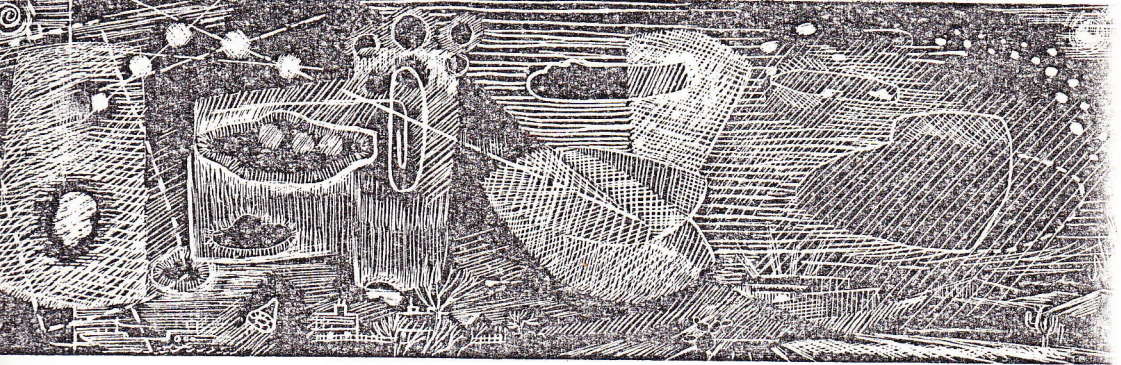


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AIMS:

1. To encourage and promote unbiased scientific investigation and research into Unidentified Flying Object phenomena.
2. To collect and disseminate evidence and data relating to Unidentified Flying Objects.
3. To co-ordinate UFO Research on a nation-wide scale and co-operate with persons and organisations engaged upon similar research in all parts of the world.

MEMBERSHIP: The annual subscription to BUFORA is one guinea (\$3). This entitles the member to receive four consecutive quarterly issues of the Journal and Bulletin. Enquiries and subscriptions should be sent to Mrs. A. Lloyd, 9 Guildford Street, London, W.C.1.

ARTICLES, LETTERS for publication (preferably typed double spacing). **BOOKS** for review and **EXCHANGE PUBLICATIONS** should be sent to the EDITOR, Charles. A. Stickland, 22 Roseberry Street, London, S.E.16.

INFORMATION

The association relies very heavily on individual members for information concerning UFOs and related phenomena. You are earnestly requested to send reports and press cuttings immediately, direct to the Information Officers for the regions concerned:

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EDITORIAL

THE PROBLEMS FACING US

Internal

This, the first issue of the BUFORA Journal and Bulletin, is the fruit of the amalgamation of the British UFO Association with the London UFO Research Organisation on January 25, 1964. BUFORA is the embodiment of the desire, on the part of many societies, that we should have a national organisation truly representative of opinion in all parts of the country. The degree to which the various shades of opinion are expressed ultimately depends on you — the reader — and your willingness to put pen to paper. This is your problem, as much as the editor's, because no material means no magazine — it is as simple as that.

Two other problems facing us as an association are that of organising the flow of information between societies and that of securing a prompt, effective and thorough investigation of incidents. We are making some progress towards this end, but constructive proposals, suggestions and help are always welcome from members. I expect that, as in any new venture, there will be a number of creaks and groans before the administrative machine is working properly, but I have no doubt that with persistence and goodwill, our initial difficulties will eventually be overcome.

External

Our main problem in relation to society in general is to convince other people that the subject we study is a serious one. In many ways this is an internal as well as an external problem, because we will be judged by our behaviour and opinions, and on the way we pursue our investigations. I believe, myself, that the only way of solving this problem is to concentrate our efforts on improving the internal situation and that a substantial change in this will bring about a corresponding change in the public attitude towards us. If we are honest with ourselves we must admit that the standard of literature on this subject is very low. Articles are noteworthy for their unsubstantiated assertions and lack of factual data. If a sighting is referred to it is seldom that we are given a reference to the original publication, so that we may consult the report ourselves. Yet this is standard practice in normal scientific work. If we study the average UFO magazine we will find items chosen more for their sensational content than for their real intrinsic value. The aim seems to be to titillate the reader rather than interest him. If this is a fair picture it is not surprising that intelligent persons treat our subject as they would a popular newspaper — amusing at times, but not to be taken too seriously.

I hope that forthcoming issues of our publication will help to redress the balance slightly. I do not, however, wish to discourage contributors who may feel they cannot reach the standard set. If your effort presents some new idea worth thinking about it will be welcome, however badly the idea is expressed.

Finally, let me stress once again that the success of this magazine depends very much on you, the reader. Editing is a two-way process — unless you let us know your views, favourable or unfavourable, we shall not be able to produce the kind of publication you want to see. We also depend on you to increase our circulation. If you like it, tell your friends and acquaintances, if you don't like it, tell us!

THE UFO ELECTROMAGNETIC FREQUENCY

A. C. Purton

Of the few physical effects associated with the appearance of UFOs one of the most remarkable and perhaps most significant is what may be called the "electromagnetic (E-M) effect". The most important phenomena coming under this heading are:

- (a) Failure of ground vehicle and aircraft engines;
- (b) Failure of vehicle and building lights;
- (c) Radio and television interference;
- (d) Physiological effects, in particular temporary paralysis.

The NICAP report⁽¹⁾ on E-M effects associated with UFO sightings lists a total of 81 cases between 1945 and 1960.

As Michel has pointed out⁽²⁾ all the above effects can be explained (qualitatively) if we assume that certain UFOs produce in their vicinity a powerful, alternating magnetic field. If this is so it is a fact of great consequence for UFO research. For if these magnetic fields are of sufficient strength to interfere with a car engine when the UFO is several hundred feet away it should be possible to detect them at far greater distances with suitable apparatus. (However, it should be noted that there are cases in which a UFO has approached a car without causing any noticeable effects. For example see LUFORO Bulletin III, 5, page 1).

The type of detecting apparatus required will evidently depend on the characteristics of the UFO E-M field — especially on its frequency. It thus becomes necessary to determine where, roughly, in the E-M spectrum the UFO frequency is likely to lie. Two lines of approach to this problem are:

(I) In what frequency range would the field have to lie in order to produce the effects observed in a given piece of equipment?

(II) Are any frequency ranges ruled out by the consideration that existing equipment (e.g., radio sets, radio telescopes) would already have detected the fields in question?

(I) The effects reported strongly suggest a very low frequency field that induces currents of the same frequency in the affected equipment thus causing interference with the currents normally flowing in such equipment. For example, to interfere effectively with house lighting the UFO field frequency must be in the region of 50 c/s. Similarly one would expect the frequency required to destroy synchronization in the spark-plug action of a car engine to be something like 100 c/s. These suggestions of a very low frequency are supported by some of the other effects:

(a) The case⁽²⁾ of the vibrating road signs discussed by Michel. This suggests a frequency below 20-30 c/s;

(b) The case⁽³⁾ of a UFO stopping a wristwatch and a car clock. This could well be due to a static field;

(c) Any metal object in an alternating magnetic field will tend to vibrate and produce a noise. This may apply to parts of the UFO's structure — i.e., the kind of noise detected close to a UFO may give an indication of the field frequency. The noise most often reported⁽⁴⁾ is a low hum, purr or buzz. This would correspond to a frequency around 50 c/s.

(d) The well-known case⁽⁵⁾ of a compass needle waving wildly. This suggests a frequency below about 20 c/s.

(II) The E-M spectrum is reasonably well covered by existing equipment in the range from 10,000 Mc/s (radar and radio astronomy) to 10 Kc/s (long wave radio) although fairly short periods of UFO-induced interference would probably go undetected, especially in the high frequency region. As mentioned above, there have been reports of TV and radio interference. The NICAP report includes 16 of these cases. One intriguing case⁽⁶⁾ is that of interference in the form of a white band across a TV screen. This could be due to a high UFO E-M frequency modulated at 50 c/s. It would seem that investigations of correlations between UFO sightings and TV interference could be of value.

At the other end of the spectrum there is the possibility that the field may be static or near-static. However, such fields of the observed strength would almost certainly be detected by the extremely sensitive equipment which is in continual operation in the world's magnetic observatories. Correlations between UFO sightings and unusual magnetic storms could be investigated here.

The remaining frequency range is that between about 20 c/s and 10 Kc/s — the audio region. In this range there is much natural activity — the signals being generated by atmospheric phenomena such as lightning flashes — but it may possibly be of significance that some of the "noises" detected by research workers in this field have yet to be explained.

The above considerations would suggest that the UFO E-M frequency lies in the audio region — most probably between 20-100 c/s. The equipment required to detect such signals is simply a fairly sensitive audio amplifier whose input can be connected to an aerial or direction-finding coil. If a sufficient number of such "UFO-detectors" could be put into operation, one of two results should emerge fairly soon. Either

(a) a correlation would be found between UFO sightings and unexplained detector signals. This would obviously have tremendous consequences for UFO research;

or (b) no such correlation would be found, in which case we would have to look elsewhere for an explanation of the "E-M effect" and/or assume that it is associated with UFOs only on rare occasions.

REFERENCES

- (1) NICAP report on E-M effects, included in "The Challenge of Unidentified Flying Objects", by Maney and Hall.
- (2) Michel, "Flying Saucers and the Straight Line Mystery", p. 209.
- (3) Michel, "Flying Saucers and the Straight Line Mystery", p. 246.
- (4) Michel, "Flying Saucers and the Straight Line Mystery", index.
- (5) Keyhoe, "Flying Saucers from Outer Space".
- (6) LUFORO bulletin, I 11/12 p .11.

FOOD FOR THOUGHT

From a letter to the *Scientific American*, April 1964, by Freeman J. Dyson, of the *Institute for Advanced Study, Princeton, N.J.*:—

"... Our business as scientists is to search the universe and find out what is there. What is there may conform to our moral sense or it may not. . . . It is just as unscientific to impute to remote intelligences wisdom and serenity as it is to impute to them irrational and murderous impulses. We must be prepared for either possibility and conduct our searches accordingly. . . . Intelligence may indeed be a benign influence, creating isolated groups of philosopher-beings far apart in the heavens and enabling them to share at leisure their accumulated wisdom; or intelligence may be a cancer of purposeless technological exploitation, sweeping across a galaxy as irresistibly as it has swept across our own planet . . .

"... we must be aware that we have perhaps a greater chance of discovering first a technology run wild, insane or cancerously spreading than a technology firmly under control and supporting the rational needs of a superior intelligence."

HOME REPORTS by Dr. G. G. Doel

The Epping Sightings

The news of the two sightings in the Epping area at the end of 1963 did not filter through to our association until the second week in March, 1964. This appears to have been due to two causes.

- (a) We did not then subscribe to a Press Cutting Agency;
- (b) Those who were connected with us who were soon on the spot failed to send in a report.

Following a telephone call from Mr. Nigel Stephenson who had learned of these sightings I prepared the ground for investigating the area and interviewing certain persons connected with the incidents whose names had appeared in the local Press reports. I arranged to meet the main witnesses at the spot in question (which was at a riding stables in the village of Ivy Chimneys, near Epping) on Saturday, 7th March, at 2.30 p.m.

My daughter, Diana, and I first contacted Mr. Banks, the proprietor of the stables, and learnt that the riding school had been transferred to a spot about a quarter of a mile away and that the young people concerned were expected there in accordance with our arrangements.

There we found Miss Carol Foster (aged eighteen), and Robert Ewing (aged 13) who were the witnesses of the first sighting on the 26th (Thursday) December, 1963. They recapitulated the incident and recorded their testimony on tape, which, briefly, is as follows:

Carol and Robert were arriving at the stables at about 8.0 a.m. on December 26th: the day was overcast but dry. Passing across the sky they were surprised to see an unusual flying object. It was long and flat, the exact shape not defined as they seemed to be presented with a side elevation all the time it was in view. Towards the rear of the "craft" there was a dome-like protuberance without visible windows. It was silent.

Miss Foster stated that her fist at arm's length just covered the object from end to end. It was silvery white and "bright", as there was no sun they concluded that it was self-luminous. They took their eyes off the object as they sought for other witnesses, when they looked again it had vanished. Now if Carol's arm was two feet long (that is, eye to fist) and her fist 2.4 inches across, at 1,000 feet the object would be 100 feet across. On the day in question the clouds were "low", they agreed "lower than today" (the clouds at this moment were about 1,000/2,000 feet, very difficult to estimate accurately) they may well have been down to 500 feet.

The object was below the cloud cover so we may make a rough estimate of 30 to 50ft. length. We did not meet any other witnesses of this sighting. (Object flew from N.E. through South to S.W. at about 45' elevation.)

Miss Pauline Abbott then arrived, she is a trainee riding instructress, and gave us her story, which we have also taped, after some persuasion.

Pauline had returned to Mr. Banks' stables at about 4.0 p.m. on Friday, December 27 (the day after the above sighting), and had ridden up to the gate into the field where the horse was to graze. The horse suddenly stood stock-still and she could hear a squelching noise coming from the field . . . she thought it must be a man walking about in the mud. The horse still stood rigidly and following its gaze she could see a peculiar object on the ground in the field ahead of her. Then — presumably remembering the previous day's sighting — she called out to Mr. Banks, a UFO; more exactly, "Mr. Banks, there is a ewe eff oh in the field!"

The object was about eight feet long, she thought, three feet or so high in the middle, tapering down to a point each end and obligingly Miss Abbott sketched the object for me. The evening was misty but the object showed up well as it was bright and white. She concluded that it was glowing slightly. Towards the left of the object there was a feature which looked like a car windscreen seen nearly from the side, from this panel there was a definite glow brighter than the rest of the thing. When she called out, the UFO began to accelerate to her left leaving the ground in a shallow climb. Unfortunately a straw stack immediately to her left cut off the view of the object after thirty or so yards' flight and she did not see it again.

The next day the occupants of the riding stables examined the ground where the object had rested and according to the three witnesses already mentioned the ground was slightly depressed over a circular area and marks like those made by a blunt knife, drawn across the muddy turf. There was a central circle about a yard across with four radiating marks equally distributed. At the outer end of three of these marks were impressions in the mud like three large fingertips pushed close together in the ground. Pauline sketched the marks which the others agreed were a true representation. A fourth trefoil could not be found.

Placing the three witnesses at the points where they estimated these marks had been found them to be about eight feet apart. This would make the shallow depression (which was not evident now) just over eleven feet in diameter.

Mr. Paul Webb, a BUFORA member, who had previously investigated the sighting stated that a fence post which could have been in the line of flight was leaning away from the point of take-off; on the top of the post there was some thick, silvery, slimy deposit. Similar material was found by him within the area where the object had rested. We did not find any of the substance and the post had been straightened up. This ended the interrogation of the three young witnesses and we had a chat with Mr. Banks. He himself (he said) was a sceptic and by the time he got to the field the marks were not very clear.

He also said that there had been a previous incident in 1958 only about 150 yards from this very place and that a Mr. Frank Collins had been on the spot when it occurred. He phoned Mr. Collins who by good chance was at home not far away and in a few minutes he appeared.

He kindly consented to record for us the incident in 1958 which he remembered vividly. It was in June or early July and he was in his garden during daylight hours when he heard a tearing, rending, screaming sound "like a jet plane out of control". There was a brilliant green light which outlined objects against the white wall of his sitting-room — he had his back to the window. A crash followed, and when he turned round he saw that bushes were alight and smouldering some little way off. When he arrived at the spot many people were running out of their houses to see what had happened and later both the police and the fire brigade appeared at the scene. The bushes were black and smouldering for "about thirty square yards" and the police began probing a hole in the centre of the area which was about seven inches in diameter and fourteen inches deep. When they had gone Mr., or I should say, Major Collins took a knife and scraped around the wall of the hole.

He retrieved pieces of a silvery material resembling fused plastic, photographs being taken of a Mrs. Hutton holding a few of the fragments. These photos Major Collins is trying to recover from Mrs. Hutton.

I compile this report without giving any of my own conclusions so that they may be evaluated by Mr. Cleary-Baker and team without any influence from me.

Other points arising from the fore-going

Miss Carol Foster sketched the object she saw and it was agreed with Master Robert Ewing.

I have contacted reporters on all the local newspapers who had been on the spot and find that there were a good many reports published. Mr. Webb had collected most of these and kindly offered to send them to me. Unfortunately they have not arrived and seem to have been lost in the post. The Epping branch of the West Essex Gazette are still interested in the question of UFOs and were most helpful.

Evaluation by BUFORA Evaluating Officer J. Cleary-Baker

1. Sighting of December 26th, 1963

There seems no reason to doubt that Carol Foster and Robert Ewing have given an accurate account of what they saw.

I do not know of any sort of natural phenomenon which might be invoked to explain this sighting and nothing in the appearance of the object suggests that it can have been any sort of balloon. If it was not a UFO it was some kind of conventional aircraft.

The witnesses state that the object was long and flat, having a dome-like protuberance towards the rear. They add that they were presented with a side elevation of it throughout the period they had it in view.

My suggestion is that they actually saw an aircraft, flying at an altitude and angle whereby the observers saw the starboard wing edge-on and the port wing not at all. The brightness of the object suggests that the sun was shining on it, even though obscured by clouds so far as the two witnesses on the ground were concerned. The glare would tend to hide any momentary glimpse of the wings which might result from the aircraft "banking" while altering course.

The alleged lack of noise from the object may be explained on any of several hypotheses, or a combination of the same. The wind may have carried the sound away. Or wind and/or other noise in the observers' vicinity may have "drowned" it. Again, it is not unusual for an observer's preoccupation with one aspect of a sighting to blind him or her to its other aspects. Here, the witnesses may have been concentrating on the visual features of the object to the exclusion of auditory factors. Not having paid conscious attention to the sound, they may have concluded afterwards, in all sincerity, that there wasn't any!

I have myself, on a number of occasions, seen aircraft in circumstances which duplicated the appearances of this sighting. The following additional considerations are also pertinent:

- (a) The object was apparently flying quite low and was not inconspicuous. There would surely have been corroborative evidence except on the hypothesis that others who saw the object realized that it was an airplane;
- (b) Reference to a map indicates that the object's course — N.E. through S. to S.W. — would bring it, in a short time, into the immediate vicinity of Heath Row Airport.

I suppose there is a certain margin of doubt but I am fully satisfied in my own mind that the object was an aircraft.

2. Report of December 27th, 1963

The evidence of a single witness, described by a responsible person well acquainted with her as imaginative, is a somewhat precarious foundation on which to erect a narrative of a UFO landing. I will not go so far as to accuse this young lady of hoaxing but I feel that a pennyworth of fact has here been augmented by a pound's worth of invention! The evening was misty and a light reflection from a vehicle on the road nearby, distorted by a swirl of vapour, could afford a fanciful mind all the prerequisites for a UFO landing story.

The previous day's report must have brought the subject of UFOs into Miss Abbott's mind and her call to Mr. Banks suggests that she had at least a little previous acquaintance with UFO literature. (I do not find that "UFO", even in the horrible "Ewe-Eff-OW" variant, is a term in common use among the public).

I do not "take much stock" in the alleged depression and marks at the site of the supposed landing. Mr. Banks, apparently, could not see anything out of the ordinary in them and experience proves that all sorts and sizes of mark can be found in any field if one looks for such.

Mr. Webb's "slimy deposit" seems a trifle irrelevant. It is not uncommon to find posts smeared with slime mould of the myxomycetes kind. When the post was set upright it would be natural to wipe or scrape off the deposit.

Miss Abbott's story impresses me as representing much ado about very little!

3. Incident of June/July, 1958

A most interesting phenomenon but one which is capable of ready explanation in non-UFO terms. The flash, crash and conflagration are typical of what occurs when, to quote from a textbook of Meteorology, ". . . a sustained charge between the cloud and the earth, lasting perhaps up to about one-tenth of a second, burns or melts the object struck". In other words, I think that lightning struck an object on the ground and caused a fire in so doing.

It should be noted that such incidents may occur when there is no storm and not even a great deal of cloud. A hole may be made at the point of the "strike". (It may be recalled that an attempt was made last year, in a letter in the "New Scientist", to account for the Charlton crater in this way. There, however, the weight of evidence was strong in rebuttal).

To sum up, I see no evidence of any UFO activity in any of the incidents reported from Epping.

Conclusions :

- Report of 26/12/1963:
Possibly an airplane.
- Report of 27/12/1963:
Probably a light reflection
- Report of June/July, 1958:
Probably lightning.

The Walthamstow "Flying Cigar"

by Dr. G. G. Doel

A report appearing in the Walthamstow Guardian on Friday, 17th April, 1964, was sent to me by Mr. Paul Webb. This in brief stated that the bus driven by Mr. Bob Fall of Walthamstow had been narrowly missed by a gleaming cylindrical or cigar-shaped object which came out of the sky, passing across the front of his bus at top-deck level.

He saw it hit the telephone wires and there was a crash and splash as it struck the bank and then plunged into the River Lea. The time was at 8.43 p.m., Monday, 13th April.

Mr. Fall stopped at the first telephone box and alerted the local police. (On returning in his bus later he saw that the police van had arrived and that dragging operations were in progress).

I visited Mr. Fall with my daughter on Sunday, 19th April, at his home at 47 Upper Walthamstow Road. He agreed to an interview later in the day so we proceeded to the scene of the sighting to investigate. We drove along Ferry Lane following the course of Mr. Fall's 123 bus and soon reached the bridge over the River Lea (we were going west towards London).

The river at this point is joined by a canal passing from our right under the far arch of the bridge. This produces a short tongue of land extending from the bridge support to our left before the canal merges with the main stream.

The road is flanked by high posts bearing sodium lights which would illuminate the bridge brightly at night. The telephone wires mentioned by Mr. Fall were down; these had stretched from the towpath on the west side of the river (on left of bridge as we passed over) to a warehouse on the east side. We descended on to the towpath and examined the telephone wires which had been coiled on the bank. The ends had been cut at an angle cleanly and the plastic covering roughened but not definitely burnt.

At this time we were not aware of the exact direction the wires had taken but it was clear that the object, if falling, must have plunged into the water.

We then returned to Mr. Fall's home with tape recorder and interviewed him with his wife.

Mr. Fall confirmed the report mentioned above and added that he heard a loud fizzling sound as the object passed. The outline of the thing was not visible long enough to say more than it appeared to be cylindrical or cigar-shaped. He first saw it coming out of the sky slightly ahead and to the right of his bus, flying rather than falling. It shot across the front of the bus at upper-deck level and he saw it hit the telephone wires which were running alongside the bridge on his left-hand side. He heard a crash-cum-splash as the object plunged into the river.

During the moments of the sighting Mr. Fall had brought his bus to a halt. He "Thought his back windows had come in". He saw that some of the passengers were looking in the direction of the splash.

Mr. Fall started his bus but stopped at the first telephone box to alert the local police. On returning at about 10 p.m. in the opposite direction he saw that a police van had arrived and that something was going on down by the river.

Subsequently the police called on Mr. Fall and claimed to have found nothing. They disturbed some ducks and suggested that some of these flying in line could have accounted for his sighting. How ducks could have cut through telephone wires they did not explain.

On further questioning Mr. Fall said that he would estimate the length of the object as about nine feet; width not certain. It appeared silvery from reflected light and he did not think it was glowing. He had no explanation as to origin or nature of the phenomenon.

Possible Explanation

A television programme later the same week showed activities at the American Air Combat Base at Bentwaters, Suffolk. Voodoo fighters were shown landing and taking off. Under the fuselage of each of these aircraft were slung two cylindrical objects of about the same size as Mr. Fall's UFO. These were silver and either extra fuel tanks or dummy aerial torpedoes.

Now Suffolk is not far from Walthamstow as the Voodoo flies and did one of them jettison a dummy torpedo over the Lea valley which nearly torpedoed Mr. Fall's bus? I have written to Wing Commander Col. Robin Olds about this but doubt if he would be forthcoming even if my suggestion is correct.

The police claim to have found nothing, but even if they had, again it is not likely that they would admit to such an occurrence. The local morale might not be improved by the thought of being struck by jettisoned impedimenta, even originating from our American allies. Mrs. Fall told me that the police had instructed them not to say anything to anyone about the incident; this in itself might be significant.

I find that our own Mr. Harper also investigated the sighting and found the other end of the telephone wires tied to the bridge. He learnt from the police that they had done this to find the spot where the object had crossed the bridge and from this had estimated probable point of entry into the River Lea. He found that the river is only two or three feet deep here and wonders if the thing could either be buried in the mud or have entered at some other spot.

I would say that Mr. Fall is not of the imaginative type and it is not likely that he has fabricated the incident. The broken telephone wires are some concrete evidence in favour of fact. No one on the bus has yet come forward although the Walthamstow Guardian invited any passengers on Mr. Fall's bus who saw anything to come forward.

OVERSEAS REPORTS

AMERICA

A Socorro, New Mexico, policeman, Lonnie Zamora, reported seeing an object on the desert, about a mile south of Socorro, New Mexico. It was egg-shaped, about the height of a car, but larger, appeared to be made out of a shiny, aluminium-like substance and stood on four girder-like legs. There were no signs of life around the object. When Zamora had got within about 100 yards of it, it rose and flew slowly away until it faded from sight. It left behind scorched grass and bushes and four indentations 14 inches long and 6 inches wide.

Investigating officers from an Albuquerque Air Force base visited the area two days later and were followed three days afterwards by Dr. Hynek, the Air Force consultant on UFOs.

This has obvious points of similarity with the Charlton incident of June-July last year (reported in BUFOA Journal and LUFORO Bulletin).

Less detailed reports are to hand of similar objects being seen north of La Madera (northern New Mexico) and swooping down on a car in the Espanola area.

Credit: James D. Wardle, Salt Lake UFO Council;
Salt Lake Tribune, 26/4 and 30/4;
Deseret News and Telegram, 27/4 and 1/5;
Daily Telegraph, 30/4;
Evening Standard, 30/4.

29/4/64 — A group of youngsters said they saw a glowing, egg-shaped object land at night at Canyon Ferry, Montana. Apparently it left behind four shallow holes 13 feet apart and forming an imperfect square. In the centre was a round mark about three feet in diameter where the grass and prickly pear cactus was lightly scorched.

Credit: James D. Wardle, Salt Lake UFO Council, Salt Lake Tribune, 1/5.

30/4/64 — Mrs. Gloria Biggs, her husband and her mother, Mrs. Lorene Ayres, all of Fontana, California, reported seeing an object on a hilltop just off U.S. Highway 91, some 10 miles west of Baker, California. It was described as smooth, brownish and dome-shaped and was watched for about five or six minutes while their car was moving. It disappeared from its perch when they looked away for a moment. Mrs. Biggs said it left a large depression in the ground.

Credit: James D. Wardle, Salt Lake UFO Council, Salt Lake Tribune, 1/5.

30/4/64 — Mr. and Mrs. James Pace and their two children, Suzanne and Michael, together with a neighbour family, Mr. and Mrs. Robert Cameron and their son, Kevin, were on their front lawn at Green Rivers, Wyoming, in the evening when their children drew their attention to an object in the sky. Looking at it with binoculars, it was described as a shining, round light, standing on its edge like a silver dollar, very high in the sky. They watched the object, which appeared to be hovering, for about half an hour, after which storm clouds obscured it.

There is, of course, nothing in this report to rule out the possibility of it having been a balloon.

Credit: James D. Wardle, Salt Lake UFO Council, Deseret News and Telegram, 1/5.

5/64 — A number of farmers near Smithfield, North Carolina, were searching on the night of 12/5 for a "monster". Apparently at least 10 people have seen it, described to be about seven feet tall, with 16-inch-long footprints. Farmers reported finding two pigs, a goat and a cow killed and partially eaten.
Credit: Mr. Bleach, Evening Standard, 13/5.

18/5/1964 — This report comes from Hubbard, a small town about thirty miles south of Portland and twenty miles north of Salem, Oregon, U.S.A.

Mike Bizon, a 10-year-old boy, went to perform his usual 7 a.m. task of turning a cow out of a barn into a field. She seemed very nervous, backing all the time as he led her out. When they reached the barn door he started to lead her out and then saw a bright silver object in the middle of their wheat field. It appeared to be 6 by 8 feet and 4 feet high and made of some very bright metal. There was a cone on the front and it stood on four legs, shiny like the rest of it. It was making a beeping noise which continued as it rose slowly to about the height of a telephone pole then it "whooshed" straight up. His mother, Mrs. L. M. Bizon, reported that the boy ran into the house "pale as a ghost" and so scared his lips were quivering. He wanted her to go to the field but she was also afraid and telephoned a deputy sheriff.

The first adult on the scene was a carpenter, Ray Mortensen, who arrived at the Bizon farm about 8 a.m. He said the wheat was flattened out like the petals of a flower, as if a terrific wind blast had flattened it out from the centre. It was even in all directions, not like an animal would trample and disturb the wheat. He saw three dinner-plate-size spots where Mike had said the legs had rested. The fourth was ill-defined because it was on ground that a tractor had run over and made hard.

The deputy Sheriff arrived at 8.30 a.m. and confirmed that something had crushed the wheat and that there were three areas about three feet apart that looked as though something had rested there.

Investigating officers from an Air Force base, called in by the deputy Sheriff, reached the farm in the early afternoon.
Credit: Leo W. Marsh, Portland Reporter, 21/5.

AUSTRALIA

20/2/64 — A grazier reported that at 6.17 p.m. he was driving his car near Tilley Swamp, 30 miles north of Kingston, S. Australia, when he heard a noise similar to a high-pitched generator whine. He looked out of the right-hand side and saw a great big shadow apparently going along with him. The object seemed to be a silvery kind of colour and was at least three chains (198 feet) across. It was in view for a couple of seconds and then took off at an incredible speed.
Adelaide Advertiser, 22/2.

21/2/64 — Six reports of objects seen early in the morning, varying from a "bright light" seen at 5.15 a.m. by two Elizabeth, S. Australia, policemen, to "bright flying discs" with dark edges, seen at 6.45 a.m. by four men working at Mile End railway yards.
Adelaide Advertiser, 22/2.

between LAS PALMAS and ZURICH

15/2/64 — Captain R. B. Truter, a South African Airways Boeing Commander, saw the object first at 06.11 GMT, when his aircraft was at 37,000 feet. Observing it through the right-hand panel of the aircraft windshield it appeared to be about half an inch in diameter, had a bluish-white glow, and was perfectly circular. It was watched by Captain Truter, his co-pilot and navigator for about 10 minutes, during which time it did not appear to change its position relative to the stars or the aircraft. Then, as the eastern sky became lighter before sunrise the glow assumed an elliptical shape with the long axis horizontal. It increased gradually in size the southernmost end becoming larger. The ellipse diffused and splayed out and finally disappeared just before the sun appeared above the horizon. Captain Truter said that at first the glow appeared to be in space, but the later, fairly rapid change in position in relation to the aircraft, indicated that it was not.
Cape Times, Cape Town, S. Africa, 26/3; Evening News, 10/4.

ATLANTIC

19/3/1964 — Two Pan American pilots saw a mysterious object about 200 miles west of Land's End. Captain E. D. Morrison, piloting a Boeing 707 bound from New York to London with 42 passengers, saw the object at 6.34 a.m. while flying in twilight at 31,000 feet. He was flying about 45 minutes behind the Frankfurt flight. The object, which was seen by all the passengers, turned from blue to a red-hot-flame-like colour, leaving a white trail extending about 100 feet behind it. When it got down to about 80,000-100,000 feet it blew up in a great white flash. Captain R. A. Botthos, piloting a DC8 from New York to Frankfurt with 77 passengers, was about 100 miles west of the Irish Coast at 29,000 feet. He saw the object travelling high up on a north to south trajectory. According to his account it suddenly exploded with a big flash and parts of it fell into the lower atmosphere trailing columns of white smoke.

Among the suggested explanations was one that it was a rocket that had gone off course and had been automatically exploded at a certain height above the earth.

Reports in many papers, home and abroad, including: 19/3, Manchester Evening News, Evening Chronicle (Newcastle-upon-Tyne), Cork Evening Echo, Eire, Lancashire Evening Post, Preston;

20/3, Rome Daily American, Italy, Irish News, Belfast, Manchester Daily Telegraph, Irish Press, Dublin, Liverpool Daily Post.

THE MOON WITHIN REACH?

The Observer of May 24 gave us news of a startling development in lunar research which, if it fulfils its promise, may change completely the whole UFO field.

According to the account, Mr. Richard Gregory, of Cambridge University's Department of Psychology has invented a device which should transform the performance of astronomical telescopes. Essentially it is a means for detecting the brief moments when, while looking at the moon, the earth's atmosphere suddenly clears and a sharp instead of a blurred image is seen. On these occasions a camera is actuated and, over a period of time, a sharp picture is built up.

The crux of the matter is that the claim is made that, using this device, the 200-inch telescope at Mount Palomar, California, should be able to discriminate objects as small as a foot across, instead of the present limit of 100-foot objects.

So, if UFOs have bases on the moon, which is probable, and some of those bases are above ground, which is possible, a lot of people are going to have some rather surprising news this summer. We shall await developments with utmost interest.

THE CAR THAT DISAPPEARED

This report comes to us by courtesy of Jun-Ichi Takanashi of the Modern Space Flight Association, Osaka, Japan. The initial account was given in the evening edition of the March 4, 1964, issue of the Mainichi, one of Japan's two foremost newspapers.

Early in the morning of November 19, 1963, a little after 8 a.m., a car driven by Mr. Kinoshita, 39, acting manager of Kasshika branch of Fuji Bank, Tokyo, was proceeding on the Fujishiro by-pass, having already passed Matsudo City and Kashiwa City on the Mito road, bound for a golf links in Ryugasaki City, Ibaraki-ken. There were two other persons in the car: Mr. Saito, vice-director of the branch, and a customer.

Ever since they had passed Kanamachi, Kasshika-ku, on the same road, they had been aware of another car, being driven about 150 metres in front of them. It was a black Toyopet New Crown, with a Tokyo number, and in the left back seat an elderly person was reclining on the cushion, reading a newspaper.

Then, quite unexpectedly, a puff of something gaseous, like white smoke or water vapour, gushed out from somewhere around the car and, after it had thinned out and gone, there was nothing visible in front of them — no trace of a car. In an interval of only five seconds the Toyopet New Crown had vanished. All three exclaimed: "The car has disappeared . . . !"

Apparently no one knows what happened to the car or who was riding in it. The car number was not remembered and there was no way to trace it.

Hallucination has been suggested as an explanation, but all three witnesses deny this strongly.

If we may suggest a line of enquiry to our Japanese friends: if this incident occurred as described, at least two people have disappeared — the driver of the car and the elderly person sitting in the back. If Japan has a Missing Persons Bureau, they should try to find two persons missing about that time. They have three clues — one of them could drive a car, the other was elderly and they both had some purpose in being on the Mito road on that day. Good hunting!

CORRESPONDENCE

The Saltwood Sightings

After reading the very interesting report by Mr. Stickland in the current number of the LUFORO bulletin, I visited the site on the 3rd March. I thought it might be of interest when these sightings are further discussed if I passed on a few thoughts on the subject.

Taking the sightings in the order laid out in Mr. Stickland's article I have the following comments to offer:

It was reported that a student was riding on his motor scooter past Sandling Station when the air turned cold and on turning round he saw a yellow oval object extending from one side of the road to the other, this feeling persisted until he had gone some distance on the A20. In fact the road goes up a hill after passing the railway and is overshadowed by big trees on both sides. In August these would be fully in leaf. On leaving these trees there is an open road for about 80 yards before A20 is met at right angles. Is it not possible as regards the cold air that a wind was blowing at the time and on coming out of the protection of trees he would have felt the difference in temperature? As regards the oval light, Lympne Airfield is very close and could it not have been a landing light?

The second report concerned a man carrying a lantern on the right-hand side of the road, who disappeared when crossing the railway bridge. This is not a bridge as generally accepted, as the road goes directly over the railway line without any hump. Just before you come to the centre of the bridge there is a small gate on the right-hand side from which a path leads down to what appears to be a small power-house. I do not of course know if it has been checked if any visit is paid to this house in the evenings.

As regards the girls and boys who saw a golden mist over the football field, I think it should be pointed out that Brockhill School is a large old building surrounded by playing fields about 300 yards from the road. On a rise in the playing fields a new set of classrooms on two storeys has been built, they are mostly of glass and lighted with fluorescent tubes. Is it not possible that these were on that evening and that their light reflected on the mist, which may have been moving if there was a slight wind (and) would produce the type of illumination the school children described?

The dark figure seen could easily have been someone coming from the classrooms as a direct route from these to the road would entail crossing the football field.

With much regret I am not satisfied that there was either a contact or that an UFO was involved.

I spoke to no one in the district either casually or in the form of interrogation, so that the above findings are only my own suppositions. I would, however, like to point out that I have over the years interrogated thousands of men and I am satisfied that if they are not questioned within 24 hours about the matter concerned, the real value of any information is little. Another point which might be of interest is that all people who are actually together at a sighting, etc., should always be interrogated together, as among other things reactions can be easily checked from person to person, but if it is impossible to question them together the same person must carry out the interrogation of all of them otherwise the very important point of "feeling" is lost.

From this report I may give the impression that I am a disbeliever generally in UFOs. This is certainly not the case as I am certain that they exist. As regards actual contacts they seem all to be handled so badly and I include Adamski, that I am certain the correct way to handle the whole subject should be discussed at considerable length.

A. CECIL HARPER.

4th March, 1964.

* * *

I am in full agreement with Wing-Commander Harper's last comment — that the correct way to handle the subject should be discussed at considerable length. Considering his points in order:—

(1) Feeling of coldness. My impression when interviewing the gentleman concerned was that he had not left the station very far when he experienced the cold feeling and certainly not as far as the trees in question extend.

(2) Oval light — landing light for Lympne? I do not believe the witness could have been so badly mistaken as is implied.

(3) Figure carrying a lantern. I did not have time to go into this aspect thoroughly. If the figure was that of a man I would regard the most probable explanation to be that it was a railway employee.

(4) Golden mist. It is possible that this was due to light from the school reflected on the mist, but unlikely. I doubt whether light originating from fluorescent tubes would be described as golden.

(5) Speed of interviewing. I regard the statement, that the real value of information obtained after a lapse of 24 hours is little, as far too sweeping. I believe we should be very careful about making such generalisations. A lot will depend on the nature of the information and on the personality of the individual concerned. There are some people (no doubt Wing Commander Harper has met them, too) whose testimony five minutes after an incident would be pretty worthless. There are others of whom almost the complete opposite could be said. Each occasion, I feel, should be considered on its merits.

(6) Method of interviewing. This is a problem which is basically insoluble, since, whichever method one adopts, something is lost. One must also bear in mind that the method employed may be forced upon one by the nature of the situation. By and large, I would favour separate interviewing of the persons concerned, for the following reasons:—

(i) When interviewing individuals they may remember small, but important, details that escape notice when they are in a group;

(ii) When interviewing people individually it is possible to ask far more searching questions than when they are in a group. In a group one has their personal relationships with the other people concerned complicating the situation. By and large, a person is more likely to admit he has made a mistake with a good grace, during a private conversation, than in a group where he has a reputation to maintain and prestige to uphold;

(iii) Useful information can be obtained from a comparison of separate individual accounts with respect to their similarities and differences. In a group one tends to get an average opinion with differences between individuals blurred.

(iv) I feel that Wing-Commander Harper, by his use of the word "interrogation", is unconsciously thinking of the situation in the Services, where a group method may well have certain advantages. In a civilian group, however, it is difficult to stop people interrupting, to ensure that the shyer individual makes all his points, and to prevent the stronger personalities from dominating the situation and imposing their interpretation of events on the others.

(v) The two alternatives need not be mutually exclusive — given sufficient time, one could follow the other. In this case, the group situation should follow the individual rather than vice-versa, to avoid the difficulties touched on above.

C. A. STICKLAND.

IN LIGHTER VEIN

An Angel's Robe?

What was it that glowed whiter than white on Mr. K. J. Southey's lawn the other night?

Mr. Southey had occasion to take a stroll along the corridor from his bedroom at 3 a.m. on Sunday, 10th May, and glancing into the garden from the passage window he was surprised to behold a long sheet draped over the bushes on the left side of the garden. This material, which glowed "whiter than white" descended "like a tent" to the ground and was stretched across the lawn for at least 25 feet. It was about five feet across.

He assumed (although there had been no wind) that it must have blown over from next door. He could think of no other solution and was certain that it was not due to a light beam across the garden.

The next morning he went out to collect the washing thus deposited on his lawn but — it had disappeared. The neighbours (he thought) must have reeled it in. Later that day he raised the matter with his "next doors". They denied ever having such a large piece of material and had definitely not hung out any washing that night.

Mr. Southey is at a loss to explain the phenomenon. But he is sure in his own mind that he was not dreaming and that the angel's robe was really there . . .

BOOK REVIEWS

The World of Flying Saucers, by Donald H. Menzel and Lyle G. Boyd. Doubleday, New York, 1963, \$4.50.

This book, like the curate's egg, is good in parts. It consists principally of the author's interpretations of various UFO reports, ranging from 1947 to 1962. As Dr. Menzel is firmly convinced that UFOs are not of extraterrestrial origin explanations are given in terms of balloons, mirages, meteors, birds reflecting sunlight, abnormal radar returns, etc. Although the interpretations given are somewhat strained at times, this is a rather more thorough study than Menzel's earlier book, and no serious student of the subject can afford to be without it.

Its drawback, for the average reader approaching the subject for the first time, is that it contains many dogmatic pronouncements unsupported by evidence. Thus, page 4: "Of the established facts, none requires a new theory to account for it; and no evidence exists that even faintly suggests, to the expert, that interplanetary visitors are involved." One wonders who this "expert" is — is he, by any chance, Dr. Menzel himself? Whoever he may be, one is entitled to enquire in what subjects the person concerned is expert, and how he knows so much about interplanetary visitors already that he knows they haven't been here!

If we turn to the following page we find: ". . . the Air Force experts recognized this incident as one of false targets on radar . . . The radar phantoms may have been caused by beacon returns triggered by another radar; by variations in the atmosphere; or, if 'ducting' conditions existed, by reflections from objects that were far beyond the normal range of the radar set." The authors state that the Air Force experts "recognized" this incident, implying 100% certainty. Yet it is quite clear from the following sentence that it would have been more accurate to use the word "interpreted". If they can only say that the blips *may* have been caused by beacon returns or variations in the atmosphere or by reflection from objects beyond the normal range of the radar set they imply that no further study was made in order to try and ascertain which of the alternatives was most likely, or, that such a study did not produce conclusive results.

In the paragraph immediately following, they state: "The amateur assumes that the instrument operated faultlessly and detected a solid object; he uses these assumptions to interpret the data, uses the interpretation as fact, and by this 'bootstrap' process deludes himself into thinking he has proved what he assumed in the first place." By some peculiar hiatus in their mental processes they fail to see that an exactly similar comment may be made concerning the view they espouse, viz: "The Air Force experts assumed that the instrument was not operating faultlessly and detecting a solid object; they used these assumptions to interpret the data, used the interpretation as fact, and by this 'bootstrap' process deluded themselves into thinking they had proved what they assumed in the first place." In default of concrete evidence that the radar set was faulty or that the blips were due to a specific cause, there is nothing to choose between the two statements.

Other examples could be given of this glib dogmatism, with lack of supporting evidence for the pronouncements made. Nevertheless, there are many useful sections, for example, an account of an illusion of Jupiter seen through the path of a jet, and suggested conventional explanations for the Kinross and Chesapeake Bay cases. Information on meteors and fireballs is given which should prove useful in differentiating between them and UFOs. Interesting background information on radar is also provided. Summing up, one can say this is an improvement on Menzel's earlier book, and provides food for thought.

* * *

Interstellar Communication, edited by A. G. W. Cameron. Benjamin, New York, 1963. \$8.50.

Unlike the previous work, this can be unreservedly recommended. It consists of reprints of papers and original articles concerned with problems of extraterrestrial intelligence and interstellar communication. It is ably edited and provides essential background information for students of UFO phenomena, especially in respect of their place of origin.

Some of the chapter headings will give an idea of the content of the book: Is Communication Possible with Intelligent Beings on Other Planets?; The Sizes of Habitable Planets; The General Limits of Space Travel; Project Ozma; Interstellar and Interplanetary Communication by Optical Masers; Communications from Superior Galactic Communities; Future Research on Interstellar Communication.

One of the most interesting chapters is that by Edward Purcell on "Radio Astronomy and Communication through Space". In it he considers the problem of taking a 10-ton payload to a place 12 light-years away and returning in 28 years' time. A number of startling facts emerge. Assuming that the rocket carrying the payload burns hydrogen to helium with 100 per cent efficiency, we need an initial mass that is over one thousand million times the final mass. Discarding this project, Purcell turns to the perfect matter — antimatter propellant. For this he finds that a 10-ton payload requires 200,000 tons of matter and 200,000 tons of antimatter, i.e., a total of 400,000 tons. Dismissing the shielding problem of the rocket engine, he proceeds to point out that to achieve the necessary acceleration at the beginning of the flight the rocket would have to radiate about 10^{18} watts — a little more than the total power the earth receives from the sun. But this would not be sunshine, it would be gamma rays. So the problem is not to shield the payload, the problem is to shield the earth! As he says, this is preposterous.

The consequences of this argument in relation to UFO origin are fairly obvious. They are either that they come from within our solar system or, if they come from without, it must be part of a scheme that would have taken a long time to prepare. In other words, casual twenty-year jaunts to the nearest star are out.

I hope the above gives some indication of the interest of the book. Although the cost is almost twice that of Menzel and Boyd's work, the quality and penetration of the writing is about ten times as great.

REPORT ON MEETING WITH MISS LOU ZINSSTAG ON MAY 9th, 1964

By Lionel Beer

During a brief holiday in London, Miss Lou Zinsstag, of Oberer Rheinweg 73, Basle, Switzerland, met Judy Hansen, Dr. G. G. Doel and myself at my flat. Miss Zinsstag is a keen UFO researcher and has done much in this connection in Switzerland: she helped in the organising of Adamski's European tour, and has contacts in many parts of the world including New Zealand, where she says there is a thriving group.

We were very interested to learn that she is a second cousin of Dr. Carl Jung, who himself wrote a book on Flying Saucers. She said he expressed almost total belief.

Miss Zinsstag has built up a considerable collection of interesting UFO photographs, some of which she very kindly showed us. Among her collection she has a complete set of the seven Monguzzi photographs, three of which apparently show a suited spaceman. A close friend of hers is also a friend of Mr. Monguzzi, and through the Association, she was given a more intimate knowledge of the misfortunes which followed in Monguzzi's life as a result of the photos (he lost an excellent job). She expressed an explicit belief in the truth of this story. Other photos included colour prints of a circular golden UFO, which slightly resembled a wave cloud, which was taken at night over Texas. Some of the unpublished Adamski photos and many others were shown and discussed.

This lady very kindly supplied myself with a set of the Monguzzi photos and a copy of the Leibnitz spider, and lent Dr. Doel several photos for copying; she was also very willing to supply us with any information we requested.

We all agreed that it was a pleasure to meet this charming and enthusiastic lady, and that a valuable contact had been established for BUFORA.

ANY LINGUISTS?

The editor would be pleased to hear from any members, preferably in or near London, who would be prepared to make brief summaries of incidents reported in German, Japanese or Finnish. Please write to him at 22 Roseberry Street, London, S.E.16.

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IN THE NEXT ISSUE

"An Experiment on the Effect of an External Magnetic Field on the Ignition Coil of a Car"
 by Alan Watts. Do not miss this interesting article!

Bobbies (Printers), 47, Chase Side, Enfield.