country, hours before I made my first broadcast. Schecter called me to see if I was sure of my facts and I got the impression that Mutual was not happy about this Hoosier upstart deflating their pet commentator.

A few weeks later my supporters on the AFL Executive Council managed to outmaneuver the opposition and I was selected. I flew to New York to sign the contracts for the AFL broadcasts which were to originate from Washington, starting January 2, 1950. When I got back to Indianapolis I found my friend, WIBC newsman Gordon Graham, waiting for me.

He handed me a big brown envelope, bulky with papers.

"I got this by mistake," said Gordon. "It's a hell of a story and I know that you have been interested in this business. Do what you want to with it . . . just keep me out of it, please."

When I upended the envelope, out slid a rough advance copy of *True* magazine, an issue scheduled to hit the newsstands in less than two weeks from that moment. The featured article was by Major Donald E. Keyhoe, U. S. Marine Corps, (Ret.) and top-flight aviation writer. I looked at the title of his contribution and whistled through my teeth.

"The Flying Saucers Are Real!"

Are they?

10. To See or Not to See—

"ANOTHER GORGEOUS night!" says your co-pilot.

You agree with him. It is indeed a glorious night. Fifteen minutes ago you pulled the big four-engined DC6 off the runway at Philadelphia, en route to Washington. Your engines are drumming along smoothly; eight thousand feet below, the moonlight flickers briefly on the Susquehanna River, just above the Conowingo Dam. Off to the right and thirty miles ahead, the lights of Baltimore glow like tiny jewels. It's a great night to be alive!

Your wrist watch says it's ten minutes past midnight, October 19, 1953.

"What the hell is that!?"

You look where the co-pilot is pointing. There is something out there, something that shines in the moonlight as it moves in and out of a thin layer of cloud. It doesn't look like a plane; it doesn't act like a plane. There are no running lights on it, and the thing flips on edge. You instinctively cut down your air speed a little from the two hundred and seventy miles per hour

that you have been doing. The thing, whatever it is, has stopped. You're closing the gap quickly.

"Give him the landing lights!"

The co-pilot had anticipated you there, his hand was already on the switch. The powerful lights in your wings flash on and off, to warn the thing ahead of you that you are coming.

A blinding beam of white light reaches out from it . . . finds you . . . and the thing comes straight at you! You shove the wheel forward . . . the big passenger liner plunges . . . you miss the thing with the blinding white light by a split-second. You know that the twenty-seven passengers you are carrying are piled up in the aisles, but now your job is to bring the ship out of the dive. At five thousand feet you manage to level off, but there's hell to pay back in the cabin; passengers, pillows and overcoats all in one scramble. You get on the horn and flash the report of your experience to the National Airport in Washington, as per instructions. No planes in your area, says the airport control, and they will have medical facilities ready when you bring in your passengers.

Your story makes one issue of an early morning newspaper and then it vanishes.

Did you really see something, or did you and the co-pilot both have what the Air Force calls a "hallucination?"

Your experience is just one of thousands of similar reports, filed away as classified material, which keeps them from the prying eyes of newsmen who are not convinced that the official stories are true stories, where these strange objects are concerned.

What may some day be the greatest news story of all time began on the afternoon of June 23, 1947. A railroad engineer called the newspaper in Cedar Rapids, Iowa to report that he had seen something very strange in the air that day.

"They looked like ten shiny, disc-shaped things," he said. "They were very, very high, fluttering along in a string and pretty soon they vanished toward the northwest."

How fast were they going? Well, he guessed they might have been traveling five hundred miles an hour—faster than any plane he had ever seen.

Railroad engineers are not regarded by newspapers as authorities on aerial phenomena. His report made only a few lines on the news tickers and was dropped during the early-evening reports.

Next day the storm broke.

A Boise, Idaho, businessman, Kenneth Arnold, was flying his own plane from Chehalis to Yakima, Washington. Before

him in the distance something glinted in the brilliant sunshine. Between his plane and Mount Ranier he saw a string of nine shining, disclike objects swerving back and forth over the mountains. Flat like pie pans, Arnold later told authorities. How fast were they? Veteran flier Arnold estimated their speed at a thousand miles per hour—or better.

That story hit the news wires with a crash and made the front pages from coast to coast. Before the night was over, Arnold's strange account had support: A Portland building contractor who knew nothing of the furor over Arnold's report told authorities that while up in the Cascades during the day, he and his companions had watched six or more shiny disc-shaped things zooming overhead in unbelievable maneuvers. They noticed more than that, however, for while the objects were in the neighborhood the contractor reported that his compass wavered wildly.

In the ensuing week, reports of sightings poured in from all parts of the United States, from Canada and Alaska and from ships at sea. The Air Force, charged with evaluating such reports, was plainly bewildered by the magnitude of the problem. The first official announcements stated that a check was being made on the reported sightings. A few days later the Air Force made its initial backflip: On July 4, in an effort to reassure everyone, a statement was released to the press to the effect that the mystery had been solved: everyone was having hallucinations!

The Air Force brass could not have chosen a more transparent solution nor a worse day on which to release it. On that same day, thousands of perfectly sane citizens in Portland, Oregon, watched dozens of strange discs flip around in the skies at tremendous altitudes. Seattle, Vancouver, Spokane and many smaller cities reported similar sightings before the day was done. Most conclusive of all was the experience of a United Airlines crew flying a passenger plane over Idaho. Captain E. J. Smith, Co-pilot Ralph Stevens and other crew members watched five wingless discoids move into the path of their plane, to be followed a few moments later by four more objects of identical form, which the fliers estimated to be about one hundred feet in diameter and perhaps twenty feet in thickness at the center. The airliner crew watched them for ten minutes before the discs suddenly accelerated and ran away from the big passenger plane.

Since those first hectic days of the so-called "saucer" sightings the Air Force has changed its position several times, generally with an ineptitude that served merely to underscore the

contradictions in the official statements. Since the 1947 sightings in this country, similar unidentified flying objects have been reported from every country on earth, including the Soviet Union and its satellites. A great deal has been learned about the discs in these past eight years but thus far no nation has been able to produce a comparable device. The strange objects have been frequently tracked by radar, photographed by movie cameras, by still cameras with diffraction grids and by telescopic devices. They have been seen at close range by military fliers who pursued them in jets; they have played tag with civilian and military pilots on occasion. Many credible witnesses have reported to authorities that these circular, metallic-appearing objects have been seen on the ground, generally about daylight and almost always in remote areas. The favorite theme in Air Force public statements has been to dismiss the matter as a crackpot phantasmagoria.

If that is the correct explanation our problem is serious indeed. The "disease" has spread to official circles, to the governments of many nations including our own. Some of our government agencies are spending fabulous amounts of money and time trying to solve the mystery of the flying discs at the same time they are telling the public such things do not exist!

What are these unidentified flying objects?

Are they fact or fantasy? Let's look at the record.

The sightings of 1947 created intense public interest and then ceased as dramatically as they had begun. In 1948 I went to Alaska and made movies of that majestic land. While I was there I made inquiries about the mysterious UFO's—and I found numerous civilian fliers who had reported the things. I talked with two jet pilots who had reported chasing a strange wingless object that looked like the fuselage of a wingless B-29, with no visible means of propulsion. Then I got a spray job from the Air Force in Alaska, whose representatives slyly hinted that they knew all about the things. And, unofficially of course, they could assure me that there was nothing to be concerned about. The UFO's were ours!

I must hang my head in shame and admit that I fell for their story, for a while at least. Then came that night in the winter of 1949 when Gordon Graham gave me that package—the advance copy of an article which *True* magazine had scheduled for release in its January, 1950, issue. Written by Major Donald Keyhoe, it methodically punctured the Air Force shield of confusion and presented an imposing array of factual matter to support his statements.

When I saw what the package contained I realized that time

was very short if I was going to break the story before it hit the newsstands. After my network broadcast that night I put in a call for the editor of *True*, Mr. Ken Purdy, and finally got him out of bed at his home in Westport, Connecticut. He was unhappy about that and he was even less happy when he learned that I had come into possession of that advance copy.

"Let you break it?" he snapped. "I don't see how I can do that; we've already made arrangements with Walter Winchell to give him first break on the story. If you beat him to it he will probably blow his stack and then——"

I persisted and he resisted. The phone call was beginning to cost real money. Purdy knew, of course, that I could break the story without his consent. We finally agreed that I could go ahead with it the following night, providing I used not more than two hundred words of the text. It was a good deal for both of us.

My preview of that forthcoming magazine article got nationwide coverage through Mutual and again by way of the news services which reprinted what I said the following morning. The Air Force was peeved at me, a state of mind from which they have never fully recovered, as far as I am concerned. A few days after my broadcast Winchell and Lowell Thomas picked up the story from *True* and the flying saucer controversy was off for another round.

A great deal of criticism has been leveled at the Air Force over the manner in which it has dealt with the public on the subject of Unidentified Flying Objects. Some of that criticism is warranted, I think, for it is my opinion that the Air Force has bungled this particular assignment badly. They are admittedly in a ticklish position in this matter and their responsibilities are heavy. Yet to be most effective they must win public confidence and in this they have failed. I say failed, because the tens of thousands of people from all walks of life who wrote to me on this subject made it clear that they did not believe the Air Force official statements and "explanations" which are too frequently contradictory or ridiculous.

It would, I think, have been far better for the Air Force to have admitted that they were aware of the implications and that they were seeking the answer, whatever it might be.

When a veteran jet fighter pilot's radar locks on a strange object and he chases it at full speed for hundreds of miles before it eludes him, it hardly makes sense to tell that pilot (and the public) that he was chasing a weather balloon.

When a naval officer makes movies of several disc-shaped objects maneuvering in formation at speeds that were officially estimated to be in excess of nine hundred miles per hour, it is hard to accept the Air Force statement that the objects are only seagulls! Nature has done some wonderful things but she has yet to develop a nine-hundred-mile-an-hour bird of any kind.

For the past eight years I have been as close to this baffling subject as any civilian could be. I have waded through reams of phony photographs, most of which could be spotted with little trouble. I have had countless letters from crackpots and psychopaths who were eager to relate thrilling experiences with the little people who existed only in the wide-open spaces, of their troubled minds. But I have also been in close and constant communication with pilots, physicists, astronomers, radar experts and other credible sources from all over the world, and through their findings and reports I have witnessed the gradual verification of a news story that may some day surpass all others.

During the four and a half years that I was with Mutual, I was in very close touch with the men who fly America's thousands of commercial airline planes. These are the carefully trained pilots, co-pilots, navigators and flight engineers who are responsible for the safety of millions of passengers and billions of dollars' worth of equipment. Since the airline pilots are members of the AFL it was easy for me to establish rapport with them on a confidential basis.

For a couple of years, until 1952, there was no difficulty in getting prompt reports of strange objects the fliers were encountering in the skies. I made a telephone recording of a conversation with Captain Jack Adams of Chicago and Southern Airlines only a few minutes after he and his co-pilot had reported that a large circular object was flying rings around their airliner near Stuttgart, Arkansas. This incident was promptly covered by the press services and got excellent coverage on press and radio.

In contrast we have the case of a B-36 bomber near Rosalia, Washington, which radioed that it was being circled by a huge disc-shaped object carrying blinking blue lights. The crew of the bomber were watching the thing visually and on their radar. Dated February 6, 1953, their account of the sighting is one of the most detailed reports in the files, but the press wires ignored it and few people knew that it had happened.

I mention this incident because it is typical of the manner in which thousands of similar cases have been kept from the public knowledge. The less the people know about what is happen-

ing the easier it is to deceive them into believing that nothing whatever is occurring. It is ironic that in the United States, which prides itself on its freedom of press and freedom of speech, the muzzle has been clamped on the subject of Unidentified Flying Objects. The best examples of this suppression are to be found in the manner in which the sightings in the District of Columbia have been handled.

As late as the summer of 1952 there was prompt publication of the sightings in Washington, D.C. On the night of July 20th, 1952, the radar scope at the National Airport picked up five objects which were also reported by commercial radio engineers, who saw the things near their transmitter, moving in formation. The radar contact verified the formation and speed; a warning was flashed to nearby Andrews Field military base. For two hours the strange objects circled the nation's capital without interference. (Actually all the jets were sweeping the skies over New Jersey at the time, where a gigantic object was hovering far above the reach of the jets. They stayed there until the thing went away, about 2:10 A.M.) The first jets to reach the Washington area came roaring in about three o'clock on the morning of July 20th. As the jets approached, the Unidentified Objects scattered and vanished from the radar scopes. After scouring the area vainly, the jets went on to land at Andrews Field. Five minutes later, the radar scopes again picked up the mysterious blips. One of the things, easily seen because of the lights around its periphery, followed a commercial airliner to the edge of the National Airport. By daylight, the objects were gone and the weary jet and radar crews went to some well-earned rest.

Newspapers had no trouble getting the story from the airport personnel and others who had been in the midst of the excitement. Only the Air Force remained aloof.

On the night of July 26th, the things were back over Washington again. This time they came in at high altitude. First reported by commercial pilots, they were quickly picked up by radar and jets were dispatched. The jet pilots saw the things right where the radar indicated they should be, but the jets were hopelessly outdistanced in the chase.

Official explanation: The things were natural phenomena! If so, it is the first time in history that armed planes have been sent up to shoot down natural phenomena.

On the night preceding the second visit of the Unidentified Flying Objects to Washington, the jet pilots were instructed to order the "natural phenomena" to land and if they refused, "shoot to kill." Under a nationwide barrage of protest to President Truman from aroused and alarmed citizens, the "shoot to kill" order was quietly rescinded a few hours after I had broadcast the fact of its existence.

The sensational and puzzling developments were fully reported in the nation's newspapers and on the air. There was ample coverage—but that was in the summer of 1952. From that moment forward the screws were tightened on the release or discussion of Unidentified Flying Objects at official levels.

The evidence: On May 13th, 1954, between 12:45 and 2:00 A.M., police and other personnel at the National Airport reported watching two large glowing objects which maneuvered over the airport and over part of the city of Washington. Military Air Transport confirmed the sightings and an Air Force spokesman recommended that the things be referred to as Unidentified Flying Objects. The report of this incident appeared in one early edition of the *Washington Post*. It did not appear in any other newspaper or in any other edition of the *Post!*

On that same day, May 13th, shortly before noon, a group of government electronics experts were putting the finishing touches on a special type of long-range radar equipment. Suddenly they noticed that the screen was recording some sort of object at great altitude, something of a tremendous size. They double-checked by switching on another unit and it, too, began to track the thing, whatever it was. They were able to determine that it was approximately 250 feet in diameter, about fifteen miles above Washington, moving from point to point around a rectangular pattern at about two hundred miles per hour. For three hours the thing hovered over the Capital, under the scrutiny of several government radar units, before it moved to the west and finally vanished from the scopes.

The story of this strange visitor did not make the news wires.

It is worth noting, however, that on June 14th, one month after the Washington incident, a great object of unknown nature was located by radar over the city of Wilmington, Delaware. Ground observers watched it through high-powered optical devices. The Baltimore Filter Center kept it on their radar screen for two hours. Whatever it was, it performed exactly like the object that had been located over Washington, moving in rectangular patterns about 15 miles above Wilmington.

More silence.

The silence is so thick that it is oppressive.

Just how successful the authorities have been in keeping the facts about these mysterious visitors from the American public is convincingly set forth in an official document published by

the Civil Aeronautics Administration, a copy of which I have. It is entitled: "For Limited Distribution—A Preliminary Study of Unidentified Targets Observed on Air Traffic Control Radars." Designed for the guidance of radar control experts at the nation's airports, it contains a few reports from various cities, but the meat of the study is concerned with Unidentified Flying Objects that have been tracked in and around Washington. It is pretty heavy reading since it is loaded with technical data concerning radar. However, the booklet also contains numerous charts, which show how the UFO's moved across the radar screens, and these charts are readily understandable. By careful reading of the text it becomes apparent that the CAA's explanations do not explain.

The CAA study is forced into the realm of speculation when it has to deal with Dr. Menzel's theory of temperature inversion, which holds that these mysterious blips are nothing more than reflections caused by cold air pressing against warm air under certain close restrictions. Since this theory does not explain how temperature inversions fly in formation and elude jet pursuit planes, the CAA report indicates that your guess is as good as theirs. Temperature inversions require both cold air and hot air—apparently plenty of the latter.

There is another effect known to radar men as the delayed-pulse, which can cause blips to appear on the screens. The CAA evaluation says that if the objects on the radar scope were actually nothing more than this delayed-pulse effect, *the speed of the object could not exceed the speed of the air itself.* An examination of the official charts for the sightings of August 13th and 15th, 1952, in this same official document, *shows that the objects were moving more than twice as fast as the air itself!* The delayed-pulse explanation doesn't fit the circumstances, either.

In this official document "for limited distribution" there are listings of thirty-four recorded sightings in and around Washington in less than three months in 1952 alone. Many of those sightings were made by the pilots of commercial airliners entering and leaving Washington. I checked the newspaper files for that same period and I find only four of these sightings mentioned. The others evidently never got beyond the official files.

On July 7th, 1952, the CAA study says that Captain Bruen of National Airlines radioed that he was being approached by a blue-white light at an altitude of 11,000 feet about 60 miles west of National Airport. "The object," says the CAA report, "came to within two miles of the aircraft and hovered at the

same altitude. Pilot switched on all lights, ball of light took off, going up and away."

On July 20th of that same year, Capitol Airline Flight 610 was approaching Washington National Airport at three in the morning. The CAA report says that the plane was followed by a lighted object to a point about four miles from the airport. The object was tracked by two radar stations until it left the field of the scopes. On July 14th, the same report says, Pan-American flight 901 got a good look at six red objects flying beneath the plane. The objects were doing an estimated 1000 miles per hour when they made a sudden acute-angled change of direction and sped away.

The CAA charts published in that document list more than a score of sightings involving a single object in each case. Other sightings, both radar and visual, include what it calls "many" objects. The real jackpots were hit on May 23rd, 1952, when fifty of the things were under observation on the Washington radars at the same time and again on August 13th, when 68 Unidentified Flying Objects were officially tracked within ten miles of the National Airport between 8 and 11:30 P.M., moving at widely varying speeds and directions. Please note that this remarkable and unexplained event took place less than one month after the July sightings, which made the front pages. When the August 13th UFO's darted over the nation's capital, not one word was made public.

The muzzle was on.

That CAA study covers only three months in 1952. How many UFO's have been charted around Washington since then? The record does not show, because the records are not available to the public. Only once in a while can you get a peep under the lid of secrecy—on one of those rare occasions when the Air Force slips up.

Such an instance took place in the summer of 1954 when the Air Force released from the Pentagon a press statement which asserted that during the first five months of 1954 it had received only 87 reports of sightings of UFO's. The three newswire services dutifully transmitted this statement to the newspapers and broadcasting stations where it was passed on to the American public as further evidence that the so-called "flying saucers" were almost nonexistent.

Not one of those news services took the time or the trouble to check the accuracy of that Pentagon handout. They simply accepted it and sold it to their clients. I was the only national news source which refused to carry the story. I knew that it was incorrect because I knew that more than a hundred sight-

ings had been reported to the Air Force in that same period and I was receiving more than a hundred reports per week from listeners who were sending clippings from their local papers. The news-wires carried reports of such sightings in 1952; they did not carry them (with rare exceptions) in 1954.

In Washington the Air Force press desk told the public in June of 1954 that it had received only 87 sighting reports in five months. At Cincinnati, which is the nerve center of the entire government UFO investigation, Lt. Colonel John O'Mara is Deputy Commander of Intelligence. He was interviewed by Mr. Leonard Stringfield, Cincinnati businessman and publisher of a periodical dealing with UFO's. Colonel O'Mara scuttled the Pentagon statement when he told Mr. Stringfield that sightings were actually pouring in *at the rate of more than* 700 *per week—the heaviest rate since the investigation was started five years before!*

As further evidence of the manner in which the flood of sightings has been kept from the public, the *Wilmington Delaware Morning News* carried a front-page story on July 9, 1954, headlined: 100 MYSTERY FLYING OBJECTS SPOTTED HERE. "Air Force permits Ground Observer Corps to release data on phenomena sighted in past two years and confirmed elsewhere." The article disclosed that ground observers had been watching these things and reporting them to the Baltimore Filter Center where the Air Force studied the reports. On July 5th, just four days before the *Wilmington News* broke the story, the Air Force had officially identified one of the sightings as "an Unidentified Flying Object!"

As the evidence mounted, month by month, I carried the reports briefly on my nationwide Mutual news commentary. The Air Force efforts to ridicule the subject were not helped by my repeated disclosures.

There can be little doubt that many of the reported sightings are nothing more than ordinary objects: weather balloons, high-flying planes, meteorites, et cetera. By the same token it becomes difficult to dismiss the reports of credible observers who are trained in their fields and equipped with devices to record such things: the astronomers, the military and commercial pilots, the civilian fliers, the ground observers, the radar operators and the weather-bureau personnel who report unidentified flying objects.

What importance does the Air Force really attach to the UFO's?

Air Force Chief of Staff General Nathan Twining said at Amarillo, Texas, on May 15th, 1954: "The best brains in the

Air Force are working on this problem of the Unidentified Flying Objects, trying to solve this riddle."

Are these things secret weapons of some sort?

No nation which had a secret weapon of such fantastic potentialities would risk sending it over a foreign country where it might be forced down and the secret exposed. And the UFO's are reported over every country on earth.

What are they?

The eventual identification of the UFO's is the first aim of the project to which General Twining referred in his Amarillo speech. The second objective of that same project is to duplicate the propulsion system the UFO's are believed to use.

Where do they come from?

Two separate groups of distinguished American physicists have told me in writing, that after careful evaluation of the evidence, they are of the opinion that the UFO's "do not originate on this earth and that they are created and operated by intelligent beings of a very high order!"

How do they function?

It is now known, through the patient research work of American, Canadian, Australian and Scandinavian scientists, that there is a severe disturbance of the earth's gravitational forces when a UFO comes within range of the recording instruments. Many nations, including our own, are now engaged in extensive (and expensive) gravity-magnetic research programs, in the belief that a great new field of untapped energy may lie in that direction.

Dr. Hermann Oberth, father of the German rocket program, told newsmen recently: "There is no doubt in my mind that these objects are interplanetary craft of some sort. I am confident that they do not originate in our solar system but they may use Mars or some other body for a way-station."

During the summer of 1954, hundreds of astronomers placed throughout the southern hemisphere kept the planet Mars under continuous observation. This unusual project was known as Operation Mars. At Bloemfontein, South Africa, Dr. E. C. Slipher of Lowell Observatory watched the red planet through the giant telescope and finally announced that there could no longer be any doubt that there is life on Mars. Thousands of pictures were taken during the worldwide observations but the official statement from the Mars Committee was delayed for months—the committee members could not agree on what to say about what they saw!

Why does Mars come in for so much attention?

For several reasons, principally because a chronological

study of UFO sightings reveals that they are most numerous when Mars is at its nearest approach to the earth. Since Mars takes almost twice as long to orbit about the sun as is required by Earth, it comes into close proximity to our planet every two years and fifty days. At these times of nearest approach, the red planet will be within 35,000,000 to 60,000,000 miles of us. The sequence of sightings reach their peaks at two-year periods, while we are approaching Mars and just as we begin to pull away from its nearest approach. The UFO's are sighted most frequently in the years when Mars is nearest: 1947-8, 1950, 1952, 1954, and perhaps another peak year in 1956, when we will come closer to Mars than we have for many years.

Why don't they ever land?

There are numerous reports from dependable witnesses which indicate that the things do land, especially under cover of darkness.

Why doesn't one of them ever crash?

If, as many investigators believe, these devices are operated by distortion of gravitational forces, then they are immune to gravity and could not "fall," as we put it. They might, however, collide with some conventional aircraft and what would happen then is not known. The first official statement on the crash of a British Jet Comet airliner in India in May of 1953 said that the big passenger liner had been destroyed in midair by "colliding with a heavy unidentified flying object," a conclusion which was later officially denied without explanation.

Near-collisions between aircraft and unidentified flying objects are no longer publicized. For example: On November 24th, 1954, a Brazilian National Airlines passenger plane approaching the field at Buenos Aires radioed an emergency call for immediate aid. The pilot reported that his plane was being circled by at least fifteen shiny, disc-shaped objects and that his panic-stricken passengers were being kept in their seats at gun-point by the co-pilot and steward. The story made front pages throughout South and Central America. It met with stony silence from the news services of the United States.

The chronological sequence of events related to the topic of unidentified flying objects brings the nature of the matter into focus:

Immediately following the widely publicized sightings of these objects over the nation's capital in the summer of 1952, the lid of secrecy was clamped on. The Air Force adopted a policy of withholding from publication sightings which were not easily recognizable as conventional objects. Local news-

papers continued to report on sightings in their communities, but the press wires obligingly ignored the reports.

February 17th, 1954:—Officers of Military Air Transport Intelligence meet with officers of the Airline Pilots Association in the Roosevelt Hotel in Hollywood. Purpose of the meeting was to urge commercial pilots to radio at once when unidentified objects were sighted. Pilots were to be advised to make full reports to government officials and to make no public statements.

May 15th, 1954:—Air Force Chief Nathan Twining tells audience in Amarillo that best brains of Air Force are trying to solve the riddle of the flying saucers: "If they come from Mars, there is nothing to be alarmed about!"

May 17th, 1954:—Four National Guard jet pilots near Dallas, Texas, engage in game of high-altitude tag with sixteen flying discs, before jets were outdistanced. Reported in Dallas Herald on May 25th. Not carried by news services.

May 31st, 1954:—Fifth Air Force officials confirm report that U.S. jets in South Korea have been chasing flying saucers.

June 9th, 1954:—Colonel Frank Milani, Baltimore director of Civil Defense demands that Air Force lessen its secrecy about the saucers.

June 10th, 1954:—Air Force denies Colonel Milani's charges of secrecy, says it has received only 87 reports of sightings in six months. I check with the Air Technical Center in Dayton and debunk the Air Force statement. Air Technical Center says more than a thousand scientists now working on the matter, sightings of unidentified flying objects pouring in at rate of more than 700 cases per week: "—heaviest rate of sightings on record."

July, 1954:—Official confirmation that Doctor Clyde Tombaugh and Doctor Lincoln La Paz, of the University of New Mexico, are conducting search for two tiny objects known to be circling the earth.

October-November, 1954:—Sightings of flying saucers reported throughout Europe, Northern Africa and the Near East. Germany, Italy, Sweden and Yugoslavia become latest countries to open serious investigations.

December 15th, 1954:—President Eisenhower is asked at press conference if he cares to make a statement about possibility that the flying saucers might be from some other planet. The President gives the curious reply that a "trusted friend" in the Air Force had assured him that it was inaccurate to say that the discs come from another planet. Then he adds that he has not heard about the sightings in Europe at all. (Mr. Eisen-

hower's statement in this instance is worthy of study. He has access to any information that any government department possesses. He could have squelched the flying-saucer controversy once and for all by simply stating that the Air Force had advised him that the things were not interplanetary devices; instead, he merely referred to a trusted friend, a nameless source which gave his statement the shape of refutation without substance.)

April 26th, 1955:—Russia announces that its scientists are planning to launch small space satellite within two years.

February 18th, 1955:—Adler Planetarium in Chicago discloses that an astronomer whom it calls "thoroughly responsible" has located more than a score of small objects of unknown nature circling this earth at an altitude of about 475 miles.

June, 1955:—British government decides not to release its findings on flying-saucer investigation, orders pilots not to talk.

June, 1955:—Famed rocket scientist Dr. Hermann Oberth, head of official German group investigating saucers, says in public statement that he is convinced they do not originate on this planet, evidently come from out in space.

July, 1955:—Dr. Hermann Oberth flown to this country and becomes part of our guided-missile project at Huntsville, Alabama.

July 29th, 1955:—President Eisenhower announces that the United States will launch a small experimental satellite within two years. This satellite will be designed to circle the earth at the equator at an altitude of 250 miles and a speed of 18,000 miles per hour. This means that it will become the third object to circle the earth at the equator at that height and speed.

What is the nature of the other two?

Where did they come from?

How long have they been there?

How did they get there?

Is there any relationship between the all-out rush to launch this tiny satellite and the statement in *The New York Times* of December 16th, 1954: "The Air Force maintains a serious and continuing study of flying saucers because of a definite obligation to identify and analyze things that happen in the air that may have in them a menace to the United States."

If these things constitute a potential menace to the United States then the people of the United States are entitled to be kept informed of the Air Force findings. Instead, the people have been kept in the dark, hoodwinked and confused by a policy of official deception.

The Air Force has said repeatedly that there are no such things as "flying saucers." With that statement I can find agreement. It is much more interesting to ignore them as "flying saucers" and to use jets and radar against them under their official name of "Unidentified Flying Objects."

Sometime soon we expect to launch our first man-made satellite. This will be but a humble beginning, a flimsy aerial canoe crawling along the rim of space. Man, too, is planning to visit his neighbors some day. It hurts his pride to feel that he may already owe them a visit.

11. How Mighty Is the Mike!

YOU CAN put me down as a confirmed do-gooder, for in looking back over all my years in broadcasting, my fondest memories are of those occasions when I was able to use radio in helping others.

Rain, mixed with sleet, was rattling against the studio windows, when one of my biggest public-service ventures started. It was 1945, two days before Christmas.

Mr. McKittrick, superintendent of the Union Station in Indianapolis was calling me. He really had a problem!

"Frank, there must be more than eight thousand service men packed into this station. Some of them have been here since day before yesterday and more are pouring in with every train. There is a blizzard headed this way—the trains are overloaded and running hours late. We've got to do something quickly. We've got to get those boys out of this station even if we have to appeal to the people of Indianapolis to take them into their homes! Can you help us?"

"I'll do everything I can. Let me call you back in about ten minutes. We'll work out something, you may count on that."

First thing for me to do as a matter of routine was to get in touch with the manager of the station. That was impossible; he had left on a shopping trip and couldn't be expected home for a couple of hours; and I was going on the air in thirty minutes for my regular news program.

Even though the weather was bad and getting worse, I knew that many of my listeners would be driving out of the city that night to begin their Christmas holidays. On the news program I described the plight of those stranded service men and women, many of them combat veterans trying to get home for their first family Christmas in years. "If you are driving from