

COVER & INSIDE ART BY WESLEY CRUM



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INTRODUCTION by Commander X

Even I would have to say -- all things being equal -- that by even the most contemporary standards in UFOlogy today, this manuscript would have to be considered somewhat "weird."

Not that the author - a former CIA Operative and Naval Intelligence Officer by the name of COMMANDER ALVIN E. MOORE -- doesn't have the credentials to back up his theories and beliefs (for he definitely does!), but in the final analysis what he dares to reveal would definitely have to fall into the category of SHOCKING.

Of all the UFO "experts" I have encountered, I would have to say for certain that the late Commander Moore has one of the most impressive backgrounds you are ever likely to come by. His skill in engineering and other sciences, his expertise in history, law and intelligence work uniquely qualify him to present and evaluate the mass of data presented in this book.

Educated at the U.S. Naval Academy, The American University, George Washington School of Law, the University of Florida and Louisiana State University, Moore held B.S. and M.A. degrees and had nearly enough credits for a Ph.D. degree (which he never obtained because he was so busy "defending" his country in the military). He was, after all, an active line officer of the U.S. Navy with specialties in the field of aeronautical engineering and was patent engineer and attorney for Warner von Braun's team of space scientists in Huntsville, Alabama. He also served as a U.S. Patent Office Examiner, an assistant nautical scientist with the Navy Oceanographic Office, a CIA Intelligence Operative and an American Vice Consul.

During his life, Moore was granted more than fifty U.S. patents on his inventions, mostly on aircraft, marine craft and automobiles. It was only after a remarkable incident which gained national attention that Commander Moore's existence was radically

According to his own testimony, Moore's fascination with "all things weird," began on July 19, 1952, when UFOs appeared over our nation's capital. On that date dozens of "boogies" danced in the sky, were picked up on radar, and our fastest jet fighters were sent aloft to chase them from the most sacred of air space. As the fighters closed in on the huge squadron of discs, they vectored out of the area. One lone pilot gave chase and managed to get off a round or two at the fleeing alien aircraft.

Though the next day, the military explained away the incident as nothing more out of the ordinary than a "temperature inversion," Commander Moore realized that he HAD to be dealing with something completely unknown. For little did his superior officers realize that by a "freak accident," a portion of the craft that had been shot at actually fell in the Commander's front yard.

Early in the day, Moore was approached by the caretaker of his estate, remarking that he had just seen the strangest thing. Apparently, something had fallen from the sky and had damaged some trees on the property, as well as having left a gaping hole in the ground which exuded a sulfurous odor.

Skeptical, but nonetheless interested, Moore approached the site and found what he soon realized could not be a meteorite or any sort of conventional object. For what he carried back to his house was obviously manufactured -- for it had three machined sides and a fourth that appeared to have broken off. His technical experience in aeronautics told him that this was no normal aircraft, but was likely from out of this world!

In the pages of the SECRET DIARY OF CIA OPERATIVE COMM. ALVIN E. MOORE, the reader will learn how the piece of wreckage from the UFO that was shot over Washington D.C. was later stolen from

what the military fears the most about UFOs and space visitors.

For over a quarter of a century before his death, Commander Alvin E. Moore collected a mass of evidence showing that there are numerous, little-known, sky influences of "UFO-men" as he sometimes referred to them, on our Earth-surface breed. "Much -- but not all of it -- is nefarious," believed Moore, who saw these influences "as a monstrous evil, but with occasional good," on our Earth.

Like the writer/researcher decades before him, Moore believed we are but cattle and "have been exploited too long, and there is a definite need to defend ourselves."

Moore's conclusions are definitely scary!

He believed there was ample evidence to prove that:

■ Sky-men have been coming to this Earth's surface, and exploiting it, for numerous thousands of years.

■ Some of them possibly have homes in caverns on the Moon, on Mars, the Martian satellite Phobos, Jupiter, as well as the asteroids. But certainly most of the many thousands coming here since the late 1940s are from bases near the Earth's surface -- certainly from skyislands off the Earth, probably some from within hollows within the Earth, possibly some from bases below certain regions of the oceans.

■ The skyislands apparently are orbiting the Earth in several bands or chains around it

-- probably indicated by the jet streams, the bands of high tides, the zodiacal light, and other evidence pointed out in his private diary.

■ The skyislands, most probably were pulled from the Moon from the Pacific Ocean region, and the heavier, more solid moon went on to orbit far around the Earth, while the lighter, diffused elements of small stones, sand, crude oil and other chemicals, held together by frozen water, sheathed by clouds, took up orbits near the Earth.

■ The skychemicals and electrostatic, gravity-like force of the alien skyislands and spacecraft have caused legions of what we would call "accidents," but which are really NOT!

■ Sky-men have kidnapped a multitude of Earth people and spacecraft users of what Moore saw as "the demon-like breed," have long extracted blood from surface animals and men and committed mysterious murders, to name a few things Moore blames on the sky-men.

Naturally, I cannot stand in total agreement with all that Commander Moore states in his private diary. However, from what I have seen of his research, it is most complete and deserves serious consideration. Remember, Moore was an "insider" in military circles, and his research was conducted years before any "disinformation" program might have gone into full effect. And please excuse any poor grammar or typographical errors, as this manuscript was copied from Moore's original private text and was not meant for wide spread distribution.

Yours Truly,
COMMANDER X

DEDICATION

To my wife, Laura Belle Van Landt Moore, loyal one, with love.

You aided in the difficult, often ~~series~~ gathering of information that formed the basis for much of this work. In the 1950's after numerous atomic bombs were exploded high into the sky, and especially in our area near Washington, D.C. sky islands seemed partly breaking up and showering smogging clouds, stones, sky chemicals, ice, alien sky-men and strange animals down on us your keen, widespread observation was of great help to me. Then, and since then, I have greatly appreciated and valued your many reports made even though at times you were reluctant to realize the awesome truth of what we were experiencing.

straight-line formation. The lights were "glowing, red-orange". As the airplane neared them at its higher level, the strange disks, "appeared to be solid bodies of light, but they had definite outlines".

"We judged they were approximately one hundred feet in diameter and between ten and fifteen feet thick," Pilot Nash reported.

Within a few seconds the six glowing objects made a sharp turn toward the west with acceleration such as no human being on the earth's surface could stand. They were quickly joined by two more lighted objects, and then within seconds, the eight shot upward at fantastic speed. At about two miles high, the reddish-orange lights "pulsated off" and the pilots watched the eight strange things disappear.

They considered whether they should report the strange incident. For several years pilots had been reporting lighted "flying saucers".

It was common among pilots *who had never sighted one* to joke about them, even scoff at them and at those who reported them. And of all the non-physical things that a person seeks to avoid in association with his fellow men, being laughed at is probably the worst. It takes courage for pilots to risk their reputations as methodical, non-jittery, professional fliers by reporting that they believe they have sighted space craft from another world or else from some strange little known or unknown region of this earth.

But like many an observer before and after them, Nash and Fortenberry felt a responsibility to mankind and aviation to make a warning report.

"If either of us had seen the things alone," Nash said, "we would have hesitated to tell anyone; but we watched the whole thing together."

So they made a joint report—to Company, Air Force and press. They said the objects maneuvered at a speed "far above one thousand miles an hour", and with violent accelerations beyond the limits of human endurance.

Pilot Nash said: "We would judge the eight objects were definitely intelligently controlled. Whether from within or without, we couldn't say.

"Whoever was in those things had capabilities far beyond our own. Those things absolutely did not contain any human beings as we know them. None of us could endure the centrifugal force that would be imposed when turns of such violence are made.

This report, strongly indicating the existence of sky-transportation by intelligent beings, achieved ahead of earth-surface man, was routinely reported by the United Press and a Washington newspaper. The statement of these two pilots, each a veteran of two of the largest and most exacting aeronautical organizations of the world, that they believed they had sighted spacecraft from outside our earth created a mere ripple of interest. In view of the nature of the report, *how could this be?*

I believe it is due to an obscuring of facts and inertia and desire for status quo by most of busy mankind on this earth's surface.

With mergings between, there are three kinds of thinkers on earth. There are those who think mainly by intuition—by subconsciously jumping to conclusions. Often fortified by considerable experience, such intuitive thinkers are frequently right—and quickly so—but at times they are completely wrong. Many women think this way—and some men. Secondly, there are those who think mainly about and along standard, so-called "scientific" lines, who believe nothing except what has been clearly observed in the past by the five human senses and has been attested to by established, written, "scientific authority". And thirdly, there are those *true scientists* in the highest sense of the word who dare to explore on the borders of human thought, looking for solutions to still-existing problems of life, using the five senses (extended by tools) to test hypotheses, having enough flexibility to turn from a theory accepted as fact, but which appears to be not in accord with new facts, to a new hypothesis to be tested. Conception of the new hypothesis may be due to observation of the five senses, or to intuition (a "hunch"), or to a mixture of both; but it is tested by the five senses and by witnesses. Unfortunately, even among so-called "scientists", there are few of the last-named type of thinkers.

The trouble with the investigation to date of the flying-saucer phenomena is that it has been handicapped by too many people who have not dared to explore the outer borders of thought on the subject. There have been too many investigators of the problem who have been among the second-named type of thinkers—who looked for wished-for solution of the problem in accordance with known "authority"—presented, earthbound "facts"

service of my people and country. The defense of one's country is ennobled by considerable altruism, courage and brotherhood. Armed groups can and do defend a country. They can have enough flexibility and wisdom, as the United States armed services usually do, to contract with private individuals or groups for creative research and invention in new equipment and weapons. But ordinarily these services, subject as they are to rigid discipline, traditional customs and approval of most actions by various higher ranking persons, are not successful in actual work on the pioneer borders of creative thought. There are exceptions to this general rule, where individual armed service officers, like Maury and Mahan of the Navy and Squire of the Army, do outstanding new creative work; but such officers usually do most of their creative work in their spare time, as individuals. I have long agreed with the theme of the novel "Fountainhead", by Ayn Rand, that important, basically new creative work is seldom if ever done by committees. The larger the committee, the less chance there is of its doing pioneer creative work. People in herds tend to move at the speed of the slowest member, and in the direction of the most cautious and conservative member. That is the reason that I have long believed the people will not receive from committees of government officials and/or orthodox scientists any useful solution to the world-shaking problem of the phenomena of "flying saucers". Individualistic, pioneer thinking along and *beyond the borders* of common, present-day, human thought seems to be required in the solution of the problem before us; and it is scarce among us.

On 17 July 1952 the United Press reported that Captain E.J. Ruppelt, project officer of "Operation Bluebook", of the group which investigated unidentified aerial objects, had stated that about sixty reports of flying saucers had come to his office within the past two weeks. One of these sixty was the report of Pilots Nash and Fortenberry. Another was a report by Mr. Roy Ellis, President of the Rubber Seal Products Company of Dayton, Ohio and an amateur astronomer, that on 13 July 1952 he had seen an aerial object "shaped like an ice cream cone with an elliptical dark object in the center surrounded by brilliant glowing white lights." Mr. Ellis said: "I thought first it was a meteor or a comet, but it

numerous sightings. Colonel McGee said: "There is something flying around our skies, and I wish we knew what it is."

On the day after this report the Air Force, according to the United Press, "admitted...that people actually see 'something' when they report flying saucers and said some of the unexplainable objects traveling at speeds up to 2,000 miles an hour have been tracked by radar." By this time the Air Force, according to the published statement of Captain Ruppelt, had investigated one thousand reports of "flying saucers".

On the same newspaper page as that of this news item, I read an account of the sighting by residents of Verónica, Argentina of six lighted, disk-like objects, bluish-yellow, which could be seen from Verónica for over an hour.

On this same page there also was a statement by Mr. William Bridgeman, the test pilot of the new rocket-powered Navy airplane, "The Skyrocket", that when he made the record speed of 1,238 miles an hour in the preceding month, "the Skyrocket was not wide open. The main thing important about those flights was that they opened new and fast fields of speed and height for man."* But not nearly so fast or high as many of the sighted flying saucers had flown, I thought.

Four days later, Washingtonians awoke to startling front-page news in the morning papers. People think more about a problem when it comes close to home.

The *Washington Post* stated:

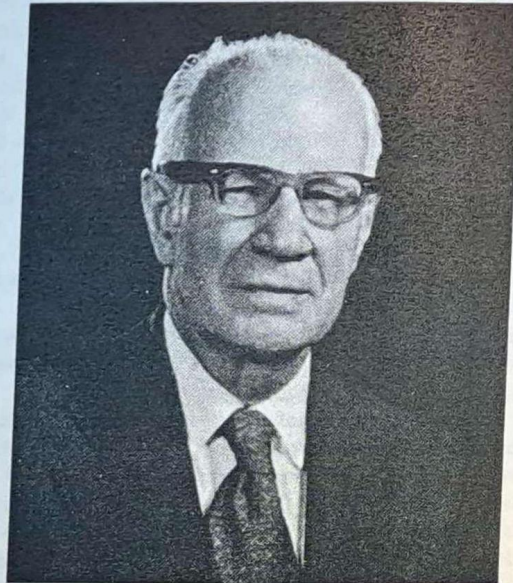
"The Air Force disclosed last night it has received reports of an eerie visitation by unidentified aerial objects—perhaps a new type of 'flying saucer'—over the vicinity of the Nation Capital.

"For the first time, so far as known, the objects were picked up by radar—indicating actual substance rather than mere light."

"They were described as traveling at a slow 10 to 130 miles per hour—instead of the incredible speed attributed to earlier saucers—although times they shot up and down."

"The objects also were described as hovering one position."

The *Post* was wrong in its belief that the Washington radar-tracking of flying saucers was the first in history. But this apparently was the first radar-tracking of flying saucers by two or more



COMMANDER ALVIN EDWARD MOORE, U.S. NAVY.

Of all investigators on the subject of UFOs, the late Commander Moore has one of the most impressive backgrounds. His skill in engineering and other sciences, his expertise in history, law and intelligence work uniquely qualified him to evaluate the mass of data on what he defined as Skymen, or extraterrestrials. Educated at the U.S. Navy Academy, The American University, George Washington School of Law, University of Florida and Louisiana State University, Moore held both B.S. and M.A. degrees.

As part of his extensive contribution to his country, Moore specialized in aeronautical engineering, was patent engineer and attorney for the Warner von Braun team of space scientists at Huntsville, Alabama. He also served as a U.S. Patent Office Examiner specializing in aeronautics and propulsion; an assistant nautical scientist with the Navy Oceanographic Office; a CIA intelligence officer and an American Vice Consul. He had granted more than 50

PART ONE

The 1952 Washington, D.C. "flap" of UFO sightings, and the "Virginia Skystone" found under a UFO flight. Its strange disappearance. Other fallen skyobjects that mysteriously disappeared. Similar vanishings of men.

In reading and conversations with brother officers of the Guided Missile Company of the Naval Reserve in Washington, D.C. I became interested in the "flying-saucer" reports of 1947 and 1948. But I concluded that probably they involved rumors of a new U.S. Government program such as the U.S. "Manhattan Project" concerning atomic bombs of World War II. Then I transferred from my civilian job of Patent Examiner in the U.S. Patent Office to that of Intelligence Officer of the Central Intelligence Agency (C.I.A.); and I saw numerous reports of flying-saucers—including many, militarily unclassified, from the American Foreign Service in other countries. These sightings in foreign countries convinced me that the United States was not secretly making these marvelous craft. And the numerous sightings reported by very responsible persons—many with engineering and pilot's and merchant-marine officer's backgrounds—made me realize that a great mystery was being observed and patriotically reported—even at the quite frequent expense of ridicule and damage to reputations and job advancement.

In 1950 the Korean War broke out, and I was

Guided Missile Division of the Naval Bureau of Aeronautics in Washington, D.C. A little over a year later I became Head of the Technical Information Branch of "BuAer"; and I was then serving when two events occurred that caused me to become extremely interested in "flying saucers" or "UFOs", and to begin a long study of the mystery which has now lasted over a quarter of a century...

Let's look at the remarkable record of UFO sightings in the Washington, D.C. and Virginia region in the summer of 1952:

On 16 July 1952 the Washington newspaper began to record pieces of a factual story which were more amazing and interesting to me than fiction. The first item was about an area of the approximately 100 airline miles south-by-east of Washington.

On the preceding Sunday night, 13 July 1952, two veteran, ex-Navy pilots were flying a PanAmerican Airways plane between New York, News and Norfolk, Virginia. Pilot W.B. Nash had flown ten thousand hours for the Navy in PanAmerican Airways. Pilot W.H. Fortenberry was a former flier of Navy fighter aircraft. Both

the first simultaneous radar-tracking and visual-sighting of saucers.

The Air Traffic Control Center of the U.S. Civil Aeronautics Authority at the Washington Airport had reported, according to the *Post*, that not only had its radar operators observed unidentified aerial objects on the radar screen, about midnight on Saturday night, 19 July 1952, and again at 3:15 a.m. on Sunday morning, 20 July, but that two Capital Airlines' pilots, flying separate airplanes, had reported seeing some of the radar-tracked objects.

"Recent attempts to explain 'saucers' as optical illusions have been shaken by recent radar sightings," *The Washington News* stated in its later report that day. "Illusions don't show up on a radar screen."

After these sightings and radar-trackings an Air Force general stated that the Air Force was "reasonably well convinced that the flying saucers are not solid objects."* But the Civil Aeronautics Authority, whose Washington radar crews tracked the saucers, had stated that the appearance of the objects on the radar screens was such that there was no possibility that they were caused by clouds or other weather phenomena, that the observed objects were "analogous to targets representing aircraft in flight."**

The Civil Aeronautics radarman who was in charge of the air route traffic control center in the early morning of 20 July 1952 was Harry G. Barnes, Senior Traffic Controller. He was slender, slim-faced, high-browed, wore eyeglasses, and had a studious, serious appearance. He had worked as a radar operator since radar's infancy, and had been with the Civil Aeronautics Administration nine years. From long experience he could recognize spots on the radar screen that were due to clouds, weather or electrical disturbances, or shooting stars. The radar images of these natural phenomena are considerably different from the distinct, clearly outlined blips of solid objects like aircraft.

He wrote for NEA Service an account of the strange sightings and trackings of that night. The story below is based on that account, reporters' accounts, and general knowledge of radar and air traffic control centers.

The Washington Airport then was just across the Potomac River and only a few miles south from downtown Washington, on land dredged from the

Potomac River.

The Airport had two completely separate radars, independently operated by separate crews. One crew, of which Mr. Barnes was in charge in the early morning of 20 July, operated the radar of the Air Route Traffic Control Center in Hangar No. 6. The other crew was in the Control Tower.

On top of Hangar No. 6 there was a revolving antenna, rotating six times a minute, mechanically keeping watch over seventy miles of sky in every compass direction—over the vital airway approaches to the capital of the United States. Down below in the windowless room of the Air Route Traffic Control Center, there was a two-foot-diameter radar screen (the "Surveillance Radarscope"), about which a sweep arm rotated in synchronism with the revolving antenna, six times a minute. When the antenna and the sweep arm pointed toward a solid object within the seventy-mile range of sky, the reflected radar waves created a "blip" or "pip"—a pale violet spot on the radar screen. When the antenna and sweep arm passed from the direction of the solid object the blip would begin to fade, but ten seconds later, when the antenna and arm circled and returned to point at the object, the blip would light up again. During these ten seconds the blips of an airplane, of course, had moved slightly in position, in an amount depending on the target's speed.

At midnight, Saturday, 19 July, Mr. Barnes and the other seven men of his crew relieved the previous shift in the traffic control center. The sky outside, which could be perceived from the windowless room only indirectly, by means of the radar screen, was clear. There were no clouds in it—or signs of storms.

After the shift had been on duty about forty minutes Ed Nugent called Harry Barnes to the radarscope and pointed to seven radar pips in a cluster on the scope. Air traffic was very light at that time. Barnes and Nugent knew that no known airplanes were in that position in the air—a space about nine miles in diameter between south and southwest of Washington.

The two radar men were puzzled. They were positive that the sharply defined blips were not the result of clouds or atmospheric electricity, but that they represented solid objects in that area. But what were the objects?

"That left three possibilities", Harry Barnes later

moving between 100 and 130 miles per hour while we could observe them. But their movements were completely radical compared to those of ordinary aircraft. They followed no set course, were not in any formation, and we only seemed to be able to track them for about three miles at a time. The individual pip would seem to disappear from the scope at intervals".*

The alternate appearing and disappearing of the objects' images on the radar screen can be easily explained by an intelligent person familiar with radar and also with the many previous accounts of the strange objects which state that the things suddenly and swiftly change speeds, abruptly swerve at high speed from one horizontal direction to another, and go from a hovering position thousands of feet up or down in seconds.

As stated above, the rotating antenna and arm of the radar set being used by Mr. Barnes and his crew made one revolution in ten seconds. If in making the ten-second revolution the antenna pointed to a solid object in the air a blip was formed, but for this blip to remain on the screen during the second rotation ten seconds later, the object had to remain that long within the disk-like area being "watched" by the radar, that is, in this case, within the radius of seventy miles. Mr. Barnes stated that at first the seven pips were near an outer corner of the radar screen. If we supposed that an object were ten miles from the outer circle of the watched area, it is seen that it could run outside the area and not be picked up by the radar on the next sweep of the antenna if it were making a speed of ten miles in ten seconds—that is 3,600 miles an hour. Or it could go up or down off the radar-surveyed area with lower speeds, which, however, would still be much higher than the vertical speed of the fastest climbing aircraft known to earth-surface man. Such large speeds of UFOs very frequently have been reported.

Harry Barnes apparently understood these facts. "Later I realized," he stated, "that if these objects had made any sudden bursts of extremely high speed that would account for their disappearing from the scope temporarily. Our radar is only designed to track known types of aircraft or objects in the air at speeds known to all of us.

"After five minutes of watching the strange pips I asked Jim Copeland and Jim Ritchey, two experienced radar controllers, to check our

called the airport control tower to see what the (separate) radar showed there. The radar operator verified the same thing instantly. . .

"Before notifying the Air Force of our findings, our technicians carefully checked the equipment to make certain that it was operating perfectly.

"These are the important events of the next six hours:

"During the first hour the objects had moved over all sectors of our scope. That meant that they had been over the restricted areas of Washington including the White House and the Capitol.

"At the first opportunity, Ritchey contacted Capital Airline pilot Captain S.C. Pierman, who has had years of flying. Shortly after taking off, Ritchey asked Pierman to look for the objects we were watching on the scope. He agreed to do this.

"All of a sudden, his voice came over the radio which we could all hear, with the words: " 'There's one and there it goes.' "

"He described it as just a bright light, moving much faster than a shooting star at times.

"His subsequent descriptions of the movements of the objects coincided with the position of our pips at all times while in our range.

"During the next 14 minutes he reported that he saw six such lights. He said they had no tail, no recognizable shape and were bright lights in the dark sky.

"Each sighting coincided with a pip we could see near his plane. When he reported that the light streaked off at high speed, it disappeared on our scope, for the apparent reason I cited.

"While he was giving us reports of his sightings he was on a course from Herndon, Virginia to Martinsburg, West Virginia.

"Some of the other pilots we contacted reported that they were unable to see the objects. I had the distinct feeling that some of them were just unwilling to discuss the subject over the radio.

"However, one other commercial pilot did flatly confirm seeing a light off his left wing which we saw as a pip on the scope. He was coming in for his landing and the tower scope reported the same radar sighting. The light disappeared on our scope and from his view about four miles before he touched his wheels down.

"During the whole period of observation we could detect no pattern to the movement of these objects. We did not see the pips in any recognizable

altitude, and it is faintly possible that the objects could have been in a vertical formation without our recognizing it.

"At one point toward daybreak we counted 10 objects over Andrews Field, just outside Washington. Most of the time we could count eight of them.

"The only recognizable behavior pattern which occurred to me from watching the pips was that they acted like a bunch of small kids out playing. It was helter-skelter as if directed by some innate curiosity. At times they moved as a group or cluster. Other times as individuals over widely scattered areas.

"Other than some information in connection with our communications with the Air Force, which is classified, the above is a complete factual description of the important events which took place during those six hours. These facts I have set forth in my official report to CAA.

"Speaking personally, and not officially for CAA, I would like to make these additional comments:

"Radar is strictly an electronics device. It has no imagination. It reports only what it 'sees'. The equipment was in perfect operating order during that period.

"There is no conclusion I can reach but that for six hours on the morning of the 20th of July there were at least ten unidentifiable objects moving above Washington.

"They were not ordinary aircraft. I could tell by their movement on the scope. I can safely deduce that they performed gyrations which no known aircraft could perform. By this I mean that our scope showed that they could make right-angle turns and complete reversals of flight.

"Nor in my opinion could any natural phenomena account for these spots on our radar. Neither shooting stars, electrical disturbances nor clouds could either.

"Exactly what they are, I don't know."

I read this factual, scientific account by Mr. Barnes with a great deal of interest. I had read and heard of other radar-trackings of flying saucers, but none of the earlier trackings apparently had been confirmed by visual sighting and by the showing of separate, independent radars. And here in Washington both types of confirmation had occurred.

Navy Bureau of Aeronautics.

During the week, Mr. Robert Leslie Lanham, 69 years old, one of my rural neighbors of Fairfax County, Virginia, did some work on land that we own near our home.

Both Mr. Lanham's house and our house are under the air line which extends from Washington to Herndon, Virginia and on to West Virginia, Maryland and Pittsburgh.

While I was driving Mr. Lanham home after work on Friday afternoon (25 July 1952) with Mr. Clarence A. Johnson, seventy years of age also in the car—Mr. Lanham casually remarked:

"Commander, I believe I have something at my place that will interest you. Wednesday (23 July 1952), after you took me home, I said to my grandson, 'Bitsy': 'Let's go for a walk out in the pines. I haven't been out there for some time.' And while we were out there Bitsy said to me: 'Grandaddy, what is this?'

"I looked and saw something like a rock, setting on top of the pine needles. But it was too heavy to be a rock of any kind I know. And it doesn't look like any ordinary rock. It had a peculiar odor—like burnt stone. It looked like it had fallen on the pine needles. I know it must have fallen there because no needles or earth was around it. It seems to me it might be a meteorite."

It so happens that I had worked for many years in the field of rockets, aircraft propulsion and guided missiles. In the 1930's I published some articles on rockets; and I was awarded a Navy letter-of-commendation citation for my engineering, production and inspection-supervision work of pioneer rocket contracts during World War II. As a patent examiner and lawyer and in other capacities I also have worked in these fields.

A few days before this 25th of July I had read in Washington newspapers of the previous Sunday's reports of radar trackings and of pilots' sightings of so-called "saucers" over the Washington area. A Capital Airlines pilot watched the strange lights on his way from Washington to Martinsburg, West Virginia, probably while flying over my house and Mr. Lanham's house. Another pilot reported that a brilliantly lighted object followed his airplane from over Herndon, Virginia to a point about four miles from the National Airport, where it descended from his sight. Thus his plane and the object flew

set on one of the highest spots in the mountains of Western Maryland (not very far from our area) he encountered a very strange and extremely powerful electronic interference. And the U.S. Civil Aeronautics Administration had stated that the radar indication of the traveling objects noted by the National Airport men was not the result of clouds or any weather disturbance, but were "analogous to targets representing aircraft in flight". With these things in mind, I was very interested to see the stone-like object. . .

It is now 29 July 1952, and I shall continue this statement, I must feel about this possible evidence of visitors from another world or region about the way that many another observer of scientific background has felt in recent years—that my statements may be made light of by wishful thinkers, who stick their heads in earth sands to ignore danger. I may be called unduly imaginative, but my sense of duty causes me to say what I think.

If the thing I have on my desk is not of this earth's surface it is of tremendous importance to our breed of mankind. It could constitute a warning for us to get ready for a space struggle for our survival—or, at least, for the expansion of our freedom.

We found the stone on Mr. Lanham's lawn. It obviously had been, at some time, fractured on three of its five surfaces. The edges of these are very sharp and in places, come to thin sharp points. One very small part of the fractures looked as though it was done very recently.

The stone is bluish gray in color, and is a great deal heavier than the same volume of ordinary stone. Its longest dimension is about four inches. One surface of it is cylindrical, with the chord of the arc of the cylindrical surface being slightly over three inches, and with a distance of two and five-eighth inches between the arcuate edges of two roughly or nearly parallel planes that bound the cylindrical surface. The cylindrical surface obviously has been intelligently shaped, apparently by tooling.

There are fragmentary coatings of a cement-like substance on this cylindrical surface (as if to smooth or embed the slightly irregular outer surface of the parti-cylinder). This cement is unlike Portland cement; it is soft, and may be scratched

the cement adhering to small parts of the other two fractured surfaces. The largest of the fractured surfaces has yellowish-brown stains, mainly located along the sharp edges of the fractures. These stains look like stains from a very hot flame. They are more prominent near one end of the parti-cylinder. At this end and its three sharp edges of the fractures there are stains on both sides of the edges, as though flame might have entered crevices there.

The middle-sized fractured surface has embedded in its surface what looks to be two small bits of rusted iron (iron oxide). This surface has no brown stains.

Also on this surface—as well as on major parts of the other two fractured surfaces—there are embedded in the stone-like material a large number of little balls, of sizes varying from one-eighth of an inch in diameter downward to pin-point size. I scratched out one of the little balls. It was nearly perfectly spherical, and like most of the others, had a single dent in it, then which gas in cooling might have escaped. The material with these balls embedded in it is not like any I have ever seen before.

When Mr. Lanham showed me the stone, he said: "Smell the odor." But by then the odor, which he repeatedly described as like the odor of freshly burned stone, had gone.

I have traced the arc of the cylindrical surface on paper and roughly measured its radius. It is more than four inches. If the cylindrical surface continued on around, it formed a cylinder of more than eight inches in outer diameter. (The inner, substantially arcuate portion of the cylinder [its hole or bore] would have had a diameter a few inches less than that of the outer cylindrical surface.)

I have come to the following tentative conclusions about this stone-like object. It is made of strange material, which should be tested by material experts (perhaps of the U.S. Bureau of Standards) to determine whether it is of earth origin. It has been consciously shaped on one surface, and apparently has been part of a cemented building block of a structure which at least was partly cylindrical and was of more than eight inches in outside diameter. The object was found under the air line over which a pilot

probably is an object utilized in space travel.

It is heavy and might have been utilized as a shield against extremely hot and radiant temperatures—such as of atomic-energy propulsion. It could be part of a building block of a propulsive jet or combustion chamber of about eight inches in diameter—perhaps part of a flame-exposed, heat-resistant lining for such a jet or chamber. The pressure and flame might have entered fissures and cracked the piece away.

Mr. Lanham has given me permission to have the material analyzed. I intend to have this done, but I shall try not to go off half-cocked about the matter. Since the stone is heavy and yet was not embedded in the earth, if it fell from above, it probably hit either a tree or an earth-surface stone in the vicinity, to break its fall. I have decided to search the vicinity where it was found, and perhaps on down the air line toward my place, looking for possible further evidence—another piece of stone, or a broken tree or tree limb.

30 July 1952. Late yesterday afternoon I went to Mr. Lanham's house, and we walked to the place where he found the stone-like object. I thought then that he owned the property where the object was found, but I learned later that he did not.

The discovery site was in a small forest of pines and deciduous trees, with vines and underbrush thick underfoot.

At a spot in the pines where there was not much underbrush Mr. Lanham pointed out the place where the stone was found.

He said he had walked there last Wednesday to look for young foxes, as a female fox recently had been killed in the neighborhood, and that he had sat down on the pine needles a few yards from the stone, keeping his eye on a ground hog's den, which I saw was about thirty yards distant. He said that his little grandson, "Bitsy", was standing nearby when he saw the stone.

We explored the vicinity for a hundred feet or so, but there was so much underbrush and vine growth that it was like looking for a needle in a haystack.

The stone had been found near the base of a fairly big pine, and among other rather large pines, shading off into smaller maples, poplars and other deciduous trees.

A small bush, about two and one half feet high, which recently had been growing near the stone's

upper northern end, so that its tip hung down. I examined the break; and it was plain that something moving downward had broken the twig. The break was at the upper surface of the limb, whereas the lower surface was still intact.

I pulled up the bush, but in transporting it, unfortunately the break increased, and the tip is now separate from the rest of the limb.

I have just telephoned the Building Stone Section of the Mineral Products Division of the National Bureau of Standards, and talked with Mr. A. Hockman there. He said that he and possibly others of the Mineral Products Division would examine the object.

He said: "Commander, you have to watch out for people who claim to find parts of flying saucers and haven't done so."

"I know," I said. "But this is no hoax. The old man thought at first it was probably a meteorite. He wasn't even thinking of flying saucers."

I suppose this is the beginning of the skepticism I'll encounter about this occurrence.

But Mr. Hockman seemed to be interested in the spherical balls in the material. I am now going to the Bureau of Standards.

31 July 1952. I am snatching the time to return to my log of these strange events, which I am more and more thinking are extremely important to man and possibly other life on earth.

This morning about 5:30 a.m., as I came into the kitchen of my home, and saw little Bouncy, our young Boston terrier, sleepily rouse himself in his box to take the two brewers' yeast tablets I hand him in the morning, I thought of the cooperative circle of non-human life that works with man in a scheme of existence less violent than what early man found.

"I said: 'Bouncy, I think I've found something very important to man—and to dogs.'"

I am working a very long day. I don't see how I could do much more than I'm doing. In the midst of the Korean War, the Bureau of Aeronautics, including the Branch which I head, is on a working-day of eight hours and forty-five minutes. In addition to carrying on the many normal details of my executive duties, I am completing a special report on reorganization of my Branch for my commanding officers. And I'm supervising the work of three workmen on some of our Virginia property, two of whom I take to their work in the

The seeming original skepticism of Mr. Hockman of the Bureau of Standards probably was only to-be-expected caution of a scientist who had no hard facts before him.

In his laboratory-like Room 2715 of the Industrial Building, he listened carefully to my account. When I told him that formerly I had served for years as a U.S. Patent Examiner, and that therefore I was accustomed to very critical analyses of things I studied, he said:

"I'll say you are. If you've been a patent examiner, you're critical."

He looked at the stone, and stated that it was too heavy for natural stone and that, offhand, he could not identify it.

He weighed the object and ascertained that its dry weight was 532.91 grams (approximately 1.2 pounds). Then, utilizing the ancient Archimedes principle, weighing the object dry and then while in distilled water, he determined its specific gravity to be approximately 3.48.

He read me the following sentence from the book "The Stone Industries", by Dr. Oliver Bowles (of the U.S. Geological Survey): "The specific gravity of common stones ranges from 2.2 to 2.8."

The object thus is not as heavy as Mr. Lanham and I had thought. But it is about one fourth again as heavy as any known, natural, common stone, such as is found in northern Virginia.

As I had measured the radius of the cylindrical surface only roughly with a piece of paper and a rule, he remeasured it with a compass. The actual radius is about five and two-tenths inches; the diameter is approximately 10.4 inches.

Mr. Hockman expressed the opinion that the material of the object was "not a natural material".

He introduced me to the following other experts of the Bureau of Standards: Dr. John McBurney; Dr. Herbert Insley; and Mr. Frank Caldwell.

Dr. McBurney, of the Building Technology Division, is a fine old gentleman and a scholar, very calm and unhurried. The study of meteorites has long been his hobby. He stated that according to his knowledge, there were two kinds of known meteorites—and that this object obviously was not one of these kinds.

When I told him my tentative hypothesis, that the object might be a building block of a liner of hard, heat-resistant material of a space-craft jet of

material like it.

Mr. Caldwell came to see Mr. Hockman and me in Room 2715. He also was very interested in the object, and I began to feel not quite so alone in the world as I had felt over the last weekend, when I realized that I was the only scientifically trained person in our world who had knowledge of this solid object which apparently had been consciously made and directed from space. Now other scientific men were working, *perhaps* open-mindedly, with me on the problem.

Mr. Caldwell, a young man, said that the object was not like any material that he knew to be used in the lining of turbo-jets or rockets, but that he did not know very much about atomic-energy propulsion research. He said he couldn't identify the material.

Next we went to the office of Dr. Herbert Insley, the Chief of the Mineral Products Division. Dr. Insley, apparently a fairly old man, a geologist, was conservatively slow in making statements, but obviously was scientifically curious about the object.

I told him that I should like the expert aid of his division in determining the exact nature of the following materials:

- (1) The blue-gray, dense, apparently homogeneous, structure of the principal mass of the object;
- (2) The whitish-gray, soft, cement-like coatings;
- (3) The black-to-gray spherical balls embedded in the fractured surfaces; and
- (4) The brownish-yellow stains which I called, for want of a better name, "flame stains".

He called in Mr. H.F. McMurdie, a young scientist of his division, and I explained my needs to him, suggesting that if he took samples of the principal material for testing, he take small pieces from the parts not coated with the cement-like substance, and that he first take pictures of the various surfaces of the object. He and Mr. Hockman said that it might be possible to positively identify the materials by micrograph test, in which event a chemical test would not be necessary.

I suggested that he try to let me know of the results on the following day, but he said he would need to wait until Friday.

Reluctantly, because I am so busy, I made another search that afternoon in the woods where

But I found no real evidence.

Then I went back to the finding spot, and walked toward a neighboring fence and pasture.

And there, about a foot from the fence, I thought I found the evidence for which I had searched so long. A dead sassafras tree, about four inches in diameter, had been smashed down—in a very hard fall.

Sassafras strongly resists rotting. When it was more common it was used in southern United States for fence posts. After dying it will often stand in a forest for years. I have had several on my country place to do that; one is standing there now.

Usually a tree rots first near the ground, and then near the top where water gets to it.

As I have logged thousands of trees, in Louisiana and on my present country place in Virginia, and hand-hewed in the woods many beams used in my buildings, I knew that the broken sassafras tree was not lying as it would lie if it had fallen naturally in the forest.

A lower section of the bole, about fifteen feet long, was pointed toward the finding-place of the sky object. The upper end of this section (the upper middle part of the tree) looked to be of fairly sound wood. At the break it looked yellow and somewhat sound, like ordinary unrotted, soft sassafras wood. The break was jagged and fresh.

The upper part of the tree was not where a woodsman would expect it to be if it had naturally fallen. It lay at an obtuse angle from the line from the finding-place to the break—in other words not in line or at an acute angle, as would be expected, or even at a right angle, but at more than a right angle, with the top pointed back a little toward the stump, and the outer end of the top lodged in a small living tree.

1 August 1952. I find time to return to this strange log.

I remember what happened to the investigation of the Kensington Rune Stone about a Fourteenth-Century exploration in North America "from Vinland over the West", which was discovered in Minnesota, in the ground under a tree stump, in 1898. Incomplete and too hasty an investigation in the beginning led to an early discrediting of the authenticity of the stone's inscription, which lasted for about fifty years; until a Norwegian scholar, interested and industrious,

fifty years to have this problem correctly solved. In view of these facts and the natural skepticism of the average, routine scientist (although the most creative and highest type of scientist has a very "open mind" about any phenomena), I am trying to accurately, completely, and in detail log the events of each day. . . .

When I stopped writing yesterday I was on the point of stating that the tip of the broken-up dead sassafras tree which is lodged in the small living tree had broken a limb off the living tree, and that the leaves on that limb were still somewhat green, indicating that the break was very recent. The green limb was hanging down, only partly broken off. A small dead limb broken from the sassafras also was hanging down from the sassafras top, very unstably balanced, so that a slight wind would have blown it off.

In my search of the evening before last I had tried to find broken limbs or seared leaves on the trees near the dead sassafras, but as it was about sundown I had little time for the search. I decided to request the aid of other experts—this time in the science and art of tree-felling. I debated about whether to telephone the U.S. Department of Agriculture or the private Davis Tree Surgeons. I decided to keep the investigation, for the present, mainly within the governmental service, and to call the Forestry Service.

At this point I will describe the results of my weeklong weighing of the several possible methods of conducting this inquiry and placing the results, if they indicate space travel, before the government and people which I serve.

The U.S. Air Force has long been conducting an investigation of the reports of sightings of "flying saucers". I have no desire to demean an excellent armed service which is a sister service to the Navy, and in which I have many friends. But, writing as an individual, I will say that I have become convinced that the group in the Air Force which has been conducting its investigation of these reports has been unduly conservative. It seems to me that for a long time their attitude toward all such reports was skeptically negative—that instead of approaching the problem with the positive idea of sympathetically but scientifically checking an hypothesis that perhaps the reports *did* indicate space travel, they approached it from the point of

least they should be credited as the only large governmental organization that has spent a lot of time and money in *some* attempt to solve the problem.

Recently, according to the newspapers, the Air Force has made two somewhat positive moves in this attempt: the ordering of more than 200 cameras with diffraction grids to help indicate the chemical nature of a photographed source of light; and a study of the use of the photographic Schmidt telescope. They also have intensified study of the behavior of radar.

According to the newspapers, General Sanford of the Air Force stated: "...There is nothing to indicate that the things seen or reported to have been seen in the skies are vehicles, material things, missiles or anything else that might comprise a threat to this country."

I also have debated about approaching the U.S. Federal Bureau of Investigation about the problem. But I thought I probably was as well if not better qualified to conduct and integrate the preliminary steps of the solution of this problem as any other person it might be turned over to by the Air Force or the F.B.I. An old proverb is to the effect that if you want something to be done quickly and in a way satisfactory to you, do it yourself.

If the material proves to be not of earth-surface origin, I plan to submit a report, setting forth the results carried as far as I practically can do so, to the President of the United States, via the three officials who stand between me and him, in the Defense Department and Navy chain of command.

I telephoned the Chief of the Division of Timber Management of the U.S. Forest Service. He was away on a trip.

"I said to his secretary:

"The man I need to talk with would be your best practical expert on the felling of trees—who would know the difference between the way a tree would lie if it fell naturally and the way it would lie if it were knocked down by an object."

"I think Mr. Clocker is the man you need to talk with," she said. "Mr. Everett H. Clocker."

I talked with Mr. Clocker over the telephone, introduced myself, briefly outlined my background, and problem.

He expressed somewhat cautious interest.

I asked him if he could go with me to examine the tree. He said he would meet me beneath the

them and walked toward the little woods. "They are the salt of the earth," I replied.

Mr. Clocker is forty-six years old. His complexion is quite ruddy; he is fair-haired, and wears rimless eyeglasses. He talks with a rather serious, positive but conservative, somewhat dry and yet pleasant, middle-western type of speech. He has served on very important projects of the U.S. Forest Service, including the bark-beetle control project, and has worked a long time in logging operations, for the Weyerhaeuser Company, the largest sawmilling company in the world, and for the U.S. Forestry Service.

He has survived three heart attacks. The first attack came after the grueling beginning of a struggle against a great forest fire. Physicians have prescribed that he drink at least three jiggers of brandy or whiskey a day. He takes them straight, and indicated that it is embarrassing sometimes to stop his work and have a jigger of whiskey. Especially, he said, people don't understand his drinking in the mornings, unless he explains the reason for it.

Late on 31 July, U.S. Forester Clocker and I spent about two hours where the stone-like object was found. He, like myself, was very interested in the problem of why and how the dead sassafras tree had fallen. We thoroughly examined the broken tree and its surroundings.

Mr. Clocker and I agreed that it seemed that the only way the tree could have broken and fallen the way it lay was to have been hit by an object from the air.

We saw a living tree of about four inches in diameter which stood in the direction of fall of the tree, so close to the middle broken portion of the fallen tree that it was less than the length of my shoe from the said portion. Yet the green crown of this standing tree, some twenty feet in the air, was completely undamaged by the falling tree. It would have been impossible for this crown to have been undamaged *unless the broken top of the sassafras tree was broken off before the tree fell more than a few degrees*. Unless it were so broken off, the top (which we measured as 13 feet, 7 inches long) would have hit the crown of the living tree.

We saw considerable dead bark that apparently had been shattered from the sassafras when it was hit, and had fallen to its stump.

The middle part of the broken tree, which lay

with the similar break on the lower end of the prone section. I concluded that the skyobject must have hit the tree at the south side of the center of its bole, so that the tree twisted as it fell.

Mr. Clocker took some pictures. And I thoroughly studied the rather dense green canopy of limbs above the fallen tree, looking for broken limbs on the neighboring trees, which might indicate the direction and angle by which the object came. At length, about sundown, I saw the stub of a limb which recently had been broken high in the air from a big, living sassafras tree that stood about 16 feet to the east (or east-by-south) from the jagged stump of the smashed sassafras. In the dimming light the fracture of the high break looked to be fresh. We searched at the base of the tall tree, which we estimated to be about 70 feet high, but found no broken piece of limb of about three inches in diameter.

On the morning of 2 August 1952, U.S. Forester Clocker and I returned for a check of our findings pertaining to the Virginia Skyobject. By then I had learned that the finding-spot of the strange object was on the corner of a beautiful Virginia estate that belonged to a friend of mine. With Mr. Clocker, I asked my friend, who had been away from home on our previous visit, for permission to re-visit the spot. I was surprised, but could readily understand the position that he took on the matter. For years he had laboriously developed this large, pastorally beautiful estate—an escape-type place, far from the madding city crowd; and here was I, his friend, seriously telling him of the possibility not of invasion of his peace and quiet from the city, not from another country, but—far worse—possibly from space—from the sky or moon, or—even farther? I suppose that he wished it were not true; and that this desire was one of the reasons for his expressed doubt that it was true.

In this investigation I already have repeatedly found this attitude. To a certain extent it is held even by my wife. The idea involved in this evidence that others and I are unfolding is world-shaking and man-shaking. We largely go by experience—our own and that of our species. For eons, we have been "lords of creation". This idea of surveillance of us by another kind of intelligent being—possibly even from another world—is just too "utterly fantastic" for most of us to accept—without

my old-earth pattern of thinking, and rather resented my friend's blunt remarks. But since then I have tried to put myself more in his position; and I have realized that, believing—as I am beginning to believe—that we may be near the end of a tremendous era in our imperfect brotherhood of man—this is no time for old-earth resentment of any kind; this is no time for heated division among us. Suddenly, human friendship, such as that between me and my friend of the finding-spot of the moon-like stone has become of tremendous worth under the sun.

He reluctantly gave us permission to further examine the object's finding-spot, with the understanding that no photographs taken on his land would be published without his consent. He said that he wanted no crowds of curiosity-seekers on his place. I believe that his attitude influenced Mr. Clocker toward more conservatism in his later written statements. But both he and I still realized that there were strange facts in that wooded corner.

We returned to the stone's finding-place. While Mr. Clocker did a good job of forestry-detective work, I searched again on the ground for the tree limb of the big green sassafras that obviously had been broken off high in the air. Mr. Clocker showed me fresh fallen bark at the base of the dead sassafras, apparently shattered off when it was struck from the air; as proof of the fact that the smashed sassafras had not yet "bedded down", which indicated its very recent fall.

But stubbornly I returned to search for the broken tree limb around the base of the big green tree. About ten feet from this base, I at length saw a broken piece of sassafras limb, which we had before assumed to be part of the felled sassafras tree, as it lay near the prone part of the broken tree.

We tried to fit it in a nearby, socket-like fracture on the fallen sassafras, and it definitely would not fit. It had a small, center projection of wood which was too long to fit in the socket. We found another broken sassafras limb which exactly fitted the socket-like break. As there were no other such breaks on the felled sassafras, we concluded that the limb, which was about $2\frac{1}{2}$ inches in diameter, and freshly broken at its base portion in about the same (45-degree) angle as that of the fractured

shear-like break or blunt-instrument cut.

This bit of evidence in my opinion crowned our investigation. I concluded that the stone-like object had come through the air, from an east-by-south direction, had struck the approximately three-inch limb about forty-two feet above the ground, sheared off the other end of the limb, and snapped off its middle portion a few feet from the trunk—with a force that carried the piece of limb ten feet from its breaking place toward the standing dead sassafras. Then the object struck the sassafras tree at a point about 21 feet and 9 inches above the ground. It struck the sassafras tree on its southern side, shearing this side with a large force, and breaking off most of the north side with a twisting force, which turned most of the tree through about 180 degrees, breaking it nearly off at the stump. The stone-like object—apparently hot, certainly with a burnt odor according to Mr. and Mrs. Lanham and Robert Wilson ("Bitsy") Lanham, Jr.—was turned in its course, due to striking the tree at a glancing angle—and rolled to its finding-spot on the pine needles. It seems to have been hot enough to have seared the small leaves of the little green bush near which it lay.

Shortly thereafter the old man and the teen-age boy strolled that way—and found this eerie, stone-like object, which to me seems to be solid evidence left by intelligent visitors to our home on earth from somewhere out in the sky or vastness of space.

That is the way it seems to me. But it doesn't seem that way, apparently, to most of my friends. They expect, wishfully but sincerely I believe, some comfortable, earth-origin explanation of this intelligently-shaped object. One of my good friends, and a neighbor, a highly paid engineer, vice-president of a very large company, said something like the following: "Al, I have doubted such things. But if you believe they're real I have to say that at least I have an open mind about 'em." Another long-time close friend of my wife and myself said in effect: "If it's true I just don't want to hear about it. I just don't want to be bothered about it." Even so a cow, told by a bull about his discovery of evidence that man might be exploiting their kind, might have said: So what if we do give milk for years and eventually are butchered by the two-legged, god-like animals? They're not all bad. Mystery and occasional

importance to our earth-man of these reports (of which mine is only a very small part) lead me to record these observations in detail.

On 5 August 1952 I received a written report from Mr. Clocker and a telephonic report from Mr. McMurdie of the Bureau of Standards. Both have been incorporated in my own report to the U.S. Air Force.

Before this, Mr. McMurdie had more informally told me that tentative microscopic analysis had indicated that the material of the major, densely-homogeneous part of the object was a mixture of "silicates of iron and magnesium", with those of iron being predominant, and that the cement-like material looked like Portland cement. When I pointed out that the cement-like material couldn't be Portland cement, as it was soft, even after being placed in water, he said that it was similar to Portland cement in that it was mainly calcium carbonate. I shall quote below his final report.

On the eighth day of August, exactly thirty-one years after the date I reported for duty as a Midshipman at the U.S. Naval Academy, I completed my long, militarily-unclassified report. This report and the enclosed report of Mr. Clocker were largely made up of our strictly factual observations.

The first eighteen paragraphs of my eight-page report constitutes the essence of the facts set forth above. Most of the last part is quoted below:

"19. Over the telephone on 5 August I received an informal report from Mr. H. F. McMurdie, which I immediately wrote as follows:

"The object is not a natural stone.

"The main part of the object is made up of silica and iron and magnesium and calcium—with about equal quantities of iron and silica, which were the main things in it.

"The balls—quite small to something like one-eighth of an inch—in the old-fractured surfaces—made of glassy material—with some of pure iron-rich in iron and silica. They are magnetic; and some were extracted with a magnet.

"The cement coating was principally calcium carbonate.

"There was not enough quantity in the brown stains for microscopic analysis.

"The general opinion of men in the Bureau of Standards who examined the object is that it is not

of the Bureau of Standards, who made the microscopic analysis of the material. He stated that most of the small iron balls were magnetic iron, that he had extracted most of them from the old fractured surfaces with a magnet. In a small pit on one of the roughly parallel surfaces (bounding the cylindrical surface), he said he had found a tiny bit of moss-like material. I had found no brown stains (similar to flame stains) on this surface which contains the small pit. The presence of this material seems to indicate only that, at some time in its history, the subject object has been in an environment containing vegetable life. . .

"21. In my opinion, the subject object could have come from either an airplane or one of the sighted radar-tracked lights. I have read in the newspapers that the Civil Aeronautics Authority has stated that the "blips" recently noted by its radar observers were not made by atmospheric or electronic phenomena but were caused by solid objects. It seems to me to be possible that these objects were solid and ringed with light, or lights....

"22. I am convinced that no hoax is involved in this matter. Knowing Mr. Lanham so long, I completely believe his detailed, and originally somewhat casual, account of the discovery. I have no evidence as to the origin of the object other than its own nature and the apparent fact, which now seems clear to me, that it probably came from the air and sheared and broke the limb and the neighboring tree. I do not believe it is part of the lining of a United States or foreign aircraft jet.

"23. It is suggested that the following steps be included in any further investigation of the subject object:

- (a-1) That representatives of air lines having aircraft that fly the air line from Washington to Herndon, Virginia, be consulted. If the object came from an airplane the plane would have been flying westward from Washington, as the tree with the broken limb forty-odd feet high is about east-by-south from the fallen tree which was broken. (The windows of passenger aircraft are of course locked in flight).
- (a-2) That the angle at which the object apparently fell be studied, in connection with known angles of falling or ejected objects.
- (b) That the materials of the object be further and chemically analyzed by scientists, including chemists, steel-slag experts, physicists, and astrophysicists.
- (c) That the object not be greatly mutilated during the tests, that it be held on file in your charge for a few months, for possible comparison with other such objects that might be discovered, and then

"24. . .

"25. If the Air Force should consider that some publicity of this subject would be helpful in the solution of the problem, it is suggested that the announcement be brief, and it is requested that my name not be mentioned in it, but that I be identified as 'a naval officer on duty in Washington, D. C.'

"26. I have shown the subject object to several officers of the Navy Bureau of Aeronautics. The consensus of their opinion seems to be that possible further investigation of it, from the armed services' point of view, would properly be within the province of the Air Force. . ."

The Great Hurricane of 1969 took away all but the first page of the original of Mr. Clocker's written report to me. But that page contains the following significant statement: "The second break occurred at a point 21 feet and 9 inches above the ground. It appeared to have occurred much like snapping a dead, soggy twig across one's knee. The break was almost at right angles. On about half of the cross-section the decayed fibers had snapped off. On the other half they were compressed inward before breaking, suggesting that the tree had jackknifed to some extent before breaking at this point. The tree was about 4 to 5 inches in diameter at this point."

I have found in my files a 1952 carbon copy of Mr. Clocker's letter, which contains the following further significant statements: "The tree had evidently fallen very recently, perhaps within a week or two. Lush vegetation was freshly pressed down under the bole. There was no characteristic 'bedding' line as found under trees which have lain for weeks, or longer." And: "Examination of other trees within the vicinity showed only one recent breakage. This was a dead limb two and one-half inches in diameter which had broken off a live sassafras tree standing about 16 feet to the east. This tree is about 13 inches in diameter at breast height and 70 feet high. The four-foot stub of the broken limb juts out from the trunk at about 42 feet above the ground. A four-foot broken section which appeared ocularly to fit the broken stub was found under the crown of the fallen dead sassafras in question. It had fallen recently, as above determined. The outer end of this limb was not found, but some scattered fragments of dead limb fall were observed among lower limbs of nearby trees to the east."

The skystone doubtless had fallen from south-

tree.

On 13 August 1952 I mailed my report about the Virginia Skystone, and six photographs of it made by the Bureau of Standards, and Mr. Clocker's letter, to Captain Edward Ruppelt, then Head, Operation "Bluebook"; and under separate cover I sent him the skystone.

On the 17th I met a Mr. Donald Buchanan who told me of the pioneer work of Charles Fort in documenting and publishing accounts of strange phenomena, especially some that apparently originated in the sky. In the entry in my diary of that day, I stated: "I'm wondering if he wrote of any objects similar to the one found by Mr. Lanham and his grandson."

Some time after that I read an article in the *Encyclopedia Britannica* (probably of about 1950) concerning the moon. A plate opposite page 778 of its Volume 15 showed part of the moon as having a very large number of pits and ball-like elements which were remarkably similar to the dented magnetic iron balls of what I came to call the Virginia Skystone or Skyobject. The photographed ball-like moon protuberances were much fewer than the moon pits, but all the balls that I could find in the picture had relatively small dents or apertures as in the balls of the Virginia Skystone. And like the balls of the fallen object, they varied greatly in size.

The pits in both the moon picture and the skystone have the appearance of former hollow balls, the outer, top shells of which have broken and settled into the parts of the balls which then became semi-spherical pits.

I also read an encyclopedia article about the inner earth and was quite interested to learn that according to the usual opinion of geologists specializing in this field the mantle or hard crust which lies below the ocean beds and well beneath the continents is composed of iron and magnesium silicates—the same material as the Virginia Skystone. So there I had a hard problem: the skystone's material according to its nature could have come from either the moon or the mantle deep in the earth. And a further complication from my point of view was and is involved in: my belief in the theory, first propounded by Sir George Darwin, son of the evolutionist Charles Darwin, that the moon was formed hundreds of thousands of years ago by a passing comet or the like which pulled a great mass of earth material from the region of the present deepest part of the Pacific

Encyclopedia Britannica; but I have looked in my *Funk and Wagnalls New Encyclopedia* of 1973 to currently check the above information. On page 258 of Volume 8 there are the following statements: "...the entire earth is considered to consist of four parts: the atmosphere, the lithosphere, the hydrosphere, and the barysphere"; "the lithosphere is divided into two shells, each of which has a density that increases with depth. The innermost shell contains such rock types as basalt and the gabbro and has an average density of about 3.0. The upper shell is made up of rocks of the granite type with a density of about 2.7"; and the deeper "barysphere is divided into an outer zone, called the mantle, and an inner zone, called the core. The mantle extends from the base of the lithosphere down to approximately 1800 miles. It is solid and has a density that increases with depth, varying from 3-6. According to current theory, the outer part of the mantle is composed of iron and magnesium silicates. The lower part probably consists of a mixture of silicon, and iron oxides".

On page 213 of Volume 3 I read: "BASALT, dark grayish, igneous rocks composed essentially of calcic feldspars with augite, olivine, and, generally, magnetite. They show all varieties of texture, from smooth compact to coarse crystalline, and vary in color from pale blue to dark grayish-blue, brownish, and black. When seen under the microscope, the compact and fine-grained basalt rocks often show glassy or vitrified matter lying between the various crystalline materials of which the rock is chiefly composed. Basalt rocks often have a vesicular texture showing the bubbles produced by expanding steam as the rock solidified".

With a specific gravity of 3.48, the Virginia Skystone could not have been of the outer shell of the lithosphere which has "a density of about 2.7"; this is the reason it was stated to be "not a natural stone". It could have been from the inner part of the innermost shell of the lithosphere. But if it came from this source it would have to be from its far inner part because the total layer of this innermost shell of the lithosphere (comprising basalt) has "an average density of 3.0". The chances are if it came from inner-earth materials it would have been from the barysphere "which extends down to approximately 1800 miles" and has a density "varying from 3 to 6", the outer part of which is called the mantle and is thought to be of "iron and magnesium silicates". This

border, near the latitude of Naples. This skyobject or skycraft appeared to observers to be four or five times as large as the moon.

On page 120, Fort referred to statements of inhabitants of the Santal Pargonas, India that shaped and cut stones fell from the sky there and that some of them were found in tree trunks. A closed-minded Dr. Boddington argued against this, although he had collected fifty of the intelligently-formed stones, and admitted that the Santals had not used stone tools for ages. On page 122 of Fort's work reference is made to: a statement by the one-time Director of the Leyden Museum of Antiquities that Japanese who have reported objects that fell from the sky have called them "wedges", and a paper in Volume 11 of the *Archaeologic Journal* calling the "thunderstones" of Java "wedges". The Virginia Skystone had a shape somewhat like that of a blunt wedge, with rounded outer surface. In a nineteenth-century book by one Blinkenberg, which I wish were available to me, ten pictures (or drawings?) of "thunderstones" are shown. According to Fort and the London *Times* of 1 February 1888, an iron object in the shape of an oblate spheroid fell at Brixton, England on 17 August 1887. Its largest dimension was about two inches. A chemist did not believe its material was meteoric. In *Knowledge*, 9 October 1885, there was an article about a coconut-sized ball of hard quartzite, containing iron, weighing about twelve pounds, that according to a farmer and his wife as eyewitnesses fell during a thunderstorm, struck and killed a sheep on their lawn, and was buried in the ground. They dug it up. On page 116 Charles Fort referred to another object, glowing, seen falling from the sky by a farmer. He dug it up; it was a bronze ax. And on page 125, Fort stated that in *Nature* and four French publications of 1887 there were reports of a small intelligently shaped stone that had fallen from the sky at Tarbes, France on 20 June 1887. It was a disk, having a diameter of 13 millimeters, "tres regulier" (very exact in its circular form) and *assurement travaillee* (certainly worked or wrought). With his usual irony, Charles Fort pointed out that *this* time the closed-minded ones could not use their old convenience "there in the first place", for in far southwestern France on June 20th this stone disk was sheathed in ice. Charles Fort (as well as Dr. M. K. Jessup in *The Case for the UFO*, New York, 1955) referred to a great many other fallen stones of long ago, mostly not intelligently wrought.

Also numerous stones, a large number of them

this awesomely important subject. But disaster from the sea in 1969 swept away nearly all of the collection; and after that I began the process again. Charles Fort wrote of accounts of a great many strange falls of stones, and stated that those he mentioned were only part of the reports of such phenomena he had found in old periodicals and books. One of these stones to which he referred (on page 108), shaped similarly to the Virginia Skystone, fell at Tysnas, Norway on 27 May 1884. It apparently tore up the turf where it landed, and was stated (in *Nature Magazine*, Vol. 30, page 300) to be "very peculiar" and to be "in shape and size very like the fourth part of a large Stillton cheese, originally sold at Stillton, England. This cheese, originally sold at Stillton, England. This was made in pilot's reports in the news. I have since read (on page 49 of Frank Edwards' 1966 book, *Flying Saucers—Serious Business*) that at least one of the glowing skyobjects over Washington, D. C. in July 1952 was "about two feet in diameter". Such small UFOs are generally believed by ufologists to be viewing or scanning devices, remotely controlled from large skycraft, and are called "monitor disks", "flying eyes" or "scanners". I believe they are remotely controlled by a dogmatic "Doctor", as being of Vesuvian lava. But it was not so easy to "explain away" the obviously artificial shape of the stone. Nevertheless, the stubbornly closed-minded defender of status quo insisted it was a shoeemaker's lapstone. He also said that "men of position" had believed that it fell from the sky, but that he "obliged them to admit their mistake". The force of orthodox "science"—"scientific authority"—is heavy! For over a hundred years we have had a tremendous task in counteracting the effect of the more narrow-minded ones of the scientific careerists against truthful, courageous witnesses. Old-time shoemakers beat leather on lapstones, held on their knees. They were common in 1885; and it seems to me that if the Naples object had been really shaped like one, those "men of position" who believed it had fallen from the sky would have recognized a lapstone-like appearance. Moreover, these men, probably of Naples, would have recognized any lava from nearby Mt. Vesuvius.

At another section of his book (page 288) Charles Fort wrote about an account in *L'Astronomie* of 1885 of an object that, in this same month of 1885, slowly moved in the sky over Adrianople (now Edirne, Turkey), at the Greek

(Mr. A. Hockman of the Bureau of Standards) "stated that it was too heavy for natural stone and that, offhand, he could not identify it." "The actual radius is about five and two-tenths inches, the diameter is approximately 10.4 inches."

"The sizes of the two theorized 'power tubes' or 'jets or combustion chambers' thus were very different. But this could be because of large difference in the sizes of the skycraft from which they came: the one in trouble over Maury Island was about 100 feet in diameter, whereas the one that fell away from the plane it had been accompanying, near Herndon, Virginia probably was a great deal smaller, as no mention of large size of those craft near and above Washington, D. C. was made in pilot's reports in the news. I have since read (on page 49 of Frank Edwards' 1966 book, *Flying Saucers—Serious Business*) that at least one of the glowing skyobjects over Washington, D. C. in July 1952 was "about two feet in diameter". Such small UFOs are generally believed by ufologists to be viewing or scanning devices, remotely controlled from large skycraft, and are called "monitor disks", "flying eyes" or "scanners". I believe they are remotely controlled by a dogmatic "Doctor", as being of Vesuvian lava. But it was not so easy to "explain away" the obviously artificial shape of the stone. Nevertheless, the stubbornly closed-minded defender of status quo insisted it was a shoeemaker's lapstone. He also said that "men of position" had believed that it fell from the sky, but that he "obliged them to admit their mistake". The force of orthodox "science"—"scientific authority"—is heavy! For over a hundred years we have had a tremendous task in counteracting the effect of the more narrow-minded ones of the scientific careerists against truthful, courageous witnesses. Old-time shoemakers beat leather on lapstones, held on their knees. They were common in 1885; and it seems to me that if the Naples object had been really shaped like one, those "men of position" who believed it had fallen from the sky would have recognized a lapstone-like appearance. Moreover, these men, probably of Naples, would have recognized any lava from nearby Mt. Vesuvius.

I began collecting books and magazines about flying saucers, including: Major Donald Keyhoe's pioneer work, *The Flying Saucers are Real*, New York, 1950; Frank Scully, *Behind the Flying Saucers*, New York, 1950; Kenneth Arnold and Ray Palmer, *The Coming of the Saucers*, Boise, Idaho, 1952; Gerald Heard, *The Riddle of the Flying Saucers*, London, 1950; Desmond Leslie Barker's *Saucer News*, These are some of the books and magazines about UFOs that I studied in the early 1950's. I also studied in detail a great many newspapers and the excellent books by Charles Fort which were republished in 1941 by the Fortean Society as *The Books of Charles Fort*. These were just the beginning of many years of my collecting books, magazines and clipmings about

Learning that veteran airline Captain E. J. Smith ("Smithy"), who with his crew recently had reported a sighting of flying saucers from their airliner, was in that area, Kenneth Arnold enlisted his aid in the investigation. The two pilots interviewed both Harold Dahl and his boss, Fred L. Crisman.

Crisman was short, thickset, dark-complected and normally cheerful. But he said he had bawled out Dahl about the damaged boat and death of the dog, accusing him and the crew of being drunk and concocting a "wild tale". But the next morning early he went in a boat alone to Maury Island, and there on the beach saw masses of the stone-like objects and the white-metal sheets. He gathered some of them; and then he saw one of the big disk-like craft come out of a cloud and to the little bay at the island. It made no noise that he could hear, and it circled the bay as though searching for something. Crisman described it as brassy-golden, brilliant in the light, and having portholes around its exterior.

There followed some other weird experiences for Arnold, Smith, Dahl, Crisman and two Army intelligence officers called into the case—including a mysterious disappearance, two deaths, and near-death for Kenneth Arnold. Later I'll refer to some of these; but at present I want to set forth the especial relation of Dahl's and Crisman's evidence to the Virginia Skystone.

In their hotel room Arnold and Smith thoroughly examined some of the stone-like, metal-like objects and the white-metal sheets. The material of the stone-like fragments was stated by Arnold to be "metal or lava" and "extremely heavy"—probably somewhat like that of the Virginia Skystone. They fitted numerous fragments together and realized that they were in a cylinder-like arrangement. Their smooth outer surfaces were curved, and their inner surfaces apparently had been "subjected to terrific heat." They calculated the diameter of the former cylinder, which they concluded could have been a "a power tube," as about six feet.

I repeat here some of my statements, written shortly after examination of the Virginia Skystone: "The stone... is a great deal heavier than the same fractured surfaces has yellowish-brown stains... These stains look like stains from a very hot flame. They are more prominent near one end of the part-cylinder" (where burning materials entered the tube?). "It could be part of a building block of a propulsive jet or combustion chamber..." "He

intelligently shaped, have fallen since 1946. I'll refer to some of these below, but at present I'll describe only the one that fell on 30 November 1954 on Mrs. Ann Elizabeth Hodges of Alabama. This stone was somewhat similar to the Virginia Skystone in that it was extremely heavy. Although it had what I believe to be intelligently-controlled shape this shape was different from that of the Virginia Skystone; but it was like a great many others I have found thru the years, some of which I'll refer to below. The Alabama woman's story appeared in *The Washington Post* of 13 February 1955. Some excerpts from it are quoted below:

"I'm a housewife and I live in a small, white, rented frame house in Sylacauga, Alabama. . . .

"Around noon (on November 30, 1954) I developed a slight headache and that's a little unusual for me, too. But I made lunch for my mother and me. . . . and after lunch I still felt a bit peculiar, so I decided to lie down to see if the headache wouldn't go away. . . . I lay down on the couch and kind of dozed off. . . .

"I jumped up, stunned, and then I heard another noise. It was then I felt the pain flaming up through my left hand and alongside my hip. An object had fallen from the quilt—and the second noise I heard was it striking the floor.

"I stared down at the thing that had exploded into my life. It wasn't frightening in itself. It was just a rock, not even a very large one, about the size of a cantaloupe. I was, as I say, stunned, and then I did kind of a foolish thing. I stooped down and tried to lift it with one hand. I couldn't.

"It was heavy, heavier than lead or anything else I ever had seen. It was warm, too, like someone had been roasting it. I stood up then, water-legged, and a blind kind of terror seized me and I screamed.

"My mother came running and found me weak-kneed and bewildered, staring at the rock and clutching my hand—my burning hand which had swollen to twice its normal size. . . .

"It was really weird. The rock had come straight down from the sky, straight thru the roof and ripped a big, ugly hole in the ceiling. It had smashed the radio and bounced onto the couch and hit my hand and hip.

'Look at your hand,' my mother shouted.

"It was getting worse by the minute and the sight of it made me feel faint. . . ."

Mrs. Hodges spent five days in a hospital. And people began to make offers to purchase the stone.

Staff reporter Harry Gabbett wrote a news item

December 1954:

"... The Smithsonian's Division of Mineralogy and Petrology finally got delivery on the jagged chunk of rock from outer space through intermediaries. . . . They included Major General J. W. Kelly, liaison officer between the Air Force and Congress, and Representative Kenneth Roberts (D-Ala.), to whom Mrs. Hodges appealed through her attorney, Huel M. Love, for return of the rock that winged her in the hip after ripping through the roof of her home at Sylacauga, Alabama.

"Not at all certain that it wasn't a vital cog of its mysterious flying saucer program gone haywire, the Air Force latched onto the meteorite (?) almost before Mrs. Hodges could be carted off for medical attention. (She still is hospitalized. . . .)

"... The Evansville (Ind.) Public Museum. . . came through with a bid in excess of \$5,000 for the stone. . . . The Smithsonian would like to. . . compete. As did the Air Force, the Smithsonian has possession of the stone now for study purposes only. . . . One of the means (of such study) NOT at the Smithsonian's disposal. . . is physical mutilation of the stone. 'We have to have ownership of it for that,' Henderson admitted almost sorrowfully. . . ."

Thirteen years later I wrote the following entry in my journal about this Alabama stone: 17 January 1968.

"Because of the typical "skystone" pattern and angles in the United Press photograph accompanying the above news item, I believe this stone-from-the-air is not an ordinary meteorite or aerolite; and I am of this opinion for the following reasons: (1) although it crashed heavily it had not fallen like a meteor thru the atmosphere, for directly after it had landed it was not hot; it was "warm" but not hot enough either to burn the quilt or to cause Mrs. Hodges to quickly remove her hand when trying to pick it up; (2) obviously this *mildly* warm stone was covered with some kind of powerful chemical (perhaps phosphorus or phosphoric pentoxide mixed with air-moisture, or phosphoric acid, for immediately it swelled her hand to twice its normal size, but such extreme swelling couldn't have been from an ordinary burn by the warm stone; and (3) the rock had come straight down—"thru the roof".

"But I believe even clearer evidence (linked with the standard pattern I have established in such "skystones", over fifteen years of study of them) will be found to be in two of its angles, if these two have not yet been mutilated. The picture

have the flattish side of it uppermost, and in it I can clearly discern the typical shape of that side of what I call "skystones" (although some of them are of concrete or other materials). In the picture the upper surface is what I hypothesize is the "bottom" of such stones. It has the usual four rather sharply angled points and the fifth very obtuse angle (sometimes in a rough curve). Because of the perspective I can't exactly measure the key degrees (of what I call the "toe" angle and the "left-side" angle); but after estimating the perspective slant I am convinced that if we saw it these two key angles would fit similar angles of the sample "skystone" that I use for measuring purposes.

"Such measurement and study of correlating factors in the area or region of Sylacauga, Alabama on a few days before and a few days after 30 November 1954 (for example, any reported sightings of flying saucers or falls of such things as cobwebby material, aluminum chaff, gelatin-like chemicals (waxy chemicals like phosphorus) or ice from the sky) would be an example of the type of study pertaining to such stones that I propose to make.

"Also I should like to make a further study of fires, explosions, bad "smogs" and aircraft crashes on a statistical basis (with tabulations related to numerous sightings of flying saucers of specific areas and times). My work to date has strongly indicated a correlation between *increase* of such troubles in an area of considerable sightings of UFOs."

I find that in my journal entry of 8 December 1954, I recorded a strange occurrence (reported by the *Washington Post*) that tied in with the fall on November 30th of the stone thru the roof of the Hodges home:

"On 30 November, about 2 p.m. (about two hours after the stone hurt Mrs. Hodges), a 'mysterious explosion' occurred over the area of Sylacauga, Alabama (about 55 miles southeast of Birmingham). It was observed from Birmingham, Sylacauga, Atlanta, Columbus and Newman, Georgia and as far south as Phoenix City, Alabama. At about the same time an object crashed thru a roof in Sylacauga, making a three-foot opening, smashed thru the ceiling and bounced onto Mrs. Hewlett Hodges. Her hip and right arm were slightly injured.

"The object was about six inches in diameter sheathed over with a black substance (very likely

skycraft landing on Fisher's Hill, Flatwoods area, West Virginia, and that found on my car in 1953). The main part of the object was a gray, granular, metallic substance (probably somewhat like that of the Virginia Skystone. One paper I read called it "stonelike"). It was reported to have responded to tests for sulphide; this response might have been due to the object's coating. It, of course, was tentatively identified as a meteorite."

Slowly the evidence of skycraft from spaceislands that constantly ring the earth is accumulating.

In *Flying Saucer Review*, London, of July-August 1969, Dr. Walter Buhler wrote of the strange experience of Senhor Caetano Sergio dos Santos, a town night-watchman of Caconde, Brazil, near a large lake and hot springs. On 17 May 1968 Sr. Caetano found near his back door a mysterious metal cylinder, about 17 centimeters long and 15 centimeters wide. It was so heavy that he needed to use both hands to pick it up. In the ground where it had lain there was a very small depression, about one-half of a centimeter deep. Its exterior was dull gray and so extremely hard that he couldn't scratch it with tools. The cylinder's two flat ends were closed over by a transparent material united with the metal so smoothly that he could not see its joint and could not penetrate it with a screwdriver. Beneath the transparency at each end he could see a dial that apparently had the figures 1 to 5 indented in it; and adjacent to these numbers there were five symbols, also apparently engraved, that were so strange and complex that he couldn't copy them. One of the ball-tipped pointers was red, the other black. That night when he put the strange device beneath an electric light it shone brilliantly. He set it on top of a shower compartment, forbade his children to touch it, and went to night-watching work.

A little after 1 a.m. Senhor dos Santos returned to see if his pregnant wife was all right. He found her and their crying children outside in the cold in their night-clothing, extremely frightened.

A little before 1 a.m. Senhora dos Santos had been awakened by a humming noise from above the shower compartment. From it came a mysterious blue light and a terrible heat that was quickly spreading thru the house. She shut off the electric light, but the humming, blue light and heat continued, growing more intense and terrifying. She wakened the two children, and they hurried outside, where she called for help from neighbors.

nearby.

The heat which had lasted about ten minutes was gone when they went into the house. Senhor dos Santos found that the strange cylinder was gone, and above where it had lain there was a hole in the tiled roof. Again, sky-men had taken back property which had been their own!

What eventually happened to the Virginia Skystone became a mystery. At this point, before turning to other very important aspects of UFOs that came my way, I'll take its story on thru as well as I can.

After I mailed the stone-like object to Air Force Captain E. J. Ruppelt on 13 August 1952 numerous months passed without my receipt of a single line about it from the Air Force. After five and a half months I wrote in my journal that I had written "Air Force Captain E. J. Ruppelt, requesting the return of the arcuate-surfaced, stone-like object. Neither he nor the Air Force has acknowledged receipt of it, or my eight-page report."

Some time later, the officer then in charge of the UFO project sent me the above-mentioned letter and later sent me the stone. In emphasis, I repeat here: This letter comprised one of the Air Force's standard "brush-offs" of the time—that the stone was like "very basic slag". Of course, "slag-like" is a poor attempt to "explain away" the nature of the stone, for it was extremely heavy and dense, except for the larger (hollow) ones of the balls, whereas slag is light in weight, coarse and often crumbly.

In the meantime my wife and I had clearly seen a couple of UFOs at rather close range, and I had become deeply, laboriously interested in flying-saucer research, preparatory to writing a book on the subject.

Our close-at-hand sighting was in the late summer of 1952. Actually, we saw two UFOs—one flying a short distance behind the other. I didn't report either to the Air Force, for I had received no answer to the other report, and I thought they'd try to explain away or ignore the obvious sky vehicles we had seen. When I wrote of the experience for my book I referred only to the first object. I wrote as follows:

When Laura and I were driving home on the night of 24 August 1952, and saw the bright crescent of a new moon, I was thinking of the cosmic problem of the lights and the skystones which I had considered so much of late—and

looked at the stars. On such a night as this, with the air cool and dry, and thousands of stars glittering and twinkling in the sky, I often think of the time when, as an officer of the newly-formed United States Border Patrol, I stood lone desert watches beneath the star-studded mystery of the Arizona sky. Under such a canopy of stars, individual man realizes how small is man—and man's world—in the universe. . . .

I looked for moving lights of space visitors. I saw a moving star, but concluded that it was naturally wheeling about the North Star.

Laura came out and watched with me for a while. But it was a cool night, and she returned inside. I put on a sweater, and continued the watch.

About ten p.m. I went around the house to the west and took up a position there.

A few minutes later I saw a strange thing. An object like a glowing ball of fire came through the air from the northwest and flew over our pines just south of the orchard. It was flying extremely low—just over the tops of the pines—at a speed that I estimate to have been about 100 miles an hour. I was studying it with great intensity.

I heard Laura excitedly calling me. She had been looking through our picture-window to the west, and, thinking I was still on the eastern side of the house, had rushed out of the carport to summon me.

We watched the light disappear, moving horizontally over the pines. It was a ball-like flame of reddish-orange. Laura said later it looked to her like a strong fire in a coal-burning furnace, when you open the door. It looked to me like the blazing, inferno-like inside of one of the huge furnaces of the old U.S.S. *Delaware*, one of the last of the old-style coal-burning battleships. Like those old battleship fires under force-feed of air, the ball-like flame in the air seemed to boil.

About the time the first object disappeared from our view there came a second, following the same course as the first object. This one had a more clearly defined body back of the forward, furnace-like ball of dancing flames or the like. And this body was shaped something like a stubby little airplane; but if there were any wings they were rudimentary. Behind the front ball of light I saw a window, with a light inside, behind the window. At that time I had never read of portholes in flying saucers, and so I wondered about whether the second craft was a skycraft of the cigar shape. Now

Accompanying each of the objects we had heard a droning, slow-beat noise, a little like, but of less intensity and fluctuation than, the sound of a very steadily working airplane engine with an old-style, fixed-pitch propeller. But such an engine-and-propeller combination has a continual slight change in noise-intensity due to varying air-bite of the fixed-pitch propeller as it encounters varying air conditions in its rotation. And we had not seen an airplane. The noise was more likely the droning sound that had been reported before as coming from flying saucers. This noise seems to be connected only with certain types of such craft. It seems to have been reported only by observers on the ground, and as less loud than the ordinary airplane engine. Such an ordinary engine does not have so steady a sound. An ordinary airplane also goes considerably faster than the object with the forward ball of flame.

Neither of the lights we saw was the red running light of a plane. It was probably hundreds of times the size and intensity of such a running light. And it did not have a steady glow like that of an electric light. It fiercely flickered, like furnace light.

Many a time I have flown at night in a position to observe the glow of the exhaust of airplane engines; such a glow is not the color, shape or intensity of the light we saw. It was not the exhaust of an airplane jet because it was forward on the craft, was rounded, in a different shape from a jet's shape, and there was no characteristic jet-like high speed or jet sound. And neither propeller nor jet planes fly at such low altitudes over trees. The objects of the furnace-like lights barely cleared the tops of the pine trees.

About the first of these two skyobjects, I note that I recorded that my wife and I "separately and independently" concluded "that the flaming light was at the front instead of the rear of some sort of craft. I think the reason for this conclusion was partly a forwardly rounded shape of the ball-like light; and probably we dimly saw a body behind the light." I also note that my estimate of the speed—which was about the same for both objects—was "about 100 miles an hour," which is slightly less than the radar-determined speed of the skyobjects over the Washington, D. C. area about a month before our sightings. A few other sightings have been reported of furnace-like lights at the front of UFOs—e.g., near Ann Arbor, Michigan on 27 July 1952 by Dr. Charles H. Otis*, and near San Jose, California on 1 February 1956 by Starr

heard of a recent skyobject sighting by a Mrs. Curtis, who lived on a farm not far from my home.

It was dark when Mrs. Curtis happened to step to her door, and saw an intense light nearby, just above a hayfield. Calling her daughter, she opened the door and went out. Before her daughter could come, the lighted object flew away at great speed.

I wrote a few chapters of my proposed book and an outline of the complete work, and decided I'd try to get some New York publisher to work with me in finishing it. On 22 July 1953, I wrote the following journal entry:

I am now on a train bound for Washington, back from my interviews with publishers in New York.

Yesterday afternoon I telephoned *True Magazine*, and was disappointed to learn that Mr. Purdy, the Editor of *True*, had gone on a two-weeks' vacation on Monday. The Aviation Associate Editor, Mr. John DuBarry, according to Major Keyhoe had been called "John the skeptic" by Mr. Purdy. So I was reluctant to see him, but he was the only one available.

I found him to be a very friendly gentleman—but one who lived up to his nickname. He is very skeptical and cautious—wants to publish nothing that is not thoroughly backed up by statements of "experts" and evidence of a number of people. He said that with over a million readers they needed to think of the prejudice of the average man against any seemingly fantastic new thing.

Here it was again—the tyranny of the so-called "experts" and the conventionality of mass-thinking—against which Charles Fort struggled so long.

My staggering, almost-incredible evidence and studies concerning a Saturn-like, inhabited ring of rock-and-dust around the earth seemed to be too much for "John the Skeptic". But he said that he would like to review a single article of about five to eight thousand words, backed up by documents of "experts" and witnesses, but that "in its present form" his magazine would not publish the work.

This morning I saw Mr. Stewart ("Sandy") Richardson, a young science-and-science-fiction editor of Henry Holt and Company. He was quite interested in my work. But—his company has just contracted with Major Donald Keyhoe for a book on flying saucers—and at this time would not publish another on the same general subject.

*The UFO Evidence. NICAP, Washington, D. C., 1964, pp. 50-51.

Possibly Mr. Al. Chop of the Air Force Public Relations Office told Major Keyhoe about the fact that I was going to write a book, using Air Force records as part of my evidence. At any rate, it seems that Keyhoe, apparently since my visits to the Air Force Public Relations, six months or so ago, has gone over those old records again, and copied them. The only answer I gave Mr. Chop when he asked me about my conclusions was that I didn't agree with those of the Air Force and that I believed magnetism might be involved in propulsion of the spacecraft. (Not long after our talk the Air Force released to the public a statement comparing a plane's attraction to a space object as like response to a magnet.)

Mr. Richardson volunteered advice about other publishers, and recommended that I see Mr. Theodore ("Ted") Amussen, Vice President of Rinehart and Company, who worked as editor of Henry Holt and Company when that company published Frank Scully's book *Behind the Flying Saucers*.

This morning I saw Mr. Amussen, a large, pleasant American whose name is of Danish origin.

I talked a long time with him. He was interested. He said my evidence and conclusions "seem incredible". He and I burned a bit of one of the thin gleaming strips Laura and I found. We thought that the material of these strips might be aluminum.

Mr. Amussen kept my first five and a half chapters and the outline of the rest. I am to telephone him on Monday. He will tell me then whether his company will work with me in publishing the book.

I left with him the following outline (now very slightly edited):

SPACE-ISLAND MENACE
(THE COSMIC CASE OF THE FLYING SAUCERS)
By Commander Alvin Edward Moore..

Outline of Chapters.

- I. Introduction and some 1952 Washington-area flying-saucer evidence.
- II. My entry to the cosmic case of the flying-saucers. Discovery and analysis of the Virginia skystone.
- III. The skystone-scarred trees in my Virginia forest. Discovery of other skystones. My decision to work for years on this cosmic detective case.
- IV. Some evidence of magnetic flying-saucer force.
- V. Analysis of evidence of gas-ejecting space craft.
- VI. Colors, lights, shapes, radar trackings and gas clouds of the flying-saucers.
- VII. Hypotheses:— possible methods of flying-saucer propulsion; and possible earth-satellite bases for space craft

VIII. Evidence of propulsion, heat, size, materials and earth-latitudes of the sighted space craft and islands.

IX. Space craft that have fallen or landed on the earth.

X. Space-island effects on earth-surface man; heat under space islands; recent changes in climate; the recently-discovered jet-type winds, from west to east, high above the earth; high and low pressure weather systems that move from the west to the east; prevailing winds; flash-floods and lightnings; disastrous smogs; the combustible materials in space-island smogs, snows and hail (my discovery of bright particles in a matrix of flying-saucer chemicals, and some disastrous explosions and fires of the general time of this discovery). The space-islands may be destroying us, piecemeal, by fire; analysis of some of the space-craft sightings in connection with strange weather conditions, explosions and fires.

XI. Poisons from space; vortices of death from the sky; strange athletic records; straight-line bands of disaster.

XII. Disease and death. Analysis of the Donora (Pa.) "smog" disaster, the great world-wide haze of 1950, and polio epidemics which come in the summer and fall.

XIII. Effect of space islands on ocean and atmosphere tides. Location by means of tidal evidence, of possible earth rings of space islands.

XIV. Effect of the space islands on earth-surface man.

XV. Brief of the case of earth-surface man against the space islands and their inhabitants.

XVI. Actions we should take in our defense:—filters for all air that enters buildings; avoidance of outdoor activities when flying-saucer smogs are in the air; ... fixed windows; air-conditioning; plastic-roofed patios; ... filters for all air used in power plants especially all air that enters superchargers or turbojet air compressors on aircraft; ... integration by truly scientific, open-minded persons of flying saucer and spaceisland phenomena.

Within the next few days, Mr. Amussen notified me that his company would work with me in finishing the book, and assigned a young editor, Mr. Robert D. Loomis, to receive and criticize the remaining chapters as I sent them to him.

As the Korean War was over, I went off duty from the Navy and began working twelve to fifteen hours a day in research and writing the book. I had only three months to finish it and contract with a publisher for its publication; for at the end of that time if I was to preserve my legal right to return to work as an Intelligence Officer I had to return to the C.I.A. I knew that once I went back behind those locked, closely guarded doors, there would be little chance of getting the C.I.A. to approve publication of my controversial book.

On the 20th of October 1953 I

C.I.A. to claim my reemployment right; and on the 21st I wrote the following diary entry:

"The staff" of the C.I.A. had stubbornly and red-tapedly refused to grant me any leave-without-pay after my return in October.

But when I reported there yesterday to go to work I was advised that my reinstatement papers had just started the red-tape rounds of wheels-within-wheels, and that several weeks would pass before I could begin work there.

This is a good break of luck for me. For now, I hope, I will be able to finish my book, *The Spaceisland Menace*, before I return to the rolls of the C.I.A., and therefore there will be no question of any necessity and delay of submitting the manuscript to the C.I.A.—and possibly the various armed services—for governmental clearance before it is published

The papers of the last few days have reported numerous strange, fiercely sudden aircraft "accidents".

I didn't return to the C.I.A. until 1954; but the delay did not help me much about the book. Because in late November a meeting was held at Rinehart and Company about my work, then nearly finished; and they decided to reject it. Mr. Loomis first wrote me about the rejection, and then later, over the telephone, mentioned that a main thing that influenced the company was the fact that college textbooks were one of the important parts of their business, and they were afraid to antagonize narrow-minded scientists with a book so controversial as mine. I knew then that my project probably was sunk. For I did not have time to deal with another publisher before returning to the near-cloister of the C.I.A.

I returned to that agency in early 1954, intending to try to work for the truth about flying saucers from inside its portals. About this time I met and became a friend of Arthur C. ("Art") Lundahl, an officer of the Naval Reserve, an expert employee of the C.I.A. We had a lot in common, and especially about flying saucers. I did not then know of the now famous Robertson Panel of standardized, head-in-the-sand scientists who, while I was on active naval duty, had met on 14 to 18 January 1953—for parts of those five days—to briefly study the tremendous problem of the flying saucers under the auspices of the C.I.A. According to published statements by Dr. J. Allen Hynek* and others, after quite cursory consideration of the extremely complex UFO evidence, the Panel concluded:

"(A) That the evidence presented on

unidentified flying objects shows no indication that these phenomena constitute a direct physical threat to national security. We firmly believe that there is no residuum of cases which indicates phenomena that are attributable to foreign artifacts capable of hostile acts, and that there is no evidence that the phenomena indicate a need for the revision of current scientific concepts." The Panel recommended: "That the national security agencies take immediate steps to strip the unidentified flying objects of the special status they have been given and the aura of mystery they have unfortunately acquired."*

Years later, Dr. J. Allen Hynek, the astronomer who worked as a consultant with the U.S. Air Force in connection with flying saucer reports, wrote in *The UFO Experience*** "that this trial of the UFOs obviously was prejudiced, and that the Panel handicapped scientific research concerning UFOs for twenty years."

Like the legend of King Canute who bade the sea tide to stand still, those old status-quo scientists tried to stop the tide of slowly gathering evidence of this mystery that would not be drowned. Ufologists have assumed that the Panel's report became the policy of the Air Force and C.I.A. Within the Government I tried to form an open-minded, unofficial, interdepartmental UFO study group, with members in the United States and Canada. How I was stymied in this effort I will not now say. I have voluntarily deleted from my previous manuscript reference to this frustrating experience.

On 15 September 1954 I wrote the following entry in my UFO journal:

On 6 August Captain Donald Goodspeed of the Royal Canadian Army was a guest at "Pinemoor" (our place in Fairfax County, Virginia). He was very interested in the shaped Virginia Skystone and the gelatin-like substance Laura found near the front entrance of "Pinemoor" during a time of heavy flying saucer sightings.

I let him take the remnants of the skystone left after the Bureau of Standards and Air Force tests, except for one bit, and about half of the piece of gelatin, for testing by the Canadian laboratory or station set up to observe flying saucers.

A few days after his departure I read a newspaper account of the movement of a

*Dr. Hynek, Air Force astronomer, was a member of the Panel, but did not sign the report.

**The *UFO Experience*, by Dr. J. Allen Hynek, copyright 1972; quotations with the permission of Contemporary Books, Inc. Chicago.

gravimeter at the station when a low-lying overcast was over Ottawa. And recently I read that the station was to be closed by the Canadian Government.

I told Don Goodspeed about some of my theories about flying saucers, including:

(1) that they are partly based on natural satellites (covered by clouds) a few hundred miles off the earth (struck out from the earth at the time of the moon's creation...);

(2) that the wave of crumbling car windshields that moved across the U.S. and Canada this year, from west to east, was due to flying saucers;

(3) that the saucers and skydings are causing many of the aircraft crashes, railroad wrecks and explosions during recent years;

(4) that the sightings of skycraft have a periodicity, are seen over a large segment of the U.S.-Canada border, and the sightings gradually shift toward the east, in this latitude, around the would, until they return about a moon later;

(5) that there seems to be a connection between the skycraft and the strange, ghostlike ships of fire seen on the Gulf of St. Lawrence and on the Great Lakes in recent years; and

(6) that some of the skycraft may also be based, at least temporarily, under the oceans and/or under polar ice.

I have not heard from Captain Goodspeed since his departure from Washington on 7 August 1954.

On 28 October 1954 I wrote Captain Goodspeed as follows:

"Dear Don:

"I am wondering if you returned safely to Ottawa, and whether you have obtained a chemical analysis of the 'First Virginia Skystone', as I call it.

"I was interested to read in a Canadian newspaper that in the laboratory operated by Mr. Smith a gravimeter was strongly moved, apparently by some unknown heavy mass in an overcast over Ottawa (this tied in with my theories of clouded sky objects). And then I was disappointed to read in a later paper of the closing of the laboratory. If only it could have remained in existence until next year it probably would have got more evidence. This year, according to newspapers, the 'saucers' are being sighted more in Britain, Europe and Africa. Next year the perigee of their satellite orbit probably will move eastward back toward us.

"When you can conveniently return the main mass of the stone I would appreciate receiving it. A fairly highly placed U.S. official recently asked me to set him see it.

"I trust all is well with you and your family,

Don. My wife, Laura and I are still in good health. But we have worked extremely hard since seeing you, completing the new estate near our home which we have developed as an investment. We plan to visit my mother and two of my brothers in New Orleans some time in November."

Don at last returned the stone to me from Canada, and a little later I received the following letter from him, written on official Canadian stationery, with the heading "Defense Research Board". I rescued this letter, somewhat ragged and torn, from drift left behind by the Great Hurricane of 1969.

"Ottawa, Canada
31 January 1955

"Cdr. Alvin E. Moore, USN(R)
Pine Moor,
Route One,
VIENNA, Virginia
USA.

"Dear Al:

"You will by now, I hope, have received the stone which you were good enough to lend me, together with the photographs. I very much regret that I was unable to deliver it personally as I desired to do, but pressure of work at the Pentagon made that impossible.

"I have, however, been able to obtain for you certain information on this stone from our National Bureau of Standards. The object is not a natural stone and apparently it is not a meteorite; iron and silica are the principal constituents with magnesium and calcium included as well. Tiny balls, up to about 1/8 inch diameter of pure iron occur in the material. A calcium carbonate cement occurs as a fragmentary coating on the apparently cylindrical elements of the surface.

"A similar stone, of unknown rock formation, was analyzed recently by the Mineralogy Division of the Geological Survey of Canada. Small round globules of solid metal that could be scratched out without heating were a feature of this stone. These were of diameters up to the size of small peas. It was finally established that the material was from the floor of a garage where welding had been going on for many years. The globular material which had splattered during welding was imbedded in the floor material, which had apparently been constructed from some rock.

"I am most sorry to have missed you during my brief stay in Washington, but I hope to be able to see you again before too long. Please give my warm regards to your wife and be assured of my best wishes for yourself."

On 6 June 1955 I wrote the following journal entry:

In the last half of May, 1955 I saw Captain Donald Goodspeed of the Royal Canadian Army

and asked him why he had not sent me the promised results of the chemical tests of the gelatin-like substance that my wife had found at the edge of our lawn in connection with bowed aluminum wires, "skystones", and partly burned black masses of coal-like material.

Don said that when he arrived in Ottawa and opened the aluminum foil in which I had wrapped the piece of gelatin-like material he had found the material to have dissipated into a mass of stuff that "looked like cobwebs".

My mind immediately flew to the use of the word "cobwebs" in many of the flying-saucer reports—in the report of Mr. Kenneth Arnold, various reports of falling substances, and the finding of masses of cobweb-like, gelatin-like filaments hanging from the ceiling logs of my new house on "Lot 6". I also remembered that when I had cut the lump of gelatin-like material that I had just taken from its hermetically-sealed storage in aluminum foil in a jar I had noted that pits had formed in the lump as though it had disintegrated where air had got to it.

I mentioned to Don that flying saucer materials had been described as like cobwebs. He said he had not known that when he used the term.

I have just taken the part of the material I kept from its covering of aluminum foil in the jar or bottle. I had rolled the foil so thickly about it that I had to squeeze the lump into elongated form to take it out of the bottle's mouth. So it is possible that if the material were in cobweb-like filaments I broke it into the powdered form in which it now exists. It is an amorphous mass of brown powder—smaller perhaps than the sliceable mass I put back in the jar last year.

I re-wrapped it thoroughly and returned it to the bottle. When I have the time and money to spare I hope to have it chemically analyzed.

I believe this gelatin-like material is a very important chemical used by skyemen in the propulsion of their small ball-like missiles. And I think it may also be used in larger skyobjects.

From *The Washington Post*, 23 February 1955: Horseheads, N. Y., Feb. 22 (A.P.).—A gray, cobwebby substance that fell out of the sky here and spread over an area half a mile square was identified today after exhaustive tests as heavily damaged cotton fiber.

Dr. Charles Rutenber, professor of chemistry at Elmira College, said the condition of the fiber indicated that it was waste material or had been damaged in some sort of explosion.

At first scientists were stumped in efforts to

identify it.

The fiber fell over a residential area of this south-central New York village and draped over houses, trees and bushes.

Rutenber said the substance was radioactive, but not dangerously so...

Rutenber described the substance as "white, fibrous, and heavily impregnated with soot and dirt." He said it was shiny and had no apparent odor and did not burn rapidly.

My note of 1/18/68: Was it "shiny" because of aluminum specks and "white" because of the union of phosphoric acid and aluminum to make aluminum phosphate (the "dirt")? A.E.M.

For a while in late 1954 and/or early 1955, I had the Virginia Skystone in my safe at the C.I.A., which was securely locked every night. No one was supposed to know its combination except myself and high-ranking security officials. I myself was fairly highly placed in the Agency, but someone, whose name I cannot remember, near the top of the Agency hierarchy (probably the second or third ranking man) courteously asked me if I would lend him the stone a while. Of course I did so; and after a few days to a week he returned it. At this point, due to my being extremely busy at the time with graduate university work, governmental duties and work at home, my memory is not entirely clear about the stone. But according to my memory of several weeks later, I took it home and put it in a closet there. But when I later looked for it, it had disappeared. I wondered if my memory could be wrong and thought it was barely possible that I really hadn't taken it home, and that it disappeared from my C.I.A. safe. All I had left was the thin slices (containing hundreds of the tiny spheres imbedded in the matrix) that the Bureau of Standards had sawed off the object; and these also finally disappeared in the hurricane waters of 1969.

I have wondered for decades about what really happened to the Virginia Skystone. Any way you look at it—whether the C.I.A. took it or skyemen took it—its disappearance is a mystery.

Years later I read in the Bantam Books 1968 edition of Frank Edwards' book *Flying Saucers—Serious Business* (pp. 47-50) an item about such a stone that caused me to think at first that perhaps the C.I.A. really had taken the skystone. Frank Edwards referred to a tape recording of an interview two UFO researchers, C. W. Fitch and George Popovich, had in November 1961 with Wilbert Smith of Canada, who had become famous as in charge of a Canadian

government's scientific investigation of flying saucers. During this interview Mr. Smith said that in 1952 he had shown U. S. Navy Admiral H. B. Knowles a little piece of material that was "shot from a small flying saucer near Washington, D. C. in July of that year—1952," and had been "loaned" to him by the U. S. Air Force.

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

"No. I've handled several of these pieces of hardware."

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

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

"What about this particular piece from that UFO near Washington... did it differ from conventional materials?"

"Well, the story behind it is this: The pilot was chasing a glowing disk about two feet in diameter—"

"Pardon me, sir," Mr. Fitch said. "But did you say two feet.?"

"That is correct. I was informed that the disk was glowing and 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 a third of that. It had been sawed off."

"What did the analysis show?"

"There was iron rust—the thing was in reality a matrix of magnesium orthosilicate. The matrix had great numbers—thousands—of 15-micron spheres scattered through it." "... Did you return it to the Air Force, Mr. Smith?"

"Not the Air Force. Much higher than that."

"The Central Intelligence Agency?"

"I'm sorry, gentlemen, but I don't care to go beyond that point. I can say to you that it went to the hands of a highly classified group..."

The materials of this July 1952 skystone were substantially the same as those of the July 1952 Virginia Skystone. Apparently, the piece examined by Wilbert Smith was either: from the Virginia Skystone, sent to Mr. Smith by the U.S. Air Force in 1952; or from a flying saucer very similar to that

from which the Virginia Skystone fell at that same time in July, 1952. Since Mr. Smith apparently had the piece of stone in 1952, it was not sent to him from the C.I.A. in late 1954 or early 1955, when the skystone disappeared. But during the time the U.S. Air Force had the stone—from the middle of August 1952 until some time after their letter to me of 10 February 1953—they easily could have sent a slice of it to Mr. Smith, as he then headed the best known scientific group in the world examining flying-saucer phenomena with its own numerous instruments. And the C.I.A. could have delivered this slice for the Air Force, and itself.

There are three other close similarities between the Virginia Skystone and the stone reported by Mr. Smith: (1) the weights are closely similar (as stated by Mr. Smith, "about a pound"; as weighed by Bureau of Standards personnel before they sawed off a bit of it, 532.91 grams—approximately 1.2 pounds); (2) The fallen piece as stated by Mr. Smith was still glowing when it was found; when found, the Virginia Skystone still had an odor "like burnt stone", and I saw withered greenish-gray leaves at the stone's finding spot—obviously heat-seared; and (3) Wilbert Smith referred to the piece he had as a "segment", and being an engineering scientist he probably meant a segment of a circle or sphere—the shape of the Virginia Skystone.

The only discrepancy between Wilbert Smith's statements and the facts of my report *could be* due to a cover-up statement by the Air Force or the C.I.A., for they had no legal right to saw off part of the stone and send it to Canada. The statement about a ground party's searching for the little fragment and purposefully finding it in the miles of country—mostly forested—west of Washington, D.C. is possible but not at all probable.

The only way the C.I.A. could have sent the Virginia Skystone to Mr. Smith would have been for it to have got a segment from the Air Force in 1952. Whether or not this occurred, the mysterious disappearance of the stone in 1954 or 1955 is not explained as caused by the C.I.A. I believe now it was not—and for the following other reasons: (1) The C.I.A. would not have needed to steal the stone from me; I had already lent it to a top official of the C.I.A. and would have cooperated further with them in considering it. My memory, when I looked for the stone in a closet at my home, was that a few weeks before I had put it there. Strange though the facts appear, my memory probably was right; probably skymen took it from my closet.

By that time my wife and I had learned that, like reported poltergeists, the skymen—that is, probably their small remotely controlled scouting devices—could enter our locked and window-closed home at will, probably via our mostly dampered chimneys. We learned this because a great many times we had found inside our house the little evidences they had left behind. These mostly were bits of paper, cardboard, aluminum foil or other small objects shaped in what I had discovered was the typical skyobject pattern, to which I'll refer in a later chapter.

There are other disappearances of important physical skyobject evidence. One was in the 19th century—on 26 March 1880—at Galisteo Junction (now Lamy), New Mexico. A low-flying skyobject, "monstrous in size", cigar-shaped, fish-tailed, and seemingly driven by a huge "fan" passed overhead so low that people could see that about ten persons, like normal human beings, were on board, shouting in a language unknown to the witnesses. One of the men on board threw out several things—a cup of "peculiar workmanship, entirely different to anything used in this country", a pretty flower, and a piece of silk-like paper with oriental-type characters on it. The machine then rose and rapidly sped away. On the very next day a mysterious stranger, claiming to be a "collector of curiosities", arrived in town, looked at this physical evidence of the skyobject, said they were Asiatic in origin, and paid the railroad station agent a great deal of money for them. He then disappeared.*

Another strange disappearance of skyobject evidence was reported in *Saga's 1975 UFO Annual* (Vol. 1, No. 1): In late August 1972, in Kera District of Shikoku Island, Japan, some boys, including Michi Seo and Yasuo Mori, captured a glowing, blue-lit skyobject that they had seen for several days, flitting over rice fields. About 8 inches in diameter, it looked like an ash tray that was upside down. It was taken to the home of Yasuo Mori, still intermittently glowing with a bluish light. The boys poured water into a small round hole in its back, and it made a squeaking noise. Next, they put a wire down the hole, and a round lid there flipped open. They looked inside and saw radio-like equipment in it. Then they shut the lid as far as it would go; but there was an open crack. Later, they saw that the lid had completely closed, and they could not open it again. One of the boys involved in the capture—Kei Kojima—wanted to take the device to his home for a while. He carefully put it in his knapsack and

started for his home on a bicycle. *On the way, the skyobject vanished!*

Not long ago I read** of a similar vanishing of a small alien skyobject from a bicyclist's knapsack in Africa. *On the way, the skyobject vanished!*

In his 1950 book *Behind the Flying Saucers*, Frank Scully wrote of three cup-and-saucer-like skyobject that apparently had crash-landed in southwestern United States. On two of them there were dead little men. They wore dark-blue uniform clothing. The only food found aboard the craft were "little wafers". Some of this the U. S. scientists reportedly fed to guinea pigs, "and they seemed to thrive on them." One of the wafers was placed in boiling water in a container, and it "quickly boiled over the sides of the container."

One of the saucer-like skyobject was said to be slightly under 100 feet in diameter, another to have a diameter of 72 feet; and the third was considerably smaller. Their outer skins, which had no rivets or bolts, looked like aluminum, but were stronger and harder than aluminum. A round cabin fitted in a much wider saucer-like base portion. Around this base there was a ring gear, with which gearing on the cabin meshed. There was an instrument board having push-buttons on it, which the investigators did not dare to push. Apparently, there was no other propulsion machinery. Two of the dead little bodies on bucket seats, had slumped, face down on the instrument board of the largest of the skyobject. There were toilet facilities on the larger two craft, but none on the smallest of the three.

Since the evidence in this book was hearsay, apparently about secretly classified governmental work, and apparently about the then nearly incredible first skyobject of the mid-twentieth century boarded by earth-surface men, the scoffers and explainers-away had a "field day" on poor Scully. Someone discovered that his main informant, engineer Silas Newton, had been accused of company-stock fraud—and according to my memory found guilty of it. Thus, *ipso facto*; from their point of view, Scully's book was based on a hoax.

But through the years since—with hundreds, probably thousands, of reports of skyobject landings and contacts with skymen—there has been considerable corroboration of Scully's statements. Frank Scully said on the basis of reports by

*From *Flying Saucers—Serious Business*, by Frank Edwards, copyright © 1966 by Frank Edwards. Published by arrangement with Lyle Stuart.

*Jerome Clark and Loren Coleman, *Fate*, May, 1973, 86.

**In *Fate* or a *UFO* magazine, not now available to me.

Newton and a "Dr. Gee" that the dead little men were three feet to three and a half feet tall; although since Scully's 1950 book various heights of skymen have been reported, a very large number of those apparently seen have been about three to four feet tall. One contactee, who doubtless did not know of Scully's work, stated that he saw skymen eating "wafers". They gave him some, and he ate them. There has been a multitude of sightings of disk-like skycraft of the size range Scully reported—up to approximately 100 feet in diameter. Some of these that have been boarded have had no visible propulsion means other than an instrument board and push buttons or the like. There have been many reports of the type of ball-like landing gear that Scully reported as being on the smallest of the crashed skycraft. On its base there reportedly were three "steel-looking balls". If these were not turned the craft was very light. But if they were spun in the same direction numerous men were unable to tilt the vehicle. Since then a large number of reports have referred to cup-and-saucer-like craft that had three-point ball-like landing gear.

Frank Scully, famous writer, who once ran for Lieutenant Governor of California, was pilloried because of his flying-saucer book. Frank Edwards, a friend of Scully's, wrote that the "little-men story" burdened him for the rest of his life, and that what happened to Scully's reputation made other commentators reluctant to accept reports about skymen without very positive evidence.

The dismantled skycraft, if they existed, have disappeared.

Scully's account is similar to the report in *Saga's 1975 UFO Annual* (page 93) of a disk-shaped skycraft seen in April 1950 in a remote part of Argentina by Dr. Enrique Carontenuto Bossa, a pilot and aeronautical engineer. He went into the UFO thru a side door that was open. Along a curved inside wall there were three seats. In two of these dead little men sat. In a seat at the center of the craft another dead little man—probably the pilot—was slumped. They had brownish skins and were dressed in tight, one-piece garments that covered their bodies and feet. In front of the center seat there was a screen-like device, over which light rays continually passed. And rotating with an upper rotating light, there was a glass-like globe. Dr. Bossa drove on to his distant hotel; and the next day, in the afternoon, he returned with two friends. Far overhead they saw a red cigar-shaped skycraft, and, as they watched, two gray disk-shaped craft hovered near it a moment

and then merged with it. After that the cigar-shaped craft (apparently a "mother ship") tilted and quickly moved out of view. They searched where the crash-landed skycraft had been; and all they found was a little heap of grayish ashes. They touched it and found it warm. Then they were startled to realize their hands were colored green. They washed them with some gasoline from their car. . . .

At this point I'll return to further mysterious experiences concerning the Maury Island sightings and stones.

Harold Dahl, boat captain, apparently was twice warned by skymen (or skymen's spies on the earth's surface) not to tell of what he had seen above Puget Sound and at Maury Island. On the next morning after his sighting—22 July 1947—a man in a black suit, of medium height, driving a Buick sedan, invited Dahl to breakfast. At a restaurant breakfast table the stranger mysteriously related in detail Harold's awesome experience of the previous day, then said that Dahl and the others on his boat had observed things they shouldn't have seen, and courteously threatened that if Dahl valued the welfare of himself and his family he would not tell any person about his experience.

But although Dahl wondered how the man could know the details of his day before, he concluded the stranger was a crackpot, and ignored the warning. He reported the experience to his boss, Fred L. Crisman, and described it to other seamen at the harbor-patrol pier.

Soon after this, Harold Dahl received an unsigned letter telling him that the vehicles now being seen in the sky were operated by beings like earth man, but less dense, that the recent *atomic explosions* had released radiation which caused the skycraft, of various shapes and sizes, to be seen by men like Dahl, and that the flying disks were manned by gods of the earth who defended the earth from attack by enemies of its life. Later, this letter mysteriously disappeared. So did pictures taken by Dahl of the skycraft. Their negatives were somewhat defective, with white spots as if from radiation; but they disappeared.

1 August 1947, about 1:30 a.m.: An Army Air Force B-25 bomber took off from McChord Field near Tacoma, Washington. Its pilot was Captain William L. Davidson, its co-pilot First Lieutenant Frank M. Brown. They were Army intelligence officers, investigators of the flying-saucer mystery, who, on request of business man Kenneth Arnold

Tacoma to investigate the Maury Island flying-saucer sighting and incidents. Both men had indicated to Kenneth Arnold their belief in the reality of the reported skycraft and had referred to photographs of UFOs they had which they believed to be authentic. Also aboard the big B-25 were the flight engineer, Sergeant Woodrow D. Mathews, and a soldier who had sought a flight to California, Master Sergeant Elmer L. Taff. Near the feet of the pilots there was a box of some of the stones found on Maury Island by Harold Dahl and Fred Crisman. Before Davidson and Brown had flown the bomber to McChord Field it had been thoroughly overhauled.

Twenty minutes after takeoff, according to Master Sergeant Taff's later account, the left engine became afire. Then the valve for firefighting at that engine would not function. Sergeant Taff and Mathews safely parachuted out of the plane. Why Captain Davidson and Lieutenant Brown did not is a UFO mystery, for the plane was in the air about five or ten minutes after the two enlisted men "bailed out". Another mystery is the fact that no distress radio call came from the plane; was the radio interfered with by electrostatic force of a skycraft? And still another mystery: twelve hours before the Army released the names of the dead pilot and co-pilot a mysterious caller telephoned *Tacoma Times* reporter Ted Morello, named the dead pilots, said that the plane had been sabotaged or shot down to prevent shipment of flying-saucer fragments that were on board to Hamilton Field, California for analysis, and that two other recent plane crashes, in New York and Copenhagen, had been caused by sabotage. This was the same informant who repeatedly had telephoned to that newspaper the exact nature of secret conversations about the Maury Island sightings and fragments in a closed hotel room among the two intelligence officers, Kenneth Arnold, airline Captain E. J. Smith, Harold Dahl and Fred Crisman. In consequence, reporter Ted Morello had become alarmed for the safety of Arnold and Smith and had tried to warn them of their danger. They thoroughly searched the hotel room for electronic "bugs", but no such spying devices could be found.

Was this know-all mysterious informant a skyman? Or allied with them—an earth-surface spy? Perhaps the strange man in black who had known all about Harold Dahl's sighting and gathering of stones on the early morning after they occurred?

Captain Davidson and Lieutenant Brown

flying saucers, and they had on board their plane some solid evidence of them—probably some of the heavy, curved stones that apparently had been part of a power tube or sphere. Recently, Davidson and Brown had interviewed famous pilot Dick Rankin concerning his UFO reports. Rankin was said to have extra-sensory perception, and before the crash of the B-25 had talked with a United Press reporter about Davidson and Brown, and seemed to think their lives were in danger because of the UFO knowledge they they had obtained.

Probably the plane was destroyed, the stones aboard were taken back by alien skymen, or at least lost to us, and these two fine officers died because of the nature of these stones and their knowledge of and potential threat of disclosures concerning skymen. *Something* prevented these two skilled and highly trained pilots from parachuting out of the doomed plane during the "nine to eleven minutes" Sergeant Mathews saw that it was still flying, as he floated down under his parachute. Also: Why did the emergency fire-fighting valve for the engine afire on the recently overhauled plane fail to work?

Shortly after the crash Kenneth Arnold telephoned publisher Raymond Palmer that he was withdrawing from the investigation Palmer had commissioned him to make. And Palmer warned him not to carry any of the stone fragments in his small plane when he took off for his Boise, Idaho home. (*The Coming of the Saucers*, pp. 52-71.)

A Major Sander, Army Intelligence Officer at McChord Air Force Field, who obviously had little belief in flying-saucer reports, took over the investigation. He requested and received all the stone fragments held by Arnold and Smith—even demanded the piece that each of them was holding for himself. Major Sander told them he was sure they had been victimized by a hoax. He drove with them in his car to a pile of slag of the Tacoma Smelting Company, and stopped his car for their examination of the slag. This slag looked like the reported fragments of skystone; but Kenneth Arnold thought: "but it doesn't feel like the same thing." Apparently, Captain Smith also believed this. But both were relieved to stop their part of the seemingly dangerous investigation. However, mysterious experiences were not over.

3 August 1947: Captain Smith and Kenneth Arnold ate breakfast at a restaurant with Harold Dahl and his secretary. Arnold had met the secretary at her home a few days before when Dahl went there to show Arnold some of the UFO

University, England went into a room there that was reputed to be haunted by a being that usually

was invisible but sometimes was dimly perceptible. The four went into the room together. Then one of them was pulled from the group. The other three seized him to hold him, and a tug of war ensued. It was said that the force pulling at the youth was "like some powerful magnet". They used all their strength against it, and managed to free the attacked one. In the meantime there was a hubbub of students outside the room. Other students ran down the adjacent stairs. They ran into the room and tore out its wall paneling. They found nothing strange. This story reminds me of recent accounts from the United States Military Academy at West Point of a haunted room there.

Re page 683, by Fort—about 4 January 1910: Sherman Church, a young employee of Augusta Mills in Battle Creek, Michigan, rose from his seat in the firm's office and hurried into the mill. He was never seen again. The *Chicago Tribune* stated: "The mill has been almost taken to pieces by the searchers, and the river, woods, and country have been scoured, but to no avail. Nobody saw Church leave town, nor is there any known reason for his doing so."

Re page 600, by Fort: On December 12th of this same year of 1910, Dorothy Arnold, a beautiful young woman of New York City, was planning a party on the 17th for sixty former schoolmates. She lived near the 79th Street entrance to Central Park. She was seen on Fifth Avenue, when she said that she would walk thru the park to her home. But she disappeared and was never found. On that same day of the 12th of December a swan mysteriously appeared on a lake near the 79th Street park entrance and near her home. Swans usually live in marshy areas—unlike New York City.

In *Flying Saucer Review* of November-December, 1962, my copy of which, with many other issues of that magazine, was hurricane-destroyed, I read of the 1962 report by Raimundo Matra, a 12-year-old boy in Brazil that he saw his father kidnapped. As I remember this account, two lighted objects landed outside their house, enveloped his father, and took off. He never saw his father again.

In *The Humanoids*, London, 1974, edited by Charles Bowen, I find two references to attempted kidnappings:

Pages 58-59, by Jacques Vallee, 10 December 1954: Two young men saw a UFO land near Chico, Venezuela. "Shaped like two bowls joined

journey. Some stated that he stood by the heads of the horses in the light of the ostler's lantern. None of the group standing there, including those of Bathurst's party, was watching him carefully. But when all was in readiness for the trip, and his servant was standing at the opened door, those present realized that he had mysteriously, noiselessly disappeared.

His coat was later found hidden in a cellar, but Augustus Smitz who had placed it there, said he thought it had been left by a Jewish merchant who had stopped at the inn, and that he, Smitz, was holding it for a later reward.

Three weeks later, Bathurst's trousers, wet and inside out, were found in nearby woods. Two holes, about the size of bullet holes, were in them; but there were no blood stains.

Several attempted non-UFO explanations of this strange, noiseless disappearance have been made, but there are irrefutable objections to each. For example, it has been said that Bathurst was lured into the nearby house of a petty official, suspected by some of being a French spy, who had two pretty daughters of poor reputation, and there murdered. This ignores the statements of several witnesses who apparently saw him only a short time before his disappearance.

His trousers had in them a partly finished letter to his wife, in which he referred to his fear of being killed, due to French influence. Could these trousers have been purposely left on the grass where they were found, so that the French and not the real guilty ones, would be blamed for his abduction or murder? A twenty-five-year-old man could be of considerable use as a servant or other worker in a skyisland or UFO cavernous base. And at least one group of skyemen apparently mostly kill for blood, and possibly also for flesh.

Another indication of a coverup of the facts of Bathurst's disappearance occurred about two months later. On 23 January 1910 there was a paragraph in a newspaper of Hamburg, stating that he was alive and well and that some of his friends had received a letter from him. But those friends denied that they had received such a letter. In writing about this paragraph, Reverend Sabine Baring-Gould said: "Was it inserted to make the authorities abandon the search?"

The strange, noiseless disappearance of Benjamin Bathurst has been repeatedly investigated; but it was never explained as a normal earth-surface phenomenon.

Re. page 700, Fort's works. October, 1904: Four students in Corpus Christi College, Cambridge

After long study of the gravity-like, doubtless electrostatic, effects of UFOs, I strongly suspect that this woman was killed to keep her from publicly stating weird evidence of a skyisland secret which, probably because of her fear, she had kept silent about for nearly four years.

There have been quite numerous examples both before and since 1947 of mysterious vanishings of earth-surface persons. Many of these have occurred in the now-famous Bermuda-Miami-Puerto Rico triangle of the South Atlantic Ocean. And in *The Books of Charles Fort* reference is made to numerous accounts of strange disappearances. A few of these, including an apparently foiled attempt at kidnapping, are the following:

Re pages 681 and 683 of Fort's works, and pp. 52-92 of *Strange Disappearances* by Elliott O'Donnell, N. Y., 1972: On 25 November 1809, Benjamin Bathurst, returning by horse-drawn carriage to England from a mission as special Ambassador to the Court of Emperor Francis at Vienna, Austria, stopped for dinner at the "White-Swan Inn" in the small, walled, riverside town of Petteberg, northern Germany. He was twenty-five years old, wore an expensive sable, velvet-lined overcoat, had a diamond scarf pin, and had a purse filled with gold. After dinner he called at the office of Captain Klitzing, commander of the local garrison and requested military protection. He said that he feared assassination by French spies of Napoleon's government. But Napoleon and he and Emperor Francis had just concluded a peace agreement Benjamin Bathurst and his despatches probably were not of much importance to the French. But another statement of Mr. Bathurst may be more significant. He mentioned to Captain Klitzing that an occurrence, apparently on his trip from Vienna, had greatly alarmed him. He did not explain this statement with any details. A woman who was present and served him tea later said that his hand was shaking as he took the tea from her. Could it be that the occurrence that had so frightened him was UFO phenomena? Captain Klitzing told Mr. Bathurst that he was exaggerating the danger, and rejected his request.

Later, as witnesses testified, the horses were being hitched to the carriage, when, a few minutes before 9 p.m., Bathurst walked into the road at the post-house and watched the preparations for his journey. Some stated that he stood by the heads of the horses in the light of the ostler's lantern. None of the group standing there, including those of Bathurst's party, was watching him carefully. But when all was in readiness for the trip, and his servant was standing at the opened door, those present realized that he had mysteriously, noiselessly disappeared.

His coat was later found hidden in a cellar, but Augustus Smitz who had placed it there, said he thought it had been left by a Jewish merchant who had stopped at the inn, and that he, Smitz, was holding it for a later reward.

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Several attempted non-UFO explanations of this strange, noiseless disappearance have been made, but there are irrefutable objections to each. For example, it has been said that Bathurst was lured into the nearby house of a petty official, suspected by some of being a French spy, who had two pretty daughters of poor reputation, and there murdered. This ignores the statements of several witnesses who apparently saw him only a short time before his disappearance.

His trousers had in them a partly finished letter to his wife, in which he referred to his fear of being killed, due to French influence. Could these trousers have been purposely left on the grass where they were found, so that the French and not the real guilty ones, would be blamed for his abduction or murder? A twenty-five-year-old man could be of considerable use as a servant or other worker in a skyisland or UFO cavernous base. And at least one group of skyemen apparently mostly kill for blood, and possibly also for flesh.

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**Flying Saucers*, June, 1957. "Chasing the Flying Saucers", p. 35.

found had disappeared. Harold said he was going to work all day on business books at his secretary's home; and later that day Smith and Arnold, preparing to leave Tacoma, drove to the secretary's house to say goodbye to Dahl. Arnold recognized the house and a number of its individualities. But it looked as though it had been deserted for months. The door apparently was locked, but he looked thru the windows. There was no furniture in it. And strangely, in that house Arnold had visited five days before, there were masses of mysterious stringy white filaments—all over the inside of the house.

Harold Dahl disappeared from Tacoma. Arnold later tried to telephone him, but was unable to contact him. Also Fred Crisman strangely left Tacoma. The mysterious informant of the *Tacoma Times* telephoned reporter Ted Morello that Crisman had been taken aboard an Army Air Force bomber for transport to Alaska. How could Fred Crisman, a civilian, get passage on an Army plane? Apparently, Crisman later was heard from; but Dahl seemingly had vanished. No UFO researcher in the years since August 1947 has been able to locate him. He suddenly left home, Puget Sound job, and a valuable logging business. Had the threat of the man in black been carried out? We of course do not know for sure that this apparently honest and sincere man was "spirited away" by skyemen. But the oral threat apparently was made; the anonymous, warning letter disappeared; and "angel hair" type of flying-saucer evidence was "everywhere... in and around" the house. Kenneth Arnold wrote that he couldn't understand how so many "cobwebs" could suddenly come there. I believe they were skychemicals such as I let Captain Goodspeed take to Canada and that later disintegrated into cobweb-like filaments. Apparently Harold Dahl was either kidnapped or so terribly frightened by skyemen who left the "angel's hair" that he vanished of his own volition.

Early in 1957, Gray Barker of Clarksburg, West Virginia, publisher and writer about UFOs received information from "a source in Tacoma, Washington" about an elderly woman there who said she knew where Harold Dahl and Fred Crisman had gone. Gray Barker was about to get in contact with her when his "source of information in Tacoma" airmailed a clipping to him about her sudden death. This clipping "related how the alleged informant was killed when her car unaccountably swerved across four lanes of traffic on U. S. Highway 99 near Tacoma and crashed into a power pole". * Across four lanes to a fatal pole!

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"Tosi, a restaurateur, said he hadn't used his furnace since May, but stoked it up last week when temperatures dipped. 'A foul smell and black smoke filled the basement of his two-story home, prompting Tosi to call a repairman. When the chimney flue in the basement and reached in, 'I couldn't really bring myself to believe there was really someone in there,' Tosi said.

"He called deputies, who summoned a building contractor. The chimney was broken down, revealing the body.

"Tosi said he had done some remodeling to the home in June and ladders were leaning against it, making the roof easily accessible.

"Jewel said he believed it would have taken at least two persons to stuff the body, feet-first, into the chimney."

In a UPI article published on 15 July 1975 in the *South Mississippi Sun*, I read of the strange disappearance of Dennis Martin of Knoxville from the bald top of Bole Mountain, Tennessee. Dennis was seven years old. On the Father's Day weekend of 1969 he was playing in an open field, watched by his father and grandfather who were sitting nearby in the sunshine. One minute they saw no sign of life at the lighthouse. And they found the massive lighthouse door barred on the inside. They broke into the interior and searched. The boots and oil-skin duty clothes of all three men were in their usual nighttime positions. No trace of the three men was ever found. If they had been captured by sky-men how could the attackers have got them outside a door that was barred on the inside? The lighthouse probably had a chimney; and if it was a large one, as was common in those days, the bodies, live and temporarily paralyzed or dead, could have been taken up thru it.

Another possibility is that the keepers were taken out thru the doorway, and behind them the bar was closed by electrostatic, gravity-like, magnetism-like force of sky-men. On at least several occasions I have found doors that definitely had been locked with the inside locking feature turned into unlocked position; and I have read of similar strange shifting of things of other persons.

A headline in the *South Mississippi Herald* of 12 September 1974 was entitled "Body found in Homeowner Emil Tosi at Stevensville, Michigan Chimney".

At the time of the Maury Island sightings and other strange incidents a few Air Force officers, clerks and one scientist, a consultant, "investigated" the flying-saucer reports, mostly from the point of view of trying to prove that witnesses were seeing only ordinary things or else weren't telling the truth. They labeled nearly every

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report, *ipso facto*, probably would be a hoax. As accounts of Dahl and Crisman. Somewhere, Crisman read of the Air Force report in *Fate Magazine*, and he wrote its editor to threaten suit against the magazine unless it withdrew its statement that he was guilty of a hoax. Apparently, the magazine did not retract it, for it was really an Air Force group's statement, and the individuals of that group apparently were safe from suits for libel behind a governmental facade at Wright Field, Dayton, Ohio.

Another thought about Fred Crisman: It is at least possible that he did not write the letter to *Fate Magazine*—that instead it was written by an earth-surface spy of the sky-men. But in the absence of factual evidence—such as the swerving of the car—we need to accept the letter as written by him. So many strange things that are somewhat similar to earth-surface matters—such as "accidents"—are involved in this weird tangle of occurrences! The great problem is to separate the two types of happenings.

Publisher Raymond Palmer had a laboratory analyze the nature of the reported skystone fragments Dahl and Crisman had sent him and also some of the slag of Tacoma Smelting Company. The reported skystones had high percentages of calcium, iron, zinc and titanium, lesser but substantial amounts of aluminum, manganese, copper, magnesium and silicon, small percentages of nickel, lead, strontium, chromium, and traces of silver, tin and cadmium. Of these substances, no copper, magnesium, nickel, lead, strontium, chromium, silver or tin was listed as found in the slag. On the other hand, molybdenum and barium found in the slag were not listed as in the stone fragments from the skystone.

Harold Dahl estimated that about twenty tons of the stones fell from the sky-raft on Maury Island and adjacent waters. Forty thousand pounds are a huge weight of stones! No hoaxer would have made such an outlandish statement—especially in UFO then seemed quite new and fantastic enough. In the afternoon of 3 August 1947 Kenneth Arnold thoroughly checked his light airplane, warmed the engine and checked both magnetos. He said goodby to Captain E. J. Smith and took off on the first leg of the four-hour homeward flight to Boise. He flew over the Cascades, felt

craft had been operating well; he sleepily advanced the throttle, the engine responded, and quickly he was in the air. Then, suddenly Arnold was shocked by one of the most deadly things that can happen to an airplane at low level. At an altitude of only about fifty feet the engine abruptly stopped. The flyer's instinct took over. Desperately, he turned the plane into a straight downward course toward the nearby runway, in attempt to build up enough momentum to land without a fatal crash. About ten feet from the ground, he pulled back hard on the control stick. Still sinking fast, the plane managed to level off. It hit the ground in a minor crash. He leaped from the cockpit. His left landing gear was badly damaged and the left spar was broken; but he was alive and except for shock not hurt. Returning to the cockpit, he discovered that his fuel valve was mysteriously turned off. He thought that only he, himself, could have moved it off—but knowing that by long habit he had it on when taking off, he thought that his mind or thinking "in some peculiar way was being controlled or dictated to", but realized that no one would believe it. To most persons familiar with the strange UFO story, his conclusion is at least possible. But I believe not probable. Remembering the numerous instances of strange operations of locks, very slow fall of stones and sudden strange swerings of vehicles, I believe that UFO electrostatic, gravity-like force probably turned off the valve. But his quick thinking and nearly instinctive action saved his life.

He had the plane repaired, and again took off for home. Thus ended the nearly incredible but apparently true set of 1947 experiences at Maury Island, Puget Sound, and the areas of Tacoma, Washington and Oregon. Two men, carrying skystones, mysteriously died, a third with potential of considerable disclosures about flying saucers narrowly escaped death, the main witness of the tremendous stone-fall mysteriously vanished, and another, secondary witness suddenly left his work and a good business and indignantly felt the need of defending himself against allegedly false statements of the Federal-Government bureaucracy. . . .

I have read in the report of the Condon Committee's Air Force sponsored so-called *Scientific Study of Unidentified Flying Objects* (Bantam Book's 1969 edition, New York, pages 90 and 91) of their analysis (by Dr. Roy Craig and others) of the above-quoted statements of Mr.

together," it was about ten feet in diameter, and had a fiery underside. Four small dwarf-like beings, their bodies covered with hair, got out of it, and attacked the young men, seemingly in an attempt to kidnap one of them. The other young man hit one of them with a rifle, and it broke against the attacker. Although the invaders were amazingly strong, they then abandoned the fight, boarded their craft, and took off.

Pages 64-65 of *The Humanoids*. On 4 October 1965: Several short beings, with "greenish skin", only slightly resembling our breed of men, attacked a schoolboy and two schoolgirls. The students fled to the nearby school, and so escaped. In the *South Mississippi Sun-Herald* of 2 February 1975, an article entitled "The Unexplained" by Allen Spraggett referred to a very strange disappearance in December 1900 of three lighthouse keepers (Thomas Marshall, James Ducat and Donald McArthur) from The Seven Hunters Lighthouse on one of the Flannan Isles off the northwest coast of Scotland. Joseph Moore, the fourth of the keepers, had been on a two-weeks vacation on the mainland, and in late December was returning on the ship that regularly transported supplies to the lighthouse; but this time the delivery had been delayed by a raging storm of several days. When they arrived there was no sign of life at the lighthouse. And they found the massive lighthouse door barred on the inside. They broke into the interior and searched. The boots and oil-skin duty clothes of all three men were in their usual nighttime positions. No trace of the three men was ever found. If they had been captured by sky-men how could the attackers have got them outside a door that was barred on the inside? The lighthouse probably had a chimney; and if it was a large one, as was common in those days, the bodies, live and temporarily paralyzed or dead, could have been taken up thru it.

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"representatives" stated to the Committee that they knew nothing of the UFO fragments referred to by Frank Edwards. And Mr. J. W. Clinton for the Chief of Information of the Navy Department wrote that no record could be found in Navy files of a Navy jet plane's firing on a UFO in July 1952 or any other time. He said that Navy fighter planes carrying live ammunition on interception duty over Washington, D. C. would have been encroaching on an Air Force's task.

The Condon Committee stated that if the reported fragment were classified "Secret", they would not have been advised of its existence. Apparently Dr. Craig and the others did not think of the possibility that the story told to Wilbert Smith of the finding of the skystone as result of shooting at a UFO by a jet fighter could be a C.I.A. or Air Force "coverup" of the real facts of the finding of the one-pound skystone, of which a small segmental slice had been supplied to Mr. Smith.

Dr. Robert J. Low, Project Coordinator of the Condon Group, heard from my friend Arthur Lundahl about the Virginia Skystone and tried to telephone me about it. But the wires at my place got out of order. When after several days he was able to get his telephone call thru his words came to me in an indistinct fashion, with a strange accompanying sound. As I remember: Either then or at the time of his first attempt to telephone me an electric-power transmitter near our house was strangely burned and put out of use.

Dr. Low asked the date of my report to the Air Force, and later telephoned me again; and according to my memory he said he couldn't find it in the Air Force UFO files. I believe I sent him a copy of it and copies of a few of my journal entries about flying saucers; and I never heard from him again. Perhaps because he couldn't find my report in the Air Force files he and the study group ignored it.

This wasn't the only time that a UFO researcher failed to find my report to the Air Force in its UFO files. In his open-minded investigations of flying saucers, Dr. James E. McDonald, a rather famous scientist and professor of the University of Arizona, learned from Arthur Lundahl about the Virginia Skystone and in 1970 he telephoned me from Montgomery, Alabama, where he was doing research in the Air Force UFO files. On 21 May 1970, I wrote the following entry in my journal:

"On the evening of 19 May 1970 Dr. J. E. McDonald of the University of Arizona telephoned me and we talked for nearly an hour about the

phenomenon of flying saucers, in which we both are keenly interested.

"The telephone was working well—not "bugged" by possibly spying electric force as it apparently was when Dr. Robert Low telephoned me from Colorado about the same subject." Perhaps the reason for this clearness of communication was the fact that he did not telephone from his motel.

He asked for information about the Virginia Skystone, and I told him about its disappearance and about the hurricane the year before that had swept away most of my UFO journal entries and clippings. He had searched for my report in the Air Force files—then at Montgomery, Alabama—and when he failed to find it he telephoned me. In view of what has happened since then, I doubt that he ever found it.

His telephone calls were from a "firehouse" in Montgomery. Shortly after his last call a Montgomery telephone operator telephoned me that she did not have the information about his motel room that he had given her, and she didn't know where to charge his call. I didn't know the name of his motel. I imagine he telephoned from the firehouse because he thought his motel phone was "bugged" by skymen. He probably was plagued by them in his research—as I have been.

Although in recent years more scientists in scientific careers have expressed open-mindedness about UFOs, in the 1960's Dr. James McDonald was a rarity among orthodoxly trained science professors in that he believed there was a basis of tremendously important fact in the many thousands of reports of UFOs. He was hard at work in trying to solve the vast mystery and making many speeches to scientific organizations, trying to rouse scientists to open-mindedly investigate UFO phenomena. For instance, a few months before our telephonic conversations he had said in a long speech at the 134th meeting of the American Association for the Advancement of Science: "A most unfortunate pattern of press reporting developed by about 1953, in which the Air Force would assert that they had found no evidence of anything 'defying explanation in terms of present-day science and technology' in their growing files of UFO reports. These statements to the public would have done little harm had they not been coupled systematically to press statements asserting that 'the best scientific facilities available to the U. S. Air Force' had been and were being brought to bear on the UFO question. The assurances that substantial scientific

investigations have, I submit, had seriously deleterious scientific effects."

The effect of such speeches by an able and well-known scientist, and of the book he probably planned, would have been considered dangerous to "coverup" of their secrets by the so-called "Silencing Group" of skymen. About a month after Dr. McDonald and I talked—on 21 June 1971—he mysteriously died, alone in a car in the desert near Tucson, Arizona. I don't know many details about his strange death, but I suspect that his fate might have been similar to the death of scientist M. K. Jessup, who also apparently endangered skymen's secrets.*

In December, 1976, Mr. Todd Zechel, Research Director of Ground Saucer Watch, heard about the Virginia Skystone and telephoned me about it. After questioning me for a while he said he believed my story, and was going to try to find confirmation of it in the Air Force files. By March, 1977, he and those associated with him had been unable to find my original report there. But, as stated above, after a long search they did find a copy of the above-mentioned letter of the Air Force to me about their seemingly shallow examination of the stone.** I wonder but probably will never know, just what happened to my eight-page report to the Air Force and what happened to the Virginia Skystone.***

It was in late 1952 or early 1953 that I came to the conclusion that there must be cloud-sheathed or otherwise obscured skyislands above the earth—perhaps orbiting around it—perhaps far enough out to be balanced in place in space, rotating with the earth. And soon after this I learned of the pioneer efforts of Charles Fort, and bought and read a copy of his works. I felt an intellectual kinship with him when I read of his reference to possible "islands of space", and objects, such as my wife and I had observed, that

from time to time in the past had fallen from the sky. As John P. Bessor wrote in *Fate* magazine, July, 1954: "It was Charles Fort's cautious opinion that such falls of axes, blood, flesh, silk, hair, stones, manna, etc. were the contents of cargo ships cruising in space and that great blocks of ice and icicles were dislodgements from glacial territories floating above our sphere."

I made a great many notes in the margins of my copy of Fort's works, and after my return to the C.I.A. "Art" Lundahl expressed an interest in Fort's evidence and conclusions, and I lent it to him. Arthur Lundahl, like myself I hope, has been one of the better type of bureaucrats, who do not have closed minds against "far-out" evidence of new, at-first-amazing things that our breed of man needs to learn. He was the governmental photograph-interpreting expert who advised President Kennedy of the presence of Soviet missiles in Cuba. He became director of the U.S. National Photographic Interpretation center; and I recently read in the *National Enquirer* that he stated that he had seen a film of sighted UFOs that he was convinced, as a photography analyst, was certainly not faked. He was talking about the famous movies of flying saucers taken at Tremonton, Utah, by U.S. Navy photographer Delbert Newhouse on July 2, 1952. He went on to say that he believed those UFOs were real and beyond our earthly ability. It was probably about two months after I lent Arthur the book of Fort's Works he put it in our intra-office, messenger-carried mails, in a packet addressed to me. The C.I.A. did not deliver it to me. He bought another copy for me. Many years later—after my retirement—Art wrote me that my annotated copy had been found; and we exchanged copies via the U.S. mails. Where and why had this profusely annotated book been outside our ken all those years?

*Gray Barker, Ed., *The Strange Case of Dr. M. K. Jessup, Saucerian* Books, Clarksburg, W. Va., 1963, 1974.

**Apparently, Richard H. Hall, a long-time hard worker and editor on the mystery of the UFOs found the letters in Air Force files.

***As this book is about to be published Todd Zechel has advised me that his research group at last has found, in the U.S. National Archives, my report to the Air Force, with the pictures of the Virginia Skystone. But the disappearance of this UFO skyobject