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A STUDY OF SECONDARY EFFECTS

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Introduction

My sole purpose in writing this paper is to report and document, as thoroughly and as accurately as possible, the existence of a specific group of UFO reports known as the "E-M" cases. There are literally dozens of instances where the presence of an unidentified flying object coincided with disturbances or complete disruption in the normal operation of various electrical equipment. If some correlation really exists between the presence of a UFO and unusual interference with operating electrical equipment, it would be extremely significant. Many UFO enthusiasts along with such prominent UFO investigating organizations as the Aerial Phenomena Research Organization in Tucson, Arizona and the National Investigations Committee on Aerial Phenomena in Washington, D. C., believe that some type of electro-magnetic (E-M) effect from UFOs causes the interference in electrical apparatus as recorded in a number of UFO reports. The stalling of automobiles, the dieing out of headlights, and interference with radio and TV equipment are examples of these so called E-M effects associated with the presence of a UFO.

Of course, it is not possible for the author to cover all of the E-M reports and so I have had to select the cases that are presented in this paper. However, I have attempted to report a sufficiently large number of these cases in order to show the various effects that have occurred on electrical equipment upon close approach of a UFO. Thus, a representa-

tive cross section of this group of reports is assured, but I cannot possibly vouch for the authenticity or accuracy of every report. Considerable research, time, effort, and cost has gone into the writing of this paper with the intent of eliminating the often found minor discrepancies in different reports of the same UFO case. On two separate occasions I have spent a week in Washington, D. C. at the offices of NICAP researching their files. Extensive correspondence with many people through-out the United States and the world has played an important and necessary part in obtaining information for this paper, and all of this has been done with the purpose of thoroughly researching and studying one aspect associated with the UFO phenomenon.

My reader will see that the E-M reports exist in sufficiently large numbers, and that they come from many different countries. Whenever possible I present corroborative UFO sightings to the main report in question. These backup sightings can be very important and serve to support the reality of the main report in question. UFO reports involving numerous witnesses are especially interesting and it is always desirable to have more than one witness to a UFO sighting.

✓ Most interesting, however, is the fact that E-M reports are in large part post 1956. Why these E-M cases are so rare during the late 1940's and early 1950's is very perplexing and remains an open and interesting question. This group of

reports is supported by a considerable amount of data, although it is unfortunately true that details are often lacking in UFO reports, the E-M reports being no different. Anyone of these E-M reports taken separately has little value, but as a group of reports each case tends to strengthen the other.

One of the more interesting factors involved in these puzzling reports is the reactions of various witnesses. Witnesses sometimes fail to report a UFO sighting until days, weeks, months, and even years pass by. Often, witnesses refuse to allow the use of their names or to even disclose their names when reporting a UFO sighting. It is unfortunate that many people are reluctant to discuss a UFO sighting but it is not hard to understand. This is due to the attitude of the general public with regard to "flying saucers," along with constant official military denouncements of UFOs and UFO reports. We can readily sympathize with people who refuse to disclose their names or allow their names to be released, even though it greatly enhances the difficulty in documenting the reality of a UFO report.

It is all too easy to dismiss UFO reports lightly. But, if the E-M reports related in this paper are merely fabricated or exaggerated stories, then a thorough and complete explanation is necessary to account for the amazing similarities found in this group of reports. However, it is only fair that I point

out that unidentified flying objects are more or less characterized by their diversity. Rarely are any two UFO reports exactly the same, thus it is difficult to catalog the phenomenon. The term "unidentified flying object" actually applies to perhaps dozens of diverse celestial phenomenon, of which some are probably as natural as ball lightning, in itself a little understood phenomenon. But many UFO reports are not easy to categorize or explain. These are the reports which arouse interest and require a thorough study. When certain details are reported over and over again in UFO reports coming from different sections of the world, a reasonable evaluation of the data should be possible to make. Of course, it is difficult to say what conclusions can be or should be drawn from the diversity which is found in the many UFO reports; it is another problem in itself. Nevertheless, it will require patience and time to hunt through the many UFO reports, and it will require exhausting examination of all the data to find the answer to the UFO phenomenon.

Before proceeding, I must caution my reader against reading anything into this paper. I wish to make it quite clear that any conclusions offered in this paper are tentative and are based solely on the reports studied. The author, despite all his research, has not reached any final conclusions as to the origin or nature of the UFO. This problem is a highly complex one which still requires the answers to many questions. Much more work remains to be done before the incredible puzzle is solved.

The author would like to take this opportunity to thank all those who directly contributed to the writing of this paper. I must especially thank Mr. Raymond Nalewajk, my former English teacher, who in large part made this paper possible. His understanding, interest, patience and time were of tremendous importance.

I am also indebted to Mr. Gordon Lore, Editorial Assistant at the National Investigations Committee on Aerial Phenomena. This paper would not have been possible without the help and co-operation of Mr. Lore, and I am grateful to NICAP for permitting me to research their files.

My deepest thanks go to Mrs. Coral Lorenzen, Secretary and Editor of the Aerial Phenomena Research Organization, for her time and sincere interest. Her correspondence has not only been helpful, but very much appreciated.

I must also thank artist Gene Fawcette for his interest and time as well as his valuable and frank advice.

And I cannot end without thanking Mrs. Helen Schopick, my mother, for her necessary and greatly appreciated typing assistance.

Andrew Schopick

A Very Early Beginning

A very puzzling aspect of the E-M reports is the fact that these reports have come almost entirely from the latter 10 years of the officially 20 year old UFO phenomenon. Early cases do exist, however, indicating something strange about the UFO.

According to Harold T. Wilkins, a former newspaper man and author of two popular books on the subject of "flying saucers," Project Saucer (the first code name given to the Air Force's UFO investigation) issued the following report concerning an incident which occurred in Oregon on June 24, 1947.

"An incident in the Unidentified file took place 5000 feet above sea level in the Cascade Mountains. A Portland prospector, Fred M. Johnson, told authorities he saw a strange reflection in the sky, and, looking up, he grabbed his telescope. He saw six discs about 30 feet in diameter. He watched them for nearly a minute while they banked in the sun. They were round, but with tails, and they made no noise and were flying in formation. While the discs were in sight, the hand on his watch compass dial weaved wildly."

There were no magnetic iron ore deposits in this region of the Cascades, nor are there any radio or radar stations. Mr. Johnson reported what he had seen to Project Saucer at Dayton, Ohio, but Project Saucer experts were evidently baffled. In April of 1949, they admitted: "These objects seen by Mr. Johnson are still unidentified in the official files of Project Saucer." |

| Harold T. Wilkins, Flying Saucers on the Attack, 1954, p.54

Retired Marine Officer, Major Donald E. Keyhoe, writes in one of his several books dealing with unidentified objects, that Project Sign (a later code name given to the Air Force UFO investigation) analysts said of the Johnson report: "It is difficult to take this seriously. It would imply fantastically large magnetic fields."²

Prospector Johnson's sighting occurred, interestingly enough, on the same day that private pilot, Kenneth Arnold, made his famous sighting of 9 flat shiny objects zigzagging over Mount Ranier, Washington. It was Arnold's report which received sensational coverage and brought in the era of the flying saucer. The next several weeks brought many reports of strange flying objects, and nearly all of these sightings occurred in the far west. It seems possible that some of these reports might have been due to public reaction following Arnold's headline story. However, a series of reports originated from the hush-hush Muroc Air Force Base (now Edwards Air Force Base) near Edwards, California where a great deal of experimental and top-secret work is carried out. During the morning and afternoon of July 8, 1947, groups of spherical or disc-shaped UFOs were seen by test-pilots, technicians, and other employees at Muroc AFB. Were these objects test devices from Muroc? If this were so, the test-pilots, technicians, and engineers would not file UFO reports; they would have been aware that the objects were their own test devices. But these objects, whatever they

²Donald Keyhoe, Flying Saucers from Outer Space, 1953, p.131

were, obviously did not belong in the area.³

I offer the following case for comparison to the Johnson incident. It is an official Argentine Navy UFO report on file in Washington, D.C. with the National Investigations Committee on Aerial Phenomena. This incident involved the Argentine Navy transport ship, A.R.A. Punta Medanos.

NICAP's report, states:

"During the night of November 12, 1963, a large airship was sighted from the stern of the vessel. The huge UFO was roundshaped, and it was moving at great speed. It displayed no lights and made no sound. As the unknown machine appeared, the needles of the ships magnetic compasses suddenly and simultaneously swung off course, pointing toward the UFO. The power which caused this E-M interference is indicated by the distance involved. At the time, the Navy report states, the UFO was 2,000 meters (well over a mile) away from the ship. After the UFO was gone, and the compasses returned to normal, the transport commander radioed the Commander in Chief of the Argentine Fleet. The Fleet Commander was so concerned he ordered a full investigation by the Hydrographic Service. Instrument experts found no electric cause for the E-M effect. No magnets had been near the compasses, which were separately mounted on different decks. The Geologic Division determined that the sighting area was magnetically quiet, and also ruled out submarines and military and civilian aircraft, leaving the UFO as definitely the cause of the E-M interference."⁴

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³NICAP'S UFO Evidence, 1964, p. 130.

⁴NICAP'S UFO Investigator, Aug.-Sept. 1965, Vol. 3, No. 4, p. 6

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Argentina

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Lt. Commander O.R. Pagani, whom the Secretary of the Argentine Navy appointed to investigate UFO sightings, sent a report on the incident to NICAP. Unfortunately NICAP leaves out many details in their report, such as where the incident occurred, but this effect on the compasses is interesting and it will happen again.

First Indications that UFOs could interfere with Car Motors.

There are no UFO reports from the first 6 years of the present day UFO phenomenon that would indicate UFOs had the capacity to interfere with the operation of an automobile engine. However, there are two interesting incidents that occurred in North America in 1954 which involve a UFO apparently interfering with the operation of a car engine.

(4) The first such report comes from California. On the afternoon of Jan. 29, 1954, Mr. & Mrs. J. A. Whitaker were driving six miles south of Santa Ana when they saw a round object, flattened on the bottom and emitting a blurry blue-white light, as it came off a hilly field. The object passed over and ahead of their car at an altitude of no more than 25 feet. Mr. Whitaker had the impression that the UFO was traveling at a speed close to 600 mph, and he estimated the diameter of the object to be about 60 feet. As the UFO passed over his car, the radio went blank and the car motor coughed, continuing to act roughly ever after the UFO had gone. After the UFO passed over the car, the couple observed it make a vertical ascent and watched it disappear into the sky in a matter of seconds.¹

¹ NICAP file

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The second report occurred on June 21, 1954, in Canada. Mr. & Mrs. Guy Baker, of Ridgeway, Ontario, Canada, spotted a UFO while driving 1 mile north of Lake Erie at 1:00 A.M. It was a warm, clear, and moonlit night. According to the Bakers, the UFO appeared to be metallic and it reflected the moonlight as it hovered silently a short distance away in a field at an altitude of about 100 feet. Shortly, the object put on two lights, flashed them, each side alternately, and started moving north. It moved horizontally keeping just ahead of the Bakers' car as Mr. Baker attempted to catch up at 80 mph. The Bakers stated that the UFO was clearly and distinctly outlined, and at no time did they hear any sound. They described the UFO as being a flattened sphere about 30 feet in diameter with one row of what looked like lighted windows.

Mr. & Mrs. Baker followed the UFO up a back road while the object followed a parallel course to the left of the car. But then Mr. Baker made a left turn, directly crossing the path of the UFO. As the car crossed in front of the UFO, the car stalled but the UFO continued on its path and landed in a field beyond a wood. The Bakers were able to see lights moving around the object's circumference as it rested in the field. Mr. Baker wanted to approach the landed object on foot but Mrs. Baker, somewhat scared, insisted on going home. However, when Mr. Baker attempted to start their 1950 automobile, which was in good condition, the motor would not turn over. He got out of the car and pushed it for some distance, away from the UFO, while Mrs. Baker

kept trying to start the car. In short time, the motor finally turned over and they drove home. Mr. Baker, very curious, went back the next day to the spot where the UFO had landed and claimed that he found a slightly scorched spot.²

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NICAP File:

This report is an example of one that was not reported soon after it occurred. The Bakers' signed statement to NICAP was made on March 22, 1958, nearly four years after the sighting.

The Fantastic French UFO Flap of 1954

The French UFO flap which occurred in the fall of 1954, is well documented. It is through the comprehensive study made by French scientist, Aime Michel, that we have knowledge of these 1954 French UFO reports. Michel documents many of the UFO reports that appeared in the French newspapers that year, in his book, Flying Saucers and the Straight Line Mystery. However, I will present only the E-M reports although it should be remembered that hundreds of UFO sightings were made in France during the fall of 1954.

⑥ The first E-M case occurred on Thursday morning, October 7, 1954, at about 6:20 in the morning. At this time, Mr. Alexander Tremblay was driving his milk truck along a side road not far from Route N-138, the major highway running between Le Mans and Alencon. Near St.-Jeans-d'Assé, while driving up a slight hill, the motor in the truck died and the headlights went out. Mr. Tremblay braked automatically, put the clutch in neutral, and stepped on the starter. Nothing happened. Flashlight in hand, he got out to investigate; the flashlight working fine. As Mr. Tremblay raised the hood of his milk truck, he saw in the sky an intense blue light which seemed to be directed toward him. Said Mr. Tremblay: "After several seconds the light went off. Somewhat baffled, I tried the starter again, the motor began to turn over, and the headlights came back on." ¹

¹ Aime Michel, Flying Saucers and the Straightline Mystery, Criterion books, New York, 1958, p. 143.

Intense lights in the sky, resembling the one described by Mr. Tremblay, were also seen in flight, at about the same time in the sky above Ballon, a village several miles east of St.-Jeans.

Also at about the same time as the Tremblay sighting, workmen from the Renault factory were riding their bicycles along Route N-23, to the east of Le Mans and some 20 miles southeast of the spot where Mr. Tremblay made his sighting. Suddenly, the workmen felt a disagreeable prickling all through their bodies and looked up to see an intense greenish light pouring out of a luminous object near the road. Partially paralysed, they managed to get off their bicycles, but in a few seconds the lighted object flew off rapidly, very close to the ground, and disappeared. This "disagreeable prickling sensation" and feeling of "paralysis" will be found in a number of other E-M cases.

A little later, about 35 miles southeast of Ballon and 20 miles from the spot on Route N-23 where the Renault workers had their strange experience, numerous people at Lavenay saw a "luminous" flying egg" pass overhead, traveling southeast.²

⑦ Two days later, Saturday, Oct. 9, another E-M incident occurred. Mr. Andre Bartoli of Pari had been visiting his friend, Mr. Jean Jacques Lalevee of Cuisy, Seine-et-Marne. At 9:20 in the evening, As Mr. Bartoli was turning his car around to return to Paris, he saw through his windshield that the sky was lit up by a yellow-orange glow, At this point the car motor failed.

² Ibid, p. 143

Aime Michel questioned Mr. Bartoli and Mr. Lalevee, both of whom were mechanics by occupation. Mr. Bartoli told scientist Michel:

"But right then, I wasn't thinking about the car. Curious about the light, I opened the car door and jumped out to see where it was coming from. I just had time to see it disappear, going towards Paris, towards the southwest. It was a kind of yellow-orange cigar-shaped thing, perhaps half the diameter of the moon. Mr. Lalevee, who was about 30 feet behind my car, leaning against his bicycle, was able to distinguish the object very clearly as it passed above us, coming from the direction of St-Soupplets. We talked about it for several minutes, asking each other what it was. Perhaps a low flying meteor? Whatever it was, it was gone. Then I went back to my car and discovered that the headlights were out; we had been so preoccupied with the thing going overhead that we had not noticed. Curious, I bent over the dashboard. The connection had not been broken, and the speedometer needle still stood at the point where it had been, and the clutch was still engaged."

good. Michel offered Mr. Bartoli an explanation: "Perhaps it happened this way." said Mr. Michel. "You were moving, you backed up at full acceleration; suddenly taken by surprise, you released the clutch without thinking, the motor stalled as it naturally would, and you jumped out without realizing that you had not braked nor shut off the ignition."

"Sir, "Mr. Bartoli replied, "I can only say that I am a professional mechanic, that what you suggested includes a couple of things that no professional mechanic would ever do, and that I am not in the habit of taking my foot off the clutch for a light in the sky, even an unusual one. But all these are psychological arguments which you are not obliged to believe.

I only ask you, how does your theory explain the fact that with the clutch still on the headlights were out?"

Investigating thoroughly Michel suggested, "Perhaps you turned them off unconsciously when you jumped out to look at the glow in the sky?"

"That was what I first thought," stated Mr. Bartoli, "But then I saw that the switch was on, right on the 'headlights' position. So there it was, the switch on, the ignition on, and the headlights out. That is what we both saw, and what no two mechanics ever saw before in their lives in a car in working order."

"What did you do then," asked Michel.

"I put on the brake, stepped on the starter, the motor turning over, and the headlights turned on, I'd be curious as to how you explain all that."

"If you tell your story to the newspapers," replied the scientist, "they will say that a flying saucer flew over your car and stopped your motor as it passed."

"To believe in flying saucers," said Mr. Bartoli in just these words, "I would have to wait until I saw one."³

⑧ On Monday, three days later (Oct. 11), Mr. Baptiste Jourdy, a 30 year old milk truck driver, was crossing the mountains south of St.-Etienne, on his daily collection at 4:15 A.M. It was still completely dark, the sky very overcast. As Mr. Jourdy approached the fork where the road to Le Chambon-Feugerolles branches off, near the village of Fronfrede, the truck's engine

suddenly died and the headlights went out. He stopped immediately, put the engine in neutral, set the handbrake, and got out to inspect the ignition. Immediately after getting out, he noticed overhead, flying under the cloud cover and at right angles to the road, a glowing multicolored object, apparently of considerable size. It crossed the road in front of him and disappeared into the distance at high speed. After watching for a minute or two and recovering from his amazement, he saw that his headlights were shining again. He climbed back into the truck and tried the starter; the engine turned over normally and he continued on his way.⁴

4:30 A.M.

⑨ Approximately 15 minutes later, 150 miles north in Clamency, Henri Gallois and Louis Vigneron, two grain merchants, were driving to a fair at Corbigny when they had a strange encounter. Said Mr. Gallois:

"We had not gone far from Clamency, when suddenly, near Sassier, I felt something like an electric shock all through my body, and so did Mr. Vigneron. At the same time the motor stalled and the headlights went out. Paralyzed, unable to move, we could only sit there wondering what had happened, and watching. Then we saw that about 50 yards away from us in the meadow next to the road there was a round object or machine, and alongside it we could see very clearly three small figures. But soon the figures seemed to disappear into the object, which then flew off very rapidly. Almost at once our headlights went on again, and we could move and start the car."

⑩ A resident of Cary, a nearby village, lends confirmation to Mr. Vigneron's account. Mr. Henri Chaumeau reported seeing shortly after 4:30 a.m. a shining object rise over the woods

4 Ibid. p. 157

and speed away under the low hanging clouds.⁵

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At 10:00 p.m., the same day, Mademoiselles Julia Juste, Maria Barbereau, and Marion Tanneur, all from Jarnac, were driving along Route D-14 in Chateauneuf-sur-Charente. Said the girls:

"We were coming back from Bordeaux and as we were about a mile from Chateauneuf, at about 10:00 o'clock, two luminous globes appeared in the sky ahead of us at a low altitude. The car stalled and the headlights went out. We left the car and stood beside the road for almost five minutes, watching the two globes.

One was much smaller than the other, and at first they moved slowly, apparently following the same direction as the road. Then they stopped, moved back and forth to right and left several times, and stopped again. The larger one became brilliant white with a red-dish halo. Finally both of them went straight down, disappearing from our view in the valley of Charente River. We got the impression that they landed somewhere.

We re-entered the car, which now ran properly, and started for Jarnac again; but later we were sorry that we did not wait to see if either of the objects would reappear. The night was very clear. The moon was shining a little behind us and to the right."⁶

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On Thursday, Oct. 14, at St.-Germain-du-Bois in Saone-et-Loire, Marcel Lonjarret was walking in the country sometime between 7:30 and 8:30 p.m. when a peculiar light attracted his attention. Investigating, he saw, behind a hedge at the border of a wheat field, a luminous orange-red dome, motionless and almost touching the ground. He watched it, afraid to get too close, and then went home. The next day Mr. Lonjarret went back to where he saw the object, but found no trace of it.

⁵Ibid, p. 158

⁶Ibid, p. 160

13 A short time after the above incident occurred, a witness who apparently did not want his name released came across another UFO. Mr. B---, living in Montceau-les-Mines, was riding his motorcycle on the road from St.-Romain-sous-Gourdon to Brosses-Thillot, also in Saone-et-Loire. Suddenly the motor of his motorcycle conked out for no apparent reason. As he got off the motorcycle, a bright light burst out in front of him, revealing a circular object that looked "like a plate turned upside down." At first amazed, he watched the object, but then becoming frightened, he decided to turn back, walking and pushing his motorcycle. However, as soon as he reached the spot where the motor had stopped, he found he was able to restart the vehicle.

14 At the time Mr. B--- had his encounter, Mr. André Cognard was driving his car on Route D-60 between Guernon and Ciry-le-Noble. Moments later he arrived at a point where the road winds up and down among hills. Mr. Cognard said:

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"All at once at the top of a slope I found myself face to face, so to speak, with a sort of disc of such brilliance that it blinded me, like a lighthouse beam. I had to stop. The object flew over me slightly to my right at a low altitude and continued its route westward, where it remained visible for several minutes before disappearing into the distance."⁷

15 Within the same time period another interesting incident occurred. Mr. Jeannet and a Mr. Garnier, residents of Gueugnon, related the following:

"We were coming back from Clessy to Gueugnon on Route D-25. It was a little after 7:30 p.m. and we had reached the last farm, located on

⁷ Ibid, p. 175.

the right of the road, before the drop down to Route N-494, when suddenly a sort of reddish fireball flew over our car and passed by like a flash of lightning. All at once, the motor stopped and we had no lights. After a few seconds, when the light shed by the ball had gone out in the distance on our left, the headlights came on. I pushed the starter, and the motor began to turn over again.⁸

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On the night of Oct. 16, Dr. Henri Robert, a veterinarian from Londinières in Normandy, was driving along Route N-134 southeast of Dieppe. As he passed through the region of the commune of Baillolet (Seine-Inférieure), he noticed 4 circular objects in the sky at an altitude which he estimated to be less than a 1,000 feet. The objects moved at a moderate speed, one above the other. Dr. Robert had just noticed them when one of the objects left the formation and descended in a zigzag line* to the ground. At that moment the 4 UFOs were facing the car above the road ahead, thus the descending UFO was in front of Dr. Robert. As he continued driving, the objects got rapidly closer. When the distance between the objects and Dr. Robert was less than a 100 yards, Dr. Robert felt a kind of electric shock. At the same moment the car engine died and the headlights went out; the car rolling to a stop just as the UFO landed on the road. The doctor suddenly found himself unable to move a muscle. Almost immediately he noticed in the light given off by the object a small creat-

⁸ Ibid, p. 176

*This UFO maneuver is found in many UFO reports. It is often called the "dead leaf" descent and resembles to some extent the swing of a pendulum as the object descends.

ure barely over 3 feet tall. Then the light went out and in the darkness he could see nothing. The darkness lasted for several minutes as Dr. Robert remained unable to move. Not a sound was heard. But then, all at once, the headlights on his car came back on, and in their beams Dr. Robert saw the UFO moving swiftly away to the north, skimming the ground along the roadside embankment. Dr. Robert was now able to move again and he had no trouble restarting his car. When he got back to Londinieres, he made out a report and handed it to the police.

* Aime Michel says of this report:

"This case is interesting because of the personality of the witness and the detailed quality of the observation. It was, and still is, considered in very bad taste to see flying saucers, and still worse to see their pilots. Obviously no one needs the good opinion of his clients more than a physician, and especially a veterinarian like Dr. Robert. A French peasant, born suspicious, will not trust the good health of his precious animals to anybody in the least suspect. Nobody knew this better than Dr. Robert; nevertheless he had the courage to risk a possible police investigation by reporting his experience." 9

(17) Two days later, Monday Oct. 18, still another E-M case occurred. At 5:30 p.m. a Mr. Bachelard, 42, was driving a light truck from Gelles to Coheix (Puy-de-Dome). It was a clear, sunny day. When Mr. Bachelard reached a point 3 or 4 miles from Coheix, going around a bend in the road, he suddenly felt paralyzed. The motor of his truck started to act peculiar, too. He tried to go faster but his speed slowed down to

9 Ibid, pp 184-5

less than 20 mph. Just then he noticed in a nearby field an elongated object, motionless and silent without lights or windows, about 5 feet high. Only a few minutes later (his car had not stalled) he reached Coheix and began telling people about the object.

Someone notified the local police and they came to question Mr. Bachelard. The police also went to the indicated field, but found nothing unusual. However, on the same day two other landing reports came from the same vicinity. At Gelles several people testified to seeing an object, ovoid in shape, with smaller dimensions than the object seen by Mr. Bachelard, resting in a field. And at Cisternes-la-Forêt, only a few miles from Gelles and Coheix, two unidentified witnesses reported seeing a weird object on the ground with the same shape as the one seen at Gelles. When they attempted to get near, the object flew off rapidly toward the northeast.¹⁰

(18) On Wednesday evening, Oct. 20, Mr. Jean Schoubrenner of Sarrebourg, was driving his automobile between Schirmeck and St.-Quirinen-Moselle. Travelling on Route N-393, approximately $\frac{1}{2}$ mile from the village of Turquenstein in the forest of Turquenstein, Mr. Schoubrenner noticed a luminous body on the highway some distance ahead of him. He slowed down as he approached the object resting on the road. But then, when he got about 60 feet away from it, he suddenly felt paralyzed; his hands frozen to the steering wheel. At this moment his

¹⁰ *ibid*, p. 198

car motor went dead and, as the car's momentum carried him forward, a sensation of increasing heat spread through his body. After a few seconds, the object flew away toward the northeast and Mr. Schoubrenner and his car returned to normal.¹¹

(19) One hundred twenty five miles west of Turquenstein in the department of l'Aube another "heat" encounter took place on the same day during the early evening. It was raining hard in the Lusigny forest, near Troyes, when Mr. Roger Réveillé, a lumber dealer, was walking along the road. Attracted by a loud rustling noise similar to the noise made by a flock of pigeons, Mr. Réveillé looked up to see at tree top level, an oval-shaped object about 20 feet long. He suddenly became aware of a feeling of intense heat. In a few seconds however, the object disappeared upward, although the heat in the woods was now intolerable and was creating a thick fog. According to Mr. Réveillé, it was almost 15 minutes before he was able to approach the site. When he did investigate, he found, that in spite of the rain, the ground and trees were as dry as if they had been exposed to a full day of sunlight.¹²

(20) The next day, (Oct. ²¹12) a motorist (not identified) and his three year old son were driving along Route 1C-20, near

¹¹ Ibid. p.203

¹² Ibid. p.204

La Rochelle, when the man felt something like an electric shock all over his body with a feeling of increasing heat. The child, experiencing the same symptoms, started to cry. Then the motor died and the headlights went out. At the same time, an object which had not been visible in the dark became brilliantly luminous, almost instantaneously, directly in front of the car. The object was bright red, then changed to orange, and rose swiftly into the air. Everything returned to normal; the event occurring in a matter of seconds.¹³

(21) A well attested but little detailed case occurred on Wednesday, Oct. 27, and this E-M report concludes the E-M cases listed by Michel for the 1954 French wave. On the evening of the 27th many inhabitants of Huby-St.-Leu and of Bouin, reported seeing a highly luminous sphere flying over the state forest of Hesdin and traveling east to west. At this time a merchant of Linzeux, a village situated 7 miles to the east of the Hesdin forest, was driving with his deliveryman (neither man named) when they saw right in front of them a blinding light. As it passed over the truck, the motor stalled and the headlights failed. Both men reported feeling an electric type shock, too. Although these two men were the only ones to experience the effect, a large number of people in different localities observed the UFO at a distance as it flew by.¹⁴

¹³ Ibid, p. 204

¹⁴ Ibid, p. 204-5

Not until 1957 will these French cases be rivaled.

Interestingly, in 1954 there were many reports of landed UFOs and sightings of small humanoid beings, similar in appearance to the French humanoids. During the months of November and December in some of the South American countries, a number of strange reports involving these dwarf like creatures were recorded. (See Coral Lorenzen's "The Great Flying Saucer Hoax, p.p. 41-54). Occasionally these reports still come in, although they are not reported with the frequency that they were in 1954.

Two Interesting E-M reports from 1955 and 1956

One especially interesting UFO report comes from 1955.

22 According to Alexander D. Mebane, in a supplement to Michel's Flying Saucers and the Straight Line Mystery, on the evening of June 26, 1955, a round luminous object looking like a yellow grapefruit maneuvered over Washington, D. C. for 7 minutes. It moved in an erratic manner, approached Washington National Airport, hovered above it, oscillated, and finally departed at high speed, leaving a luminous trail. However, as the UFO approached the Airport, the ceiling lights went out. Searchlights were trained on the UFO but when they caught it in their beams, the searchlights actually went out. When the object finally left everything returned to normal. Mebane states that this report is one of the best authenticated UFO reports, but also says that it went unmentioned in the newspapers. Mebane, however, gives no source for this report nor have I found any more information on this case other than that which appears in Flying Saucers and the Straight Line Mystery. (p. 236).

777
' ' ' This report is isolated in that no other UFO report exists where a searchlight beam was affected in such a manner. If the report is true, then it is indeed strange.

23 During the latter part of 1956, we find another interesting UFO report involving an apparent E-M effect. Calvin Goetz, a telegrapher, reported seeing a saucer-like ball of flame fol-

lowing a freight train into the Lemmon, South Dakota railroad yard at daybreak, Friday, Nov. 16, 1956. The object was only about 3 feet in diameter, and changed colors-red to orange to white- as if flew. But, when the freight train stopped the UFO stopped. It hovered low over the ground for several seconds, then swooped over the stockyards at an altitude of about 25 feet before traveling rapidly away. Telegrapher Goetz reported hearing a loud sound as if lightning had struck when the UFO began to speed away. He tried to call the next station, but found that the railroad phones as well as the automatic block system were mysteriously dead. After arousing a lineman, the phones and automatic block system started refunctioning normally again without needing any repair. Western Union service in the area was also disrupted for a short time and the loud noise mentioned by Mr. Goetz was reportedly heard all the way to Baker, Montana, which happens to be more than 100 miles to the west of Lemmon, S.D.¹

¹ The Mobridge, South Dakota "Tribune", November 22, 1956
NICAP file

America's Great Southwestern Flap; An Answer to France

Pre-Levelland E-M cases

The UFO flap that hit the United States in November of 1957 has never been topped. The Levelland series of UFO sightings constitute the highlight of this fantastic flap. But looking back, several important incidents occurred which led up to the Levelland reports.

(24) For example, Robert Moudy, a Fountain County farmer in Indiana, reported seeing a "glowing, flying object" hovering over his combine as he worked his fields in western Indiana during the afternoon of Oct. 15, 1957. Although he reported the sighting to the Civil Aeronautics Commission, Mr. Moudy was reluctant to discuss the incident publicly until he learned of the Levelland sightings. (This report was made public on Nov. 5, 1957.) Mr. Moudy said the object hovered directly overhead at an estimated altitude of 1,500 feet. He added that it appeared to be silver and platter-shaped, perhaps 12 feet in diameter, with a pink flame belching from the bottom. While it hovered, it made a loud, whirring, screaming noise. Then, when the UFO began rising at about a 22 degree angle, his combine stopped working and did not start again until the UFO disappeared high in the sky. Moudy stated that he also noticed two stalled cars on a nearby road at the time. As the UFO rose swiftly into the sky, its color changed from pink to light blue.¹

¹ Indianapolis News, November 5, 1957.

(25)

Fifteen days later, Oct. 30, at 9:00 p.m., a young man and girl had a strange experience. Hugh Pulju and Shirley Moyer of Casper, Wyoming were driving 10 miles north of Casper when a huge, round, shiny object "appeared" in the road about 250 feet ahead. (Whether the object lit up suddenly or whether they rounded a curve is not made clear.) Mr. Pulju, a member of a seismograph crew, said the object was not a derrick, trailer, house, or tank. "It was something that shouldn't have been there." Miss Moyer stated: "It was as big as a house,, and had two pointed peaks on it. It glowed halfway up. I've been scared before, but that thing had me petrified."

Mr. Pulju added that as he tried to turn his car around, the engine kept stalling. Upon finally succeeding in reaching the main highway, his car worked fine.²

(26) On Thursday evening, the next day, Mrs. Barbara Jean Stokes, of Lumberton, North Carolina, was driving with her husband and another couple when she and her three passengers spotted an object about 200 feet long in the sky. Suddenly the object "raised straight up," then flamed. As the object did this, the car stalled. In only a few seconds the object disappeared from sight and Mrs. Stokes was able to restart the car. Throughout the next few days additional sightings of mysterious objects in the sky were made by residents of South Carolina.³

² Michel, op.cit.,pp.237-8

³ Charlotte, N.C. Observer, Nov. 4, 1957

(27)

Saturday, November 2, 1957 - Texas Takes the Spotlight

Mr. Odis Echol, owner of station KCLV in Clovis, New Mexico, reported seeing a strange, glowing object speeding southwest, towards Texas, at 8:00 p.m. on Nov. 2, 1957.⁴

Not long afterwards, Ground Observer Corps spotters at Midland, Texas, sighted another (possibly the same) UFO, logged as a "large unidentified object with a bluish glow." At 11:53 p.m., two Civil Aeronautic Administration (now the Federal Aviation Agency) tower operators, Calvin Harris and Sandy McKean, spotted the UFO 3 degrees above the horizon. McKean stated: "We frequently see things which the layman calls falling stars, but we never saw anything this spectacular before." A pilot in the area also reported seeing the UFO.⁵

Still one more strange report precedes the amazing Levelland sightings. An anonymous man told Sheriff V. S. Flenniken that at 8:30 p.m. on Nov. 2, he was driving between Seminole and Seagraves, Texas, on Highway 51, when he saw "lights" on the road ahead. As he drove closer to these mysterious lights, his car engine died and the headlights went out. A few seconds later the lights rose swiftly into the sky and disappeared in the distance. The anonymous man apparently did not see any object, just the lights. No additional details exist on this case.⁶

⁴ Donald Keyhoe, Flying Saucers: Top Secret, G.P. Putnam & Sons, N.Y. 1960 - P-114

⁵ NICAP file

⁶ Hobbs, New Mexico News-Sun, Nov. 5, 1957

Levelland, Texas

Levelland, Texas is an oil and cotton town, located 32 miles west of Lubbock, Texas and situated in plains country. In 1957, it had a population of about 10,000.

(29) The Levelland events began at 10:50 p.m. C.S.T. on the second day of November 1957. This was almost precisely one hour after the dog carrying, Sputnik 2 had been launched on the other side of our planet. However, the American people did not yet know that the Soviets had launched their second artificial satellite.

a little early. At 10:50 p.m., Patrolman A.J. Fowler, the officer on duty at Levelland Police Station, listened to a "terrified" Pedro Saucedo, 30 years old, a farmhand and part time barber, as he related an incredible story on the telephone.

Saucedo told Officer Fowler that he and a friend, Joe Salaz, had been driving on Route 116 about 4 miles west of Levelland when they saw a flash of light in a field. Saucedo, a Korean War veteran, said:

"We didn't think much about it but then it rose up out of the field and started toward us, picking up speed. When it got nearer, the lights of my truck went out and the motor died. I jumped out of the truck and hit the dirt because I was afraid. I called to Joe, but he didn't get out. The thing passed over my truck, about 20 feet up, with a great sound and a rush of wind. It sounded like thunder and my truck rocked from the blast. I felt a lot of heat. Then I got up and watched it go out of sight toward Levelland."

Saucedo described the object as being "torpedo-shaped" - like a rocket-about 200 feet long, and emitting a very bright bluish-green glow that changed to red as it climbed out of sight.

As the UFO moved into the distance, the truck lights came back on and Saucedo found his truck restarted easily. Afraid to return to Levelland for fear of encountering the object again, the two men drove on to Whiteface which is 10 miles west of Levelland. It was from a phone booth in Whiteface that Saucedo called Officer Fowler. Fowler listened carefully but figured the man must have had one too many, and so he shrugged off the report.

30 But, one hour later the phone in the Levelland Police Station rang again. Jim Wheeler of Whitharral related a similar incident to Officer Fowler. Wheeler told him that he was driving four miles east of Levelland on the Lubbock Highway, Route 116, when he came upon a brightly lit egg-shaped object, about 200 feet long, sitting in the middle of the road. As he approached it his car engine failed and the headlights went out. (His approximate distance from the object when this occurred was not specified.) According to Wheeler, the object was lit up like neon lights and cast a bright glare over the entire area. Wheeler decided to get out of his car, but when he did so, the UFO rose, and at an altitude of about 200 feet, the object's light or glare blinked out entirely. At this moment, Wheeler's headlights came back on. He had no trouble starting his car.

31 Only a short time later another call came into the Levelland Police Station. This time Officer Fowler listened to Jose Alvarez, also from Whitharral. While driving near

Whitharral (which is about 11 miles north of Levelland) on Route 51, Alvarez came across a glowing object sitting in the road. He also estimated the object to be about 200 feet long, and as he approached it his car engine stopped and the headlights went out. (Here again, the distance he was from the object was not specified.) But in a few seconds, the UFO rose swiftly into the air.

32 Newell Wright, Jr., 19, a freshman at Texas Tech, had a similar encounter at 12:05 a.m.* While driving back from Lubbock, to his home in Levelland, he noticed that his 1952 Ford was not running properly. Wright had just left Smyer, Texas on Route 116, putting him roughly 9 miles east of Levelland, when the car engine began to sputter. The ammeter jumped to discharge, then back to normal, and the motor began running down like it was out of gas. The car rolled to a stop, then the headlights dimmed and several seconds later went out. Baffled, Wright got out of his car, raised the hood, checked the motor, battery and wires, but found nothing wrong. As he shut the car hood and turned around, he noticed, for the first time, an oval-shaped object, flat on the bottom, sitting on the road ahead. Wright estimated the object to be about 125 feet long, glowing with a bluish-green light, but not as bright as neon. The Texas Tech freshman reported that the

*Wright's report was not made public until Sunday afternoon. He was reluctant to say anything, but his parents after hearing his story and learning of the other reports, urged him to report the incident.

object appeared to be made of an aluminum-like material, but stated that he was not sure how close he was to the object or whether he was looking at it from the side or from an end. He saw no details or markings on the object. Frightened, Wright jumped back into his car and tried frantically to get it started. But, the car would not start, so he sat and watched the thing sitting on the road for several minutes, hoping that someone would drive up. However, no one did but the UFO finally rose into the air, "almost straight up," veered to the north, and disappeared, said Wright, "in a split instant." After the object disappeared, he got back into his car, turned the key, and found the car to be working fine.

33 Then at 12:15 a.m., Officer Fowler listened to still another caller as he told about his experience with the mysterious "egg." Frank Williams of Kermit, Texas, phoned the Police Station from a phone booth in the Whitharral area. Williams reported encountering the object at the intersection of Route 51 and a dirt road, about 9 miles north of Levelland and not far from where Jose Alvarez saw his UFO. Williams told Fowler that as he got near the strange object, which was sitting on the dirt road, his car lights went out and the motor stopped. The object was glowing but this time the glow was pulsating on and off. Williams claimed that each time the object's glow came on his headlights went out, and vice versa. In a short

why sitting on roads??

time, the object rose vertically, very swiftly, and when it reached the altitude of 200 or 300 feet, its light went off and it disappeared from sight. The car's headlights immediately came back on and he started the car with no difficulty. Williams is reported as saying: "When it took off it sounded like thunder."

34

By now Officer Fowler realized something was not right. He notified Sheriff Weir Clem, highway patrolmen, and local police and told them about the calls he had received. They all took to the roads in search of this mysterious object if there was one. Meanwhile, though, sightings were still being made. Ronald Martin, 18, was driving west of Levelland, (close to the spot where Saucedo and Salaz made the initial sighting) when he spotted what looked like a big orange ball of fire hovering in the sky about $1\frac{1}{2}$ miles ahead. The object hovered at an estimated altitude of between 150 and 200 feet, then began coming straight down and landed softly on the highway. Ronnie got as close as about $\frac{1}{4}$ of a mile before the motor of the truck he was driving conked out and the headlights died. The object sat there in the road ahead of him, emitting an intense glow which was brilliant enough to light up the cab of the truck, for about one minute before it made a vertical ascent. He said that when the UFO landed, it changed from a red-orange color to a bluish-green; then when it rose, it changed back to a red-orange and looked like a fireball. He stated that the object was round in shape and about as wide as the paved portion of the highway. But, he estimated the

size of the UFO to be only about the size of two cars back to back, perhaps 50 feet long.*

(35) At 1:15 a.m., a terrified negro truck driver from Waco, Texas, James Long, called the Levelland Police Station and told Officer Fowler about his encounter with a UFO. While driving northeast of Levelland on the Oklahoma Flat Road, his engine and headlights suddenly failed as he approached within 200 feet of a brilliant, glowing, egg-shaped object. Long estimated the object to be 200 feet long and he stated that it glowed intermittently "like a neon sign." As he got out of his truck the UFO quickly shot straight up with a roar and streaked away. Mr. Long is reported to have been the witness most upset from encountering the object, and Officer Fowler stated that he was extremely excited when he called.

(36) It was now close to 1:30 a.m. Sheriff Clem and Deputy Pat McCulloch were kept up to date by Fowler with new reports while they drove around the area looking for some sign of the UFO. While driving south along the Oklahoma Flat Road, between 4 and 5 miles from Levelland, the two men suddenly spotted an oval-shaped light, looking like a brilliant red sunset across the highway, a good 300 or 400 yards south of their patrol car. "It lit up the whole pavement in front of us for about two seconds," said, Clem. The UFO, as it passed

perhaps
meter?

*The Martin Report was also made public on Sunday and he did not phone the Levelland Police Station.

above the highway, was also seen by Patrolmen Lee Hargrove and Floyd Gavin, who were following in separate cars several miles behind. Constable Lloyd Ballen of Anton also saw the object. He stated that, "It was traveling so fast that it appeared only as a flash of light moving from east to west." The object seen by the police officials, apparently due to its distance from the police cars, did not affect either the engine or headlights of the cars.

37 Levelland Firemarshall, Ray Jones, had also been notified about the sightings made earlier, and he, too, was out looking for some sign of the UFO, while driving north of town. Suddenly, his car headlights dimmed and the car engine sputtered, but did not die, just as he spotted a "streak of light" which appeared north of the Oklahoma Flat.

38 James Lee from Abilene, Texas, a member of NICAP, carried out a personal investigation of the Levelland reports, and uncovered some additional sightings made that night. One of these reports involved two grain combines, each with two engines, which had been operating Saturday night. Reportedly, both combines, were operating in Petit, Texas, which is supposedly northwest of Levelland, when they were silenced by the passing of a glowing UFO*.

PETTIT is about 15 miles N.W. of Levelland.

* I must point out here that ~~no such town exists in either Texas or New Mexico.~~

why supposedly?

Major Donald E. Keyhoe, retired USMC, director of NICAP, telephoned Sheriff Clem several days later. The United States Air Force, when learning about sightings, attributed them to ball lightning and wet ignition systems. Sheriff Clem, however, emphatically rejected any electrical phenomenon as an explanation for the reports. He told Major Keyhoe on the phone: "Any effect like that would have been seen over a wider area. There would have been dozens - probably ^uhundreds- of cases where ignition and headlights failed. Instead, the failures had happened in only a small area near Levelland, where the UFO was sighted. And there weren't any soaked wires, either." Sheriff Clem, very much bewildered and disturbed with the Air Force explanation added: "Those engines started up as soon as that thing left."

Sheriff Clem also interviewed many of the witnesses, and said he was convinced they were telling the truth.

Officer Fowler reported that 15 telephone calls in all were made to the Police Station with regards to the mystery object(s). He stated: "Everybody who called was very excited." Levelland police officers investigated all of the reported landing locations, but found no unusual markings. However, all the objects landed on the pavement except for the one seen by Frank Willimas. It is true, though, that it had been cloudy on the night of Nov. 2-3, in Levelland, with a fine mist and scattered light rain present, but there were no electrical storms.

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A check with three power companies in the Levelland area disclosed nothing out of the ordinary. Garland Pennington, manager of the Lyntegar Electric Co-op at Tahoka, Texas said on Thursday, Nov. 7:

"There's been no trouble in our area. What those people saw was something different from what we know. They said it was 200 feet long."

Mr. Pennington admitted that a person might get excited upon seeing an electrical flash, but there was no electric line trouble reported in his area during the times of the Levelland sightings. "And even if there had been," he said, "it is highly improbable that the voltage would be sufficient to stall an auto engine."

Engineer Wiley Crump of the South Plains Electric Co-op at Lubbock, and line supervisor Joe Gilbert of Lamb County Electric Co-op at Littlefield reported that there had been no unusual trouble in their areas, either. Thus, it appears that any type of explanation for the Levelland sightings dealing with a short circuit or some flaw in the power lines resulting in an unusual effect is ruled out.

Important, however, is the statement made by Herbert O. Hodson, vice-president of Southwestern Public Service in Amarillo:

"There is no electrical phenomenon known in the United States that can cause ignition failures."

And Gene Williams, service department manager of Gasner-Motors in Amarillo stated:

"The only possible or probable way an engine could be stalled electrically-other than by mechanical failure-would be by the creation of an anti-magnetic field."

An anti-magnetic field, as such, does not exist. Mr. Williams was probably referring to some type of field or force that would have to be created to neutralize the existing magnetic field present in an automobile and other ignition systems.

I conclude with Aime Michel's thoughts on the Levelland sightings which are also extremely important.

"The possibility that the whole Levelland affair could have been an elaborately arranged hoax is eliminated by the number of persons involved, by the credence given locally to at least two witnesses, and by Sheriff Clem's confirmatory experience. Moreover, a hoax that would duplicate with such fidelity the "hallucinated machines" of France in 1954 could only have been inspired by knowledge of the French cases; but on Nov. 2, 1957, there were probably no more than a few dozen people in the United States who had ever heard of the French cases, which had been publicized only in the French newspapers." ⁷

⁷The Amarillo Globe-News, Nov. 7, 1957.

APRO Bulletin, Nov. 1957, p. 1.

Donald Keyhoe, Flying Saucers: Top Secret, pp.115-18.

C. Maney and R. Hall, The Challenge of Unidentified Flying Objects, pp72-3

A. Michel, Flying Saucers and the Straight Line Mystery, p. 236.

UFO Evidence, p. 168

Astronomer, Walter N. Webb's report to NICAP on the Levelland sightings.
Additional information compiled from NICAP file.

UFOs move into New Mexico

Other significant UFO sightings soon came in from New Mexico, especially the two reports made from the White Sands Proving Grounds, even though they are not E-M reports.

39 Two military policemen on routine patrol at the White Sands missile range reported seeing a strange egg-shaped object descend over the base, at 3:00 a.m. MST, (4:00 a.m. Levelland time) Nov. 3. A report on this incident was released to the press on Nov. 4 by 1st Lt. Miles F. Penney, Commanding Officer of Stallion Site Camp which is located north of the base headquarters. He told the press that Corporal Glenn H. Toy and Private First Class James Wilbanks, while patrolling in a jeep, noticed a "very bright object" high in the sky. Corporal Toy told Army Intelligence Officers that the huge object came down very slowly to a point about 50 yards above a bunker that had been used during the first atom bomb explosion. (This old A-bomb bunker is located 250 miles west of Levelland and about 60 miles north-northeast of the White Sands National Monument.) Then its light blinked out. Several minutes later the object flared up, becoming bright "like the sun," emitting a brilliant reddish-orange glow. The UFO dropped toward the ground on a slant, approximately 3 miles away from the two MP's, and disappearing from sight. A few moments later, after apparently landing, the object shot up and climbed rapidly out of sight. Besides appearing egg-shaped, Corporal Toy and Pfc. Wilbanks

stated that it was between 75 and 100 yards long. A search party sent out later found no unusual traces that might have been left on the ground by the UFO. On Nov. 5, in an open session with Public Information Officer, William Haggard and newsmen (reported by the International News Service), Corporal Toy stated: "It looked like a completely controlled landing."

40 On that same evening at about 8:00 p.m., Sp.3/c Forest R. Oakes and Sp 3/c Barlow, while on patrol in their jeep, again reported seeing an unidentified light hanging just above the old A-bomb bunker. Sp.3/c Oakes also described the light as being between 200 and 300 feet long and very bright. This patrol was between 2 and 3 miles west of the bunker, and as the two men watched, the UFO climbed at a 45 degree angle, its light pulsating on and off. Moving slowly, sometimes stopping briefly, the object gradually diminished in size as it gained altitude and distance. It finally became a point of light in the sky, "like a big star," before disappearing from sight.

Only two hours after this second White Sands sighting, Technical Sergeant Jack Waddell, the control tower operator at Dyess Air Force Base in Abilene, Texas (which is more than 220 miles east of the old A-bomb monument) reported seeing an odd glowing object. According to Sergeant Waddell, it glowed a neon red as he saw it near the San Angelo Highway. Abilene is about 180 miles east-southeast of Levelland.⁸

⁸ UFO Evidence, p.169.

Keyhoe, Flying Saucers: Top Secret, p. 115.

Michel, Flying Saucers and the Straight Line Mystery, p. 238.

The Stokes Case

The Stokes case is one of the best documented UFO reports on record. This incident was personally investigated by Mrs. Coral Lorenzen, Director of the Aerial Phenomenon Research Organization.

41 James Stokes, 46 years old, working in high altitude research in the capacity of electrical engineer at Holloman Air Force Base near Alamogordo, New Mexico, phoned Mrs. Lorenzen on Monday evening, Nov. 4, at 8:45 p.m. He phoned to tell her about his encounter with an object of huge proportions that occurred that afternoon while he was driving south on Highway 54, near Orogrande, N.M. (Orogrande is about 15 miles from the White Sands Missile Test Center and approximately 100 miles southeast of the A-bomb site.)

Later, Mr. Stokes arrived at the Lorenzen home, and according to Mrs. Lorenzen, he was quite excited as he told her his story. Stokes had been on the way to El Paso, Texas which is 83 miles from Alamogordo, N.M. The highway to El Paso in 1957 was a comparatively narrow two^ulane blacktop, its desert expanse broken only by the two small New Mexican towns of Orogrande and Newman. At 1:10 p.m. MST (almost 17 hours after the second jeep patrol sighting at White Sands), when approximately 10 miles south of Orogrande and 19 miles northeast of Newman, Stokes said his car began acting peculiar. The radio in his late model Mercury suddenly faded out, then the engine faltered and finally stopped. Up ahead he spotted several cars

pulled off the road. (In all Stokes said ten cars were stalled on the highway.) The occupants of the various cars were standing on the highway pointing to the northeast toward the Sacramento Mountains. Looking up, Stokes saw what he called a "mother of pearl-colored," egg-shaped object, which he estimated to be in the neighborhood of 500 feet in length. It was approaching rapidly in a shallow dive in the direction of the highway and the stalled automobiles. With a sharp right turn, the object made a pass at the highway to the north and disappeared in the northwest. But then, two or three minutes later, the UFO came back and made a second pass at the highway. Once again it disappeared into the northwest, not over the horizon but into the sky.

As Stokes related his experience to Mrs. Lorenzen she noticed that he kept rubbing his wrists and cheeks. Mrs. Lorenzen asked him what was wrong and Stokes told her that he had an itching sensation in his wrists and cheeks. His skin was noticeably reddish as if sunburned. After further discussion Stokes stated that he had felt something like "pressure" and a wave of heat as the UFO had passed overhead. In describing the object, he said it did not have any visible portholes, projections, or an exhaust trail. He estimated the object had flown at an altitude of between 1500 and 3000 feet, but he made it clear that there were no points of reference except for the clouds. (It had rained that morning and

scattered, low-hanging clouds remained in the sky.) Stokes estimated the speed of the UFO as roughly 1500 mph, judging by the time it took to cross the basin from the Sacramento Mountains to the San Andreas Mountain. Stokes added one other interesting point. The low level clouds which the UFO flew through dissipated in its path. However, the other witnesses refused to step forward and corroborate Stokes' testimony. (Mrs. Lorenzen also met with Stokes the next evening. His "sunburn" was gone, he had no itching feeling, and told her that he felt fine.)

On Nov. 5, the Office of Information Services, Holloman Air Force Missile Development Center, issued an official release. It contained the initial information about the sighting, qualified Stokes' position at Holloman, and recorded the fact that he had been employed at AFMDC for 18 months and was a retired Navy veteran (CPO) with 24 years of service. His background certainly rendered him an excellent and competent observer.

By Nov. 17, the Air Force concluded the Stokes sighting was nothing more than a hoax, "presumably suggested by the Levelland reports." Stokes, of course, was none too pleased with the Air Force's final conclusion, but there was nothing he could do.

As for the other witnesses, it has been pointed out that any cars on the road would most likely have been occupied by

Holloman AFB employees, who would not be eager to get involved in anything labeled "hoax" by the Air Force. The fact that other witnesses did not step forward to corroborate Stokes' report is the most distressing aspect of this case, and it leaves us wondering.⁹

Post Levelland Reports-UFO Sightings Continue Through November

The Levelland sightings received a sizable, perhaps excessive, amount of publicity and news coverage. In view of this fact it becomes exceedingly difficult to determine which of the UFO reports that followed the Levelland reports are real. Perhaps all of them, but then it is quite possible that at least some of the post Levelland reports were created, so to speak. However, I will continue to deal only with the E-M cases.

(42) At about 7:00 p.m. MST, on Nov. 3, Miss Edna Ireland of Calgary, Alberta, Canada was driving back from Saskatchewan with two friends. When they reached the vicinity of Sibbald in eastern Alberta, a light, described by Miss Ireland "like the blinking beacon at the airport," appeared in the sky. This was not Venus, which was setting in the southwest, but a light which passed almost directly over the car, "moving very fast in a curve that carried it toward the northwest horizon," according to Miss Ireland. As this blinding light,

⁹ C. Lorenzen, The Great Flying Saucer Hoax, pp.77-80.

The APRO Bulletin, Nov. 1957, p. 1.

UFO Evidence, p. 169.

C. Maney and R. Hall, op. cit., p.73.

Michel, op.cit., p. 240.

which was estimated to be about 25 times the apparent visual size of a star, passed overhead, the car motor began acting up; the motor coughed and the headlights flickered. Said, Miss Ireland, "At the time we chalked it up to loose wiring."¹⁰

43 Some hours later a young couple, described as between 20 and 22 years old, walked into the Amarillo, Texas Police Station to report an encounter they had with a UFO. (It was after midnight now, Sunday night, the early morning of Nov.4.) The couple refused to give their names, but told the police that they were returning from Palo Duro Canyon, approximately 20 miles west of Amarillo, when they saw a glowing object on the road shortly after 12:00 a.m. The object, they said, was surrounded by a fog and as they drove closer to investigate, the car's motor died. (Other people reported seeing UFOs that same night in the Amarillo area, including the control operators at the Amarillo Air Terminal.) The object was situated in the middle of the road and glowing very brightly even though it was surrounded by fog. When the couple entered the fog the car motor stalled and the battery went dead. They told the officer at the desk that another motorist had to push them into town where the battery needed to be recharged. Interestingly, Highway Patrolman, Gilbert Ray, from Canyon, Texas, reported that later when he checked the road, cars were lined

¹⁰ Winnipeg Tribune, Nov.7, 1957; NICAP File Michel, op.cit., p. 239.

bumper to bumper as people searched for the mysterious object. Whether it caused other automobiles to stall is not known.¹¹

(44) Tuesday night, the next day, Mr. Lon Yarbrough, 39, a civilian cook at Lackland AFB in Texas reported seeing a UFO off the old Frio City Road at about 9:30 CST. Yarbrough told the San Antonio Light that he was driving his 1957 Mercury home on US 81, less than two miles away from San Antonio, when the car radio suddenly stopped playing. Seconds later the headlights dimmed. Looking across a field about 200 yards away, he spotted a "glaring white light-like a big neon sign." Then his car engine suddenly stopped. Mr. Yarbrough said he stared at the bright light for a good ten seconds and estimated it to be at least 60 feet long and definitely egg-shaped. The object then shot straight up. It levelled off at a height between 50 and 100 feet, then headed southeast after crossing the road ahead of his car. Mr. Yarbrough was unable to offer any estimate of the objects' speed but stated that he felt a "blast of heat" when the UFO flew overhead and added that he heard a distinct "whistling" noise. He did say that the object remained visible for only a few seconds, before he lost sight of it, indicating a high rate of speed. When the UFO disappeared from sight the car radio and headlights came back

¹¹ Amarillo, Texas Daily News, Nov. 4, 1957

on. He experienced no further trouble with his car.

Commenting on his experience on Nov. 6, he said: " I was scared. Fact is, I'm still scared today."

At the time Mr. Yarbrough made his sighting, the Ground Observer Corps at Midland, Texas reported the sighting of a large, red object 25 miles west of Midland, which is more than 250 miles northwest of San Antonio.¹²

Less than 3 hours after Yarbrough made his sighting, a similar report was made in New Mexico. Two Hobbs, N.M. men, who refused permission to use their names, told the Hobbs, N.M. News-Sun editor, Raymond Walters, about an encounter they had with a UFO while driving on US 180 at 11:00 p.m.MST.(12:00 CST). The driver of the car, a 21 year old clerk with a trucking firm in Hobbs, described the experience as "about the most scary thing that ever happened to me," and according to editor Ray Walters, the clerk was still frightened and excited the next morning when he related the incident.

45 The clerk said he and a friend were returning from a meeting in Carlsbad when they first saw a reddish-colored light north of the highway at a point shortly before reaching Halfway Bar, 38 miles west of Hobbs. Said the clerk:

"Of course we both thought at first it was an oil flare that burns in that area, as it remained in sight for the next 9 or 10 miles. Then, while we both were watching it, the light suddenly rose straight up in the sky. We couldn't tell how high,

¹² San Antonio Light, Nov. 6, 1957.

because we could not judge how far away from us it actually was."

The clerk said he continued to drive toward Hobbs and the light seemed to travel parallel with him to the north of the road.

"I was getting pretty scared about that time and kept speeding up, trying to get away from it. I finally reached a speed of about 90 miles per hour when the light suddenly turned toward my car and passed directly overhead while we were about a mile west of the Permian Basin Pipe Line plant. At the exact moment it was over us, my car motor began acting up-coughing and missing. At the same time the lights went out. Then the motor quit altogether. I put the car in neutral and coasted all the way to the Monument Road on US 180."

Now approximately 13 miles west of Hobbs, the clerk continued.

"My friend kept watching the light and he told me it had passed over us and seemed to hover over the Basin Pipe Line Plant, remaining there for maybe seven or eight minutes. I coasted nearly to a stop. I then tried my starter. The motor caught and the Tights came back on. I drove into Hobbs."

The clerk told Mr. Walters that he slept very little that night, thinking about what had happened. The next morning when he went out to start the car he found the battery was completely dead. He also noticed that the clock on the dashboard had stopped.

Earlier that night, at 7:30, four persons including trained Civil Aeronautics employees reported watching a

strange ball of "fire" under the cloud cover southwest of Hobbs. It was in sight for 10 minutes and was described as being reddish-blue, yellow and white in color, seen at 15 degrees above the horizon. CAA employees estimated the light was about 1,000 feet above the earth as compared to the 2,000 foot cloud cover. However, the light appeared to have no positive shape; at times it moved while at other times it hovered.¹³

46 Early on the 6th, at one minute after midnight MST, in Sante Fe, New Mexico, taxicab owner, Joe Martinez and one of his drivers, Alberto Gallegos, encountered one of the "flying eggs." This UFO had red, green, and yellow lights and it gave off an intense glow.

Mr. Martinez told reporters:

"This thing came right at us; it was so huge and bright that it lit up the inside of the car. It was not round, but more of an egg shape. When it got right over the car, moving rather slowly, we heard a distinct humming sound. Then it pulled up and shot away toward the southeast."

Martinez was asked by the reporters if the taxicab's motor stopped. In reply, he said:

"It had; but I may have killed it myself. But the clock in the car stopped too, and so did my wristwatch. That's how I know it was right after midnight."

¹³ Hobbs, N.M. News-Sun, Nov. 6, 1957

"Tell me one thing," Mr. Martinez concluded, "am I going crazy seeing something like that?" ¹⁴

47 Some hours later another E-M report came from Texas. William Rush II, 19, was driving on Long Point Road in Houston, Texas at about 4:30 a.m. CST, Wednesday, Nov. 6, when he claimed that electrical interference from one of the mystery objects killed his car engine. Rush said he first mistook the object for a red traffic signal, but soon realized it wasn't that. He described the UFO as being a brilliant red, egg-shaped object which glowed brightly. He added that his car radio was blanked with static as the object passed overhead at high speed. During Tuesday evening more than six people reported seeing UFOs in the Houston area. ¹⁵

At about the same time as the Rush sighting a peculiar incident occurred in Ohio. This interesting but completely undetailed report came from an Associated Press report. Early Wednesday morning, Nov. 6, at 4:50 a.m., two Springfield, Ohio policemen, Sergeant Edward J. Glenn and Patrolman Keith I. Rutherford, reported seeing a "frosty" blue light for about 10 seconds over Springfield's south side. The two policemen said it was larger than a search light beam, but when they investigated they found nothing.

¹⁴ Michel, op.cit., pp. 246-7

¹⁵ Houston, Texas Chronicle, Nov. 6, 1957.

At about this time, a motorist, Julius Roseman, reported that his car stopped mysteriously while driving to work. The engine of a taxi beside him also quit at the same time said Mr. Roseman. However, The AP report does not say whether the man noticed anything unusual in the sky.¹⁶

48 The United States was not the only country subjected to the appearance of strange objects traversing the skies in 1957. On Nov. 14 and 15, UFOs were seen over the South American cities of Santa Cruz and Cachoeira situated in the state of Rio do Sul in Brazil. According to Francisco Camerini, a ham radio operator, station PY--3 CF, a huge UFO was seen above Cachoeira at 2:00 p.m. on Nov. 15. The object came down near the Aero Clube aerodome and stopped, hovering at about 300 feet in the air. It appeared to be metallic and had an orange glow. Its diameter was an estimated 200 feet. Numerous witnesses drove to the place to get a better look at the object, however, all attempts to approach it failed because every car was stalled at a certain distance from the UFO. The object left in a few minutes, climbing vertically, and making no sound. No further details.¹⁷

49 The following case is most interesting and perhaps significant. Regino Lacuesta, 49, of Ninole, Hawaii re-

¹⁶The Marietta, Ohio Daily Times, Nov. 6, 1957

¹⁷NICAP File-report from Faria Escobar.

ported that he was driving home at about 8:30 p.m., Nov. 28, on the Hawaii Belt Road when his car engine began missing. Suddenly he saw a bright flash of light 20 feet above the highway directly in front of him. His car engine died and the headlights went out. The car, still moving forward, began slowing down, stated Mr. Lacuesta, although he didn't use the brakes. His car finally came to a stop where he first saw the flash of light. Mr. Lacuesta said he felt numb and could not move a muscle for several minutes(?).

Then the car, which was stopped on a level stretch of road, started up again-although it was still in high gear and he had not touched the starter. The headlights also came back on.

Telling his story to the Reverend Mauricio M. Valera, Mr. Lacuesta said he did not look back to see what might have caused the flash of light, but went straight home. Reverend Valera vouched for Lacuesta's character, making it clear that Lacuesta is an honest, reliable, non-drinking man.

Mr. Lacuesta had been driving a 1955 station wagon in good condition. The sky had been clear and dry throughout the day. At no time did he see an object, as such, although it is true that he did not or could not turn and look. As far as the author knows there were no other UFO reports from Hawaii on the 28th. The primary question is whether a UFO was involved.

If not, what explanation exists for this report? Was Mr. Lacuesta's inability to move due to his own particular reaction or was it the result of something else? Can we dismiss this report altogether? Unfortunately we cannot, because although this report is incredible, we have no real basis for rejecting this report and not others.¹⁸

During the first week of December, the state of Washington had its own UFO flap. The Dec. 4, 1957 Ellensburg Daily Record tells how a "strange ball of fire" was seen over Menastash Ridge in Ellensburg, holding the attention of valley residents for nearly 20 minutes Tuesday night, Dec. 3, 1957, beginning at 7:00 p.m.

The unidentified light source was brought to the attention of the Washington State Patrol by a truck driver who reported seeing the object while he was coming up Vantage Grade. The truck driver and patrol officials watched the round light over the ridge to the southwest of the Patrol Office. George Ellis, patrol dispatcher, thought the driver was joking or hoaxing him until he, too, was shown the object over Menastash Ridge. Mr. Ellis said:

"It moved almost due west until it just about faded out, then came back to the same place over Menastash Ridge. Then, all of a sudden, it went behind the ridge, fast. When the object disappeared behind the ridge it glowed like the moon setting behind a mountain. The ridge top obscured first the bottom, then the middle, and finally all of the object."

Mr. Ellis described the object as much like a burning 300 watt bulb viewed from 20 feet, and added that the sky was hazy with none of the stars visible although the moon could be seen.

The truck driver, who wanted his name withheld,

¹⁸ Honolulu Star Bulletin, Dec. 29, 1957.

told Mr. Ellis that the object originally hovered over his new truck on the Vantage road, when it appeared as a ball of light. He said his motor began coughing and sputtering but never stopped completely, so he kept driving. The driver also said the night was misty when he first noticed the object, but claimed that the light from the object lit the night so much it seemed like daytime.

Mr // Asked why he would not allow his name to appear in print, the driver said: "I don't want people to think I'm a nut."

But Sergeant George Carraher lends further corroboration to the object's presence. The Police sergeant saw the object from his home and commented:

"It looked like a big round star over the ridge. It kept receding and growing fainter until it disappeared in the town of Tancoma."

♀ ?
+

Harvey Thacker, patrolman, and Mell Bartlett, patrol radio operator, were among the witnesses. They also watched it from the patrol office.

51 Then on Sunday night, Dec. 8, at about 9:00 p.m., a "mysterious ball of fire" was reported to have stalled car motors and put out headlights near Ephrata, Washington.

Unnamed witnesses were reported to have been traveling south on Highway 7 between Coules City and Soap Lake when the incident occurred. With white faces the people involved told an Ephrata market operator about the sighting but failed to make a formal report to the police. Sergeant Joe Blair and Patrolman Dick Nicks investigated some of the reports as told

to the market personnel in the hopes of finding out the names of the witnesses. Patrolman Nicks stated:

"Although the witnesses were reported white as sheets when they told of the sighting, apparently they were too frightened to contact law officers or they thought people might laugh at them."

The two policemen, however, pieced the following story together.

Two carloads of individuals stopped at the market located at the north city limits, and told the personnel there that their cars had stalled and that the headlights flickered and went out as a huge fiery object passed overhead from north to south. They said that the inside dome lights of their cars had come on although the car doors were not opened and no one turned on the switch. It was as though the dome lights had been "grounded" by an unexplained magnetic force said the witnesses. They added that their cars remained stalled until the object continued along its north-south course and out of sight. Eight people were said to be involved. They described the object as simply a "ball of fire." The police say the object apparently stalled as many as six cars at one time along the sparsely traveled highway which passes by Park Lake, Blue Lake, Lake Lamore, and onto Soap Lake.¹⁹

¹⁹Grant County Journal, Dec. 10, 1957.

1954 French Flap and 1957 American Flap Compared

Noticeable similarities and differences exist between the 1954 French flap and the 1957 American flap.

On more than several occasions during the French flap small humanoid beings were seen near landed luminous objects, but the sighting of "little men" is conspicuously absent in the Levelland reports. Yet, the UFOs seen in France compare closely in description to the UFOs reported in the American southwest. The witnesses involved in both of these two great UFO flaps described egg-shaped objects, sometimes very large, and often on or near the ground. However, there does seem to be much more variance in the appearance of the UFOs reported in France, while the sighting of egg-shaped objects remained constant in and around Texas during Nov., 1957.

Also, in both flaps witnesses often reported very bright, luminous objects. In nearly every E-M report, the E-M effect occurred when the UFO involved was glowing brightly.

For example, Frank Williams' sighting (one of the Levelland reports) shows very well the relationship between the glow exhibited by an egg-shaped UFO and the E-M effect on a car. When Mr. Williams saw the UFO its light was pulsating on and off. When the object glowed, the headlights on Mr. Williams' car went out, but when the glow went off the headlights came back on. This is most interesting.

But what is the relationship between the glow of the UFO and the UFO, itself. We find in some reports witnesses driving along when suddenly an intense light bursts out in front of them some distance ahead, showing the presence of a UFO sitting on the road; the car stalls and the headlights die. In a report like Ronnie Martin's (Levelland), we see that Ronnie first saw the object glowing brightly in the air about a mile and a half ahead. It descended gradually and landed on the road. But as soon as Ronnie got about $\frac{1}{4}$ of a mile away, his headlights and motor failed.

Then in some of the Levelland reports, when the landed "egg" flew away it did not blink off its light, but in other Levelland reports, as soon as the object reached a height of 200 or 300 feet it blinked off its lights. Thus, it appears that this brilliant glow is not necessary or related to the propulsion or flight of these objects. On the other hand, it is interesting to note that not once was a motorist able to approach one of these landed UFOs. It would be interesting to know what would have happened if one of the witnesses had worked up the courage to approach on foot.

Taking all these things into consideration, I suggest that these E-M effects on cars were not merely due to a side effect of the UFO's presence. The glow from the egg-shaped UFOs apparently can be turned on and off at will. This, of course, suggests control. The fact that cars are not always stalled when a UFO

is near, as evidenced by many other UFO reports, also implies that the stalling of these automobiles is not an accident but the result of deliberate action. But any and all conclusions hinge on whether the witnesses involved reported what happened honestly and accurately. However, if these incidents have been reported objectively then it becomes difficult not to believe that some kind of guiding intelligence lies behind the UFO.

There are other points of comparison and contrast between the two flaps. Perhaps the most interesting cases from the French flap are those where people claimed to feel paralyzed. As is quickly seen such reports do not come from the Levelland sightings. (However, within the last 10 years there have been other UFO reports where people describe feeling an "electric shock" and "tingling sensation" throughout their bodies.) But in both flaps several witnesses reported feeling intense heat. Nevertheless, there apparently is no correlation between E-M effects on electrical equipment and the feeling of paralysis or heat. These seem to be separate effects.

Another interesting point is the duration of the two flaps. There was relatively little build up to the Levelland reports. For the most part they came one right after another, a matter of hours involved, although UFO sightings continued right through the month of November. But the French flap saw a slow buildup and had a lengthy duration. According to Michel, strange objects were seen in the skies over France from Septem-

ber, 1954 right into November; at least two full months of UFO sightings. However, there appear to be more cases of stalled automobiles from the American flap than from the French flap, although it is quite possible that many other E-M cases occurred in France without reaching Michel's attention.

Selected E-M Cases Involving Cars; 1958-1966

I present this section with the purpose of reporting additional UFO cases where the electrical system of an automobile has seemingly been affected by a UFO. I have selected the more detailed and better documented cases, and my reader will also find much diversity in these reports.

1958

An Incident in Peru

52 There are three excellent reports from 1958, of which two come from South America. The first incident took place on Jan. 30. At 11:45 p.m. that night, Dr. Jose Valencia Dongo, a lawyer, and his wife and nephew were driving on the Pan American Highway, 220 miles north of Arequipa, Peru, heading for Lima. Suddenly they felt an electric shock. Then several seconds later the car's headlights began to flicker, and in a moment the headlights died and the car stalled.

Dr. Dongo had no choice but to pull off the road. Puzzled, he opened the car door and stepped out to examine the motor. But as he stepped out of the car he saw something strange, an incandescent red colored object shaped like an inverted mushroom descending from a cloudy sky. Quickly, he alerted his wife and nephew. All of them watched the bright object, which was about 15 feet in diameter, hover at an estimated altitude of 150 feet. Dr. Dongo said it hovered at this altitude for a full 8 minutes.

✓ During this time, however, a truck and a bus came by. Both vehicles experienced the same electrical failure that Dr. Dongo's car suffered. Also the passengers of the bus and truck reported that they all felt a momentary electric shock upon approaching the UFO.¹

Unfortunately we do not have any further details on this interesting UFO report. South America has undoubtedly been the scene of many fantastic UFO sightings. However, many South American reports either do not reach the United States or they arrive with only a scanty amount of information. But those reports that have been documented are truly amazing.

Report from Brazil

53 Early in the morning on Feb.24, 1958, Dr. Carlos Jose de Costa Pereira, a lawyer in SENAI's National Department, and two friends, Manoel Mendes and Antonio de Araujo, were driving between Nazare and Salvador, in Bahia State, Brazil. Between the two towns of Nazare and Salvador lie two small villages, Santo Antonio de Jesus and Conceicao Almeida. At 3:05 a.m., the men were driving somewhere between these two villages when the car engine began coughing and missing before it finally stopped dead. The three men got out of the car to locate the trouble, but they found nothing wrong with the car. The next inhabited area was some distance away, so they decided to sleep at the edge of the road and tend to the car in the morning. But as they prepared to go to sleep on the side of the road they noticed a huge luminous object approaching them with complete

¹Fantastic Universe, Oct., 1958, p. 111.
NICAP File.

silence. According to Dr. Pereira's report:

"It glowed with a strange light which seemed fluid, between silver and blue. At first it was only a light, but as it approached we were able to detect what appeared to be a solid body behind the glow. The object seemed to be two hemispheres on top of each other, between them a luminous disk or ring spinning at high speed; it was the source of the brilliant glow surrounding the whole object."

Dr. Pereira went on to report that the object came silently toward the car until it was about 240 feet from them and only about 90 feet off the ground. Then it descended in a curious manner as though it were a falling leaf. (Known as the pendulum descent.) The object steadied itself at less than 12 feet above the road, allowing the men to discern its features and contours clearly. The bottom was smaller than the top hemisphere and it was slightly flattened underneath. Its luminosity spread in a curtain of light suspended between the UFO and the ground.

Mendes, quite frightened, proceeded back to the car, but Dr. Pereira and de Araujo decided to investigate by walking closer. As they approached the illuminated area which was 60 to 75 feet in diameter, the same size as the object, the UFO suddenly climbed vertically. It stopped at an estimated altitude of 600 feet and made a tight circle in the sky, its luminous focus on the ground rotating around itself. Then it stopped again and tilted about 45 degrees. In this position the men were able to see a rotating ring very clearly. Dr. Pereira had the impression that it was notched like a cogwheel whose indentations appeared to be oblique in relation to the edge of the ring. Min-

utes later the UFO began moving again, this time in a series of high-speed maneuvers across the sky. Sometimes it moved vertically, sometimes in tight circles around the car, while at other times it moved in straight lines in different directions. In the straight line maneuvers it moved "more rapidly than lightning," said the lawyer, "becoming a small dot of light in the sky in a split-second."

Then, for a second time, the object began the "dead-leaf" descent, stopping once again at about 12 feet above the ground. When the men tried to approach the object again, it rose vertically at high speed and disappeared from sight. It did not reappear again until about two hours later. The time, however, was now 4:35 a.m. so the object had put on a 90 minute show for the men!

To their great surprise the UFO came back at 6:30 a.m. It was now silvery in color, having no glow, and it remained motionless at a low altitude for a while. Then it tilted to one side and shot up vertically at tremendous speed, vanishing from sight in a split-second.

The three men went to their car and tried to get it started. Unbelievably the car started easily. They drove on into Salvador and had no further trouble with the car.²

² Lorenzen, op.cit, pp.143-5.

The Loch Raven UFO

54 On Sunday night, Oct. 26, 1958, Philip Small, age 27, and Al Cohen, 24, were driving near the Loch Raven Reservoir which is less than 10 miles north from the center of Baltimore, Md. The night was clear and cool, and it was 10:30 p.m. when Cohen glanced out his window and noticed a giant white "egg" over Bridge No. 1. (This is one of three major bridges that span the Reservoir.) The egg-shaped object was about 100 feet long and about 70 feet high and glowing a dim, translucent white. When Mr. Small drove his 1958 sedan to a point 75 feet from the entrance to Bridge No. 1 and 300 feet from the object, the lights on his car went out and the engine died.

Small, a graduate chemist from the University of Maryland, and Cohen, got out of the car and crouched behind it. They watched the egg-shaped UFO for about 45 seconds and noticed that it was steadily getting brighter. Then suddenly it flashed brilliantly. Rays of heat smote the mens' faces and then, with a loud noise like a thunderclap, the UFO shot straight up and disappeared from sight in about 10 seconds.

Small and Cohen got back into the car and had no difficulty restarting it. They reported the incident first to the Civil Defense Ground Observer Corps, and then to the Baltimore County Police.

Corporal Kenneth Hartmann and Patrolman Richard Fink investigated and questioned both men for the Baltimore County Police. In their written report, they stated that both Mr. Cohen

and Mr. Small were sober and "scared to death."

Small and Cohen also reported that their eyes felt dry and their faces parched, as if sunburned. Small stated: "The heat was so great that I thought one side of my face had been burned." Mrs. Small confirmed that her husband had a slight burn, stating that one side of her husband's face was "bright red and hot as if it had been subjected to a flash of intense heat."

Mr. Cohen added: "My face was slightly burned by the intense heat thrown off by the object. We made a full report to the police and I have nothing to add or change in the information we gave them."

A Mrs. Henry Bien came forth to lend credence to the report made by Cohen and Small. She had watched the strange object from her bedroom window that Sunday night from between 10:45 and 11:00 p.m. Said Mrs. Bien:

"When I first noticed the flashes in the sky, I thought it might be a balloon passing over. The light was eerie, like flashes given off by a welder's torch.

It is impossible to say how big the thing was, as I have no way of estimating how high it was flying. It was egg-shaped, and its entire surface was giving off these brilliant flashes. As I watched the light flashes turned pink, and then back to green in a kind of pulsating rhythm. The object hovered over one place, then would move forward in a jerky kind of way. Finally it appeared to go higher and faster, and disappeared in the general direction of Loch Raven." ³

The comparison between this report and the report made by Saucedo (as well as the one made by Stokes) in November 1957 is

³ The Baltimore Evening Sun, Dec. 15, 1958.
Fate, Feb., 1959, Vol. 12, No. 2, p.33.

striking and goes without saying. However, it appears that the object seen by Cohen and Small at Loch Raven was in the area for at least some time, as evidenced by Mrs. Bien's later report. Why more people didn't see this object, considering it was around a major city like Baltimore, remains a mystery. There ought to be more reports, but perhaps more people did see it yet failed to make a report to either the newspapers or police.

1959

Pennsylvania

5 At 7:00 a.m., on Jan. 13, 1959, Robert Collins, a carpenter working for the V.J. Mazzoni Company, was driving a half-ton pick-up truck toward Greenville, pa. on a road leading to Pymatuning Lake. Suddenly spotting what he thought to be the lights of a low flying aircraft attempting a forced landing, he slowed his truck down to get a better look. He noticed what appeared to be a pair of extremely bright headlights illuminating the ground. The lights approached the road diagonally from the east and as they came closer the lights became one extremely bright light. It passed over the road at the exact spot where his truck was traveling and then remained motionless over his truck for several minutes. While it did this the entire electrical system in his truck failed; the motor cut out, the headlights died, and the radio went blank.

Mr. Collins estimated that the light originated from a source perhaps 200 feet above the truck and illuminated an area

some 300 feet in front of him. He commented that the sky was very dark due to heavy low hanging clouds. The light's approach, said Mr. Collins, seemed gradual but its departure was very fast, disappearing in the west within 30 seconds. Of course, when the light left, he was able to restart his truck.⁴

Texas

56 On August 13, 1959, Orville Shanks, of Houston, Texas, was driving with his fiancée and two other girls along Highway 332, about two miles north of Freeport, Texas. Sometime between 9:30 and 9:45 p.m. they noticed a bright object approaching at low altitude to the left of their car. As the object neared the car, the motor shut off and the headlights went out.

However, in addition to this main light they saw two smaller unattached lights in the sky. These two smaller lights seemed to circle over the road and then moved to the right, maneuvering over the field, lake, and woods in the area. As soon as the larger light passed over the highway the car's headlights came back on. Mr. Shanks said the main light constantly changed colors and varied the intensity of its light. According to Shanks the object was so bright that he was unable to detect any shape; all he could see was a bright light.

After the light passed over the highway it appeared to land in the woods. Shanks stated that he wanted to stay and watch, but the girls protested so he drove on. At about midnight,

⁴Greenville, Pa. Record.

however, they were returning by the same route and again saw the bright light still in the woods.

This time Shanks stopped the car and told the three girls to sit tight because he wanted to get out and walk toward the light so he could find out what it was. But as soon as he stepped out of the car, the light began glowing brightly and the two smaller lights reappeared. This time they all heard a distinct low, yet penetrating, sound coming from the direction of the light. Shanks became apprehensive about walking toward the light so he hastily retreated to the car. The girls were very frightened, particularly by the strange sound. Having no desire to find out what would happen next, they hurriedly drove into Freeport and reported the incident to the police.

Also, present, at the police station when Shanks got there were Randy Chandler of Freeport and his girl friend, Leslie Ann Fowler from Surfside. They had seen a strange light leaving the area and their description of the light tallied with the description given by Shanks.

The next day, Deputy Tyler of the Brazoria County Sheriff's Office checked the area. He described the location like this:

"To one side of the highway lies an expanse of open field. Beyond this is a lake, about 300 yards across. On the opposite side of the lake lies a small wooded area."

This is where Shanks and the three girls saw the light. Deputy Tyler checked the field and the lake but did not find anything unusual. However, he reported that he was unable to make his

way through the dense underbrush of the wooded area.⁵

The Shanks report is interesting for the following reason. Neither Shanks nor the girls saw an object with any type of structure. All they saw was a bright light yet they seemed certain that behind this light was an object. As in other similar reports, Shanks and the girls heard a peculiar sound coming from the direction of the light. Can we assume in these reports that some type of object was behind the intense light? It seems like this is the case in at least some of these reports, but then an important question is how do these objects create a light so bright that it completely obscures the presence of a material object?

Maryland

According to the Newark, Md. Evening News, a well respected, serious, never given to frivolity actor-teacher with Hollywood and Broadway stature; his younger brother, a serious, successful commercial artist with one of the largest ad agencies in the United States; and the younger brother's 29 year old fiancée, an author and illustrator of children's books, reported a sighting of a UFO specifically asking that their names be withheld.

57 According to the Nov. 5, 1959 edition of the Evening News, the party was passing through Cumberland, Md. coming from New York, when the older brother saw a circular metallic disc on the night of Oct. 22, 1959. The disc emitted "a sort of bluish-green, mercury-type light around the edge of its ring." When first seen

⁵ APRO Bulletin, Sept., 1959, p.3.

the object was slightly off to the right and the younger brother called the attention of his two passengers to it. The younger brother, who was driving, jammed on the brakes and brought the car to an abrupt stop on an otherwise deserted road. He did not turn anything off in the car; the engine was running, the headlights were shining, and the radio was playing. But suddenly, the disc dropped almost straight down until it was about 50 feet above them although still off to the right. Then it moved to the left until it was directly in front of the car, centered in the middle of the road and still 50 feet high. It hovered there with a noticeable kind of humming vibration.

The two brothers decided to get out of the car and approach the hovering disc, it being less than 100 feet in front of them. However, as they opened the car door, the engine, lights, and car radio all went simultaneously dead. The brothers now thought better of leaving the car and decided to just sit and wait. Shortly thereafter the disc shot straight up, then straight forward, made a 90 degree turn, and entered some clouds. When the object entered the clouds the headlights and radio came back on. They restarted the car and kept on driving, amazed and startled by what had happened. It is interesting to note that as soon as the brothers attempted to approach the object, the car's electrical system went dead. This hardly seems to be coincidence. Intelligent control is suggested here.

1960

58
Unusual Report From North Dakota

On Monday night, Jan. 18, 1960, Mr. Leo Haley and Mr. Bert C. Baker, both from Grand Forks, North Dakota, were out driving, when at 10:45 p.m. something strange occurred.

Mr. Haley said they were driving on U.S. Highway 2, approximately 9 miles west of Lakota, N.D., when the lights on his car dimmed considerably as a brilliant green flash lit up the sky around them. Looking off to a field about a mile north of the Highway, they saw a crescent shaped object with an exhaust-like tail descending from it. Haley reported that the object was only about 5 or 6 feet in diameter with the tail about 9 feet long. He said he did not see if the object touched down in the field, because "the object was behind us and we kept right on traveling." ⁶

This UFO is apparently peculiar to Mr. Haley and Mr. Baker because there are very few, if any, UFO reports where witnesses have described such an object.

Reports From 1964

The years 1961, 1962, and 1963 brought very few UFO reports. For some reason there was a tremendous lull in UFO sightings and UFO reports during these years. UFO activity began to really pick up in 1964, however. During the spring

⁶ NICAP file.

of 1964 the American southwest once again saw mysterious objects parading through the skies. Strangely enough there apparently is only one E-M report from this Southwestern flap, but it is an interesting one.

59
Aulind
On Monday, April 24, 1964, Don Adams, 22, of Edgewood, New Mexico, reported seeing a 35 foot long "green, flowing object." Edgewood is a small town located about 20 miles east of Albuquerque. In a telephone interview with APRO's director, Mrs. Coral Lorenzen, he said he had been in his home watching TV when he heard his dogs barking incessantly. He got up and walked out to the barn and then saw this strange object at about 100 feet in the air.

Mr. Adams told Mrs. Lorenzen that he got into his pickup truck and drove out into the field directly under the object. At this point the engine in his truck conked out. Frightened by the thing, he got out and fired his .22 caliber pistol at the object. He stated that the bullets had no affect on the object but that he did hear a metallic "ping." Quickly he reloaded the pistol, but the object suddenly started toward him, whereupon he ran, still firing. The object chased him for about 100 yards, then veered into the north and disappeared very quickly. Adams reported that the dogs had been terrified throughout the entire ordeal.⁷ Unfortunately we have no further details on this very interesting case.

⁷ APRO Bulletin, Sept., 1964, p.3.

Flying "Tops" Down South

An extremely interesting series of UFO sightings took place in the state of Georgia from late June through mid July of 1964.

On June 29, shortly before midnight, Mr. Beauford E. Parham, a district manager for the Family Record Plan, Inc. in Spartanburg, South Carolina, was driving on Georgia Highway 59 between Gainesville and Lavonia.

60
When he first spotted the object, "it was spinning, amber-colored at the top, and coming toward the headlights of my car. It looked like a meteor, and I thought, 'Well, I'm gone.'" Continuing, Mr. Parham said:

"Suddenly, it went up, above the car, then came straight down two more times as though it were investigating the headlights. It sounded like a million snakes hissing. It left a strong odor--something like embalming fluid. It was so bad I raised my car windows.

I had been traveling about 65 or 70 miles an hour, but when the object approached, the car's engine began to slow down."

Parham said the object was about the size of his car roof and about six feet high. "The bottom portion was whirring in one direction and the upper part in the opposite direction. It resembled a giant top." But furthermore the object gave off terrific heat, and through numerous holes or openings in the bottom half of the object Parham saw yellow flames. Mr. Parham reported that his arm was burned, and that the UFO left some kind of substance on the chromed portion of the car as well as marks on the roof.

After the object's second pass, it proceeded to follow Parham's car for about two miles. But on the third pass he pulled off the road and turned off his headlights. Then he watched the UFO spin crazily upward, seeming to "burn itself out." He did not see it again.

The Air Force wasted no time in labeling this report a sighting of ball lightning, and suggested that the accompanying odor was ozone which is a residue of ball lightning.

When Mr. Parham learned about the Air Force explanation, he had this to say:

"There was not a cloud in the sky. Lightning would not rotate at the top and bottom as this object did. Lightning would not stand still. I saw it with my own eyes."

A month later Mr. Parham reported that parts of his car were beginning to deteriorate, which he believed was a result of his contact with the object. The radiator was especially damaged, and Parham added that he had learned that just two days before his encounter with the object a woman sustained third degree burns from a similar object near the same area.

A week after Parham saw the strange UFO, on July 7, a similar object, possibly the same one, reappeared in Tallulah Falls, Ga., about 36 miles north-northeast of Gainesville. As the Atlanta Constitution pieced the story together, the object was seen at around 9:00 p.m., Tuesday night, by 9 people from three different homes in the neighborhood of Tallulah Falls.

Jimmy Ivester was visiting his parents, Mr. and Mrs. Henry Ivester, at the time. A disturbance in the TV set they were

watching got so bad they turned it off and went outside to sit on the porch. But as they stepped outside they noticed something moving around at tree top level. The object approached and got within 300 feet of them as it hovered across the highway above Mrs. Russel Hickman's garden, completely silent.

The Ivesters were only able to see the bottom of the object which was fiery red. From the dark top they could see a row of three lights, a red, clear, and then another red light. The red lights were blinking on and off at first. The Ivesters described the UFO as being bowl-shaped and stated that it came down and hovered only three feet above Mrs. Hickman's garden. (No estimate of the size was given.) Suddenly the red and clear lights went out and the object began to rise. As it rose, a brilliant green light shone from the bottom which illuminated the landscape. It, too, left a terrible odor which the Ivesters described as "something like embalming or brake fluid."

Mrs. Hickman and her daughter Diane, 16, also saw the object as it hovered over their garden. They were considerably closer to it than were the Ivesters. In fact, Mrs. Hickman complained of a stinging, burning sensation on her arms and face after the UFO left. Diane complained the next morning that her face was red and drawn, and her eyelids were swollen.

Habersham County Sheriff, A.K. Chapman, was notified, and he arrived just shortly after the object left the scene. He corroborated the presence of a terrible odor.

The following Tuesday, July 14, Tom Winfield, a reporter

for the Atlanta Constitution, was summoned to a Gainesville motel. Arriving at about 11:00 p.m., he was met by a shouting motel employee yelling, "Hurry up! It's coming back!" He pointed to the southeast and there, moving in a slow arc in the night sky at about 500 feet up and perhaps three-quarters of a mile away, was a bowl-shaped UFO. It stopped, hovered briefly, then moved off in the direction from which it had come. Suddenly, it shot straight up into the cloudless sky and vanished in the distance.

The observers could not see the upper section of the object, but stated that the UFO appeared orange in color and seemed to either glow or reflect lights from the ground.

The sky had been absolutely clear. Reporter Winfield tried to photograph the object before it moved out of sight, but the developed film did not show the object.⁸

Interestingly, all during the second and third weeks of May, similar objects had been reported from Ohio, Michigan, and West Va. On the other hand, the UFOs seen in the southwest were mostly egg-shaped. However, E-M reports from this spring, 1964 UFO flap are relatively rare.

E-M Report from Iowa

On Sunday night, August 30, 1964, Clifford Runyon, 18, and Connie Thies, 17, were driving from Tipton to Bennett, Iowa when they spotted a very unusual object.

⁸ Fate, Nov., 1964, Vol. 17, No. 11; "UFOs That Look Like Tops," by Jeffrey Liss, pp. 66-72.

61 Connie said the UFO appeared to be stationary in the eastern sky at an estimated altitude of 500 feet. Riding in a convertible, the two teenagers decided to drive toward the object. They described the object as being shaped like a cigar, five car lengths long, with two huge centered lights. But as they approached the UFO climbed. When it did the car radio went blank and the engine of Clifford's car sputtered. At no time did they hear any sound.

Many other citizens reported seeing the cigar-shaped object that night in the area, including Robert Hannes, 46, a high school teacher from Bennett.⁹

1966

The Finch Report

On Friday afternoon, Jan. 7, 1966, Gary Finch, an 18 year old honor student at school, saw an object he later described as a "big silver ball with a trap door underneath."

62 Finch said his encounter with the object occurred at 3:27 p.m. while he was returning home from school. He said he was certain of the time because his watch stopped working as did his car. Elaborating on his experience, which occurred near Georgetown, Alabama, Finch reported:

"It was a large silver ball about 15 to 20 feet in diameter. About 10 inches outside the ball there was a ring encircling it, about 8 inches in diameter. On top of the ball was a cone sticking up about 10 inches

⁹ Des Moines Register, Aug. 31, 1964
UFO Investigator, Sept.-Oct., 1964, Vol. 2, No. 12, p. 5.

with a green light the size of a football.

I was about 15 feet away from it. It was hovering about 5 feet over the highway. Underneath I could see a large handle on a doorlike opening."

Finch told newspaper reporters he was driving down a dirt road perpendicular to the highway when he first saw the strange object directly in front of him. Gary also told the reporters:

"At first the object was descending toward the ground, then hovered as it got nearer. Then my car went dead. The thing was making a whining sound, increasing in intensity. Then it moved around and over the car and was gone. My car would start then."

Even before Finch's account appeared in the Tuesday (Jan.11) night Alabama newspaper editions, residents of Satsuma, Alabama reported seeing a strange glowing object in the sky Monday night.¹⁰

The Finch report further exemplifies the diversity found in many UFO reports. No where can we find a report of a UFO with a "trap door." Also, it does seem strange that no one else saw this object, considering it was seen in the area of a highway in the middle of the afternoon.

UFO Reports Involving Radio Interference

Interference with radio equipment upon close approach of a UFO is not uncommon, but these reports are also diversified.

First, Mr. Donald Bushwell, plant superintendent of the Southwestern Porcelain Steel Corporation, prompted by the 1957 American flap, revealed an encounter he and his wife had with a UFO eight years before to Jim Downing, staff writer for the Tulsa, Oklahoma Tribune. Mr. Bushwell told newspaperman Downing the following story:

63 "My wife and I were on vacation, traveling through New Mexico in the fall of 1949. It was at night and we were driving along a straight, flat highway. Suddenly this thing dropped down into my headlights.

It was big-50 or 60 feet across-and seemed to be rounded out on the bottom, like a saucer. I couldn't see the upper side of it. Anyway, it came right at us, about 4 feet off the ground, really traveling. I jammed my foot down on the brake, scared to death.

My wife was screaming. I thought we were goners for sure. About 20 feet in front of the car, the thing lifted a little and just cleared the top of the car as it went over. The radio was playing music, but when the thing went over the car, the music cut out and there was just a roar of static. Then the music came back.

I stopped the car and got out but I couldn't see any more sign of the thing. Man, we were scared!"

It is important to note that Mr. Bushwell reported only the interference on his car radio. He did not mention any unusual effect on his car motor or headlights.

UFO reports involving radio interference, however, do not

1
Tulsa, Oklahoma Tribune, Dec. 10, 1957.

abound for the early 1950's, although the several such reports that I have uncovered lack details, I will report them.

Mr. Henry C. Davis, for example, reported that on March 26, 1952, he was sitting at the window of his second floor apartment in Long Beach, Calif., gazing at the clouds hanging over the Pacific Ocean and listening to his radio playing less than 20 feet away. Suddenly he spotted two yellow discs in the sky which he estimated to be less than a mile high and not more than two miles away. He stated that they were flying approximately 1000 feet apart and at a speed of about 100 miles per hour. (Of course, we do not know how Mr. Davis arrived at these estimates, but apparently they were based on nothing more than his impressions.) As they passed from south by southeast to north by northwest, the radio became agitated twice, exhibiting a static similar to that produced by lightning and thunder. But Mr. Davis emphasized that there had not been any lightning or thunder before or after the sighting.²

64 A somewhat more interesting report came from Texas on Jan. 9, 1953. A radio engineer (not identified) at station KEVT reported seeing a reddish-orange, oval-shaped object with two fins in the rear approach the Texas town of Kerrville from the west and circle the town. The object emitted red and green lightning like flames, traveled faster than a jet plane, and finally disappeared to the north. The anonymous engineer said it caused the most unusual radio interference he ever heard, "like a roar that traveled up and down the scale." (Kerrville is located

²NICAP File

between 35 and 40 miles northwest of San Antonio.) But here, too, important details are lacking.³

Then on September 16, 1954, a radio station transmitter in Marion, Virginia failed to operate properly as a round chrome colored object between 10 and 15 feet in diameter, trailing a bluish streak of fire about 10 feet long, sped by the station's towers.⁴ (No further details.)

The great American UFO flap of 1957 recorded several UFO cases involving radio interference. One such case from Canada is especially interesting.

65 Mr. Jacques Jacobsen made the following report. On Nov. 6, 1957, he and three friends were at a hunting lodge on Lake Baskatong, about 100 miles north of Ottawa, and were listening to a battery-powered radio (there was no electricity at the camp), when one of the party, returning from the outhouse at close to 9:00 p.m., excitedly reported the presence of a "flying saucer." The men laughed until they went outdoors to see the strange object for themselves. To the southeast a brilliantly luminous yellow-white sphere, considerably smaller than the full moon and as dazzling to the eye as a gas mantle, hung in the air a few hundred feet over the summit of a hill between two and three miles away. The sky was completely over-
cast and the object was definitely below the clouds. From the

³NICAP File

⁴Lancaster, Pa. Intelligencer Journal, Sept. 16, 1954.

top and bottom of this sphere conical beams of light fanned out, illuminating the trees on the hilltop and the under-surface of the clouds. For nearly 1/4 of an hour it hung motionless without any change in appearance. 8 x 25 binoculars did not reveal any additional details.

The hunters soon enough realized that they no longer had any radio reception. One of them, a professional electronics worker, had a portable short-wave radio but he found this, too, to be useless. Not even the government time signal, which invariably came in clearly, could be picked up. But there was one exception; at one short-wave frequency, they received a very strong signal. It was a rapidly modulated single tone, somewhat like Morse code in effect, but it was not Morse code, which would have been recognized immediately by the two radio hams present. The signal was evidently so strong that it "blocked up" the receiver in the hunter's radio equipment.

After about 15 minutes the UFO began rising and moved slowly off to the south. It entered the clouds and disappeared from sight by 9:30. The radios, turned back on, worked perfectly, and the four hunters, somewhat shaken up by their eerie experience, bolted the cabin door and loaded their guns before retiring for the night.⁵

Another E-M case had occurred in Canada a little earlier that night. At 8:02 p.m. EST, six people in the Eglinton-Dufferin section of Toronto, roughly 475 miles south-southwest of Lake Baskatong, had watched a yellowish-white light travel

⁵Michel, op.cit., pp.248-9

soundlessly from south to north across the eastern sky. Mr. S. Beaumont said he had just turned on his TV set when two neighbors, Sadie Speers and Frances Chestnut, rushed in and urged him and his wife to come outside to see "something." They were joined by Mr. & Mrs. K. Willet but, said Mr. Beaumont, "Just before we went outside there was a lot of interference on our TV, something that sounded like a car engine traveling very fast." The object, whatever it was, traveled too slow to be a meteor and definitely was not Sputnik one or two.⁶

66 The next case comes from Casino, N.S.W. Australia. As Brian Crittendo, 21, left his girl friend's house at 11:45 p.m. on Jan. 13, 1958, he noticed a peculiar light in the sky. Getting into his car, he headed for home not paying undue attention to the strange light. Suddenly, however, he noticed that the light was following his car. It followed him for about three miles, staying about 150 feet behind him and just about 30 feet high. Frightened, Brian attempted to outrace the light by speeding up to 70 mph. But instead, the light overtook his car and repeatedly swooped low over the car's rooftop. Brian stated that each time the light swooped over his car he noticed heavy static on the car radio.⁷

An incident very similar to the Crittendo report, only much more fully documented, occurred in Illinois during the

⁶ Ibid; NICAP File

⁷ NICAP File

summer of 1963. Ronnie Austin, 18, and his date, Phyllis Bruce, 18, were driving home after watching a movie at the Kerasota Drive-in Theatre in Mount Vernon, Illinois. (Mount Vernon is located 32 miles west of Fairfield, Ill., a town of about 6,400 people, where Ronnie and Phyllis lived.) At about 11:30 p.m. DST (Aug. 5, 1963), as they drove east along Illinois Route 15 past the Mount Vernon Airport, Ronnie noticed a round ball of bright white light just above tree top level, and approximately 20 degrees above the horizon to the southwest. The light appeared to be about the size of a washtub and had a fuzzy outline.

Puzzled, Ronnie turned and asked Phyllis: "Look there at that thing! What is it? Is it an airplane?"

Looking at the peculiar light, Phyllis answered slowly: "No, it's not an airplane; it doesn't have flashing red and green lights."

Keeping their eyes on the light they noticed that it seemed to be following or keeping pace with them. When Ronnie slowed the car down, the light slowed down and when he accelerated the car, the light accelerated. At one time Ronnie reported that he raced his 1956 Ford Victoria, souped up for racing, at 120 mph, but the light for some time maintained the same relative position to him.

Suddenly the light made a move. It darted across the road to the northside, about 200 yards ahead and to the left of Ronnie's car. It maintained this position as they raced down the deserted highway. Then, Ronnie turned north on a

gravel road leading to Phyllis's home, thus putting the light to the right and to the rear of his car. When he arrived at Phyllis's house, the light was hanging motionless in the sky, a little to the southeast. Ronnie and Phyllis watched it for about 15 minutes, then Ronnie got back into his car and headed for home.

*Not in
orig
report!*

He drove back in a southerly direction, the light hanging in the same place now to his left. But when Ronnie turned east onto another gravel road the light shot diagonally ahead of him and hovered momentarily above a barn just past the crossroads less than a mile away. The light, which had been a brilliant white, now became duller in color and took on an orange hue. Ronnie went right toward the light, approaching the crossroads at high speed. As he sped over a small hill, the light flared bright orange and darted straight toward the car. In a matter of seconds it came within 100 feet of the car, then it swerved upward, passing directly over the rooftop of the car. At this point Ronnie said the light was as big as an automobile, and the instant the light passed overhead the car radio went wild with static. Ronnie also reported feeling what he called a "cooling effect." Then the light came back and made another pass over the car from the opposite direction. This time, said Ronnie, the car motor sputtered and missed but did not die. The light moved back to the barn over which it hovered once again, now dull orange in color.

67

Scared, Ronnie turned north at the intersection, but the light once again started to follow him and did so for nearly three miles, keeping to the right and to the rear. As he sped down the lane to his father's farm, the light cut across the road and followed behind him, now on his left. Finally, Ronnie turned into his front yard and scrambled into the house, highly excited. Meanwhile the light stayed motionless above a farm house situated between 200 and 250 yards to the east.

The light was in this position when Ronnie, his father, brother and sister began to observe it from the kitchen windows. By now it was 12:25 a.m. Mr. Austin decided to call the Jefferson County authorities to have them notify Scott Air Force Base, 80 miles away. But instead, Jefferson County authorities notified Deputy Sheriff Harry Lee, who arrived at the Austin farm at 1:10 a.m. However, State Trooper Richard Gidcumb of McLeansboro and George Sexton, Village Marshall of Wayne City, having heard the call to Deputy Sheriff Lee on their car radios, had already arrived at the Austin farm at 12:45 a.m. Mr. & Mrs. Dwight Withrow, neighbors, were also present and they, too, watched the light.

When Ronnie arrived home he was so shaken he could hardly speak. His agitation was such that his parents phoned Dr. S. W. Conarski in Fairfield who advised the Austins to give Ronnie a sedative which they had in the house.

As the Austin family went outside to observe the light,

they noticed that the light appeared to slowly fade higher into the sky toward the south. By 1:10 a.m., when Deputy Lee arrived, the light looked like a bright star in the southeastern sky.

(It is reported that it remained in this position until it faded out of sight at dawn. This aspect of the report is very suspicious and leads one to wonder if the Austins did not somehow lose sight of the object and begin watching a star.)

✓✓ | A Mr. Jeffrey Liss, who personally investigated the incident, questioned Ronnie several days later about the "cooling effect." Ronnie affirmed that he could not be certain the "cooling effect" was directly associated with the pass made by the light, pointing out that he had been rather frightened and so the "cooling effect" might have been due to his own particular nervous reaction. Ronnie was also not necessarily sure that the burst of radio static had anything to do with the light, noting that bursts of radio static are not unusual in the area. However, Ronnie did not offer any explanation for the sputtering of the car engine as the light made its second pass.

At no time did Ronnie see a solid object. The light did not seem to have any depth or solidity, which also apparently applies to the light seen by Brian Crittendo. But the light was definitely not transparent. Ronnie's 15 year old sister, Roxann, stated that she thought she saw a small projection from the light's underside, although none of the other witnesses confirmed seeing this. However, the light never rose higher than

30 degrees above the horizon, and the area is so flat with trees so distant, that at no time did the light pass in front of or behind a solid object.

Mr. Liss, in an interview with Deputy Sheriff Harry Lee, asked if the whole incident could have been a hoax. In reply Deputy Lee said:

✓ "No, I's sure he saw something. He was in pretty bad shape when I saw him; he looked scared to death. The parents were real shook up too. They had seen it up close and knew there was something to it."

But Deputy Lee saw the light only as a large, unblinking white star, imperceptibly gaining altitude and moving gradually to the south.

Mr. Liss asked State Trooper Richard Gidcumb if he thought the whole thing might be a hoax. Said Gidcumb: "I have no doubt he saw something-he wasn't putting on."

Fairfield police radio operator, Kenneth Talbert, also reported seeing the bright light in the southeastern sky, moving slowly to the south. To him it looked like a small blurred cross. However, according to Mr. Liss: "Like many of those connected with the Austin sighting, he (police radio operator Talbert) declined to elaborate further."

Explanations for the sighting were immediately forthcoming. The temperature during the night of Aug. 4-Aug.5 in Fairfield, Ill. had been around 75 degrees, down from a high of 93 in the afternoon. There was no wind and the night was clear; a cloudless sky filled with stars. Ronnie detected no unusual sounds

or odors in the presence of the strange light. However, the planet Jupiter was the first explanation offered for the light, but then Jupiter sets in the west while the light disappeared in the southeast. Besides, Jupiter is not known to dance around the sky and move in front of and in back of cars. Some people proposed temperature inversions and reflections in the sky as an explanation for what the witnesses saw, But conditions were not conducive to the forming of temperature inversions capable of producing such an effect. The air had been dry and the humidity had been low. Ball lightning, the third halfway plausible explanation offered, simply did not fit the facts. Ball lightning is in itself a rare and little understood phenomenon, most frequently seen toward the end of an electrical storm when the air becomes highly ionized, often right after a lightning flash. But again, the weather that day was hot and dry, a clear sky all day without any trace of precipitation.

But the United States Air Force came to the rescue and announced their official solution to the Austin sighting. Ronnie had simply seen the moon, partly hidden by fog; the planet Jupiter accounted for the light seen near the Austin home. And that is the way it stands in the official records.

Interestingly, the Austin sighting began a series of UFO sightings in Illinois. Strange lights and balls of fire were reported flying around the Fairfield area all during the next

week. Lawyers and police officers were among the various witnesses.⁸

The Austin incident arouses interest for several reasons. This report, and reports like it, describe lights, lights that seem to have no solidity. Yet these lights behave in a manner suggesting that they are controlled. On the surface, however, one would hardly call them "spaceships." All of these reports are UFO reports, yet this group of reports involves the sighting of unusual, to say the least, lights which sometimes have a distinct outline while at other times a fuzzy or hazy outline as in Ronnie Austin's report. Strange lights are involved in a number of other UFO reports, but, what are these lights and how do they fit into the UFO phenomenon?

⁸FATE, Nov.-1963, Vol.16, No.11, "The Light that Followed a Car,"
by Jeffrey Liss, pp. 26-35.
Chicago, Ill. Tribune, Aug. 5, 1963.
NICAP File.

Police Reports-Special Cases

Police reports dealing with the sighting of unidentified flying objects are especially interesting, and I have been able to find five UFO reports where radio interference occurred on police patrol cars. UFO reports involving police personnel are difficult to doubt. "Officers of the law are not given to tall tales of fantastic happenings. Moreover, they are trained to observe, record, and report accurately on all happenings in the districts in their charge, where such happenings pertain to the public safety, or are related to the protection of the general public."⁹

Four of these reports came from that amazing month of November, 1957. The first incident occurred on Monday night, Nov. 4, in Alaska, when Jan Boucher, 28, a Kodiak, patrolman, reported seeing a dazzling red ball of fire, trailing a weird greenish-yellow vapor as it flew over Kodiak at 10:00 p.m. Patrolman Boucher stated he saw the object while patrolling near the site of a new school on Mission Road. Boucher reported:

"I turned to go past the school when all of a sudden the whole area lighted up as if someone had turned on field lights. I jerked my head around just in time to see a flaming red ball whizzing out of the east. It skimmed about 50 feet over the school. It was trailing a greenish-yellow vapor. Then it disappeared.

I attempted to radio the report to police headquarters but there was interference on my car radio. It was a steady dit-dit that went on for about two full minutes after I spotted the object. Jan Buekers, the guard at the jail,

⁹ C.Maney and R.Hall, The Challenge of Unidentified Flying Objects, p.72

noticed the interference, too."

Two Kodiak school girls independently reported the same object that night. Janet Torgamsen and Dolores Gallagher reported seeing the object at around 10:00 o'clock and gave a similar description of it. Policeman Boucher made out a report of the sighting to the Navy Headquarters in Kodiak.¹⁰

Much earlier on the fourth, police officers in Elmwood Park, Illinois (outside of Chicago) chased a UFO. Two policemen and a fireman, while out in a squad car, sighted a glowing, orange-red object about 200 feet long at 3:12 a.m. CST. Not only did it appear to be about 200 feet long, but it was "shaped like an egg," and was slowly descending, as if about to land in the Elmwood Cemetery. When first seen, however, the three men estimated it was about 300 feet above the ground.

Patrolman Clifford Schau, who was driving, first thought it was the moon, but stated:

"I switched off our lights and started following it. When we got close, I turned the lights back on and then it shot up about 200 feet and went off to the west. I think it would have landed if we hadn't turned our lights on. We followed it for a mile, at 65 miles an hour or more, but couldn't catch it."

Commenting further, Schau stated that "our motor didn't stall, but our lights flickered a couple of times. I shone the big spotlight on the object, and the light almost went out." His companion, Patrolman Lukasek, corroborated the report, adding, perplexingly, that the object "seemed to be folding up like a

¹⁰ Anchorage Daily News, Nov. 5, 1957.

parachute until the spotlight beam struck it, when it puffed out again and sped off." When they finally lost sight of it at 3:22 a.m., "it seemed to fold inward from the bottom and disappeared." Patrolman Lukasek had radioed the police station (no interference on the radio) when they first spotted the thing. Responding to the call, police dispatcher, Daniel de Giovanni, had hurried outside where he plainly saw the object, low and eerily motionless in the sky.¹¹

Dr. J. Allen Hynek from Northwestern University, commenting on the Elmwood incident on NBC-TV's "Of Saucers and Believers," (produced in 1965 by a Chicago TV station and presented Sunday, June 12, 1966) stated that the Schau-Lukasek sighting was a "good" UFO report in that there did not seem to be any conventional or ready made explanation for what was seen, adding that the erratic movements associated with the UFO made the report very hard to explain. Certainly it is also difficult to explain the "folding" of the UFO as well as its apparent disappearance into thin air.

68
Two days later, on the 6th, another police chase of a UFO occurred in Illinois. On that Wednesday night. Calvin Showers and John Matulis, two experienced, trusted and very reliable state troopers, watched and followed a "brilliant flying object" for 15 miles near Danville, Ill. They described the UFO as being brilliant white when first spotted, but re-

¹¹
D. Keyhoe, Flying Saucers: Top Secret, p. 117.
Michel, op.cit., p.239.

ported that during the chase, the UFO changed to an amber color, then to a bright orange. According to the two troopers, the object traveled at a high rate of speed, but they could not offer an accurate estimate of its size or altitude. They said that they were unable to notify police headquarters during the chase because their police radio went mysteriously dead. The radio, however, had worked perfectly before the sighting and chase took place and it worked perfectly after they lost sight of the UFO. Originally the officers spotted the object while responding to reports of its presence by citizens in the area north of Danville.

Lt. John Henry, Urbana State police district chief, said he did not believe in "flying object reports" before but vouched for the character of both state troopers, stating; "These are two experienced, trusted policemen and their reports are very reliable."¹²

Only a few days later, on Nov. 10, a housewife in Hammond, Indiana called the police station, shortly after 7:00 p.m., to report an unidentified flying object hovering over her house. Her phone call to the Hammond police, however, was only one of many with regards to this UFO.

Sergeant Charles Mauder and Officer Steve Betustak, responding to the housewife's call, rushed to the corner of Jackson Ave. and Cherry Street where the housewife was waiting. All

¹²

Hammond, Indiana Times, Nov. 7, 1957.

three of them saw a red and white light hovering over her house at an estimated altitude of between 500 and 1000 feet high. But strangely enough they saw only the red and white light and could not discern any shape or object. They did, however, note a distinct beeping or thumping sound "like the squeaking of a dry bearing." The sound seemed to be coming from the direction of the lights and was heard by many other witnesses.

After watching the light for several minutes, it suddenly made a 120 degree turn, banking like an airplane, and began to move away. The two policemen got back into their patrol car and chased the object at 80 mph but lost it. En route, they had notified Officer Charles Moore, who had been busy investigating an accident, to watch for the light because it was heading his way. Scanning the sky Officer Moore soon saw the silhouette of "an elongated basket-shaped object," with a green light visible in the rear as it moved rapidly across the sky.

69 Captain Dennis Becky, who had joined the chase, reported that a loud beeping sound caused heavy interference on his police radio; this interference lasting for five full blocks. When he returned by the same route after ending the chase there was no interference. Captain Becky also said that the Police Station received numerous calls about loud beeps on car radios and also on TV sets, stating that some TV sets went totally blank while the object was in Hammond. (Details with respect to these reports seem to have been completely lost.)

Meanwhile, Police in Whiting, (which is about 6 miles north of Hammond; both towns located in the extreme north-western tip of Indiana on the Illinois border), having caught the radio conversations between the Hammond and Highland police at 7:40, went out to check. They too, confirmed the presence of a "weird object" in the skies over Whiting. Whiting Police Sergeant, Rudolph Puhek, and Patrolman Eugene Surdy walked out of the police station after listening to the radio reports and saw a saucer shaped object with red, yellow, and blue lights attached to it moving southwest. (It is difficult to determine whether this was the same object seen in Hammond.) Sergeant Puhek radioed a squad car which also confirmed seeing the saucer shaped object.

One interesting citizen report does exist. Back in Hammond at 7:00 p.m., Jack Osborne was out driving when he saw flashing lights in the sky, first in the southwest and later in the northeast. At this time his car radio went completely dead. His wife and cousin, who were with him, thought, as did Mr. Osborne at the time, that the lights were probably due to a plane or something else. They did not attach any significance to the flashes of light and at no time did they observe any strange objects. Then, at 10:30 p.m., Mr. Osborne turned his radio back on only to find that it was still dead. The next morning he read the newspaper accounts of the police sightings and began to wonder what he might have seen. Walking out to

his car and turning on his car radio, he found to his amazement that the radio worked fine.¹³

Although Capt. Becky of the Hammond Police Station stated that many people reported interference on car radios and TV sets at the time of the mysterious object's presence, it is very puzzling that Capt. Becky received interference on his police car radio while officers Mauder and Betustak did not experience any interference on their police car radio nor did officer Moore. Why? If the UFO was the cause of the various disturbances, then why were some radios affected while others were not?

The next police case is also very interesting as well as different from the above mentioned cases.

70 "Near Ellwood City, Pa., just before Easter (1958), a two foot red blinking disc frightened children over the Walnut housing area. Police officers Joseph Scala and Emanuel Maverro investigated and watched the bright disc for 10 minutes.

"At first we thought it was an airplane or some kids with a balloon, shining a light on it, but the situation got mysterious when the radio in the police car went out of order and we could not get in touch with the department."

The night was brightly moonlit and the patrolmen could see the object rising and falling with its light blinking. After about 10 minutes they decided to get closer to it but when they got to the top of the hill the object had disappeared."¹⁴ (No further details.)

¹³ Michel, op.cit., p.268
NICAP File

¹⁴ THE APRO Bulletin, Sept., 1964, p.5.

Red Bluff-The Best Documented Police Case on Record.

At 11:50 p.m. PDT, Saturday, August 13, 1960, State Policemen, Charles A. Carson and Stanley Scott, were patrolling 18 miles south of Red Bluff near Corning located in Tehama County, Northern California when they spotted a weird object low in the sky and directly ahead of them.

Officer Carson's signed statement to the Area Commander reads:

"Officer Scott and I were E/B on Hoag Road, east of Corning, looking for a speeding motorcycle when we saw what at first appeared to be a huge airliner dropping from the sky. The object was very low and directly in front of us. We stopped and leaped from the patrol vehicle in order to get a position on what we were sure was going to be an airplane crash. From our position outside the car, the first thing we noticed was an absolute silence. Still assuming it to be an aircraft with power off, we continued to watch until the object was probably within 100 feet to 200 feet off the ground, when it suddenly reversed completely, at high speed, and gained approximately 500 feet altitude. There the object stopped. At this time it was clearly visible to both of us. It was surrounded by a glow making the round or oblong object visible. At each end, or each side of the object, there were definite red lights. At times about 5 white lights were visible between the red lights. As we watched the object moved again and performed aerial feats that were actually unbelievable.

At this time we radioed Tehama County Sheriff's Office requesting they contact local radar base. The radar base confirmed the UFO-completely unidentified.

Officer Scott and myself, after our verification, continued to watch the object. On two occasions the object came directly towards the patrol vehicle; each time it approached, the object turned, swept the area with a huge red light. Officer Scott turned the red light on the patrol vehicle towards the object, and it immediately went away from us.

We observed the object use the red beam approximately six or seven times, sweeping the sky and general areas. The object began moving slowly in an easterly direction and we followed. We proceeded to the Vina Plains Fire Station where it was approached by a similar object from the south. It moved near the first object and both stopped, remaining in that position for some time, occasionally emitting the red beam. Finally, both objects disappeared below the eastern horizon. We returned to the Tehama County Sheriff's Office and met Deputy Fry and Deputy Montgomery, who had gone to Los Molinos after contacting the radar base. Both had seen the UFO clearly, and described to us what we saw. The night jailer also was able to see the object for a short time; each described the object and its maneuvers exactly as we saw them. We first saw the object at 2350 hours and observed it for approximately 2 hours and 15 minutes. Each time the object neared us we experienced radio interference.

We submit this report in confidence for your information. We were calm after our initial shock, and decided to observe and record all we could of the object.

Stanley Scott 1851

Charles A. Carson 2358"

Officer Carson elaborated further on the above report in a reply to a letter from Astronomer and NICAP adviser, Walter N. Webb. Extracts from Officer Carson's letter of Nov. 14, 1960 to Mr. Webb read:

"We made several attempts to follow it, or I should say get closer to it, but the object seemed aware of us and we were more successful remaining motionless and allow it to approach us, which it did on several occasions.

There were no clouds or aircraft visible. The object was shaped somewhat like a football, the edges (here I am confused as to what you mean by edges, referring to the outside visible edges of the object as opposed to a thin, sharp edge; no thin sharp edges were visible.)

or I should say outside of the object were clear to us...(the) glow was emitted by the object, was not a reflection of other lights. The object was solid, definitely not transparent. At no time did we hear any type of sound except radio interference.

The object was capable of moving in any direction. Up and down, back and forth. At times the movement was very slow. At times it was completely motionless. It moved at high (extremely) speeds and several times we watched it change directions or reverse itself while moving at unbelievable speeds.

When first observed the object was moving from north to south (patrol car moving almost due east). Our pursuit led in an easterly direction and object disappeared on eastern horizon. It was approximately 500 feet above the horizon when first observed, seemingly falling at an approximately 45 degree angle to the south...

As to the official explanation, I have been told we saw Northern Lights, a weather balloon, and now refractions.

I served four years with the Air Force, I believe I am familiar with the Northern Lights, also weather balloons. Officer Scott served as a paratrooper during the Korean conflict. Both of us are aware of the tricks light can play on the eyes during darkness. We were aware of this at the time. Our observations and estimates of speed, size, etc. came from aligning the object with fixed objects on the horizon. I agree we find it difficult to believe what we were watching, but no one will ever convince us that we were witnessing a refraction of light."

Officers Scott and Carson were, of course, interviewed by Air Force intelligence personnel. The official conclusion of the USAF was: "The individuals concerned witnessed a refraction of the planet Mars and the two bright stars Aldebaran and Betelgeux caused by temperature inversions." But unfortunately for the Air Force, Walter N. Webb, a lecturer at the

Hayden Planetarium in Boston, Mass., determined that the planet Mars and the stars Aldebaran and Betelgeux were all well below the horizon at the time of the sighting. In fact, Betelgeux did not rise above the horizon until an hour after the UFO sighting ended! As a double check, NICAP contacted Mr. Jack Brotzman, a Naval Research Laboratory physicist, who checked Mr. Webb's findings and confirmed them.

Radar, however, does not track stars and so the Air Force had to do something about this; they simply denied radar tracking of the UFO. But at the time of the sighting the radar tracking was confirmed to the policemen. It was also confirmed to the San Francisco Examiner (Aug. 17, 1960) and to the Corning Daily Observer (Aug. 15, 1960). The Daily Observer, after checking with the Red Bluff radar station, reported in a front-page story that the UFO had been tracked on radar.

Mrs. Coral Lorenzen, AFRO's director, also investigated. Officer Scott, in a telephone conversation with her, said he had been told by Red Bluff radar personnel that the object had been picked up on their radar. Several days after the sighting, Major Malden, commanding officer at the Red Bluff radar station, stated that the object observed by Officers Scott and Carson among others had not been picked up on their radar. And then on the Dec. 5, 1960 Dave Garroway show, Lt. Colonel Lawrence J. Tacker, the official UFO spokesman for the Air Force at the time, stated emphatically: "The Air Force radar at Red Bluff did not track the UFO."

As far as the weather conditions were concerned, Officer Scott made it clear to Mrs. Lorenzen that the night was clear; the temperature had been about 80 degrees. Also the moon rose over the eastern horizon while Scott and Carson watched the object in the east. The moon did not exhibit any abnormality, thus negating any possibility that the object was a mere aberration of the light of some astronomical body. Perhaps the two officers just imagined the estimated 150 foot long object, 40 feet wide in the middle, and the radio interference. (The exact nature of the radio interference was not specified. Whether their radio went dead or exhibited static upon close approach of the UFO is not clear.)

The Scott-Carson UFO report was only one of many made throughout northern California from Aug. 13 to Aug. 18. Among the many witnesses were 14 police officers, and in many of the reports following the Scott-Carson sighting witnesses described football shaped objects.¹⁵

With the group of UFO reports presented here, it can be seen that in every case, except the Austin report, radio equipment was the only electrical equipment to be affected by the presence of a UFO. In other UFO reports involving radio interference there is usually some effect produced on the headlights and motor of the car, too, when a car is involved. Why in some

¹⁵

UFO Evidence, pp. 61-2.

C. Maney and R. Hall, op.cit., pp. 3-5, and pp. 180-1

C. Lorenzen, The Great Flying Saucer Hoax, pp. 243-4

reports is the radio of a car only affected in the presence of a UFO, while in other reports there is an effect on the motor and headlights of the car as well as on the radio? This question seems important and necessary to pinpointing the exact nature of these various E-M effects. Then again the type of radio interference ranges from static to beeps of various sorts to complete failure of the radio.

The police UFO reports that I have presented represent only a few of the police UFO reports on record. Many other well documented police cases involving the sighting and chasing of UFOs exist but they do not involve E-M effects on the patrol cars. This being the case it seems clear that it is not just due to the presence of a UFO resulting in the interference with radio equipment but something additional. However, keeping in mind that UFOs and UFO reports vary to such a large extent it is difficult to reach a conclusion about this entire group of reports.

Leonard Hardland, Chief Engineer of the National Inventors Council, asked how a "mystery object" could conceivably cause automobiles to stall and radios to fade in 1957 after the Level-land incidents occurred, said his guess would be that it would involve some form of electromagnetic radiation.

"Such radiation, in the case of an internal combustion engine operating on an ignition system, might cause a short circuiting of that system. As for radio fading, this too might involve electromagnetic radiation: You can

block a radio by putting in a high intensity signal that will block the receiver completely." 16

UFOs and Television Disturbance

UFO incidents involving television interference have occurred for the most part in the late 1950's and the 1960's. These reports might prove to be very significant.

First in Japan, on the night of May 1, 1956, many citizens reported seeing strange, bright objects in the skies over Tokyo. Koto Ward, a factory worker, along with many others, saw a large bright object flying low over the roof-tops just before 8:00 p.m. Miss Turuko Kurihara, in a different location, reported seeing a greenish object at 7:59 p.m. The object made no noise but caused severe distortion on the TV sets in the area according to Miss Kurihara and other residents.¹

America apparently did not experience this type of UFO report until April of 1957. Wayne Cross, of Moriah Center, N.Y. (60 miles south of Plattsburg), in a letter to NICAP dated Feb. 19, 1961, reported the sighting of a UFO made during the last week of April, 1957 while he was living on his small farm. Mr. Cross wrote to NICAP:

"I was in watching TV when the television started to have all sorts of trouble. The show was the Gary Moore Show. My mother was outside of the house. The time was between

¹
NICAP file.

9:00 and 10:00 p.m. She called me so I went out. She pointed to a red-orange disc. It was moving slowly. We had a mountain background in which the object came in front of. It was about 1000 feet in the air as far as I could make out, and it was fuzzy at the edges. It came in from a western direction and traveled in an eastern direction. My mother went in the house, but I stayed outside and watched it. It never did stop. Then, about 4 or 5 miles away it changed direction and moved toward Plattsburg. This all lasted from 15 to 20 minutes."

In his letter to NICAP he added that besides he and his mother a neighbor, Rollan Badwin, saw the object.

Although Mr. Cross obviously lacks any extensive formal education, as shown by his letter, this does not in any way reflect on his character or reliability. Unfortunately, he did not mention any additional details with reference to the TV disturbance, and admittedly this report standing alone would have little weight. However, it is corroborated by similar but much more detailed reports such as the Ringwood case.

The Ringwood, Illinois Case

12 The Ringwood report happens to be one of the more amazing UFO reports from the fantastic month of November, 1957. Dick Spencer, formerly a staff writer for the Aurora, Ill. Beacon-News, investigated the incident. According to Mr. Spencer's report, Larry Beaman, 20, and his wife, Marilyn, 18, first spotted the UFO at about 6:30 p.m. on Tuesday, Nov. 5, 1957, while driving near Antioch, Ill. in northern lake country. The object followed
their car back into the small community of Ringwood and almost

landed behind a school building about two blocks from where the Beamans lived.

Mr. Beaman said he first noticed the "ball of white fire" on his wife's side of the car as he drove. "We both looked out her window and saw it following alongside us at about 2000 feet up. It was a perfect ball in shape. It pulsed from white to yellow."

Mrs. Beaman commented that, "It went out several times, just like a light bulb. We estimated it would stay out for several minutes and then come back on. It did this several times." Mrs. Beaman said that when they reached a point seven miles between Richmond and Ringwood, the object went out again and she asked her husband to stop the car. "I wanted to see if it would return because I thought we could get some of our relatives to see it. We pulled to the side of the road and stopped. We had our five month old baby in the car. We couldn't see it anywhere, then suddenly it flared abruptly on and started coming for us."

Mr. Beaman continued: "It seemed to grow in size as it came for us. My wife screamed and I got the car going as fast as I could." He estimated that the ball of light at its largest size was 30 feet in diameter.

As the young couple sped into Ringwood they saw the UFO settle "like it was going to land," behind a school.

"There were trees and it was in them," said Mr. Beaman. "It was moving up and down, like a yoyo, between the tops and

and base of the trees.* I guess I was about 250 yards from the thing and that was close enough. You couldn't watch it for any length of time. It looked like a diamond the way it glittered. Like a welder's arc would be better. You just couldn't watch it."

Use Beaman now decided to drive back and get witnesses. "I never saw anything like it before in my life. I ran back and got witnesses to come see this thing behind the school. I didn't want people to think I was lying." Back with Mr. Beaman came his wife and several neighbors. Standing on the road and watching, Mr. Beaman said, "I wanted to find out what it was, then suddenly I didn't after I got there because I was scared. A sound like that of water swishing around in a washing machine was constantly around us while it was present. I couldn't see any entrance to the thing and I couldn't see any wheels. It changed in shape as it came near the earth, resembling half a ball; just like taking a perfect ball and cutting it in half." Everyone agreed and said that only a top half was visible.

The incident frightened Mrs. Beaman so much that she fainted. After bringing his wife back home, Mr. Beaman got Charles Tate, 26, of Ringwood and several other men. "We went back up there for the third time." said Mr. Beaman. "I was really scared but I wanted these other people to see this thing and they'd know I wasn't making this up."

Mr. Tate said: "When we got there, it was leaving. It looked like a big red light and then it turned orange and finally
 *Bobbing motion-similar movement found in many other UFO reports.

a purple hue and disappeared towards the southwest."

Mr. Beaman, finishing up the story, said: "When it got up over the trees again, it returned to its original shape, like a perfect ball, and its movements were darting, jerky like.* It reminded me of the way a humming bird can hover for a second or so and then dart to another spot."

she "That's all there is to tell," Beaman told reporter Spencer in closing. "I saw it. God knows what it was but I don't want to see it again. I was never so scared in my life."²

Unknown to Mr. Beaman, as he stood on the deserted Illinois highway, surrounded by darkness, watching the object before he even went to get witnesses, TV sets in Ringwood began to dim and then went completely dead at 7:00 p.m. Mr. Spencer, in a letter to this author dated July 7, 1966, wrote:

"Beaman did make these points, however:

1. At no time while the object was along side his moving automobile was its ignition behaving in a manner other than normal and the headlights remained normal.
2. Residents of the apartment building in which he lived, upon hearing his story, said they had no problems with electric lights or stoves, etc.
3. Television sets in the area of the small town of Ringwood did dim, as though losing power, and many did die out completely for a short period.

*Another often reported movement attributed to UFOs.

²Aurora, Ill. Beacon-News, Nov.7, 1966.

4. No comments were made about radio behavior during the incident, that I can remember.

Looking over the above, I would stress said information was supplied by others than just Beaman, including Mrs. Beaman, residents of the apartment building, the town of Ringwood and nearby residents."

An important aspect of the Ringwood report is the apparent change of shape shown by the UFO. Did the UFO actually change shape or was this just an illusion? This is an important question and fortunately seems to be a reasonable explanation for the UFO's apparent change of shape. It is not unlikely that the UFO's change in appearance simply resulted from the glow of its bottom half blinking out. Because of this the bottom half of the object blended into the darkness leaving only the shining top half visible, thus the object seemed as if it were sliced in half. Of course, this would also account for the object going on and off as reported by the Beamans at first. Obviously the UFO had a dark surface.

Another important point to stress is the various movements displayed by this UFO. The fact that it followed a car, hovered in the area for some time, and was seen coming into Ringwood as well as flying out is very important. Certainly there is every indication that the movements of this object were controlled.

Mr. Beaman also emphasized that neither the motor or headlights of his car were affected by the UFO even though it followed the car closely. However, TV sets in Ringwood did

dim or die out although there was no abnormality in the operation of other electrical equipment. This is certainly very puzzling, and if the UFO directly caused the television blackout then why and how did it interrupt only the normal operation of TV sets without affecting anything else? To check further I wrote to the Commonwealth Edison Company in Chicago, Ill. which supplies the area of Ringwood with power. In asking for a check of their records to see if there had been a routine power failure in the area of Ringwood on Nov. 5, 1957, I received the following reply from Mr. William M. Farrow, Public Relations Department, in a letter dated June 23, 1966: "Sorry to inform you that our records are not readily available as to a routine power failure in the area of Antioch, November 5, 1957."

Another incident, very much similar to the Ringwood case, occurred in Australia on the night of September 19, 1963. At 6:50 p.m., more than 140 residents of Wonthaggi and South Dudley, Victoria, Australia observed a mystery object, "like an orange beach ball," maneuver in the sky for 25 minutes. At first it hovered for some time but then it finally began moving slowly and silently across the sky, putting on sudden and intermittent bursts of speed for brief moments, before disappearing in an easterly direction out into the Bass Strait. However, during the 25 minutes that the object was visible, there was complete but varied malfunctions in the TV sets of South Dudley, Wonthaggi, and Inverlock, three neighboring coastal towns. Some TV sets

displayed white screens, some grey screens, while other sets displayed double images or became covered with "snow" and lines. Still other TV sets went completely blank. But after the UFO left at 7:15 all TV sets resumed normal operation.³

73 Paul Norman, an American engineer residing in Australia and the Public Relations Officer for the Victorian Flying Saucer Research Society, reported that he and another VFSRS member talked with a Mr. Tom Lymek and other residents of South Dudley, Wonthaggi, and Inverlock on Sept. 21. Mr. Lymer is a trouble shooter for the Post Office Dept. which operates the telephones in Australia. Mr. Lymer reported that he was experiencing trouble with his TV set on Sept. 19 when his children called him outside to show him the strange object in the sky. According to Mr. Lymer, the object hovered in two different positions, remaining stationary each time for several minutes. It sped from one position to the other at a fantastic rate of speed. The distance between the two positions, as estimated by Lymer, was about one mile. Finally the object began moving slowly out to sea, over the Bass Strait.

|| The police at Wonthaggi confirmed reports of the TV blackouts and interference while the UFO was in the area. All television sets functioned improperly from 6:50 p.m. to 7:15 p.m. corresponding precisely to the presence of the UFO.⁴

³The APRO Bulletin, May 1964, p. 1 and 6.
Flying Saucer Review, Sept.-Oct., 1965, Vol. 2, No. 5, p. 26.

⁴Letter to Richard Hall, Acting Director of NICAP, from Paul Norman, dated Sept. 30, 1963, on file at NICAP.

Unfortunately we do not have a detailed description of the UFO, but the fact that three neighboring towns suffered complete although varied TV interference at the precise time the UFO was present is interesting to say the least.

74
Coming back to the United States, on the night of July 14, 1959, the R. Godwin family from Salisbury, North Carolina, was at home when Mrs. Godwin noticed a flash of light like lightning at 8:22 p.m. EST. Suddenly the TV set went blank and seconds later Mrs. Godwin heard a loud strange noise that was anything but thunder.

Mrs. Godwin's son, Larry, a high school student, was in his bedroom at the time looking out the window while listening to his record player. Suddenly he saw a dark object go flying by. In a few moments his mother rushed in to tell him about the TV set. Larry quickly told her about the object he had just seen, and he, along with the rest of the family, rushed outside to see if they could spot the object. When they got outside the object was nowhere in sight.

Mrs. L. R. Moore, a neighbor living on the same street, also reported hearing a loud noise at 8:22, but did not notice any flash of light nor did she step outside to investigate the strange sound. However, Mrs. J. Godwin, Sr., living on a different street close by, said she did not hear any odd noise but reported that her TV set did go mysteriously dead at 8:22.

Mrs. B. Guy, living approximately $\frac{1}{2}$ mile away from the R. Godwins, said she heard the loud strange noise at about 8:22 and stated

that her TV set went blank at the same time. Then, Mrs. A. J. Eason, living $2\frac{1}{2}$ miles from the R. Godwins, reported that her TV set went blank at 8:22 but added that she did not hear any strange noise or notice any flash of light. But Mrs. E. M. Goodnight, living on the same street as Mrs. Eason, claimed that she noticed a flash of light, heard the noise, and observed her TV set go dead, also at 8:22.

Those that did hear the noise were consistent in their descriptions; the sound was a high, extremely loud note that had a lot of "vibrato" to it. It is extremely difficult, however, to understand why Mrs. Goodnight, for instance, heard this extremely loud sound while her neighbor, Mrs. Eason, heard absolutely nothing.

Whether these people were the only ones to experience TV failure at 8:22 is not known. It is very possible, perhaps probable, that there was a total but local TV blackout. Interestingly, Larry's record player worked fine and the houselights in the various homes functioned properly, thus it seems that there was nothing wrong with the power in the area.

Larry Godwin, the only one to see the object, even though he saw it for only a few seconds, said it appeared to be solid and seemed to revolve very fast. He stated that it was definitely darker than the background, (There were clouds overhead at this time as well as to the north. A scattered light rain was falling.) and looked slightly blurred having a dull finish. Larry said the object was large, though, and estimated it to be

the apparent size of a 12 inch ruler held at arms length. He also estimated that it was only about 700 feet away at an altitude of about 500 feet. He expressed the belief that the object was traveling from between 400 and 600 miles per hour, stating that the object never stopped moving. He lost sight of it because his bedroom window blocked his vision.⁵

There are other cases where TV interference has been noted in the presence of a UFO. Most of these reports, however, are very vague.*

⁵A signed report from Larry Godwin on file at NICAP.

*An example of such a report comes from Major Donald E. Keyhoe's 1953 Flying Saucers from Outer Space. He reports that on Jan. 11, 1953, a glowing orange-red, oval-shaped object caused a peculiar interference with local television reception in Kerryville, Texas. Such reports are rather worthless.

Flickering Houselights?

This group of E-M reports is more perplexing than any of the others, mainly because their number is small. The first several such reports come from the NICAP file and unfortunately they completely lack detail.

At 9:00 p.m., on August 30, 1954, in Porto Alegre, Brazil (population of well over 400,000), some youngsters were over a friend's house when they noticed a power failure in his house. They all stepped outside and were awed by the sight of a bright luminous object radiating an intense yellow light as it hung in the sky. Other people reportedly saw the object but it is not known whether the power failure was confined to this anonymous youngsters house, which would seem doubtful, or whether it affected a section of Porto Alegre or all of Porto Alegre. This report, of course, is rather sketchy.

Almost a year later, at about 8:30 p.m., on Aug. 25, 1955, Mrs. Lloyd Wright and Mrs. Lester Parsons of Bedford, Indiana, reportedly saw a huge white object with a black streak down the center. The object seemed to expand and contract regularly, and as it did this while hovering over Mrs. Parson's home, the house-lights appeared to dim and pulsate in rhythm with the object. No further details.

And naturally November of 1957 had a case to offer. On

Nov. 5, 1957, a couple residing in Glenside, Philadelphia, Pennsylvania, was awakened late at night by a bright light.

75 The apartment lights were dead. A low hum was heard while the bright light was present, but the light soon disappeared and the apartment lights came back on. A friend's electric clock reportedly failed at the same time. Also during the early morning of the 5th, a milkman reported seeing a flaming red disc, but whether the times of the two incidents coincided is not stated. This report, too, is rather vague.

A more detailed UFO sighting involving interference with houselights occurred on Feb. 28, 1961. In the March 4, 1961 edition of the New Bedford, Mass. Standard Times, a reader who would not state his name reported the sighting of a strange object. The letter to the Standard Times reads:

76 "On Tuesday, Feb. 28, 1961, at 3:15 a.m., I was awake and looked out my window. I could hear what sounded like several planes up in the clouds, but I could not see any planes coming from the Municipal Airport. The noise became louder than a plane. Out of a small cloud an object came, as the sun does after the clouds go over it. The object was like a fat barrel. As I watched, it grew brighter. The light then became fainter as it turned over. At each end there were what looked like black clouds, about as thick as a man's hand. It was traveling quite fast but not too high. The light, as the object turned over, was so bright I had to get a film negative through which to look at it. It turned over and over, going at great speed from west to east, then south at 3:30 a.m., headed toward Fairhaven. It bobbed up and over, like a bobber on a fishline.

Did anybody else see this object?

Signed North Ender."

The anonymous reader's question was answered in the March 9, 1961 edition of the Standard Times. Mr. and Mrs. Clarence Blackwood of Lakeville, Mass., living about 12 miles from the north ender also saw the object. Mrs. Blackwood wrote to the Standard Times:

"We were attracted by a roaring noise and then lights which were left on in the kitchen dimmed several times. Then a bright light lit the whole house. We both looked out and saw this object in the sky which looked to me like a big ball of fire. It was rolling over and over near our house. It seemed as if it were going to hit the trees. It was traveling quite fast and went from east to southwest near Long Pond. This was at 3:20 a.m. Then it returned at 3:40. The houselights dimmed again. The third time it came back it seemed to be rolling faster, but we did not see it again.

The NICAP Massachusetts Subcommittee-Unit #1 obtained a more detailed report from the Blackwoods. Mrs. Blackwood told them she heard a roaring sound in the sky at 3:20 a.m. like a roar of big fire, and looked out the bedroom window to see this "huge cigar-shaped object of fire" moving at a low altitude across the northeast sky. She described the object as being bright yellow in the middle with a dark red edge, the whole thing surrounded by thin clouds of black smoke. It rolled back and forth rapidly and traveled on a slow southwesterly course. According to Mrs. Blackwood, the object appeared to be solid and was clearly outlined. As she and her husband watched from their east window, the UFO came directly over the house, illuminating the bedroom as if it were daylight. At that moment the lights

that had been on in the kitchen dimmed three times and then went out for about four or five minutes. After the object passed over the house, Mr. and Mrs. Blackwood went to a south window and observed the UFO for another minute or two as it continued rolling in a strange manner while it traveled southwest past Long Pond. In all the couple watched the object for at least five minutes.

Mrs. Blackwood told the NICAP Subcommittee:

"Just when we were thinking it was gone, it came back the same way. The time was 3:40. It seemed a little over our trees, I'd say about a mile up. Rolling through the sky and emitting a roaring noise, it again passed over the house, causing the kitchen lights to dim three times and go out once more for four or five minutes."

Mrs. Blackwood also mentioned that this time she and her husband noticed a peculiar smell, "as though a fat of some kind was burning." They felt certain that the smell was coming from the object as it once again passed overhead. For this second observation the Blackwoods went outside. The sky was clear for the most part and no other aircraft were seen by the couple.

Mrs. Blackwood ended the discussion with the NICAP Subcommittee by saying: "I thought this was the end. My husband tried to keep me from being afraid. But he didn't fool me. He was scared stiff.¹"

The last report to be presented in this section also comes from Massachusetts. Mrs. Irene Page, of Brimfield, reported to State Police that from midnight until 3:00 a.m., Oct. 29, 1964,

¹ Subcommittee's report on file at NICAP.

she observed a sparkling ball of light which intermittently surveyed her property.

Mrs. Page said she was checking the windows and doors before getting ready to retire when a bright light streamed through one of the windows. Mrs. Page turned off the houselights and watched a ball shaped thing come over her yard and light up the entire property. She said that during the three hour observation the object would seem to "waver off," flying up and down like a bird. It would return periodically but finally disappeared in the distant sky at about 3 o'clock in the morning. Mrs. Page stated that she was quite frightened because she was alone in the house. Her four children were away and the nearest neighbor was located some distance away. She did not contact police at the time because she did not have a telephone.

27 Mrs. Page added that she had been watching a late movie on TV when she noticed the light. The picture on the TV set faded but then came back, and the houselights which were still on in some rooms blinked on and off several times. Mrs. Helen Chevalier, one of Mrs. Page's closer neighbors, upon hearing the story said that she, too, had been watching a late movie that night and noticed the picture on her TV set fade and then come back. Mrs. Chevalier also said there had been a distinct dimming of the houselights.²

Unfortunately we do not have any description of this light or of the various movements it displayed during the three hours

²The APRO Bulletin, July-August, 1965, p. 7.

Mrs. Page watched it. Such information is important and necessary in evaluating and correlating UFO reports.

Very little can be said or concluded about the five cases presented here. However each report does involve a very bright object, as all E-M cases seem to do. In the Blackwood case we again find mention of the bobbing motion sometimes associated with the movement of a UFO.

E-M Effects on Airplanes

78 As this paper progresses the E-M reports will become more and more serious as the affects on electrical equipment becomes more and more severe. Surprisingly, the first report of a UFO causing difficulty in an airplane comes from 1947, and is taken from Harold T. Wilkins' Flying Saucers on the Attack (pp. 75-6).

Mr. Wilkins reports that a Mr. John Janssen of Morristown, New Jersey, the editor of an Aviation Journal (not specified), related the following encounter while flying at an altitude of 6,000 feet sometime during the day of July 23, 1947. Mr. Janssen is quoted by the late author-newspaperman Wilkins as saying:

"While my eyes played over the horizon, I became aware of a shaft of light that seemed like that of a photographer's flash bulb. It came from aloft, very high up. It was above that position, which, over a "plane's nose," fliers call 11 o'clock. I at first thought it was merely the reflected sun, bouncing off the sides of an exceedingly high-flying aircraft. I gave it no further thought. Now, the engine of my plane began to perform peculiarly. It coughed and sputtered spasmodically. I pulled on the carburetor heat and gave it full throttle. This was to blast out accumulated ice from the carburetor at that height. The engine emitted one final wheezing cough and then quit. Now, the nose of my plane, instead of dropping to a normal glide remained rigidly fixed on the horizon, in its normal, level flight altitude.

// Abruptly I became aware that my plane was now defying the basic law of gravity. I became frightened, and close to panic, at so weird a predicament. I saw the air speed indicator was

at zero! There was now an odd prickling, electric like sensation coursing through my body. I had an eerie sixth sense feeling that I was being watched and examined by something that minutely studied my features, my clothing, and my airplane... with tenacity. I flecked a cold bead of perspiration from my eyes. Then I saw it! Above, and slightly beyond my left wing-tip, was a strange wraithlike craft. One of the flying saucers! Its flanged and projecting rim was dotted on either side with streamer like portholes. It seemed to radiate in a dull metallic hue that conveyed an impression of structural strength, and a super intelligence not of this planet. It was motionless. Perhaps a quarter of a mile away, beyond, and slightly higher, I could see another disc, seemingly fixed in the sky. I assumed that the second strange craft was but waiting for the one nearest to me to complete its examination. Then I had the most unaccountable urge to reach up and snap on the magneto switch. I turned it off when the engine quit. I switched on both magnetos to the 'on' position. Slowly, the propeller began to turn ... then the engine burst into its steady rhythmic roar. She nosed into a stall, picked up air-speed and steadied under control."

Wilkins reports neither the time at which this fantastic encounter occurred nor the duration of the incident. Also, I do not know where Mr. Wilkins obtained this report and I have been unable to find any other record of this event. Such a report begs to be laughed at; it seems simply too incredible to take seriously. Yet there is one very interesting statement in this report: "There was now an odd prickling, electric like sensation coursing through my body." Mr. Wilkins' book was published in 1954, the same year that the great French UFO flap occurred. In the French flap there were more than several reports where witnesses experi-

enced a prickling or tingling sensation in their bodies while observing a UFO. But Mr. Wilkins wrote his book before the French sightings took place and one is forced to wonder about the Janssen report, especially in view of still other UFO encounters with airplanes.

The year of 1957 brought three more fantastic UFO-airplane encounters. First, at 7:17 a.m. on May 31, a British airliner was flying over Kent, England, just south of Rochester, on its way to Holland, when the Captain and First Officer both spotted a UFO, but through different windscreens. According to Mr. Brinsley le Poer Trench, a former editor of the respected British Flying Saucer Review, the Captain of the aircraft gave him the following personal account of the incident: (Mr. Trench reports that the Captain and First Officer asked that their names be withheld.)

79 "I was in command of a scheduled airline service from Croydon Airport to Holland. As we got to a position two nautical miles south of Rochester, my First Officer and myself became aware of a brilliant object bearing 110 degrees (T) from north and elevated about 10 degrees above the haze level. We were flying at 5,000 feet above sea level, heading 082 degrees magnetic 074 degrees (T). The UFO was about two-thirds the size of a sixpence in the wind-screen at first. It then appeared to come towards us. When it was about the size of a sixpence the object became oval in shape and turned away. Then it became as before and reduced in size to about half the size of a sixpence. Then to our astonishment the UFO disappeared completely as we watched it. We did not see the UFO go, but became aware that we were looking at an empty sky.

We were unable to contact London Radar due to a complete radio failure in the aircraft, nor were we able to report to London Airways, nor to London Flight Information.

Radio failure, especially complete radio failure is rare these days, and in our case was due to our circuit breakers not keeping 'in.' A radio circuit breaker 'breaks circuit' when the system is overloaded by an extra source of electrical or thermal energy. On this occasion we were not using all our equipment, so there was no cause for overloading. However, our radio equipment became fully serviceable after the UFO had gone, and all circuit breakers stayed 'in.'

Is it too much to ask if the UFO was able, through overloading our electrical system, to prevent our reporting it or asking for radar confirmation?

When we returned to the U.K. a similar report to the account I have given you was made to both the Ministry of Transport and Civil Aviation, and to the Air Ministry." ¹

This report is also amazing. Did the UFO actually disappear into thin air or did it move away so rapidly as to make it seem as if the object disappeared? The Captain gives no estimation of the object's distance from the aircraft nor does he estimate its possible size. Only several months later a similar incident occurred in South America.

On the night of August 14, 1957, a Varig Airlines C-47, the cargo ship PP-VCC, took off from Porto Alegre Airport, Rio Grande do Sul, en route to Rio de Janeiro. Commander Jorge Campos Araujo was ~~the~~ at the controls with Edgar Onofre Soares, his First Officer.

¹ The Flying Saucer Review's World Roundup of UFO Sightings and Events, The Citadel Press, 1958, pp. 162-3.

Both men were experienced pilots. While flying at an altitude of 6,300 feet over the State of Santa Caterina, Co-pilot Soares spotted a peculiar looking object.

Commander Araujo reported to the press that:

"It was 8:55 p.m. The plane had crossed over the town of Joinville, (Brazil) just five minutes before. I was absorbed with the instruments control panel when my attention was called by co-pilot Soares. He was pointing out to a luminous object which was flying at the left side of the airliner. I began to watch it. It was not another plane, neither an astronomical body. I am absolutely sure. It was a strange craft. When I spotted it for the first time, it seemed to be placed far to the left of our aircraft. We were flying on a ten degree course. There was no chance of any mistake. Though there was a thick layer of clouds below us at 5,700 feet, all the sky above that layer was absolutely clear. We had a visibility of about 80 miles.

Suddenly, in an unexpected maneuver with unbelievable speed the mysterious craft was ahead of us and then it crossed to our right side, following a horizontal trajectory that made it pass just in front of the airliner at the same level. After such a dangerous maneuver, the object apparently stopped in midair for a brief time, motionless. Then it abruptly went into a dive and was out of sight-lost into the cloudbank below."

✓ Besides the commander and co-pilot, radio-operator Rubens A. Tortilho and stewards Jose D.S. Machado and Alfonso Schenini saw the UFO. They had been called into the cockpit to observe the strange object. Some passengers were aboard the plane but none of them saw the UFO. The object disappeared into the cloud layer 600 feet below the aircraft, and the crew was certain that the object could not be seen by any of the passengers because it had cut in way in front of the plane, thus the UFO could not be seen from any of the passenger windows.

Commander Araujo described the UFO, and stated that it looked like one of the so-called "flying saucers." Said the Commander:

"It was shaped like a saucer with a kind of cupola or dome on top of it. The whole cupola glowed with a less intense yellowish luminosity. No windows or portholes were visible on the object. As we didn't know its real size, we cannot estimate with accuracy the speed and distance of the mysterious flying object in regards to our aircraft. Its apparent diameter, however, was about six feet. The speed was incredible, obviously many times the speed of sound. I believe it was about six miles from us, but this was just an impression."

Shortly after the sighting, Commander Araujo radioed a report of the incident to Varig Airlines communications at Congonhas Airport in Sao Paulo City. Others heard about the report and in a few days the newspapers in Sao Paulo publicized the incident. At this time the crew was interviewed and confirmed the report completely. Commander Araujo's report received nation wide publicity on August 20.

However, the story published by the Brazilian newspapers was not complete. Commander Araujo had been badly shaken up by the incident and he later confessed to an unnamed friend and former airline pilot in Sao Paulo:

80 "It was more than you think, worse than you think. There is something more, but keep it confidential. When the object reached our right side and stopped for a brief time-just at that moment-the engines of the airliner began acting up, coughing and missing, and all lights inside the cabin dimmed and almost went dead. It seemed that the whole electric system of the plane was going to collapse. But a few seconds later the UFO dived abruptly into the clouds, and everything was normal again. How-

ever, we cannot forget those terrible seconds when we were suspended between life and death. I tell you I saw my plane crashed and everybody killed."

Dr. Olavo T. Fontes, a prominent doctor in Brazil and a long time UFO investigator (a special representative to APRO), checked into this part of the report carefully. Although the crew decided not to mention this aspect of the encounter to the press, they did speak about it privately. They completely confirmed the interference with the plane's electrical system to Dr. Fontes.²

81 Less than three months later, another Varig Airliner tangled with a UFO. Captain Jean Vincent de Beyssac, working for the Varig Airlines, took off from Porto Alegre in southern Brazil on a trip to Sao Paulo and Rio de Janeiro aboard a C-46 cargo ship shortly before midnight, Nov. 3, 1957. At about 1:20 a.m., now early Nov. 4, while flying at an altitude of 7,000 feet over Ararangua, Santa Caterina, Captain de Beyssac flew his plane over a layer of stratus clouds. Suddenly he spotted a strange red light to the left of his plane. Watching the light carefully, he joked to his co-pilot that they were seeing a flying saucer. But the light kept getting larger so de Beyssac decided to turn left and investigate. Just before he pressed his rudder, the thing jumped a 45 degrees arc in the horizon and became still larger.

²The APRO Bulletin, Sept. 1959; "Shadow of the Unknown-Part 3," by Dr. Olavo T. Fontes, p. 5.

Captain de Beyssac now made up his mind to pursue the strange light. He was about midway on his left 80 degree turn when the light became much brighter. At once he smelled something burning inside the airplane. The Air Direction Finder, the right generator, and the radio transmitter, were all suddenly on fire. While the crew hastily tried to cope with the trouble, the light quickly disappeared. Now thoroughly scared, Captain de Beyssac turned on his emergency radio transmitter and told the Porto Alegre control exactly what happened. He flew back to Porto Alegre and landed there an hour later where he wrote out a full report.

This case was originally investigated by Commander Auri-
phebo Simones, a well known South American UFO investigator. Commander Simones personally interviewed Capt. de Beyssac. However, this author has no additional details on this case. I do not know if de Beyssac gave a detailed description of what he saw. Whether de Beyssac saw only a bright red light or an actual object is not clear. Other details are lacking, too, but it is reported that on Nov. 4, 1957 the Varig Airlines issued an internal circular forbidding their pilots to tell the press about any UFO sightings. After all, these encounters do not encourage business.³

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The United States claims at least one related report. In a confidential report on file at NICAP, a former pilot, who served in the NAVY during World War 2, made the following incident known to NICAP. He has logged over 6,000 flying hours

³Ibid. pp.5-6

and requested NICAP not to release his name.

82 While flying a Cessna 170, en route from Hobbs, N.M. to Albuquerque, N.M., on August 13, 1959, he was holding a course of 313 degrees at an altitude of 8,000 feet. Suddenly he was amazed to see his Magnesyn electric compass revolving instead of indicating the course. Thinking the Magnesyn must be "haywire," he looked at the standard magnetic compass. But, said the pilot, "It was spinning so crazily I couldn't read it." A moment later he was startled to see three oval-shaped objects in close echelon formation pass directly in front of his Cessna 170. They were grey in color and identical in shape-like two bowls face to face, but with bottoms rounded instead of flat. The pilot estimated their diameters to be about 8 feet, but he stated that they could have been considerably larger.

Because the UFOs were circling his plane at nearly 250 mph, the pilot was unable to notice any details except that the objects left short, wispy trails. As the UFOs circled the plane, the Magnesyn compass continued to revolve, precisely indicating the bearing of the UFOs. Holding the same tight formation, the unknown devices finished another circle, passing in front of the aircraft and then disappearing to the rear. The Magnesyn compass rapidly came to rest near its original heading, and the standard magnetic compass finally stopped its "crazy spinning" and returned to normal.⁴

⁴ NICAP's UFO Investigator, March-April, 1965, Vol.3, No.1, p.5.

One other such case will be presented here, even though it lacks many details. On May 22, 1962, at 7:20 p.m., a student pilot named Roberto Wilkinson reported that while flying at an altitude of 4,000 feet in Argentina, his cockpit was suddenly illuminated by an object astern. He saw a luminous UFO pass below his plane but lost sight of it in the city lights. His radio transmitter failed to operate as the UFO went by.

83 Ten minutes before Wilkinson's experience, another Argentine student pilot, Eduardo Figueroa, saw an orange object moving on an oscillatory path which carried it below the visible horizon. And in this same time period a formation of Navy planes, headed by Lt. Rodolfo Cesar Galdos, spotted several UFOs, all within 35 minutes of each other, as they flew near the Espora Naval Air Base in Argentina. Lt. Galdos reported to the control tower at 7:30 that he had seen an orange colored disc or luminous circular spot, having the apparent diameter of a small moon, at about 30 degrees above the horizon over Bahia Blanca. The object was moving south, obscured at times by the lights of Punta Alta.⁵

Although all of the UFO cases presented here have one major thing in common, namely some adverse effect on the electrical systems of various type aircrafts, we also see wide diversity in these reports. The UFOs involved are all described

⁵UFO Evidence, p.119 and 171.

differently, and there is a wide range in the type of difficulties experienced by the various planes. Many more UFO reports have come from pilots. In fact, a number of American commercial airline pilots have reported spectacular encounters with UFOs over the years, but these reports did not involve any effect on the electrical systems of the planes that I know of. (See UFO Evidence, Section 5.) So here, too, the E-M cases involving airplanes represent a small minority of all the UFO-airplane reports:

Before moving on to the next section I wish to present several additional UFO cases where pilots claimed to feel intense heat as a UFO neared their planes. There are at least 3 such cases but then these reports, too, lack details.

84 The Walesville incident is the first report involving a pilot and a "heat wave" from a UFO. Major Donald E. Keyhoe reports the incident in his 1955 book, Flying Saucer Conspiracy (pp.174-5), like this:

"That noon (June 30, 1954) an F-94 Starfire jet had been scrambled to check on an unknown near Utica, New York. When the strange blip first showed on Air Defense radarscopes, the usual swift check had been made. But no aircraft was scheduled to be at that point. Guided by Ground Control, the pilot climbed steeply while his radar observer watched the rear cockpit scope. By now the pilot could actually see the unknown—a strange gleaming object moving swiftly above. Pulling into a tight climbing turn, he started to close the gap.

At the same time his radar observer started to call the unknown. There was no response.

Until that moment the Starfire's jet engine had been working perfectly. Suddenly, as the plane streaked toward the UFO, a wave of heat mysteriously filled the cockpit. It was like the blast of a furnace. Half dazed, the pilot

ran his eyes over the instruments. There was no sign of trouble, but the stifling heat was increasing each second.

Frantically he looked around. The radar officer's face was a blur in the waves of heat. At any moment it seemed the whole plane might burst into flames.

"Bail out-bail out!" he shouted.

He jettisoned his canopy and seized the ejection lever. He felt the jet jump as the radarman bailed out. Half blinded by sweat, he got a glimpse of the unknown machine as it passed overhead. There was one final blast of heat. He pulled the ejection lever and was hurled out of the cockpit.

Moments later, his senses still blurred, he saw the radarman's parachute below him. Looking back at the F-94, he groaned. The jet was plunging straight into the village of Walesville, New York. As he watched, horrified, it crashed in the heart of the town and burst into flames.

After its headlong plunge, the F-94 struck two buildings and careened into a car. Four people were killed, two of them children, and another was seriously injured. As swiftly as possible, Griffith Field officers located the two airmen and pieced out the strange story. Still dazed, neither man could accurately describe the unknown machine, nor could they explain the sudden mysterious heat which had forced them to bail out.

By Air Defense orders interviews with the pilots were forbidden. But the story of the crash spread quickly. In some radio broadcasts the unknown object was called a flying saucer; in others, an unidentified aircraft.

At the Pentagon, Air Force PIO's admitted the strange accident, but said they had no details. Meanwhile, the story of the mysterious heat had leaked out in the Walesville area."

Pilots are specially trained to guide their aircraft away from populated areas when in difficulty. Either this unnamed pilot made a tragic and unforgivable error or else something

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frightened him beyond his power to reason. Major Keyhoe reports that he called the Air Force press desk and asked a PIO about the F-94 disaster. He was told that the report was classified, and learned only that the F-94 had been chasing something, did crash after the crew bailed out, and did result in four deaths.

Keyhoe reports later in the same book (p.272) that in Oct., 1954, a French Air Force Pilot was chasing a flying saucer when suddenly a wave of heat filled the cockpit. Though half dazed, the pilot managed to make a violent turn away from the UFO. According to Keyhoe the pilot was sure that the strange heat came from the object although he didn't know how it was accomplished.

NICAP's UFO Evidence (p.120) offers one more similar report. From the Centro de Investigacion de Objetos Voladores Inidentificados (C.I.O.V.I.), a group which has investigated and compiled UFO reports in Uruguay for many years, NICAP learned about the following report.

8h On May 5, 1958, Carlos A. Rodriguez, an experienced and reputable pilot, was flying his piper aircraft in the vicinity of Capitan Curbelo Naval Air Base near San Carlos, Uruguay at about 3:40 p.m. when he noticed a brilliant glowing object approaching his plane. The UFO stopped at an estimated 2000 meters (over 6,000 feet) away and, according to the report, "it rocked twice in a balancing motion." Mr. Rodriguez said the object was shaped like a child's top, symmetrical above and below. As he closed to about 700 meters, he felt intense heat

in the cockpit and was forced to open the windows and door of the plane and remove his jacket. Luckily the UFO suddenly took off, accelerating rapidly eastward toward the sea, leaving a thin vapor trail.

These 3 reports are certainly thought provoking. Interestingly none of the pilots mentioned any effect on their airplanes, only the feeling of intense heat. But then we dare not conclude anything from only three vague reports.

The Question of Power Blackouts

The reports presented in this section are the most serious, the most thought provoking, and the most spectacular UFO reports on record. If UFOs have really caused the various effects on electrical equipment that are seen throughout this paper, then the idea that they may have caused power failures, minor or major, should not seem ridiculous.

Power failures which could not be satisfactorily explained have occurred many times in the past, the most spectacular and recent such blackout being the Great Northeast Blackout of Nov. 11, 1965 which has left electrical engineers throughout this country baffled. And, no doubt, puzzling blackouts will continue to occur. Science has made great use of electricity, but the real nature of electricity is not yet fully understood. Undoubtedly, science has much more to learn about the nature of electricity and we will find new ways to use it in years to come.

The following cases will show that power failures have occurred when UFOs were present, blackouts which could not be conventionally explained. What went wrong with the power system, in almost every instance, was determined, but this does not explain. Exactly why and how the trouble occurred are the questions which go unanswered in UFO-blackout incidents. An interesting consistency in the E-M reports is that any adverse effect on electrical equipment is usually temporary. Very rarely do we find a UFO report where equipment is actually damaged.

The Fort Itaipu Report

Dr. Olavo T. Fontes, largely because of his position as a doctor in South America and prominence as a UFO investigator, was able to obtain access to the following UFO case.

According to Dr. Fontes's report, on November 4, 1957, at 2:00 a.m.,* a horrifying incident occurred at Fort Itaipu in Brazil. Fort Itaipu belongs to the Brazilian Army and it is situated along the coast of Sao Paulo State near the city of Sao Vicente.

Everything was quiet that night at Fort Itaipu. It was a moonless, tropical night. The whole garrison slept while two sentinels posted guard on top of the military fortifications. The soldiers, performing a routine task, were relaxed; they had no reason to suspect the impending danger.

Suddenly, a new "star" burst into searing life in the cloudless sky over the Atlantic Ocean close to the horizon. The sentinels, amazed and fascinated with this spectacle, continued to observe the bright "star." Their interest increased, however, when they soon realized that they were not watching a star at all, but some kind of luminous flying object approaching the fort. At first they thought it must be a plane, but its speed was too high. They did not bother to sound an alarm to alert the garrison for there was no reason to take such action. Both sentinels forgot their patrol in order to observe the rapidly approaching, but unidentifiable object.

In a matter of seconds the UFO came flying right over the

*This is only 40 minutes after Captain de Beyssac encountered a UFO in Ararangua. Fort Itaipu is located less than 150 miles from Ararangua 2 miles to the southwest of that city.

fortress, Then it stopped abruptly in midair and drifted slowly downward, emitting a bright orange glow that etched each guard's shadow against the illuminated ground between the heavy cannon turrets. The UFO stopped and hovered between an estimated 120 and 180 feet above the highest cannon turret.

The sentries were spellbound by the sight of this strange object. It was a huge object, about the size of a big Douglas (which have wingspans of well over 100 feet), but it was round and shaped like a disc, encircled by an eerie orange glow. The UFO made no sound during its approach, but at close range the sentries could hear a distinct humming sound that definitely came from the object. For about a minute the intruder hung overhead and did nothing.

The sentinels just couldn't believe their eyes and they didn't know what to do, so they just stood there completely bewildered. However, they felt no terror nor did they believe they were in danger. But then something hot touched their faces. (One of the sentries in recounting the incident said he thought he heard a faint whining sound which he could not identify at this time.) The UFO was still bright and the soldiers could see everything around them. But the heat rapidly became more intense and suddenly a wave of intense heat struck the two men.

One of the sentries reported that when the heat wave engulfed him, it was like a fire burning all over his clothes. The air seemed to be filled with the UFO's humming sound. The soldier

panicked. Dazed, he staggered and stumbled hoping to escape the unbearable heat, thoroughly afraid of being burnt alive by the invisible fire. Unable to breath, he gasped and beat the air before lapsing into unconsciousness, falling helplessly to the ground.

The other sentry thought his clothes were on fire; the wave of heat completely enveloped him, too. Horror filled his body. Reacting somewhat differently from the first sentry, he screamed desperately, running, stumbling, and crying from one side to the other. He, too, wanted to escape the heat and luckily he skidded into shelter beneath the heavy cannons. But his screams had been loud and desperate and the whole garrison had been awakened.

Inside the living quarters for the soldiers at Fort Itaipu there was confusion. Obviously something was very wrong. Officers and soldiers scrambled out of bed and attempted to reach their battle stations. No one knew what could be waiting for them outside, but suddenly, a few seconds later, the lights all over Fort Itaipu collapsed. The entire electrical system that moved the turrets, heavy cannons, and elevators, went dead. All power was off, even the power supplied by the Fort's own generators; complete and total power failure. Not even the intercommunications system functioned. Someone switched on the emergency circuits but it was no use. Very strange, however, was the behavior of the Fort's alarms and electric clocks. They had been set for 5:00 a.m. but they all started ringing at 2:03 a.m.

UFOs and Television Disturbance

UFO incidents involving television interference have occurred for the most part in the late 1950's and the 1960's. These reports might prove to be very significant.

First in Japan, on the night of May 1, 1956, many citizens reported seeing strange, bright objects in the skies over Tokyo. Koto Ward, a factory worker, along with many others, saw a large bright object flying low over the roof-tops just before 8:00 p.m. Miss Turuko Kurihara, in a different location, reported seeing a greenish object at 7:59 p.m. The object made no noise but caused severe distortion on the TV sets in the area according to Miss Kurihara and other residents.¹

71 America apparently did not experience this type of UFO report until April of 1957. Wayne Cross, of Moriah Center, N.Y. (60 miles south of Plattsburg), in a letter to NICAP dated Feb. 19, 1961, reported the sighting of a UFO made during the last week of April, 1957 while he was living on his small farm. Mr. Cross wrote to NICAP:

"I was in watching TV when the television started to have all sorts of trouble. The show was the Gary Moore Show. My mother was outside of the house. The time was between

¹
NICAP file.

Confusion within the fort changed to widespread panic.

Personnel ran blindly from one corner to another along the dark corridors. Soldiers nervously grasped their useless weapons, afraid of what they could not see. But then the lights came back on again and everyone rushed outside prepared to fight some unknown enemy which was assumed to be attacking the fortress. Some of the officers and soldiers that got outside first saw a strange orange light climbing vertically into the sky, then move away at high speed.

They found one sentinel on the ground, still unconscious.

Michael
The other sentinel lay hiding in a dark corner, mumbling and in a state of shock. One of the officers that arrived outside first was a military doctor. Quickly and briefly examining the two sentinels, the doctor saw that they were both badly burned and ordered some soldiers to get the sentinels to the infirmary immediately where medical care was administered. It became clear that one of the sentries had a severe case of heat syncope; he was still unconscious and showed signs of peripheral vascular failure. In addition, both soldiers presented first and second-degree burns on more than 10 percent of their body surface, mostly on areas that had been protected by clothing. The one sentinel that was conscious and able to talk was in deep nervous shock and a good many hours passed before he was able to relate what happened sensibly.

The next day, the commander of Fort Itaipu, an army colonel, issued strict orders forbidding anyone in the garrison to report the incident to any outsider. Intelligence officers came and took

charge, working frantically to question and silence anyone in the fort that had information pertaining to the incident. Dr. Fontes reports that Fort Itaipu was placed in a state of martial law and a top secret report was sent to the Q.G. at Rio or Sao Paulo. Days later, American officers reportedly came to the fort from the U.S. Army Military Mission along with officers from the Brazilian Air Force with the purpose of questioning the sentinels and others involved. Afterwards a special Air Force military aircraft was chartered to bring the two sentinels to Rio de Janeiro. They were placed in the Army's Central Hospital (HCE), completely isolated from the world by a tight security curtain.

For over two months the two soldiers remained in Rio. Dr. Fontes states that he was contacted by an officer from the Brazilian Army, a friend who knew of Dr. Fontes' interest and research into the UFO phenomenon. This officer had been at Fort Itaipu on Nov. 4, 1957, and he was also one of the officers that questioned the sentries. The details of the above report were given to Dr. Fontes by this unnamed Brazilian Army Officer. The officer was not supposed to release any information pertaining to the incident, and it is for this reason that names do not appear in the Itaipu report.

Dr. Fontes, aware of the importance and significance of such a report if it were true, decided not to accept the officer's report on faith alone even though he was a key witness. As a physician, Dr. Fontes attempted to obtain permission to examine the two sentinels or at least to talk with the doctors that had

examined them. But he was permitted to do neither, although he did learn that two soldiers from Fort Itaipu were in fact under treatment for severe burns at the hospital. Dr. Fontes further reports, however, that in the early months of 1959 he contacted three other officers from the Brazilian Army who had been at Fort Itaipu on Nov. 4, 1957. They told Dr. Fontes the same story all over again and confirmed the details of the original report given to Dr. Fontes.¹

No names have ever been furnished to this case and so this startling UFO report remains as is. If it is true.....

Tamaroa, Illinois

81 November, 1957 was indeed a fantastic month. The United States and the South American countries provided many spectacular UFO reports. The first UFO report dealing with a power failure that affected a town, occurred on Nov. 14, 1957.

At Tamaroa, Illinois (which had a population of about 850 in 1957 and is located in the southern part of that state in Perry County), Mrs. John Riead, wife of the town's justice of the peace, said she heard a sputtering noise-like someone pulling into the driveway. Looking out a window in her home, she saw a bright moon-shaped object which had a sort of tail or ray extending down from it as it moved above the trees bordering U.S. 1. Then said Mrs. Riead: "The thing disappeared after 5 or 6 booms and three flashes

¹ The APRO Bulletin, Sept., 1959, "Shadow of the Unknown-Part 3," by Dr. Olavo T. Fontes, pp.6-7.

of light." As soon as this happened the lights in her home went out.

✓ It so happens that electrical power in a four mile area between Tamara and Dubois was completely interrupted for 10 minutes at this time. District power manager, H. D. Heath, said service was restored when investigating crews closed an open circuit breaker, although they found no apparent cause. Mr. Heath termed the power failure "very unusual" and stated that the system was in perfect working order. It appears that local power circuits were somehow overloaded by the booms and flashes of light that accompanied this UFO.²

Unfortunately the Tamara report is vague and incomplete in a number of spots. The time of the incident is not made clear although I suspect this occurred sometime during the afternoon. Mrs. Riead, the only witness we have to the UFO, reports that the object disappeared after the loud booms and the three flashes of light. Does she mean this literally, that is did it seem to disappear instantaneously? It is too bad that we do not have a more detailed account of this report along with corroborative reports.

88 Shifting back to South America, on Nov. 25, 1957, in Mogi Mirim, Brazil (Sao Paulo State), a similar incident occurred. At about 10:00 p.m., all city lights suddenly dimmed and then failed.

² Michel, op.cit., p.269.
The Lima Citizen, Nov.15, 1957.

At this time numerous people observed a circular light in the sky traveling directly overhead. Shortly thereafter two more similar circular lights followed the first. The blackout was short, only five minutes. The Brazilian press, however, was told by the power station directors that the power failure was without any apparent reason. All engines were working well and there was no damage or short circuits anywhere in the system. As one director said, the power failure just happened to coincide with the appearance of the mysterious lights which passed overhead. No further details.³

Similar UFO reports definitely do come from all over the world because in Rome, Italy at 2:25 a.m., Aug. 3, 1958, a sudden brightness, illuminated the skies over Rome for about three seconds. Simultaneously the city lights dimmed, failing completely in scattered areas.

Dr. Angelo Corsi witnessed the phenomenon along with a Professor Aldern Ricci, and a mathematician named Gino Turglia. Said Dr. Corsi:

89 "The skies suddenly became intensely bright as if it were illuminated by an explosion. The light was violent-orange in color. The whole area was so clear it was like daytime. Three seconds after the flash we heard an explosion."

After this occurred many people saw a long whitish trail, like a fan, in the sky. However, in Rieti, which is about 40 miles north-northeast of Rome, a sergeant and several guards spotted a yellow-green cigar-shaped object moving rapidly southeast at 2:22 A.M. This

object, seen several minutes before the incident in Rome, left a trail of fire, and illuminated roads, mountains and houses for several seconds as it turned night to day. Then at 2:30 a.m. in Naples (over 150 miles southeast of Rome), bus personnel working on electrical wires reported seeing a huge luminous sphere crossing the sky, leaving a colorful trail behind it.⁴

Here, too, the details are scarce, but one thing is sure; these weren't meteors.

90 The following case is very vague but it is reported that on June 22, 1959, at 8:00 p.m., a luminous sphere passed above a wide sector between 20 de Febrero and the San Bernardo Hills in Salta, Argentina. Eyewitnesses watched the object travel in a path from north to south. As it passed over, every light in the city went out. The blackout lasted for only several minutes, after which, everything returned to normal.⁵

The Salta, Argentina Tribuno reportedly carried this story. However, the author wrote the Tribuno in the hopes of obtaining a copy of the newspaper story, but never received an answer.

90 Less than two months after the above mentioned incident occurred, another strange UFO case took place in South America. On the night of August 17, 1959, the four automatic keys at the Uberlandia power station in Minas Gerais, Brazil suddenly turned off. This resulted in the disconnection of power to all trunks. Startled and baffled technicians at the power station hurriedly

⁴ NICAP File.

⁵ The APRO Bulletin, Nov., 1959, p.9.

checked their instruments but found nothing wrong. The trouble was at either the four substations or in the power trunks.

Before the chief engineer could call the substations on the battery operated telephones his telephone rang. A caller from a substation 45 miles away from the central station reported that all the keys at his station had been disconnected simultaneously. He added that a "flying saucer" passed overhead at the precise time the keys switched off. The chief engineer, unamused warned the technician against drinking on the job. But the technician told his superior that he would soon find out for himself because the object was following the trunk line, heading right for the main station.

The chief engineer at the main power station attempted to switch on the automatic keys. He successfully flipped on two of the keys. but when he flipped on the third key the keys automatically turned off by popping back open. At that moment shouts came from outside the building which was situated on a hill overlooking the Uberlandia Valley. The entire valley was illuminated by an eerie glow emanating from a very bright round object high in the sky and approaching with amazing speed. The object's path followed exactly the trunk line connecting the substation that had called only minutes before. The UFO silently crossed above the main power station and disappeared over the horizon. As the object faded out of sight the four automatic keys automatically turned themselves back on and all operations returned to normal. The elapsed time between the two sightings was actually only a two

minutes, thus the speed of the UFO computes to some 1500mph. When the UFO was present the electricity wasn't.⁶

The Uberlandia report was forwarded to the Aerial Phenomena Research Organization by Dr. Fontes. This report also lacks the names of those involved and once again we do not have a detailed description of the UFO.

Still another UFO-blackout report comes from South America, although it, too, is vague. At Acarigua, Venezuela on Jan. 19, 1966, the passage of two luminous objects coincided with a blackout of that city. The two objects came over at 7:55 p.m., one from the north, the other from the east. When the paths of the strange objects crossed, the lights went out in the entire city.⁷

I have reported the above cases, but I cannot criticize too severely the skeptical reader. Too many UFO reports and a good number of the UFO reports presented in this paper sadly lack necessary and pertinent details. Scientists cannot be asked to arrive at any conclusions from these reports because they lack much important information. In this respect all UFO organizations are guilty of doing an incomplete job. The gathering of information is of the utmost importance, especially when dealing with such serious reports. UFO organizations talk a great deal about the E-M reports and present

⁶ C.Lorengzen, The Great Flying Saucer Hoax, pp.175-6

⁷ The APRO Bulletin, March-April, 1966, p.8.

them to their members, apparently asking that they accept the validity of these reports without question. But there is every right to question many of these reports in their present states. It is truly unfortunate that the E-M reports have not been fully documented and researched. On the other hand we cannot simply dismiss these reports on the grounds that they lack information. The reports exist and they must be dealt with. However, we must be all the more careful in arriving at conclusions. But 1965, a fabulous year for the UFO, erased many doubts about the reality of the UFO phenomenon and the reality of the E-M cases.

1965 -A Special Year for the UFO

A huge number of UFO sightings occurred in 1965. This happened in a year when people supposedly knew better than to see "flying saucers." It happened in a year when the United States was extremely active in space. And it happened after more than several years of very little UFO activity. 1965 brought the 20 year old controversy to a head, and attitudes toward unidentified flying objects began to change. Many newspapers, fed up with incredible Air Force "explanations," lashed out through editorials at the Air Force and demanded that a full scale investigation be made into the UFO mystery. The Armed Services Subcommittee of the House of Representatives actually held preliminary hearings on the UFO problem in April of 1966 after the Michigan sightings of 1966 created such a stir. And, according to a front page article in the Sunday, August 14, 1966 New York Times, the Air Force intends to hand the UFO problem over to American Universities for study. All this came about after the worldwide appearance of the mysterious UFOs throughout 1965, but most especially during the summer months.

Not only did the 1965 UFO sightings receive a great deal of attention, but they were carefully and thoroughly investigated. These cases were also reported in detailed accounts and I will present in full many of the UFO-E-M reports from 1965 which leave no room for doubt.

Throughout this paper we find many UFO-E-M reports from November of 1957. The E-M effects in these reports had a wide

range; effects on radios, TVs, cars, airplanes, blackouts, etc.

1965 also presents the same wide range of E-M cases.

The Start

a/ Mathew Rybczyk of Manchester, New Hampshire, reported that on Friday night, Jan. 15, at 9:45 p.m., he was at home watching TV when the set suddenly went blank. Thinking that the snow or wind had damaged the antenna, Mr. Rybczyk stepped outside. Upon opening the door, he noticed a mysterious and unusual light in the sky. The light flashed and he heard a distinct humming sound coming from its direction as the light moved slowly across the sky above the tree line to the east. When the light disappeared from sight the TV set came back on and resumed its normal, uninterrupted operation.¹

Mr. Rybczyk, however, did not report the occurrence until late Saturday, probably after he heard or read about another strange incident that also occurred in the area the night before.

A former Manchester newsman, living in Concord, was driving on Route 4-A between Wilmot and Enfield, N.H., (Wilmot is 39 miles north-northwest of Manchester; Enfield is 19 miles north-northwest of Wilmot.), when the incident took place. The witness refused permission to use his name, but he told the following story:

q2 "The 10:00 p.m. news from WNAC was just starting on the car radio. I was making about 60 mph. All at once the radio stopped. The lights went out, the engine stopped. Everything electrical in the car stopped working. I pulled

¹ Manchester, N.H. Sunday News, Jan. 17, 1965

to the side of the road to see what happened and I was still holding on to the door when I heard a very loud hum like a high frequency electrical whine.

I looked up and saw a very bright light. It was below the cloud cover-I'd estimate it at between 2,000 feet and 5,000 feet-and looked about the size of a flashlight held at arm's length, pointed toward your face. It seemed to be hovering overhead for a moment and then took off toward Mount Cardigan, traveling very fast.

The whole thing lasted about 15 to 20 seconds. When the car's electricity went out and I pulled to the side and stopped, I left the ignition key turned on but the motor wasn't running and the shift was at park. I was more curious than anything else about that light and the sound. The thing that scared me most was when the car started by itself after the light left." ²

This man's report is simply incredible, cars do not start by themselves. It is no wonder he didn't want his name released. But did he make this up? Why? What about Rybczyk's report. After all, both men mentioned a distinct humming sound coming from the strange light. Did they see the same thing? Mr. Rybczyk saw the light disappear to the east of Manchester, but our second witness, 15 minutes later, also observed a strange light although he was located somewhere northwest of Manchester, at least 40 miles away. If both men watched the same thing, then the light obviously deviated from its path after being seen by Rybczyk. This certainly tends to imply control and interestingly enough the light was seen below the cloud cover. However, I do not know if Mr. Rybczyk's TV set was the only one to be affected in his neighborhood when the light passed over, nor do

²Manchester, N.H. Union Leader, Jan.16, 1965.

I know of any other sightings of this curious light. Also, only Rybczyk's TV set was affected, no effect on the lights or other electrical equipment in his home. Our other witness describes complete electrical failure in his car. But this is only the beginning of a fantastic year.

Early Foreign Reports

1965 Japan

On March 18, at about 7:00 p.m., a UFO chased a Japanese airliner somewhere between Hiroshima and Osaka. The aircraft, a Convair 240 piloted by Yoshiaki Inaba of Toa Airlines, carried 28 passengers.

93 / Pilot Inaba reported that the object appeared just after he guided his plane past the small island of Himeji. "I was flying at about 6,000 feet," said Inaba. "The object followed for a while and then stopped for about three minutes, then followed along my left wing for about 55 miles until we reached Matsuyama in Shikoku. After this it disappeared."

Inaba added that the UFO emitted a greenish color and threw his automatic direction finder and radio out of operation. As a result of this he was unable to communicate with any of the nearby landing fields.

The UFO, however, followed the aircraft very closely. Fearing a possible collision with the strange object, Inaba turned the plane some 60 degrees to the right. But the UFO continued to follow closely, making the same abrupt turn, keep-

ing pace with the Convair 240. Although the object kept pace with the plane, staying astonishingly close, it did no harm to it while following directly alongside.

Inaba's co-pilot, Tetsu Umashima, tried several times to break the radio silence in order to report the UFO to the nearby Matsuyama tower. During one of his fruitless attempts to contact the tower, he picked up the frantic calls of Joji Negishi who was piloting a Tokyo Lines small Piper Cherokee 140. Negishi reported that he was being followed by a "mysterious luminous object" while flying along the northern edge of Matsuyama City.

Pilots Inaba and Negishi stated that at the time of their sightings the sky had been clear and the moon nearly full. Tests held by Toa Airlines after the incidents, under nearly identical conditions, ruled out the possibility that the objects seen by the pilots were reflections of lights from other planes in the area. The tests also showed there was little chance of the men being fooled by any type of meteorological phenomenon. (Just how such tests were accomplished was not elaborated.)

Pilot Negishi later described the object which appeared from behind the plane, on his right, as a reddish white object that looked like nothing he had ever seen before. At this time he was 10 miles from Takamatsu. After the object followed closely for more than several minutes, it vanished instantaneously. He immediately contacted the JA 5131 airliner piloted by Captain Inaba to report the incident.

Interestingly, four days later, according to the New York

*Odeh +
end,*
 Times Tokyo Office, astronomical, aviation, and defense experts arrived from the United States to investigate and interview the pilots. Dr. Hermann Oberth, famous German scientist, arrived in Japan on March 24 with a team of investigators to conduct their own investigation of the incident. They learned that two white, shining round objects were seen by passengers as they flew over southern Hokkaido on Nippon Airways flight Number 64 from Chitose Airport to Tokyo.

Also, three employees of the Chugoku Electric Power Company stepped forward to report a strange object that they had seen on March 18. Katsuo Assano, Chief Engineer at the Fucho office, Toshiro Sakurai, and Terumi Tahara were all riding in a car at around 7:00 p.m. when they noticed a weird flying object passing overhead. They described the object as being shaped like a triangle whose top radiated brilliant light. It was in sight for only about 10 seconds before it disappeared, leaving a mushroom cloud. 3*

Once again we see the instantaneous disappearance of a UFO in the Negishi report. We do not know from Captain Inaba's

3Fate, August, 1965, Vol.18, No.8, pp.32-5; "Saucers Chase Japanese Airliner," by Timothy Beckley.

* The March-April, 1965 NICAP UFO Investigator reports that this incident occurred on March 21 not March 18. NICAP also reports that there were 40 passengers on board Inaba's plane. The NICAP report was considerably less detailed than the above and so I suspect that they are in error here.

statement if he, too, watched the UFO following his plane disappear into thin air or whether he saw it move away rapidly. But the UFO that followed Inaba's plane did affect some of the important on board equipment, although it is not reported if the automatic direction finder and radio worked properly after the UFO left. It should be noted that Inaba was not able to radio a report out but he did pick up the report from Negishi. Whether he actually talked with Negishi is also not clear but the report leads one to believe that he could not converse with the other pilot. The employees of the Chugoku Electric Power Company also reported watching their UFO disappear. But here again we do not know if the object actually disappeared instantaneously or rapidly into the distance. Although there were apparently a number of strange objects seen in Japan on the night of March 18, we see in just the three reports presented here a rather wide diversity in the descriptions of the objects involved. Those who argue that UFOs are extraterrestrial vehicles will just have to explain how these vehicles can disappear instantaneously,

The Antarctica Sightings-Perhaps the Best Ever

The amazing thing about the Antarctica reports is that they are composed from official statements released by the South American Governments of Argentina and Chile. Sightings of unidentified flying objects took place from the Argentine, Chilean, and English bases located in the South American sector of the Antarctic region.

A UFO was first seen from the Argentine base on Deception Island, on July 2, 1965, and appeared again the next day when it was spotted from the Chilean and English bases located in the same area. The news about these sightings aroused great interest in Buenos Aires. Under pressure exerted by the press and widespread public interest, the Argentine Navy Secretary released on July 6 an official statement with the following headline: "Observations of unidentified flying objects in the Argentine Antarctica." Below is the Navy report:

qu "The Navy garrison in the Argentine Antarctica (Deception Island) observed, on July 3, at 1940 hours, a giant lens-shaped flying object, solid in appearance, color mostly red and green, changing at moments, with yellow, blue, white and orange shades. The object was moving on a zig-zagging trajectory toward the east, but several times it changed course to the west and north with varied speeds and no sound. It passed at an elevation of 45 degrees over the horizon, distance estimated at about 10 to 15 kilometers (or 6.2 to 9.3 miles) from the base.

During the maneuvers performed by the object, the witnesses were able to register its tremendous speeds and also the fact that it hovered motionless for about 15 minutes at an estimated altitude of about 5 thousand meters (3.1 miles). The meteorological conditions for the area of the sighting can be considered as very good for this time of the year: clear sky, some stratus-cumulus, moon in the last quarter and perfect visibility.

The sighting was witnessed by the meteorologist together with 13 members of the garrison and three Chilean subofficers visiting the base. The observation lasted for 20 minutes and photographs of the object were taken.

In the afternoon of the same day the same object was observed from the Argentine base on the South Orkney Islands, moving away toward the northwest, elevation 30 degrees over the horizon, distance estimated at about 10 to 15 kilometers. The Chilean base also observed the object referred to above on the afternoon of that same day."

Thus ends the first official Argentine report. The Argentine base on the South Orkney Islands is the oldest observatory in the Antarctic region and has been in continual operation since 1905. Continual records of terrestrial magnetism are obtained there, several instruments being used such as variometers Eschenhagen, Magnetometers Kew and terrestrial inductors Schulze. Several of those instruments were working when the object was in the area. A great scientific evidence has been given in Argentina to the registrations taken by these instruments because the presence of the strange object on July 3 produced disturbances in the magnetic field, registered on the magnetographic tapes. According to authorized sources from the Argentine Navy Ministry, the visual observation of the phenomenon lasted for 20 minutes while the instruments at that base registered the presence of the UFO for about one hour and two minutes. According to the same sources, the magnetic disturbances registered have no natural explanation in the present state of our scientific knowledge.

1965
Then on July 9, the Argentine Navy Secretary released a second official report, confirming the previously reported information. This second report reads as follows:

"Contacts were made with the Commander of the Navy garrison on Deception Island, This officer, Lieutenant Daniel Perisse, confirmed the accuracy of his first report explaining that he had only described what had been observed by all the personnel under his command. He again affirmed that the object sighted was as bright as a first magnitude star, was moving to the east with varied speeds, hovered in

mid-air and stopped several times, to follow its trajectory with sudden accelerations and changes in course. The characteristics of the object and its speed permit the affirmation that it was not a star, a weather balloon or an airplane. Seventeen persons observed the strange object, including three Chilean subofficers from the Aguirre Base who were on Deception because one of them had a broken arm and needed medical care.

Concerning the attempts to photograph the object, Lieutenant Perisse informed that the circumstances were not favorable to obtain good photos due to several negative factors including the low sensitivity of the film used, the distance and the darkness at the time of the observation.

On the other hand, information from the Navy garrison at South Orkney Island calls attention to a fact of extreme importance; during the passage of the strange object over that base two variometers working in perfect condition registered disturbances in the magnetic field which were recorded on their tapes."

The Chilean reports, which back up the above Argentine reports, not only lend further corroboration to the UFO sightings but add some very interesting information. On July 7, the Ministry of Defense in Santiago, Chile released the contents of two reports received from the Pedro Aguirre Cerda base on the observation of unidentified flying objects. The messages were sent by Commander Mario Juan Barrera, the Commanding Officer at that base, and were transmitted via radio. The first observation was made on June 18 and was reported as follows:

"I have to report that today, at 4:00 p.m. (local time) was sighted from this base an aerial object luminous intensity first magnitude star, appearing east of the island at 60 degrees elevation

changing direction to the left in a 180 degree turn to the west and then turning 90 degrees to the right; moving away to the south following an irregular trajectory at 4:20 p.m. Meteorological conditions good, dark sky. The phenomenon was observed by all the garrison. Avello 18.40 40Z."

The second report, however, deals with the July sightings.

Commander Barrera reported:

"Sergeant Moya, in the course of meteorological observations on July 3, spotted the presence of an aerial object sighted for 20 minutes by nine members of the garrison. Red-yellow luminosity, changing colors, elevation 45 degrees, crossing the island at SW in a NW-SE direction. High velocity, oscillatory course, luminosity first magnitude star. Good conditions of visibility. Communication on the same day, at 20:30 hours (local time) with English base revealed that on July 2, at 19:45 hours, five members of that garrison had sighted celestial object north of the island, moving in a zig-zagging course, stopping in mid-air for five or ten minutes and disappearing in a vertical direction. Red-yellow color, changing to green, elevation 20 degrees and brightness first magnitude star.

Communication with the Argentine base Deception Island disclosed that on July 3 sixteen persons, including three Chilean sub-officers, had observed an aerial object over the northern area of the island, moving in a N-NE direction, varying speed, oscillatory course, changing yellow-green-orange color, leaving a contrail at 30 degrees elevation. Roundshaped, disappearing into cirrus clouds. Was tracked by theodolites and high powered binoculars. Corporal Duran, from this garrison, took ten color photographs through the theodolite. Still on the same day, in the Argentine base at Orkney Island, two meteorological observers sighted an aerial object flying at high speed on a parabolic trajectory course E-W, while luminosity, causing disturbances in the magnetic field registered on geomagnetic instruments with patterns notably out of the normal.

There were no previous communications between the bases listed above that could produce a psychosis of this kind of observation, which must be of great interest for scientific organizations interested."

As soon as these reports were released to the press, reporters from the Brazilian and Chilean newspapers requested a direct interview with Commander Barrera. He was contacted by radio through Commander Jose Berdichevski, chief of Public Relations, Chilean Air Force, from the Air Force radio-operations center in Santiago. He reported the following:

"It is rash to say that we saw a flying saucer like those from science fiction stories. What we sighted was something real, a solid object which was moving at incredible speeds, performed maneuvers, emitted a greenish light and caused interference in the electro-magnetic instruments of the Argentine base situated close to ours, on a small island.

Its red-yellow color changed to green and orange. It was flying at a short distance from the base at an elevation of 45 degrees, over the north of the island, and moving on a zigzagging course.

It hovered in mid-air after performing one of its maneuvers, remaining motionless for about 20 minutes and then moving away at high speed. We observed this object through high power binoculars and theodolites.

I don't believe it could be an airship of terrestrial manufacture. As an officer of the Chilean Air Force, my knowledge about man-made machines gives me absolute conviction that nothing similar exists on earth in shape, velocity and mobility in space. We have taken 10 color photographs which will be developed in Santiago.

As soon as we sighted the object we tried to contact via radio the Argentine and English bases. But such contact was impossible because there was a very strong interference on the radio-all channels. With the radio useless and under intense emotion we continued to observe the thing in space, on a clear night without winds." 4

The following point was stressed by Commander Barrera, which he considered to be of the utmost importance:

"Corporal Uladislao Durán Martinez quickly found his camera and took about ten pictures which, in view of his experience in that department, are perfect. And he not only took photos direct, but also through a theodolite and high power binoculars, so as to get a more perfect view. Unfortunately we have no laboratory at the Base here for developing color films, so we shall have to wait until next March when we are relieved. Only then shall we be able to make a more complete study of the matter."

Commander Barrera was backed up by his Argentine colleague, Commander Daniel Perisse. Commander Perisse declared that the appearance of the discs was not due to any hallucination or mirage. His description of the object tallied exactly with that given by Commander Barrera. Commander Perisse stated that the whole personnel of his base saw the object, except the radio-operator who was at his post. The radio-operator was able to record on the "magneto-bariometer" the magnetic tracks left by the craft, and Commander Perisse also stated that, as proof, he is relying solely on these magnetic tapes, as he does not think the photographs taken at his base will be of much value due to the great distance of the object and the small degree of light. ⁵

No further information has been released on the pictures taken both at the Argentine and Chilean bases. The magnetic tapes are presumably back in Argentina but these reports speak for themselves.

⁵ Flying Saucer Review, Sept.-Oct. 1965, Vol.2, No.5, p.5.

UFOs Move Into Portugal

ab One week after the Antarctica sightings, UFOs appeared in the skies in and around Portugal. First, on July 9, ¹⁹⁶⁵ the Azore's weather bureau, located on the Azore Islands 750 miles northwest of Lisbon, Portugal, reported that the failure of its ten electromagnetic clocks coincided with the appearance of a UFO. Personnel at the Villa Do Porto weather bureau at the Santa Maria Airport in the Portuguese Azores Archipelago spotted a cylindrical white object shortly after 4:30 p.m., and watched it for about 45 minutes.

The object approached the airport from a south-east-east direction and moved north-west-west, or from an angle of 135 degrees to an angle of 315 degrees. Weather personnel and other witnesses all agreed that the UFO was at an altitude of between 24,000 feet and 30,000 feet. At no time did it make any sound. According to witnesses, the clocks stopped at the same time the UFO reached the zenith directly over the airport.

Antonio Loureiro, a Portuguese newsman, who was the first to spot the cylindrical white object said:

"It was different from anything I have ever seen through my career as airport correspondent. I was not one hundred per-cent sure about its shape, since sometimes it looked like a cylinder and sometimes like a balloon. I personally checked the electro-magnetic clocks which stopped clicking for about 10 minutes all over Santa Maria Airport when the thing hovered vertically at the airport zenith. It could be coincidence, but no expert has later been able to explain why the watches stopped without any apparent reason. Despite its very low speed, the object appeared to be following a course. High altitude winds are not

blowing northwest this season and for this reason it looked like the object was self-propelled."

A twin-engine plane of the Sociedad Acorasna de Transportes Aereos took off from the airport while the UFO was in sight. The plane's pilot, E. Chitas, had been told that there was something high up and pilot Chitas tried to keep an eye on the mysterious object. But as the airplane became airborne the UFO faded into a white cloud blowing in the opposite direction in regards to the UFO's path. Chitas, being on a scheduled flight to the neighboring island of San Miguel, could not stay in the area and wait for the object to reappear so he continued on to San Miguel.

Many people saw the object. Among the witnesses was Mr. Angelo de Braga Chaves, 35, a whale spotter from Marvao near Villa do Porto, who used the binoculars so important to his trade to view the UFO. Said Mr. Chaves:

"Seen through binoculars, it was almost like a cylinder floating vertically, but sometimes it was like a moon. (Looking head on at a cylinder one would see a circle, so it is understandable that the object might at times look like a "moon," depending on the position of the observer with respect to the object.) From the southwestern part of the island I got the impression that it was made of transparent plastic and contained something like two lamps. Anyway, it was shining in the sun. I noticed that it moved against the wind, or at least in a direction which was against the wind blowing at ground level. But that may mean nothing because at that altitude (over 20,000 feet) the wind could be blowing in another direction."

Lajes Airport officials indicated that no weather balloons had been launched from the Air Force base on July 9. Some weather experts also pointed out that weather balloons usually blow up and fall to earth after reaching certain altitudes, lest they hover in airplanes and become a hazard.

With regards to the electro-magnetic clocks, a repairman was summoned immediately after airport officials noticed the clocks were all stopped. The clocks resumed clicking while the repairman was trying to diagnose the trouble. According to APRO the clocks began ticking after the UFO left the area of the airport. The clocks resumed their normal operation without being touched by the repairman, and no one was able to explain why the clocks stopped in the first place. An unnamed spokesman at the weather bureau reportedly stated: "We are completely puzzled."⁶

96 Three days later, early Monday morning, July 12, a Portuguese couple from Pasco, Manuel Fernandes, 54, a white collar worker for the Trawler Owners Association at Matosinhos, and his 47 year old wife, Laura de Freitas Machado Fernandes, sighted a peculiar looking UFO.

The trawling business usually requires Mr. Fernandes to awaken early each morning. His wife gets up with him, but on this Monday morning she got out of bed first shortly after 4:30 a.m. Mrs. Fernandes tells us in detail what happened that morning as

⁶ Fate, November, 1965, Vol. 18, No. 11; "United Press International Reports on Two UFOs," pp. 59-61.

The APRO Bulletin, Sept.-Oct., 1965, p. 7.

NICAP File

she got up:

"It was still dark and I decided to wash the floors of our home. I wore an old nightgown, tying it tightly around me because it was chilly. The sun was due to rise in about two hours, and everything was peaceful around our little home. The cornfield behind our vegetable garden was still, almost as if it were frozen in the deep silence.

I glanced back as I headed toward our well with a bucket in each hand. I am accustomed to taking a quick look at Venus, which we call the "morning star," even if my husband says it is not a star but a planet.

Well, I saw it as usual. Venus is like a good morning sign for me. If the sky is clouded and I don't see it, I feel sad. We country women can't help being a bit superstitious, even if the parish priest says we shouldn't.

It was just then that I saw the thing. It was coming from the ocean, right from that direction at a very high speed, "she said pointing to the northeast.

"At first I was not surprised at all, because I am accustomed to seeing planes take off or land all day long at the nearby Pedras Rubras Airport. There was a red glow about it, but since I know that planes have green and red lights on their wingtips, I was not impressed about that. But when it stopped in mid-air-Valha-me Nossa Senhora! (May our Madonna help me) I was really shocked because I know planes do not come to a halt in the sky.

It was very red. It looked like a Cardinal's hat. I know, because once I saw our Cardinal in a religious ceremony at the Shrine of Fatima. He was not wearing it, but he kept it behind his back, tied with a red cord around his neck. Well, the thing was very similar to Cardinal Cerejeira's hat, with a very large brim. It was still in the air, hovering over the woods we have not too far away from home. I dropped the buckets and rushed back to warn my husband."

The mild-mannered, 200 pound housewife, who runs a kindergarten in the neighborhood, said her husband did not take her seri-

ously at first. Continuing, she said:

"You know, my husband is just like every married man. He's an impossible person before he sips his first morning cup of coffee. He glanced at our radio set, which suddenly had started making a very loud noise, and mumbled something about women seeing things. But then he buttoned up the jacket of his pajamas and strode out of the house with me running and gasping behind him."

At this point Mr. Fernandes takes up the story:

"Laura's story was so confused that at first I thought she had found a Cardinal's hat in our courtyard. But high church dignitaries usually do not have the habit of walking in our courtyard and forgetting their hats there.

I reckon the thing was about 400 meters (one quarter of a mile) distant from us. Just as my wife said, it looked like a Cardinal's hat. It had a dark, round brim and a brilliantly-lighted, orange-colored round top, which gave us the impression that it was lighted from the inside.

At one point on the brim, exactly on the side closer to the airport, there was a red, intensely flickering light. That "thing", which looked to me more or less like the descriptions of flying saucers we have been reading about in the papers for the past 20 years, appeared to be almost still just above the treetops. It was leaning alternatively on either side, very slightly.

We stood there, speechless. The only sound we could hear was the noise from our radio in the bedroom. We had left all the doors open. Laura whispered to me, 'It's a disco voador (flying saucer) isn't it?'

I motioned her to keep silent. It was silly, but I couldn't help thinking that "they" could hear us.

It's difficult to say how big it was, It was still dark, although the night seemed strangely clear. Maybe it was the result of that orange light. I don't know, When I saw the thing it was still just over the treetops and when I stretched my arms out in front of me to get an idea of its size, there was a distance of about 50 centimeters (about 20 inches) between my hand, each of them being pointed at an end of the flying saucer. I

imagine that at that distance, about 400 meters, it should have been a rather huge saucer, don't you think?

There was no smell except the familiar smell of still wet ground. I had watered my vegetable garden just the evening before. The flying saucer itself did not make any sound, or smell, or vibration, only that leaning just a few degrees on one side and then the other, just like a big trawler being rocked by slow, gentle waves. It gave me the impression of a terrific power hidden inside that machine, which could stop in the air with such effortless ease.

We do not know how long the object stood there. I had left my wristwatch behind in the bedroom and, even if I had taken it with me, I was just too busy looking at that unbelievable thing. We think it remained over the woods for about three minutes after 4:30. Then it headed north at full speed. What surprised me most was its start, because it went off without any warning. There was no apparent acceleration before it moved northward. I mean it stayed over the treetops and suddenly was moving straight on—just like a bullet from a rifle muzzle.

There is one thing that I didn't think was very important at the time. When the thing sped off to the north the radio set in our room suddenly stopped making that horrible noise and we could hear the music I had been listening to when Laura got up. I can't help thinking that there may be a relation between the departure of the saucer and the fading away of the interference. It failed to impress me at the time because the saucer was speeding away before my eyes and the radio noise was fading away behind my back. I went to Oporto last year and saw a motion picture where the sound seemed to reach the audience from all sides of the theatre while we watched the picture. Well, it was just like that.

Scared? Maybe we were a bit at the beginning. Then I felt better and better. After the thing disappeared I patted Laura's shoulder, feeling a sudden tenderness for her.

She looked excited, but almost happy. Turning back to the house, she said to me, 'Many strange things happen dear. Your coffee will be ready in five minutes.'" 7

These two reports from the area of Portugal are most interesting, but the UFO seen over the Azore Islands is a very puzzling one. Newspaper accounts state that this object was very similar to the strange object seen over Antarctica. However, the characteristics of the UFO seen over Antarctica are completely different from those of the UFO seen over the Azores. The Antarctic UFO was seen during periods of darkness and from a considerable distance. Its movements were erratic, that is it stopped and started, hovered for some time and then raced away. This object displayed various colors, which is not unusual in nighttime UFO reports. But the UFO seen a week later over the Azore Islands never deviated from its path. It traveled very slowly and seemed to drift as a balloon would, although it traveled against the wind. This UFO was also seen in bright daylight. However, both reports involve trained personnel and in both sightings we note some peculiar effect on electro-magnetic equipment while the object was present. Other than this I fail to see any real likeness between the UFO seen over Antarctica and the UFO seen over the Azore Islands. Both cases present a real mystery and they are extremely well documented.

Mr. and Mrs. Fernandes' report is especially important. This is the first E-M report where we get an insight into the emotions experienced by two people from observing a UFO. Not only do we see that both Mr. and Mrs. Fernandes are sensible

and reasonably intelligent people, but we see that they were genuinely impressed with what they saw. The unnamed UPI reporter responsible for this report obviously conducted a thorough and careful investigation.

The radio interference is certainly interesting and such detailed accounts cannot be dismissed.

Canberra, Australia

Another interesting UFO report came from Canberra, the Federal Capital of Australia, on July 15, ¹⁹⁶⁵ a day when the nearby Tidbinbilla tracking station was playing an important part in the hook-up between Earth and Mariner Four as the American space probe transmitted pictures back from the planet Mars. At 11:00 a.m. that day, six air control officers at Canberra Airport spotted a mysterious glowing object hovering at 5,000 feet.

Mr. Tom Lindsey, an air-traffic controller, was the first to see the UFO. He was scanning the sky to the northeast looking for a light aircraft due in from Bankstown when he spotted the object. The officer in charge of Civil Aviation at the airport, Mr. A. B. Lindeman, saw it as did Flight-Lieutenant Weston, the Royal Australian Air Force Base Operations Officer. Mr. Lindeman said there were definitely no civil aircraft in the area at the time.

In describing the object, Mr. Lindsey said it was like a large yellow luminous balloon, rather like the moon, but smaller. He said that from the position in which it was seen it could

not be Venus. Earlier Dr. B. E. Westerlund, an astronomer at Mount Stromlo Observatory, suggested the the object was probably Venus seen through haze. Mr. Lindsay, however, said the UFO looked like a metallic silvery object, and it hovered in the sky to the northeast at an elevation of between 20 to 30 degrees. He described the departure of the object with the snap of his fingers. "After nearly 40 minutes it was gone-just like that. It was like something rolling over with one side dark and one side light, and then vanishing." It so happens that the object vanished when a R.A.A.F. aircraft went up to investigate.

Mr. Paul Todd of the Meteorological Bureau, which is based in the control tower, told how the object looked like a steel disc revolving so that it caught the sunlight. Then when it lost the sunlight it would disappear completely. "But," said Mr. Todd, "the queer thing about it is that we were all looking into the sun as well."

It should be noted that the control officers thought there must be a "reasonable" explanation. But interestingly another Mount Stromlo astronomer said the object was unlikely to be an illusion or a mirage as more than one trained observer saw it. "If the glowing spot had been a meteorological balloon it would not have stayed stationary. Heaven knows, it may even be an object from another planet," said astronomer Mr. T. Miller.

There is one other interesting "coincidence" associated with this report. While the object was present the Tidbinbilla tracking station reported that it had unusual difficulty in

locking on to Mariner Four as it had great difficulty receiving the Mariner Four's signals.⁸

But how do solid, metallic objects, if it was one, disappear instantaneously?

⁸ Flying Saucer Review, Sept.-Oct., 1965, Vol.2, No.5, pp.18-9

UFOs in the United States

The Heflin Story

Rex Heflin, 37, an Orange County California Highway Department investigator, was working in the vicinity of the El Toro Marine Base near Santa Ana, Calif. on August 3, 1965 when he spotted a saucer shaped object at 11:30 a.m.

97 Mr. Heflin, with four years of active police duty and FBI training behind him, was attempting to make radio contact with Road Maintenance Superintendent Ashcraft to report some tree limbs which were obstructing a railway crossing. But suddenly and inexplicably the two way radio in his truck went dead.

Just moments later, as he drove along on Myford Road in the county owned truck, he caught a flash of light in the corner of his eye. Turning his head, he saw this saucer shaped object. He first thought it was a conventional aircraft, possibly from the nearby Marine air base. The object moved slowly from his left toward the road in front of him. Only when it stopped momentarily and hovered did the highway inspector look more closely. Then he clearly saw the dome on top of the disc. The sunlight which was filtering through some haze reflected from the UFO's surface; it appeared to be a solid metallic object.

An important part of Mr. Heflin's job is to photograph the scenes of traffic accidents, and for this purpose he carried a Model 101 Polaroid camera which was loaded with film rated at 3,000 ASA. The camera itself is equipped with an electronic

device which automatically adjusts for the proper exposure setting.

Upon sighting the object, inspector Heflin quickly grabbed the camera off the seat beside him and photographed the disc first through the windshield of the truck. The slowly moving object continued in an arc, over the road and off to Heflin's right. Not moving from his driver's seat, he snapped a second photo through the right front window of the truck.

At this point Heflin noticed a rotating beam of light coming from the center of the object's underside. He then snapped a third photograph through the same right front window. Heflin reported that the object maintained a relatively level altitude of about 150 feet in relation to the flat terrain. However, he noticed that its motion resembled that of a gyroscope losing its stability. (This same "wobbling effect" has been reported in many UFO sightings. See NICAP's UFO Evidence, p. 153.) He estimated the object was 30 feet in diameter and 8 feet thick.

As the object increased its speed and altitude it seemed to gain stability, reported Heflin. He compared the speed of the disc as it departed to that of a jet, and stated that a smoke ring of vapor remained in the air after the UFO left. Heflin quickly drove to the spot where the blue-black smoke ring still hung in the sky, jumped out of his truck, and took his fourth and final photograph.

At no time did the object emit any discernible sound. The disc had been in sight for approximately 15 seconds and flew from west to east. And, when the UFO left his radio resumed

normal operation.

The Los Angeles NICAP Subcommittee, when learning about this sighting, immediately started an investigation by sending two investigators, Ed Evers, of Anaheim, Calif., and John Grey, of Huntington Beach, Calif., to talk with Mr. Heflin. Both of these men are engineers working on the Apollo moon project at the North American Aviation Company. After talking with Mr. Heflin and getting his signature on a four page statement, Evers and Grey proceeded to check the story out; first the radio interference.

The NICAP investigators got in touch with the superintendent of traffic control in Santa Ana, a Mr. Kimmel. Kimmel explained that since radio messages come through his office, he, himself, heard the transmission difficulties. He said that later he told Heflin to take the truck over to their shop and have the radio examined. This was done and nothing wrong was found with the radio. Kimmel added: "It had been perfectly O.K. ever since."

NICAP found out that Heflin did not rush to the newspapers to report the sighting. A month actually elapsed between the day Heflin saw and photographed the object and the day the story and photos appeared in the Santa Ana Register. Heflin told Mr. Evers he had thought the strange craft must be some kind of experimental plane sent up from the Marine base nearby, and for this reason he didn't show the pictures around. But a few days after the incident occurred, Mr. C. H. Hoiles,

Pg. 172 - last paragraph -

The Heplin photo~~s~~, taken Aug. 3, 1965, did not appear in print until Sept. 20, more than 6 weeks later.

co-publisher of The Register, came into the drugstore where Heflin left the film. The drugstore is owned by a friend of Mr. Hoiles and when he saw copies of the Polaroid prints, he asked to have the copies for his newspaper.

In a signed statement the chief photographer of the Santa Ana Register, Clay Miller said:

"After many telephone calls and several days we ran down Heflin and encouraged him to bring the original photos into the office. When Heflin brought the photos into the office they caused much interest. Everyone crowded around to look at them. To me the photos looked clear, with all parts of the picture in focus—from the window and mirror to the UFO and then farther on down the road to the cars." *

Mr. Miller concluded his statement by saying:

"Under much questioning Heflin gave the same answers and said he really did see the UFO and did take pictures of it. He did not seem to want to dodge any issue that was brought up and had a complete answer for each question. In my opinion he appeared to be a sincere, honest person. As far as I could tell the photos were authentic and had not been altered in any way whatsoever."

The United Press International news service in Los Angeles heard about the pictures and induced Heflin to permit them to examine the photos. UPI turned the pictures over to their own photographic specialists. After considerable study of the pictures and after experimenting with the same camera used by Heflin at the same spot, the UPI photo experts concluded that the pictures had been made as Heflin said they had, and that, whatever

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The window and mirror of Heflin's truck are clearly seen in the photographs as are telephone poles in the distance.

the object might be the pictures were genuine.

Mr. Heflin reported that he was later interviewed not only by an Air Force officer ^{but} ~~by~~ by Navy Intelligence and Marine Intelligence. Heflin said that the Marine officer told him that other UFOs had been seen in the area on five occasions, including a sighting made by a civilian pilot on Sept. 4. "He said there was at least one other sighting on the day I took my pictures in this area," Heflin told the Los Angeles Herald-Examiner on Sept. 24. The Herald-Examiner reported that Marine G-2 (Intelligence) personnel were not available for comment.

Although Heflin's supervisor and others vouched for his integrity, and while all those connected with the incident were convinced that Heflin's story was true, the United States Air Force publicly labeled the photos "hoax" and attempted to discredit Mr. Heflin.

Reprints of the Heflin photographs appear in the August, 1966 issue of Fate as well as in Flying Saucers-Serious Business by Frank Edwards between pages 208 and 209. A detailed discussion of the photographs and additional circumstances surrounding them can be found in the sources listed below.⁹

⁹Fate, August 1966, Vol.19, No. 8, pp.54-61.

Frank Edwards, Flying Saucers-Serious Business, Lyle Stuart, Inc., New York, 1966, pp. 300-3.

UFO Investigator, Nov.-Dec. 1965, Vol.3, No.5, p. 8.

UFO Investigator, Jan.-Feb., 1966, Vol.3, No.6, pp. 7-8.

APRO Bulletin, Sept.-Oct., 1965, p. 4 and p.6.

Nebraska

The state of Nebraska was deluged with reports of red, blue and white lights which hovered and darted over the towns of Valentine, Ainsworth, North Platte, Scottsbluff and Sidney during the night of August 3 and morning of August 4. In perhaps the last report of the morning, at 6:15, a couple in Culbertson reportedly watched a strange craft shaped like a long cigar and silvery colored move across the skies in a north-westerly direction.

98 However, earlier that morning a Beatrice, Nebraska truck driver, named Don Tennopir, reported his startling encounter with a UFO. Shortly after the encounter, Tennopir told reporter Ed Corwin of the Abilene, Kansas, Reflector-Chronicle exactly what happened as they drank several cups of coffee. (Reporter Corwin had been called out of bed by the police to come and talk with the truck driver.) In Tennopir's own words:

"I was driving north on Highway 15 about 25 miles south of Abilene. I was carrying a full load of peanuts and was en route to Lincoln, Nebraska. I guess it was about 1:30 a.m. when all of a sudden all of the lights on my truck went out. Then they came back on, then off, then back on again. About this time this thing, UFO, or whatever, went over my truck with a sizzling or wind-like blowing sound. It scared the hell out of me.

It seemed to almost touch the cab-maybe it was 20 feet in the air-and it just swooped down over the road and hovered there not more than a hundred feet in front of me. I tell you, I was standing on those brakes! I just didn't know what was happening. It looked like it was going to fall right in the middle of the road, but it didn't. I got my rig stopped and about that time this thing raised up a bit and slowly took off

to the west and then headed south. I don't know how long it was there. It seemed longer than 20 seconds, but I was just too damned scared to tell time or anything like that. The thing looked round to me. I'd guess it was about 14 or 15 feet in diameter and sort of orange-colored. The color reminded me of those reflectorized jackets worn by highway repair crews. Anyway, this thing was shooting off reddish rays, kind of in spurts. The rays weren't really steady, kind of flashing. The object appeared to be like a disc, I'd guess it was about two feet thick and the edge was round. There was a hump, or something like that, in the middle. This hump stuck up about four feet or so. There was a dark spot in the hump and this might have been a window or something. I just don't know.

I tell you, I have never been so scared in my life. I've still got a pain in my chest. I regained my senses while this thing was hovering over the road and watched it disappear into the southwest. Where it came from or what it was exactly, I'll be darned if I know. I know this sounds silly, but it looked like a big plate with a cup in the middle. It really did!

After the thing took off, I thought about getting out and walking around, but then I got to thinking there might be more of these things around. I ground gears, and I haven't done that in years, and got the hell out of there.

Coming into Abilene, I got to thinking about all of the reports going around recently, and how I'd thought everybody was just seeing things. Brother, I can tell you, these things are for real."

Use Reporter Corwin wrote that Tennopir was still "visibly upset and shaken" as he talked with Tennopir, even though he was "obviously a man of stern character." Patrolman Quenton Kessler, to whom Tennopir first related his ~~experience~~, said that "he was pale, almost white-faced, and his hands were trembling. He ap-

peared to be all shook up, to say the least."

Corwin wrote that Tennopir did not seem to be a publicity seeker and in fact he was somewhat reluctant to discuss the incident at all.

99 Curiously, at the same time Tennopir was dodging his UFO, a similar series of events was occurring to Harvey Burgman and his family. While they were driving near Amarillo, Texas, they spotted "this disc shaped thing" which was hovering over the highway in front of them. Said Mr. Burgman:

"I stopped the car and got the kids out in a hurry to take a look. I definitely identified the sound of a motor. It had a red light and a green light which then flared up to brilliant colors as it seemed to disappear straight up."

After the UFO left, Mr. Burgman got back into his car only to discover that it would not start. "It acted as though the engine had a vapor lock, and it took about five minutes to start it. But my lights did not go on and off like those...reported on (Tennopir's) truck." 10

Pennsylvania

100 At 10:00 p.m., ¹⁹⁶⁵ on August 9, Connie Wolferd, 16, along with other citizens saw a round object 10 feet in diameter in the Bunker Hill area of Lebanon, Pennsylvania. Around the rim of the clam like object were red lights and in the center was a green irredescent shaft projecting from the top. The object, spewed a lavender flame from its bottom.

When the object appeared, Connie was sitting on her front

porch listening to a transistor radio but when the object became present, the radio went completely blank. At the same time the living room lights in the Wolferd home flickered and the TV set of an unnamed neighbor reportedly went silent. Also, an electric clock on the kitchen range in the Wolferd home was five minutes slow after the sighting. This corresponded with the object's presence. The Wolferd's stated that the clock had always kept time correctly and was not slow previous to the incident. Mrs. Wolferd added that the fluorescent lights in the kitchen and bathroom did not flicker as did the incandescent lamps in the living room.

Bunker hill residents also reported that the leaves atop the trees where the UFO had hovered were singed. apparently by the object's flame.¹¹

Cherry Creek, New York

10 \ Ten days after the Wolferd sighting another extremely well documented UFO report came from upper New York. At about 8:20 p.m., on the night of August 19, ¹⁹⁶⁵ Harold Butcher, 16, was operating the milking machine on the dairy farm of his father (Mr. William Butcher), which is located 50 miles south of Niagara Falls.

While in the dairy barn, which housed 17 cows and was away from the Butcher house, Harold had just finished listening to the end of Radio Station WKBW's 8:15 newscast. Suddenly a heavy static came from the portable radio hanging on the

wall and drowned out the program. At the same time, the tractor to which the milking machine was connected stopped, and the three year old Holstein bull secured outside began bellowing and attempted to pull loose from a one-quarter inch stake which it was tied to by a chain. According to Harold, the bull let out a noise "like I have never heard come from an animal before."

Harold ran to the east window and saw the bull out on the field actually bending the iron stake, even though the bull was tethered through the nose.* But he also saw a large elliptical or football-shaped object with a reddish glow or vapor underneath it nearing the ground. The object appeared to be only about 450 feet away. It seemed to have two vertical seams, with what looked like rivets along the edges. Harold estimated it to be 50 feet long and 20 feet thick. When the object moved vertically, a red vapor was emitted along the craft's bottom. When it moved horizontally a yellowish trail came from one of the points of the object.

The UFO went down slowly just behind a large maple tree, but Harold reported that he was unable to tell whether or not it actually landed because there was a slight elevation between the object and the barn that obstructed his view somewhat. As it gradually descended, the red vapor seemed to come "from the edges, not from the middle." There was no wind outside, stated Harold, but the object emitted a clear beep-beep or bizz-bizz sound.

*

The Butchers reported that the stake was bent just about 45 degrees when the bull got through.

Harold noticed that his portable radio continued making "a heck of noise like a loud static," even though WKBW has a strong, clear radio signal in the area.

Young Butcher ran outside toward the object, but just before he reached the spot where the bull was bellowing, the UFO shot straight up into low hanging clouds. When it rose, Harold said the band of red vapor, about 50 inches wide, shot out from the edges toward the ground, then bounced back into the object as it hovered momentarily, about ten feet in the air, before disappearing into the clouds. The UFO left the clouds glowing a luminous green at the spot where it entered. Harold also said that as the object rose, the pitch of the bizz-bizz sound increased. Author John Fuller reports that the boy claimed to hear a noise like a sonic boom at the moment the UFO went into the cloud, "but," says Fuller, "others were not aware of it." This is rather remarkable and difficult to understand.

Fuller also reports that Harold had begun running back to the farm house, yelling about the object. Supposedly his brother Robert rushed out and both of them saw the UFO hovering over a pine grove, although Robert saw the object only long enough to notice the red vapor and green glow as it went into the clouds. As the two boys returned to the house, Mrs. Butcher and Kathleen Brougham, a 16 year old friend, rushed out but not in time to see either the UFO or the green glow. (Other accounts state that they did see the green glow in the clouds.) Mrs. Butcher, however, said that she did notice strong interference on the radio in the house.

Mrs. Butcher went back into the house and called the Fredonia State Police Barracks. Trooper Haas was sent to check. Only shortly after Mrs. Butcher made the phone call, Kathleen came running into the house, knocking over the young Butcher daughter as she did so, screaming, "It's here again!"

Mrs. Butcher remained inside to tend to her startled young daughter, but her three sons, Robert, Harold, and William, Jr. along with Kathleen, watched the UFO move across a field 700 feet away. The UFO moved across the field in a southeasterly direction, trailing a yellow glowing vapor. After watching it for about a minute, they said it moved off toward Jamestown and disappeared from sight as it went over a hill.

Not too long after this, Trooper Haas accompanied by Trooper Neilson arrived at the Butcher farm. Together with the children, they walked to the spot where Harold had first seen the object, about 450 feet away from the barn. For the first time, a distinct, pungent odor was detected. Later Mrs. Butcher noted that Harold and her young daughter complained of upset stomachs.

By now it was fully dark and the two state troopers, using flashlights, did not find anything unusual at the approximate site, but they did notify the Air Force. The next day Captain James Dorsey, Operations Officer, 4621st Air Force Group, from Niagara Falls Air Force Base, arrived at the Butcher farm with four technicians.

Before they arrived, however, Harold had found a purple liquid substance that morning at the site which they did not see with the flashlights at night. Harold said the substance smelled

"like 3-in-1 oil." His father, who had not been home when the UFO was seen the night before, dug up a sample of the substance and put it in a shoe box. He gave it to the State Police who in turn gave it to the Air Force for analysis. The purplish liquid remained on the ground in several places, and small unexplained indentations in the ground, two inches wide and two inches apart, were also found. There was also some singed grass and shrubbery in the same area.

Jeffrey Gow, a NICAP member, investigated the incident and was able to obtain samples of the substance and singed foliage after the Air Force team left. The samples obtained by Jeffrey were studied by the Kawecki Chemical Company, whose president is a NICAP scientific adviser. Spectrographic analysis showed the main elements of the substance to be aluminum, iron, and silicon. Some phosphorous was detected in the foliage samples which the analyst said might cause a phosphine smell, which in turn would explain the pungent odor detected by the State Troopers and children. The Air Force, however, never released a report on their findings.

Mr. Perry C. Euchner, an investigator for APRO, visited the Butcher farm over a week after the sighting. He found Harold to be an intelligent boy who had quit school in order to help run the farm because Mr. Butcher was not physically well. Harold told Mr. Euchner that the unit which ordinarily powers the milking machine was out of order, therefore, he hooked up the machine to the tractor. Describing the object further, Harold said it looked like "two turkey platters lip to lip." The purple, viscous substance amounted to about one quart and Harold claimed that when he put some of the substance

on his finger, it was as if someone was putting pressure on his finger. He also said that the cows (which apparently did not react during the presence of the UFO as did the bull) normally yield from three to four cans of milk a day, but yielded barely $1\frac{1}{2}$ cans per day for nearly a week after the incident.

Dr. Fred C. Fair, Professor Emeritus of Engineering at New York University, and a Mr. John Maxwell, both members of NICAP New York Subcommittee No. 2, carefully checked the site of the Butcher farm and questioned the witnesses. They reported to NICAP that they felt the report was genuine. Dr. Fair also reported that State Troopers Haas and Neilson were convinced that the sighting was genuine.

Furthermore, on the next night, Aug. 20, State Trooper Richard Ward watched an unusual object with eight circular lights in a line flying twice as fast as a jet. It emitted a faint, unfamiliar purring sound and he was only a few miles away from the Butcher farm when he saw it.

Surprisingly, an unnamed investigating officer from the Niagara Falls AFB (possibly Capt. Dorsey) announced:

"Preliminary analysis reveals object not explainable in conventional terms. Disturbed bull in field. Caused dog to bark. Object caused reduction in farm cows' milk from $2\frac{1}{2}$ cans to one can.¹²

¹² John G. Fuller, Incident at Exeter, G.P. Putnam's Sons, New York, 1966, pp. 36-40.
 Unidentified Flying Objects, Hearing by the Committee on Armed Services of the House of Representatives, 89th Congress, 2nd Session, Hearing No. 55, p. 6055.
 UFO Investigator, Aug.-Sept., 1965, Vol. 3, No. 4, p.7.
 APRO Bulletin, Nov.-Dec., 1965, p. 7.

This sighting is one of the few that Project Blue Book has marked "Unidentified."

However, I must point out that there are a number of minor discrepancies in the various reports on the Cherry Creek sighting. For example, the unnamed investigating officer reports that the reduction in the farm cows' milk was from $2\frac{1}{2}$ cans to one. Mr. Euchner reports that Ronnie said the drop was from almost four cans per day to one. These type of discrepancies are minor but the different reports do vary. However, I have attempted to piece this story together accurately, although there remain some points of confusion.

Interestingly 1965 does not provide us with any reports of egg-shaped objects. Notice that the UFOs in the reports presented here (the American reports) are disc shaped. They are also considerably smaller than the 200 foot long "eggs" seen in the American southwest in 1957. In the E-M cases from 1965 we still find variations and differences from report to report. None of the sightings are the same; one UFO spewing flame from its underside, another trailing red and yellow vapor and emitting a "bizz-bizz" sound, the small disc seen by Tennopir making a "sizzling or wind-like blowing" sound as it swept over his truck, and the remarkable disc reported by Heflin sending out a beam of light. The diversity found in these reports becomes exceedingly more and more difficult to reconcile.

But what does all this mean? If these UFO reports are all lies, then what is prompting or causing people to make up such stories? Why do they often rush to the police and take the risk of being investigated and exposed? What is causing reliable policemen

to see and report these UFOs? Can all these people be deluded? No, we must look for a better and far more reasonable explanation. But if people are reporting real, objective experiences, then what are these fantastic UFOs that fly at thousands of miles an hour, disappear into thin air, register on magnetic tapes, etc.? Are they all related to the same thing, one distinct phenomenon? These questions need very much to be answered by science, and it can only be done through painstaking research. The data abounds. It must be taken seriously.

Several Significant Foreign Reports from September

The Langenhoe Incident; England

102 ✓ On September 14, a very strange encounter took place. This time near Mersea Island in Essex England. The incident occurred at 1:00 a.m., and was witnessed by an intelligent engineer by the name of Paul Green, age 29. Although considerably shaken by his experience, he had the good sense to record the whole of his encounter.

Two weeks later Dr. Bernard E. Finch, MRCS, LRCP, D.CH., FBIS, a prominent UFO investigator, interviewed and cross-examined Mr. Green in the presence of two others. Says Dr. Finch:

"Without doubt his story is true, and in addition he described various subjective symptoms which can only be ascribed to the effects of a very powerful magnetic field on the human body. Apparently the field is so great that it produces a kind of light as yet unknown to our science."

Paul Green's report reads as follows:

"It was about 1:00 a.m. Sunday, September 14, 1965 that I saw the 'thing.' It was a bright

night, the moon was up and I could see the stars twinkling overhead. I was returning to my home in West Mersea, having visited my fiancée in Colchester. I had nothing to drink and was feeling very fit. I was traveling on a motor bike and averaging 40 miles per hour. Just before reaching Pete Tye common a few yards south of Langenhoe, I overtook a motor scooter. My 'bike' was purring along, the engine sounding a healthy note.

As I approached the straight road south to Langenhoe Hall, I heard a high-pitched humming over to my left (the east). This noise became louder and I looked up for a sign of an approaching aircraft. I could see none but noticed a small pinpoint of blue light to the east over Brightlingsea (about 5 miles away). The light was winking and became rapidly larger, and I then realized that it was coming in my direction from over Langenhoe marsh. The humming then became very much louder and changed to a high-pitched buzz. It dawned on me that the light and the sound were connected. The engine of my 'bike' then began to cough and sputter. It missed several times and then stopped dead and the lights went out. The blue flashing light was now about a mile away to the east. I could make out some sort of an outline and an enormous object spun into view, looming up large and uncanny out of the sky. It resembled the upper half of a large spinning top and was about the size of a gasometer. There appeared to be a dome on top, inside of which was flashing a strange blue light. The object slowly descended, tilting as it did so, and I was able to catch a glimpse of its underbelly. This was rimmed by numerous round objects, the whole resembling a "ball-race."

I had dismounted and approached a few paces towards the object. I felt spellbound and was not able to move or speak, just as if I had become paralysed. The flashing blue light became so intense that it was painful, and it appeared to fluctuate in rhythm with my heart beat and hit against my chest. I felt myself tingling all over rather like the electric shock one gets when handling an electrified cattle fence for too long. The buzzing then became quieter, and the object descended in the area of Wick where there are several farm houses.

Suddenly, the scooter that I had overtaken on the road, approached, its engine coughed and stopped, and the rider, a young lad in a leather jacket, dismounted and stood petrified staring at the blue light; he neither spoke nor looked in my direction. My head began to throb, and I felt as if there was a tightening band round it. With a great effort I was able to move, and I grasped my bike and tried to start it. I pushed it along the road, and was gratified to hear the engine suddenly burst into life. I mounted and raced as fast as I could away from the dreadful and 'painful' blue light. As I raced down the road the object was hidden by a tall line of hedges on the side of the road, but I could still see for some time a blue glow in the sky.

I arrived home at nearly 2:00 a.m., and woke my invalid mother (a thing I had never done before), but so frightened was I by my experience that I had to tell someone about it.

The following day I noticed that my hair and clothes were crackling in an unusual manner, and appeared to be charged with electricity.

A few days later I was discussing my experience with a friend who lives at Shrub End, which is 5 miles northwest of Wick. He told me that at about the same time his dog commenced to bark, and as he opened the door to put it out, a large blue light passed by rapidly in the sky directly overhead. It passed towards the northwest." ¹³

Pretoria, South Africa

Very early Thursday morning, September 16, two Silverton policemen, Constable John Lockem and Constable Koos de Klerk, came across a strange object on the national road between Silverton (near Pretoria) and Bronkhorstspuit shortly after midnight.*

¹³ The Flying Saucer Review, Nov.-Dec., 1965, Vol. 2, No.6, pp.3-4.

* Technically then, the sighting occurred very early Thursday morning, Sept. 16.

The two constables reported that they had been to a farm on an investigation when a call from their office summoned them back. Constable Lockem said:

"About three miles from Silverton we all of a sudden saw a sea of flame in the center of the tar road ahead of us. We stopped immediately, and for about ten seconds the object was clearly visible before it rose from the road as tongues of flames seemed to pour from underneath. For a few seconds it stood on the road and then, faster than I had ever seen in my life, it shot straight up and vanished in a northwesterly direction. Only after the saucer-shaped object was in the air did it appear that flames were pouring from two portals underneath it."

There was no sound of any kind and Constable Lockem emphasized that the object had not been there when they had passed the spot the first time. Constable de Klerk said that the object was typically saucer shaped. It was copper colored and shone, and was clearly visible in their headlights and in the light of the flames surrounding it. The object closely resembled a gigantic singing top and was about 30 feet in diameter.

Long after the object vanished the tar on the road was still burning; the flames leaping to a height of three feet, said the constables. Constable Lockem made a sketch of the UFO as seen by him which strongly resembled a child's top. Said the constables:

"I have always considered reports of flying saucers as stuff and nonsense, but after this I shall be the first to acknowledge that these things are real."

The two constables added that they were so stupified and shaken that they could only stare at the object. They saw no

signs of life nor did they see any portholes or openings. However, both men stated that they had not the slightest doubt that the object was 'out of this world.'

Early the next morning they went back to the scene once again and could not find any strange marks to indicate that something unusual had operated on the spot. No strange impressions were noticed other than the charred patch in the tar which was not symmetrical but roughly 6 feet in diameter. The flames, however, had melted the tar to such an extent that any other marks would have been completely obliterated. The flames and heat must have been very intense because everything had been buckled.

The Pretoria police considered the episode to be "highly mysterious" and requested the Council for Scientific and Industrial Research to investigate the nature of the charred patch in the road. On the morning of the 16th, three C.S.I.R. scientists, including Dr. E. G. Halliday, head of the air pollution division, inspected the site and took samples of the charred tar and stone where the object had stood. One spokesman for the C.S.I.R., upon hearing that the constables heard no noise from the object as it took off, commented that it therefore could not have been propelled by conventional motors.

Representatives of the English Flying Saucer Review in South Africa participated in the investigation. Andre Verster, the Pretoria representative, reported:

"This morning (Sept. 16) I visited the section of the tar road where the flying saucer of

Pretoria had purportedly landed. I must admit that the tar surface was badly scorched. A large black patch, some six feet in diameter, was charred in the road where, according to the two eye witnesses who came across it in their police car, the object had stood astride the white line in the middle of the road. It obstructed the entire road according to their report.

In the patch where the flames coming from beneath this strange object had hit the tar road, the tar surface had completely disintegrated. The white paint of the traffic line was completely charred, and the tar was so scorched that gravel could be dislodged with two fingers. An experienced road worker who had been with the Provincial Administration for many years in their roads department, said this morning that if petrol was poured over a road and set alight it could not cause such extensive damage. He was amazed to learn how badly the road had been charred."

It is also reported that Lt. Col. J. B. Britz, District Commander of Pretoria North, in whose area the object landed, stated that the police considered the occurrence as being highly mysterious and that a secret investigation would be conducted from a high level.

Nevertheless, the C.S.I.R. came up with an explanation for the incident. On Thursday night, Sept. 16, Mr. Douglas Maude, C.S.I.R.'s public relations officer, said the scientists involved in the investigation had come to the conclusion the most likely explanation was that somebody had inadvertently or purposefully poured petrol or a similar liquid on the road surface. When this ignited it would have produced a fire ball which shot skywards, leaving a pall of smoke and a circle of burning tar.

The incident received widespread newspaper coverage in

South Africa, and all during Thursday hundreds of motorists caused traffic jams around the charred patch of tar because they wanted to see the spot where the saucer had landed. Despite all the commotion in the national road a few hundred yards from their homes, residents in the area were for the most part unruffled by the report that a flying saucer had landed in Silver-ton. None of the residents claimed to have seen or heard anything strange that Wednesday night.

According to an official at the Department of Civil Aviation in Pretoria, nothing suspicious was reported from any of the radar stations controlling air traffic at the major airfields in the Johannesburg and Pretoria areas.

103 { The two constables were understandably mad when they were made out to be liars. On Thursday night they were interviewed on the radio at 9:00 p.m. and Constable Lochem said that the press had failed to report a fact which they considered to be of tremendous importance, namely that their car's engine had stalled when they came across this object blocking their way. They had no option but to stop. It was then that the object suddenly and swiftly rose from the ground.

Mr. Philipp Human, the Flying Saucer Review's South African representative, reported that one of his correspondents, Mr. Peter Grobler of Pretoria, wrote in a letter dated Sept. 22:

"The scientific people are out to ridicule the saucer story, but I can assure you that the Military people take it seriously.

I know someone from that district who was

present at the inspection and said that they poured a quantity of petrol out near the site and set it alight. The result was negative-
no disintegration of the foundation at all, and
no disturbance was visible.

1/ The two police officers swear that what they reported is the gospel truth and no amount of questioning can deviate them from their story."

Apparently the two constables were not the only ones to see something strange, because at least two other UFO sightings were made that night in South Africa.

According to the South African Newspaper Die Vaderland, earlier that night at 10:15 two unnamed people were traveling in a car when they spotted an enormous white light. It appeared from a northwesterly direction and passed over Boksburg, which is about 35 miles south of Pretoria. The object remained visible for at least five minutes before it disappeared over the southern horizon.

Then, at about 12:00 midnight, several people phoned the East Rand of Die Vaderland after seeing a "red ball" in the sky. According to the witnesses the object traveled from south to north in the direction of Pretoria. They watched it through binoculars and could see it distinctly. It was not an aircraft.¹⁴

The Cuernavaca Blackout

The important tropical resort town of Cuernavaca, Mexico, situated slightly more than 46 miles southeast of Mexico City, suffered three power failures during the night of September 23-24.

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¹⁴ The Flying Saucer Review, Nov.-Dec., 1965, Vol.2, No.6, pp.9-11.

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I suggest you contact Leon Katchen, NASA ~~prof~~ physicist + NICAP advisor, on the Cuernavaca blackout. He thoroughly investigated this case several months ago & came to the conclusion that it was caused by a phenomenal electrical explosion of some sort, etc. (Will send you his address) - Think Katchen has been in contact w/ Hynels on this - you might check w/ Dr. Hynels.

71
The cause? A huge, luminous plate-shaped object which was photographed and seen by hundreds on several occasions that night, reports the Mexican newspaper Ultima Hora.

At about 11:15 p.m., an extremely bright object was seen circling the city of Cuernavaca. Simultaneously there was a complete power failure. Governor Ermilio Riva Palacio, City Mayor Valentin López Gonzáles, General Rafael Enrique Vega, chief of the military zone, and Lion's Club President Joaquin Diaz Gonzales were at a private cinema show when the power failure struck. As they emerged from the cinema they saw the UFO. The intense light from the object actually lit up the entire valley around Cuernavaca. After it left the electric interruption ended.

Residents, airport officials, police, and control tower operators all saw the strange object. Shortly after the object made its first appearance, Cuauhtemoc Betanzos, a pilot for Mexican Airways, saw the object over Lake Tequesquitengo. Although on a routine flight from Mexico City to Acapulco, he attempted to approach the UFO but reported that it caused his aircraft to suffer a series of "crazy and fearful shocks."

2 den. & think so!
This UFO report is among the most amazing and startling report ever documented. Miss Judith Harrell, an American living with a Mexican family at the time, described the event in detail in a letter written Sept. 25 to her parents in Texas. (Her two letters with regards to the UFOs were in turn sent to the offices of NICAP by her parents.) Miss Harrell wrote:

"On Thursday night (Sept.23) about 11:00 p.m., I walked out of my bedroom and saw the strangest thing I'd ever seen in my life. The sky in front of my door was so bright it really hurt my eyes. Even without my glasses I could see something that looked like a disc on our side of the mountain down in the valley to the left of Cuernavaca. It was almost on the ground and I was so scared that I couldn't even move for about 45 seconds.

Finally I screamed, "Millie," as loud as I could and everyone came running out of the house and just dropped their teeth. A doctor from Mexico City was staying with us that night and he saw it too. We watched it for about two or three minutes before we could get hold of ourselves. It then rose up a little higher, got even brighter, turned the sky a blue color, then changed it to a beautiful shade of red and took off faster than anything I have ever seen.

It knocked the lights out in the whole town so we were just standing there in the dark when it disappeared in a split second. Then everything was pitch black again...

It appeared two more times in about the same place and once right over the house. We don't know why, but the flying saucer also caused the transformer station to blow up in another little town real close by so, of course, that lit up the sky for about two minutes also. Then it appeared one more time and then disappeared for the night.

Since then it has been seen in Mexico City a few more times and one time it caused all the car motors and lights to go off for nearly forty minutes. The city was completely stranded."

Each time the UFO appeared, Cuernavaca's power went out. One time at 11:15, again at 1:30 a.m., and once more at 3:00 a.m. With regards to the Mexico City incident, it must have occurred on either Sept.24 or Sept. 25. One report states

that traffic in downtown Mexico City practically came to a standstill when a low flying UFO approached the city and created a "mild earthquake" as it flew over the area. The object was reported to be about 30 feet off the ground and around 24 feet in diameter, ringed with glowing red, blue, yellow, and white lights below it.

Judy Harrell's second letter, dated Oct. 2, is most interesting. In part:

"Let me start off by saying that the UFOs (the flying saucers) are still seen here in Mexico just about every night. It is the strangest feeling to look up at the sky over Mexico City and see these things flying around. If we had seen these things for only one night I would be able to understand why and how the scientists could try to pass it off as a natural phenomenon. It has gone well past that stage now though the funny part of the whole thing is that the scientists are just as puzzled as the rest of the people. The observations have been far too numerous to be considered as a collection of individual oddities, too many people have been seeing and describing the same thing." 15

It seems unbelievable that such a well testified and fantastic series of events went completely unnoticed in the American press. Why? Although the Cuernavaca sightings are well documented, it has been extremely difficult to obtain further details. For instance, Miss Harrell did not answer a letter from NICAP requesting more information, nor did she answer a letter from this author. After several weeks I finally contacted the Compania de Luz y Fuerza del Centro, S.A. in Mexico City. The company serves Cuernavaca and Mexico City with electric power. I asked if they

would verify the power failures that occurred in Cuernavaca that night, tell me the cause of those power failures, and requested any information they might have about the UFOs. In a letter dated July 19, 1966, Mr. F. N. Espriella, the company's Assistant Technical Director, wrote:

"In answer to your letter dated July 1st requesting information as to the cause of the power failures in the city of Cuernavaca on September 23rd, 1965, we would inform you that these failures were caused by short circuits on our lines.

We regret to inform you that we cannot give you any information as to the cause of the failure of car headlights and motors that you mention."

As is readily seen, Mr. Espriella completely evaded mention of the UFOs seen around Cuernavaca and Mexico City. His statement that the power failures were caused by short circuits in their lines tells nothing. What caused the short circuits is the question we want answered. Once again I wrote Mr. Espriella asking him the above question, as well as asking if there was anything out of the ordinary about the failures and whether or not damage was found in any part of the system. His second reply:

"We received your letter of July 23rd and in reply can only repeat what we stated in our letter to you.

We do not know of anyone in Mexico who is personally interested in UFO who might be able to help you in your studies and regret that we cannot be of any further help to you."

Mr. Espriella obviously chose his words carefully, and he apparently was very reluctant to disclose any information with regards to the Cuernavaca power failures. But why?

A Finish in America

Exeter, N.H.

The Exeter, New Hampshire sightings are among the best known and best documented UFO reports on record. Columnist-author John Fuller spent several weeks in the small New England town coupled with many long hours of research. His reports in "Saturday Review," "LOOK Magazine," and his book, Incident at Exeter, leave no room for doubt as regards the validity of the sightings. There were several E-M cases in Exeter, actually only two that seem clear cut.

Fuller reports that Joseph Jalbert,¹⁶ stated that one time while he and his family watched a UFO near their house, his radio went blank for several seconds. Joseph said that the object came very close but he did not describe it. This occurred sometime during the fall of 1966, perhaps in late September or early October. UFOs were observed on several occasions near the Jalbert home which, incidentally, is located near high intensity power lines.¹⁶

The second E-M case involved the Exeter Hospital. One night in the middle of the fall, Mrs. Dolores Gazda told Mr. Fuller that she and two friends saw one of the UFOs hovering at low altitude directly over the hospital. While the object stayed over the hospital for several minutes, hospital equipment and hospital lights did not function properly. The presence of the

¹⁶

J. Fuller, Incident at Exeter, p. 147.

UFO caused one hospital employee to call the police because it was interfering with the power in the hospital. However, the object soon left and conditions returned to normal.¹⁷

The Exeter sightings and Cuernavaca sightings are very interesting and important. In both localities the UFOs were seen on a number of occasions within a period of several weeks. This repetition of sightings in a specific locale is fairly new to the UFO phenomenon, especially when it occurs over a period of weeks and not days. One night when the UFO was seen in Cuernavaca there were three power failures that occurred everytime the object put in an appearance. Although Miss Harrell reports that it was seen constantly for many days after Sept. 23, there are apparently no other instances where the object interfered with electrical equipment. There were definitely no other black-outs in the area when the UFO returned on succeeding days, so if the UFO did cause the power failures on that night through some unknown means, then this is interesting because it implies control and deliberate action.

As in Cuernavaca, the people of Exeter watched low flying disc-shaped objects. But in Exeter, although the UFOs were seen on many different occasions, we have apparently only two E-M cases. It seems rather ridiculous that the interference on the Jalbert radio was caused purposely. The effect was so minor and so fleeting, and perhaps this E-M effect was only a side effect of the objects presence. But was the phenomenon observed in

¹⁷ Ibid, p. 160.

Exeter related to the same phenomenon seen in Cuernavaca and Mexico City which was occurring in the same period? (UFOs were seen from late September to middle October in Mexico; UFOs in Exeter were seen from early September right through the middle of November.) This question is extremely important but we simply do not have a definite answer. Because we do not have a definite answer to this question we cannot derive conclusions with any certainty.

Unusual Blackout in St. Paul

104 Shortly after 8:00 p.m. on Friday, Nov. 26, Nick DeVara and a friend, Mark Wilcox, were crossing the intersection of Maryland and Supornick Lane in St. Paul, Minnesota when they saw a light "like someone welding in the sky." DeVara said:

"It was a huge light, like an airplane in the sky, and as it passed overhead, the lights in a nearby service station went out momentarily. I was astonished."

A short distance to the north, at the home of Mrs. Don Roush, all lights and electric appliances went dead at 8:15 p.m. Shortly afterward, Mrs. Roush reported that her son came home and told her that he had seen a strange blue light in the sky at about the same time the power failed in their home.

An anonymous motorist in the area also saw the blue light, and reported that his radio and headlights went out as he watched it.

Shortly before 9:00 p.m., Michael Rodriguez, while driv-

ing eastward on Warner Road near Highway 61, saw a bright blue light either on or near the ground toward the south. Rodriguez said that as the light appeared, the drivers of two cars behind him stopped to get out and look at the bright light. The light appeared and disappeared three times as Rodriguez continued driving on Warner Road. Then it appeared again after he turned off Warner Road.

At about the same time, Russell Hoff, turned off Highway 61 onto Bailey Road and saw a flash that was "like looking at daylight through a blue windshield." Hoff said he saw four such flashes separated by about 30 seconds. Each flash was red at first but changed to blue almost immediately. Later, he said, he noticed the power seemed to be off in the area.

Police and the Northern States Power Company received numerous calls from residents of the Totem Town area along Highway 61. This area was the hardest hit as the power was completely off there. Several people reported seeing orange and blue flashes in the sky, too.

The Northern States Power Company was baffled. They could not account for the power disruption and the cause was not found. However, power was completely restored at 10:00 p.m. The U. S. Weather Bureau could not offer any explanation for the disturbance, but lightning was definitely ruled out. Later, a Northern States Power Company spokesman attempted an explanation. He said that snow-laden high voltage electrical lines whipped around by high winds were arching and causing the trouble.

"Insulators on 115,000 volt or 230,000 volt lines occasionally short out when it is wet, producing a bright orange or blue light," said the spokesman.

However, as APRO points out, this attempted explanation does not account for the cases of car lights and car radios going out as in at least one report.¹⁸

This power failure is rather interesting. To my knowledge no one reported seeing a UFO, only the bright flashes of light in the sky. What connection did these flashes of light have with the blackout, and what caused the flashes of light? Is there any connection between this incident and other UFO incidents? Bright flashes of light often accompany a UFO report, but witnesses usually report seeing an object of some sort emitting the flashes of light. Not so in this report.

Thoughts on the Great Blackout

1965 seemed to be a year for power failures all over. With regards to power failures it is interesting to note that UFOs have on many times been seen in the area of high intensity power lines, coming and going. Some scientists interpret this as meaning that UFOs are related to some electrical phenomenon associated with the high voltage of power lines. However, UFO researchers believe that UFOs have an affinity for power lines, convinced that UFOs are real, material objects intelligently controlled.

¹⁸

St. Paul Pioneer Press, Nov. 27, 1965.
APRO Bulletin, Jan.-Feb., 1966, p. 4.

In Exeter, N.H., throughout the fall of 1965, UFOs were seen many times near the high voltage power lines forming an important part of the northeast power grid system. But, the Exeter and Hampton Electric Power Company told Mr. Fuller that no unusual voltage losses or peculiarities occurred. There were no localized power failures in Exeter during the fall even though the UFOs were often seen around the power lines.

But, unusual phenomenon were seen at the beginning of the unforgettable northeast blackout of Nov. 11, 1965 in the area of up-state New York. Unusual phenomena was reported from New Jersey, Pennsylvania, and Canada, too. However, most of these reports deal with unsymmetrical balls of fire and strange "clouds." We do not really have any reports of disc-shaped UFOs or anything of that sort, but yet no one has come forward to explain some of the truly strange things that were seen at the time of the blackout. (See Incident at Exeter, pp.230-5 and the APRO Bulletin, Nov.-Dec., 1965 for excellent and thorough accounts of the mysteries surrounding the Great Blackout.)

The most amazing thing with respect to the Great Blackout is the lack of damage found in the northeast power system. The cause of the massive blackout never has been determined, and the most experienced and brilliant electrical engineers in this country have been left baffled and mystified. According to Fuller:

"In spite of the lengthy report issued by the FCC, the Great Blackout has still

not been adequately explained. Ostensibly, backup Relay #Q-29 at the Sir Adam Beck generating station, Queenston, Ontario, was eventually pinpointed as the source of the massive failure. But further investigation, hardly noted in the press, showed that nothing in the relay was broken when it was removed for inspection. In fact, it went back into operation when the power was restored. The line it was protecting was totally undamaged.¹⁹

And so we have still something more to think about. Thus ends the 1965 flap. UFO sightings and some additional E-M cases went right into the winter and spring of 1966, but none of these cases would add anything new. I have presented here, what are, perhaps, the UFO reports of 1965. They come from many different parts of the world. They are detailed. And they are all alike yet different. God only knows what the next UFO flap will bring, but we have a first rate mystery on our hands.

¹⁹ Fuller, op.cit., pp.234-5.