Los Angeles Herald Express
July 24, 1949

Huge Mystery Plane Zooms Over U.S.

Seen by 2 Airline Pilots

By Associated Press

ATLANTA, July 24.—Two Eastern Airline pilots said they met a wingless two-deck plane early today southwest of Montgomery, Ala. They said the strange ship shooting red flames and with a blue glow underneath the fuselage, passed the E. A. L. ship at 5000 feet headed toward New Orleans.

The pilots said the stranger looked like a "Flash Gordon rocket ship."

The two pilots—Capt. C. S. Childs, and Co-Pilot J. B. Whitted—were flying the Houston-to-Atlanta-to-Boston run. They left Houston, Texas, at 8:30 (C. S. T.) last night. This morning at 2:45 o'clock 20 miles southwest of Montgomery they sighted the strange ship.

After reaching Atlanta at 3:49 a. m. (E. S. T.), the two pilots told of their strange experience. Captain Childs said that they first sighted the object up ahead when nearing Montgomery.

"It was in the line almost with our flight," he said. "We veered off to the left and this object turned to its left. When it came nearer to us, within better sight, its fuselage appeared to be about 100 feet in length and about four times the circumference of a B-29 fuselage.

"It had two rows of windows, an upper and a lower. They were square. Out of the rear of the ship red flames were shooting 25 to 50 feet. There was a blue glow underneath the fuselage. The ship appeared to be doing between 500 and 700 miles an hour, heading toward New Orleans.

"When it got alongside of us it pulled up with a tremendous burst of flame out of the rear. The flames were so bright they blinded us for a second. Then the ship disappeared into the broken clouds. The moon was shining intermittently and the ship could be seen for a few seconds and would then be obscured. The ship had no wings. It seemed to have an upper deck and a lower deck and was fully lighted inside. We saw no occupants.

"Of the 20 passengers on board, Childs said only one was awake and saw the other ship. He gave this passenger's name as C. L. McKelvie, Henelton Pike, Columbus, Ohio.

Los Angeles Examiner
July 5, 1947

'Saucers'

Not Visitors From Space, Navy Decides

By United Press

WASHINGTON, July 5.—U. S. Naval Observatory officials concluded unofficially today that the mysterious "flying saucers" were not, at least, astronomical phenomena.

An official said the observatory's unofficial decision was based on descriptions of the strange flying objects since none of their astronomers had seen them.

Meanwhile, both the army and navy confessed themselves unable to give an explanation for the reported objects. The army began an investigation Thursday.

Although there were some reports the saucers might have been a new-type navy plane, "the flying pancake," the navy said it had only one such plane and that it was in Hartford, Conn.

The army declined to say whether it was contacting those persons who reported seeing the flying objects. It would not reveal the line of its investigation.

More Discs

Ex-Marine Sees Ovals 'In Maneuvers'

By International News Service

PORTLAND, July 5.—Frank Cooley, a former Marine Corps observer now with Radio Station KOIN in Portland, confirmed numerous reports of witnesses in the Portland area Friday afternoon.

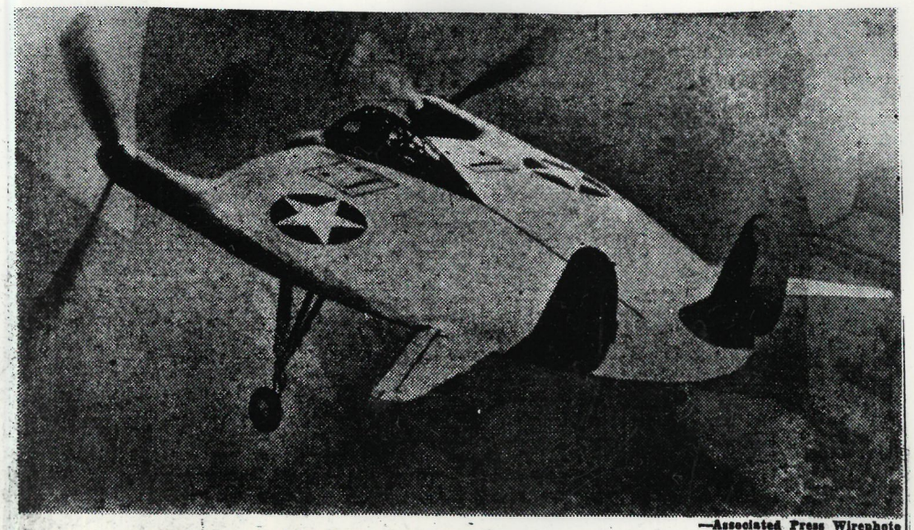
Cooley estimated the discs were flying at 20,000 feet. He believes they are larger than generally supposed.

Cooley saw 12 of them and flatly declared them to be operated and maneuverable. He dismissed suggestions that they might be tossed about by air currents.

Cooley said:

"They plainly exercised maneuvers in the sky. At one time a number of the discs would get into formation and fly circles around another disc. It is hard to follow their behavior exactly because of the great height, their gleaming surface and thin nature. This causes them to be seen only when tilted to catch the sun's ray."

Cooley said he was convinced the discs are operated either by some human or remote control.



—Associated Press Wirephoto

NAVY'S 'PANCAKE' RESEMBLES 'FLYING DISC'

Navy officials in Washington said today that the V-173, above, a wingless plane called the "flying pancake," is the only craft they operate which would answer the description of the "flying discs." The navy added, however, that the only plane of this type has never left Bridgeport, Conn.

L.A. Examiner
July 5- 1947

Same plans in L.A. Mirror Mar 30 1950 and
(N.Y. Times April 4 1950

Los Angeles Times
Oct. 3, 1948

Fighter Pilot Dogfights With Flying Disk

FARGO, N.D., Oct. 2 (AP)—A National Guard fighter pilot today told a story of a 30-minute encounter with a mysterious flying object over this city in the darkness—and his account was supported by two control tower operators and another flier.

In a signed statement for Air Force Intelligence, the pilot, Lt. George Gorman of the 178th Fighter Squadron, North Dakota Air National Guard, claimed he chased and did aerial maneuvers last night with a lighted, disk-like object which outran and outmaneuvered him.

Others Watch

Watching him and the object with binoculars were Lloyd Jenson and H. E. Johnson, both of Fargo, control tower operators at Hector Airport here. Both said in statements today that no other aircraft had reported to the tower besides Gorman's F51 fighter and a Cub, whose pilot, Dr. A. E. Cannon of Fargo, also reported watching Gorman and the object dogfighting around Fargo.

Gorman attempted to intercept the object, making head-on passes, but it outturned and outran him for nearly a half hour until he lost it at 17,000 feet.

Los Angeles Herald Express
Aug. 8, 1947

Los Angeles Herald-Express A-3
Friday, August 8, 1947

Army Drops Air Disc Probe

Northwest Survey Reports Evidence Insufficient

By International News Service

HAMILTON FIELD, Cal., Aug. 8.—Fourth Air Force headquarters at Hamilton Field finally called off its investigation of reports of flying saucers today, after receiving final reports on a survey in the Pacific Northwest.

Lieut. Col. Donald L. Springer, intelligence chief for the Fourth Air Force, returned from an investigation at Tacoma, Wash., with word that there was insufficient evidence or testimony to conclude whether flying disc stories from Tacoma or elsewhere have any basis in fact.

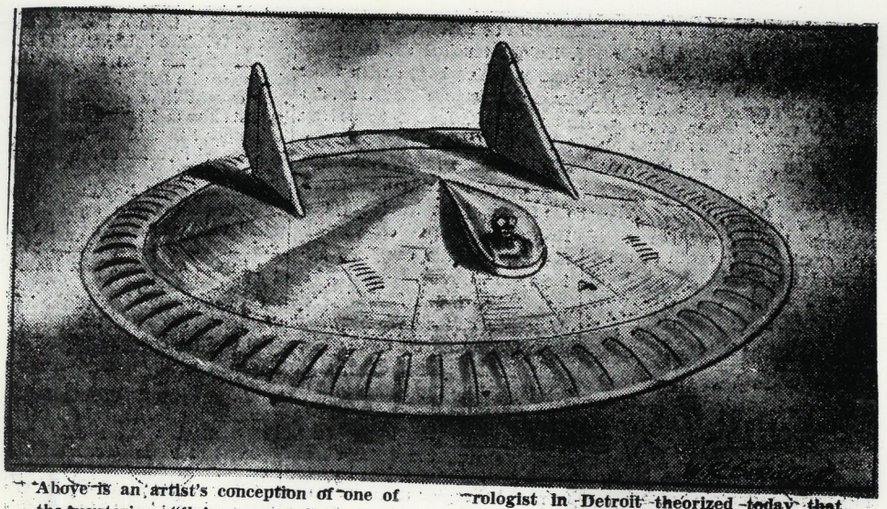
Colonel Springer did say that the reported explosion of a small boat in Puget Sound, near Tacoma, did not occur. There had been reports that a boat exploded after being hit by a flying disc, or because it was carrying mysterious fragments found on the beach.

The army intelligence officer said that there were fragments resembling molten metal on the beach of an island near Tacoma —but that similar fragments were plentiful in the Tacoma vicinity.

An earlier Fourth Air Force probe of flying disc stories ended in tragedy when a B-25 carrying intelligence officers plunged to earth near Kelso, Wash., killing two men. Master Sgt. Woodrow B. Matthews, who parachuted safely to the ground from the plane, said that a heavy box had been placed aboard the plane—presumably enclosing samples of the unidentified metallic-appearing fragments.

Fourth Air Force Headquarters scoffed at suggestions that the fragments were connected in any way with the plane crash. Colonel Springer brought a similar sample back to Hamilton Field with him.

Los Angeles Examiner
July 5, 1947



Above is an artist's conception of one of the mysterious "flying saucers." A meteorologist in Detroit theorized today that the disc may be a signal from Mars.

By International News Service

SACRAMENTO, Cal., July 5.—Army Air Forces officials in Sacramento suggested today that the army may know both the nature and the origin of the mysterious "flying discs." Although neither admitting nor denying the existence of the discs, the McClellan Field officials hinted they are convinced that "if they actually do exist, they might be a part of a U. S. Army training process and coming somewhere from the south."

Experiments in "transmutation of atomic energy" being conducted at Muroc Lake, Cal., White Sands, N. M., Portland, Ore., and elsewhere may be responsible for the "flying saucers."

This explanation came today from a scientist in nuclear physics at the California Institute of Technology, who, as a researcher on the "Manhattan project" (atomic bomb) asked that his name be withheld.

"These 'saucers' so-called are capable of high speeds but can be controlled from the ground," he said. "They are 20 feet in width in the center and are partially rocket propelled on the take-off."

He added:

"People are not 'seeing things.' Such 'flying discs' actually are in experimental existence."

The War Department at Washington, D. C., had no comment.

Los Angeles Examiner
July 5, 1947

Hint Discs U. S. Secret

May Be Trainers, Say Army Men

By International News Service

SACRAMENTO, July 5.—Army air corps officials in Sacramento suggested today that the army may know both the nature and the origin of the mysterious "flying discs."

Although neither admitting nor denying the existence of the discs, the McClellan field officials hinted they are convinced that "if they actually do exist they might be a part of a United States army training process and coming somewhere from the south."

One official, who declined to be quoted, declared "it's nothing for people to fear, get stirred up or excited about."

He refused to elaborate on what he meant by "coming somewhere from the south."

However, it was pointed out at the army field, which is the army's Sacramento air materiel area depot for Northern California, that the War Department neither has confirmed nor denied that "flying discs or saucers" are being used in training or for experimental purposes.

The army air official added that "our search radar so far hasn't picked up anything, but if it had, we would not be inclined to become excited about it because there's been no official word or request for any kind of alert on the matter."

Believes Discs Are Radio-Guided

By International News Service

CHICAGO, July 5.—Dr. Oliver J. Lee, director of Dearborn Observatory at Northwestern University, declared today the reported "flying discs" seen in various sections of the country "are probably man-made and radio controlled."

Dr. Lee said:

"One of the greatest technological achievements of the war—the sending of a radar signal to the moon—was accomplished in complete secrecy. These flying discs might represent the same sort of thing."

At Yerkes Observatory, Williams Bay, Wis., Dr. Gerard Kuiper also expressed the belief that the discs are man-made and probably radio-controlled. Dr. Kuiper, director of the observatory, added:

"If these things were really seen, they must be man-made. From the descriptions, they absolutely could not be astronomical bodies.

"I couldn't even make a guess as to what they are, but accounts of their flight suggest they are radio-controlled."

Los Angeles Daily Mirror

Jan. 29, 1950



Dick Williams

Mirror Entertainment Editor

★

IT'S EVERYBODY'S COLUMN FOR A DAY AS READERS TAKE OVER

Do the "brass hats" in the Pentagon think the populace is a bunch of saps? Why keep a secret about the flying saucers when they should know we will learn of these things eventually regardless of how top secret they want it to be now?

Certain well meaning persons at one time openly expressed their opinions that such discoveries as the telephone, the radio, etc., were of the devil. But the vast majority of us just kept on sawing wood. Intelligent people are curious people. We want to know what's cookin'. It may mean the beginning of Armageddon—but even so, I for one will just keep right on sawing wood as usual. **Milo R. Buchanan, Inglewood**

I agree with you and Frank Scully. Why on earth (hm) the air force feels it necessary to keep the flying saucer a deep, dark secret is beyond me. Personally, it would be wonderful to say to my friends, "Yes, we are going to vacation on Planet X, this year." I'd love to see that before I'm too old, or too dead. It's time they (the air force) realize we want the latest dope on everything and anything.

Mardella I. Genzel, Van Nuys

I have been and am thinking of the discs from the standpoint of prophecy. In Luke, 21st chapter, verses 9 through 11 and 25 and 26, strange signs in the heavens are prophesied. I am thinking along this line—maybe the stars are peopled with those who have passed through the "shadow of death" and gone into a higher sense of intelligence and are now trying to get in touch with those on this planet. The saucers have too much reality in them for people not to be awake and find the reason. Prophetically, **A. C. Davidson, Compton**

Two weeks ago we reprinted a list of questions asked by columnist Frank Scully of Variety who wanted to know the air force's motives in officially burying the flying disc affair. One of the questions (probably the most incredible) asked: "What happened to the body of a man, 3½ feet tall, taken dead from a flying saucer which had landed in New Mexico, and exhibited in the Rosenwald Institute?"

The Mirror checked the Institute in Chicago last week, got this answer: "Yes, we have a 3½ foot man here. But he's never been alive and he never came from New Mexico. He's made of plaster and was brought here from the World's Fair 15 years ago as part of a medical exhibit."

We have asked Mr. Scully, how about that?

Citizen-News

Vol. 46 No. 149 HOLLYWOOD, CALIFORNIA, THURSDAY, SEPTEMBER 21, 1950 PRICE 5 CENTS

Mystery 'Rocket

DENVER, Sept. 21. (AP)—Two or more unidentified objects called rocket ships by hundreds of witnesses streaked Southeast across Colorado last night just east of the Rocky Mountains.

Astronomy students and Air Force men both said that "they definitely were not meteorites." A veteran Denver commercial pilot said they weren't regular airplanes and "not like any jet ship I ever saw."

Capt. H. A. Gurney, pilot of a United Air Lines flight Eastbound over St. George, Utah, either had the answer to the mystery or just a ringside seat to a disconnected event.

He reported that he saw a giant meteor break into four pieces. Then he added, one of those broke into two smaller parts with a shower of sparks. That was at 10:30 p.m. PDT.

Reports of sighting two objects came from all parts of Western Colorado.

But it was 15 minutes later that witnesses along the Eastern slope of the Rockies, 300 miles to the East, saw their objects. These reports traced a path of objects swinging down from Laramie, Wyo., across Fort Collins, Greeley, Denver, Colorado Springs, Pueblo and Trinidad in Colorado. All reports had the objects moving horizontally—unlike meteors—and most trained observers placed their altitude at 3000 feet.

The CAA control tower at Pueblo estimated their

Ships' Over Colorado

speed at about 1000 miles per hour. The Lowry Air Base tower at Denver sighted them. One man on duty, Cpl. C. F. Ingram, trained his binoculars on them.

"First I saw a cluster of lights. As they moved closer, they became two lights, moving horizontal at about 3000 feet. They had an ordinary flame color. They were going faster than any plane I ever saw."

Speed of the objects were so fast that reports along the 200-mile path were close to simultaneous —covering a span of no more than five minutes around 10:45 p.m. PDT.

A Fort Collins pilot, Jerry Knopf, said he saw two large objects in front, three small ones 200-300 feet behind. He set their speed at around 500 miles an hour.

Denver watchers said there appeared to be at least two pear-shaped objects, with a brilliant white light in front of at least one and a yellow light in front of the other. Some witnesses said the smaller, trailing objects merged with the others, or doused their lights.

The Pueblo tower said sparks fell from what it called "mystery rockets" to the ground. Mr. and Mrs. Ted Berg of Denver said they heard a "cracking, hissing noise" which seemed to come from the sparks.

D. Towers

Copies get fully

DAILY NEWS, FRIDAY, MAY 5, 1950 • 8

Pitching Horseshoes

By BILLY ROSE

The Saucer That Cheers

At the risk of being laughed out of court and countenance, I'd like to report that I've seen flying saucers.

It happened on a clear and moon-minus night two Summers ago in Newtown, Conn., on the lawn of the home belonging to Paul Osborne, the playwright. Among my fellow oglers were Paul and his wife, director Josh Logan and his missus, and author John Hersey and his. What's more. none of us was in his cups the night we watched the flying saucery.

The show began about 10 P. M. while we were sitting outdoors, enjoying and shooting the breeze, and the first thing we noticed were several searchlights some miles away poking their yellow fingers into the sky. A few minutes later, three bits of celestial chinaware skittered into view, and from then until midnight they skipped and scampered above our bewildered heads.

As nearly as I could judge, these whatzises were at least 200 feet in diameter and were flying at an altitude of from 3,000 to 5,000 feet. Their edges gave off a ghostly glow, very much like blue neon tubing seen through a heavy fog.

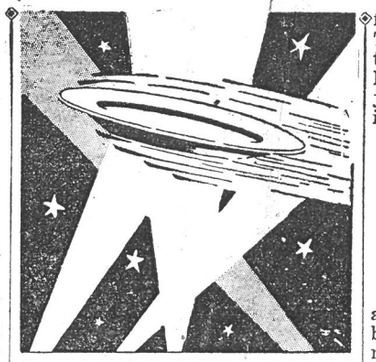
When the searchlights finally cut off and the discs got lost in the stars, we put what was left of our heads together and decided that what we had witnessed must have been some kind of hush-hush military exercise. We also decided that, if we didn't want a butterfly net slipped over our heads, it would be smart to keep our lips zipped about the whole thing.

How come, then, that with my bare face hanging out in print, I'm spilling the story now? Well until recently the talk about the persnickety pancakes has been more loose than lucid — according to some writers, they were manned by Martians two inches tall; according to others, by Russians two droshkies wide.

Recently, however, documentation has begun to replace delirium, and it's becoming evident that the overgrown manhole covers are not only real, but, despite all denials, one of the top-secret weapons of our own Navy and Air Force.

The most convincing testimony was offered April 3 by Henry J. Taylor on a General Motors broadcast over the ABC network. Taylor, after trekking all around the country and talking to people who had seen, touched and even flown these credulity-cracking craft, made the following flat and unfrivolous statement about them:

One type of saucer is the "true"



disc, which ranges anywhere from 20 inches to 200 feet in diameter, is unmanned and generally guided by some form of remote control. The other is a jet-driven platter which carries a crew and is capable of such supersonic speeds that in flight is looks like a hundred-foot flaming cigar.

Furthermore, according to Henry J., a true disc was actually photographed near Wildwood, N. J., another was found in the vicinity of Galveston, Tex., and stenciled on its surface was the following:

MILITARY SECRET OF THE UNITED STATES OF AMERICA

ANYONE DAMAGING OR REVEALING DESCRIPTION OR WHEREABOUTS OF THIS MISSILE IS SUBJECT TO PROSECUTION BY THE UNITED STATES GOVERNMENT. CALL COLLECT AT ONCE. (Then a long distance telephone number, and the address of a U. S. Air Base, and finally the words on the "saucer" in big, black letters: NON-EXPLOSIVE.)

"I know what these so-called flying saucers are used for," Taylor concluded. "When the military authorities are ready to release the information it will be a joy to tell you the whole story, for it is good news—wonderful news."

Well, I don't know what the saucers are for, but on the basis of this and other reports—plus the evidence of my own bug-eyes —I'm convicted they exist and, praise the Lord and pass the ammunition, are ours. Moscow papers, please copy.

As you may remember, I wrote a column last week about the bureaucratic blabbermouths in our nation's capital who, at the drop of a daiquiri, blurt out top military secrets to anyone who will listen. Well, I'm plenty happy to learn that—at least as regards one weapon—there are some folks in Washington who not only know their beans but can keep from spilling them.

(Copyright, 1950, by Billy Rose)
(Distributed by The Bell Syndicate, Inc.)

Chapman - file Scully

NEW YORK WORLD-TELEGRAM AND SUN

Our Interplanetary Visitor Is NOT Nuts

Sane? Sure! He Tested Himself

By LEO M. SWAIM,
Staff Writer.

A man dropped in to tell us he had just returned from Mars.

This is significant news, it never having been recorded elsewhere, that anyone had ever returned from a visit to Mars. In fact, it has never been recorded that anyone ever visited Mars.

But our visitor, who prayed deletion of his name lest his neighbors think him moonstruck, admitted the report of his visit to Mars sounded ridiculous. Nevertheless, he enjoined us against doubting his sanity. He had, he said, tested himself and found himself perfectly sane.

Our visitors inspection of Mars, its cities and its people was arranged by the Martians, he said. They came to him in a flying saucer and landed at a base, the location of which he is not at liberty to disclose, he said.

"Everything," our visitor said, "is fine on Mars. The people are healthy. Their buildings, taller than ours, are erected on a windswept line. They travel in vehicles propelled by light."

Our visitor was particularly chosen by the Martians, he said, because the Martians are coming to this world. And they don't want their coming to be too much of a shock to us. He was chosen, he said, to break the news.

Throughout this discourse, our visitor dropped hitherto unrecorded historical events of the greatest magnitude. These choice items he let fall as if they were stale as yesterday's news.

"The Martians have been conquered by the people from Saturn, you know," he said.

As a matter of fac, we hadn't known a thing about the Saturnian conquest of Mars. But we were more surprised to learn, as our visitor told us, that the Martians weren't at all resentful of the conquest.

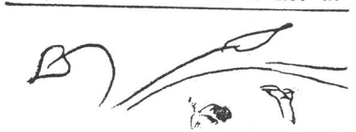
The Martians, our visitor insisted, have no evil designs upon the people of the world. There are great disturbances brewing in the universe, he said, and the Martians want to prepare us for the blows that are to come.

Our visitor would not disclose how he was transported on his inspection trip to Mars. This would not be cricket, he explained, the Martians having pledged him to secrecy.

The man from Mars had many more things to report, but he insisted that not too much be devulged at one time lest his credibility be subjected to unfair test.

"It sounds ridiculous, I know," he said, "but I am sane. I know I am sane. I have tested myself."

Our visitor would not disclose his sanity test.



Weatherman Spots a Saucer High Over Iowa

By the United Press.

SIOUX CITY, Iowa, March 31.—Fourteen Iowans today joined the swelling ranks of the I've-seen-a-flying-saucer club.

Leo Jeske, employee of the U.S. Weather Bureau, said he saw a strange object yesterday and at first thought it was a weather balloon.

"Then I decided it wasn't," he said.

At 10,000 Feet.

Mr. Jeske said the object remained stationary at an altitude of 10,000 to 12,000 feet for a while, then flashed out of sight.

National Guardsmen at the Sioux City air base said they saw a white, round "something" apparently following an airplane.

Leroy Wagner said "the disc seemed to hover about 300 feet above the plane," but air base officials were unable to contact the plane by radio to find out if the pilot saw the object.

'Shiny, Pencil-Shaped.'

Other persons who saw "it" described it as a "shiny, pencil-shaped" aircraft which swung back and forth over Sioux City.

U.S. Air Force officials repeatly have denied any knowledge of the saucers.

'SAUCERS' CALLED REAL NAVY PLANES

Magazine Declares Evidence Indicates Revolutionary Craft Are of U. S. Development

WASHINGTON, April 3 (AP)—United States News and World Report says there is competent evidence that flying saucers are real aircraft of revolutionary design, developed in the United States.

The weekly news magazine for April 7, out today, concludes that the Navy is doing the development.

The Navy, asked about such reports Friday, said it had built only one machine of the general saucer shape, a piston engine aircraft, and it never flew. The Navy said it had never built a jet version.

Reporting what it calls the "real story" behind the welter of reports about such flying machines, the magazine says "engineers competent to appraise reports of reliable observers" have reached these conclusions:

"Flying saucers, seen by hundreds of competent observers over most parts of the United States, are accepted as real. Evidence is that they are aircraft of a revolutionary type, a combination of helicopter and fast jet plane."

The magazine continued:

"An early model of these saucers was built by United States engineers in 1942, achieved more than 100 successful test flights. That project was taken over by the Navy in wartime. Much more advanced models are now being built.

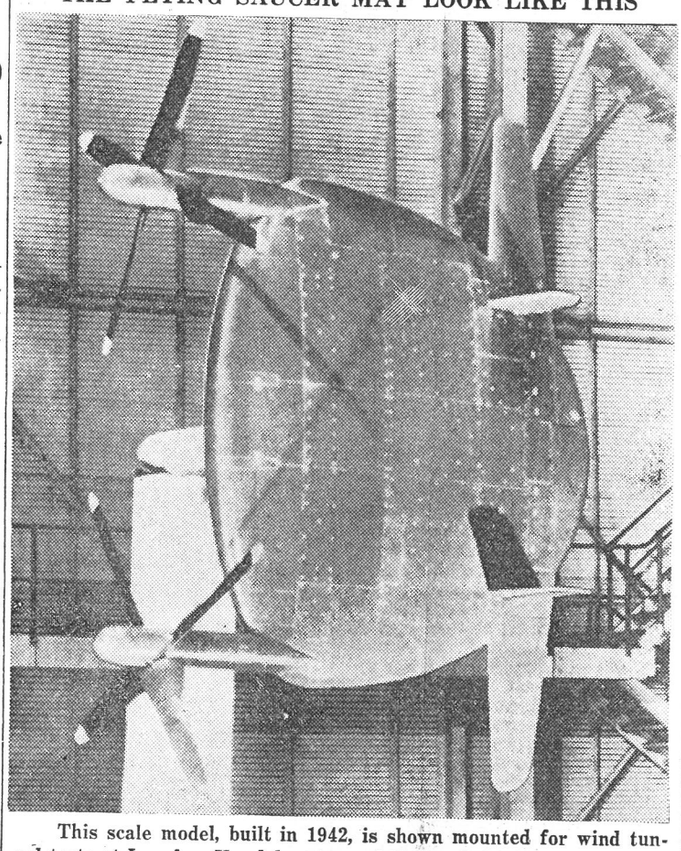
"Just where present saucers are being built also is indicated by evidence now available."

The article says early models were built by engineers of the National Advisory Committee for Aeronautics.

It credits the first United States model to Charles H. Zimmerman of the N.A.C.A., reporting that the machine was elliptical in shape with two piston engines driving it at a top speed between 400 and 500 miles an hour. More important, the article goes on, it had a landing speed of about 35 miles an hour and could rise almost vertically.

The magazine notes that an Air Force inquiry into saucer reports was called off last December and says this "indicates clearly that top Air Force officials know where the saucers originate and are not concerned about them."

THE FLYING SAUCER MAY LOOK LIKE THIS



This scale model, built in 1942, is shown mounted for wind tunnel tests at Langley, Va., laboratory of National Advisory Committee for Aeronautics. Two piston engines furnish power.

Associated Press Wirephoto

Called Top-Secret Inventions

Flying saucers reported hurtling through the North American skies actually are two types of top-secret United States military inventions, Henry J. Taylor, radio commentator, said last night.

One type is the true flying saucer, he said, a disk that whizzes through space, halts suspended in the air, soars to 30,000 feet and more, drops to 1,000 feet, and then usually disintegrates in the air. The saucers are harmless, pilotless disks, ranging from twenty inches to 250 feet in diameter, he said, and they have been haunting the skies for three years.

The other type, which some persons have thought were saucers, really are Flying Phantoms, the XF-5-U jet-propelled aircraft, with which the Navy acknowledges it is experimenting at Patuxent, Md., Mr. Taylor said.

He described these planes as circular and wingless and capable of flying at a fantastic speed.

Mr. Taylor said that two of the missiles were found in Texas. Printed in stencil "on the original saucer found in Texas," he added, was the following transcription:

"Military secret of the United States of America Army Air Forces," then a number and this:

"Anyone damaging or revealing description or whereabouts of this missile is subject to prosecution by the United States Government. Call collect at once."

He declared that the inscription also carried a long distance telephone number, the address of a United States air base and in big, black letters, "non-explosive."

In Washington a Navy spokesman said "the Navy is not experimenting with or doing research on any type of plane or guided missile that resembles in any way a flying saucer."

The Air Force also flatly denied Mr. Taylor's story.

Los Angeles Examiner
Sun., June 11, 1950 Sec. I, Part B

Saucer-Weary Public Gets Needle Again-- Farmer Snaps One and Does It Look Real!

McMINNVILLE, Ore., June 10.—(INS)—A "saucer-weary" public got the needle again today as interest picked up in two pictures taken by Paul Trent, McMinnville farmer, of a flying saucer that had indications of authenticity.

Solid citizens of McMinnville, including the town banker, sturdily backed the 34-year-old farmer as "a man of integrity," hard-working, sincere and not the type to stage a hoax.

One of the shots revealed some of the saucer's detail.

Outlined against an overcast sky, the saucer appeared like an inverted soup dish with a thin rim and a domelike superstructure centered by a short straight upright.

The other picture, taken from a different angle, emphasized the disc appearance and absence of wings.

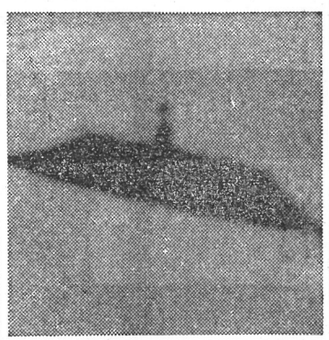
Trent was interviewed at the Alderbman berry and vegetable farm near Dayton where he drives a truck. He denied emphatically any suggestion of fakery.

When asked why he had waited so long—the pictures were taken May 11—before telling anyone about them, Trent admitted he was "kinda scared of it."

He said:

"You know, you hear so much about those things . . . I didn't believe all that talk about flying saucers before, but now I have an idea the Army knows what they are."

According to Trent, he was in the kitchen when his wife sighted the flying disc first about 7:30 p. m. She was in the back yard



FLYING SAUCER
Enlargement of object.
—Copyright by International News Photos 1950.

and called to him. He immediately ran for his camera, dashed outside and took the pictures.

He estimated the "thing" was about 20 or 30 feet in diameter and it "seemed both dark and silver."

Trent elaborated, "There wasn't any flame and it was moving fairly slow. Then I snapped the first picture. It moved a little to the left and I moved to the right to take another picture.

"Then it seemed to pick up speed suddenly and in no time



REAL THING?—Here it is folks, a picture of a "flying saucer" sailing over the farm of Paul Trent, McMinnville, Ore. Trent said he saw thing soaring over his farm and had only time to take two pictures. Then it vanished. Trent denied emphatically suggestion of fake.
—Copyright by International News Photos 1950.

Air Force Says - 'Absolutely, No Saucers!'

By BOB CONSIDINE
International News Service
Staff Correspondent

"I've seen a lot of flying saucers," calmly remarked Col. Harold E. Watson, the Air Force's foremost authority on the controversial subject.

"Plenty of them," the intelligence chief of Wright Field's Air Materiel Command went on, with the weariness of a man who has told a story too often. "And I've chased after them in the Air Force's fastest propeller-driven plane, the F-51. Caught them, too.

"And every single saucer turned out to be the sun shining off the wing or body of a distant DC-4, or a jet, or a weather balloon, or it was a reflection off a water-tank, or something else that is readily explainable.

"I don't know what it takes to convince the public," he said, not without a note of despair. "But there are no such things as flying saucers. They don't exist. They just don't exist!"

We asked him how he accounted for the increasing number of persons who report their alleged observation of objects of non-astronomical origin streaking through the skies.

Col. Watson sighed.

"We are going through seasonal hallucination," he explained. "We've kept a careful check on these periods of mass illusion. They reach peaks shortly after some unusual stir in the saucer field. The two articles that appeared in True magazine caused jumps on the graph. Henry J. Taylor's broadcast caused another.

"The most recent jump was the result of Frank Scully's book, 'Behind the Flying Saucers,' which made me ill after 15 pages. The series you plan to write for International News Service will cause still another outbreak of saucer stories — even though you reverse the field and tell the people the absolute truth: that it's a lot of damned nonsense."

Col. Watson stated with emphasis that at the end of nearly every flying saucer report that can be tracked down stands a crackpot, a religious crank, a publicity hound, or a malicious practical joker. Pranksters actually have gone to the trouble of building and then destroying bizarre gadgets which they at first swore had landed in their yards or farms from outer space.

Editor's Note

The U. S. Air Force is still investigating reports of flying saucers, despite an announcement that its effort to hunt down the mysterious objects were abandoned. What it has found in tracking down thousands of tips, rumors and eyewitness accounts makes a fascinating modern-age detective story. To find the true story of the flying saucers amid the welter of fanciful and honest reports, including a supposed visitation of little men from Venus, Bob Considine went first to the men who know the story best—the Air Force operators of "Project Saucer." This is the first of four articles.

Hundreds of other well-meaning persons have become helpless foils of the mass hysteria induced by fears of aerial invasion, the colonel said. They feel it their duty to report whatever oddity they see, or think they see, in the sky.

"It keeps us busy," Col. Watson said, thumbing through the thick dossier of flying saucer memoranda which he had brought with him from Wright Field for our meeting at the Pentagon.

He repeated that the Air Force is concealing nothing from the public, despite a number of charges levelled against it by authors, and by periodicals which either believe naively in the existence of the saucers or feel that the categorical Air Force denials will have a bad effect on sales.

But with characteristic precaution he would not permit us to examine the text of the dossier.

"It is marked 'CONFIDENTIAL,' as you can see," Col. Watson said, and with a smile he added, "but that's not because we have anything in this file that relates to alarming findings. These are reports made to us by our O.S.I. (Office of Special Investigation), the F.B.I., and Postoffice Department inspectors.

"It would serve no purpose to reveal the names of these agents."

We reminded the colonel that he appeared to be in charge of a unit which the Air Force announced it was formally discontinuing last Dec. 27, after 375 flying saucer investigations had proved fruitless.

"We're still in business," the colonel added. "The Air Force naturally will always have a lively interest in whatever is reported in its sky. That's our job.

"But we no longer chase down such tips as this," he said, opening his sheaf of papers to a scrawled letter and quoting some of its many allusions to Biblical prophecies.

"We look into only such reports as appear to be outside the spheres of regular reports we receive on the scheduled and unscheduled movements of commercial and military aircraft, the regular radar and astronomical reports we receive, meteorological balloon releases, rocket and guided missile tests, and air targets dragged by mother planes.

"In this way we're able to weed all out about five flying saucer alarms a day. These we're likely to track down to the point where the hoax or misconception is obvious to the agents. Of course, we're always ready to examine any wreckage reported as the remnants of a flying saucer.

"But these have all been fools' errands. Costly errands, too, that tie up the time and talent of good men."

We asked him to explain the accounts of mysterious flying objects which have been reported by responsible pilots for TWA,

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Pilot's Death Still 'Saucer' Mystery

INDEPENDENT — WEDNESDAY, NOVEMBER 15, 1950

In this, the third of his four-part series providing the most authoritative available information on "flying saucers," Bob Considine tells the strange story of the Air Force pilot who lost his life in pursuit of one of these mysterious "objects."

CHAPTER 3

By BOB CONSIDINE
(INS Staff Correspondent)

One of the feeble straws usually reached for by the amateur or professional true believer in flying saucers is the strange death of Capt. Thomas F. Mantell, Jr.

The true believers refuse to accept the Air Force's assay of the tragedy, which took place near Fort Knox, Jan. 7, 1948.

Captain Mantell and two other veterans of the air war in Europe were flying F-51s to Louisville early that afternoon when state police notified Fort Knox that a round object, estimated to be 250 feet in diameter, was headed for the sky over the vast gold reserve.

Several observers at the nearby Godman air base verified the police report and officially noted that the aerial object was giving off a reddish glow. The air field's commander, on learning that three F-51s were in the vicinity, at good altitude, asked them to take a look.

During the next half hour Mantell sent several messages back to the control tower. Whatever it was, he reported, it was climbing at what he estimated as 360 m.p.h. It looked metallic, he said, and was "tremendous."

The three F-51s climbed to 18,000 feet where, in broken clouds, Mantell was lost sight of by the other two. These two peeled off and dropped back to Godman field, and explained they had given up because their craft were not equipped with oxygen tanks. Neither was Mantell's.

The last word from Mantell to the tower was that the "thing" was still climbing as fast as his F-51 and that if he could not close in on it by the time he reached 20,000 feet, he'd give up.

Mantell's body and the wreckage of his plane were found a short time later near Fort Knox —the wreckage strewn over an area of half a mile.

To this day, no one knows exactly why Mantell crashed. Donald F. Keyhoe, formerly of the aeronautics branch of the Commerce Department, writing in True magazine, rejected various Air Force theories about Mantell's death and quoted "one of the pilot group" as saying:

"It looks like a cover-up to me. I think Mantell did just what he said he would—close in on the thing. I think he either collided with it, or more likely they knocked him out of the air. They would think he was trying to bring them down, barging in like that."

Keyhoe did not further identify "they," nor, of course, has anyone else.

The Air Force's understandable inability to put its finger exactly on the cause of the F-51s crash has since served only to cement the conviction of flying saucer disciples that Mantell will be remembered in the future as the first American to die in such combat.

At first the Air Force advanced the theory that Mantell probably was chasing a large, silvery meteorological balloon used in the study of cosmic rays, and, in following it too long, reached a height which produced unconsciousness or death from lack of oxygen.

Later it was suggested that Mantell might have been chasing a rare day-time reflection of the planet Venus, and eventually suffered the same lack of air to breathe. Finally, 15 months after the death, a spokesman for the Air Force's "Project Saucer," said, "The mysterious object which the flier chased to his death is still unidentified."

Col. Harold E. Watson, saucer-scare authority and A-2 for the Air Force's Air Materiel Command, told me recently that the only plausible explanation about the crash itself was that Mantell's plane went into a spin or power dive with an unconscious or dead man at the controls.

"Mr. Keyhoe wrote that in view of the fact that the wreckage of the F-51 was scattered over an area of half a mile it obviously had disintegrated in mid-air," Col. Watson recalled at our Pentagon meeting.

"A B-29 that disintegrated at 30,000 feet spread its wreckage over a 20-mile area. If the F-51 had collided with something, or been shot up, it would have spread itself over a much greater land area than half a mile."

Neither Watson nor anyone else can give a complete answer to much other testimony presented to the Air Force by a great cross-section of alleged observers of flying saucers.

The Air Force therefore has had to close its books on several dozen cases, including the disclosures made by an Eastern Airline's crew on July 24, 1948, and by a National Guard lieutenant on Oct. 1, 1948.

The Eastern crew reported at 2:45 a.m. (an hour after a flaming object was observed over Robbins Field, Macon, Ga.) that a big, wingless thing, glowing like a magnesium flare, shot past its DC-3 near Montgomery, Ala. According to the pilot, Clarence S. Chiles, former ATC man, and co-pilot John B. Whitted, a B-29 pilot in the war, the fiery-tailed thing passed the airliner and shot up out of sight into an overcast at nearly 700 m.p.h.— . . . its jet or prop wash rocking our DC-3." One passenger partially corroborated the pilot's story.

National Guard Lieut. George F. Gorman described, the following October, a "dog-fight" he had waged one night over Fargo, N.D., with an indefinable "light" which he estimated to be about six or eight inches in diameter.

At the time, the Air Force spoke of "hallucinations" or "weather balloons," or "flares," "fireballs," "meteorites," and the like. It still does.

But its inability to explain away decisively the testimony of admittedly responsible airmen has caused it to become the goat or villain of many a saucer adventure.

It finds itself accused of withholding from the public what would be the most momentous news in history—the existence of interplanetary flight. In his best-selling book, "Behind the Flying Saucers," Frank Scully charges that the Air Force has seized several flying saucers that landed in the U.S., and the charred remains of 18 midgets from the planet Venus.

In weary response, the Air Force asks for concrete evidence. It says it will settle for any part of a saucer. Several organizations, including the Saturday Review of Literature, have offered huge sums to any saucer-believer who can prove the existence of such craft.

To date, there have been no takers.

"If the Air Force had solved the so-called saucer principle of flight," the well-decorated colonel asked me, "don't you imagine we would have used the system in Korea?"

Watson's group, which instigates investigations of all saucer reports not instantly spotted as coming from misguided persons or obvious cranks, has made a close study of all photographs purporting to have been taken of such craft.

Some have turned out to be trash-can lids twirled into the sky and photographed by pranksters. Others are curious cloud or smoke formations. Some are weather balloons, others aircraft reflecting the sun.

During our talk at the Pentagon, Col. Watson took a sequence of three photographs from his confidential saucer-inquiry file and let me examine them. They were enlargements from a bit of 16 millimeter movie film on which the manager of the Great Falls, Mont., baseball club was said to have recorded the flight of two saucers.

Shortly after it was revealed by the Great Falls Leader, local newspaper, that manager Nick Mariana had seen and filmed saucers in action, the Air Force's Office of Special Investigation rushed agents to Montana for Mariana's story and film.

It turned out to be 15 feet of black and white (not color, as originally reported) made around 11:30 a.m. on the clear morning of August 15. This is the story the investigators derived from Mariana:

He was standing in the grandstand of the Great Falls ballpark, talking to Virginia Raunig, the team secretary, when he noticed two fast-flying and brilliant spots in "the deep blue Montana sky."

He ran out of the stands, gained the street, unlocked his car, took out his camera, ran back into the stands, adjusted it, and shot the 15 feet. According to the investigators' report, he estimated that this took him 20 seconds.

The enlarged film showed two bright dots which advance toward (and over) a water tower in the foreground.

"Mr. Mariana had to shoot into the sun, you'll notice," Col. Watson pointed out. "The spots are sun reflections of the water tower."

"But he swears he saw two bright objects going through the air at about 350 miles an hour, before he ran for his camera," I reminded him.

"He did," the colonel said, turning over another page in his file.

Then he read a report from the operations officers of the Great Falls airbase. Two F-84's (Air Force jets with a top speed of 600 m.p.h.) had landed at the nearby airport at 11:3 a.m.

(Tomorrow: The Saucer Pranksters.)

THERE ARE SAUCERS, SCIENTIST INSISTS

SCITUATE, Mass., Feb. 25 (AP) A former Air Force scientist today brushed aside the idea that flying saucers are just balloons and urged a full investigation of what he said may be experiments by "a potential enemy of the United States."

Dr. Anthony O. Mirarchi, who was employed by the Air Force as an air chemist in its geophysical laboratory, took issue with a recent magazine article written by Dr. Urner Liddel, Navy scientist. Liddel said what people have been seeing are plastic balloons sent into the upper air for radiation research.

Mirarchi said that if flying saucers are experimental missiles launched by foreign hands they could "lead to a worse Pearl Harbor than we ever experienced."

"The Navy report is erroneous—it lulls people into a false sense of security," he said in an interview.

He said that as an assistant chief of a branch of the Geophysical Research Organization, he conducted an investigation and recommended a "considerable appropriation" to press a study of the mysterious phenomena.

At Washington, an Air Force spokesman who was asked about Mirarchi's contentions had this to say:

"In over 500 investigations we have made so far we have yet to find one concrete bit of evidence to back up these reports of flying saucers."

However, the spokesman said, the Air Force has not terminated the long study of flying-saucer rumors. It is still to be carried on at the USAF Air Materiel Command Center at Day-

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SAUCERS

Continued from First Page

ton, with Col. Harold E. Watson directing the studies.

Dr. Mirarchi said that after studying extensive files of the Office of Strategic Information covering hundreds of eyewitness reports of flying saucers or "fireballs," he concluded the observations were consistent with "a missile programmed in advance."

In other words, the objects had "maneuvered motion," as though guided by some mechanism. He said the descriptions of vertical and horizontal motions did not indicate any natural phenomenon like a meteor or the erratic motion of drifting balloons.

He remarked that a number of "the fireball observations came from a certain region of New Mexico which is critical to the national interest." In that region is the Los Alamos atomic installation.

Dr. Mirarchi, a native of Shamokin, Pa., took his doctor's degree in chemistry from the University of Rome. He left his government position to enter business for himself and now lives in Scituate.



SAYS PEOPLE LULLED—Dr. Anthony O. Mirarchi, former Air Force sc blackboard drawing at Scituate (Mass.) home to explain theory that so-c saucers have "maneuvered motion" and represent more than mere researc (AP)

Scribe Debates With Scully on Saucer Book

(Bob Considine, noted International News Service writer, wrote a series of four articles on the improbability of flying saucers. In these articles, which were carried in The Independent, he criticised the book, "Behind the Flying Saucers," written by Frank Scully, and declares the findings of the author are not based on fact. The following story reviews a telephone debate between Considine and Scully on the existence of flying saucers.)

CHICAGO (INS) — Bob Considine, International News Service writer, in a long distance telephone debate with author Frank Scully charged yesterday that the latter's best selling book, "Behind the Flying Saucers," is not based on fact.

Considine, in Chicago to attend the fifth annual convention of the National Association of Radio News Directors, challenged the author in Los Angeles to produce proof of the existence of flying saucers.

The long distance debate was arranged after Considine wrote a series of four articles attacking Scully's book. Scully has made the claim that the flying saucers are real and have been seen by reputable persons. He adds that the Air Force is now investigating these reports.

The telephone conversation, tape-recorded to be broadcast at a later date, was heard by attending radio news directors who listened to a loud speaker hooked up in another room.

Considine opened the conversation by asking if Scully thought the Air Force is "coverin' up" since it has several times announced that investigation of flying saucers reports have been discontinued.

Scully denied that investigations ever were discontinued and said the Air Force is using Considine as a "stooge" to quash information it prefers to remain secret.

Considine then challenged the author to produce a doctor "G" who, Scully claims, saw the wreckage of a flying saucer that crashed in New Mexico. Doctor "G" allegedly examined the teeth of little people whose bodies Scully said were found in the saucer.

Scully explained that a lawyer, doctor or priest cannot disclose information given to him in confidence and so he could not identify the doctor.

"I am duty bound not to betray a confidence," he said.

Then Considine questioned Scully.

Q. Have you ever seen a flying saucer?

A. No, but 150,000,000 people can't be wrong.

Q. How is it that none have been produced?

A. Why is it that the Air Force has bottled up all information on the matter?

Q. If the Air Force had a flying saucer why wasn't it used in the Korean war or the last war?

A. They destroyed the secret by tearing apart the one that crashed in New Mexico. The secret is gone until another is grounded.

Q. Do you think it was too preposterous for the Air Force to get in touch with you?

A. They didn't think it was too preposterous to get in touch with you.

Considine pointed out that the Air Force in its requests for appropriations never asked for additional funds for protection against attacks from outer space. "Why is it," he asked, "that flying saucers were not brought up?" Scully replied:

"That's right. It would never occur to the Air Force that the saucers are not a menace. The Air Force has been sending missiles up into the territory of the flying saucer people and they are coming down to find out about it.

"The Air Force attitude has always been 'shoot them down and then ask what they are doing around here.'"