

1. DATE - TIME GROUP 24 June 53 24/0518Z	2. LOCATION Hampton Bays, L. I., New York
3. SOURCE Civilian	10. CONCLUSION PSYCHOLOGICAL Regarded as imagination on the part of the observer. 11. BRIEF SUMMARY AND ANALYSIS See Case File
4. NUMBER OF OBJECTS Multiple or One	
5. LENGTH OF OBSERVATION 3 Minutes	
6. TYPE OF OBSERVATION Ground-Visual	
7. COURSE Manuvered	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

Mrs. [REDACTED]
Private Road off Springville Rd.,
Hampton Bays, L.I., N.Y. R.F.D.

October 17, 1953.

Major General John McCormack,
The Pentagon,
Washington, D.C.

Subject: "Disc's".

Date of Occurrence:
June 24, 1953.

Dear Sir:

I am enclosing herewith an article which I recently clipped in September 1953, from the "New York Times Newspaper."

An event occurred in front of my home in Hampton Bays, L.I., N.Y., which I haven't reported to any government officials, since I didn't know to whom I should report it.

However, after reading the enclosed article, I have decided to report the same to you, hoping that any information which I have, will be of service to you, in your research on discs.

Previous to this event, which occurred on this particular June evening this year, I had half laughed at discs, but since this occurrence, I have stopped scoffing and hope I never again see one so close. It is a fascinating, but also a terrifying experience, and I can assure you that I am not Neurotic, and do not usually scare very easily.

These are the true events and this is what occurred, in chronological order, fantastic as it may read.

I was sitting on the front porch of our home, which is in Hampton Bays, L.I., N.Y., looking Southerly across the waters of Smith's Creek (a tributary off Shinnecock Bay). We are located on the East Side of Smith's Creek, not far from its mouth.

It was a brilliant (full moonlit) evening. The moon at the time was located high in the heavens N.W. over Smith's Creek. The time was about 12:13 A.M., Wednesday, June 24th, 1953. By 12:31 A.M., the entire incident was entirely over, a total for its occurrence of about three minutes. (See enclosed map showing Smith's Creek and our location). Sheet # 3 .

Across Smith's Creek about a half a mile away, is a large old two and a half story house belonging, I believe, to a "Squire's" family. This house was dark, as well as the adjacent properties. My own home wasn't lighted, except for a night light, as I was alone, ex-

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Page Two.

cepting for my six year old son, who was in bed asleep inside the bed room, where the dim night light was located.

Suddenly a large aircraft appeared over Squire's house roof, about 100 feet up, and coming from the Southwest, which is the direction of the Atlantic Ocean beyond. This craft was moving very slowly for an airplane and I thought to myself, that it had an unusual quantity of red lights. In fact from this distance, it looked as though there was but a single neon circular red light around the entire outside of the craft.

I thought, "They sure don't want this craft to be hit by another, because of the red light completely around it."

COURSE:

Its course was directly toward my house and as it approached, it banked slowly to Port and then to Starboard, while crossing the water; but flew straight during those banks. I have ridden in airplanes on many occasions, and have noticed that they invariably make a turn as they bank, contrary to the performance of this craft.

I had no fear whatever of the craft or its occupants and took for granted that it was a regular airplane or helicopter; but I was concerned that it was descending slowly as it came in my direction, and that it might either crash, near or into my house.

It was now approximately 75 feet or less above the ground, and was moving forward about 30 miles or less per hour.

Now it began passing near my porch roof. Without warning, it stopped instantly, just like a car braked by an emergency brake, and it slowly backed up to an open marsh area on the waterfront, which is about 100 feet South of my porch. This area is about 100 feet across, and is covered with short marsh type grass, on wet black soil, and is surrounded by trees on three sides and the water on the West side. The craft stopped directly over this area.

SOUND OF CRAFT:

It stood perfectly still, with no sound, except a low pitched hum about equal to a 60 cycle hum of a home type charger for a storage battery (or equal to the low hum of many bees). One edge of the craft was only 30 or 35 feet from my front porch. I only wish I had had a loaded camera, so I could have gotten a picture of it.

LACK OF INSIGNIA OR NUMERICAL IDENTIFICATION:

My first reaction to the semi-profile view was that it must be an experimental military plane, looking for an emergency landing spot. So I looked for markings or insignia, but saw none. I had stood up and walked to the edge of the porch for a better view, when the craft

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slowly began to descend to about 25 feet above the ground. It stopped descending and slowly tilted away from me, exposing the bottom view, which was completely round on top and was shaped like a cone, with the point down. It glinted in the moonlight like dull aluminum. There was no movement forward, backward or in any direction. My knees now began to get weak, as I realized it was not an airplane, or a jet, or a helicopter, but must be a so called 'Saucer' or 'Disc'. The craft slowly returned to a level position and then slowly tilted so that the topside was in my direction.

DESCRIPTION OF CRAFT: (See Sheets #1 & #2)

If I was startled before, I was flabbergasted at what I now saw. The red lights were spaced about one foot apart around the entire circle of the craft at the top of the cone, and there was a narrow deck, about 18 inches wide. These lights were located about 5 inches from the front edge of this circular deck.

The circle of the cone I believe was 75 to 100 feet in diameter and the depth of the cone about 8 to 10 feet. It was quite a shallow cone for the width of the craft.

That was only the beginning. Inside the open cone beyond the deck was a stream lined cabin, also with an appearance of dull aluminum. The cabin was about 25 feet long and 10 to 12 feet wide, and about 7 to 8 feet high. It was streamlined like an airplane fuselage and had four tear drop shaped windows on the left hand side which was toward me. I didn't see the other side of the cabin at any time, so cannot say if it had a door, or the same amount of windows. The windows did not appear to be able to be opened. Within the cabin through the first front window, I was able to view a large instrument panel crammed with dials and gauges, and lighted by a long tubular blue light, extending across the entire panel with a shield to reflect all the light downward to the panel and darken the upper part of the cabin.

I did not see any occupants of the plane at any time.

The cabin had only one connection to the bottom of the cone, which was a shiny column like chromium, which looked about the size of columns used to raise automobiles in garages. It had one difference though, its lower half was a larger diameter than the upper half, which gave it the appearance of a telescope. The rim of the cone had the narrow horizontal deck about 18 inches wide supporting the red lights, as I have previously stated. I noticed nothing beneath this deck all around, when the craft tilted toward me.

The lights were about 12 inches high and had what appeared to be fresnal lenses of glass, or a glass-like substance, with a small aluminum like cap on top, and they seemed to sit in sockets on the deck.

The glow from these lights was a medium red similar to the

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Page Four.

glow given off by an electrical heater or electrical resistance wires of a toaster. Through the glass appeared to be coiled wires around a center section, just like our electric heaters, excepting the center section did not taper and the coiled wire seemed slightly thicker than those I've seen on heaters, however it was coiled around the center section, similar to electrical heating coils. This center section did not appear to extend to the aluminum like cap on top.

At the rear, there was a very small rudder and horizontal elevator fin, attached to the rim, directly aft of the cabin; but with no connection to the cabin. This tail assemblage was sufficiently within the rim to permit the red lights to continue past in an unbroken circle. The tail assemblage was quite small in comparison to the size one would expect a craft of this size to have.

MOVEMENTS:

The craft slowly righted itself to horizontal and stayed perfectly still for about ten seconds. I was terrified as I noted the cabin slowly rising out of the ship. It stopped, and then the cabin turned first to the starboard side and then to the port side, although the disc itself did not change position or move in any direction. Then the cabin slowly retracted within the cone, and the only part visible was the roof of the cabin and the first window forward, and a part of the second window forward.

During this entire time, there had been no sound other than the steady hum previously described. There was no breeze moving and during the slow banking of the craft, I felt no heat whatsoever. I believe it was trying to land, but lacking any landing equipment, decided against doing so.

After many more seconds, the craft slowly tilted its eastern edge upward and then moved with incredible speed upward on an angle of about 30 degrees from horizontal in a S.E. direction. I watched in amazement as it completely disappeared into the sky in about three or four seconds. An additional very low sound, like a low hiss, was made as the craft sped away. There were no propellers, or jets anywhere on this craft and no visible motor, excepting the great quantities of red lights.

I have heard many airplane motors at close distances, and jet planes from the Westhampton Suffolk Base fly over our house frequently; but the sound of this craft was extremely low, so its power source was not a reciprocating engine, or a jet type motor. The above described craft had hovered still over the marsh for about two minutes.

Just before it sped away a small animal came out of the

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bushes over which it had been. The animals' hair was standing out straight in all directions. Believe me, it had nothing on me.

About a year ago, in early June 1952, I had seen three such ships, about two or three miles away over Tiana Bay at night. They had the same red lights and moved in changing formations in various directions, before they sped upward and disappeared. However these three were too high and too far away for me to notice any details, so at the time I presumed them to be jets practicing. Although it bothered me at the time, how they could hang motionless and then change formation so fast, and also how noiseless they were.

It would seem to me that the craft herein described, was run by some form of electrical power, capable of overcoming the pull of gravity and also capable of terrific speeds, or no motion at all.

COLOR & SOUND:

The color of the red lights remained constant, with no change in color or intensity, no matter which way the craft went, and the hum did not increase or diminish, no matter what speed, etc., but also remained constant at the same pitch.

Although I imagine the tilts, etc., were controlled merely by increasing the power source to whatever part of the ship it was needed, in order to make it go forward, backward, or to tilt it, or to raise or lower it. They were also able to control the speeds, from slow to stopping completely, and then to unimaginable forward and upward acceleration.

YELLOW MOLD OR FUNGUS:

One more thing I should like to add in this report, is that a very peculiar yellow type mold appeared in a small garden which I have, and which is about 50 feet from where this incident occurred. I didn't notice it until Friday, June 23th, 1953, when my husband arrived here from New York City. It was oozing up from the ground, and was practically growing in front of us. It would ooze up and out of the ground and bubble up like a yellow liquid and froth, and then would dry and form like a fungus of yellow color, from three to four inches high. Well I was so panicky by now, that I dug it up with a piece of wood, and threw the mold into the garbage can. I realize now my mistake, and that I should have saved it for a chemical analysis. I have never noticed this growth out here before, or since, and do not know whether it has any bearing on the visit of the disc, I am merely including this in this report, in case it will also be of some help to you.

Date of Occurrence:
June 24, 1953.

Subject: "Disco"
Page Six.

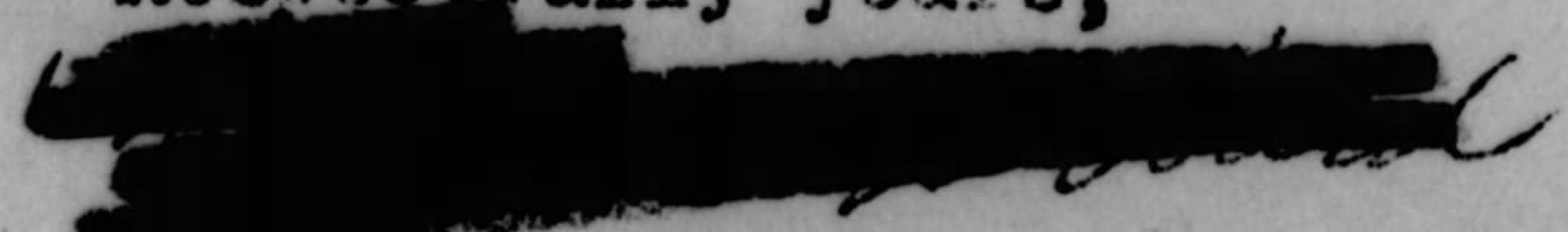
Hoping this report will be of some service to you. It would really be a good idea, if you could tell private citizens like myself, and others, who might see these discs, to whom they should report such incidents. In several minutes, all had occurred and there is no proof for the witness, that such a thing was even there. Most people on hearing such an event, as I have related about above, would be inclined to question the sanity of the person describing it.

Out here in Hampton Bays they have an aircraft lookout service located near the center of the town; but really it should be located closer to the ocean. This craft came in so low and so quietly, that I am sure it wasn't seen or detected by them, or by any radar stations. I would never have heard it myself, had I not happened to be sitting on our front porch enjoying the beautiful moonlit evening.

I have hesitated to relate this event to anyone, and nobody has the complete description of the craft, excepting myself and my husband. I do hope that my description will help you in your research, and that our country can build a craft equal or better than other beings on earth or elsewhere in space.

If I can be of any further service to you, please do not hesitate to call upon me.

Stop

Respectfully yours,


Enclosures. Sheets #1-#2-#3-#4.

EXFORDAE
NO 0201 50 10 18

0201 50 10 18

Supplemental
Report.

Subject: "Fireball"
Page Seven.

Date of Occurance:
September 28, 1953.

This event occurred in Hampton Bays, L.I., on Monday September 28, 1953, at about 6:27 P.M.

A fireball, quite large, newspaper later stated it was 10,000 feet up, although when I spotted it, it looked to me to be much lower, came in from the direction of the ocean (South) and headed north-northwest over the middle of Smith's Creek. It was flying level, emitting fire. Its color was blue white, and its speed was terrific, I heard no sound. Never having seen one before, I thought it was a jet or an airplane on fire.

I rushed in and called the sherriff at about 6:28 P.M. A few minutes later several jets flew over Smith's Creek with search-lights on, then fanned out in various directions.

Supplemental
Report.

Subject: Small Flying Torpedo-like Craft.

Page Eight.

Date of Occurrence: October 1, 1953.

Since completing my report on the large disc of June this year, another phenomena or event has occurred.

The first time I noticed it was on Thursday evening, October 1, 1953, also in the marsh adjacent to our house.

What I saw at 9:00 P.M. in the evening (no moon) appeared at a distance to be fireflies, only they were giant size. They flew around up and down the trees and bushes, just like fireflies do, and their glow would fluctuate in the same manner. I didn't pay too much attention to them, and I'd say there were about six or eight of them distributed on our side (East) of Smith's Creek in the marsh in front of me, and on the opposite (West) shore. I thought it rather odd to see fireflies in October, especially such large ones, however, I do know around salt water and salt marshes that sometimes phosphorescent glows occur, so I presumed it to be that kind of phenomena.

I went back into our house and turned on our Television Set, an hour passed (10:00 P.M.), so I thought I'll take another look out on our porch, which I did and still I saw my giant fireflies in the distance. I watched their gyrations for a while and then decided to go to bed. I came back into the house, and turned all the lights out except in the bed room, where I had the dim night light on again.

By about 10:30 P.M., I decided to have one last look out on our porch, since I kept thinking how odd it was to see fireflies in the Fall.

I didn't turn any lights on, but felt my way to our front door in the darkness. Now I can't decide whether I should have taken that last look, or not; because when I got to our front inside door and opened it, what I saw, would chill anyone's blood. In fact I froze at the doorway, and couldn't move an inch.

At the cedar tree in the marsh opposite our front porch, which is about 30 feet from our porch, located one third down from the top of the tree, was a brilliant emerald green steady glow, rather blinding. I thought to myself, "Oh, no! My eyes are tired and are playing tricks on me." So I shut them both for a few seconds, but when I opened them again, the light was still there. Then I thought perhaps it was the distant buoy, but I looked and the buoy was beyond where it had always been located, and my brilliant light was still in front of me.

I looked it over carefully for several minutes before it flew away. (See Illustration Sheet # 4)

DESCRIPTION:

It was about 12 to 15 inches long and about 3 inches in diameter, pointed at the nose like a torpedo, streamlined and with an odd

Supplemental
Report.

Subject: Small Flying Torpedo-like Craft.

Date of Occurrence: October 1, 1953.

Page Nine.

tail fin. The ends were what appeared to be the same dull aluminum like material previously described on Page 3, that is, where the front pointed end was located and the rear tail fin. Next to the front and rear, looking towards the center section, were two small red sections, whose light did not fluctuate, and then the center section comprising the greater part of this thing, consisting of an emerald green oval, surrounded by a dense milky white glow. Both the green and the white being brilliant when seen at this distance. The part consisting of the red sections and the green and white section, seemed to be a translucent material, so that the lights and colors showed through it.

The green fluctuated in intensity, shining brilliantly when the craft was still, but dimming as it moved up, down, forward or backward, or when turning or circling. The white glow also fluctuated in intensity, in the same manner as the green, the two colors acting and behaving in unison. It seemed in appearance, to be an aerial type torpedo, remotely controlled.

Between the tail fin and the rear red section; between the red rear section and the green and white middle section; between the middle section and the front red section; and between the front red section and the nose, were divisional walls, which on the outside casing appeared to be scored like a flashlight is made, so that each section could be taken apart separately.

It stayed at the tree for about two minutes, turning now and then, so that I was able to view it from different angles, and then when I recovered the power of locomotion and I moved toward the edge of our porch to get a better view, it took off upward with a flash of speed, which I could not follow and disappeared into the starlit night above.

Nothing occurred the following evening, October 2nd, Friday, nor on Saturday evening, October 3rd, 1953.

I didn't report the occurrence to the police, October 1, as I was fairly shaken up by what I had seen, and it never occurred to me to report it at once. Besides it had flown away, and they would have just had my word that it had even been there. I didn't notice if any of the others were there, so I came in and nervously went to bed.

Supplemental
Report.

Subject: Small Flying Torpedo-like Craft.
Date of Occurrence: October 4th, 1953.
Page Ten.

On Sunday evening, October 4th, 1953, at the large house diagonal from us which I described in my report on the large disc, I spotted another of these small craft. There also was one directly opposite our house on the other side of the creek.

Each of them explored the exterior of these dark houses, from top to bottom, and completely around each house. This senseless exhibition went on from darkness until past midnight, when I finally gave up watching to go to bed. How much longer it lasted, I cannot say, or what it was looking for either. Each would systematically explore their chosen house, flying slowly all around and from top to bottom, sometimes stopping for several or more seconds to examine something in detail.

I can assure you they were not light reflections from the water, the buoy at the head of the bay, or street lights. The next day I personally went over to the other shore in my car in order to check up if it possibly was a reflection from street lights, and I guarantee that was not what I saw. The few cars which passed by on the road on the opposite shore were negligible and their lights had no effects whatsoever on the exhibition.

It would seem that these small crafts are controlled remotely from something above unseen or unheard. Their gyrations are not smooth, but rather bouncy and jerky in movement, while they are in motion, rather like a puppet controlled by strings. They also seem to fly in a given area, first going one way and then circling around and covering the same territory, going up, down, etc. while doing so, as if they were examining every inch in minute detail.

Supplemental
Report.

Subject: Small Flying Torpedo-like Craft, etal.
Date of Occurrence: October 5th, 1953.
Page Eleven.

Since completing the other report on the small torpedo-like craft. I spotted two more on the evening of October 5th, (Monday), 1953, in the same vicinity of the two on October 4th (Page Ten).

Another event occurred this evening at about 19:45 P.M. An object hit the side wall of our house, the concussion was so great, that it caused a felt hat hanging on a nail above the bed, to fall completely off the nail onto the bed. I didn't investigate the cause, as I was alone with my six year old son, and rather alarmed since all these previous happenings.

At 10:00 P.M. I was in our bedroom with the shades and curtains drawn, a thing I never used to bother about, but since these various events, I now do. At any rate I heard quite a loud thump against our dock, which is very sturdily constructed, and which extends into Smith's Creek for forty feet.

I cautiously pushed back the curtain and peered out into the darkness, and thought I glimpsed a small shadowy figure dash towards our dock, also I heard voices although I couldn't make out what they were saying. However, they seemed close to our house, and were rather excited and sounded as though they were running fast and had tripped over something outside. Whatever had been there, flashed away in a burst of speed and all I finally glimpsed were about five blurred red lights, departing at top speed. This time the sound of the craft was that of a light seaplane or motorcycle engine, although several seconds later, I heard the similar hum described about in my first description of the large disc. (Page Two).

It was not a boat, as no waves appeared in the water. It had headed North on Smith's Creek, and in the interval of one or two seconds had vanished into the night.

The two smaller torpedo-like crafts continued their gyrations on the opposite shore, so I thought this will go on all night, and wearily I went to bed about 10:30 P.M.

I did not report this event to the police, since what I had seen was gone in a matter of minutes.

The next day I noticed odd type heel prints in the earth, by the lower pool, next to the house and near the dock. I had my husband make several plaster casts of the prints. One peculiar formation is a 'V' on them. There are also raised areas, like a piece of metal, or such had been located in the heel, causing the heel to make these holes in the earth as they passed over it.

checked with Eng. - says woman is married.
Says there are lights

Howell
Nov. 30, 1953

~~_____~~

Wesley's Cove.
East Avenue, S.I.

included with New York State Police - No record. would have been
 off. ~~in [redacted] or in [redacted] was South Hampton Town Police -~~
 State Police, N.Y.
 Nassau, N.Y.
 P.D. Carl E. [redacted] at 1820 hrs.
 Earl Quigley - 0625-

Date of Occurance: October 6th, 1953.

Page Twelve.

I must admit that I felt rather silly, when I was finally connected to the police. It makes one feel peculiar, explaining that for four nights you have watched odd lights gyrating around houses, trees, and bushes. I didn't mention about the voices or other craft heard the night before, since I had no proof for them regarding that event.

At first he thought it might be an optical illusion, but then after he watched it for awhile, he said, "I'd swear my eyes are playing tricks on me." I answered him by saying, "I had thought that about mine for the past four nights."

I should like to add that the small craft on this evening was particularly active and brilliant, whether it was because of the fact that it was raining quite hard, that caused these conditions, or whether it was a different variety from what I had seen on previous evenings, I cannot say, however I thought this fact worth mentioning.

At various times during this evening I could see car headlight reflections on the opposite shore, so I guess I wasn't the only one watching by now.

Supplemental
Report.

Subject: Small Flying Torpedo-like Craft.
(Continuence) of Events of October 8th, 1953.
Page Thirteen.

This craft had kept up its gyrations until midnight when I finally gave up and went to bed.

Several times during the evening, particularly after ten o'clock I thought I heard the similar hum of the large disc, although I couldn't be too certain on this point, as it could have been an airplane in the distance, however if these torpedo-like craft belong to the large disc, I feel certain it is they who control its gyrations.

Another detail I should like to add is that both the large and the small craft seem to like to hover near Cedar trees, whether it is because they are so prevalent out here, or whether they have a particular affinity to Cedars, or perhaps there are some mineral deposits, or natural radio-activity, I do not know. I only know that those which I have seen, pick out cedars even where there is a choice of others for them to hover near or over. It may be mere coincidence, however, I thought it worth mentioning. I have checked the one over which I saw the large disc in June, and also the one closeup view of the torpedo craft, with a compass, and noticed no deflection in the needle from N.

I shall have no further reports for a while, since I am leaving Hampton Bays, until Monday October 12th, as my son gets a vacation from school, and we are going to New York City. I have strong nerves and I am not easily scared, but I can assure you that even the strongest of us sometimes need a rest from some of the fantastic events which I have viewed here. It isn't that I fear what I have seen, so far all the events have been harmless, it is just that I wonder what next is going to happen, and if they will continue to just be mysterious and harmless.

Supplemental
Report.

Subject: Small Flying Torpedo-like Craft.
Date of Occurrence: October 12, 1953.
Page Fourteen.

About 7:00 P.M. I was again on our front porch, when I noticed one of the smaller craft across Smith's Creek from me. I watched it for a while, and then called some neighbors, who were here for the holiday. They came over and also saw it, although it was quite far from us, and wasn't too clear. They had to return to the city, so they left.

I continued to watch it some more, and then I called my husband on the telephone, and told him about it, and I debated as to whether I should again call the police.

At about 8:00 P.M. I called the state police in Riverhead, and told them I had previously reported odd lights on Oct. 6th, and that one was again over by Rampasture Road.

The desk sergeant was courteous, and asked my name, address and telephone number, and he said a car would investigate it.

He asked me, "if I could possibly be seeing lights reflected from the water?" To which I answered, "I was certain that it wasn't due to reflections or to street lights."

After that he hung up and I suppose a car was dispatched to the scene. I watched until about 8:30 P.M. and then went inside our house.

Supplemental Report.

Subject: Concluding Report to Date.

Date of Occurrence: October 13th, 1953.

Page Fifteen.

On inspecting our dock this morning, Tuesday, October 13th, 1953, I found in three different places on the dock, recent fine fish scales. In one of the places, they were in a neat pile. I also found some scales on one of our benches.

The fish scales rather interested me and I thought the fact of their presence worth mentioning. Although I had been absent from here from Wednesday, October 7th to Monday noon, October 12th, 1953, and perhaps some local residents may have used the dock during my absence, I did inspect the dock on Monday, October 12th, when I arrived here, and did not notice their presence then. No one was on the dock from Monday noon onward. I know seagulls and other seashore birds consume fish; but I have yet to see a seagull or other fish eating bird, scale their fish first before consuming it.

I guess our visitors from space, must have to eat, the same as we mortals have to do so. Perhaps their food supply either runs low or gets monotonous for them and needs to be supplemented and replenished from time to time from foods found on the earth.

It would seem to me that the disc visitors are very curious, but also are shy. They do not seem to wish to be seen, yet their curiosity of earthly things seems to over ride their shyness at times, causing them to be under cautious.

I have sketchily mentioned a few of these unusual events to several friends, as well as my two calls to the police regarding the odd lights, and one call to the sherriff regarding the fireball. However, I do not think much credulance is given to the small torpedo like craft which I have seen. I can appreciate their point of view. 'Seeing is believing' - and if anyone had told me these facts, previous to my own initiation of seeing them for myself, I would also have perhaps questioned the authenticity of such fantastic happenings. My only wish is that someone else out here will be treated to the closeup which I had on June 24th of the large disc, and also the closeup of the torpedo type craft which I had on October 1st. Believe me, I am no longer a scoffer of space ships, but now I think, "What new surprises have the sky visitors in store for me?" It is like a preview of things to come in the future.

I do not believe that I have been singled out by them out here for viewing of them or their machines; however I think this particular spot was chosen, first because of its location at the end of a private road, surrounded by woods on three sides and the bay in front. Its very isolated hidden location provided the necessary seclusion they desired. Since the first visit of the large disc in June, my place has appeared to be deserted and dark, and now that the summer places are closed, even more privacy is given to them to explore things in detail,

Supplemental
Report.

Subject: Concluding Report to Date.
Occurrence:

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Another thing which may have caused the various types of inspection here from the discs, is the fact that we have two pools, a decorative one about 8' x 18' - then a flower garden - followed by a smaller wading pool 6' x 12'. I do not know of any other place near here that have pools. I suppose from the air, in the bright moonlight, that they were quite noticeable, since they are white around their edges. I suppose the curiosity of the disc visitors was so great, that a closer inspection and investigation just had to be made by them, to find out what we had on our place.

Hoping these various reports and details which I have taken the time to write up will help in your research. Also perhaps they may unravel some of the fantastic mysterious events which have occurred here since late June. Should any more occur, I shall report them to you, unless you designate some one else who should receive reports, in lieu of yourself.

Again I must admit that I am rather alarmed, but at the same time as long as they remain harmless to me, I am terribly fascinated by what has occurred and by what I have seen out here.

Respectfully,



21 OCT 1953

Mrs. [REDACTED]
Private Road off Springville Rd.
Hampton Bays, L. I., New York

Dear Mrs. [REDACTED]:

This is to acknowledge receipt of your nice letter of 17 October 1953 addressed to Major General John Mc Cormack concerning flying DISKS.

Your letter was delivered to the office of Major General John H. Mc Cormick, United States Air Force; however, it is obvious that it was intended for Major General James Mc Cormack, Jr. who headed the United States Group that visited Canada during September 1953.

I have taken the liberty of forwarding your letter to the Commander, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio. That organization is responsible for investigating flying disks reports for the Air Force.

Sincerely,

GEORGE I. POOLE
Major, USAF
Assistant Executive
Directorate of Military Personnel

*Copy Completed
on file
Personnel*

13 33

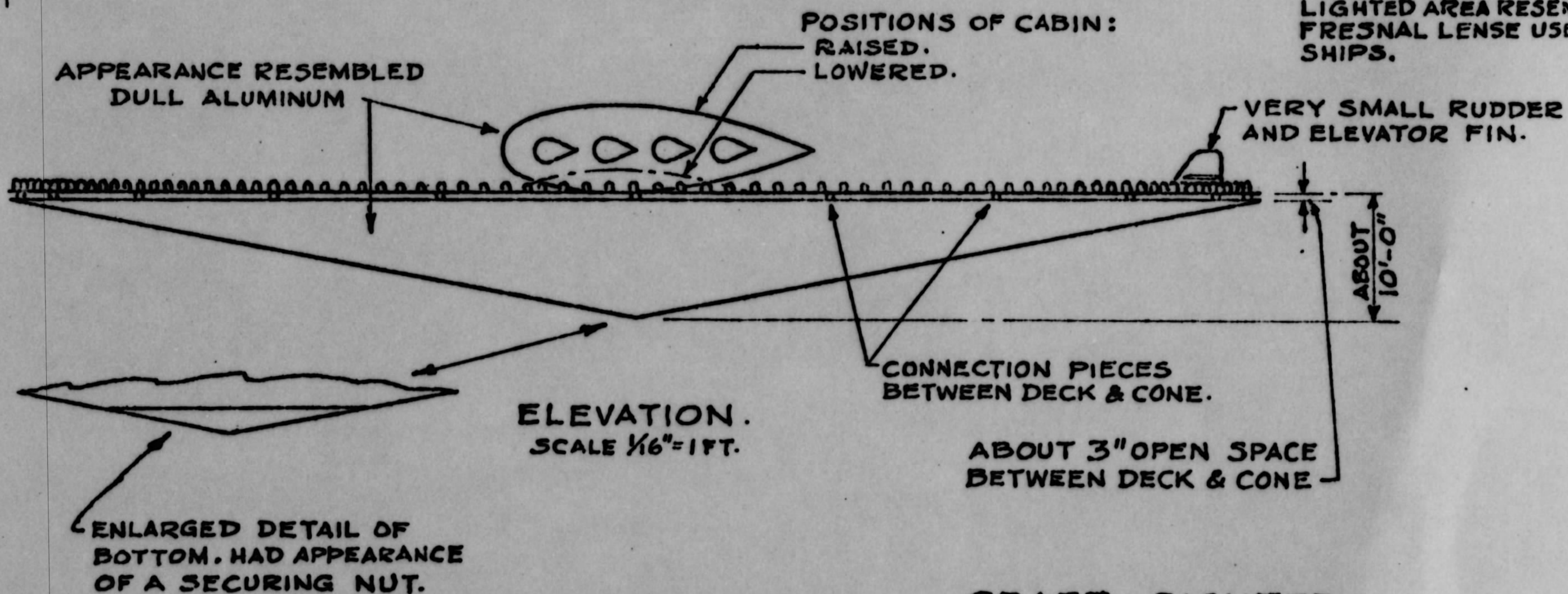
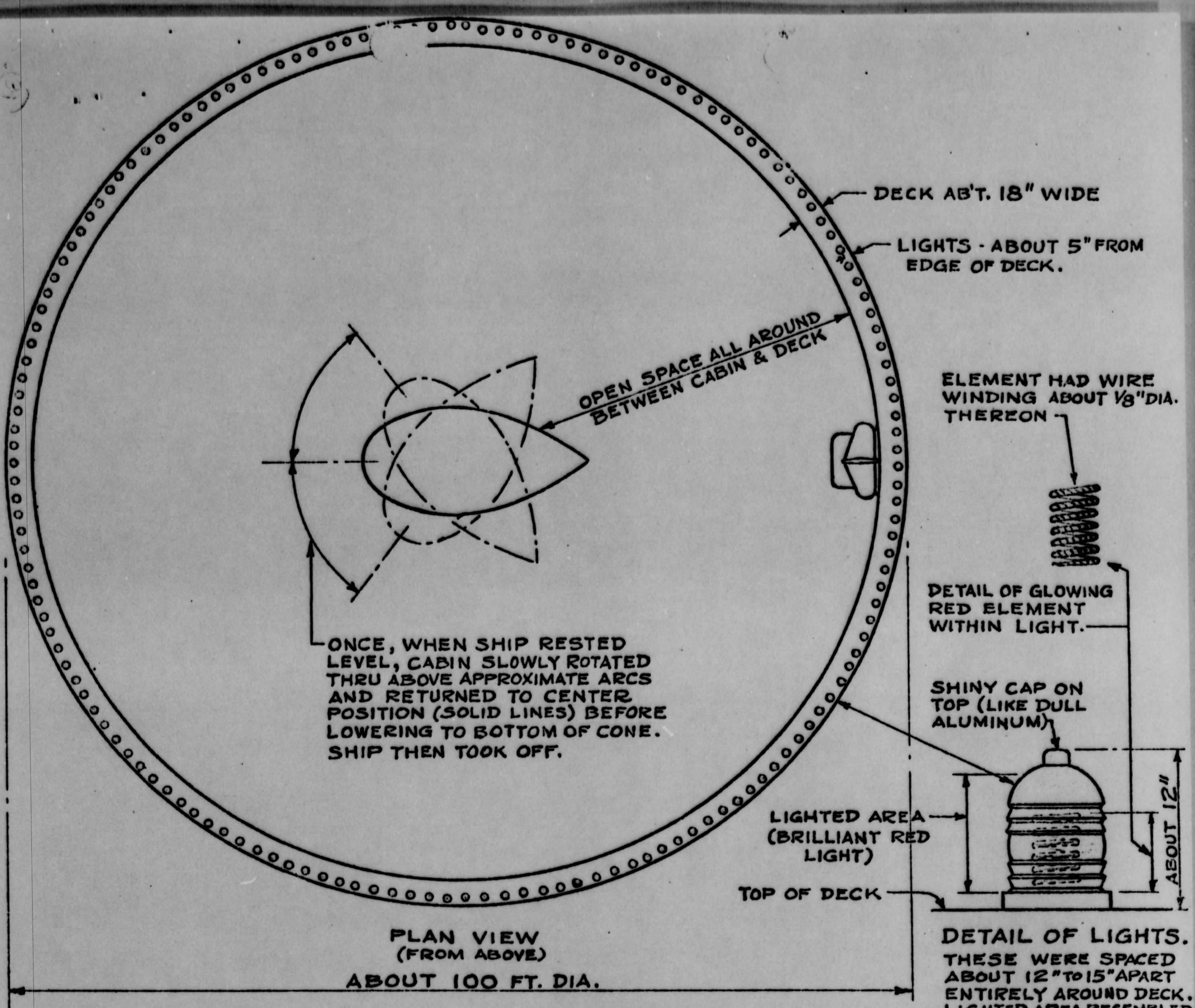
FOUR ENCLOSURE SHEETS

DRAWINGS WERE MADE

BY MY HUSBAND FROM

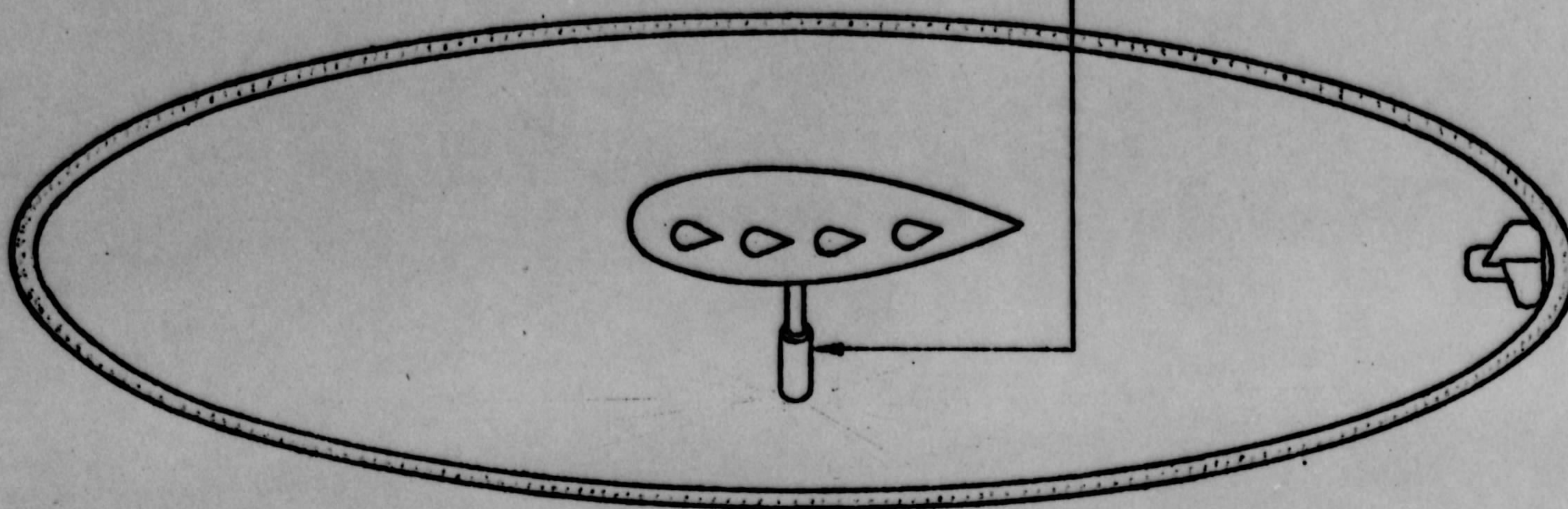
MY DESCRIPTIONS .

Mrs. [REDACTED],
Private Road off Springville
Road,
Hampton Bays, L.I., N.Y.



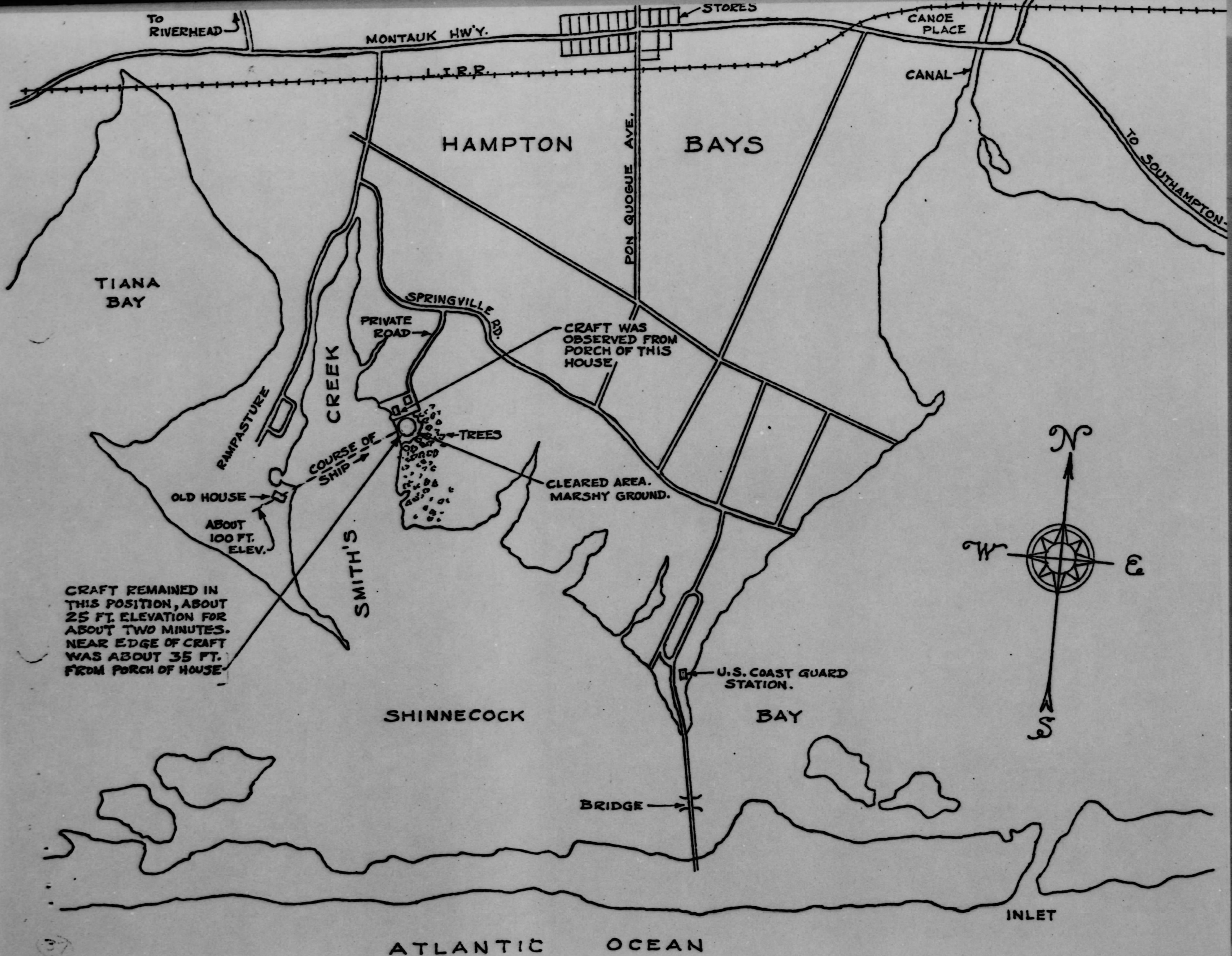
CRAFT SIGHTED
AT HAMPTON BAYS, L.I., N.Y.
AT 12:18 A.M. D.S.T., JUNE 24, 1953.

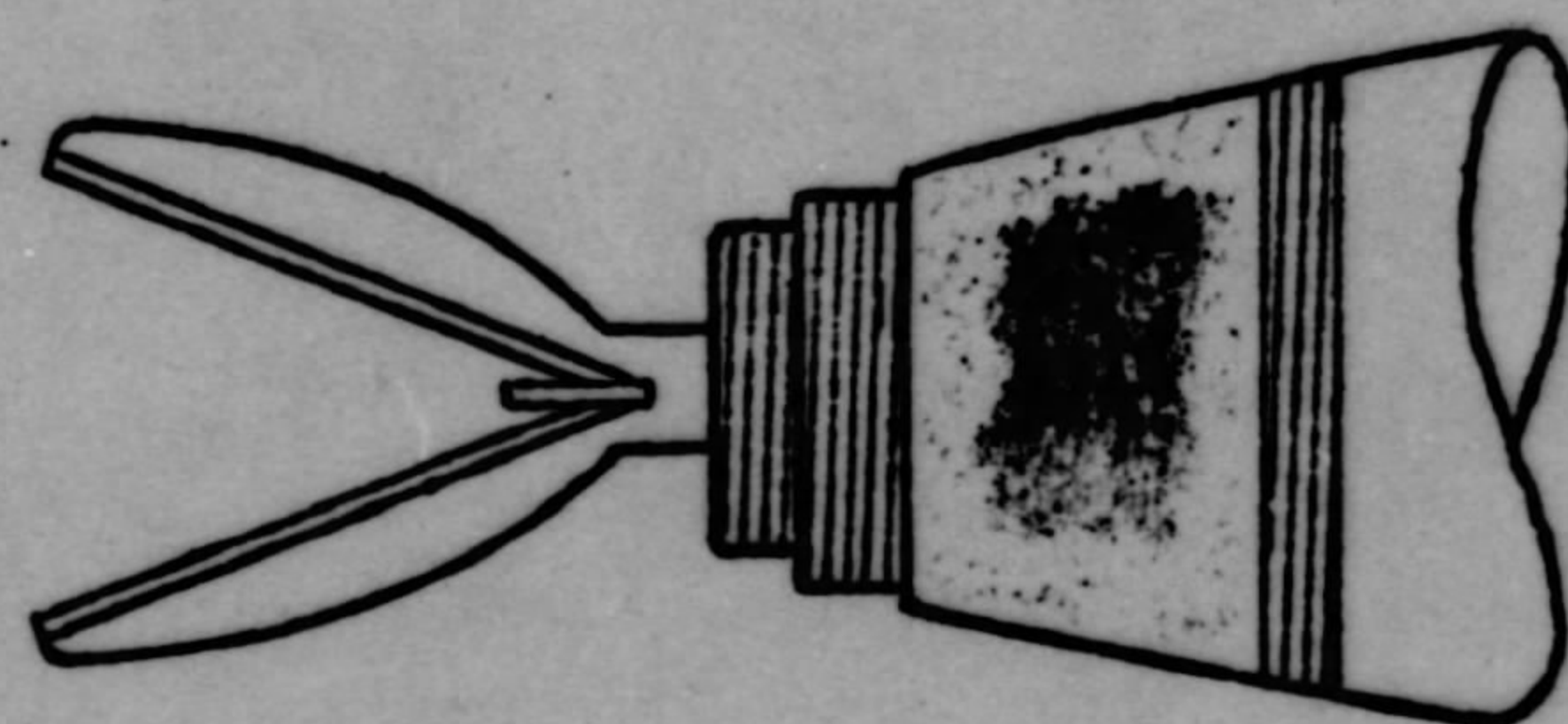
CABIN HAD ONLY ONE SUPPORT WHICH
WAS VERY HIGHLY POLISHED (MORE THAN
REST OF SHIP) AND LOOKED EXACTLY
LIKE A CHROMIUM PLATED TELESCOPE.



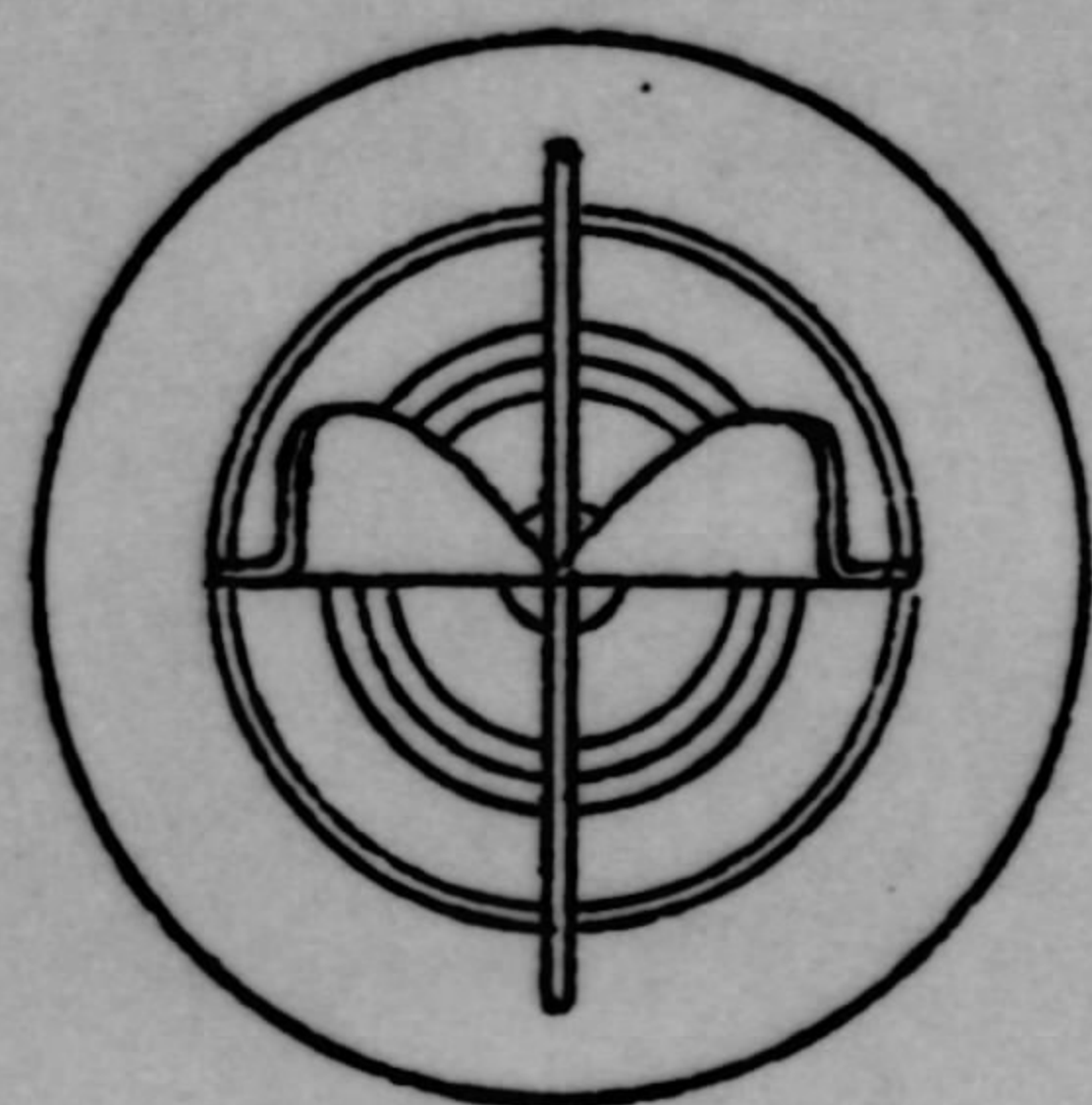
PERSPECTIVE VIEW.
SCALE $\frac{1}{16}'' = 1 \text{ FT.}$

CRAFT SIGHTED
AT HAMPTON BAYS, L.I., N.Y.
AT 12:18 A.M. D.S.T., JUNE 24, 1953.

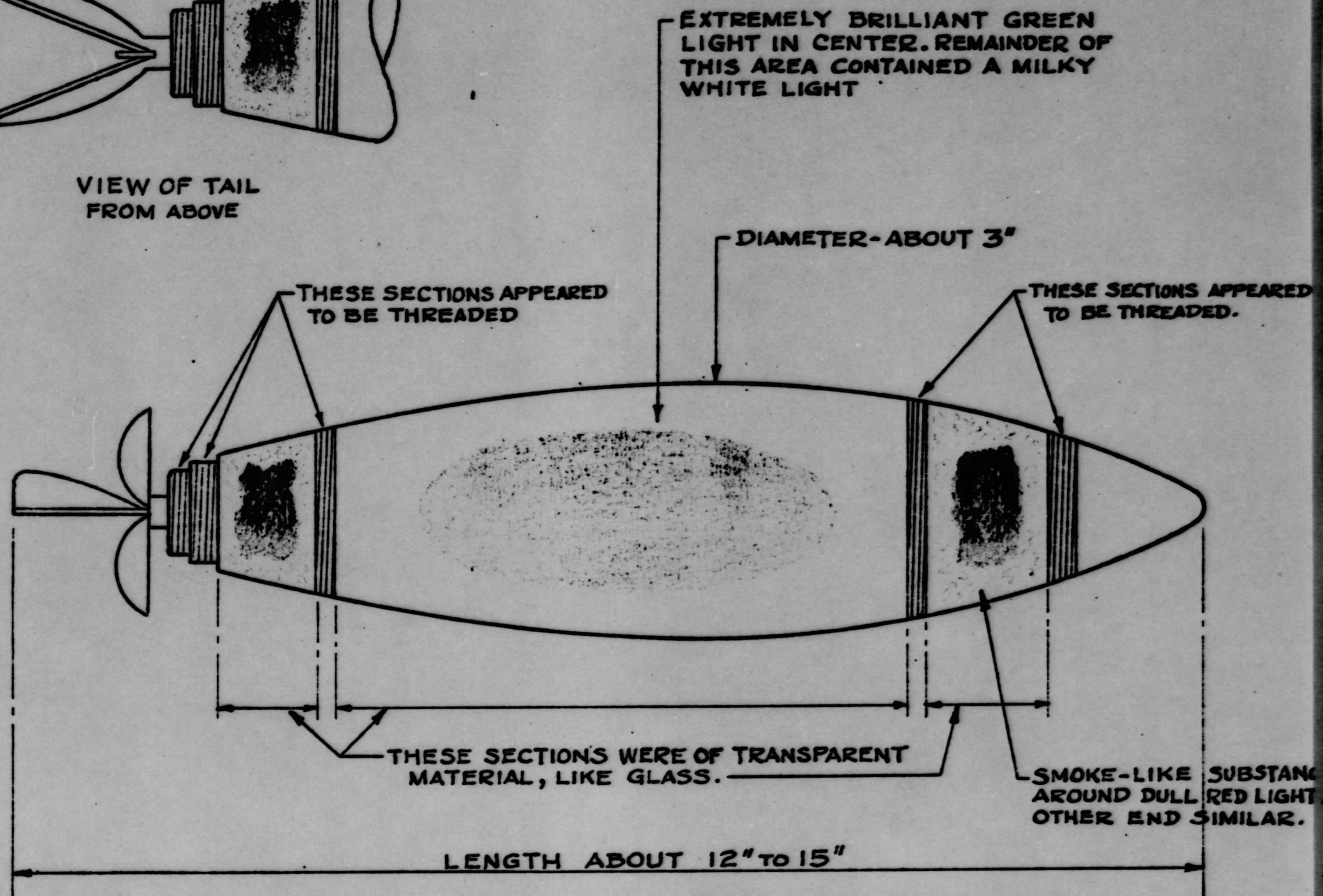




VIEW OF TAIL
FROM ABOVE



VIEW OF TAIL
FROM REAR



OBJECT SIGHTED HOVERING
IN AIR AT HAMPTON BAYS, L.I., N.Y.
ON NIGHT OF OCT. 1, 1953.
ELEVATION ABOUT 15 FT. ABOVE GROUND.
DISTANCE ABOUT 30 FT. FROM OBSERVER.

Mrs. [REDACTED]
Private Road off Springville Rd.,
Hampton Bays, L.I., N.Y.

December 1, 1953.

Commanding General,
Air Technical Intelligence Center,
Wright-Patterson Airforce Base,
Dayton, Ohio.

Dear Sir:

Enclosed herewith are some further reports on odd events which have occurred here from October 30th, 1953 to November 18th, 1953. Please note that the first item listed on Page one of this report, is dated October 5, 1953, and is an item which I neglected to include in the report of October 17th, 1953, which I sent inadvertently to Major General John McCormack, in lieu of Major General James McCormack, Jr., to whom it should have been addressed.

Major George I. Poole, U.S.A.F. acknowledged receipt of my first report and said he had forwarded same to you.

Mr. [REDACTED] of Darien, Connecticut, was out here yesterday, November 30th, 1953, chatting about the disc's, although there was very little information which I could give him, that had not already been given in my report of October 17th, although he stated that he had not yet read the report. He also took pictures of the locations of where the various events had taken place.

Hoping these reports will be of some service to you in your investigations on 'Disc's', and should any further odd events occur here that I might be privileged to view, I shall again report same to your organization.

Respectfully,

(Mrs) [REDACTED]

753-13817

SUPPLEMENT TO REPORTS MADE ON October 17, 1953.

October 5, 1953.

Subject: No moon, but light near pools like Moonlight.

On looking out the bath room window around 7:00 P.M. tonight (no moon) sky clear, no haze, a rather odd phenomena occurred.

From the upper pool to the seawall, including our garden and lower pool, entirely over this area, it seemed to be bathed in a light similar to bright moonlight, yet all the surrounding area was dark. There were no headlight reflections from cars on the opposite shore, nor on our own private road, nor were there any searchlights.

It lasted all night until midnight when I retired. I mentioned the fact to my husband on the telephone and neither of us could figure it out. Unless our pools, etc. could have been under inspection from a hidden object in the sky. This light was on nothing else around here.

October 20, 1953.

Subject: Oval Shaped Yellowish White Light.

Time: About 11:30 P.M.

An odd light appeared beyond Kessler's Point. I first noticed it at about 100 foot altitude. It flew across Smith's Creek descending as it flew. It was travelling from East to West. It went past the Peninsular at an altitude of about 25 feet. I watched it until it disappeared on the horizon. Visibility was good, it was bright moonlight with very little haze. The moon was high in the heavens directly overhead.

I do not believe it was an airplane, as no body or wings were visible, also no reflection from metal parts. It appeared very small, with the color the same as an ordinary electric bulb. It was about 3 inches in diameter and about 6 inches long and seemed to be oval shaped. It made no sound.

Since I viewed it from over a quarter of a mile away, it may have been a little larger than the above dimensions. However, it appeared as simply a light detached, sailing along through the air.

October 21, 1953.

Subject: Magnetic Compasses reverse their poles.

Some time during the past night (Tuesday, October 20, 1953) a new Boy Scout type magnetic compass which I recently purchased at Macy's, New York City, reversed its poles and direction, pointing from North to South. Another older cheap compass which I had, did the same thing. I first noticed it at 8:30 A.M. this morning, Oct. 21, 1953. It was normal when I went to bed around midnight (Tue., Oct. 20, 1953.)

At 3:30 P.M. (Wed. Oct. 21, 1953) both compasses pointed South-south-west 15 degrees off true South. Now at 2:55 P.M. they are both again pointing due South. I have moved them both all around, both inside the house and outside, but they still

Thursday, October 23, 1953.

Subject: Magnetic Compasses reverse their poles (Cont.)

At 10:20 A.M. today, both compasses moved from due South to Southeast by about 5 degrees.

At 1:15 P.M. both compasses moved from due South to North-northwest, 20 degrees west of the magnetic North.

At 5:00 P.M. both compasses moved from North-northwest to their normal Magnetic north.

Friday, October 23, 1953.

Subject: Small flying torpedo like craft (First reported in my report of October 17, 1953).

Time: 9:00 P.M. Friday & 1:30 A.M. Sat. October 24, 1953.

About 9:00 P.M., sky overcast, moon hidden, visibility good, I spotted two of these torpedo-like craft diagonal from us on the Peninsula. I called to my husband, but they had then flown to the other side and were gone by the time he got on the porch.

Several times during the night I again looked for them, but had no success in finding them again.

Then around 1:30 A.M. I again spotted three of them, one on the Peninsula and two down by the Sand Dunes (Ocean) I called again to my husband and we watched them for about twenty minutes.

They gyrated around the Dunes and moved from opposite the Peninsula to beyond the land on our side (East) of Smith's Creek. He watched them through binoculars. The one on the Peninsula opposite us, gyrated up and down the bushes, then flew just above the water level, then upwards and disappeared into the night. The other two had flown beyond our viewing range.

Saturday, October 24, 1953.

Subject: Fish Scales again on Dock.

On inspecting our dock again today, my husband and I and son, again found fish scales in three separate places. They were not leftovers from the previous occurrence, since when I went to get some of the others, only a few were left for my sample jar, and besides all day yesterday, until early evening it had rained. These new scales are almost in the identical spots where the previous ones were found. It can't be birds, as there is no bird dirt.

Around 1:00 A.M. while we were watching the small torpedo craft last night, my husband thought he heard something move at the rear of our house. He quickly inspected, but saw or found nothing.

Subject: Small Flying Torpedo-like Craft.

Saturday, October 31, 1953.

Time & Place: 8:30 P.M. On Road by Ocean Dunes, near Tiana Bay.

My husband and I and son were in our car driving along the road on the Dunes heading West towards Westhampton. We came to a cross road which leads up to the Dunes on one side, and also extends towards the bay on the other side for about a quarter of a block. We turned right, into the small area and then parked. We looked out across Shinnecock Bay and Tiana Bay. Then we looked straight down the Dune Road (West), both my husband and I spotted one of these small torpedo craft in the distance. It was flying about eight or ten feet above the road.

This one was very deceptive. I noticed particularly if a car was driving past, then the light would remain motionless and to those who hadn't yet seen them, they would scarcely be noticed. As the car passed, then the craft would continue on its journey. If another car came along, again it would stop and remain motionless, and as the car passed, again the craft would continue.

We backed our car around and decided to head towards it; but before we got close enough for a good view of it, it had turned South and flew speedily out towards the sea.

Subject: Small Cymbal like craft.

October 26, 1953.

Today at dusk, between 5:30 P.M. and 6:00 P.M. I spotted three flashing objects as the sun was fading into twilight. They were small, bright metallic objects looking like a drummer's single cymbal upside down. They flew through the air at top speed, and flashed like metal when the sunlight hit them.

I'd say they were about a foot in diameter, slightly conical shaped, nothing seemingly inside them. Just round conical pieces of aluminum like metal. They flew like they were remotely guided. One flew past me while I was outside near our dock, it was only a few feet from me and about five feet above me (a close miss). I'd sure hate to be hit by one, at the speed they go. No noise came from them. I couldn't judge if they were revolving or just flying.

Sometimes they would fly level like a pie pan, other times vertical, and other times a spot between the horizontal and vertical. They all glistened and sparkled in the sunlight like bright aluminum. They were not birds, no living bird could go the speed they went.

They seemed to fly in an oval path and came by three or four times, before they gave up and went straight up into the sky - fast. The three of them only came close just once, and only one of the three whizzed by real close, as previously stated above.

October 27, 1953.

Subject: Small Flying Torpedo like Craft.

Around 5:45 P.M. I spotted one of these small craft on the opposite shore from us, diagonal near the Peninsula, then I couldn't see it for awhile. A short time later I again spotted it in front of Squire's house, which was in darkness. It stayed there for about a minute or less, moving around the front of this house. Again it disappeared.

Around 7:00 P.M. or later I again spotted it in the vicinity of Squire's house gyrating around the bushes. This lasted for a minute or less and then it again disappeared.

At intervals during the evening I searched for it, but had no success in again viewing the craft.

November 4, 1953.

Subject: Small flying torpedo like Craft.

I was telephoning my husband when I looked out the window of the house near the water, and spotted two of these small type craft in the field adjacent to our place near Kessler's woods.

They gyrated around tree tops and lower bushes and then disappeared further into the woods, until they were out of sight. A third one appeared and gyrated low about five feet above the ground in our parking area. After a few minutes this one also disappeared into the wooded area beyond our parking area.

I told my husband on the telephone about them, as their gyrations were going on while I was talking to him.

I looked several times later during the evening, but didn't see them again. This command performance of these three small craft had lasted within my viewing range for a total of about ten or fifteen minutes.

November 5, 1953.

Subject: Deviation of Compasses & Distortion of T.V. Picture.

From 8:30 P.M. onward violent large round bars appeared suddenly while I was looking at our T.V. Set. The picture also faded and cut out, then came back, only to fade again. This continued for one hour until 9:30 P.M. when the picture again returned to normal.

Compass readings:

At 8:30 P.M. Compass was 10 degrees East of North.
 At 9:00 P.M. Compass was 20 degrees East of North.
 At 9:10 P.M. Compass was 30 degrees East of North.
 At 9:20 P.M. Compass was 50 degrees East of North.
 At 9:30 P.M. Compass returned to North and remained normal thereafter the remainder of the evening.

November 5, 1953.

(Continued) Subject: Deviation of Compasses & Distortion of T.V. Picture.

Readings of the compass were taken on an old compass and also my new Scout type compass. Both were identical in their readings throughout this occurrence of compass deviation from the true magnetic north, and both returned immediately to normal when whatever magnetic force had passed by, or whatever unknown event which had caused their deviation had disappeared.

November 13, 1953.

Subject: Small flying torpedo like craft.

From 10:00 to 10:15 P.M. I saw one of these small torpedo like craft gyrating around the front side of Squire's darkened house near the Peninsula. This craft gyrated up and near the second floor at the front of this house.

These gyrations kept up for about fifteen minutes, then the small craft disappeared around the far side of the house.

I came back into our house, and at intervals again looked for it, but didn't succeed in again finding it, at any time during the rest of the evening before I finally went to bed.

November 18, 1953.

Subject: T.V. Set Large Horizontal Bars & Overlapping of Stations including Long Distance Reception.

Tonight between 6:00 P.M. until 7:30 P.M. large round horizontal bars appeared on our T.V. Set, on all the receptive stations here, i.e. Channels 2-4-5-6.

There was also an overlapping of stations especially on Channel 2. Sometimes when the T.V. reception is good out here, we are able to get Channel 3 in Philadelphia very clearly.

This evening, however, on Channel 2 I got New York City, then it would fade out and in would come Philadelphia Channel 3 on Channel 2, then this would fade and in would come a station from St. Louis, Missouri, with a very clear picture and good voice diction. This lasted about a minute - then back in would come Philadelphia, and after Philadelphia had faded, back again would come New York City.

I tried Channel 4, but the picture cut out, and also overlapped and all I got on this Channel were the large round horizontal bars, the same appeared on Channels 5 and 6. The only difference on Channels 5 and 6 were there was no overlapping, just the horizontal bars.

This distortion and overlapping and horizontal bar reception kept up for an hour and a half, when just as suddenly as it had appeared, it disappeared and reception was again normal, as though nothing had ever occurred. In fact now Philadelphia would only come in through its proper Channel 3, and only the voice now came through

November 18, 1955.

Continued: Subject: T.V. Set Large Horizontal Bars & Overlapping of Stations including Long Distance Reception.

During this interval of an hour and a half, I checked both magnetic compasses and noticed only once around 7:00 P.M. when the needles on both of them went from due North to due East, then a little towards South, then back again to North, where they stayed for the balance of the evening until I retired around 11:30 P.M.

Several times I went outside to see if any planes or discs were here about causing this T.V. disturbance, but saw or heard none.

(Mrs.)

~~Hampton Bay, L.I., N.Y.~~
Hampton Bay, L.I., N.Y.

8 December 1953

American Machine & Foundry Company
Executive Offices
511 Fifth Avenue
New York 17, New York

Attention: Mr. Alexander C. Wall
Assistant to Vice President
Engineering Division

Dear Mr. Wall:

In the absence of Brigadier General Garland who, as you may know, is presently in Walter Reed Hospital in Washington, D. C., I am taking the liberty of acknowledging the receipt of your letters of 18 November and 2 December 1953.

In that I was not involved in your conversation with General Garland and our people here, I am asking Lt Colonel Johnston to review your letters and the inclosures.

I am sure that were General Garland here, he would express his appreciation for your assistance and interest in this matter.

Very truly yours,

cc: ATIA ✓

GEO. L. WERTENBAKER
Colonel, USAF
Commander

-3 DEC 1953 52



AMERICAN MACHINE & FOUNDRY COMPANY

EXECUTIVE OFFICES, 511 FIFTH AVENUE, NEW YORK 17, N. Y., MUrray Hill 7-3100

December 2, 1953

Commanding General
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio

Attention: Brig. General Garland

Subject: Hampton Bays Sighting
Mrs. [REDACTED]

Dear Sir:

Yesterday I visited Mrs. [REDACTED] and, without revealing any connection with ATIC, discussed her sightings with her, took some photographs of the area and Mrs. [REDACTED], contacted the State Police Station at Riverhead, New York, and the South Hampton Town Police.

Mrs. [REDACTED] appeared to be quite normal and repeated the information given in her report very accurately. So far as I could tell she did not appear to add any embellishments. Her husband was also present and appeared to believe implicitly in her statements, but has not seen any of these phenomena himself. Since the sighting of the original disc, Mrs. [REDACTED] has had a relatively large number of other experiences consisting mainly in observing moving lights and small torpedo-like craft. They showed me plaster casts of strange footprints which looked remarkably similar to Gull's prints to me.

A number of strange "goings on" appear to bear very little relation to the original sighting and many of them are quite fantastic. Mrs. [REDACTED] was under the impression that she had called the State Police as mentioned on Page 12 of her report. I stopped in the Riverhead Station and the State Police had no record on the blotter as of October 6. We then checked the South Hampton Town Police and found that Patrolman Carl Eng had visited Mrs. [REDACTED] on October 6. I talked to Patrolman Eng and he said that after watching the lights which did not appear to move in the manner that Mrs. [REDACTED] thought they moved, he came to the conclusion there was a reflection of headlights across the bay. After leaving Mrs. [REDACTED] he drove over to the other side and concluded that in observing a car following the turns in the road, it might appear to someone

December 2, 1953

on the opposite side that the strange lights were moving about in the air. Patrolman Eng thought so little of this that he had completely forgotten the incident until I called him.

The only plausible explanation which I can make for this is that Mrs. [REDACTED], while sitting on her porch on June 24, possibly had a rather vivid dream. She had been reading about saucers prior to this time and so was aware of this subject. This dream may have been sufficiently vivid so that she actually believes she saw such a saucer, and the following sightings have been the result of natural occurrences which her active imagination has amplified, though probably with all sincerity. Mrs. [REDACTED] appears to be a person of rather limited educational background but an obvious active imagination. I doubt if it would be worthwhile for any of your investigators to contact Mrs. [REDACTED], though I am sure she would be very happy to talk to anyone. I was unable to detect any ulterior motive of any kind.

For your amusement we enclose the latest "saucer sighting" made in the vicinity of our Research Laboratory in Chicago with the aid of some ping pong balls and a tobacco humidor top.

Enclosed you will find the original report by Mrs. [REDACTED] for your files, and also the snapshots of Mrs. Ward and the Hampton Bays area.

Very truly yours,

Alexander C. Wall

Alexander C. Wall
Assistant to Vice President
Engineering Division

ACW:knh
Att: (3)

(Handwritten signature/initials)



AMERICAN MACHINE & FOUNDRY COMPANY

EXECUTIVE OFFICES, 511 FIFTH AVENUE, NEW YORK 17, N. Y., MURRAY HILL 7-3100

November 18, 1953

Commanding General
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Dayton, Ohio

ATTENTION: Brig. General Garland

Dear Sir:

As I mentioned in our recent visit, we had one of our Canadian associates check with the Canadian authorities in regard to their interest in "Project Bluebook" subjects. We find that their reaction is very similar to yours in that they do not place the kind of emphasis on this subject that Major Keyhoe would lead us to believe.

Enclosed are a few clippings from Canadian and Chicago papers that you may not have seen. We checked with the Canadian authorities on these stories and find that this "listening station" is not a Government-sponsored affair, but is rather being done on an informal basis by Mr. Wilbur Smith in connection with the regular observation station at Shirley's Bay.

This Saturday I have an appointment to talk to Mrs. [REDACTED] so I should be able to give you something of a story on that next week.

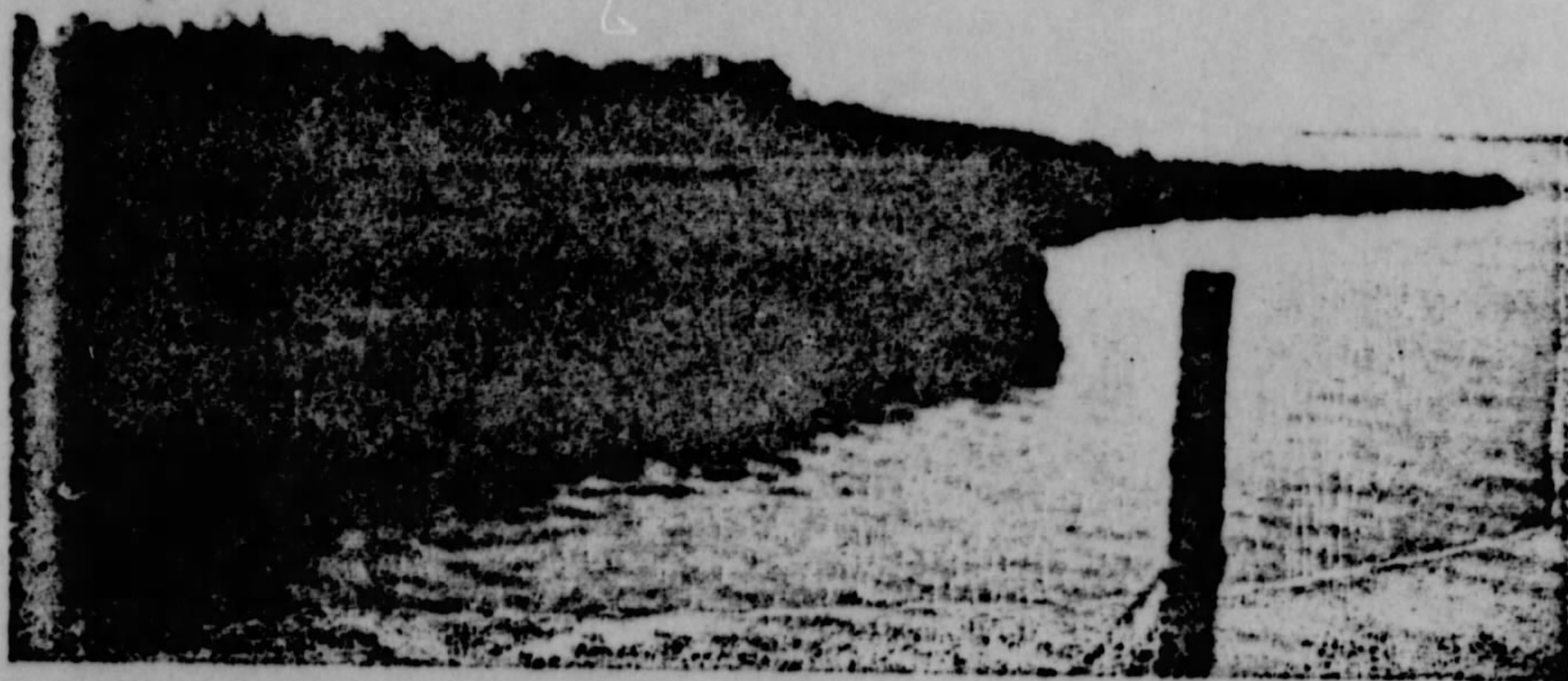
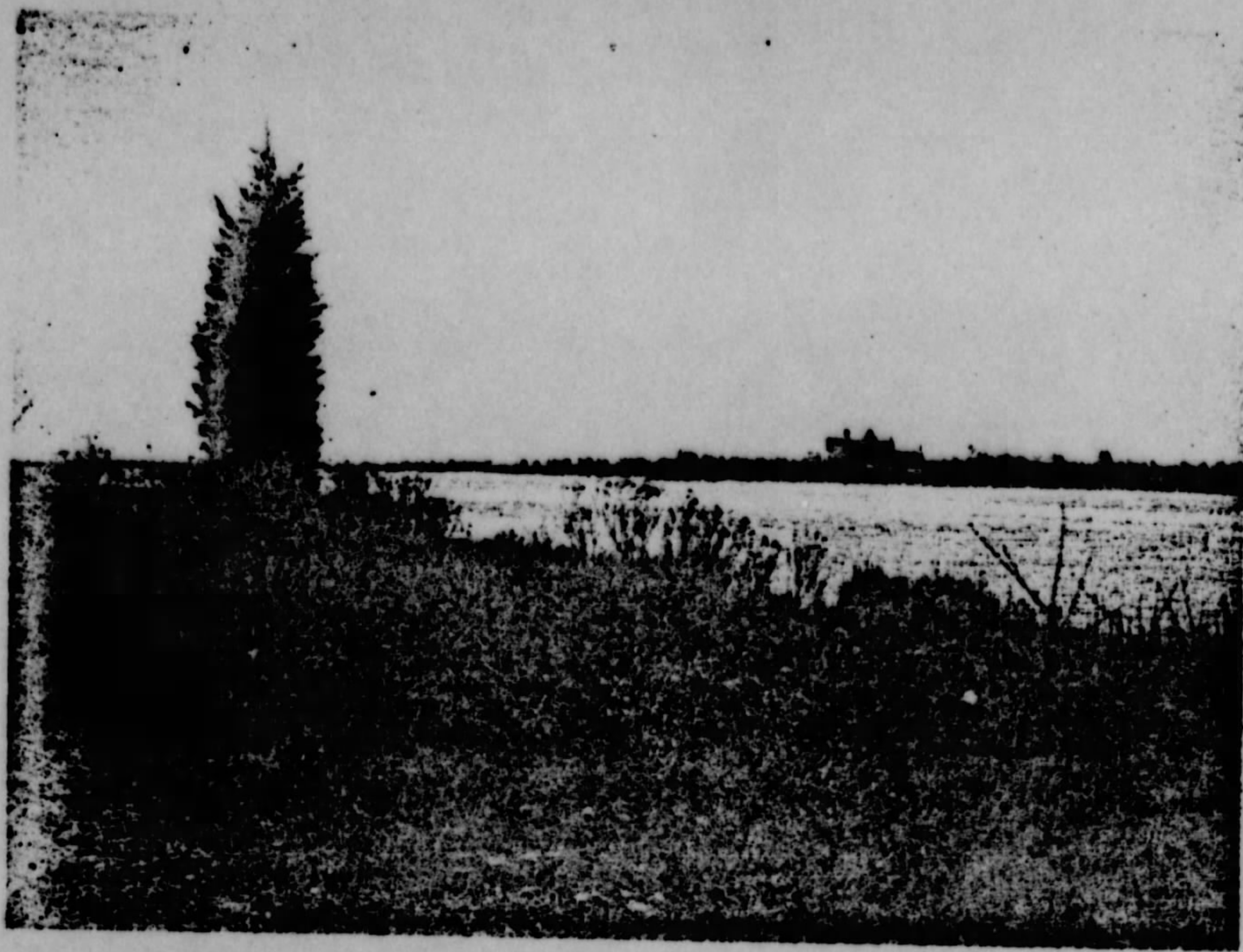
Very truly yours,

Alexander C. Wall

Alexander C. Wall
Assistant to Vice President
Engineering Division

ACW:knh
Att.

This case includes three (3) $4\frac{1}{2}$ " x $3\frac{1}{4}$ " photographs.



Flying Saucer Lookout Lab Set Up in Canada

BY EUGENE GRIFFIN

[Chicago Tribune Press Service]

OTTAWA, Nov. 11—Establishment of a Canadian government observatory for flying saucers, the first in the world, was announced here tonight.

"There is a very high degree of probability that flying saucers are real objects, and a 60 per cent probability that they are alien vehicles," Wilbert B. Smith, scientist appointed to supervise the new saucer sighting station, said.

He said the federal transport department, in which he has charge of the telecommunications broadcast and measurement section, receives constant reports of sightings of flying saucers. The total number, he said, is classified as restricted information.

Explanation Illusory

"The optical illusion explanation is lovely," he said, "but in every sighting there is always some factor that precludes this explanation. We have decided to try to learn just what they are."

Canada's sighting station is being located at Shirley Bay, on the Ottawa river 10 miles west of here. Smith said any one location in Canada is sure to have at least one saucer sighting in a year. Associated with Smith in the project, which is under the transport department and the defense research board, will be a theoretical physicist and a specialist in gravitational studies.

A 24 hour watch will be kept for saucers. Specially built equip-



ment is wired to alarm bells. The equipment includes an ionospheric reactor, electronic devices for measurement of sounds, a gamma ray detector, a gravimeter and other paraphernalia.

Jet planes may be sent up to investigate any saucers reported by the station, from the air force field near Ottawa.

Never Pooh-Poohed

Defense research scientists here never have pooh-poohed flying saucers, which have been publicly reported in nightmarish shapes and forms over Canadian cities. Some of them have been reported as multicolored cigar figurations.

Frequency of the saucer sightings has been noted here to rise with the increase in proximity of Mars to the earth.

Smith said he does not rule out the possibility that the saucers may come from outer space.

Dr. O. M. Solandt, chairman of the defense research board, and Dean J. Mackenzie, former president of the national research council, Canada's top two government scientists, always have refused to deny that flying saucers may be alien objects.

THURSDAY

CLOUDY
COLDER

68th YEAR—284

THE OTTAWA EVENING

OTTAWA, WEDNESDAY, NOVEMBER 11, 1953

'SAUCER' STATION

Government Backs Shirley Bay Site To Plot 'Objects'

By RICHARD JACKSON
of The Journal.

A Flying Saucer Sighting Station, first in the world, is being built at Shirley Bay, 10 miles west of Ottawa, by the Department of Transport in co-operation with the Defence Research Board.

Responsible for obtaining and installing the electronic equipment, several pieces of which are entirely new in electronics, is Wilbert B. Smith, engineer in charge of Transport's Broadcast and Measurement Section of the Telecommunications Division.

Top Scientists.

Associated with him are Dr. James Wait, theoretical physicist of the Defence Research Board; John Hector Thompson, technical information expert of the Telecommunications Division; Professor J. T. Wilson of the University of Toronto; Dr. G. D. Garland who specializes in gravitational studies at the Dominion Observatory.

The new Flying Saucer Sighting Station has an appropriation within the Transport Department, and a departmental Directive, "to do what you can within the limits of the establishment (that of the Broadcast and Measurement Section of the Telecommunications Division) to prove or disprove the existence of Flying Saucers".

The men and their equipment at the station, and it will be on a 24-hour operation within a few weeks, will seek to determine whether certain "sighted but unexplained celestial phenomena follows the pattern of technology postulated" by many astro physicists on the basis of there actually being Flying Saucers.

The station is equipped with an ionospheric reactor, an electronic device to determine the height, pattern and conduct of the ionized layer of gases, changes in intensity of gamma and X radiation.

The ionized layer begins 60 miles high and the ionospheric reactor operates at above 7 miles.

Few planes can fly higher than 12 miles above the earth.

Noise Detection.

The station has electronic devices to measure known and unknown radio noises and disturbances.

It is equipped too with a

Alien 'Thing' From Mars?

One of the things that fascinates Science about Flying Saucers is the interesting coincidence of their oc-

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The station has electronic devices to measure known and unknown radio noises and disturbances.

It is equipped too with a gamma ray detector, and, most interesting of all, a gravimeter.

This is a new device, conceived and built by the men of the Flying Saucer Station to calibrate the acceleration and decelerate the gravitational pull.

It was with this that Dr. Garland of the Observatory assisted; and one of the important parts of the gravimeter came on loan from Professor Wilson of the U of T.

Other equipment was built for the specific need, off the

Alien 'Thing' From Mars?

One of the things that fascinates Science about Flying Saucers is the interesting coincidence of their occurrence with the phases of the Earth and Mars.

The closest the two planets approach occurs every 18 months.

It is then the "sightings" of Saucers reach their peak. This 35-million-mile "proximity" will occur next Summer, and "Project Magnet", code name for the Saucer Station at Shirley Bay, will be ready to establish the truth or fiction of the whole matter.

The Transport Department's telecommunications

Station has electronic devices to measure known and unknown radio noises and disturbances.

It is equipped too with a gamma ray detector, and, most interesting of all, a gravimeter.

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Other equipment was built-for-the-specific need, off the technological cuff, by the "saucer" staff.

This equipment in the Flying Saucer Sighting Station is wired to alarm bells in the nearby Ionosphere Station at Shirley Bay where a staff of telecommunications experts are on 24-hour duty.

Concluded on Page 20, Col. 2.

Continued from Page One.

The whole thing started as a hobby five years ago.

It was spurred by the many sightings of celestial phenomena, perhaps Flying Saucers, by sane, sober and highly respected people in the best of standing in many Canadian and American communities.

It was further helped along some months ago by Defence Research Board Chairman Dr. O. M. Solandt and former National Research Council President Dean Jack Mackenzie, who refused to join the scoffers who insisted there was nothing to Flying Saucers.

At that time, both Dr. Solandt and Dean Mackenzie said they wouldn't—in fact, couldn't—scientifically rule there was no such thing as Saucers. On the other hand, they refused to say there were Saucers.

Their position then, and they haven't publicly changed it since, was that they just didn't know; that there had been certain evidence at hand that required explaining.

The Defence Research Board officially let it be known it was studying and investigating Flying Saucers.

Sightings Reported.

The Board studies and correlates all the evidence assembled by the Transport Department.

Transport has a standing order to its ship captains, at sea and on lakes, to its "met" men in the weather stations from the border to the pole, and to all its agents in all sections of Canada to report sightings of "objects".

This information is funnelled to the Defence Research Board through Transport Telecommunications' Mr. Smith.

In former discussions of the Flying Saucer phenomenon, Dr. Solandt, neither believing nor disbelieving, said science could not afford to shut its mind against even the apparently inconceivable.

The Flying Saucer Sighting Section is tangible evidence that Canadian scientists have kept an open mind on Saucers, assigning men and equipment to the job of attempting to prove or disprove the actuality of Saucers.

Men at the Sighting Station expect to have a report within a year, by next Summer at the latest.

One of the things that fascinates Science about Flying Saucers is the interesting coincidence of their occurrence with the phases of the Earth and Mars.

The closest the two planets approach occurs every 18 months.

It is then the "sightings" of Saucers reach their peak. This 35-million-mile "proximity" will occur next Summer, and "Project Magnet", code name for the Saucer Station at Shirley Bay, will be ready to establish the truth or fiction of the whole matter.

The Transport Department's telecommunications expert, Wilbert B. Smith, who for 10 years has studied and correlated Saucer sightings, believes there is a 60 percent "probability" of the Saucers being alien vehicles from Outer Space.

One-an-Hour Disc-Shaped Fighter Laid in Blueprint by U. S. and Canada

Special to THE NEW YORK TIMES.

TORONTO, Sept. 16—Top defense scientists from the United States conferred here today with Canadian officials on super-secret Project Y, Canada's blueprint for a disk-shaped fighter plane that can reach a speed of 1,500 miles an hour after a vertical take-off.

Lieut. Gen. Donald L. Putt, head of the Research and Development Command of the United States Air Force, led a United States team of twenty-five in discussions with Dr. O. M. Solandt, chairman of Canada's Defense Research Board, C. M. Drury, Deputy Defense Minister; and Gen. A. G. McNaughton, head of the Canadian section of the United States-Canada Joint Defense Board.

Officially the touring group was here to view the new Mark IV Canuck Jetfighter at A. V. Roe, Ltd., and naval radar installations at Ferranti Electric, Ltd. But it is known that the saucer-shaped fighter seized their imagination and demanded most of their attention.

A. V. Roe has worked paper development of revolutionary

plane as far as it can go and ream of technical data and research results were studied by General Putt and his party. The group also viewed a forty-foot model of the jet-powered disk, whose pilot sits in a stationary plastic bubble around which the engine revolves.

The plane is said to have startling maneuverability, allowing it to hover or dart in any direction. Take-off would probably be from a type of catapult and the wheelless craft could be pancaked to a landing.

The Canadian Government has spent no money directly on the project to date, but has provided two research teams that have worked in secret surroundings at near-by Malton.

The United States group, which includes Maj. Gen. John McCormack, Dr. A. G. Hill, chief of the Lincoln Laboratory and J. Marchetti, technical director of the Cambridge Research Center, moves on to Ottawa tomorrow for briefing in Canada's progress in developing a self-homing, radar-controlled guided missile.

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FLYING SAUCERS OR NOT? CANADA SIGHTING STATION TO SEEK SCIENTIFIC PROOF



ON THE LOOKOUT FOR FLYING SAUCERS?

By HAROLD GREER
 Star Staff Correspondent

Ottawa, Nov. 11—The world's first scientific flying saucer sighting station is being constructed by Canadian electronic engineers at Shirley's Bay, 10 miles northwest of here.

The work of "Project Magnet"—code name for the secret development of a flying disc powered by electromagnetic propulsion—the station is being equipped with every conceivable type of recording device in the hope of obtaining the scientific measurements necessary to prove or disprove the existence of flying saucers.

STATION MANNED 24 HOURS A DAY

When completed, the station will be manned 24 hours a day. It will contain the various types of radar, an ionosphere recorder, a magnetometer to measure electrical charge, a recording gravimeter to measure gravity and a radio set running full volume at 530 kilocycles to pick up any radio noise.

A bell will ring when any instrument is activated and personnel will be instructed to make such visual observation as they can. The all-important records, however, will be made by the instruments in the hope of getting "any measurement to which we can attach a number."



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TO PROVIDE PROOF, NOW LACKING

It is this kind of scientific proof which has been lacking in the saucer sightings obtained so far in both this country and the United States. Because of this lack, scientists and officials who have analyzed flying saucer reports are split into two camps. One group—apparently the minority—is convinced that the weight of available evidence supports the belief that the saucers exist. The other group is equally satisfied that the sightings can be explained in the more conventional terms of atmospheric conditions, optical illusions and astronomical observations.

New Cycle Due

Both groups are agreed, however, that nowhere in the world is there data constituting complete scientific proof of flying saucers. The Shirley's Bay station will be the first attempt to secure such data. While it will be ready by the end of the year, its worth is not expected to be established until late summer of next year when, on basis of past experience, another cycle of saucer sightings should be at its height.

"Project Magnet" researchers have found that flying saucer reports have come in flurries about two years and two months apart. It may or may not be significant that they have occurred when the planet Mars has been

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FLYING SAUCERS OR NOT? CANADA WILL SEEK PROOF

(Continued from Page One)

In opposition to the earth and that reports are most frequent when Mars reaches its closest point to the earth. The last batch of sightings was in July-September, 1952, and very few reports are now being received by the Defence Research board here. According to this cycle, reports will become frequent again next summer.

Secrecy Surrounds Reports

Since the board began systematic investigation of flying saucer sightings early in 1952, heavy secrecy has surrounded the work. It is known, however, that a considerable number of reports have been received on the special forms printed in order to obtain as much precise observation as possible from the person or instrument making the sighting. While not classified material, these forms are held to be "for official use only." The board has never published any analysis of them or made any report on progress of the investigation.

It is no secret, however, that official opinion is deeply divided on interpretation of the evidence available thus far. Dr. J. J. Green, DRB aeronautics expert in charge of the investigation, is content to dismiss saucers as non-existent. At the other extreme is Wilbur B. Smith, engineer in charge of "Project Magnetic" in the telecommunications division of the department of transport.

Sees "90% Probability"

The department has meteorological officers and radio operators from coast to coast and sea captains beyond that, all under standing instructions to report strange phenomena; it supplies by far the bulk of the sighting reports.

Analysis of all reports is done on a "probability" basis and has led Mr. Smith to conclude there is a 90 to 95 per cent. probability that the sighted phenomena actually existed—in other words, that it was not a hoax or a delusion of the mind. There is a 60 per cent. probability that the objects are "alien vehicles," a 10 per cent. probability that they originate on the earth, and a 30 per cent. probability that they constitute something of which man knows and can conceive absolutely nothing—for example, some form of time travel involving a form of life other than protoplasm.

In the middle between Dr. Green and Mr. Smith is the opinion represented by Dr. Peter Millman, astrophysicist at the Dominion Observatory. Dr. Millman agrees with Mr. Smith that the great majority of reported sightings are related to actual phenomena but feels the weight of evidence supports more conventional explanations. Not all sightings can be so explained, he admits, but this only emphasizes that man's existing knowledge is relatively very limited.

Obtain Some Measurements

While data which will satisfy the scientific method is lacking,

some measurements—chiefly radarscope plots of speeds and distances—have been obtained on saucer sightings. To refute these, the saucer sceptics only rely on the temperature inversion explanation put forward by Dr. Donald Menzel of Harvard university. This is simply the atmospheric condition which produces mirages in the sky and it is argued that it can also cause an earthward refraction of the radar beam, with the result that ground objects are picked up on the screen.

Those who take the same attitude as Dr. Millman feel that the Menzel explanation is at least a step toward a complete explanation, but Mr. Smith finds two basic objections: The geometry of the theory won't hold water and the source of light of the ground objects being picked up would have to be tremendously powerful—so much so that they could not escape normal observation.

Could Use Electric Reaction

Mr. Smith's personal belief that saucer sightings are related to alien vehicles, probably powered by electromagnetic propulsion, and coming from outer space, may at least be argued consistently. Scientists have long been aware that the creation of a magnetic "sink"—a collapse of the earth's magnetic field—would release electrical current and could be used to develop powerful reaction forces capable of driving a suitably designed aircraft at fantastic speed.

"Project Magnetic" is an effort to create such a magnetic sink and to use the current to propel a flying disc. Laboratory experiments have satisfactorily proven the theory but researchers so far have been unable to create a sink which lasts for more than a fraction of a second.

The project has thus run into a stone wall. Scientists do not know how to make a permanent magnetic sink even in theory, and they do not know enough about the nature of energy to produce a source of power capable of meeting the demands of a flying saucer. (This, of course, does not apply to the saucer-shaped aircraft which A. V. Roe Company Malton is de-

signing to use gas-turbine propulsion.)

There is no reason to believe these difficulties are insurmountable. Supporters of the project point out that man's knowledge of electronics is less than 100 years old and his knowledge of nucleonics only 10 years old. One problem is the staggering mathematical calculations involved; project engineers have been unable to find a mathematician able to solve their questions. This has meant going back to basic definitions in the hope of finding a form in which the problem can be submitted to an electronic computer. An informed estimate would be that it will take 10 to 25 years before the nature of electrical fields is adequately understood to carry the project to the next stage.

How a human being could live in such a machine and withstand the tremendous gravitational forces which would be created might be relatively simple. Researchers believe the cabin of the flying disc could be completely filled with water containing at least 10 per cent. oxygen. Human lungs would act as fish gills and a person could "breathe" such a solution reasonably comfortably. Immersed in the water, he would be immune to the force of gravity.

Sure Man Will Do It

Because he is convinced man will eventually be able to build a flying saucer, Mr. Smith sees no reason to doubt that some being on some other planet has already done so. He therefore feels that the public should be fully informed of this possibility

and its co-operation sought in obtaining accurate observations of unusual phenomena. While this would produce a great raft of spurious sightings, these can be easily weeded out from the legitimate ones worthy of analysis.

Since the saucer believers are in a minority in official circles, it is not likely that any official information on sighting reports will be publicized, unless and until science is able to produce a conventional explanation which covers almost all cases. It is generally agreed that the average layman would conclude from the more dramatic sighting reports that flying saucers do indeed exist.

One of the Canadian sightings, for example, took place over an airport at night. Several persons saw a disc-like object moving at low altitude over the field at about 60 miles an hour. A searchlight caught the object in its beam for a moment, at which point it zipped skyward at an incredible speed. Sightings of this kind, it is believed, are by no means rare, but it is precisely because they are dramatic and relatively common that most scientists fear they will never be able to present a conventional explanation if publicity is given to them.