

cial instructions of the Air Force Inspector General to Operations and Training commands. On December 24, 1959, under the heading, UFOS SERIOUS BUSINESS, the Inspector General gave these directions regarding UFO reports:

"Unidentified flying objects—sometimes treated lightly by the press and referred to as "flying saucers"—must be rapidly and accurately identified as serious USAF business . . ."¹

The main concern of the Air Force, stated the Inspector General, is whether the object is a threat to the defense of the United States, and secondly, whether it contributes to technical or scientific knowledge. Adding that UFO reports will tend to increase, the Inspector General then instructed Air Force bases to designate investigation officers, each one supplied with a Geiger counter, a camera, binoculars and other equipment. The public, concluded the Inspector General, should be given realistic explanations.

So far, there is no indication of any change in the official debunking policy. It was this policy which led to creation of the National Investigations Committee on Aerial Phenomena over three years ago. A private organization, with members in the armed forces, Government agencies and many professions and trades, NICAP was created to learn the facts about UFOs and to make them public.

In a majority vote, the NICAP Board of Governors has publicly confirmed Air Force censorship and withholding of UFO reports, a policy declared to be inherently dangerous. In order to end the secrecy, NICAP has repeatedly urged that open Congressional hearings be held. An increasing number of congressmen now favor such hearings, but there is still powerful resistance.

If that resistance continues to block open hearings, it is hoped that this book will bring sufficient public support to end the secrecy on this vitally important subject. The following chapters include all the important evidence presented to individual congressmen and committee chairmen, including details of the behind-the-scenes battle against censorship.

¹ Number 26, Volume XI; see facsimile at the end of this book.

As indicated in the text, the main points are backed by documentary evidence; this is available for inspection at the NICAP office in Washington, except for a few documents listed as confidential, which are certified as genuine by Board members and the Secretary of NICAP.

I wish to express my thanks and appreciation to all the NICAP members in the fifty states and foreign countries who have backed our investigation by contributing reports, evaluations, technical opinions and financial support. It is impossible to name the hundreds who have been outstanding in their services, but I am especially indebted to Mr. Richard H. Hall and Miss Elizabeth A. Kendall of the NICAP staff; Mr. Don Neill, Miss Ruth Heisey, Mr. Richard Lechaux, Washington member-volunteers; Miss Miriam Brookman, president of our New York City affiliate, and Mr. Arthur Campbell, president of the Kansas City affiliate.

NICAP advisers not named in the text, but who also contributed valuable services, include astronomer Kenneth Steinmetz, Professor Robert L. Hall, Warrant Officer D. C. Newhouse, First Officer W. R. Peters, Pan American Airlines, Mr. Wilbert B. Smith, former chief of the Canadian UFO project, and Mr. Patrick Lucey, President, Society of American Engineers.

In addition I wish to thank Mr. John DuBarry, Miss Isabel Davis, Mr. Lex Mebane and Mr. Ted Bloecher, of the New York Civilian Saucer Intelligence, and the many others who supplied valuable aid in the fight against unwarranted censorship.

We welcome any new information or assistance that will help in speeding a public Congressional investigation. Though we urge that sources release their names, we shall, if specifically requested, withhold names and identifying details.

DONALD E. KEYHOE
Major, U.S. Marine Corps, Ret.
Director of NICAP

"Sorry to get you out of bed, but here's something you may want to check while it's hot. About forty minutes ago an unidentified object came head-on at one of our Constellations. The captain had to dive under the thing to miss it."

"Did he get a good look?"

"I don't have the details yet. The reason I called was so you could buzz one of your CAA contacts before they're shut up."

Half an hour later I had the main points, confirmed afterward by a copy of the CAA's "Unscheduled Landing Report" in this case.²

At 10:15 P.M., Central Time, TWA Flight 21 was at 18,000 feet, over Amarillo, Texas. The pilot in command was Captain G. M. Schemel. Visibility was fifteen miles plus—plenty of margin for sighting other aircraft.

Abruptly, a fast-moving object with red and green lights loomed up half a mile ahead. Its sudden appearance, in view of the fifteen-mile visibility, was almost unbelievable.

For a second, Schemel thought they would pass safely. But the strange machine turned swiftly, came straight toward the Constellation. Just in time, Captain Schemel nosed down. The unknown craft shot overhead and was gone.

After landing injured passengers at Amarillo, Schemel and his co-pilot were questioned by CAA officials. Neither man could describe the strange object; it had moved too fast.

"I have no idea what it was," Schemel said.

That it was another airplane seemed impossible. These conditions would have to be met:

The pilot had not filed a flight plan. (The CAA found that the nearest recorded aircraft was forty-five miles distant.) He was flying with lights off, or his plane would have been seen sooner. After turning on his lights, he tried to crash the Constellation—or at least made no effort to avoid a fatal collision.

Flying a busy airway without lights would not only be dangerous; it could cost the pilot his license. And with the

² In NICAP files.

clearly lighted airliner in his path, anyone in his right mind would try to veer away. Besides this, the unknown object's speed seemed to rule out ordinary aircraft.

But a UFO flying at fantastic speed could have appeared to loom up suddenly, a short distance away. The near-collision, however, remained an open question.

For the next twenty-four hours, this was a front-page story. Then "unidentified aircraft" began to replace the "mystery object" in press accounts. (No plane ever was found to have been involved, though Civil Aeronautics Board investigators checked plane departures over a wide area.)

With the mystery explained away, the story was about to be buried when a government missile expert revived it. The expert was Nathan Wagner, missile safety chief at White Sands. After discussing airways near-collisions which caused injuries, he told the press his entire family had seen a "flying saucer" the day after the Constellation's close escape.

"I don't want to start a scare," he said, "but it is a reasonable position to take that such a craft might have been involved in the accidents."

Our first report on this came from Lou Corbin. "Also," he added, "Dr. Clyde Tombaugh just made a statement: 'The phenomena observed by the airline pilots may be related to the question of space travel.' He doesn't mention the question of hostility."

"It could have been a remote-control failure, Lou." "Even if was a robot," said Corbin, "it could have been guided to hit the airliner."

"We have about thirty near-collision reports," I answered. "But only half are officially recorded. After we verify or rule out the others, we may have a clue to the answer."

"Let's hope it's the right one," Corbin said soberly.

The next development came early in August. One afternoon a Washington friend of our office manager sent us a photostat—a copy of an Air Force letter. A month before, he had written General Nathan Twining, Chairman

of the Joint Chiefs of Staff, and asked him some pointed questions. (Twining formerly was Chief of Staff of the Air Force.)

Ordinarily, such a letter would be relayed to Air Force Headquarters. For some reason it had been sent to ATIC, and apparently a direct answer had been ordered.

"This is terrific," Munsick said when he brought me the photostat. "ATIC admits that Air Force pilots have fired on UFOs—or what they thought were UFOs."

A quick look showed the letter was genuine. It was on the official stationery of ATIC, Wright Patterson Air Force Base, Ohio. Dated July 12, 1957, it was signed by Captain Wallace W. Elwood, Assistant Adjutant.^a

Munsick pointed out the key paragraph. I read it twice.

"Lee, that's the strangest admission they've ever made." I read the rest of the letter, reached for the phone. "I'm going to call Captain Elwood. Be ready to come on your extension and take notes."

When I reached Elwood, I delayed giving him my name for fear he might hang up.

"Captain, you answered a letter for General Twining which says, quote, 'Air Force pilots have officially reported firing on flying objects.' . . . Before we make this public, we'd like to have the details."

"Who is this?" Elwood said quickly.

I told him. There was a prolonged silence, and I went on.

"Your letter said the pilots fired on, quote: 'flying objects they could not identify but which were later determined to be conventional objects.' What were they? Why didn't the pilots recognize them before they fired?"

"Now wait," protested Elwood. "I'm only the Assistant Adjutant."

"But you signed the letter. How does ATIC know the objects were conventional? Did the pilots shoot them down—"

"I never said that! They didn't shoot down anything."

"Then if the flying objects got away the pilots still must

^a Photostat in NICAP files.

not have identified them. How does ATIC know they were conventional—and what kind of objects—"

Captain Elwood hurriedly stopped me.

"I don't have all the answers. I'll have to transfer you—Operator! Give this call to Captain Gregory, Project Blue Book."

When Captain Gregory came on, I told him Elwood had transferred me. "I'm checking on a letter he answered for General Twining, on July 12. It says Air Force pilots have fired on UFOs—"

"What?" said Gregory. "Are you sure?"

"I have a copy right here." Then I told him who I was.

"But you're not supposed—I'm not allowed—hold on, maybe Mr. Hieatt . . ." Gregory's voice faded as he covered the mouthpiece. After a long delay, a new voice took over.

"Hieatt speaking." (Later we learned this was Theodore Hieatt, Deputy Chief of Intelligence at ATIC, one of the few civilians to hold such a post.)

"I presume you've been briefed, Mr. Hieatt. It's clear the Air Force pilots thought those objects were hostile."

"Why?" Hieatt asked crisply.

"Captain Elwood's letter states: 'The orders to pilots are to fire on an unidentified object only if it commits an act which is hostile, menacing, or constituting a danger to the United States.'"

"That is correct."

"Then the pilots must have been convinced those UFOs were either menacing them, or were a danger to this country. Otherwise, they wouldn't have fired."

I waited. Mr. Hieatt didn't answer.

"To commit menacing acts," I said, "the objects would have to be guided, directly or by remote control. Who controlled them during these attacks?"

But Mr. Hieatt wasn't an Intelligence expert for nothing.

"I haven't seen the letter. I don't know the facts. I'll check and call you back."

The phone clicked.

Munsick brought me his notes. "Well, Hieatt had enough warning to be on guard. But those two captains—I never saw anybody pass the buck so fast."

"Probably Elwood only signed the letter. And Gregory sounded as if he'd never heard of it."

"I don't see how Hieatt can brush this off," said Munsick. "That was an official ATIC answer for General Twining."

"I can't see any loophole, either. Only two kinds of conventional flying objects could be menacing—planes and missiles. There's been no Russian attack. And if Air Force pilots had mistakenly fired on any of our planes or missiles, it would've raised the devil. They couldn't have kept it from leaking out."

Munsick shook his head.

"It's a queer deal. Whoever prepared that letter will be lucky if he isn't busted to private."

The day ended with no word from ATIC.

Next morning, I was wondering if Hieatt had decided silence was safer, when my administrative assistant, Mrs. Bessie M. Clark, brought me two reports.

"They're Air Force cases," she said. "They both look important, though one dates back to 1946."

I glanced at the other report, a Far East Air Force case, then turned back to the '46 sighting. It had been sent to us by Captain Jack E. Puckett, a 1946 Army Air Corps pilot. A photostat of his service record showed he had served as an instructor on four-engine bombers, and had flown combat missions in Europe. In 1945-46, he was on the staff of General Elwood Quesada, serving as Assistant Chief of Flying Safety, Tactical Air Command, Langley Field.

Captain Puckett's encounter had been on August 1, 1946.⁴ Flying a twin-engine C-47, he was on a scheduled flight from Langley to MacDill Field, Florida. The C-47 was at 4,000 feet, about thirty miles from Tampa, when he saw a bright object to the southeast. From its fiery trail and swift motion,

⁴ Signed report in NICAP files.

Captain Puckett for an instant thought it was an early-evening meteor descending. Then he saw that the object was racing toward them, in horizontal flight.

"My co-pilot, Lieutenant Henry F. Glass, and my engineer both observed the object at the same time," said Puckett's report. "It continued toward us on a collision course, at our exact altitude. At about 1,000 yards, it veered to cross our path. We observed it to be a long, cylindrical shape approximately twice the size of a B-29 bomber, with luminous port-holes."

The unknown machine, Captain Puckett stated, was apparently propelled by a rocket-type power, for it trailed a stream of fire approximately one-half its length.

"We continued to observe this object," reported Captain Puckett, "until it disappeared over the horizon. I estimate that our observation lasted from two and one-half to three minutes, during which time it must have traveled 75 to 100 miles."

"A complete report was given to the Base Operations Section of MacDill Field upon landing."

By the time I finished, Munsick was waiting to ask me about another matter. I told him about the C-47 encounter.

"That's more proof," he said, "that the Air Force had official UFO reports before Arnold's sighting in '47."

"This other case looks really hot," I said. "It's an Air Intelligence Information Report, from Laughton."

(Since this source is still a member of Air Force Intelligence, I have changed his name. His true name is known by Lee Munsick, Richard Hall and several Board members.)

Early in '57, Laughton had joined NICAP. Twice since then he had sent us valuable information which, though not officially classified, was unknown to the public. At first, I had suspected an Air Force trick, but careful checking had proved his reports correct.

This latest report,⁵ despite the dry military language, had a strong impact.

⁵ Certification of this report by Board members on file at NICAP.

CHAPTER XV

Signals from Space

It was during this seemingly aimless search, in the spring of '58, when I got the tip about General Nathan Twining.

I had just returned home one evening, after a talk in Philadelphia, when the phone in my study rang.

"That's probably Lou Corbin," my wife said. "He's been trying to get you. I told him you'd be home about this time."

Corbin's voice had a note of excitement.

"I have a lead for you. Do you know General —?" He named a famous World War II leader.

"We've exchanged letters," I said. "I knew he was interested in the UFO subject."

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"Well, he's dead serious now. I saw him today. He's a close friend of General Nathan Twining, Chairman of the Joint Chiefs of Staff. Remember in '54, Twining made that peculiar statement about the 'saucers' and Mars?"

"Yes. He didn't actually say the 'saucers' were real, but he said if they came from Mars, and there was a civilization that far ahead of us, he didn't think we had anything to worry about."

"He's plenty worried now, this general says."

"He told you Twining was worried about UFOs?" I asked.

"About what to tell the public. Maybe he'd talk with you. NICAP could help in preparing people."

"If I wrote him, he'd pass it on to Air Force Headquarters. He's still an Air Force man."

"Maybe as Chairman of the Joint Chiefs he sees it differently now. Why not ask for an interview, off the record if necessary?"

"All right, I'll try it."

In my letter, after explaining NICAP's operations, I added one question on impulse: Has communication ever been established with a UFO?

Before, this query had met only silence or evasion. But on May 7, a surprising answer came. As soon as I read it, I phoned Corbin.

"I just heard from General Twining's exec—Colonel John Sherrill."

"Did you get the interview?"

"No, he says Twining's tied up with hearings. But listen to this—it's an answer to a question I asked:

"No effective means have been developed for the establishment of communication by radio or otherwise with unknown aerial objects. The technical obstacles involved in such an endeavor, I am sure, are quite obvious to you."

"Technical obstacles!" said Corbin. "That sounds, as if they've been trying to do it and they ran into trouble."

"That's what I thought. And 'no effective means, by radio

¹Signed original in NICAP files.

or otherwise,' could mean they've tried every logical way. Of course, this isn't proof."

"No, but you don't talk about technical difficulties unless you're convinced there are intelligent beings to communicate with."

"That's right."

"Since General Twining didn't pass the buck, he must not go for the Air Force cover-up."

"Maybe we're jumping to conclusions, Lou. But it does look as if this represents the general's ideas."

Later that week I showed Colonel Sherrill's letter to NICAP Adviser Albert L. Cochran. An electronics engineer and a former Navy radio specialist, Cochran worked for a company with defense and space contracts. Several times, he had given me leads to important UFO sightings.

"If they actually have tried to communicate with UFOs," said Cochran, "they might mask it as tests of new space equipment."

"Do you know of any strange messages—not under security?"

"Several times the minitrack system has caught signals that couldn't be identified with any known satellite. Also, ham operators have reported strange messages. Have you asked the FCC about that?"

I nodded. "Frank Kratokvil—assistant chief of monitoring—said he didn't know about any space messages. But he'd probably have to say that, anyway. I'd asked him about the report by Dr. John Kraus—you know that one?"

Cochran thought for a moment. "The radio astronomer who made a report on Venus?"

"That's the one. He's Director of Ohio State University's observatory. Back in '53, he said he picked up signals from Venus that resembled telegraph code."

"I thought he just reported radio 'noise,'" said Cochran.

"No, I'll show you his statement—the Associated Press had an interview with him, before he stopped talking."

Cochran read the report, a verbatim copy of the Associated Press story as it went on their wires:

AP 110

VENUS (SUBS PREVIOUS)

(COLUMBUS, OHIO)—AN AMERICAN ASTRONOMER THINKS THERE COULD BE A RADIO TELEGRAPH TRANSMITTING STATION ON THE PLANET VENUS. THE DIRECTOR OF OHIO STATE UNIVERSITY'S RADIO OBSERVATORY IN COLUMBUS—DR. JOHN D. KRAUS—REPORTS HE HAS PICKED UP SIGNALS THAT RESEMBLE RADIO TELEGRAPHY IN MANY WAYS. HE SAYS NUMEROUS OBSERVATIONS HAVE CONVINCED HIM THE SIGNALS DEFINITELY COME FROM VENUS.

EARLIER THIS MONTH, DR. KRAUS REPORTED THAT RADIO SIGNALS RESEMBLING STATIC FROM TERRESTRIAL THUNDERSTORMS WERE RECEIVED FROM VENUS—SOMETIMES CALLED EARTH'S "TWIN." . . . BUT TODAY HE SAYS THAT THE NEW SIGNALS ARE DISTINCTLY DIFFERENT. AS HE PUTS IT, THIS TYPE OF RADIO EMISSION HAS "MANY CHARACTERISTICS OF SIGNALS FROM A TERRESTRIAL RADIO TELEGRAPHY TRANSMITTING STATION."

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"He must have been absolutely certain," said Cochran, "or he wouldn't risk his professional standing with that news story. You say he shut up later?"

"Yes. It may be only coincidence, but the Air Force's chief UFO consultant—Dr. Allen Hynek—also is at Ohio State. He could have asked Kraus to stop talking."

Cochran considered the astronomer's statement for a moment.

"Even if there is a transmitter on Venus, it doesn't prove there's a Venusian race. A space race from somewhere else could have set up a base there—or maybe just space-navigation beacons."

"That beacon idea also could explain this Bureau of Standards report on signals from Jupiter."

Cochran read the Bureau's summary of observations at its station in Boulder, Colorado. For two years powerful signals from Jupiter had been recorded, their force of transmission equal to an H-bomb in energy. Their source had been accurately located in the mysterious "Red Spot" area.

According to the Bureau report, the signals were received alternately on 18 and 20 megacycles. Usually they occurred in a series lasting several minutes, followed by silence, then another series. Signals never came simultaneously on the 18 and 20 megacycle bands, but in distinctly separate periods. Though the Bureau scientists stated there must be some natural cause, they had found no explanation for the oddly precise signals.²

"If there is intelligence back of it," I ventured, "the beacon answer might fit. They could be automatic, like the robots we're planning to land on the moon. Of course it's possible there are creatures on Jupiter, but they'd be a lot different from us."

Cochran put the report back in its folder.

"With that terrific gravity pull, they'd have to be. You and I would be squashed flat if we were suddenly put on Jupiter." He paused for a second. "What about visual signals by UFOs—formations, for instance? Haven't they duplicated ours sometimes?"

"Yes, and it could have been done so we'd realize they're intelligent beings. They've flown V's, T's, echelons, circles, a series of squares, in diamond formation—and sometimes on radar they've seemed to form in letters like N or U, or Z. In 1954, the British War Office reported a UFO formation that came over at noon, in the same place, for five or six days; each time, they formed the same letters."

"What about light signals?" asked Cochran. "Haven't several pilots come across UFOs that blinked their lights, as if they were signaling?"

"We have a few reports. One is from a NICAP member, Gene Miller. I'll show you the record."

Formerly an Air Force instructor, now manager of the air-

² Bureau of Standards report in NICAP files.

port at Banning, California, Miller was flying with a passenger when a UFO came toward them, showing a bright light. At first, Miller took it for an airliner with one landing light on. He blinked his lights to make sure the pilot saw him. The UFO's light blinked twice. When it came closer, and Miller saw it was not an aircraft, he quickly blinked three times. The strange craft answered with three blinks, then stopped and reversed its course.

Cochran shook his head. "I don't understand why all American pilots—or pilots all around the world—haven't been ordered to do that when they see a UFO. A standard signal could be worked up—"

"It's been suggested, along with a dozen other plans," I told him. "Another idea is to broadcast a message in several languages, listen for an answer, then repeat. Some people want to lay out huge symbols on the ground, and others want to have symbol messages ready—like Willy Ley's idea in case we find intelligent beings on Mars."

Cochran looked surprised. "I thought Ley didn't believe in 'saucers.' Doesn't he always call them bunk?"

"He didn't in '53, when he was on *Author Meets the Critics* with Frank Edwards and me. He admitted there were sightings he couldn't explain, and after the program he told Edwards and his wife he was baffled. And he's on record with this Mars communication plan; he thinks we should be ready for any intelligent race we meet on Mars."³

Before Cochran left, I showed him the latest communications plan we had received, from a pilot member of NICAP. An isolated landing field, with a combined radio and light signaling system, was to be laid out in some barren part of the Southwest. In the hope of luring a UFO into landing, or hovering low enough for easy signaling, a large replica of a flying disc was to be erected on the ground and kept floodlighted at night.

"It could work," Cochran said dubiously, "but they might think it was a trick. An official plan would be better. Didn't

³ Article by Willy Ley in the book *Mysteries of Other Worlds Revealed*, Fawcett Publishing Company, 1950.

the Air Force hint at one in '52, when they were giving you UFO reports?"

"No, they said any such attempt would be an admission they knew the 'saucers' were real."

Cochran glanced at the letter from Colonel Sherrill.

"I still can't fathom that. If only they'd given us a little more of a hint."

Near the end of the general probe, a delayed UFO report from Denmark revived a project we had started, on a small scale, in 1957.

On April 11, 1958, a Danish fighter pilot had sighted a formation of flying discs near Skjærskrup, Jutland. When he tried to race in for a better glimpse, the UFOs accelerated and left him behind. After he landed, his commanding officer broadcast an appeal for Danish citizens to report any strange flying objects they saw.

In the spring of 1957, we had asked several governments for UFO reports and official conclusions. England had admitted official censorship. Other countries had told us, directly or through their embassies, that sightings were officially investigated. But none would release reports or conclusions, and we had sidetracked the project.

When I saw the Denmark report, I wondered if other countries now would be more helpful. It might be worth while to revive the plan for a poll.

Beginning with larger nations, we gradually extended our questions to most of the foreign countries. Some remained silent; others replied by mail, or through their embassies or legations.

In the more technically advanced nations, UFO operations followed the pattern in the United States: close approaches to aircraft, surveillance of rocket-launching bases, special attention to atomic-energy centers, and general inspection of inhabited areas.

In less advanced countries, where there was no danger of aircraft or missile attacks, low-altitude observations were more often reported. Sightings by natives of Borneo, the Fi-

jis, the Bahamas and other such islands brought out a significant point. In most cases, the native witnesses had never heard of "flying saucers." Yet their descriptions, when they recovered from their fright, were identical with flying-disc reports around the world.

Even in May of '58, it was obvious—as the complete poll later proved—that more foreign governments were following the United States policy of restricting UFO information. In this country, censorship and ridicule had continued to reduce the number of sightings publicly reported. But this was partly offset as NICAP members began to release long-hidden reports, and to persuade other witnesses to do the same.

One report came from a well-known Baltimore astronomer, Dr. James C. Bartlett, Jr., author of numerous scientific articles in astronomical journals.

From 1952 to 1957, Dr. Bartlett had four sightings during his almost nightly observations of our solar system and distant stars.⁴

"Before the first, I was a skeptic," he told me in releasing his reports. "I accepted Menzel's explanations, and I'm afraid I ridiculed UFO believers as much as anyone. Even after I knew the UFOs were real, I kept still. I thought they must be some secret United States development, until my later sightings and a study of other reports showed this was incorrect. This and other evidence convinced me these craft were of unknown origin."

His first sighting, Dr. Bartlett said, was on August 5, 1952. He was making a daylight observation of Venus when two disc-shaped objects passed to the south of Baltimore, then turned east. Shortly afterward, he saw two more discs overhead. Their center portions appeared to be slightly raised, like the domed UFOs frequently described.

On September 6, 1954, Dr. Bartlett sighted four glowing objects in line formation. When an airliner approached, the UFOs changed formation and climbed, then re-formed in line.

⁴Signed reports in NICAP files.

"It was a precise and highly controlled performance," said Dr. Bartlett.

Another sighting, of a far-distant object, occurred during an observation of Jupiter, on July 12, 1957. Though this UFO was more interesting, scientifically, to the astronomer, his 1953 report seemed to me the most dramatic.

One night in September, four large lights appeared as Dr. Bartlett was observing a transit of the star Fomalhaut.

"At first, I saw them with the naked eye," he reported. "Then I immediately observed them through seven-power binoculars. The lights moved slowly. I saw that they came from the noses of two enormous craft which more than filled the binoculars. I observed a cabin in the nose and ports on the sides of the hulls in each craft."

The huge machines, Dr. Bartlett stated, were either cigar-shaped or cylindrical.

Not long after he gave me these sightings, Dr. Bartlett agreed to serve as a NICAP adviser.

"This is my opinion," he said. "UFOs do exist. They are some type of mechanism, controlled craft, origin unknown."

Beyond this, he added, he had reached no definite conclusion. But he agreed that the interplanetary answer was logical and should be fully explored.

Another hidden report, by a Lutheran minister and his wife, recalled an earlier fear—that religion might be seriously affected if the UFOs were proved to be spaceships.

As far back as 1950 I had been told this was one reason for Air Force secrecy. But the religious leaders on our Board—Dr. Douglass, Reverend Baller and Reverend LeVan—believed that only a small percentage of people would feel such an impact. Apparently, most of our members agreed. But we still pursued the question whenever the opportunity offered, as in this minister's report.

On the evening of November 5, 1955, Reverend Kenneth R. Hoffmann and his wife were driving toward Cleveland Airport when they sighted bright lights in the sky. As the minister stopped the car, he saw that the cluster of lights was attached to a large, oval-shaped object.

"It was like two saucers," Reverend Hoffmann's report stated. (Possibly a fore-shortened disc type.) "The uppermost was inverted and resting on the edges of the lower one." *

The UFO appeared to be metallic, and about one hundred feet in diameter. An intense white light shone from eight ports, or windows, visible on the perimeter.

"The beams came down at an angle," said Reverend Hoffmann, "and the light rays were so bright that we could see the air dust in them."

After hovering for a few moments, the strange machine moved westward and disappeared.

Astonished, and realizing the implications of what they had seen, Reverend Hoffmann and his wife discussed the question of making a public report. They decided to keep silent, for fear of ridicule. But in 1958, after seeing published accounts by other responsible citizens, they had agreed to give NICAP their report.

When I met the Hoffmanns, during a visit to Cleveland, I asked if the UFO sighting had affected their religious beliefs.

"You mean as evidence of other worlds?" asked Mrs. Hoffmann. "No, it has made no difference to me."

"Nor to me," said Reverend Hoffmann. "I can accept the existence of other planets with intelligent beings. Why should we question God's power to create other worlds in the Universe?"

* Signed report in NICAP files.