

Flying Saucer Seen by Pilots In Boston Area

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Reported at International.

"I was there; I saw it. There was no basket on it such as the Air Force describes. There was a 60-mile-an-hour wind blowing and this object was moving against it at high speed. We had it in view

for a full 10 minutes as it flew parallel to us and high above us. How could a balloon move against such a wind if it had not some kind of power?"

Capt. Kratovil spotted the object first at about 9:30 A. M. When he arrived at International Airport here he reported that he had radioed the Boston airport control tower about it and that he had received word back that a flight of jet planes had been sent aloft. Pilots of the jets also saw the object when they reached 10,000 feet and, according to the message from Boston, said it appeared to be "about 10,000 feet above us and climbing very fast."

All the Air Force had to say was that the Grenier Base had a weather balloon in the air about the time Kratovil and his crew sighted the object.

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(NEWS foto by Charles Payne)
Capt. Charles J. Kratovil shows non-flying saucer to son, Joseph.

Pilot Sights a 'Flying Disk'

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Author's Note: If the object was actually at a great height, its size would have been immense. It may have been a "mother space ship" rather than a satellite disc, or saucer.

Was this, too, a space ship seen in the skies near Boston, Mass.:

May 1 June 14 sightings Saco
Goose Bay
 June 1, 1954: The pilot of a Trans-World Airliner from Paris, France (Capt. C. J. Kratovil) saw a mysterious object in the sky ten miles north of Boston. Jet planes went up to chase it, but abandoned the pursuit when there came the usual official brushoff that it was just a weather balloon of the U.S.A.F. But, as Capt. Kratovil says: "It is the first time I ever saw a weather balloon travelling against the wind. The thing was large, white and discoidal, and I had a good look at it, although it kept vanishing into cloud."

Washington, D.C., has again (June, 1954), had flying saucers over this city of the Pentagon. The visitants appear to have "teased the big shots there, as on the night of August 15, 1952," writes an American engineer friend of mine.

He adds: "I and others have seen in the skies of California a very big ball—a space ship—of about 400 yards diameter, and twice in May and June, 1954, a big space ship has been seen high up over the Canadian border."

But what was the strange space ship—a "mother ship" with six satellites, circling round it—seen by the pilot of a British stratoliner (Capt. James R. Howard), eleven members of the crew, the stewardess, the co-pilot, and about forty of the fifty-one passengers, when at sunset, June 30, 1954, the plane was flying between New York and Goose Bay, Labrador?

The airliner was at 18,000 feet, 150 nautical miles southwest of Goose Bay; the time was in the evening, under a clear, serene sky; and the mysterious objects were seen for half an hour, from five miles away, for 80-90 miles, flying at about 274 miles an hour on a parallel course. Against the evening light, the objects appeared dark. Mr. Boyd, the Canadian co-pilot, at once radioed the station at Goose Bay, and was told that the radar there had picked up a large number of dark objects on the screen.

No other plane but the stratocruiser was in the sky at the time. Two U.S. Air Force Sabrejets were sent up to

investigate the formation. Probably owing to the American and British Air Force bans on such information to the public, I can find no report of what, if anything, the U.S. jets found.

Half the passengers were asleep, and nobody on board had a camera.

Captain Howard, on his arrival at London Airport, gave the press remarkable details which seem to import that the space, or mother ship, may have been a fourth-dimensional aeroform:

"I am sure they were *not* birds. Their speed was too great for that. The central object was of *large size*, and six smaller objects circled round it. The large object *appeared to alter its shape constantly*. We called it 'the flying jelly fish' for that reason. The six satellites seemed to keep station round the big object, much as fighter planes would when acting as escort to a big bomber or a passenger airliner. At first, Boyd and I thought the central big machine might be a delta, or swept-back-wing bomber plane. But it changed its shape several times—one time appearing as a dart, another time like a dumb-bell or mushroom, and also like a sphere with a projection. It was difficult to assess the dimensions of these mysterious objects, since there was nothing in the sky against which to measure them. They flew parallel with us for 80-90 miles, but did not approach nearer than five miles."

It was added that the six satellite discs flew around, either ahead of or in front of the space ship. But when a U.S. interceptor jet, sent out from Goose Bay, radioed to the stratocruiser that he was closing in, almost as if the mysterious entities heard the call, the satellites returned to the mother ship and they all faded away rapidly. The airliner pilot had no doubt that the objects were solid, and under intelligent control.

Might this have any connection with the fact that the red planet Mars was then nearer to the earth's orbit than at any time since 1939?

Subsequently, the British Air Minister asked the pilot of the stratocruiser to report to him. Of course, nothing has been heard of this, or will be.

On July 1, 1954, another mysterious incident occurred, which I summarize from a report in the "London News-Chronicle":

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with 'saucering'; he's had so many letters from wild-eyed addicts."

My friend adds that, on being informed by a woman "mystic" that she had been hearing "revelations" from crickets chirruping in the walls of a farmhouse he went her one better. He informed her that he had encountered a strange gentleman with an unearthly look, who was fingering an unlit cigar. He offered a match to the gentleman, who took it, "lit up" and promptly vanished. By next post, the mystic lady informed my friend that her "spirit controls" had confirmed my friend's suspicions that the strange gentleman was from the planet Venus, and would be back again one of these days:

"Of course, this was all imaginary about the meeting with the strange man and the match; but it has shattered my faith in this particular medium; and my hopes of actually breaking bread with a man from Venus are also sadly fading."

I have advised my friend *not* to embark on any debunking of "Messiahs," nor "to get into the act by cooking up a few saucer-hoaxes" of his own. Did not Emerson, many years ago, counsel that all such spurious folk should be left to "debunk" themselves? They do, in time — after what the Marx Brothers call the "moolah" has been collected and safely banked.

On the stories below, I venture no comment:

May, 1954: Mr. Dan Frey, a scientist, tells the "Washington Post" that he had a ride in a saucer to New York, that he heard a voice from inside it that seemed to speak in his own head, and that the saucer was under remote control. (*Note:* There seems to be a blend of the 3rd and 4th dimensional planes in this story.)

There is also a story about an American stock-raiser, who says a saucer hovered over his head in a field at night, was of the third dimension, and yet had such a psychical effect on him that it changed his personality.

Many of the flying saucers, seen anywhere in the world, impress the observer, as I have said above, as either being manned by entities utterly indifferent to the sensations of

people on the ground, or to have no visible control mechanism. Here are two from Australia:

June 1, 1954: Weird thing, variously described as "like a white balloon," or "an umbrella, or mushroom-shaped object," with a long tail fining to a terminal, flew at amazing speeds towards the ground at Melbourne, 5:45 P.M. Seemed to have some entity inside it. A second object, seen the same evening, carried a revolving red light. It was silent, floated in the air, and then shuttled back and forth. Next, it spun three times like a plate on end and vanished.

At East Malvern, Australia, seven people saw an oval-shaped flying saucer with entities inside it. It flew at fantastic speed above the tree-tops at 12:25 A.M. Then it ascended rapidly. It was seen on May 30 and 31, at the same place, at 8 P.M. when it swooped, banked, flattened out, and looked like a "white football." One man said it left a train of sparks; another that it was as big as a railroad coach, and had entities inside it. Speed varied from a "floating grace" to vertiginous velocity, when it shot upwards. As it dived, it jetted out a yellow gaseous matter. Three of these objects were seen the same night. One suddenly faded away as if a light had been switched off; the second glowed dully; the third hovered, then dashed sideways for two miles. Visible twenty-five minutes. (Said the Australian Air Force: "We do *not* pooh-pooh these reports.")

The incident below is curious:

June 7, 1954: Three German tourists who entered the vast Lamprecht Cave, near Lofer, in the Salzburg mountain region of Austria have never been found. Their automobile was left locked outside the cave.

Author's Comment: The above may very well be merely a case of amateur speleologists getting lost in labyrinthine caves, although it is unusual for three men to vanish in this fashion. But I must risk the charge of being accused of fantasy or moonshine when I say that both in England and the United States, there are regions of limestone caverns and mountains from which, in the last three years, queer phenomena associated with white lights descending to ground level from great altitudes have been reported!

icy of deception and censorship which had been imposed upon it in 1952. It dutifully issued one of its "statistical reports," which asserted that in the first four months of 1954, it had received only eighty-seven UFO reports. On that same day the Air Technical Intelligence Center at Wright-Patterson Field in Dayton issued a statement which said that 1954 was the biggest year on record for UFOs—that they were receiving reports of sightings at the rate of more than seven hundred cases per week!

One of the most interesting cases—and one of the best documented—was that of May 13, 1954.

My information on this first case comes from the electronics specialists who were involved. I was based in Washington at the time, and several of the parties who reported to me were personal friends of mine.

On that day, shortly before noon, a team of experts were putting the finishing touches on a new type of radar. They noticed that it was recording some type of object at great altitude—something of unusual size. They double-checked by switching on another unit, and it too began tracking the same object. They were able to determine that it was at least two hundred fifty feet in diameter, about fifteen miles above Washington, and that it was moving from point to point around a rectangular pattern in the sky at about two hundred miles per hour. After three hours of this maneuvering, under the scrutiny of several government radar installations, the object finally moved toward the west and disappeared from the screens.

That was Case Number One for May 13, 1954.

About 12:45 that same afternoon, two police officers assigned to the National Airport just across the Potomac from Washington, spotted two large glowing oval objects

which approached the airport and maneuvered over both the airport and part of the city of Washington. Their presence was confirmed by Military Air Transport. Newsmen who questioned an Air Force spokesman in the Pentagon were told to call the things Unidentified Flying Objects. The things had been seen intermittently between 12:45 and 2:00 p.m.

Two cases on the same day over the national capital.

I carried both reports on my nationwide news commentary over the Mutual Network that night.

The second report appeared in just one edition of the *Washington Post*.

The lid was on.

It was against this background of UFO activity of unprecedented intensity over the nation—and especially over Washington, D.C.—that General Nathan Twining, Chief of Staff of the Air Force, spoke to an audience in Amarillo, Texas, on May 15, 1954—only forty-eight hours after the two cases I have just mentioned.

General Twining made a surprising digression from the subject of his speech to say: "The best brains in the Air Force are working on this problem of Unidentified Flying Objects, trying to solve this riddle."

A remarkable utterance from a man who knew whereof he spoke. A very timely remark, too, in the circumstances.

Yes, 1954 was an important year in the annals of UFO activity. In February of that year, the meeting at the Roosevelt Hotel in Hollywood between Military Air Transport Intelligence officials and the Airline Pilots Association had reached an agreement to stop airline pilots from making public reports on UFO sightings.

On May 13th, the two radar and visual sightings over Washington, D.C., which I have just detailed.

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That very night two flying saucers reconnoitered Washington, causing a hasty Air Defense alert. Shortly after midnight two UFO's suddenly appeared on the radarscope at Washington Airport Control Center. Speeding in from the northeast, the strange machines made a sharp turn, crossing almost above the Pentagon, and then disappeared toward the south. Forty minutes later, at 1:27 A.M., and again at 2:08 A.M., the saucers reappeared. Each time the mystery ships vanished before Air Defense fighters could approach them. Seen from the Washington Airport tower, and by Airport police, the UFO's showed clearly as large, round objects glowing with a peculiar bright light.

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WASH., D.C.

Next day Navy radar near Washington picked up a huge
object maneuvering 90,000 feet—or about 17 miles above the
capital. Before it disappeared it was tracked down to a 15-
mile level—still too high to be seen from the ground. Mean-
time word of the airport night sightings had been “leaked”
to the *Post* and *Times-Herald*. At first both the CAA and
Bolling Air Force Base denied the sightings. But after Wash-
ington Airport police disclosed the incidents, the Air Force
confirmed them.

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FOLO SAUCERS, WASHINGTON

NEW YORK, JUNE 1.--(UP)--THREE CREW MEMBERS OF A TRANS-WORLD AIRLINES PLANE REPORTED THEY SIGHTED AN UNIDENTIFIED "DISK-LIKE OBJECT" FLYING ABOUT 10 MILES NORTH OF BOSTON TODAY.

THE PLANE'S PILOT, CAPT. CHARLES J. KRATOVIL, OF PORT WASHINGTON, N.Y., SAID HE SAW THE "LARGE, WHITE-COLORED, DISK-LIKE OBJECT" AT 9:30 A.M. (EDT) AS HE PILOTED THE PLANE FROM PARIS TO NEW YORK.

KRATOVIL SAID THE OBJECT FOLLOWED A COURSE PARALLEL AND AHEAD OF HIS PLANE.

AFTER THE PLANE ARRIVED AT IDLEWILD AIRPORT, KRATOVIL RECEIVED A MESSAGE FROM TRANS-WORLD AIRLINES IN BOSTON SAYING A WEATHER BALLOON HAD BEEN RELEASED FROM GRENIER AIR FORCE BASE IN NEW HAMPSHIRE, ABOUT 90 MILES NORTHWEST OF BOSTON, AT 4:30 A.M. (EDT).

THE MESSAGE SAID THE BALLOON WAS OVER BOSTON AT 9:19 A.M. IT SAID THE BALLOON WAS "ABOUT 100 FEET IN DIAMETER AND JUST ABOUT FITS THE DESCRIPTION OF WHAT YOU SAW." BUT KRATOVIL REMAINED UNCONVINCED.

"IT SOUNDS LIKE A COVER-UP TO ME," HE SAID. "IF THIS IS A WEATHER BALLOON, IT'S THE FIRST TIME I EVER SAW ONE TRAVELING AGAINST THE WIND."

KRATOVIL'S STATEMENT WAS SUPPORTED BY HIS CO-PILOT, W. R. DAVIS, OF HICKSVILLE, N.Y., AND BY FLIGHT ENGINEER HAROLD RANEY, OF NEW YORK.

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1954

JUNE 1

MASS.

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Wed 6/2/54

THE NEW YORK TIMES,

Flying Saucer Sightings Fall as 'Season' Nears

WASHINGTON, June 1 (UP) —Air Force officials said today that reports of "flying saucers" had fallen off sharply since 1952. They said they believed more scientific investigating and better public education were responsible.

So far this year only eighty-seven "sighting" have been reported. However, the "flying saucer season" — which coincides with the July-August meteor showers — is just coming in.

The Air Force received 1,700 reports of sightings in 1952. Last year there were 429.

The Air Force still is unable to explain about 10 per cent of the sightings.

The presence of a fast-moving, unidentifiable object in the sky near Boston, visible for ten minutes, was reported yesterday.

When Capt. Charles J. Kratovil, a Trans World Airlines pilot, arrived at New York International Airport, Idlewild, Queens, after a flight from Paris, he said he had seen a "large, white disk-like" thing in the air at about 9:30 A. M. The object was also seen by members of his crew.