

the apro bulletin

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THE A.P.R.O. BULLETIN

June, 1978

HUGE UFO OVER MINNESOTA



See Story Below

DISC PHOTOGRAPHED IN CALIFORNIA

by John DeHerrera

On March 18, 1978, Leo Giampietro and his wife drove to Palm Springs from their Huntington Beach, California home. Palm Springs is a resort town where the affluent and "garden-variety" people go to relax in the warm winter sunshine. It was an enjoyable Saturday for the Giampietros. They mingled with the celebrities and the tourists. Mrs. Giampietro even did some shopping. The hours go by rapidly when you are having fun and soon it was time to head back home.

Leo, a cosmetologist by trade, is 26 years old. He has a deep thirst for knowledge and enrolls in college each semester. One of his many interests is the space-program. He is a student pilot and has a keen interest in all types of aircraft. Although he reads a lot, Leo had not read any UFO literature and did not pay much attention to the subject. Now he searches everywhere for information about UFOs.

At approximately 3:30 in the afternoon Leo and his wife were returning home from Palm Springs.

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On the 22nd of March more than fifty people in Washington County, Minnesota observed an airborne object which all described as huge, with red lights and making no sound. A study of the reports indicates that the UFO was first seen at 9:15 p.m. by a family in Chisago City and it was traveling on a NNE to SSW course. It was last sighted at Mahtomedi, a small town Northeast of St. Paul. The following is the basic information from some of the witnesses:

Cynthia Darr, 15, and her friend Kari Driver, also 15, were on the patio of the Darr's mobile home at Chisago City at 9:15 p.m. when they noticed "7 or 8" red lights arranged in a horizontal position at 30 degrees elevation in the west. At treetop level, the object appeared to be about 500 yards away and hovering. Cynthia called the rest of the family--Greg, 16, Jeff, 13, and Mrs. Darr. They all watched as the object began to move south toward Scandia, at a very low speed, estimated at 10 miles per hour. When it started moving the lights began moving; the lights on the trailing end of the object began moving forward, over and between the lights on the front, then back to the original position. They could make out no shape behind or around the lights. As the lights crossed Highway 8, the youngsters got into the car and chased the object for three miles. They went west on Highway 8, and turned south on the first dirt road and headed south, but the object finally moved out of their range as they could no longer get closer because of the lack of roads leading in its direction. The Darrs watched the object for a total of 30 minutes.

Mr. and Mrs. David Hawkinson who live near Goose Lake, watched an object which hovered to the east of them, then moved slowly south, for a period of 10 minutes. Hawkinson counted 12 to 15 lights, on two levels, giving a curved, circular appearance.

Ted Zempel of Scandia was on his way home from church with his wife at 9:15 when they saw five red lights about one fourth mile ahead of them which they thought were a formation of helicopters. They stopped the car and watched the lights which moved slowly from north to south at very low speed until out of sight. They heard absolutely no sound.

Bill Woelker, who lives 2 miles east of the Zempels, saw the same 5 lights at 9:15 and was able to make out a shape on the underside. He heard a low buzzing sound, which none of the other witnesses reported.

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Huge

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Jeane Pluff, 19, and Keith La Scotte, 21, saw an object near Beaver Lake, which is east of St. Paul--again, at 9:15 p.m. It was hovering just over the trees and had a band of 8 red-orange lights along its base line and estimated 9 lights suspended by rods underneath. When it began to move, it went 100 feet, hovered and then "teetered", revealing the bottom row of lights. It moved again, and disappeared behind some trees. They tried to chase it by car to Mounds Park but lost it. The total sighting was two minutes and the object appeared to be 50 feet off the ground.

At 9:30 p.m. Carol Anderson of Scandia was driving home when she spotted five large red

lights to her left. She was driving 55 to 60 miles per hour and the object seemed to pace her, staying about 100 yards east of the road. When she pulled her car into the driveway she lost sight of it behind her house. She ran into her house and looked out again and saw the object reappear and slowly continue south where it cut behind some farms and over Big Marine Lake and was lost to sight.

Brad Ayers, a licensed private investigator was on the scene interviewing witnesses and talking to the press. When APRO Field Investigator Joyce Shapiro talked with him (she was out of town at the time of the sighting and therefore was not able to initiate an investigation immediately), he discouraged her from re-interviewing the witnesses, saying that repetition of their experiences and the time element would tend to distort their testimony at that late date. He identified himself as a paid investigator for the Center for UFO Studies (headed by J. Allen Hynek) in Illinois.

The Tuesday, March 28th issue of the St. Paul Pioneer Press carried details of an interview with Ayers by Jim Broede, staff writer. In it, Ayers theorized that 5 U.S. Army Reserve helicopters may have been what was seen by the witnesses. To account for the large number of widely separated reports, he said that the pilots could have deviated from their flight plan and were "jacking around".

Two days later, Wayne Resemius, pilot of the lead helicopter, was interviewed by Broede and categorically denied that his flight could have been responsible for the reports. He pointed out that the craft did not dip below 2,500 feet (mainly for noise abatement reasons) until they landed at Holman Field in St. Paul at 9:35 and that radar records would confirm this. He pointed out that "jacking around" is simply too dangerous with that many helicopters and that many lives (12).

An interesting bit of additional information has turned up in the little town of Cumberland, Wisconsin, which is located approximately 40 miles north-west of Scandia, Minnesota. At least 11 individuals reported seeing a very large object, possibly up to 150 yards in length sporting bright, round, red lights. It made no sound, traveled from NE to SW, at a low rate of speed and was estimated to be at approximately 1,000 ft. altitude. The time: between 8:45 and 9:15 p.m.

Coincidentally, four National Guard helicopters landed at Voyager Village, an area SW of Spooner, Wisconsin at 7:30 p.m. Spooner is 25 miles north and slightly east of Cumberland. The pilots came into the restaurant, ate sandwiches and left.

A woman in Spooner, when she later heard about the Cumberland sightings, said she heard the copters lift off but when she went outside to watch, she saw the *five red lights* but heard no sound.

In the Minnesota reports, it may be possible that the helicopters could have accounted for *some* of

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the reports if the objects were far enough away so that they couldn't be heard or if unusual atmospheric conditions somehow distorted or diverted the sound. However, it seems possible that one or perhaps two large, soundless objects made a low-level flight over Washington County, perhaps even using the helicopter flight as a cover. There are discrepancies but both the Scandia and Cumberland reports are under investigation.

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Disc

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Mrs. Giampietro was tired so she "dozed off." Leo was scanning the skies for military aircraft. He is well aware that the area he was driving through is "restricted" military airspace and military pilots exercise combat maneuvers out in this desert wasteland. An alert motorist on Highway 10 can sometimes observe various types of fixed-wing and rotary aircraft.

As Leo was looking out through the left window of the car he observed some small patchy clouds in the sky. Suddenly, while he was watching the clouds, he noticed a small object traveling through the clouds. He felt sure it must be some conventional aircraft. It wasn't anything like the Cessna he takes flying lessons in. It didn't have any wings or airfoils of any kind! The strange aircraft was traveling along Highway 10 in the same direction that Leo was traveling.

The unidentified flying object was approximately 45-60° above the horizon. Leo estimated that it was 2,000 feet away. In size it would compare with a Cadillac. The initial speed would be about 150 to 200 mph. It's shape was oval or like that of a squashed football. The structure appeared metallic.

"I'm very interested in aircraft so I kept on watching it. Then I said: "This isn't any ordinary kind of aircraft! I slammed on the brakes and stopped the car so I could have a better look. I watched it as I waited for a car to go by. Then I grabbed my camera, ran across the highway and started taking pictures of this thing. Funny thing! As I started shooting pictures, it stopped momentarily. Then it shot up at about a 90° angle moving away from where I was at. As it was going through the clouds, I could see it one minute then it would be hidden for a few seconds. It happened so quickly! At first I didn't have any idea what I was shooting. Later I decided I wouldn't tell anybody."

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F.I. PACED BY U.F.O.

The following is a report of a personal encounter with a UFO on June 15, beginning at 9:55 p.m., of Field Investigator Donald R. Todd of Kingston, Rhode Island:

I was returning home from a meeting in Wakefield, Rhode Island about 5 miles east of my house in Perryville. I was driving west on Rte. 1, a divided highway. The sky was clear with the stars and moon visible--the moon to the west southwest on the south side of Rte. 1. The breeze was light and upon checking later, the temperature was 62°.

About half a mile from my cutoff, the road curves and the entire area for miles around is rather heavily wooded especially on the north side of the road. As I rounded the curve, I saw through my windshield what I thought was Jupiter shining extremely silvery-white and low over the trees to the *northwest*. As the road straightened out just short of the cutoff, I realized that Jupiter wasn't up, and even if it had been, its normal position at that time of night is always *southwest*, on the *south* side of Rte. 1.

The moon was up and a little more than half. Normally Jupiter sits just a shade farther south and east than the moon. So . . . I knew what I was watching was not Jupiter. I checked my watch. It was 9:55 p.m.

It took me approximately five minutes to go down Old Post Rd., turn down my somewhat lengthy driveway and race into the house for my binoculars, camera and field kit. Upon snatching up the bag, I darted to the bathroom window which faces west, and was in time to see the UFO move into position just west of the house and stop just behind the topmost branches of the trees.

Since my house sits up on a hill, I raced out to the top of the steps, laid the glasses on the object and realized that because of its obscure position just behind the branches that a picture would be useless. Again I checked my watch. It was 10:00 p.m.

I jumped into my car and raced up the driveway. As I turned onto Old Post Rd., I observed the UFO moving northwest low across the trees, to cross Old Post Rd. in front of me and then proceed slowly west across the trees. As the diagram suggests, Old Post Rd. curves back onto Rte. 1, but it is a good deal more crooked than I have depicted it.

When I got back onto Rte. 1, I followed the object approximately 40 mph. The darned thing was deliberately moving at a leisurely but tantalizing speed, and always just above the forest tree line where I couldn't get a decent picture of it. It was infuriating.

It is just about six miles from the Perryville cutoff to Rte. 112. Having gone through these

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chase charades before, I knew I would never catch up to the thing, so I turned back east on Rte. 1. The object doubled back as well, coming a lot closer to Rte. 1 than before but, being careful to keep well low over the tree line. It paced me all the way back to the point where I turned again on Rte. 1, to return to my driveway.

As if in anticipation, the UFO turned slowly north, and as I returned to my driveway, I saw it once again passing northward over the very same area where I had first observed it. It disappeared northward over the trees at 10:22 p.m.

The object appeared to be about one quarter the size of the less than full moon. I would say that it was never more than half to three-quarters of a mile distant from me at any time. When it stopped just west of the house, I'd say that it was easily within a quarter mile.

It was hard to judge its height. Having flown all over the area several times in a Cessna-170, at anywhere from 500 to 2000 feet, I would have to judge its height at somewhere well under 1000 feet, probably closer to 500. Its altitude never varied that much during the encounter. It sort of maintained a constant buffer zone beneath itself and the tree line, dipping slightly or rising, according to the topography.

Its appearance at all times was exactly like Jupiter or Venus when at their brilliance, except that the UFO was larger, closer, even *more* brilliant and of course, soundless. It was a beautiful simulation of either planet.

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NOTES ON AERIAL PHENOMENA IN INDIA

By Ganesh

To the best of my knowledge, India, and also many other countries in the Eastern hemisphere, possess the oldest culture known to man.

Flying objects, travel in space, levitation, anti-gravity, etc. were commonplace in Ancient India. In our epics, The Ramayana and The Mahabharatha, one comes across hundreds of instances of this nature; the average person treats this as 'mythology' or 'folklore' or even stories written to pass the time. But one does not realize, these have to be based on some facts and customs prevailing in that period. (Conan Doyle does not picture Sherlock Holmes as a James Bond that we know so well--each one according to the period in which he existed).

Most *Gods* are known to use flying chariots to travel in space, Surya (Sun) Indra as examples. Some others, like Vishnu and Shiva, just materialized wherever they wanted to. The famous

Naarada who was a liaison-man was always travelling from world to world on his job, just materializing wherever he wanted to!

The Pushpaka Vimana (aeroplane in Sanskrit is Vimana) is well known to anyone who has read Ramayana. This craft has unlimited seating capacity, no pilot or crew, and does not lose any time travelling from place to place; obviously travels on 'thought' orders! No technology at all, so no failures, no danger of a crash, no maintenance!

Anjaneya (Son of Vayu the Wind-god) is a flyer. Being once sent to Sanjeevini mountain to bring back a specific medicinal herb, as he could not find the herb for a long time, he brought the whole mountain back, to enable the medicine-men to look for the herb themselves!

The significant feature of such a period was that the Devas (Gods) lived in the heavens and the Asuras (Demons) inhabited the earth, always interfering with Rishis who were trying to win *Gods'* favours by offering penances, sacrifices, etc. Several hundreds of instances where the Devas and Asuras have fought wars, the Devas always emerging as winners, though many times, by a close shave!

Trishanku did serious penance so that he could physically go to heaven (bodily) and almost succeeded; in the end he was 'suspended' in mid-space!

Our Vedas and Puraanas will certainly have answers to our various questions. It is said that Rig-veda is *infinite* and can be studied for the next million years without completing the study! It covers the 'evolution'.

Coming to the present, say within the last one hundred years, there are thousands of instances on record, of unknown flying objects, believed by the simple people as 'demons' themselves. I have spoken to hundreds of villagers who have seen these phenomenon--strangely enough, not much of this is heard or sighted in cities!

Recently I heard that in a certain village, close to Bangalore there were strange happenings. The villagers used to sight several moving lights in the sky over the southern part of the village during the night, and later in the morning found one or the other occupants of the houses in that area possessed by the 'devil' (some hypnotic trance?). This continued for a few weeks, and by and by some persons were found missing, too! (abducted?) The villagers, being quite religious, offered sacrifices to the 'demon-gods', chanted 'mantras' to be rid of them, all with no avail. Finally, they did the only thing left--demolished all the houses in that particular area and built them afresh in the northern part of the village (in other words, 'moved' the village itself) and everything was normal thereafter. But even now, some claim seeing the nocturnal moving lights, and call it in the local language, "Kolli Devva" or 'fire-devil'. No

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Notes

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one has investigated this phenomena--is there any magnetic disturbances in that area? Any other peculiarities? The poor villagers do not even have electric power, and not one of them would have seen a 'magnet' ever!

I have travelled fairly extensively in South India, and almost every village here has a story to tell about aerial phenomena; some of the villagers are so religious, any investigation is not encouraged at all!

Some of the 'contactees' are permanently affected mentally and so 'locked away', treated as if insane. 90% of such affected persons happen to be females! Again, no investigations. Local medicine-men are consulted (this is now a commercial/mercenary racket) but success is not guaranteed. In many of these villages there is not even a general-practitioner!

A full scale investigation into the phenomenon in India could take many years, and require a very large team of investigators!

Some of the things that I have personally seen, could easily be in Ripley's "Believe-it-or-not" but since this does not come under 'aerial phenomena' I am not touching the subject just now!

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Flying "Boxcar" In New York

By Robert Barrow
APRO Field Investigator

On March 30, 1978, sometime between 10:15-10:40 p.m., Mr. Joe LaBella, age 20, was driving on what he believes was the Pompey Center Road in Pompey, N.Y., outside of Syracuse. He had just dropped his girlfriend off at her home in that area, and was on his way back to his parents' home in Syracuse. He was travelling west (or possibly north) and, at that late hour, noticed only one other auto on the road, and this passed him a few minutes before his UFO experience.

The evening was clear and cool, with no noticeable wind; the air seemed calm to the witness. He was travelling at 55 m.p.h. in a 1976 Ford LTD. His attention was not fully on driving, because he was attempting to get a station on the car's FM radio; however, and this may or may not be significant, all he could raise was static--no stations would come in. He did not know whether this is normal for the location in which he drove,

but was planning to try the radio at another time on the road.

LaBella happened to notice a light far behind him, reflected in his outside and inside mirrors . . . the light was solitary, as if that of a car with one headlight or perhaps a motorcycle, and seemed to be a good half mile behind. He returned his attention to the radio dial. Suddenly, a bright flash, like that of a flash bulb, abruptly made the witness look up, and all around him. Looking out the window on the driver's side, he noticed an object about 30-50 yards away, gliding over the field (note that the roadside was covered with snowbanks and the field was barren of trees by the road--trees were off in the distance, and the witness therefore had a clear view of the object as it paced him side by side).

With his windows remaining closed, LaBella watched an object as large as a boxcar (40 to 50 or perhaps 60 feet long, 10-20 feet high) pacing him. It was flashing so many lights that it reminded him of a Christmas tree. The drawing (with other info) accompanying this report will indicate the object's shape and light pattern. While the middle section contained many bright white lights, the top and bottom sported *duller* blue-white panel lights. Importantly, the witness noted that, although his car bounced up and down due to several potholes and uneven road surfaces, the object travelled smoothly as it continued forward with his car. After perhaps TWO MINUTES, the object suddenly ascended so fast that it was an instant blur of lights. LaBella, afraid the object was over his car now, sped away at once.

Frightened by the experience, he pulled into a shopping center parking lot in Dewitt and gained his bearings. He then continued home, met at home by his parents. His father, Joseph LaBella, Sr., states that his son was visibly upset when he arrived home at 10:45-10:50 p.m. The Sheriff's Department (Onondaga County) was called and they took a report. No time loss noted by witness.

The witness notes no unusual effects physically or emotionally; he calmed down after arriving home and telling of his sighting. He is a student at Brockport College, N.Y., and visits Syracuse on weekends, generally; he is a junior and is studying computer science and physical education. He notes that the object was bright enough to turn the snowbanks bright white. Also significant is the fact that he DID see the movie, "Close Encounters," but notes that the similarity of his sighting to the scene where Richard Dreyfuss thinks a car has approached his truck (but is a UFO, which ascends, etc.) didn't hit him at first--though it did afterwards. Mr. LaBella sounds most sincere and certainly has gained nothing personally by relating his sighting to myself and others.

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BEGINNING NEXT MONTH:

The most incredible report A.P.R.O. has ever received, by Dr. John S. Derr and Dr. R. Leo Sprinkle, includes UFOs, Big Foot, and paranormal phenomena.

BOOK REVIEW

SCIENTISTS CONFRONT VELIKOVSKY

Edited by Donald Goldsmith; Cornell University Press, Ithaca, N.Y., \$8.95, 183 pages, bibliography, index; foreword by Isaac Azimov, contributions by Norman W. Storer, Peter J. Huber, Carl Sagan, J. Derral Mulholland and David Morrison.

by James D. White

This symposium belongs among books on the UFO question because it tells in detail how and why the scientific community reacts as it does to radical challenge to its accepted orthodox beliefs.

The challenge the scientists confront here is that of Immanuel Velikovsky, a medical doctor born and educated in Russia and now in his eighties, who practiced medicine, including psychiatry, in what is now Israel for 15 years before coming to this country in 1939. The confrontation took place in San Francisco in 1974, at a meeting sponsored by the American Association for the Advancement of Science, some 24 years after Velikovsky's first book, *Worlds in Collision*, was published in 1950. He followed with two other books on the same theme, *Ages in Chaos* in 1952 and *Earth in Upheaval* in 1955.

His theme is that ancient sages from many cultures, including some in the Old Testament, were not just hallucinating when they told of upheavals which caused the planets to war with one another, the sun to stand still and the seas to overwhelm the land in catastrophic floods. Specifically he proposed that around 1500 B.C. the planet Jupiter disgorged an enormous mass of material as a comet which later solidified into the planet Venus. Along the way it came too close to the Earth and wrought all sorts of havoc such as interrupting terrestrial rotation, wrenching the Earth off its axis and generating enormous tidal waves. Velikovsky also proposed that later, around 750 B.C., the planet Mars was drawn into the act, and before Mars and Venus settled into their present orbits there was another close brush with the Earth which brought on further terrestrial convulsions.

With evident relish, the scientists dispose of all this planetary misbehavior by citing the same laws of celestial mechanics which Velikovsky seems to think were temporarily overridden. What really seems to upset them is his implication that the solar system, since settling down following its formative ages, has not always been more or less as it is now, with all the planets following nearly circular orbits, never going anywhere near one another, and with the whole scene providing a stable environment here on our little ball of mud in which life could evolve along the accepted, very

gradual, lines of natural selection and survival of the fittest (helped along with an occasional mutation) as envisioned by Charles Darwin

The technical demolition focused on Velikovsky's theories by the three astronomers, Sagan, Mulholland and Morrison, is convincing enough, but suffers from their reliance on their own assumptions and their contention that his cannot possibly be valid because they are contrary to established beliefs.

This of course is a subjective reaction by a non-scientist who read two of Velikovsky's books only just before this symposium was referred to him for review. Among other things, I had formed the impression from Velikovsky himself that he can generalize too readily from too shaky and too few particulars and that he can be misled by ancient accounts which, for all their seeming concordance, may have gone through multiple translations. But the scientists' response also generates unease. They seem to be setting up straw men when they accuse Velikovsky of arguing for the literal truth of the Bible and against the whole concept of Darwinian evolution.

My own reading of him would be more along an opinion that he thinks the ancients are telling us that *something very violent happened* which caused otherwise unexplained upheavals here on Earth, and that his deduction regarding evolution amounts to little more than a contention that these upheavals must have affected its course--not that this effect disproved the general theory of evolution.

The scientists seem to be saying: we have shown Velikovsky to be mistaken in his reasoning and his methods; therefore he is wrong. Granted, but followers of the UFO controversy will recognize the pitfall inherent in their implied invitation to assume, because Velikovsky's thinking was less than airtight, that all such challenges to scientific dogma are therefore without merit or that the scientists are invariably correct in defense of their current beliefs.

In fact, more than one contributor to this symposium notes that science is a "self-correcting structure" in which established beliefs are subjected constantly to new ideas, and that, through the impact of such new ideas after they have been properly scrutinized and accepted if found worthy, the whole body of knowledge winds up closer to the truth than before.

In theory, yes. In actual practice, this process takes time, and properly so as the scientists themselves point out. But, one must ask, how much time? And who determines how much time? Who but these same scientists and others like them?

The 1974 symposium on which this book is based featured an appearance by Velikovsky himself and another by a Velikovsky supporter, physicist Irving Michelson. Neither's statement appears in this book, and it is explained that Velikovsky failed to make a twice-extended deadline (after insisting

upon expanding his statement, as Sagan had restored portions of his after skipping parts in his oral presentation) and that Michelson refused to agree to have his statement published in this volume. The book does say where both statements were published elsewhere shortly afterward.

The astronomers, arguing from within their own discipline against Velikovsky's conclusions, are buttressed by Peter J. Huber, a Swiss professor of mathematical statistics who marshals his knowledge of ancient cuneiform records about the planet Venus to demonstrate that here, again, Velikovsky was led astray. The other contribution by a non-astronomer is from Norman W. Storer, a sociologist who analyzes the scientific community as a distinct group in society. For the student of the UFO controversy, this perhaps is the most interesting part of the book apart from what the scientists reveal about themselves.

Storer notes that the Velikovsky assault hit the scientists just when they were as demoralized as anyone else by the advent of McCarthyism with its anti-intellectual terror tactics toward scholarship and the whole Cold War climate of blacklists and loyalty oaths. Under these circumstances, he suggests, it is perhaps no more than natural that the scientists took 24 years to get around to confronting Velikovsky. But, he notes their response up to that time was neither scientific nor courteous.

Storer pinpoints a conflict of motivation among scientists: science is supposed to be common knowledge among them, with each obligated to share his findings with his fellows, thus putting new ideas to the test of criticism and thus advancing the general knowledge. But at the same time scientists may be inhibited from making full disclosures lest someone else get the credit for their discoveries. Storer does not say so, but the "publish or perish" syndrome so often remarked in academic circles well may contribute to this conflict.

Storer agrees with the scientists that much of their resentment against Velikovsky, their reluctance to confront his arguments, and their general uptightness in the face of his challenge all are traceable to some extent to the fact that he is not one of their own, that he committed the unpardonable sin of going over their heads to the public with his books and that his writing, while popular among non-scientists, cannot really be answered by scientists because it is not couched in the standard language (and assumptions) of science.

All of which is familiar ground for observers of the UFO controversy which has been going on even longer than the one over Velikovsky, but this same ground may never have been quite so penetratingly explored from the viewpoint of the scientists themselves.

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SPATE OF SIGHTINGS IN YUKON

Although the dates of these reports go back to late December 1976 or early January 1977, they are, nonetheless, most interesting. Unfortunately the exact dates are not known, but the Edmonton Journal for January 10, 1977 carried the article about the cases, and stated that the then current UFO activity started two weeks prior to that date.

Tom Banks and Ken Schofield, ambulance attendants, were on a routine trip up the Alaska Highway to pick up a patient for transportation to Whitehorse. At a point about 25 miles NW of Whitehorse, they sighted what appeared to be an extremely bright star, stationary in the sky. "Then all of a sudden it was down in our area in no time." At close range it appeared as a bright white oval but it gave off such intense light that no definite shape could be determined.

It appeared to follow the ambulance for about 20 minutes, hovering and darting back and forth at a very low altitude. During this period, the men radioed Whitehorse that a strange airborne object was following them. In a later report to police they said that at one point the object came head-on toward their vehicle and then darted to one side. They also reported that the electrical system in the ambulance was interrupted and was not functioning properly during the time that the UFO was close to them.

Eventually they got the dome light to work and turned it on. When it began flashing, the UFO flashed a bright light back at them. It then appeared to hover quite close to them for a few seconds and then skipped off over the trees and out of sight. Both Banks and Schofield said the object could fly at a great speed and maneuvered "like nothing they had witnessed before."

When first sighted, the object appeared as a very bright, stationary star, then suddenly it was close to them, oval-shaped but giving off such intense light they could not discern a definite shape or details.

One hundred miles away, in Carcross, an elderly gentleman reported seeing a similar object earlier the same night Banks and Schofield were followed.

Both of these sightings are similar to the experience of three Whitepass truck drivers at the same time a year before on the Alaska Highway. The three, in separate trucks, were bound for Whitehorse during the early hours of the morning and said they were followed by a bright white object for a number of miles. They radioed ahead to Bill Bowers, the weighscale attendant, and asked him to be on the alert for the UFO.

Bowers later reported seeing the object and said he watched it hover and dart over Whitehorse for about 10 minutes, before leaving at high speed.

The most notable information in this report is the apparent reaction of the UFO to the ambulance's flashing light, as well as the apparent interference with the vehicle's electrical system, both phenomena of which have been reported in the past.

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UNDERWATER UFOS

From time to time APRO receives reports involving unidentified objects coming out of or entering bodies of water. Some of these reports were sketchy, others are quite detailed. In this article we will present two reports, the first of which is third-hand and lacks detail because the witness refuses to be interviewed, afraid of being ridiculed if her identity got out.

The woman, whose home overlooks a bayou in Louisiana, had arisen early one morning (no exact date) in 1973. As she was walking past the picture window in the living room, something caught her eye on the water of the bayou. It was a glow or light which was moving and seemed strange to her. As she watched, trying to determine what it was, a disc-shaped craft suddenly came out of the water and flew off out of sight. She said she was absolutely petrified with fear, as it was something like she had never seen before. We have no further information as to details of the craft, time of day or length of observation, but it is felt that despite the lack of information the report should be made a part of the record.

The second case is second-hand but sufficient information is available so that an investigation is underway. Our informant is reliable and although we have names, including the name of the ship involved, and the location of the sighting, we doubt that we will be able to publish all of the info even after the investigation because of possible repercussions to the witnesses. However, if more details are forthcoming, they will be published in this periodical.

Here we take up the narrative of our informant: "Of all the UFO reports I have read and heard about, one intrigues me more than any of the others, mainly because I was a personal friend of the two men who witnessed it. To this day I believe them sincerely.

"Somewhere along about 1964 or 1965, I went aboard the steam tanker owned and operated by _____. I went aboard as second engineer and held this position for approximately 2 years. The Captain's name was _____; I can't recall his first name. His Second Mate's name was _____. I can't recall his last name. They both were married and resided in _____. The Second Mate has since died of a heart attack and the Captain divorced and moved to _____. The Captain would be about 60 years old now. I saw him in _____ a couple of years ago and as far as I know he is still in _____.

"The Chief Engineer, since deceased, of this ship and myself became good friends. One day after I had been there sometime and in one of our conversations, the talk got around to Flying Saucers and the Chief told me I ought to talk to _____, he'd seen a Flying Saucer and got his tail in a lot of trouble over it. Here's the story as Captain _____ told it to me, and _____, the Second Mate, told the same story.

"After supper (5-6 p.m.) one evening, off the coast of _____ following the Gulf Stream north to a US port, Captain _____ went to the bridge and he and _____, who was the Mate on watch (4-8 p.m.), walked out on the wing of the bridge and were just standing there talking of mundane things and gazing out over the water. This was a way of passing the time to them, I do it often myself out on deck. They both saw something surfacing and they both thought it was a submarine. But this one didn't stop at the water's surface; it rose right on up in the air for several hundred feet, leveled off and flew straight ahead for a distance and suddenly went back down into the water. Captain _____ said that even up in the air it still resembled a submarine with a conning tower about midways back but that it had portholes or windows all along it. I can't recall all the details but I'm sure Captain _____ can. Now here's the rub. Captain _____, being a man of integrity made an official entry in the ship's log and using what means Captains use to report such things, duly wired in a report of it. When the ship reached port, the investigators came aboard and this is the point at which Captain _____ would say no more. He closed his story by saying, and this I remember well, 'I don't care if I see Jesus Christ out there walking on the water, I ain't saying nothing to nobody.' Even ashore having a few drinks together and everyone feeling mellow, he wouldn't tell anything of this interrogation.

"I debated whether to write this letter to you or to NICAP or just let the memory lie and die. But one of the men on here gave me your book to read, "Encounters with UFO Occupants" and since your address was in the book (also NICAP's) I decided to write you. I would really appreciate it if you would just acknowledge that you received it.

"My reasoning is that somewhere there is a full reliable report on a UFO made by a sane, sober, responsible man and its divulgence might aid and abet the solution, which is bound to come someday, to this perplexing and engrossing enigma. And somewhere this Captain _____ is growing older and closer to death. I am not equipped nor qualified to investigate but surely you have a contact in _____ who is.

"Just one other thing, it was along about this time that all ship's Masters were issued poloroid cameras ostensibly for insurance purposes. One fellow told me they had been told to take pictures of anything they'd ever have occasion to have to prove."

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