those "natural satellites"... or if there
never were
natural satellites. One would have to track back on
this story
to its source (not a bad idea... might lead to some
cracks in the
armor of the coverup.)

UFO UpDates - Toronto - updates@sympatico.ca
A UFO & Related Phenomena E-Mail List operated
by Errol Bruce-Knapp

UFO UpDates Archives are available at:
<http://www.ufomind.com/ufo/updates>

The MUFON Ontario Homepage is at:
<http://www3.sympatico.ca/updates/mufon/index.htm>

'Strange Days...Indeed' - available 'live' via
RealPlayer 10:00 Eastern, Saturday nights at:
<http://cfrb.com/>

and archived at:
<http://members.xoom.com/strangedaysi/sdix.htm>

To un-subscribe send your first and last names
to: updates@sympatico.ca with Un-Subscribe as
the subject

Reply

Reply all

Forward

Move to Trash



Change message text width in [Settings](#).

About AltaVista: [Help](#) | [Privacy Policy](#) | [Support FreeIM.org](#) | [more ...](#)

ASTRONOMER SAYS "MYSTERY OBJECT" MAY BE SPACE SHIP

The strangely orbiting object which for over a month has puzzled the AF, civilian satellite trackers and astronomers may be a visitor from another world, according to Prof. Robert L. Brown, Director of Southern Connecticut State College Observatory. "Our civilization has made real progress only in the past 50 years," stated the observatory head. "Isn't it possible then that a civilization on a distant planet, much older than ours, could have progressed far more?"

The large mystery object, which orbits the earth intermittently—evidently changing its course at will—was first observed soon after Aug. 12, when the U.S. launched the big Echo balloon satellite. After this, UFO sightings—already on the increase—took a new spurt, beginning with the Red Bluff case.

Frequently an unknown, high-altitude device has been sighted and tracked as Echo passed over, causing speculation that the "mystery object" is a carrier ship which is launching observer units or that the "space ship" itself is checking on the orbiting balloon.

Astronomers' reports of the object include:

An Aug. 24 sighting by Georgetown University Observatory, just after the 8:49 pass of Echo over Washing-

(see next column)

ton. Horizon-to-horizon time, 2 1/2 minutes.

The Connecticut State College sightings, Aug. 24-25, reporting the red-glowing object moving "about three times as fast as Echo."

The Aug. 26 sightings by Adler Planetarium Director Robert Johnson and aides, at Chicago. Johnson publicly stated the object was a UFO.

"It was faster than any earth-launched satellite. And it orbited the wrong way—all our satellites are launched with the earth's rotation, for extra speed to escape the atmosphere."

The mystery device was photographed Aug. 25 by a tracking camera at Grumman Aviation Corp., L.I. (See LIFE, Sept. 7)

Sept. 26, Convair Aircraft engineer Tom Hemphill, head of the San Diego Moonwatch team, said he was convinced a huge mystery satellite was orbiting the earth.

Hemphill agreed with Dr. Johnson and other leading astronomers that the object could not be a manned Russian satellite launched secretly. Aside from the extreme difficulty of launching against the earth's rotation, he said, catching such a manned capsule would be like trying to shake hands with someone in a passing car, while the two machines were racing in opposite directions.

NICAP's request for AF conclusions has not been answered. However, at last reports, the Space Surveillance Control Center was still unable to identify the mystery object.

UFO SIGHTING INCREASE WORRIES AIR FORCE

The sudden spurt in UFO operations, after the Echo launching Aug. 12, is known to worry the AF because expert observers involved are not easily discredited. Among them: AF, airline, private pilots; FAA tower operators, missile engineers, astronomers, Moonwatch tracking teams, police, etc. Adding to AF concern is growing pressure from Congressmen.

From Aug. 13 to early October, many UFOs, singly and in formation, have been seen from coast to coast. Following are typical cases:

At Akron, O., FAA tower saw and reported to AF a rapidly maneuvering UFO. Eureka, Calif., Pilot Herb Hartley, 3 UFOs, one very large with six even-spaced lights. Oak Forest, Ill., Pilot Harry Deerwester, Jr., former AF, in describing large, maneuvering UFO: "This was no conventional aircraft." Chicago, astronomer George Corso, 8-9 oval-shaped UFOs seen circling in echelon.

In one 48-hour period, scores of UFOs, often in formation, were sighted over San Francisco, L.A., 16 other California cities by police, engineers, pilots, etc. Manchester, N.H., Pilot Aime Dallaire: "It must have been controlled to behave as it did."

UFOs reported were mainly discs, (some with domes), and a few cigar or rocket-shaped UFOs seen, as at Toronto, Canada, and Rumney, N.H. In N.H. case, WW II AF pilot Kenneth Elliott stated object had blinking lights on the side, like portholes. Evanston,

(continued on page 4)

Congressmen, from page 2

Few Senators or Congressmen will disregard these dangers, once they see the evidence. Many are now completely unaware of the facts hidden by AF secrecy—or the sober conclusions of NICAP's experienced military men, scientists and engineers.

NICAP's letter forwarding the Confidential Report asked each legislator these six questions:

1. Do you agree with Gen. Chassin, NATO Co-ordinator, and the NICAP majority that we should openly confirm the existence of UFOs to avoid a danger of accidental war? Will you urge the Secretary of Defense to inform all defense personnel as to UFO characteristics, to prevent mistaking them for UFOs?

2. Do you believe airliners should be ordered by the AF to chase a UFO and aid jets in an interception, as in the April 8, 1956 case of Capt. Raymond Ryan, American Airlines, documented by NICAP? If you disapprove, will you so inform the AF, the Civil Aeronautics Board and the Federal Aviation Agency?

3. NICAP's Report cites AF Regulation 200-2, which forbids AF personnel even to discuss UFO cases with "unauthorized persons." It also cites an AF letter by Capt. G.H. Oldenburgh, Public Information Officer, stating it is against AF policy to release UFO information; and a statement by the Acting Commandant of the Coast Guard, that official UFO reports can not be released. On the basis of this and NICAP's documented cases, do you agree the AF has withheld UFO information and given contrary-to-fact reports to the public?

4. Do you agree, on the basis of NICAP documented evidence, and the majority Board and Adviser conclusions, that UFOs are real and under intelligent control?

5. Regardless of your personal belief, will you urge and support open hearings by either the Armed Services or Space Committees of the Senate or the House, in order to end the public confusion and the dangers cited? Do you agree such hearings should include testimony by NICAP officials and by expert pilots, tower operators, missile engineers, astronomers, radarman and other trained observers who have seen, tracked or photographed UFOs?

6. Pending such hearings, do you favor the release of NICAP's documented evidence which proves the UFOs could NOT be USSR devices—this to serve as a stopgap and to avert the dangers mentioned?

The NICAP letter also indicated the increased Congressional disapproval of AF secrecy, by members of both political parties.

If you should mention the six NICAP questions in writing your Senators and Congressmen, they may answer them directly in reply, before sending the answers to NICAP. If so, please send us the letters as soon as possible; if you wish, we will copy and return the originals.

We earnestly hope to hear from a majority of the legislators by October 25. This will make possible a crucial move by NICAP. With the help of members and our increasing supporters on Capitol Hill, we are going to win this fight.

We are very grateful to the members who made it possible to finish the first part of this important Congressional project.

ed from page 6)

UFO Investigator
11 #1 July/Aug 61
A.7

June 12; Waynesville, Ohio. An unknown object, described as "a ring of smoke with a ball of fire swinging around the outside," was seen for five minutes, before disappearing on a NE course.

June 19; Edinburgh, Scotland -- A cigar-shaped luminous object flashed overhead at terrific speed, visible for almost 30 seconds about 2:00 a.m. Witnesses told the Evening Dispatch (June 19) the UFO angled downward at about 25 degrees toward the northern horizon. An R.A.F. spokesman told the paper: "We know of this but we can make no comment on it whatsoever." Earlier in the evening, about 10:30 p.m., dozens of people over a wide area around Edinburgh sighted a fast-moving fireball travelling NW to SE trailing sparks.

MYSTERY SATELLITE TRACKED

The discovery that a mystery satellite was orbiting the earth was revealed May 19th by the Smithsonian Observatory at Cambridge, Mass., which controls a worldwide network of tracking stations. Extracts from the official statement follow:

"Satellite tracking stations around the world have been asked to help track an unsuspected, unpredicted bright satellite. The satellite was first spotted, on May 18, at Jupiter, Fla. The observatory is trying to get other sightings and an orbit. The satellite is about as bright as Echo One and can be seen early with the naked eye under right conditions."

At Haleakala, Hawaii, Clifton Marsh, head of the local observatory, said Smithsonian officials also had alerted its network of highpowered, telescopic cameras to spot and photograph the mystery satellite.

One unexplained factor was introduced by a Smithsonian spokesman who stated that they had "no reason yet to believe the satellite is anything new, because **such orbiting mavericks are spotted with some regularity.**"

As this issue goes to press, the mystery satellite still has not been identified.

June 19; Exeter, England -- A mysterious "flying object" was reported to have hovered stationary over Exeter today for more than an hour.

Officials at the local airport said, "We do not know what it is."

"It was seen on the radar screen and we have had it under observation for some time. We think it is pretty big. It appears to be shining brightly and is about 50,000 feet up."

June 19; Washington, D.C. area. In a confidential statement, a radio technician at a Government agency reported sighting a brilliant UFO which either

divided into, or launched several smaller objects. Observed with 7-power binoculars, the small objects appeared round, less bright than the larger UFO first noted.

June 22; Altus AFB Oklahoma. In another confidential report, an AF member at Altus AFB described sighting of a UFO flying at the speed of a B-52, or faster, and an apparent chase by an F-89 jet just after the UFO disappeared from the observer's view.

June 22; Seattle, Wash. A cylindrical UFO which emitted an orange-colored exhaust was reported rising from a low altitude about sunrise. The object was described as tilting to a horizontal position, then disappearing behind trees. A few hours earlier, an oval or egg-shaped UFO, glowing an orange color, was reported settling toward the ground in the same area. (Report under investigation by APRA-NICAP Subcommittee in Seattle.)

June 26; New Brunswick, N.J. An elongated, orange-glowing UFO, reported by a local merchant, was observed hovering over the Albany Street Bridge about 3 a.m., then swiftly moving away.

July 1; Sacramento, Calif. Several residents reported a bright UFO which zig-zagged across the sky, occasionally hovering, with its light blinking on and off.

July 5; Mt. Hope, Wisc. A rotating object, with blue and red lights seen at times, was reported flying at a low altitude near Mt. Hope. According to a press account, AF planes were sent to investigate, but Truax AFB denied knowledge of the report.

July 7; Muskegon, Mich. A UFO which "looked like two big metal bowls, one on top of the other, with a flashing light on top," was seen hovering at tree-top level. As reported to police by John Freeman and family, from Ft. Wayne, Ind., the UFO rose silently after a few seconds, then climbed rapidly out of sight. As it moved, the flashing white light became steady.

July 9; Burlington, N.C. A bright UFO about twice the size of Venus was sighted at 7:42 p.m. (EST) by Wm. E. DeLoach, a security officer for a Western Electric plant, and another witness.

July 10; Pontiac, Mich. A blimp shaped object flashing brilliant orange and white lights was sighted between 3:00 and 3:30 a.m. by dozens of witnesses, including police officers. Two teen-age boys, fishing at North Lake, fled when the UFO began descending nearby. Other witnesses included: Police Sgt. David Putnam and Patrolman Fred Souver, Waterford; Deputies Robert MacFarlane and Richard Hubble, Independence (confirmation of hovering at treetop level); and Corporal Maitland Landon, State Police, who sighted "a big, brilliant object at a high altitude" and insisted it was not a balloon. Selfridge AFB told police they would investigate the sightings but no official report has been released to date.

doubled back eastward over the town. Total time of observation: 30 minutes.

May 27; Nashville, Tenn. -- A bright triangular object was seen over a wide area from 5:00 p.m. to sunset. Jets from Memphis Naval Air Station were scrambled but could not reach the altitude of the UFO estimated at 60,000 feet. Possible explanation: "Moby Dick" pyramid-shaped AF research balloon, but the Strategic Air Command in Colorado Springs, said no aircraft or balloons were known to be in the area. A photograph of the object obtained from the Nashville Tennessean by member Paul Norman is being analyzed by NICAP.

June 3; Manasca, Wisc. Reported by Police Chief Rod Taubel, a UFO was seen maneuvering over the area.

June 4; Blue Ridge Summit, Pa. -- A cigar-shaped or long elliptical UFO with a cluster of smaller unidentified objects were sighted in the early afternoon by Mrs. James W. Annis, librarian. At first the UFOs were motionless, then the smaller objects streaked across the sky to the large object. The UFOs were then obscured by trees in the foreground of the NE sky. Total time of observation: about ten minutes.

June 7; Helena, Mont. A UFO alternately hovering and moving at high speed, estimated at 100 feet in diameter by Under-sheriff Reed Collings, also was sighted by numerous Helena citizens. Collings, who observed the UFO with high-powered binoculars, said it seemed to be made of a "clear plastic" or similar material. A suggested "balloon" answer was ruled out by the UFO's high rate of speed when it disappeared on a southwest course. The weather bureau also stated it had no record of any balloon in the area.

June 9; Charleston, S.C. A rapidly moving round object, sighted between 10:30 and 10:45 a.m., was reported by three witnesses. One watching it with binoculars, described it as "fairly small, white with black around the edges. The 792d Aircraft Control and Warning Squadron stated that all objects appearing on its radar screens at the time had been identified.

BOARD OF GOVERNORS

Dr. Marcus Bach, State University of Iowa, Iowa City, Iowa. Rev. Albert Baller, Robbins Memorial Church, Greenfield, Mass. Dr. Earl Douglass, religious writer and columnist, Princeton, N. J. Frank Edwards, Radio-TV commentator, Indianapolis, Ind. Col. Robert B. Emerson, USAF, Baton Rouge, La. Maj. Dewey Fournet, USAFR, former AF HQ monitor for the Air Force UFO project. Mr. J. B. Hartman, Jr., President, Aircraft Owners and Pilots Association, Washington, D. C. Vice-Adm. R. H. Hillenkoetter, USN, Ret., formerly Director, Central Intelligence Agency, New York, N. Y. Rear Adm. H. B. Knowles USN, Ret., Eliot, Maine. Prof. Charles A. Maney, Defiance College, Defiance, Ohio.

N.Y. Affiliate News

The New York City Affiliate held a public meeting on January 13 at Adelphi Hall, Manhattan. Speakers included Lee Munsick, former NICAP Associate Editor, and Lex Mebane, an officer of CSI, N.Y. Mr. Mebane spoke on electromagnetic effects from UFOs, and Mr. Munsick showed UFO information slides.

The following slate of officers for NICAP NYC was elected in October: President--Miss Miriam Brookman (100 E. 21st St.; Apt. 221, Brooklyn 26); Executive V/P--Howard Morris; Admin. V/P--Alan Colodny; Vice-Pres.--Bill Blades; Recording Sec'y--Frank Dusek; Treasurer--Bill Pirro.

CAPT. RUPPELT IS DEAD

Capt. Edward J. Ruppelt, former head of the AF Project "Blue Book" UFO investigation, died last fall. We sincerely regret his passing. Ruppelt was instrumental in opening up the secretive UFO policy and revealing the existence of the secret AF conclusions that UFOs are real and interplanetary. Although the second edition of this book "The Report on Unidentified Flying Objects" last year was revised to debunk UFOs in three added chapters, this was believed done under pressure from the Air Force. His original findings as project chief still stand as an indictment of the official secrecy policy.

Copies of this issue will be sent to the chairmen and members of the Armed Services, Space, and Government Operations Committees of the Senate and the House, and to individual legislators who have shown concern over the problem. As funds become available copies will be sent to all Members of Congress and to several hundred newspapers and broadcasting stations.

Meantime, NICAP members are urged to show this report and the Congressional story to their newspaper editors and radio-TV news directors, also to book reviewers, even if they have already reviewed the AF book.

Unexplained Satellites

Reports made over the past few years indicate that there may be satellite objects circling the earth which can not be explained as man-made. These reports have been made mostly by astronomers, not by laymen unfamiliar with the sky.

Reports of this sort actually began long before the launching of Sputnik I. In 1954 the Pentagon was reportedly alarmed over the discovery of two satellites orbiting the earth. Dr. Lincoln LaPaz of the University of New Mexico later allegedly identified the objects as natural: "two meteors" which had taken orbits around the earth -- one about 400 and one about 600 miles up. This published statement was later denied by LaPaz, and the facts were seriously questioned by others, so that the two objects were never satisfactorily explained.

During 1955-56 Dr. Clyde W. Tombaugh of New Mexico A & M College was conducting a search for natural satellites at the request of the Army. It was subsequently announced that nothing had been found.

In 1956 and 1957, however, similar inexplicable sightings were made by both professional and amateur astronomers, before and after the launching of Sputnik I.

Frank C. Clark, an amateur astronomer in New Mexico, saw an orbiting object September 8, 1956, during observations of the planet Mars. His account was printed in "The Strolling Astronomer" in October 1956.

To all the members who so kindly sent us Christmas cards, our belated thanks and best wishes for a happy and prosperous New Year.

Donald E. Keyhoe
Richard H. Hall

The special price for members, for the direct "Flying Saucers" has been discontinued, at the publisher's request. Members are being regretted and the hope that it will be continued in the future. Meantime, members desiring to secure them by order the dealers, at \$3.95 or direct Putnam's Sons, 210 Madison Ave., New York 16, N. Y.

Please send us reports of sightings in your newspaper clippings -- showing paper and the date -- if you know anyone who has an authentic UFO report. Please try to persuade NICAP, on a confidential basis.

NICAP ADVIS

We regret to report the death of Patrick J. Lucey, president of the American Association of Engineers, late last year. Mr. Lucey had served as a NICAP scientific adviser since October 1959.

PANEL OF ADVISERS

Astronomy:

Dr. James C. Bartlett, Jr., Baltimore, Maryland
Frank Halstead, former curator, Darling Observatory, Duluth, Minnesota
Kenneth Steinmetz, former head of "Moonwatch" program, Denver, Colo.
Walter N. Webb, lecturer, Charles Hayden Planetarium, Boston, Mass.

Other Sciences:

Jack Brotzman, physicist (electronics), Naval Research Laboratory, Washington, D.C.
Frank G. Rawlinson, physicist, National Aeronautics and Space Administration, Washington, D.C.
Dr. Leslie K. Kaeburn, biophysicist, University of Southern California, Los Angeles, California
Dr. Robert L. Hall, social psychologist and assistant professor, University of Minnesota, Minneapolis, Minnesota
Prof. N.N. Kohanowski, geologist and mining engineer, University of North Dakota, Grand Forks, North Dakota

Aviation & Missiles:

Capt. C.S. Chiles, Eastern Airlines, New York, N.Y.
Samuel Freeman, past president, National Aviation Trades Association, Bedminster, New Jersey
Capt. W.B. Nash, Pan American World Airways, Miami, Florida
W.R. Peters, former first officer, Pan American World Airways, Coral Gables, Florida
Capt. R.B. McLaughlin, USN, Commanding Officer, Naval Ordnance Laboratory, Corona, California
Morton Gerla, aviation ordnance, past director N. Y. chapter, American Rocket Society, Jamaica, N.Y.

Engineering:

Norman S. Ross, Director of Engineering, VJ, Miami, Fla.
s engineer,
s engineer,
1 Company; photography,
otographer, hio
ocumentary os Angeles,
ouse, USN, on), Coron-
ons:
Air Force on UFOs,

Edw. Colodny, Chief, WRBR News Bureau, Baltimore, Maryland
George Todt, columnist, Los Angeles Herald-Express, Los Angeles, Calif.
James C. Beatty, public relations; Civil Defense, Ground Observer Corps, Rye, New York

UFO Investigator

1 #11

1,8

Jan Dec 19-61

Feb.-March, 1959

UFO FOLLOWING VANGUARD REPORTED BY TRACKING CENTER

The Akron-Canton Satellite Tracking Group has reported an unidentified object which was following the Vanguard "weather" satellite in its orbit of the earth. Members of the group emphasized that it could not be the rocket booster, which had been sighted earlier. They said they had no explanation for the strange object.

If this was actually a UFO, it would appear to have been observing the Vanguard satellite. There have been several reports of UFO interest in earth-launched rockets, and one report of a so-called "ghost" satellite which was picked up by radar, after Sputnik I was put into orbit in 1957. (See general story on Vanguard)

THE U.F.O. Investigator

FACTS ABOUT FLYING SAUCERS (UNIDENTIFIED FLYING OBJECTS)

- Published by the National Investigations Committee on Aerial Phenomena -

Vol. 1, No.7

February - March, 1959

AF SPOKESMAN RIDICULES UFO WITNESSES, SAYS SOME ARE DRUNKS

Action Follows Airline Pilots' Reports Of UFO Formation

In an attempt to discredit six airliner crews who recently reported a UFO formation, an AF Headquarters spokesman has publicly ridiculed all "flying saucer" witnesses. Some were sarcastically labeled as persons who "can't remember anything when they sober up next day." The rest, implied the official spokesman, either were deluded by ordinary objects or were outright liars.

This official AF statement was in direct answer to an inquiry by the New York *Herald Tribune* about the sighting of a UFO formation by six American and United Airlines crews, on February 24. The Air Force answer appeared in the March 1st edition of the newspaper.

Since rigid airline rules prohibit pre-flight drinking, as the AF well knows, this was obviously a deliberate slur. Apparently the AF spokesman hoped, by grouping the pilots with drunks, to offset the testimony of these capable observers. At best, the AF statement branded the crews - 12 pilots and several flight engineers - as incompetent or deluded. It also disparaged the intelligence of all the passengers who saw the UFO formation.

The full story of the Feb. 24th sightings and the AF action follows in chronological order. This account includes new details secured in a NICAP interview with Capt. Peter Killian of American Airlines, and in additional interviews with Killian and some of the other pilots by these NICAP members: Mr. Lex Mebane, of CSI, NY; Mr. George Powell, aeronautical engineer, Philadelphia; Miss Miriam Brookman, president of New York City-NICAP Affiliate, and Mr. George Popowitch, president of the Akron UFO Research Group.

The Airline Sightings

At 7:10 pm, Feb. 24, 1959, an American Airlines four-engine DC-6 airliner took off from Newark Airport, bound for Detroit, non-stop. At the controls was Capt. Peter Killian, a pilot for 20 years - 15 of them logged in airliners, for a total of more than four million miles. His first officer was John Dee, licensed - like Killian - as an experienced airline pilot by the Federal Aviation Agency.

The DC-6 was over Pennsylvania, flying at 8500 feet, when Capt. Killian first saw the UFOs.

"It was 8:45 pm," he reported. "We were between Philipsburg and Bradford when I looked off to the south and saw three yellowish lights. There were in a line formation.

"At first glance, I thought they were stars in the 'Belt of Orion'. Then I took a second look and saw both Orion and the foreign objects. Orion was considerably higher; also the objects were brighter and of a different color."

There was no chance of mistake, Capt. Killian later told NICAP. "Though there were broken clouds below us, at 5,000 feet, all the sky above that layer was

absolutely clear. We had a visibility of about 100 miles.

"At first, I estimated that the objects were not over a mile from us. Since I didn't know their size, this was just an impression. I believe now they were not that close. However, at intervals one would move in closer then fall back into formation."

After pointing out the UFOs to First Officer Dee, Killian notified his 35 passengers by the public-address system, using a casual approach to avoid alarm. The stewardesses, Edna LaGate and Beverly Pingree, turned out the cabin lights for a better view, and in the next 40 minutes all aboard saw the mysterious objects.

One of the passengers had an aviation background - Mr. N. D. Puncas, general manager of Curtiss-Wright's Utica division. His report agrees with that of Capt. Killian - the sky was cloudless above the airliner. The UFOs, he said, appeared to be round. "I looked out and saw the objects in precise formation," he stated. "Every now and then one would glow brighter than the others, as if it moved closer to the plane. I have

Continued on next page

ADMIRAL SAYS NOT TO DISCOUNT 'FLYING SAUCERS'

Rear Admiral George Dufek, in a statement on March 11, has advised the public not to discount the reality of flying saucers.

Admiral Dufek, who has headed the U.S. Antarctic research and exploration program, said it was not beyond possibility that some of the supposed meteors exploding in the earth's atmosphere actually "were saucers driven from Venus or other planets by intelligent creatures.

"I think it is very stupid," he said, "for human beings to believe no one else in the universe is as intelligent as we are."

This issue was re-opened to include the important airline sightings of Feb. 24 and the AF action which followed. Because of the delay in publication, this is called the February-March issue. However, this is NOT a combination of two publications. The regular news bulletin is now being prepared.

ARMY ADMITS SECRET UFO ORDERS

In an official letter to NICAP, the U.S. Continental Army Command (USCONARC) has admitted the existence of a classified Intelligence Directive covering UFO reports by USCONARC personnel.

NICAP had requested a copy of the directive, which was cited by the USCONARC Daily Bulletin in rescinding a previously published ad by NICAP member Larry Bryant. Mr. Bryant's ad had requested that he be contacted by Army personnel interested in the UFO subject.

The denial of NICAP's request, signed by Col. Lawrence J. M. Mulhall, at USCONARC Headquarters, Fort Monroe, Va., contained this explanation:

"Security regulations prohibit sending a copy of the USCONARC Intelligence Directive dated 27 May, 1958."

This is one more link in the chain of evidence proving the existence of high-level UFO secrecy, despite AF claims that no information is withheld.

U.F.O. Investigator

FACTS ABOUT FLYING SAUCERS (UNIDENTIFIED FLYING OBJECTS)

- Published by the National Investigations Committee on Aerial Phenomena -

Vol. 1, No.7

February - March, 1959

AF SPOKESMAN RIDICULES UFO WITNESSES, SAYS SOME ARE DRUNKS

Action Follows Airline Pilots' Reports Of UFO Formation

In an attempt to discredit six airliner crews who recently reported a UFO formation, an AF Headquarters spokesman has publicly ridiculed all "flying saucer" witnesses. Some were sarcastically labeled as persons who "can't remember anything when they sober up next day." The rest, implied the official spokesman, either were deluded by ordinary objects or were outright liars.

This official AF statement was in direct answer to an inquiry by the New York *Herald Tribune* about the sighting of a UFO formation by six American and United Airlines crews, on February 24. The Air Force answer appeared in the March 1st edition of the newspaper.

Since rigid airline rules prohibit pre-flight drinking, as the AF well knows, this was obviously a deliberate slur. Apparently the AF spokesman hoped, by grouping the pilots with drunks, to offset the testimony of these capable observers. At best, the AF statement branded the crews - 12 pilots and several flight engineers - as incompetent or deluded. It also disparaged the intelligence of all the passengers who saw the UFO formation.

The full story of the Feb. 24th sightings and the AF action follows in chronological order. This account includes new details secured in a NICAP interview with Capt. Peter Killian of American Airlines, and in additional interviews with Killian and some of the other pilots by these NICAP members: Mr. Lex Mebane, of CSI, NY; Mr. George Powell, aeronautical engineer, Philadelphia; Miss Miriam Brookman, president of New York City-NICAP Affiliate, and Mr. George Popowitch, president of the Akron UFO Research Group.

The Airline Sightings

At 7:10 pm, Feb. 24, 1959, an American Airlines four-engine DC-6 airliner took off from Newark Airport, bound for Detroit, non-stop. At the controls was Capt. Peter Killian, a pilot for 20 years - 15 of them logged in airliners, for a total of more than four million miles. His first officer was John Dee, licensed - like Killian - as an experienced airline pilot by the Federal Aviation Agency.

The DC-6 was over Pennsylvania, flying at 8500 feet, when Capt. Killian first saw the UFOs.

"It was 8:45 pm," he reported. "We were between Philipsburg and Bradford when I looked off to the south and saw three yellowish lights. There were in a line formation.

"At first glance, I thought they were stars in the 'Belt of Orion'. Then I took a second look and saw both Orion and the foreign objects. Orion was considerably higher; also the objects were lighter and of a different color."

There was no chance of mistake, Capt. Killian later told NICAP. "Though there were broken clouds below us, at 5,000 feet, all the sky above that layer was

absolutely clear. We had a visibility of about 100 miles.

"At first, I estimated that the objects were not over a mile from us. Since I didn't know their size, this was just an impression. I believe now they were not that close. However, at intervals one would move in closer then fall back into formation."

After pointing out the UFOs to First Officer Dee, Killian notified his 35 passengers by the public-address system, using a casual approach to avoid alarm. The stewardesses, Edna LaGate and Beverly Pingree, turned out the cabin lights for a better view, and in the next 40 minutes all aboard saw the mysterious objects.

One of the passengers had an aviation background - Mr. N. D. Puncas, general manager of Curtiss-Wright's Utica division. His report agrees with that of Capt. Killian - the sky was cloudless above the airliner. The UFOs, he said, appeared to be round. "I looked out and saw the objects in precise formation," he stated. "Every now and then one would glow brighter than the others, as if it moved closer to the plane. I have

Continued on next page

ADMIRAL SAYS NOT TO DISCOUNT 'FLYING SAUCERS'

Rear Admiral George Dufek, in a statement on March 11, has advised the public not to discount the reality of flying saucers.

Admiral Dufek, who has headed the U.S. Antarctic research and exploration program, said it was not beyond possibility that some of the supposed meteors exploding in the earth's atmosphere actually "were saucers driven from Venus or other planets by intelligent creatures.

"I think it is very stupid," he said, "for human beings to believe no one else in the universe is as intelligent as we are."

This issue was re-opened to include the important airline sightings of Feb. 24 and the AF action which followed. Because of the delay in publication, this is called the February-March issue. However, this is NOT a combination of two publications. The regular news bulletin is now being prepared.

ARMY ADMITS SECRET UFO ORDERS

In an official letter to NICAP, the U. S. Continental Army Command (USCONARC) has admitted the existence of a classified Intelligence Directive covering UFO reports by USCONARC personnel.

NICAP had requested a copy of the directive, which was cited by the USCONARC Daily Bulletin in rescinding a previously published ad by NICAP member Larry Bryant. Mr. Bryant's ad had requested that he be contacted by Army personnel interested in the UFO subject.

The denial of NICAP's request, signed by Col. Lawrence J. M. Mulhall, at USCONARC Headquarters, Fort Monroe, Va., contained this explanation:

"Security regulations prohibit sending a copy of the USCONARC Intelligence Directive dated 27 May, 1958."

This is one more link in the chain of evidence proving the existence of high-level UFO secrecy, despite AF claims that no information is withheld.

The UFO INVESTIGATOR

Published by
the National Investigations Committee
on Aerial Phenomena
1536 Connecticut Avenue, N.W.
Washington 6, D.C.

Copyright 1959 National Investigations
Committee on Aerial Phenomena.
Newspapers, press associations and broad-
casters may use up to 400 words without
special permission.

Donald E. Keyhoe, Director & Editor

Richard Hall, Secretary and
Associate Editor

NICAP BOARD OF GOVERNORS

Dr. Marcus Bach, State University of
Iowa, Iowa City, Iowa. Rev. Albert
Ballar, Robbins Memorial Church, Green-
field, Mass. Dr. Earl Douglass, relig-
ious writer and columnist, Princeton, N.
J. Frank Edwards, Radio-TV commenta-
tor, Indianapolis, Ind. Col. Robert B.
Emerson, USAR, Baton Rouge, La. Maj.
Dewey Fournet, USAFR, former AF HQ
monitor for the Air Force UFO project.
Mr. J. B. Hartranft, Jr., President, Air-
craft Owners and Pilots Association,
Washington, D. C. Vice-Adm. R. H.
Hillenkoetter, USN, Ret., formerly Di-
rector, Central Intelligence Agency, New
York, N. Y. Rear Adm. H. B. Knowles
USN, Ret., Eliot, Maine. Prof. Charles
A. Maney, Defiance College, Defiance,
Ohio.

NICAP PANEL OF SPECIAL ADVISORS

Dr. James C. Bartlett, astronomer,
Baltimore, Md. Mr. Norman S. Bean,
Director of Engineering Development,
Station WTVJ, Miami, Fla. Capt. C. S.
Chiles, Eastern Airlines, New York, N.
Y. Mr. Albert M. Chop, former AF public
information official on UFOs, Santa
Monica, Calif. Mr. A. L. Cochran, elec-
tronics engineer, Arlington, Va. Mr.
Lou Corbin, former lieutenant-colonel, Army
Intelligence, now Chief WFBR News
Bureau, Baltimore, Md. Mr. Samuel Free-
man, past president, National Aviation
Trades Association, Bedminister, N. J.
Mr. Frank Halstead, astronomer, former
curator Darling Observatory, Duluth,
Minn. Mr. Ralph D. Mayher, news photog-
rapher, KYW, Cleveland, Ohio. Capt.
R. B. McLaughlin, USN, C. O. Naval
Ordnance Laboratory, Corona, Calif.
Capt. W. B. Nash, Pan American World
Airways, Miami, Fla. Warrant Officer
D. C. Newhouse, USN, Chief Photogra-
pher (Aviation) who photographed a UFO
formation over Utah 1952, Norfolk, Va.
First Officer W. R. Peters, Pan American
World Airways, Coral Gables, Fla. Mr.
Wilbert B. Smith, electronics engineer
and former chief of the Canadian Govern-
ment's UFO project, Ottawa, Canada.
Mr. Kenneth B. Steinmetz, amateur as-
tronomer, head of Denver "Moonwatch,"
Denver, Colo. Mr. George Todt, colum-
nist and public relations counsel, Los
Angeles, Calif.

Air Force Spokesman

NICAP is aware that many
in the AF personally dislike the
secrecy about UFO's. Some AF
members have given us assistance,
without violating security, which
indicates a wide acceptance of
UFO reality. There is growing
evidence that the AF is the
"whipping boy" carrying out the
policy of a higher agency, and we
regret that our fight to end the
secrecy has to be directed at the
Air Force.

But in the attack on reputable
witnesses, described in the ac-
companying article, the unnamed
AF spokesman has gone far be-
yond any official need to rebut
honest testimony. NICAP be-
lieves the spokesman should be
publicly named, and that an Air
Force apology should be given
the airline crews involved.

Airline Sightings

never experienced anything like it be-
fore."

Only one passenger was apprehensive.
"I told him," said Killian, "if there
was any danger I'm sure they would have
done it long ago."

When the DC-6 was over Erie, Capt.
Killian put out a radio call, asking if
any other airline crews in the area could
see the objects. Two other American
Airlines captains quickly answered.
One, a little farther north, told Killian
he had been watching the UFOs for 10 to
15 minutes. The other, near Toledo, said
he had looked out and seen the objects
after Killian's call.

As they were crossing Lake Erie,
Capt. Killian radioed a UFO report to
American Airlines communications at
Detroit Airport. By this time, the air-
liner was descending and the three
objects were lost in a lower-altitude haze

UFOs Seen by United Airline Pilots

Meantime, unknown to Killian and Dee,
the UFOs also had been sighted by three
United Airlines crews. In one case,
Capt. A. D. Yates reported the objects
were tracked from 8:40 to 9:10 pm,
between Lockhaven, Pa., and Youngstown,
Ohio. This was confirmed by Flight
Engineer L. E. Baney.

The UFOs also were seen by the
crews of United Flights 937 and 321,
both flying west from Newark. While
observing the objects, the crews had
discussed them by radio. All the pilots
and flight engineers agreed that the
lights were on separate vehicles which
were holding a formation.

At Akron, added confirmation came
from ground witnesses. Between 9:15
and 9:20 pm, several local UFO reports
were logged by the Akron UFO Research
Group. All the witnesses described three
glowing objects.

After Capt. Killian's flight landed, a
passenger told a Detroit newspaper about
the sighting. The local American Air-
lines press official then approved the
release of Capt. Killian's report.

Next morning, at Washington, NICAP
asked the AF for a comment. At that
time, the AF had no explanation for the
sightings but said they were investi-
gating.

The Federal Aviation Agency was then
queried, and an official statement was
given to NICAP:

"Our responsibility ends when a UFO
report is forwarded to the military." The
FAA said it had no information on the
airline pilot's reports; nothing had come
in from their Detroit offices.

That same day, FAA traffic controllers
in the Detroit tower denied they had been
notified. The *Detroit Free Press* was
told they were "completely in the dark"
about Capt. Killian's report. (By then it
was a front-page, banner headline story
in the Detroit papers.)

Army Expert Suggests Space Ships

In the early hours of Feb. 26, "Long
John," on Station WOR, broadcast a
short interview with First Officer Dee.
The sky above the plane, said Dee, had
been "very clear." Confirming Killian's
published report, he added that they had
briefly considered the possibility of a
jet-refueling operation, but a check after
landing disclosed there had been no such
flights. (Capt. Killian later told NICAP
he had already rejected this idea.)

Meanwhile, in Detroit, a space-ship
explanation was suggested by Lt. Col.
Lee B. James, an Army missile expert
associated with Wernher von Braun, in
the Army Ordnance Missile Command at
Huntsville. Speaking before the Michigan
Society of Professional Engineers, Col.
James said the objects seen by the air-
line crews were quite possibly from outer
space.

"I know they are not from here," said
the missile expert, "and they are not
coming from Russia. We in this civili-
zation are not that advanced yet."

If the crews and passengers really
saw what was reported, Col. James said,
the objects "would have to come from
outer space — a civilization decades
ahead of ours."

One engineer asked him about Capt.
Killian's report that his radar screen had
not shown the UFOs.

"That civilization quite possibly has
licked that problem," Col. James replied.
"It might use a special coating or a
composite of certain materials which
might prevent such a reflection."

Feb. 26th also brought a public state-
ment from American Airlines — a surprise
because previously the company had been
close-mouthed about UFOs. Commenting
on sighting locations, the airline dis-
closed that its pilots had had a consid-
erable number of sightings in the mid-
west, where this encounter had occurred.

In an interview by Lex Mebane, that
night, Capt. Killian enlarged on the
changing glow of the UFOs. Not only
had their color altered at times, from
yellow to bluish white, but their intensity
had varied from extreme brilliance to
temporary fade-outs. Killian had briefly
wondered if the UFOs were trying to
signal, but he did not see any pattern or
regularity.

(continued on page 3)

UFO FOLLOWING VANGUARD REPORTED BY TRACKING CENTER

The Akron-Canton Satellite Tracking Group has reported an unidentified object which was following the Vanguard "weather" satellite in its orbit of the earth. Members of the group emphasized that it could not be the rocket booster, which had been sighted earlier. They said they had no explanation for the strange object.

If this was actually a UFO, it would appear to have been observing the Vanguard satellite. There have been several reports of UFO interest in earth-launched rockets, and one report of a so-called "ghost" satellite which was picked up by radar, after Sputnik I was put into orbit in 1957. (See general story on Vanguard)

continued,

The UFOs' speed also varied, Capt. Killian told Mebane. At times, they would pull ahead quickly, then apparently lag as if to let him catch up. These movements were easily observed, since the airliner was flying a constant 300-degree course. The captain said some passengers asked him to fly closer to the objects, but he had to consider their safety, even if regulations had permitted this. Also, he added, he obviously did not have enough speed to catch up with the UFOs.

The Air Force Explanation

For three days, the AF was silent about these reports. Then on the morning of Feb. 28, it released to the press this official opinion of the Air Technical Intelligence Center:

The airline crews all had been misled by the Belt of Orion. Glimpsed through broken clouds, Orion's stars had created an illusion of fast-moving objects, deceiving the airline pilots.

To back it up, the AF stated that an Air Force transport crew flying from Washington to Dayton, that same night, had seen Orion through broken clouds at 8500 feet, and could vouch for the illusion.

To anyone knowing the facts, the AF explanation was preposterous. Capt. Killian was on record: He had seen BOTH Orion and the UFOs simultaneously - and in a clear sky. So had members of the other airline crews, and the night-flying experience of these airline pilots exceeded that of the average AF transport crews.

All this was well known at the Air Technical Intelligence Center. Despite this, the AF censors had deliberately cast doubt on the ability and integrity of these airline veterans.

If the AF claim were to be believed, there were only two choices: All six crews were befuddled - or lying.

Because of this ridiculous implication, suspicion about the AF transport story has been expressed. Specific details were not given: Names of the pilots; their night-flying experience; the plane's position and time when Orion was sighted through broken clouds, so that Weather Bureau records could be checked. (NICAP is asking for Weather Bureau reports along the Washington-Dayton route for that night.)

The AF story may be true - a lucky

coincidence which provided ATIC with something to publish as an answer to the airline reports.

But that explanation, applied to the airline sightings, is completely contrary to fact. And ATIC must know it.

After the AF story appeared, NICAP phoned Capt. Killian and asked his reaction. Killian firmly stood his ground.

"I certainly know Orion when I see it," he said. "It wasn't any brief look. During those 45 minutes I saw both Orion and the unknown objects repeatedly. So did other airline pilots."

"What do you think of this AF transport story?"

"Maybe they did see Orion through breaks in clouds. I can tell you this: No experienced airline pilot is going to be deceived like that - we've seen stars through cloud breaks thousands of times. And those other crews have confirmed what I reported.

"Also, in our area, the only clouds we had were about 3500 feet below us. Above that, visibility was unlimited - the sky was absolutely clear. Those other captains would testify to that. So could everybody on our flight; the cabin lights were switched off and they were all looking out."

At the time of this conversation, the AF statement in the *Herald Tribune* had already appeared. Capt. Killian was asked for a comment on the "sobering up" implication.

"Naturally, I don't like it," he said. "They know we don't drink before flights - it's one of our strictest rules."

Besides the AF statement, the *Herald Tribune* article had carried the following quotation from Capt. Killian:

"I am sure there are people on other planets who have solved the problem of space travel. I sincerely believe their vehicles are coming close to the earth."

"Is that quote correct?" Killian was asked.

"Yes," he said. "That is what I believe."

In order that NICAP members may realize the full import of the AF spokesman's statement, here is a summary of the main points:

1. The AF says it was jittery after World War II, when the Kenneth Arnold UFO report set off the public "saucer scare." But the AF techniques have now reduced evaluation of reports to a routine, with no excitement.

2. Sightings go in cycles caused by

UFO publicity on TV and radio, and in books and articles.

3. There is more sky awareness; more people are looking up, especially at night. Many have cold-war jitters, so they see flying saucers.

4. There are always some reports caused by intoxication.

5. There are some persons who actually have seen things they could not understand - because they lack the intelligence or knowledge to identify them as ordinary objects.

To illustrate this, the AF used the September 1958 case where Army man at a Nike base in Maryland reported a glowing UFO. This, said the AF statement, was actually a floodlight seen at a distance. (The AF did not mention that they had first told Washington newspapers the glow came from arc-welders' torches, on a power-company job - an attempted explanation the power company had refused and forced them to change.)

6. Outside the military, there are many people and groups who insist interplanetary travel is going on. The AF knows about these people, said the spokesman, and there is not a word of truth in what they say, but they sell books and magazines and are making a good thing out of it. (This was worded as a condemnation of all UFO investigative groups, including NICAP. NICAP has not made a dollar's profit, and its claims are documented. But since the AF spokesman avoided names, and also hid behind anonymity, he is safe from lawsuit.)

NICAP's Evaluation

Taken together, the February 28th "Orion" explanation and the AF spokesman's statement were plainly meant to serve three purposes:

1. To offset the airline crew's reports.
2. As a warning to all airline pilots that they too would be officially ridiculed if they publicly reported UFO sightings.
3. To reduce the growing support on Capitol Hill for open UFO hearings.

It seems clear that the AF - or a higher agency dictating to the Air Force - is determined to block any Congressional drive for the truth. Beside this smearing of reputable observers, there is now a campaign to persuade Congressman that UFO hearings would actually be harmful because it would encourage the "science fiction writers" who insist on UFO reality. (See the report on Gen. W. P. Fisher's letter to Senator Harry F. Byrd, elsewhere in this issue.)

But the AF tactics in the recent airlines case may backfire on the censors. Though some airline pilots now swear they will never publicly report a UFO, others are aroused by the AF spokesman's statement. If the majority of airline pilots who have seen UFOs unite in self-defense, their combined testimony will have a powerful impact on Congress.

VENUS MAY BE "BIG SURPRISE" SAYS NOTED ASTRONOMER

AF Hurrying Venus Probe Satellite

The planet Venus may have an atmosphere capable of supporting life not unlike the Earth's, according to a new theory by Dr. Robert S. Richardson, Associate Director of Griffith Observatory in California. Dr. Richardson was already noted for his studies of Mars, at Palomar, and his report of blue, vein-like "canals" on the Red Planet.

"There is much talk about going to Mars and of life on Mars while Venus is scarcely mentioned," states Dr. Richardson. "But don't sell Venus short — it may yet turn out to be the big surprise of the space age."

Apparently, his views are shared by the U.S. Air Force, which is hurrying plans for two Venus shots — one to be a satellite with photographic equipment.

Since we are not even near manned space flight, there can be no urgent reason to get close photographs of Venus — unless it is to learn whether there is life on Venus which could explain UFO operations.

The first Venus shot is scheduled for June 3, a probe with a 78-pound payload. It will be called Able-4-Thor. The second is scheduled for the very next day. Designated as Atlas-Able, it will have a payload of 325 pounds and will be a two-stage vehicle using the powerful Atlas ICBM as the booster.

The first probe may go past Venus, but the second is designed to circle the planet and obtain all possible information. This period in June was selected because the earth and Venus will then be in a better position for the launchings.

However, the closeness of the two shooting dates has aroused some speculation. If the first probe successfully passes close to Venus, its appearance could be expected to cause intense interest if there is intelligent life there. The arrival of a larger orbiting satellite soon afterward might cause a quirk in investigation, if an advanced race lives on Venus. Such investigation possibly would be in the form of attempted interception or observation by space vehicles. There might also be an attempt to destroy the alien satellite, or to bring it down for examination.

If telemetered signals, or television images relayed this information back to earth, the AF and higher agencies conceivably might get important answers to the UFO problem, such as: Whether Venus is a base for space operations; and whether it is hostile to space visitors or reconnaissance.

Should the orbiting satellite prove that Venus is devoid of life that could threaten us, or would interest us, then

3 ½ Hours Moon Flight Predicted

Maj. Gen. John B. Medaris, chief of the Army missile program, expects that a photon-powered spaceship will be able to reach the moon in not over three and a half hours. Gen. Medaris gave this estimate on Feb. 24, at Duke University. Such a vehicle, he added, should reach the nearer planets in two days and would require only 3½ tons of fuel for the latter journey. He indicated he expected such a propulsion system to be developed within the next ten years.

the search for UFO bases could be concentrated on the moon, Mars, or other solar-system planets.

The AF may claim that the probes are mere routine, but their urgent attempt to learn more about Venus indicates otherwise.

Regardless, the following opinions of Dr. Richardson take on new interest because of the AF-Venus plans.

In answer to the reasoning that Venus must be a dustbowl planet, because we have been unable to detect water vapor in its atmosphere, Dr. Richardson argues that our instruments can only detect water vapor, hence actual water might go undetected. The temperature above the Venusian cloud layer, he added, is not much above the freezing point, so that most of the water would be in the form of ice particles.

If you are moving to a new address, please notify us promptly so our publications will reach you without delay.

Actually, he continued, the whole surface of the planet, or most of it, might be covered by water. This would explain the abundance of carbon dioxide detected in the atmosphere. Much of the earth's carbon dioxide, by contrast, has been used up by entering into rock formation.

The gases which have been detected in the Venusian atmosphere, Dr. Richardson points out, are not poisonous ones. Although oxygen has not been detected, it could be present at a lower level beneath the cloud layer. If there is ample water, and oxygen, Dr. Richardson concludes, "the presence of life in some form would seem to be almost inevitable." If the estimates of maximum surface temperature (about 170° F.) are correct, however, it would have to be a form of life adapted to high temperatures.

Dr. Richardson's statements added weight to previous speculation that Venus might be a home of life. Frank Korkosz, astronomer at the Springfield, Mass., Museum of Science, has suggested that there may be intelligent life on Venus which has been using space ships to observe earth. (See The UFO INVESTIGATOR, December, 1958.) Dr. I. M. Levitt, director of Fels Planetarium, said in 1954 that if water and oxygen are present on Venus "some form of life should be present."

AIR MINISTRY CONFIRMS STRANGE OBJECT, THEN COVERS UP

Just two days after the UFO sighting by six U.S. airline crews, British Air Ministry officials admitted that an object definitely classed as "unidentified" had been seen at a low altitude over London Airport. The actions that followed lead to the suspicion of a cover-up strongly resembling the USAF "Orion" brush-off.

On the evening of Feb. 26, a "glowing disc was seen over London Airport by four reliable witnesses. One of them was the traffic control officer in the airport tower, who observed the object with binoculars and reported it as a UFO. An official Air Ministry report given to Reuters press service said the object also was seen for 20 minutes by witnesses at the Royal Air Force Headquarters, at Stanmore. Their official description reported to the Air Ministry is as follows:

"Bright yellow light, varying in intensity, some 200 feet from the ground. It stayed in one position for about 20 minutes, then climbed away at high speed."

The Air Ministry classification "unidentified" means, that such an object is not a balloon, searchlight beam on a cloud, a star, or any of the other things sometimes mistaken for "flying saucers."

This classification remained unchanged for a week. Then on March 6, contradictory explanations were issued by the Air Ministry and London Airport officials.

At first, an Air Ministry statement said the glowing object was the nose cone of a civilian plane. Neither the aircraft, nor its pilot, was identified by the Ministry.

That same morning, London Airport officials stated the object was the planet Venus distorted by a cloud layer.

Later on March 6, an Air Ministry spokesman combined the two answers as follows: It could possibly have been caused by an aircraft navigational light plus the planet Venus. The stationary yellow disc was probably the planet, and the subsequent sudden movement was caused by the plane light. On this guesswork basis, the spokesman then concluded:

"The unidentified object has now been identified."

Just as the USAF "Orion" story ridiculed the intelligence of trained airline crews, this Air Ministry explanation makes fools of the RAF witnesses and the traffic control expert in the tower. British official policy seems to parallel that of the USAF, to explain away any UFO report, no matter how ridiculous or flimsy the answer.

RECEIVED NICAP SPECIAL BULLETIN

JAN 29 1960

Published by the National Investigations Committee on Aerial Phenomena -

DONALD E. KEYHOF, Director & Editor

OCTOBER 1960

RICHARD HALL, Secretary and Associate Editor

UFO SURVEILLANCE LINK WITH SPACE

The Office of the Secretary of the Air Force has made two important admissions about UFOs, in a private "policy letter" to all AF commanders:

1. The AF maintains a "continuous surveillance of the atmosphere near Earth for unidentified flying objects—UFOs."

2. The Air Force's interest in space surveillance is related to this constant alert for UFOs.

The policy letter from Secretary Dudley Sharp's office, dated Aug. 15, 1960, was signed by Maj. Gen. Arno Luehman.

As in the UFO surveillance, the space watch is on a round-the-clock basis, the policy letter stated. Tracking of both known and unidentified space objects is carried out by the National Space Surveillance Control Center, aided by "a selected scientific group under the supervision of the Air Force."

The Space Surveillance Control Center, on Air Research and Development grounds at Bedford, Mass., receives data on satellites and unknown space objects from over 100 sensor stations in the U.S. and abroad. Positions of both known and unidentified space objects are indicated on a luminous map of the world. The Center has a computer with data on all known earth-launched satellites, orbiting boosters and rocket parts, so that any strange object reported in orbit can be quickly recognized as such.

Recently, the Center tracked an orbiting mystery object which also was seen by observatories and Moonwatch teams. The director of Adler Planetarium publicly declared the object was a UFO, faster than any known earth satellite. (See Mystery Object story.)

To date, the AF has been silent about this strange space object; the usual answers could not explain away factual reports by well-known professional astronomers. Instead of the usual brush-off, the AF now has announced plans for two systems to detect and identify unknown objects and relaying images to earth. The other program, labeled "Project Saint," will involve "big brother" satellites also designed to identify strange orbiting objects. An AF spokesman has stated these inspection-satellites probably would be equipped with TV and telemetering devices to provide descriptions of unknown satellites.

The AF has publicly implied that these detection devices are mainly intended to spot secretly launched Russian satellites. But the private AF admission in the Aug. 15th policy letter strongly indicates they will have another purpose equally vital—perhaps even more important:

To detect and identify space-machines coming from other

False AF Answer in Red Bluff Case

In utter disregard of astronomical records, the AF has issued an impossible explanation of the August 13-14 UFO sightings in the vicinity of Red Bluff, Calif. The Red Bluff case included a dramatic encounter by State police, visual reports by other witnesses, and an AF radar station's admission that it had tracked "an object" at the time of the State police sighting.

Answering a NICAP request for the AF conclusions, the official spokesman on UFOs, Lt. Col. L. J. Tacker, sent this signed statement:

"The individuals concerned witnessed a refraction of the planet Mars and the two bright stars Aldebaran and Betelgeux (Correct spelling: Betelgeuse) . . . Not only was there a temperature inversion but during part of the time double inversions existed."

A check of August 13-14 star positions by a NICAP astronomical adviser reveals these facts:

1. Mars and the two stars were below the horizon, invisible, when police sighted the UFO at 11:45 p.m., August 13.

2. Mars did not appear until an hour later. Aldebaran was just visible above the horizon at 1 a.m., August 14, and Betelgeuse did not rise until nearly 3 a.m.

It is absolutely impossible for Mars, Aldebaran or Betelgeuse to have been the UFO seen from 11:45 to 12:45, Aug. 13-14, nor could they in any way explain the relatively low-altitude radar tracking.

Apparently the AF gambled that no one would check the star positions when they risked this answer. Probable reasons:

1. To kill this important new report and stop the growing press interest in the new wave of sightings.

2. To avert any speculation that the Red Bluff UFO came from the orbiting "mystery object" tracked by astronomical observatories and the Space Surveillance Control Center. (See separate story.)

The importance of this case is shown by the key points:

At 10:30 p.m., Aug. 13, a large, oval-shaped object was seen maneuvering over Hollywood, Calif. At about 11:45, State Policemen Stanley Scott and Charles A. Carson, cruising near Corning, south of Red Bluff, sighted the same or another UFO. At first they took it to be an airliner in trouble. Then they saw it had no wings. A red light showed at each end, with several white lights on the side. The strange machine was moving at a low altitude.

CONGRESSMEN AID NICAP IN FIGHT AGAINST SECRECY

Direct Congressional support for the release of hidden UFO information — possibly before next session — has developed rapidly in the last few weeks. The increased Congressional concern has resulted mainly from the first submission of NICAP's Confidential Report, which was photo-copied and sent to a selected group on Capitol Hill.

All the remaining legislators are now being sent copies of the documented evidence, thanks to the aid of NICAP members. Answers will be reported in the next UFO Investigator. Meantime, here are a few statements and actions by members of the first Congressional group:

1. In a letter to AF Secretary Dudley Sharp, Sept. 19, Congressman Edgar W. Hiestand, Calif., asked that AF policy on UFOs be re-examined, with a change to "complete frankness."

"I am apprehensive," stated Congressman Hiestand, "that right now, in the middle of a campaign, some concrete and well-documented incident may occur, and a sensational revelation could really hurt."

"After all, although the UFOs are unknown devices, there seems to be enough evidence available to convince that they are real rather than imaginary Therefore, what harm could complete frankness do?"

2. On Aug. 31, Congressman Leonard G. Wolf, Iowa, Member of the Science and Astronautics Committee, told the House of Representatives:

A. "There is real concern by many Members of Congress."

B. "The conclusions of these experienced NICAP officials should be given careful consideration."

C. "A thorough study of the UFO problem should be made. Pending such action, I believe that publication of the NICAP Report (with confidential Section V deleted: NICAP note) will help to reduce the dangers cited by Vice Admiral Hillenkoetter and the other NICAP officials." (See Sept. 2 Congressional Record, Page A 6714.)

Detailed excerpts from Congressman Wolf's statement include the following:

"Admiral Hillenkoetter's request that Congress inform the public as to the facts is endorsed by more than 200 pilots, rocket, aviation and radar experts, astronomers, military veterans and other technically trained members of the National Investigations Committee on Aerial Phenomena." (Typical examples were listed, with names.) "I believe the conclusions of these experienced NICAP officials should be

Copyright 1960
National Investigations Committee
on Aerial Phenomena.
(1536 Connecticut Ave., Wash., D.C.
Associate Membership, including
all publications, \$5 per year.)

Congressmen, from page 1

given careful consideration. Certainly their sober evaluations should be completely disassociated from the obvious frauds and delusions about UFOs which unfortunately have been publicized. The NICAP report is stated to be the result of a 3-year investigation -- its conclusions based only on verified visual, radar and photographic evidence by trained, reputable observers."

Referring to NICAP's warning that UFOs might be mistaken for Soviet missiles or jet aircraft, accidentally causing war (a danger also emphasized by Gen. L. M. Chassin, NATO Coordinator of Allied Air Services) Congressman Wolf stated:

"Certainly every Member of Congress will agree that any such danger of accidental war--even if slight--must be averted in every possible way. It is also important to prevent any unfounded fear that the UFOs are secret enemy devices.

"After discussing the subject with colleagues, I am certain that there is real concern by many Members of Congress. Without necessarily accepting all the conclusions of the NICAP Board of Governors and technical advisers, we are convinced that a thorough study should be made. Pending such action, I believe that publication of the NICAP report will help to reduce the dangers cited by Vice Admiral Hillenkoetter and the other NICAP officials.

"For those Members desiring to do so, the previously mentioned confidential report can be obtained upon request at the National Investigations Committee on Aerial Phenomena, 1536 Connecticut Avenue, Washington, D.C."

Congressman Wolf also has assured NICAP he will cooperate with other legislators to secure open hearings early in '61.

3. Congressman Dante B. Fascell, Fla., Government Operations Committee, to NICAP director after receipt of Confidential Report:

"I am sure because of your interest and work that when Congress convenes the matter will be amply brought to our attention."

4. Congressman A. Sidney Herlong, Jr., Fla., Ways and Means Committee, to NICAP member Del Santee: "Before any major legislation (to bring the UFO matter before Congress) Committee hearings will be held and ample time afforded for NICAP . . . (to present UFO data.) I will fully familiarize myself with NICAP testimony."

5. Stanley M. Andrews on Staff of Senator Frank J. Lausche, Ohio, to NICAP member Catherine Carter Golden: "I am sure he (Senator Lausche) would feel that an open hearing on the entire subject would clear up the matter and determine who is right."

(see next column)

6. Congressman Frank Thompson, Jr. N. J., to NICAP members Mr. and Mrs. John B. Power: "I am bringing this matter (a congressional investigation of the UFO problem) to the attention of the proper officials, and I shall do all that I can to help along the lines you suggested."

7. Senator Leverett Saltonstall, N.Y., Committee on Armed Services, to NICAP director: "Thank you for your confidential letter regarding Unidentified Flying Objects. It will make a useful addition to the Senate Preparedness Investigating Committee files . . . they maintain continuous liaison with the Air Force on this subject."

Sen. Saltonstall's previous statement to NICAP member Fred A. Tourelle: "This is a problem in which I am deeply interested . . . We must consider the genuine security necessities . . . (in releasing military service information) . . . but I think there are many cases in which more information should be made available to the public."

8. Sen. Lyndon B. Johnson, Chairman, Preparedness Investigating Subcommittee. As previously reported, Senator Johnson, after examining the NICAP Confidential Report, wrote the director that the subcommittee staff was keeping close watch on new UFO developments, recent significant sightings and the AF investigations.

OTHER CONGRESSIONAL STATEMENTS

The following digests are examples of other Congressional opinions:

Sen. Goldwater (Brigadier General, AF Reserve): UFOs--flying saucers--are real. When queried, the AF 'clams up.'

Sen. Symington: The public has sound reason to be confused about UFOs. They should be told all facts not adverse to security.

Sen. Smathers; referring to NICAP stand against secrecy: I would not oppose open hearings. The public should know all facts not violating security.

Rep. Ashley: I share your concern over the secrecy.

Rep. Ayres: Most (UFO) material for the Committees is classified.

Rep. Marshall: There is growing interest in release of UFO information.

Rep. McCulloch: Citizens should be fully advised about UFOs, if it would not endanger security.

Rep. Moeller: All available facts should be made known. I believe Americans could take such information without hysteria. Fear of the unknown is always greater than fear of the known.

Rep. R.J. Scott: The public should be told the facts in a manner which would avoid alarm. If the information were presented to appeal to reason, not emotion, I think it would be a good thing.

(see next column)

Rep. Scherer: Even a Member of Congress cannot secure access to whatever military information is available.

Additional Members of Congress who have shown unusual interest in trying to secure UFO facts from the AF include Senators Harry F. Byrd and Kenneth B. Keating, and Representatives Baumhart, Frelinghuysen, Hardy, Metcalf and others.

Since barely a tenth of the legislators received the NICAP report before adjournment, the amount of serious Congressional support is remarkable. Also, it is sure to increase; thanks to financial and personal help from members, copies of the 10-page confidential document now are going to all other Senators and Congressmen.

This is a big chance to end the secrecy, with the help of NICAP members.

It is important that all Members of Congress realize that NICAP represents serious, responsible citizens in all 50 states, who fully support our attempts to end unwarranted secrecy through a Congressional investigation.

If you are concerned over the potential dangers, it will greatly help to speed action if you tell this to your Senators and Congressmen--at the earliest possible moment. Despite campaign pressures, they will not ignore urgent requests to read NICAP's Confidential Report and our plan for ending the hazards.

Send your letters to your legislators' home addresses, if known. If not, send to either the Senate Office Building or House Office Building, Washington 25, D.C. and mark the envelopes: "Please forward immediately."

Judging from answers to date, most legislators will put themselves on record as backing open hearings--regardless of their UFO beliefs. The publicity could snowball into demands for early action--even before the next session.

The NICAP Confidential Report asks all legislators to weigh the massive documented evidence by expert observers and also the majority conclusions of NICAP's Board, Advisers and members:

1. The UFOs seen and photographed by competent observers are unknown objects under intelligent control, but are NOT Russian devices.

2. The AF secrecy is wrong, and has caused increasing dangers.

3. These dangers include:

A. The hazard of accidental war, by defense radarmen mistaking UFO formations for USSR missiles or jets, stressed by Gen. L.M. Chassin, NATO Co-ordinator of Allied Air Services, who warned we should openly recognize the UFOs' existence. B. The increasing risk that the USSR may start rumors that the UFOs are Russian secret weapons.

(continued on page 3)

V.I.P. STATEMENTS

Air Chief Marshal, Lord Dowding, of the Royal Air Force in England said, "I believe there are people on other planets who are operating through flying saucers to help our world in its present crisis."

everyone
reached

General Curtis E. LeMay said, "We expect ultimately to be capable of developing a system that will enable us to examine and determine whether or not Unknowns in Space are a threat to us."

Star
was.

Frol R. Kozlov, First Deputy Chairman of the U.S.S.R., Council of Ministers, while in San Francisco, California in 1959, stated: "Let's have an American-Soviet alliance against the Martians!"

We will
Conventi
March 19
October
ing.

Dr. Alexandar Kasantzev, a Soviet science writer said, "Highly advanced creatures from Mars have visited the earth many times until today."

Speak
event. T
trailers
without
the airp
welcome.

William Lear, President of Lear, Inc., said, "I have seen it in the daytime. I believe flying saucers are operated by super intelligent beings from outer space."

Barry Goldwater, U.S. Senator from Arizona and Republican candidate for President said, "Flying Saucers- Unidentified flying objects - or whatever you call them are real."

This
Tassel,
past 17
Ministry

Albert M. Chop, former press official handling U.F.O. information at the Pentagon in Washington, D.C. said, "One thing is absolutely certain. We're being watched by beings from outer space."

Dr. Clyde W. Tombaugh, discoverer of the planet Pluto said, "I have seen three objects during the past seven years, which cannot be explained away as Venus, nor optical phenomena of the atmosphere, nor meteors, nor aircraft. I am an expert of astronomical observations and I have sighted eight green fireballs moving in a quite different way from the usual green fireballs. It is unscientific scientists who deny the possibilities of the existence of human beings in the universe outside the Earth."

I am
of Sir F
"the dea

Frank
field of
way back
was put

Frank
second b
best to

General L.M. Chassin, General Air Defense Coordinator of the Allied Air Force in Europe (NATO) says, "U.F.O.s use a power beyond our comprehension. Could

We ex
all the

*Proceedings Vol 18 April - May 67. # 3
of the College of Unofficial
Wisdom*

UNKNOWN SATELLITES

Verification of information we printed in the "Proceedings" years ago continues to be presented.

In the "San Francisco Chronicle" of Tuesday, November 1, 1966, the headline reads "Unknown Satellites". The article states, "Three satellites are in orbit about the Earth." It goes on to report that they were discovered in May and June by radar tracking, and have not been identified "with any launching or country of origin."

It is the first time the official catalogue "Satellite Situation Report" has listed "unknowns" among the many rocket bodies, satellites, and space debris, tracked by the United States. "Military officials argued against listing them in the 'Satellite Report' for fear flying saucer enthusiasts would seize upon the term 'unknown', and claim the three objects were evidence that the Earth had visitors from other worlds." Now why would the military officials think of anything like that?

The objections of the military officials (unnamed) were overcome, however, and the three "unknowns" were listed in the September 30th and October 15th report. The report is published by the National Aeronautics and Space Administration's Goddard Space Flight Center at Greenbelt, Md. There was no report on the size or weight of the objects.

In the "Proceedings" issue of March, 1955, on page 15, we printed a message from the space people received on August 14th, of 1953. In part it says "Our three sub-stations, now orbiting around your planet, are giving some of your scientists cause to wonder."

Following the printing of this information in the "Proceedings" of 1955, a team of La Paz and Tombough, two well known men in meteorology and astronomy, were sent out to find anything they could about anything orbiting the Earth. Later in the press it was reported that they had discovered three, what they called, "moonlets" in orbit around the Earth. It would appear that in our security between branches of our science that N.A.S.A. only rediscovered the same "moonlets" or "unknowns" that we knew about in 1953, and were called

Substitutions for resupply & repair

Prof. Maney Says NICAP is Opportunity for Honest Answers

Statement By

PROFESSOR CHARLES A. MANEY

The Defiance College, Defiance, Ohio
Member, NICAP Board of Governors

NICAP, a strictly non-profit organization, dedicated to the enterprise of searching out the truth in regard to UFO's, is absolutely free from Governmental censorship. It offers to the American public, and to free people throughout the world, the opportunity to find answers to the many intriguing questions arising in regard to the strange aerial phenomena now being observed in the skies about this planet.



Prof. Charles Maney

NICAP approaches this problem with an open mind and seeks the cooperation of all who have something to contribute in the way of experience and reason. The aims and purposes of NICAP are to serve honestly and sincerely the public interest in searching out the facts pro and con, believing that knowledge of the truth, whatever it might be, serves to benefit humanity far more than the suppression of information.

NICAP is sponsored by patriotic citizens whose sole interest is to work to the end that information concerning aerial phenomena to which citizens in a free democracy are entitled, be made available to them without restriction, except where it is

NEW AIR FORCE RADAR CAN TRACK UFOS 3000 MILES AWAY

A new type of radar which can track objects 3000 miles distant has just been announced by Gen. Thomas D. White, the Air Force Chief of Staff.

As applied to the UFO problem, the newly developed system offers for the first time a method of simultaneous, worldwide tracking of UFOs, orbiting satellites, or spaceships.

General White's statement, made before the Defense Orientation Association at the Pentagon, stressed the new radar's ability to track intercontinental missiles launched by an enemy nation. But its application to UFOs is obvious, since the new detection system can pick up any aerial object within 3000 miles—even meteors before they enter our atmosphere.

This point also has been emphasized in a recent public statement by Col. Harvey W. Shelton, USAF, a missile systems expert at the Air University. Colonel Shelton pointed out the danger that a meteor picked up by an ultrasonic radar device

plainly obvious that the release of such information would jeopardize the national defense.

Professor Charles A. Maney, one of the first members, NICAP Board of Governors, has been physics professor at The Defiance College, Defiance, Ohio, for the past eleven years. Defiance is a liberal arts college, headed by Kevin McCann, until recently the principal speech-writing assistant to President Eisenhower.

A native of Minnesota, Professor Maney was graduated by the University of Minnesota with a bachelor's degree in 1913. In 1915, he received his masters degree from the University of Chicago, after major study in astrophysics. His subsequent graduate study has been at the University of Michigan and the University of Kentucky.

Before joining the Defiance faculty, Prof. Maney taught at Alma College, Mich., Lawrence College, Kansas, and Transylvania College, Ky. He also held a research post with the State government of Kentucky.

For the past seven years, Professor Maney has made a serious study of unidentified flying objects, and has lectured and written widely on this subject.

might be mistaken for an enemy long-range missile, setting off a two-way missile war.

How far the new detection system has progressed was not revealed, but it should not take long to install the equipment at existing radar stations, thus providing a network which will serve both for missile detection and for tracking of satellites and UFOs.

Several such stations, separated by thousands of miles but linked by radio, cable or telephone, could track UFOs at tremendous altitudes across seas and continents. With such a network there would be time to signal areas toward which UFOs were headed, giving their exact courses, speeds and changes of altitude. In this way Defense forces, the Ground Observer Corps, the CAA and other agencies could be prepared for detailed observations from the ground or from planes at various altitudes. At present the relatively small warning time does not permit such preparations.

The new radar will probably be tied into the Project Vanguard satellite tracking net. This project now uses Minitrack observation stations located around the globe to enable 24 hour tracking of the U. S. Satellites when launched.

With the new system it would be possible, for example, to pick up a UFO 2000 miles from the Atlantic coast, flying hundreds of miles above the earth. If the unidentified object descended toward the United States units already prepared could photograph it from a dozen angles—if necessary, illuminating the UFO by the use of powerful aerial flash bombs. By triangulation, using radar and visual instruments, its speed and maneuvers could be precisely determined.

Since these records also would show the UFO's exact distance from a camera at the time photographs were taken, the precise size of the object could be computed; also its shape and perhaps some details of construction.

Combined with the accurate tracking records, such photographs would be final, irrefutable proof that the UFOs are real, as hundreds of trained observers have said for the past ten years.

CORRECTIONS

We regret that several typographical errors were overlooked in the July issue of the UFO INVESTIGATOR.

On Page 1 Colonel Robert Emerson's home city of Baton Rouge, Louisiana, was accidentally given as Baton Rouge, Iowa.

On Page 18 the Project Vanguard "Moonwatch" program was mistakenly labeled "Moonlight" in the headline.

QUESTIONS & ANSWERS

ANSWER — The George Adamski claimed contact with a Venusian took place near Desert Center, Calif. and not "outside Phoenix." For one thing, we have recommended Desmond Leslie's and George Adamski's book, as interesting and informative reading, but we have not endorsed it nor Mr. Adamski's account therein. In having dealt with such rumors in the past, we can assure you, with little reservation, that the rumor is not true.

(On the right-hand side of this page is a photograph taken by Mr. Adamski on December 1st, 1951 at 1:30 P.M. through his six-inch telescope. Note heat radiation near dome. We are printing this picture as it was not one of those reproduced in "FLYING SAUCERS HAVE LANDED.")



FLYING SAUCER SHOWING HEAT RADIATION
PHOTOGRAPHED AND COPYRIGHTED
1:30 P.M. 12-1-1951
BY PROF. G. ADAMSKI. ©

QUESTION — The following is copied from DAILY NEWS of Los Angeles of Monday, September 6, 1954, page 8:

"WHAT OTHER PAPERS SAY — Welcome sign out for new satellites — News that the earth has somehow picked up a couple of new satellites will doubtless be greeted with approbation by a majority of its inhabitants. The moon, of course, has been doing a satisfactory job for centuries, and no one would dream of replacing it. But a little help is always welcome, and even though the two new satellites are only tiny meteors which will make no difference at all in the evening scenery, it's the thought that counts. At first there was some fear that the new satellites were man-made rather than natural, raising the possibility that some one had beaten the United States to establishing space-platforms. This has now been dispelled by the announcement that the satellites are perfectly natural, and will continue to circle at respective distances of 400 miles and 600 miles from the earth with no intent to injure anyone." — New York Herald-Tribune

Could SAUCERS tell us about these satellites? Are these the platforms our space friends are said to have established? Who gave out this news, and who has determined that they are meteorites? Are the astronomers in on this? We would like to know if the scientific people were able to find out anything about Mars when it was so near — as to signs of its being inhabited, etc.? (L. H., Los Angeles)

ANSWER — Technically, the name for such a satellite would be neither 'meteor' nor 'meteorite,' but rather 'meteoroid.' AVIATION WEEK Magazine is the source of the story, which it reported late last August. Dr. Lincoln La Paz (Director of the Institute of Meteoritics, University of New Mexico) (Cont.)

QUESTIONS & ANSWERS

IS THE PURPORTED DISCOVERER, according to most newspaper accounts, and the one who determined that they were natural meteoroids and not man-made satellites or, more commonly, space stations. However, Dr. La Paz immediately denied the story, declaring: "It is indeed unfortunate that a search of the scientific and military importance of the hunt for nearby satellites of the earth should be misrepresented in this fashion."

EXCLUSIVE: We had our Director of Investigation, John Otto, contact AVIATION WEEK to get the full story. He reported as follows:

"Contacted Aviation and learned that Dave Anderton, staffer, wrote the story. The whole thing was a mix-up. Anderton reports that he merely quoted the Air Force and if one reads his article, it will be noted that he merely states that La Paz was on the investigation team and that he, Anderton, made no statements regarding anything that was purported to have been quoted of La Paz. . . . Anderton was concerned because of being somewhat in the middle of it all. I told him that perhaps I could see how the erroneous idea that he had reported something confusing could be cleared up. (The Air Force no doubt worded the release with the idea that it would cause the very confusion it did) . . . I took the liberty to ask Anderton for a quote on saucers in general and he permitted me this for reprint: 'I do not know and don't particularly care one way or the other about saucer discussions. However, if I happen to see one, I would naturally look and observe closely.'"

AS FOR MARS, one would think that, with all of the hullabaloo about the 'Mars Project,' something would have been determined by now. And perhaps it has.

Life on Mars, Astronomer Declares

Plant Life Keeps Down Red Dust

Dr. E. C. Slipher has been studying the mysterious "Red Planet" for 50 years and recently took 20,000 color photographs of Mars from the astronomical observatory at Bloemfontein, South Africa. Last October 23rd, The National Geographic Society quoted the following statements Slipher made regarding his study:

"Mars is alive. It has to be. . . . If things did not grow there, changing with the seasons, dust from the red deserts of Mars would have settled long ago over its entire face. The planet would be all one color."

. . . There seems less than scant possibility that any animal life similar to Earth's could exist under Martian conditions."

That is about all the news we have so far on the 'Mars Project.' More news of greater detail is expected. As for the now famous canals purportedly discovered on Mars (of which astronomers have had their doubts about), Associated Press said, of this phase of the National Geographic report, simply: "Photographs . . . pick out two new 'canals,' surface lines over which astronomers have debated for years."
