

about northeast. I asked Shirley what she thought it was, and she didn't know. I didn't know either, but whatever it was, I'd say it was looking for something."

Perhaps, last July, that something was found.

ABOUT BRUCE CATHIE . . .

Having seen a syndicated newspaper article on the work being done by Bruce Cathie, which we reprinted in issue no. 1, and finally having read his book, we decided here was a man we must know better. Even conceding that some of his calculations might be in error, as critics have claimed, we felt his book revealed a writer of tremendous perception and imagination who could well be far on the way to penetrating the mysteries of ufology.

Thanks to the help of John Pearson of Victoria, B.C., whose spare-time pursuit is to bring together those interested in ufology and related subjects, we addressed a taperecording to Capt. Cathie, asking questions raised by his book that we considered of particular interest.

Since he is now hard at work on a second book, he did not have time just then to reply in full but did send a photostat copy of remarks made by him recently as carried in the 'New Zealand Airline Pilots' Magazine.' Among them were these:

"I was informed during an interview at the United States Embassy in Wellington that at Wright Patterson Airfield in the U.S., a scientific base has been established since the early 1950's for the purpose of UFO research. The laboratory is staffed by top scientists and work is carried on round the clock, 365 days a year.

"I was also informed at a subsequent interview at the Embassy that my grid theory is correct; this, of course, will be denied.

"A check of the positioning of many scientific stations round the world will show their correlation with the harmonic

geometric coordinates derived from the UFO grid; which proves without doubt that the scientists are aware of the system.

"I have been asked twice if I can be bought off; I have been warned twice to stop my investigations."

In his covering letter Capt. Cathie made this eye-arresting statement:

"We have direct evidence that scientists have communication with UFOs and are experimenting with the UFO grid. All this evidence is to be published in my book. I have been told by a scientist that my book will be stopped, but I believe they are too late to do this."

Meanwhile, 'Harmonic 33' now being out of print, the publishers are debating whether to print a new edition. Those interested in obtaining a copy if this is done should write: A.H. & A.W. Reed, Box 6002, Wellington, N.Z.

OTTAWA'S "CHUNK" AGAIN

As readers of previous issues know, there is in Ottawa a 3000-pound slab of metal which 10 years ago appeared mysteriously on the shore of the St. Lawrence River near Les Ecureils, Quebec. A local newspaper reported there had been an explosion in the sky the night before which led to a theory that the iron-like chunk, and a smaller companion piece sold by the scrap-dealer who found them, were fragments of a spaceship.

The theory gained ground when the late Wilbert B. Smith, heading the government's UFO research program, noted the surface of the metal contained what appeared to be micro-meteorites. This, he suggested, indicated the metal had been in space for many years. Moreover, certain unofficial tests failed to prove its exact composition, though there were others which classified it as nothing unusual.

One of those who has taken an interest in the metal is Arthur Matthews who, as

a member of the Ottawa New Sciences group which has pressed for more testing, knows all about its checkered history. In fact, as already reported, Matthews a year ago made a test of the metal with his Tesla Bridge and concluded it was a "man-made form of iron."

Recently, in conversation with the editor of 'Canadian UFO Report', Matthews disclosed something else that seemed to



Mr. & Mrs. Arthur Matthews

be a final answer to the mystery. He said the scrap-dealer who found the metal had finally admitted to him that he had removed it from the site of the old Quebec bridge that collapsed in 1907. In this tragedy more than 100 workers were pinned under the wreckage, and many of those not killed outright were in danger of drowning under the rising tide, the St. Lawrence being an estuary.

Working desperately with acetylene torches, rescue crews were able to save some lives by cutting the wreckage apart. According to the scrap-dealer's story, he had extracted two pieces from the old debris and towed them to the beach near his home about 20 miles away where he first reported he had found them. He said he had been hesitant about telling the real story in case he was accused of taking government property.

The truth of this could be quickly checked by comparing the Ottawa chunk with the bridge relics, which hopefully will be done. Meanwhile there is much to be answered. According to the original ac-

count, the scrap-dealer did not bother about the larger pieces because he could not handle it. Yet now he claims to have lugged it, plus the other 800-pound slab, 20 miles. Also it is 'strange that government officials have not considered a possible connection with the Quebec bridge debris. Instead they prefer to think the metal is ladle residue from the foundry at Sorel, and this was the impression given to the Condon committee investigator. Finally, what of the grainy surface bits that look like micro-meteorites?

Until there are more answers, the case of the Ottawa chunk stays open.

Ever since we first mentioned the Ottawa "chunk" in issue no. 1, the story of this metal has brought noticeable reaction from readers, most of them being anxious to see more done about solving the mystery.

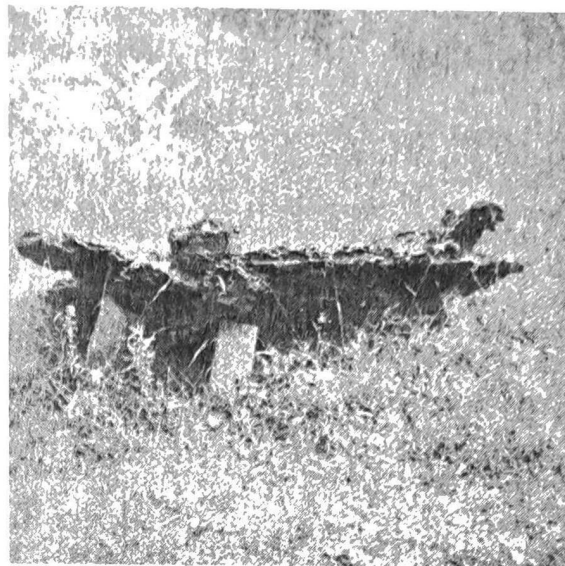
The latest, and so far most distant, comment comes from Florin Gheorghita, an engineer in Cluj, Romania, who described a UFO incident in his country as reported in issue no. 7. He writes:

"As regards an analysis of that mysterious steel 'chunk' I take the liberty of suggesting a completion to the inquiry. In Romania it was published 3-4 years ago that English specialists have extracted a sample and made a metallographic analysis of a queer 'steel' column staying for thousands of years in the yard of a temple on the outskirts of Delhi, India. It would be interesting to make a comparison between the results of this analysis and those obtained from the Canada Chunk. What if the composition is found to be the same? English specialists have stated that the Delhi column is a mystery since the technology of the alloy could not have been known in ancient times."

PROJECT INTERNATIONAL FOR UN

"We fear the unknown so all publicity should be given. Argentina has officially recognized that UFOs have landed there. These people have been checking the earth for centuries without being warlike. We should post severe penalties for any harm to them."

"I am concerned by the apathy shown by persons who are in a position to investigate."



Debate Over Ottawa's "Chunk" Continues

Whatever its eventual outcome, the mystery of the "chunk of hardware" at Ottawa, described in previous issues, must qualify as a UFO classic if for no other reason than the way those interested have stubbornly refused to accept incomplete answers.

Ever since discovery of the chunk in 1960 on the shore of the St. Lawrence River, amid strange circumstances, an on-and-off campaign spearheaded by the Ottawa New Sciences group has been waged to establish its identity.

Last September, spurred by a request from Arthur Matthews to be allowed to test the

chunk with his Tesla Bridge, members of the group gathered on site to observe the experiment. As reported in our previous issue, Matthews concluded the slab was a "man-made form of iron."

The case, however, does not rest there. In the current issue of *Topside*, published by the group, editor Mrs. Carol Halford-Watkins quotes a letter from the Secretary to Dr. Peter Millman of the National Research Council who, it is believed, may have suggested Matthews' test. After asking if this is so, the letter continues:



*Controversial "chunk of hardware" is shown at top as it was examined on site by Ottawa New Sciences group (photos courtesy of Ronald Anstee). At left is group gathered to watch Arthur Matthews (second from left) conduct test of metal with Tesla Bridge. Mrs. Carol Halford-Watkins, editor of *Topside*, is third from right, and Ronald Anstee, chairman of Montreal UFO Society who also had metal tested, is at right. (Photo courtesy of *Topside*.)*

"... I have learned indirectly that you have advised Mr. Brian Cannon of Winnipeg to the effect you are satisfied there is nothing unusual about the metal and that in your opinion it is manganese steel, apparently being ladle residue from the Sorel Foundry which inserts a pipe into their waste molten material for lifting purposes and the pipe leaves a hole after solidification. Again, it would be appreciated if you could confirm that this statement is correct. If it is, then this information is, of course, of interest to us although it still leaves a number of unanswered questions. For example, the *lipped* protuberance in the mass can hardly be described as a "hole" left behind by a pipe, and according to one of the original CARDE reports on our files "a small electronic potting can was embedded near one of the outer edges. By scratching away the potting plastic, it was possible to identify an electronic component which appeared to be a transistor. Then there is the matter of the inclusions on the outer surface of the metal. Did the Sorel Foundry have any explanation to offer with regard to the inclusions? As you know, photographs taken with the aid of microphotography, led the late Wilbert B. Smith to believe that these inclusions might be micrometeorites, and according to our records, you carried out some investigative work with him in this regard, estimating that micrometeorites of this size would occur through a sq. cm. section at about 10-6 second, so that it would take about a year in space to accumulate such a density. We would also be interested to know how the metal mass was traced to the Sorel Foundry, how they were able after over 9 years to identify it as being their own ladle residue, and particularly their explanation as to how and why this 3000-lb. chunk of metal and its companion mass of 800 lbs. were transported some 50-60 miles up river from the Sorel Foundry to the location where it was found on the shore of the St. Lawrence River near Les Ecureils, Quebec. The finding of the metal in these strange circumstances has, of course, always been the biggest mystery of all and we would welcome any explanation you may have to offer as a result of your investigation.

I am sure that you are just as anxious as we are to clear up some of the mystery which has surrounded the metal for so long and as, if your statement to Brian Cannon is correct that there is "nothing unusual about the metal," this matter can hardly be a classified or confidential one, I would greatly appreciate it if you could send me a full scientific report of your investigation, including any explanations you can offer for the questions raised in the foregoing paragraph, which of course, would clear up this matter once and for all. You will appreciate that a large number of people have become interested in this metal and therefore you would be performing a public service in supplying the requested information. We only want to get at the truth of this matter, but as a scientist, you will understand that in order to get any statement fully accepted, it must be supported by a scientific report from an authoritative source. Your kind co-operation will be very much appreciated."

To date, two months later, no reply has been received to this letter, which was not entirely unexpected. Did Dr. Millman find our questions too sticky to answer or was he adopting the safer course of the old adage that says Silence is Golden? We are not blaming him personally for this somewhat cavalier attitude towards a

public request for information — in fact, we have some sympathy for the embarrassing position he now finds himself in. Even as a senior civil servant, he still has to take his orders from a higher authority and as long as governmental silence policy exists on such matters, this situation will continue although we believe the day will finally dawn when governments will recognize their moral responsibilities and give the public the true facts. However, the fact remains that Dr. Millman's silence has only added further to the mystery of the chunk of hardware.

Meanwhile, Arthur Bray (whose UFO submission to the Senate's science policy committee is reported in this issue) has finally received a letter from Dr. Millman in which he states that the results of Dr. Smith's (Dr. Eric Smith of the Federal Mines Branch) study of the metal samples show no evidence of extraterrestrial origin and therefore he feels there is no justification of further tests such as the neutron activation analysis suggested by Arthur. He said Dr. Smith hopes to complete his report shortly, that it will include some evidence of how and why the mass came to be located where it was found and that when available, a copy of the report will be sent. It was somewhat amusing to us that in referring to the questions raised in our letter, which we considered to be *vital issues* in the solution of the mystery, Dr. Millman casually dismisses them as "minor points" of no particular value! Understandably, the failure to answer these questions and to carry out the full tests suggested is not very satisfactory to us. Dr. Millman stated that competent scientists experienced no difficulty in recognizing the non-terrestrial nature of certain space material. He also deplored the mystery which had been built up around the chunk. These two latter statements we regard as the biggest enigma of all. If it is such an easy matter for scientists to determine the extra-terrestrial nature or otherwise of material tested, why has it taken the government over nine years to produce a simple statement of the facts of the case, thereby itself creating much of the mystery that has surrounded the metal?

And so, with this sort of persistence, the classic case of Ottawa's "chunk" continues to take shape. Right now it seems to be a case where the chances of further mystery or a mundane final answer are about equal. But if the same continuing effort were shown elsewhere in probing UFO incidents, there is no doubt the aspects of a true mystery would often overwhelm any other conclusion.

One of the earliest UFO sightings recorded in Canada occurred on the night of Feb. 9, 1913. First seen near Esterhazy, Saskatchewan, several lights moving with geometrical precision appeared out of the northwest sky. Later tracked over Ontario by many observers, including Professor C. A. Chant of the University of Toronto, the lights moved on over New England and were later seen by ships far out in the South Atlantic where they vanished. Travelling "like express trains," to quote one observer, the objects were divided into formations of four lights, followed by three lights and by another two lights. As one group disappeared into the southeast another, following the same path, appeared in the northwest.

three V-shaped grooves inside the circle and pointing to the center. There were no marks of a tracked vehicle anywhere near.

Members of the Auckland University Unidentified Flying Objects Research Group visited the spot and were certain the phenomenon was no hoax and rejected a plant disease as responsible.

A horticulturist claimed that the scrub was cooked from the inside out and that "no earthly source of energy" would cause such an effect.

However, government scientists who visited the site

some time later gave an opinion that the cause was saprophytic fungus living in the dead tissue probably following flight. An official government statement denied that there was any radioactivity present. Other scientists said the marks on the ground were caused by pigs rooting.

Meanwhile, two mysterious circles of burned grass appeared on a farm at Kaharoa, in another district. The owner of the farm was riding his horse when he saw the brown circles, but the horse became "spooky and silly" and refused to go near the area.

MORE ON OTTAWA'S MYSTERIOUS "CHUNK"

Could it be that a true story, like an old soldier, never dies? If so, those who believe that Ottawa's "mysterious chunk of hardware" is indeed from outer space, as theorized in previous issues, can take heart. For here is a story that, in the opinion of some of our readers, must not die — nor will we let it unless finally and beyond all doubt the rumors surrounding it are proved false.

For those of our new readers who have no idea what we are talking about, we will re-introduce the story briefly and ask the indulgence of those who have read it before. This was the opening passage in issue no. 3:

A story appeared in a Quebec newspaper in 1960 which said that early one June morning of that year a thunderous noise rocked the area around Quebec City. At the same time, according to the story, two fiery objects plunged down from an altitude of about 2,000 feet. Both fell into the St. Lawrence River at a recoverable distance from shore near the small town of Les Ecouils.

Although investigation uncovered no one who had heard the noise or seen the objects fall, the story took a strange turn when a local resident, who supplemented his income by beachcombing, did find two unusual pieces of metal in the area. One weighed 800 pounds and the other 3,000 pounds, in round figures, and their presence there was unexplained. The beachcomber sold the smaller piece for scrap. The larger one was recovered and examined by the Canadian Arsenal and Developments Establishment (which decided it was foundry waste) and later taken to Ottawa.

Thus was born the tale of what became known as Ottawa's "mysterious chunk of hardware."

The late Wilbert B. Smith, who was in charge of Canada's UFO research program when all this occurred, disagreed with the CARDE findings and became certain the metal was of extraterrestrial origin. He claimed firmly it had been "in space a long time before it came to

earth; we can tell that by the micrometeorites embedded in its surface."

On the other hand the Condon committee, in its UFO investigations for the U.S. government, took the same view as CARDE.

Although the Condon committee was criticized in many quarters, it was after all set up to examine subjects just like this and so was probably sufficient by itself to end rumors about the Ottawa metal. But even confirmed ufologists came up with evidence that tended to dispel any idea that the Chunk had a mysterious origin.

One that wrote us after we took up the story was Earl J. Neff of Cleveland, Ohio, who devotes his full time to lecturing and researching on the UFO phenomenon. There is no doubt whatever about Neff's complete belief in his subject, and his point of view is perhaps best described by this news report of his reaction to the Condon committee's work as a whole:

"It was a whitewash," claims Earl Neff, the indisputable grand guru of outer space in Cleveland who quit a paying job three years ago so he could devote full time to UFO study.

"The truth," says Neff, "is that the Government knows there have been visitations from outer space and the Condon Report was an effort to suppress the truth from the public."

But Neff's convictions did not prevent him from including in the material he generously sent us a report on the Ottawa metal which agreed in essence with the Condon committee's opinion. Prepared by a professional firm which examined pieces of the metal at Neff's request, the report ended by saying:

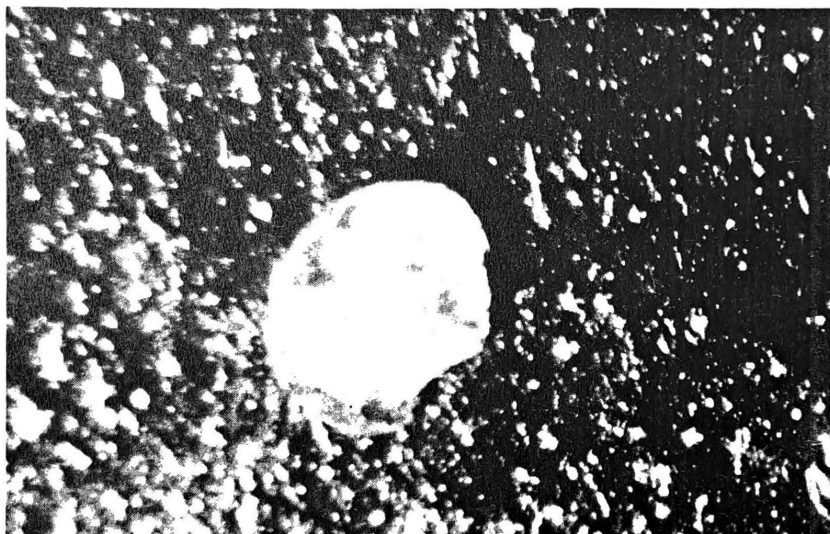
Based on the above investigation, the unknown material is concluded to be a sample of high-alloy steel containing a high proportion of the element Man-

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If Ottawa's "mysterious chunk of hardware" did in fact originate beyond our world, these photos as far as we know are the only pictures of UFO metal ever published. They were received by courtesy of Mrs. Carol Halford-Watkins. Shown at left is the 3000-pound piece in a government laboratory. Squared white lines were placed there by the late Wilbert B. Smith for identification purposes during his tests on this metal.

Close-up picture at right showing minute details of the metal's surface was taken by means of microphotography. White object in the center appears by analysis to be a micrometeorite, lending support to the theory that the metal had long exposure in space. Surrounding this are grains of the metal itself. Since Mr. Smith's death, little further examination has been carried out.



This protruberance on the metal's surface appears to be the remains of a pipe which, according to one belief, was used to lift the heavy slab, thus categorizing it as an ordinary foundry product. It is contended on the other hand that the metal defies ready analysis and that its reason for being where found has never been explained.

ganese. Its commercial designation is Hadfield Manganese Steel. This type of material is used where a non-magnetic and wear-resistant steel would be required — for example, in screens, wear plates, rails, dipper teeth, and journal box liners. In many cases this type of steel is formed by casting to the required shape. The samples provided for examination probably represent scrap pieces from a large casting. No extra-terrestrial aspects are involved in their origin.

Another ufologist we heard from was Arthur Matthews of Lac Beaport, Quebec, who knew Wilbert Smith and studied the methods of the late Nikola Tesla, regarded by many as the true genius of modern science. In his letter Matthews said he was recently asked by a person he did not name to make an analysis of the metal, which reportedly now lies abandoned on a private lawn in Ottawa. To conduct his analysis, Matthews explained, he built what he described as "a model of the Tesla Bridge." His letter continued:

It required many hours of careful study to complete this bridge but only 12 minutes to test the block, by means of Tesla's instructions. This test was recorded by transfer on to a magnetic tape, and my study of this on return to Quebec proves without any doubt it is a man-made form of iron, and is without any doubt composed of earth-found ores. This piece of metal was never in space.

Quickly in the wake of these two letters came another from our consulting editor in Winnipeg, Brian Cannon, who said he had just heard more on the subject from Dr. Peter M. Millman, head of upper atmosphere research for the National Research Council. Cannon wrote:

Dr. Millman stated that the physical metallurgy division of the Department of Energy, Mines and Resources believes there is nothing unusual about the stuff at all. It is manganese steel and is apparently ladle residue from the Sorel Foundry in Quebec. Dr. Millman stated that the Foundry inserts a pipe into the hole where waste molten metal is poured, and after solidification the pipe is used to lift the lump with a crane. This hole is clearly evident in the sample.

In the face of opinions like these it might seem the better part of wisdom just to drop the subject. But the story does not end there by any means. Another of our readers who has kept a close eye on the subject is C.W. Fitch, like Earl Neff a resident of Cleveland, and he had this to say:

"Whatever you do, don't abandon your investigation at this point!"

This advice commands attention for it was Fitch, in company with George Popovitch of Akron, who had the first reported interview

with Wilbert Smith about the mysterious metal. This interview was carried in Frank Edward's book *Flying Saucers — Serious Business* and reprinted in our issue no. 1.

In a later letter to us, Fitch added:

I will quote from a letter which I received from Smith dated Oct. 23, 1961 —

Referring to the 3,000-pound chunk of metal of unknown origin, of which Smith had enclosed a tiny chunk, he commented: "It is unproven as of extra-terrestrial origin but is probably the wreckage of a large craft which came to grief in our solar system some years ago. The enclosed sample is such a piece of metal. Yours sincerely, W.B. Smith."

In the tape-recorded interview, reported in part in Edward's book, Smith commented to me that his group speculated that if this was wreckage from a spaceship which might have crashed on the moon, for instance, then the two chunks might have been transported to earth and dropped where they could be readily found by interested parties.

In a side-note Fitch told of an incident which, if true, indicated Smith's activities were under special UFO observation.

Smith related to me how one time after the group to which he belonged concluded its meeting in one member's home and emerged from the house on to the porch, they saw a small shining disc, perhaps 18-24 inches in diameter, rise up out of the ditch in front of the house and quickly disappear in the sky, as though it had been there perhaps monitoring their conversation, even at a distance from them and they being inside the house.

The case favoring a mysterious origin for the Chunk was given more impetus when we received a letter from another ufologist, Ronald W.G. Anstee of Montreal, who has also been closely associated with events concerning the metal. In our issue no. 3 we explained his association this way:

Topside (published by Mrs. Carol Halford-Watkins at Ottawa) reported in 1968 that Ronald Anstee, chairman of the Montreal UFO Society, had samples of the metal analyzed by a professional metallurgist who was told nothing beforehand of its history. The gist of this expert's report was that he had never before seen a metal just like it. In particular he said there were indications that "the material went through heavy impact"; that "*this composition does not correspond to any known commercial manganese steel*" (italics ours); and that "it is possible there may be an element here that we know nothing about." Coming from a man who knew nothing of the metal's strange discovery, the puzzled tone of his remarks was significant.

Now Anstee has written us of a test he and some colleagues personally carried out on the metal, this time by the often effective means of brute force. His letter follows in part:

In September of 1965 five of us from Montreal paid a visit to some of the Ottawa group. When we were shown the large mass of metal, our first impression was that it was *very ragged*, ruling out any possibility that it was a meteorite. Also the remains of a pipe or tube were protruding through the top of the mass. There were several pieces that were loose. In an effort to knock off those loose pieces and also to obtain a few specimens we (two of us) pounded the metal, first of all on edges as thin as 1/8 inch, then on the loose sections, using a steel bar 3:6" long by 1 1/2" thick. The bar bounced back with very little result but we did obtain a few pieces — and succeeded in bending the end of the bar.

The metal is very dense. It had obviously been through great heat, great impact and rather than an explosion, an implosion where different components were impacted to a central point, thus explaining the various differences of density.

While official interest in the metal has for some reason been almost non-existent since the death of Wilbert Smith in 1962, the situation is not completely hopeless for those who believe that a mystery may well exist. From Ottawa we learn that federal authorities concerned are still being pressed to make a full report on the matter, while at the same time at least two privately sponsored analyses are said to have been started in the east.

While conceding there is evidence that suggests the metal is of ordinary origin, we share the view of those who think it a mistake to consider the case of no further interest. The simple fact remains that some very puzzling questions have not yet been answered and two in particular are: How did the two pieces of metal get where they were (despite references to the foundry at Sorel, there is nothing within miles of the place to account for their presence)? And what is the explanation of the micrometeorites so obviously embedded in the big chunk's surface?

There are of course other riddles, such as the difference between technical reports mentioned here, but those two will serve as starters. If we cannot have the answers, let's at least have some good guesses. What we have heard so far sounds more like a protest about the whole thing being too much bother.



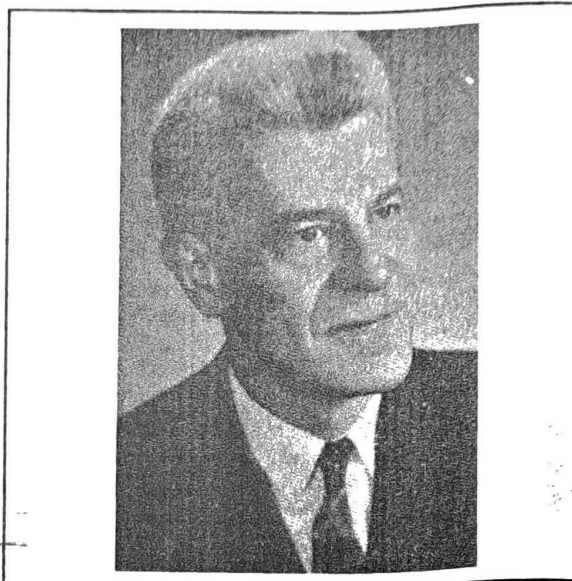
Since Wilbert Smith figured so prominently in the early history of the chunk of metal at Ottawa, those following these accounts may be interested in knowing more about this remarkable man.

In issue no. 4 Brian Cannon related how Smith was

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the driving force in trying to persuade the Canadian government to give scientific recognition to the UFO phenomenon. Although he succeeded in starting Project Magnet, the government never gave his ideas the support he hoped for and the project was eventually dropped.

Now let us turn to Smith's own account of the formative period of his interest in UFOs and the conclusions he reached. The following is taken from articles written by him four years before his death in December, 1962.



WILBERT SMITH

"We looked carefully at every conventional explanation we could find, but they all fell quite short of the mark. If the whole thing were a delusion, then quite a large number of people must be suffering from the same delusion, and an externalized delusion into the bargain. If it were a hoax, then it was by far the most gigantic hoax the world had ever known, and to what end? . . .

"The inevitable conclusion was that it was all real enough, and that these people from elsewhere were probably just what they claimed to be. The science however was definitely alien and possibly forever beyond our comprehension. So another approach was tried, the philosophical, and here the answer was found in all its grandeur! I began for the first time in my life to realize the basic *oneness* of the Universe and all that is in it. Science philosophy, religion, substance and energy are all facets of the same jewel, and before any one facet of the jewel can really be appreciated the form of the jewel itself must be appreciated.

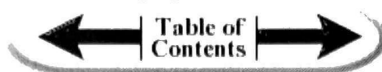
"One of the most important things I had to realize was that we are not alone. The human race in the form of *man* extends throughout the universe, and is incredibly ancient. Also, its appearance in physical form is but one of its many manifestations along the path of progress. Our civilization here on this earth is only one of many that have come and gone. This planet has been colonized many times by people from

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went to the shore and found it littered with a glassy material and silver foil. Military authorities and the FBI, in a very confused series of investigations, attributed the case to a hoax: "analysis of the fragments shows them to be from a Tacoma slag mill." ⁷ To this author's knowledge, however, the composition of the original samples, assuming that they were in fact studied by the FBI, was never released.

In a book he co-authored with Kenneth Arnold (whose own classic observation took place three days later, on June 24, 1947), popular writer Ray Palmer published an analysis of the original fragments, whose primary constituents were calcium, iron, zinc and titanium. Also found were aluminum, manganese, copper, magnesium and silicon, nickel, lead, strontium and chromium. Traces of silver, tin and cadmium were also reported.

Those investigators who regard the case as a hoax base their opinion on the fact that it was Crisman who initially sent the samples to Ray Palmer, linking them to alleged experiences involving the "Shaver Mystery," a science-fiction tale of underground beings. In their opinion it is only after the Kenneth Arnold observation had been published that the story was changed to involve the alleged UFO incident. For the purpose of this discussion we will keep this weak case in the present list, but it is clear that no firm conclusion can be drawn from the reported facts. As Ray Palmer commented: "There we have it. The samples first sent by Crisman and Dahl were not slag nor were they natural rock. What were they?"

Case no. 3: 1952. Washington (DC) -- Classification: MA-2

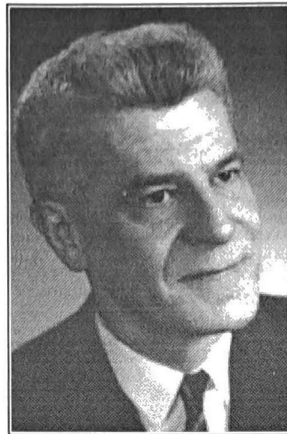
According to journalist Frank Edwards a metallic fragment coming from an object that fell in **1952** was examined a few years later by a Canadian researcher, Mr. **Wilbert Smith**. The fragment had been sawed off from the recovered sample, representing about one third of its volume. Over one inch in size, it was remarkably hard and reportedly consisted of "a matrix of magnesium orthosilicate" composed of "particles of 15 microns" (Edwards, 1996). Interviewed by two civilian researchers, Messrs. C.W. Fitch of Cleveland (Ohio) and George Popovitch of Akron (Ohio), **Smith** stated that a Navy pilot had been chasing a flying disk when he saw a bright "scintillating" fragment detach itself and fall to the ground. It was recovered an hour later and weighed in at 250 grams. **Smith** reportedly showed the sample to Admiral Knowles. Unfortunately there is no report of an independent analysis in the literature, and the sample is not available for further study.

⁷ FBI teletype message dated August 5, 1947, on file. The Maury island case is mentioned in many books and magazines, notably in Ronald Story: *The Encyclopedia of UFOs* (Garden City, NY: Doubleday, 1980). Details can be found in *Fate Magazine* no. 1, Spring 1948, p. #31 and in the book by Kenneth Arnold and Ray Palmer, *The Coming of the Saucers*, pp. 106-108.

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JSE home

Wilbert Smith



Canadian Radio-Engineer and UFO-Researcher (1910-1962)

Wilbert Brouckhouse Smith was born in Lethbridge, in the province of Alberta - Canada, on the 17th of February, 1910. Early in life he displayed an eager interest in the nature of things and at the age of 15 he wrote a treatise on the concept of perpetual motion. He was also the author of several scientific novels.

After having obtained his B.Sc. and M.Sc. degrees in Electrical Engineering from the University of British Columbia, he joined the staff of radio station C.J.O.R., Vancouver, in 1935, where he remained for four years and became chief engineer.

In 1939 he joined the Department of Transport of Canada, where he continued his work in the broadcasting field and deserved much credit in advancing the technical aspects of broadcasting in Canada. He participated in the development of Frequency Modulation and television broadcasting agreements between Canada and the United States.

In June 1942 Wilbert married Muriel James. They took up residence at 10 Lotta Street, City View, on the outskirts of Ottawa in 1950. During World War II he was responsible for the establishment of a network of ionospheric measurement stations throughout Canada. In December 1950, following his request to the Department of Transport, **Project Magnet** was authorized and permission granted to make use of the Department's laboratory and field facilities, in a study of Unidentified Flying Objects and the physical principles which might be involved.

Smith established the world's first "flying saucer sighting station" at Shirley Bay, outside Ottawa in November 1953. This station consisted of a small wooden DRB building, containing some highly sophisticated instrumentation specially adapted to detect flying saucers. These instruments were: a gamma-ray counter, a magnetometer, a radio receiver, and a recording gravimeter. These four instruments produced traces on a multiplex graphical recorder which was checked periodically to note any disturbances.

At 3:01 p.m , August 8, 1954, the station registered a definite disturbance, quite different from disturbances registered by passing aircraft. Smith and his colleagues were alerted by a built-in alarm system. Regrettably, heavy fog prevailed and it was impossible to see anything overhead. The recorded evidence, however, indicated that something strange had flown within feet of the station.

Unfortunately **Project Magnet** was plagued by well-meaning but misguided journalists, to an extent where those who were involved in the project, and the Department, found themselves in an embarrassing position. **Project Magnet** was therefore officially dropped on August 10, 1954 and continued to operate strictly as a private venture.

In 1952, the Canadian Government set up a special committee representing various departments, to consider the UFO problem and to recommend government action. Wilbert Smith was a member of this group, which was identified as **Project Second Storey**. Smith's work on UFOs made him Canada's leading authority on the subject.

In 1957 he was appointed superintendent of Radio Regulations Engineering, responsible for the engineering aspects of all matters concerning the use of radio in Canada, including equipment standards, radio relay systems, broadcast facilities and interference studies.

On January 11, 1959 while speaking at an local conference in Ottawa, Smith stated: "**Various items of (UFO) hardware are known to exist, but are slapped into security and are not available to the general public.**"

In 1961 Smith wrote the following words to Mr Fitch.. "**You seem to be most interested in UFO 'hardware' There is a great deal of this around, most of it in U.S. official (Not USAF!) hands; but there is quite a bit in private hands as well.**"

It discovered in May of 1962 that Wilbert Smith was afflicted with cancer and after a valiant struggle, he died on December 27, 1962. at the age of 52.

Wilbert Smith's (WBS) world famous meeting with Robert I Sarbacher (RIS) at the Canadian Embassy on September 15, 1950

WBS: I am doing some work on the collapse of the earth's magnetic field as a source of energy, and I think our work may have a bearing on flying saucers.

RIS: What do you want to know?

WBS: I have read (Frank) Scully's book on the saucers and I would like to know how much of it is true.

RIS: the facts reported in the book are substantially correct.

WBS: *Then the saucers exist?*

RIS: *Yes, they exist.*

WBS: Do they operate as Scully suggests on magnetic principle?

RIS: We have not been able to duplicate their performance.

WBS: So they come from some other planet?

RIS: All we know is, that we didn't make them, and it's pretty certain they didn't originate on the earth.

WBS: *I understand the whole subject of saucers is classified.*

RIS: *Yes, it is classified two points higher than the H-bomb. In fact. it is the most highly classified subject in the U.S. government at the present time.*

WBS: May I ask the reason for this classification?

RIS: You may ask. but I can't tell you.

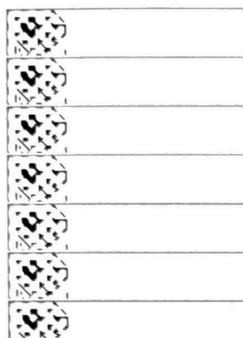
WBS: Is there any way in which I can get some information, particularly as it might fit in with our own work?

RIS: I suppose you could be cleared through your own Defense Department and I am pretty sure arrangements could be made to exchange information. If you have anything to contribute we would be glad to talk it over, but I can't give you any more at the present time.

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1952 July - Washington DC



The following remarks are credited to Wilbert B. Smith, the Canadian scientist-engineer who headed the Canadian investigation program to study UFOs. They are quoted in Chapter 4 of Frank Edwards' *Flying Saucers: Serious Business*, entitled "Pick Up the Pieces."

The interview was conducted in November 1961 by C.W. Fitch of Cleveland, Ohio, and George Popovitch of Akron, Ohio, and was taped.

The following are some quotes:

Fitch: I have been told by a mutual friend that in 1952 you showed Admiral Knowles a piece of a flying saucer. Is that statement correct, sir?

Smith: Yes. It is correct. I visited with Admiral Knowles and I had with me a piece which had been shot from a small flying saucer near Washington in July of that year - 1952. I showed it to the Admiral. It was a piece of metal about twice as big as your thumb which had been loaned to me for a very short time by your Air Force.

Fitch: Is this the only piece you have handled which definitely has been part of a UFO, Mr. Smith?

Smith: No. I've handled several of these pieces of hardware.

Fitch: In what way, if any, do they differ from materials with which we are familiar?

Smith: As a general thing they differ only in that they are much harder than our materials.

Fitch: What about this particular piece from that UFO near Washington - did it differ from conventional materials? Was there anything unusual about it, sir?

Smith: Well, the story behind it is this: The pilot was chasing a

glowing disk about two feet in diameter.

Fitch: Pardon me, sir. But did you say two feet?

Smith: That is correct. I was informed that the disk was about two feet in diameter. A glowing chunk flew off and the pilot saw it glowing all the way to the ground. He radioed his report and a ground party hurried to the scene. The thing was still glowing when they found it an hour later. The entire piece weighed about a pound. The segment that was loaned to me was about one third that. It had been sawed off.

Fitch: What did the analysis show?

Smith: There was iron rust - the thing was in reality a matrix of magnesium orthosilicate. The matrix had great number - thousands - of 15 micron spheres scattered through it. [note: 15 microns equal 0.00059 inch.]

Fitch: You say that you had to return it - did you return it to the Air Force, Mr. Smith?

Smith: Not the Air Force. Much higher than that.

Fitch: The Central Intelligence Agency?

Smith: (Chuckles) I'm sorry, gentlemen, but I don't care to go beyond that point. I can say that it went into the hands of a highly classified group. You will have to solve that problem - their identity - for yourselves.

From: *'Unconventional Flying Objects - a scientific analysis'*
Paul R. Hill

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240 Briarwood Dr., #302
Prairie du Sac, WI 53578

Jan. 20, 1988

Grant Cameron

649 Silverstone Ave.
Winnipeg, Manitoba
Canada R3T2U8

Dear Grant:

Re your letter dated Jan. 12, 1988, inquiring about
Capt. Goodspeed and Art Lundahl.

I assume you have read the two articles I wrote about
this matter, one for Saga's UFO REPORT and the other for
FATE magazine. If not, let me know and I'll endeavor to
send you copies.

When I last communicated with him, Goodspeed was teach-
ing at St. Catherine's University. I doubt, quite seriously,
if you'll get much from him because he seems like the typical
knows-little, tells-nothing military intelligence type. My
understanding from Lt. Cmdr. Moore was that Goodspeed was
the liaison officer between Canadian Intelligence and the
CIA. Moore met him at CIA Hqs in that capacity. Moore invited
Goodspeed to his home and gave him the '52 fragment you refer
to, which had been recovered on Moore's property. Goodspeed
took it back to Canada and turned it over to Smith, who at
the time was head of Project Magnet. Smith later gave a very
jumbled account of the origin of the fragment to two Cleve-
land UFOlogists, so I can only assume he had a great pro-
pensity for embellishment. I also assume Goodspeed gave Smith
some sort of briefing, based upon his conversation with Moore,
who at the time was an intelligence analyst with the CIA's
Office of Scientific Intelligence, specializing in guided
missiles. Moore was an ardent believer in UFOs and I surmise
much of what he told Goodspeed was his conjecture and spec-
ulation, rather than official fact. Some of this distortion
may be represented in Smith's "Top Secret" Dept. of Transpor-
tation memo.

Regarding the Mrs. Swan affair: the most clear-cut, hon-
est account of this is in an article I wrote for JUST CAUSE
when I was the publisher/editor. Mind you, I spent years in-
vestigating these incidents, leaving no stones unturned, and
found the truth was a great deal less exciting than all the
embellishments and fabrications added by UFOlogy over the years.

Jan. 20, 1988

Or, to put it succinctly, the bottom line is just about zero.

I think you should put into perspective the fact it would be highly unlikely and unusual for the U.S. government to share great secrets with the Canadian govt or representatives thereof. About the only role I can see the Canadians playing, vis-a-vis the U.S., is one of disinformation, particularly regarding the AVRO disc that was contracted to the A.V. Roe company. This 1953 fiasco seems to have been designed as counter-disinformation against the Soviets, who had been leaking disinformation to the effect they were building saucers. Your time would be better spent checking that project out more thoroughly.

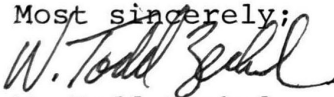
I won't aide and abett some investigation that attempts to ressurect matters that were put to rest (or should have been) by my investigations, so I can only give you my full cooperation if I see evidence your true aims are objective truth.

William Moore, the master of ressurecting dead cases, has already done irreparable harm to the UFO cause with all his fabrications and embellishments. And I'm fully aware that many other 'researchers' are as reckless and irresponsible as Moore, including Steinman. The MJ-12 nonsense is a prime example of how this sort of thing is difficult to halt once it gathers momentum.

Once again, if you are seeking the truth and can demonstrate it, you will find no stronger friend than I. But if you're just another Moore type trying to exploit ignorance for the sake of greed, forget it.

Tell me more about your intentions.

Most sincerely;


W. Todd Zechel

Richard H. Hall
4418 20th Street
Berkeley, CA 94702

February 27, 1979

Mr. Grant Cameron
445 Hudson Street
Winnipeg, Manitoba, Canada

Dear Mr. Cameron:

Guilt finally impels me to give you some kind of answer to your letter of last August. I can only say that my mail load is impossible. An intelligent letter such as yours always deserves an answer, but one of my criteria for giving a prompt response is, How easily answerable is the letter? In your case I had no ready answers.

I met Wilbert Smith at NICAP, twice I think. He left with us for analysis a piece of rock-like material that had a UFO story with it, but no meaningful analysis ever was done. The "1952 piece shot off a UFO" story is one I heard constantly as a rumor while at NICAP, but we never had any specific information on it. The prime source of that story, apparently, was Adm. Herbert Knowles in Maine, who was a NICAP Board member, but to my certain knowledge never gave us any concrete information about it. If you "know what happened to it after it hit the ground," you are way ahead of me. I have never seen any information to prove that the event ever happened.

I don't have either of the papers you are looking for, nor do I know where you could obtain them.

There was not much written by or about Smith while I was at NICAP.

I would be very interested to learn from you "what Smith accomplished." It is my impression that he died of a brain tumor, which in all probability accounted for some of his nonscientific latter days. Ruppelt reports some liaison with Canadian Intelligence, and I'm sure it existed to some degree. However, as to whether Smith was "told to shut his mouth while in the States," I am not a mind reader, I have no way of knowing that, and I'm not sure what basis you have for asking such a question. Who would or could tell him that authoritatively?

If you feel so inclined, I would welcome, for publication in MUFON UFO Journal, an article (up to about 4,000 words) about Canadian government involvement or non-involvement in UFO studies. I once met Peter Millman, as well as Smith, but know very little about the Canadian end of things. I think our readers would be interested.

Sincerely,
Richard Hall
Richard Hall

JUST

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NEW SERIES

June 1986

PROJECT MOON DUST

(In our last issue, we alluded to one of those many project code names which turn up from time to time in released government documents. Few of these are ever identified in more than brief detail. However, Project Moon Dust, as named in recently- released DIA files is an exception. We have several documents which do seem to link UFOs with this colorfully named project. Our thanks to Robert Todd for providing us with the background information on his several-years-old research into Moon Dust.)

We have heard of stories, or more accurately - rumors, of crashed UFOs and alien bodies recovered. Dozens of them are presently on file. Often in these accounts, military personnel respond quickly to a developing situation, enact a carefully-planned set of procedures (like photography, mapping, interviews, etc.); then, usually, the evidence is carted away to an unknown location for further study. That's what the rumors tell us.

You must have thought at times, while digesting these rumors, that such step-by-step action must have been scripted; that there must have been guidelines to follow for everything to have been done so thoroughly and properly that not a stick of residue was left. You know how the military does everything by the book, as they tell us! If all this is so, then these procedures must be available for consultation when needed.

It's possible that we now have been pointed in the right direction to verify whether or not these procedures are on the record.

Salted through out some recent document releases, mainly from the Defense Intelligence Agency (DIA) and State Department, are references to "Project Moon Dust." The context of this code name to the rest of the published data was unclear, but the fact that it repeatedly turned up in documents dealing with UFOs told us that it was worth checking. A feeler was put into the March 1986 issue of Just Cause, requesting that anyone who had knowledge of Project Moon Dust to please contact us.

Not long afterwards, Robert Todd, a well-known CAUS researcher, informed us that he had researched Moon Dust in the late 1970s. What

he had found was quite revealing.

As a result of inquiries by Todd about Moon Dust, and other matters, the Air Force released a letter on August 20, 1979. It was identified as "AFCIN-1E-0", dated 3 November 1961. The letter was partly deleted, but enough was left to open the door on Moon Dust: (emphasis added where necessary--ed.)

Extract, page 1: "c. In addition to their staff duty assignments, intelligence team personnel have peacetime duty functions in support of such Air Force projects as Moondust, Bluefly, and UFO, and other AFCIN directed quick reaction projects which require intelligence team operational capabilities (see Definitions)."

Extract, page 2: "f. Blue Fly: Operation Blue Fly has been established to facilitate expeditious delivery to FTD of Moon Dust or other items of great technical intelligence interest. AFCIN SOP for Blue Fly operations, February 1960, provides for 1127th participation."

"g. Moon Dust: As a specialized aspect of it's over-all material exploitation program, Headquarters USAF **has** established Project Moon Dust to locate, recover and deliver descended foreign space vehicles. ICGL #4, 25 April 1961, delineates collection responsibilities."

Extract, page 3: "c. Peacetime employment of AFCIN intelligence team capability is provided for in UFO investigation (AFR 200-2) and in support of Air Force Systems Command (AFSC) Foreign Technology Division (FTD) Projects Moon Dust and Blue Fly. These three peacetime projects all involve a potential for employment of qualified field intelligence personnel on a quick reaction basis to recover or perform field exploitation of unidentified flying objects, or known Soviet/Bloc aerospace vehicles, weapons systems, and/or residual components of such equipment. The intelligence team capability to gain rapid access, regardless of location, to recover or perform field exploitation, to communicate and provide intelligence reports is the only such collection capability available to AFCIN, and it is vitally necessary in view of current intelligence gaps concerning Soviet/Bloc technological capabilities."

Let's pause a moment to absorb this.

The letter immediately indicates that Moon Dust, "Blue Fly", and "UFO" are among A.F. Intelligence's quick reaction projects. It is probable here that "UFO" refers to Blue Book.

We have pointed out in CLEAR INTENT (pg. 9) that often the prefix word "Blue" has been used in connection with high-altitude vehicles, and it appears in several fact, and rumor, UFO projects. Here we see it again in "Blue Fly," which provided for transportation of Moon Dust material. And what did Moon Dust material include? Among other things, it included things acquired from the recovery and/or field exploitation of UFOs! Note how UFOs are set apart from Soviet/Bloc aerospace vehicles. Since the Soviets were the only other real space power in the world at the time, besides the U.S., what could have been meant by setting off UFOs as a sep-

arate subject of investigation? If they were British, or another nation's space vehicle, why not say this, as it was said for the Soviets?

Note that Moon Dust and "other items of great technical intelligence interest" were sent to the Foreign Technology Division at Wright-Patterson AFB in Ohio, under Project Blue Fly. FTD was the parent group for Project Blue Book. Coincidence?

Originally, Blue Book's investigative functions were partly aided by personnel of the 4602nd Air Intelligence Service Squadron (AISS). Part of it's mission during WW2, and later in peacetime, was to "exploit downed people, paper and hardware" for intelligence information. The 4602nd's operations were transferred to AFCIN in July 1957, which then assigned the 1006th AISS most of the 4602nd's operations. The 1006th was re-designated the 1127th Field Activities Group in 1960. These units all performed UFO investigations for Blue Book, but were trained for and capable of additional activities in the event that one of these UFOs had crashed somewhere.

We discuss the operations of a possible "quick response unit" in CLEAR INTENT, pg. 111. Our point in that discussion was that such a unit would come under the highest security classification. Any admission that a UFO phenomenon was real and unexplainable would not be in the government's best interest to state, considering the still-existent debunking policy. Certainly here we see UFO investigation linked to the highest levels of the U.S. Air Force.

When did Moon Dust begin? We aren't sure but it likely dates from the beginnings of Blue Book at least, i.e. the early 1950s. It's entirely possible that the 1952 crashed disc incident reported in letters by Rear Admiral Herbert Knowles (see Just Cause, March 1986) could have been investigated under Moon Dust, if it were called that then. It certainly fits the criteria for attention, as described in the Air Force's 1961 letter.

Compelling evidence for the Moon Dust/ crash retrieval link and it's early origins appears in Donald Keyhoe's 1955 book, THE FLYING SAUCER CONSPIRACY. Note these extracts:

[Pages 214-15]

Two days after this Lou Corbin called me to report another development.

"Do you know anything about a 'crashed-object' program?" he asked me.

"No. Whose project is it?"

"It's an Air Force deal, unless somebody's trying to trick me. You've heard of the 4602nd Air Intelligence Service Squadron, of course?"

"Yes. It's a hush-hush unit. They have investigators in all Air Defense Squadrons."

"Well, I've been contacted by one of them. First I thought it might be some kind of hoax. But I've double-checked. He actually is with the 4602nd."

"Sounds queer, Lou. They're not supposed to talk to anyone outside of Intelligence."

"I know. But he may be under special orders. Anyway, he's against the secrecy policy. He told me the 4602nd has a special program called the 'investigation of unidentified crashed objects.'"

"If it's true, that is big," I said. "It could mean they've actually got their hands on some flying saucers."

"He wouldn't admit that," said Corbin. "But I got the impression they'd recovered some kind of 'objects'--probably something dropped from a saucer."

At 2:00 P.M. on November 30 [1954?] a mysterious bright flash in the sky was reported simultaneously in Atlanta, Newman, and Columbus, Georgia; in Sylacauga and Birmingham, Alabama; and as far away as Greenville, Mississippi. This brilliant light was immediately followed by a series of strange explosions, apparently centered high in the sky above Sylacauga.

Moments later a black object, six inches in diameter, crashed into the home of Mrs. Hewlett Hodges.

Smashing a three-foot-wide hole in the roof, the shining black object tore through the living-room ceiling. Striking the radio, it bounced off and gashed Mrs. Hodges' arm.

Meanwhile, the mysterious explosions had caused a hurried Air Defense alert. A three-state search for fallen objects was immediately begun by squadrons of Air Force planes.

When word of the "Sylacauga object" reached the Air Force, Intelligence officers flew to the scene from Maxwell Air Force Base at Montgomery. Explaining that "the Air Force is required to examine such strange objects," they whisked it away to Maxwell Field, from which it was flown immediately to ATIC.

An hour or two later the object was labeled a meteorite.

As soon as this appeared in the papers, I received a call from Lou Corbin. "It's plain that this is part of the Air Force 'unidentified crashed-objects' investigation. They must believe the thing is linked with the saucers."

"It doesn't look like a coincidence," I said, "that this object fell just after those explosions. If it had been a meteor exploding, it wouldn't have made such a bright flash in the daytime."

"In the first news story," Corbin told me, "it was called an unidentified flying object. At least that's the way the Maxwell Field officers explained why they had started the search."

"This reminds me of that East New Haven signboard case," I commented. "On that occasion the object wasn't recovered. Judging from the size of the hole it made, however, it was probably about the same size."

Later FOIA requests have indicated that the DIA is currently the responsible agency for Moon Dust documentation. However, access is not being allowed because such access would reveal intelligence methods and are thus exempt from FOIA.

NASA has been involved as well, as this extract from a Jan. 13, 1969, memo indicates:

"The undersigned (Richard M. Schulherr) visited the Foreign Technology Division of the Air Force Systems Command, Wright-Patterson AFB, Ohio, 9 Jan. 1969. The purpose of this trip was to identify specific items of space debris which had been forwarded to NASA and to re-establish personal liason with newly-assigned FTD Moondust personnel."

The Air Force's Moon Dust activity, as well as Blue Fly, is, in their words "no longer active." Perhaps the projects no longer go by these names but surely the procedures have not become obsolete. There is still a need to react to unknown vehicles landing on our soil. At the very least, national defense is served by such reaction.

One last thought. Could an MJ12-type committee have begun Moon Dust as a reaction to early UFO events like Roswell? It would be of interest to see exactly when Moon Dust began its operations.

The Editor

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The Spitzbergen UFO Crash

In the early 1950s, rumors began circulating that a crashed UFO had been recovered on the Norwegian-owned island of Spitzbergen. Spitzbergen, or Spitsbergen, is one of a group of islands called Svalbard, which have been Norwegian possessions since the 1920s. The islands lie over 500 miles north of Norway, inside the Arctic Circle. The few thousand inhabitants of the island were once mostly coal miners, but in recent years an increase in tourism due to the natural beauty of the islands has opened up other areas of income for them.

The 1946 crash story:

There are actually two separate UFO crash stories about Spitzbergen. The first is that a crashed UFO and alien bodies were discovered there in May, 1946. The story goes that in August of 1946 retired General James H. Doolittle made a visit to Spitzbergen to see the craft while on a trip to Sweden for his employer, the Shell Oil Company. Some sources say he arranged for it to be brought to the U.S. for study.



This story is said to have been reported briefly by journalist Dorothy Kilgallen, and to have been immediately pulled from the news media by the U.S. military. It has been said that "according to former

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military. It has been said that "according to former sailors who were serving on the battleship ALABAMA at the time, the UFO was brought to the U.S. on that vessel directly from Spitsbergen."

The 1946 story is a mixture of stories that are told differently by different sources. Doolittle went to Sweden for the Shell Oil Company in 1946, and he was asked to investigate the phenomenon of "[Ghost Rockets](#)" while on this trip. Whether he went to Spitzbergen during this trip is unverifiable. Several sources say that [Dorothy Kilgallen](#) claimed to have been told by someone high in the British government (Possibly Lord Mountbatten.) that a crashed UFO had been recovered and was being studied by the British and U.S. governments. However, many of the sources make no mention of Spitzbergen, insinuating instead that Britain itself was the crash site. Kilgallen, although she is perhaps best known today for being a panelist on the TV game show "What's My Line?" in the 1950s and 1960s, was a well-known journalist who not only wrote a "gossip column", but also covered hard news stories. She covered the Lindbergh kidnapping and in the 1950s covered the Sam Sheppard murder trial. [She died of a drugs & alcohol overdose under what some said were mysterious circumstances](#) after interviewing Jack Ruby about the Kennedy assassination in 1965. Her item about a UFO crash is said to have appeared in the *Los Angeles Examiner*.

The 1952 crash story:

The other Spitzbergen crash story first appeared in the German newspaper *Saarbrücker Zeitung* in June 1952. The article, entitled "Auf Spitzbergen landete Fliegende Untertasse", was soon picked up by several other German newspapers, with many of them citing *The Stuttgarter Tagerblatt* as the original source. The story was that jets of the Norwegian Air Force spotted a crashed UFO while flying over Spitzbergen on maneuvers. The craft was disc-shaped with a series of jets around the rim of the disc to make it spin. According to the first article about the crash, the craft was an unmanned, remote-controlled vehicle with Russian writing on the controls, but as the story was embroidered with each retelling, it soon acquired seven alien crewmen who were burned to death in the crash.

Journalist Frank Edwards wrote about this story in *Flying Saucers - Serious Business*, citing a *Stuttgarter Tagerblatt* article as his source. He also mentioned that

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he had written to a member of the Norwegian Board of Inquiry that had investigated the case and, four months later had received the following reply:

I regret that it is impossible for me to respond to your questions at this time.

What do we make of these stories?

Ole Jonny Brænne, of UFO Norway, says that his investigation shows that the second story must be a hoax. He says that the Norwegian Air Force had no jets in 1952 that could have been flying over Spitzbergen. He also went through the 1952 files of the island's own newspaper, *Svalbardposten* and was unable to find even the slightest mention of the story, likewise for Norwegian newspapers of that year. He was also unable to verify that there was ever a newspaper called *The Stuttgarter Tagerblatt*.

The later German newspaper stories seem to have confused the Spitzbergen story with another purported UFO crash that was supposed to have occurred on the North Sea Island of Helgoland (Heligoland), a German possession.

As for the tantalizing 1946 story, its origins seem to be a mystery. Who can say that there isn't a grain of truth in it?

What do you think of the Spitzbergen UFO crash stories? Post your comments on the [UFOs/Aliens Bulletin Board](#)

References

- *Flying Saucers - Serious Business* by Frank Edwards
- *A History of UFO Crashes* by Kevin Randle
- *Revelations* by Jacques Vallee

Related Websites:

- [UFO Norway](#)
An article on the 1952 Spitzbergen crash by Ole Jonny Brænne.

Of further interest:

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CAUS GAINS DIA FILE RELEASE

As a result of an FOIA request in March 1985, CAUS received 139 pages of UFO files from the Defense Intelligence Agency (DIA). The release came as a surprise, coming as it did 9 months after initially requested, but it was a welcome move and provided additional insight into foreign UFO activity of years past.

Acting as the military's version of the CIA, the DIA collects and analyses foreign intelligence gathered from a variety of sources. Amongst the intelligence received was UFO data.

Previously, we were told that the DIA had little on UFOs and what little did exist had already been released. Included in that released material was the original story of the 1976 Teheran, Iran UFO/jet chase (see CLEAR INTENT, pp. 81-86).

As was usual in our encounters with other agencies, we did not believe that everything was released. The problem was to prove that point. Essentially, the DIA itself would have to be the source of any information for us to proceed. Luckily, we were to get such a break in early 1985.

CAUS managed to obtain an unclassified copy of the DIA's "Defense Intelligence Thesaurus", or DIT, from DIA Manual 59-4 dated July 20, 1981. Page 225 clearly lists a reference number (H732.970 5) with the heading "Unidentified Flying Objects (UFO)." This, we felt, would be the key to unlock some of what has been held back from us. An FOIA request was filed with the DIA on March 25, 1985.

We waited many long months, without as much as an acknowledgement, that the request was received. Considering the lengthy delays granted agencies in their response times under new FOIA regulations, CAUS was in for quite a wait.

In late December 1985, when the request was all but forgotten, we received a parcel of 37 documents from DIA headquarters in Washington, D.C. In a letter dated December 18, from the DIA's Vice Executive Director, Captain James Law, acknowledgement was made that 53 documents were responsive to the request, but that 15 were being withheld under four FOIA exemptions and one was withheld under one exemption. In fact, all of the reasons included national security.

The documents, all legal-sized, date from the late 1950s to 1980, with the majority falling in the 1960s. The reports come from all corners of the globe, with special focus on Communist nations.

One notable curiosity is a thick file on the UFO theories of

Captain Bruce Cathie, a New Zealander who served as an airline pilot with National Airways Corporation of New Zealand. Cathie wrote a number of books on UFOs and the possibility that outer space intelligences had set up a worldwide navigational grid system. He theorized that atom bomb tests could only be conducted on certain geometric positions on the earth. The reasons for this become quite involved, but, for a time, the DIA was interested in Cathie's ideas. They were ultimately rejected as lacking proof. Yet, according to the file, Cathie was described as "Not a typical 'UFO NUT'," meaning to us that there are times when government agencies do listen quietly to UFO proponents and seriously consider what is being said.

Many of the DIA's documents are in such poor condition that they are virtually unreadable. This seems to be the state of much government file material on all subjects, which is a bit frightening. How much history are we losing because of decrepit file keeping? It is beginning to look like some committee is going to have to be formed to start a "Save the File" campaign!

Some selected extracts from the DIA's files:

Rpt.# 1 817 0057 65 - Sighting over Arica, Chile on 9/6/65, by LAN pilot Marcelle Cisternas and five crew members.

MC - "During 13 to 14 minutes this strange object followed us. It gave me the impression that when it located us it tried to identify us. At once we requested information from the Flight Control Tower in Arica and Iquique. We were informed that no other flights had been scheduled in that zone. Then I told them what we were watching."
"I have never had a similar experience. I didn't believe in 'them'. It was not an optical vision due to atmospherical reflections. I am sure it was a mechanical apparatus. The plane was flying at an altitude of 8,500 feet, at a speed of 500 Kms. The night was cloudy and without stars. I was not the only one who saw this strange object, the co-pilot, the engineer, hostess and steward also saw it. It emitted a light of an intense color, then changed and turned to radiant white. It was suspended at a distance of about 3 Kms. from us, in a straight line -- it was more or less 2130 hours. Suddenly the same way it appeared it withdrew at an incredible speed, without leaving any track."

Rpt.# 2141262 - Report dated 4/16/60, on Sinkiang, China sighting in Spring 1959.

"At about 11 o'clock one clear starry night in the spring of 1959 an unusual object had been seen in the sky from Kuldja flying from the distant west in an easterly direction at great speed and at a great altitude (at a much higher altitude than the normal one for aircraft in that part of the world). When over and somewhat north of Kuldja the object had abruptly changed its course from a horizontal one to a vertical one and, as if rotating on its own axis like a bullet, had shot upwards still higher and disappeared from sight. It had remained in view altogether five or more minutes. The object had a brilliant light yellow color of a star and the size of one of the larger stars. In its course it had left a trail of light which had changed in color from bright yellow to bright orange and then to a duller orange before fading away."

The report goes on to state that a Russian Radiosonde device had been found in the area during that spring but it is unclear whether it was before or after the sighting.

Rpt.# 2099621 - Finnish/USSR sightings, 1958.

17/11/58 "... a party of six persons sighted a remarkable light phenomenon in the southern sky above Kajauni (spelling uncertain). From a great altitude there fell earthward an orange-red sphere on the left margin of which was a gap (notch). The sphere fell to the height of the treetops, where it glowed for a couple of minutes as if suspended and then plunged into the forest. The sphere appeared larger than the moon. The phenomenon faded away in a southeasterly direction. No natural explanation for the phenomenon has been given."

Rpt.# 6 873 0004 75 - Light phenomenon in Pakistan, 12/18/74.

"...a circular light appeared above the V-shaped mountain overlooking the approach to Patan. The circle around the light went on expanding. As the circle expanded the light emanating from it became less and less. At first he (Mohammad Riaz, Executive Engineer Pakistan PWD, Warsak) thought it was a reflection from the moon but the moon was in a different position. He said that the circular light went on expanding for about 15-25 minutes. Eight days after the appearance of this light, the area was shaken by the earthquake." (Ed. comment: This is similar to light phenomena reported in the north Pacific [see JC #2] and in Kuwait [see CLEAR INTENT, p.91].)

Finally, referring to UFO sightings over Agadir, Morocco, a report dated 1/18/67, describes two articles which appeared in "Petit Marocain", but does not mention the contents. Then, in a most cryptic comment, the report says, "... the page one coverage afforded this sighting demonstrates a high level of local interest in the subject of UFOs and presages future reporting which could be valuable in pursuit of Project MOON DUST." At this writing, we are not familiar with Project MOON DUST, but if anyone knows before we find out ourselves, please let us in on it.

EARLY CRASHED DISC DATA UNCOVERED

(We must thank long-time UFO investigator C. Wesley Fitch for the following information, which CAUS regards as of great historical interest to our subject. Fitch is one of a shrinking group of researchers who knew many of the pioneers of UFOlogy. We regard ourselves as fortunate that he chose to give this impressive little tid-bit to us. Keep in mind that it becomes harder for us every day to report on events 30-40 years ago as the links to that time are always decreasing.)

Letters written 25 years ago reveal that former Navy Rear Admiral Herbert B. Knowles was involved in the examination of fragments of a UFO shot at over Washington, D.C. in 1952. The correspondence resulted from inquiries conducted by Ohio UFOlogist, C.W. Fitch, in 1961.

Fitch had been told by former NICAP board member, the Reverend Albert Baller, that Admiral Knowles was a guest at Rev. Baller's home

one evening when the topic of UFOs came up. Knowles was also a board member of NICAP but apparently had not mentioned the UFO tale he was to describe to Rev. Baller.

Fitch took the fragments of the story that Rev. Baller had related to him and proceeded to contact Admiral Knowles at his home in Eliot, Maine. Admiral Knowles was at this time retired. The following extracts from Knowles' letters relate as much as he knew:

August 27, 1961

"Yes, I have had a piece of a small disc in my hands. It was shown me by Mr. Wilbert Smith (address given - Ed.). At that time (1952), Mr. Smith was heading the "Flying Saucer" research of the Canadian government and working in very close cooperation with our authorities in Washington, D.C. He is still very much interested in this matter and does independent research. The Canadian Govt. has "officially" abandoned the project."

"To the best of my recollection the object was shot down by a plane and seen to fall in the yard of a farmer across the river in Virginia. Upon searching the area several pieces were found, one of which was turned over to Mr. Smith for independent research. In one of his trips down to see me he brought the piece along for my inspection."

"It was a chunk of amorphous metal-like structure, brownish in color where broken, with a curved edge indicating the whole thing to have been not over 2' in diam. The edge was rounded in cross section, perhaps a quarter inch thick and obviously swelled to a considerably greater thickness at the center. The outer surface was smooth but not polished, and at the broken sections there were obviously iron particles and even evidence of iron rust. I would say that the weight was somewhat lighter than if of solid iron, but it was not "extremely light."

"Mr. Smith told me that a chemical test had been made of the piece at hand, that iron had been found in it but little if anything else could be identified."

Admiral Knowles went on to describe his firm belief in UFOs, based on this and other accounts of which he was aware. He thought that the 1952 object may have been a "remotely-controlled observation disc" of a type "seen many times, most often in the vicinity of defense installations."

An October 11, 1961, letter from Knowles included the following sketch of the piece he saw:



We'll have more on this and other matters in our next issue!