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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.

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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 — SOME THOUGHTS ON ORTHOTENY

With the publication of Aim Michels's "Flying Saucers and the Straight-Line Mystery" a new chapter was opened in the history of ufology, the end of which is not yet in sight. Quite simply, Michel's discovery was that flying saucers appear to travel in straight lines, a property to which he has given the name orthoteny. If this can be conclusively demonstrated to be correct, a body-blow has been struck at those who would seek to explain away sightings as due to mirages, optical illusions, hallucinations, etc. By and large, it is very much less likely that the above phenomena should be found on a straight-line path, several hundred miles long, during a single 24-hour period, than that the reports in question should relate to a common flight-path, over which real objects were travelling. As has already been pointed out, there seems to be no reason why hallucinations should travel in straight lines.

As Michel's work has stimulated others to investigate his hypotheses, including at least two groups in this country, a few comments at this stage may not come amiss.

(1) The mathematical basis needs to be developed more fully. Essentially the problem is this: given points, scattered at random on a map, what is the chance that any 3, 4, 5, . . . etc., will lie on a straight line? This, of course, implies that some agreement is reached on the amount of deviation that will be permitted before one is forced to say that a particular point is not on a given line. An initial solution to this problem is contained in the American appendix to Michel's book, but it is conceivable that a more sophisticated method could be developed.

The general argument is that, having set up a table of probabilities that 3, 4, 5, . . . points out of n will lie on a straight line by chance alone, if one discovers an excess of such lines during a particular time period one can say that they are not due to chance and therefore indicate some form of pattern or order in the sightings.

(2) It is fairly clear that investigation of this nature, if their conclusions are to have any real validity, must be limited to a definite time period and geographical region, *specified beforehand*. It is no use, for example, having decided that a particular line is a possible flight-path, waiting to collect sightings in its neighbourhood for a number of years, and then concluding that the existence of the line is verified. It is probable that, by this process, almost any line can be verified. But this would ignore the existence of large numbers of sightings from other parts of the country and destroy the whole theoretical basis of the method.

No, all sightings in a specified region must be plotted for a particular time-period, and if, and only if, an above-chance number of 3-pt., 4-pt., 5-pt., . . . etc., lines are found for the n points plotted, will one be entitled to accept these lines as valid.

The same considerations apply to any attempt to establish the permanent and extended character of some of the lines, as envisaged in a subsequent article by Michel (1). In this he suggests that the Bayonne-Vichy line, established for September 24, 1954, is such a line and supports his statement by pointing out that the line passes through a number of regions in which large numbers of sightings later occurred. This is admittedly indicative of the extended character of the line, but not conclusive. A far more valid demonstration would be to find, within one or more of the regions concerned, during a limited time-period, a 3-pt., 4-pt., or 5-pt., . . . line which was manifestly identical with the Bayonne-Vichy line. So far as I know, this has not been done.

3) In the same article Michel suggests that the lines are great circles. This is conceivable, but before expressing too much surprise at this, let us consider what we know already about these objects. One of the outstanding features is that they are reported as travelling at very high speeds, sometimes at tens of thousands of miles an hour. An object travelling at 10,000 m.p.h. will cover a distance of 500 miles in three minutes. This is not a large time-period in which to initiate and execute changes of course. It is therefore quite possible that within the limits of a European country such as France we should discover straight-line trajectories. Since also such a line hugging the surface of the earth will follow a great circle path (any other course must require a steady change of direction) we ought not to be surprised to find great circles.

(4) A really interesting situation will occur if the permanence of certain lines should be established. The problem then arises as to the means by which such lines are indicated to the objects concerned. This could lead us to some very interesting discoveries indeed.

(1) Michel, A. (1963), *Global Orthoteny*. *Flying Saucer Review*, 9, 3.

A LANDING IN NEW JERSEY ?

We are indebted to Richard L. Gaskill for information concerning this incident. According to a newspaper cutting he sent us, hundreds of persons went to an oak forest near Glassboro, New Jersey, U.S.A., on Sunday, September 6, to look at a circular clearing of charred earth.

In the centre of the 20-foot diameter area was a 30-inch deep pit, surrounded by a small mound of burnt material and what appeared to be metal scrapings. The place was 1,000 yards off Forcer St.

Ward Campbell, Sr., of 30 S. Delsea Drive, called the police on Saturday. He had been told about it by his sons, Ward, Jr., 11, and Don, 8. The boys said a man about 20 told them he'd seen a red glowing object land in the forest on Friday night (September 4).

Glassboro police took samples of the earth and other materials to McGuire Air Force Base for examination.

Mr. Gaskill writes:

The area is about 12 miles south-east of Philadelphia, Pa. I visited the site and I'm enclosing some metal particles found in the centre hole. I'm also sending a rough sketch of the three small holes that were made in the earth (Fig. 1, page 6).

There was one large hole in the centre of the area and three smaller holes. The holes each had small indentations in the side as I illustrated in the sketch. The indentations on the sides of the holes could have been from some of the samples that were taken out.

The people who arrived first at the scene said that the sand in the centre hole was fused from heat. Unfortunately, I arrived too late to get a sample of the sand.

The material enclosed by Mr. Gaskill was sent to Mr. G. Elliott and his report follows.

"The sample consisted of four main components, namely, two metals, charred carbonaceous matter and a little soil.

(1) The first metal was aluminium, in the form of a badly-crumpled foil, with a slightly oxidised or dirty surface. The foil was about 0.0015-0.002in thick, when smoothed out. There were three large pieces and a few smaller fragments of this metal. The metal appeared to be reasonably pure from normal chemical tests.

"(2) The second metal was tin, in the form of fused pieces of no well-defined shape. There were three pieces of tin, somewhat smaller than the aluminium pieces and distinguishable by their brighter, slightly yellowish tint, compared to the greyish tint of the aluminium. The metal appeared to be pure, with the exception of a small trace of lead, by normal chemical tests.

"(3) The black material appeared to be well-carbonised wood of twigs, probably heated in a very restricted supply of air, to give a charcoal containing little organic matter.

"(4) The sample contained a few small lumps of soil, with a normal composition containing a fair amount of siliceous matter, a little carbonate, a little pyrites, etc."

Comments:

The aluminium foil was of similar thickness to that used for chocolate or cigarette wrappings; however, there was no sign of the patterns or colouring frequently used to decorate foil for these applications. The region where the foil was found would not have reached 660°C., the melting point of aluminium. The small amount of oxidation or corrosion suggests that the temperature probably did not exceed 300-350°C., and that the foil had not been in the soil for very long. The tin might have originally been in the form of foil or sheet, but there is no way of determining this: the temperature would have been above the melting-point of tin, at 232°C."

Molten tin has been reported before—in connection with an incident at Campinas, Sao Paulo, Brazil, on December 13, 1954. On this occasion a circular UFO consisting of two sections, one above the other, dived low over a roof. The brilliant glare from its rotating top plate lit up the whole neighbourhood. Suddenly it went into a climb at terrific speed and a liquid substance dropped from it. This, on subsequent examination, was found to be exceedingly pure tin.

QUESTION AND ANSWER

D. T. Vargo, of IOWUFOIS, puts forward a suggestion that we should prepare a series of questions and answers, with the intention of giving general information on the UFO question to the man in the street.

What do you think of the idea? If you think it a good one, what work are you prepared to do in the way of collecting and supplying questions and answers? Let's hear from you.

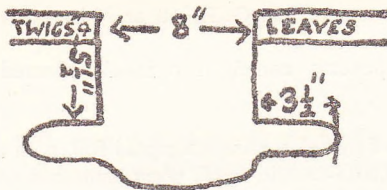
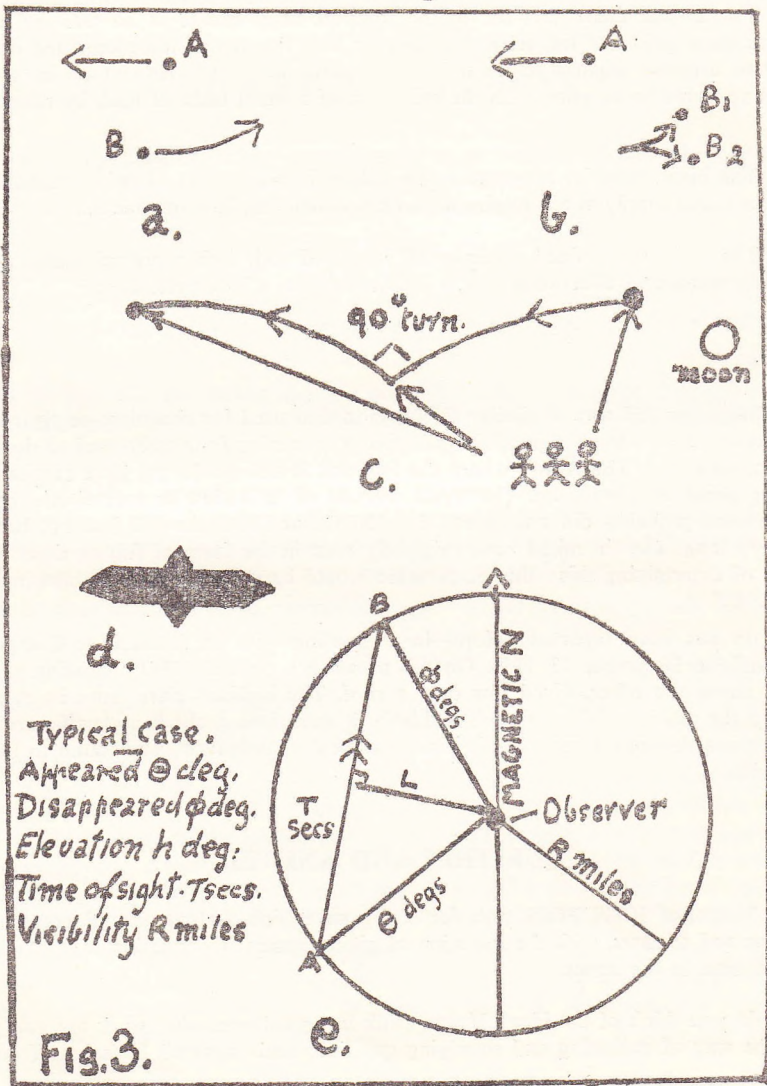


Fig. 1.



Fig. 2.



AN EXPERIMENT ON THE EFFECT OF AN EXTERNAL MAGNETIC FIELD ON THE IGNITION COIL OF A CAR by Alan Watts

To explain some of the facts of the Buckinghamshire sighting (LUFORA Bulletin Jan/Feb 1962) Thomas Thomson suggested that the loss of power experienced by the car when in the close proximity of the saucer was most probably due to the latter's magnetic field affecting the ignition system. (LUFORA Bulletin Mar/April 1962).

Thomson thought it most likely that power loss could stem from the effect of the field of the saucer on the ignition coil.

To test if such an idea were feasible a solenoid of 616 turns of enamelled copper wire was wound on a cardboard former and slipped over the coil of a Cortina. The car in the case quoted was a Victor, but little real difference can be detected between the ignition systems of the orthodox modern cars. All connections were retained, the earth connection being made to the battery earth tape by thick copper wire.

The geometry of the solenoid and the number of turns gives a relation between the coil current I and magnetising field in the coil H of

$$H = 43 \times I \text{ gauss (1)}$$

The car was run at a high throttle setting and a d.c. current of 6.5 amps. in the coil produced no noticeable effect. The field was reversed, again without noticeable effect on the running of the engine.

The situation changed, however, when an a.c. of 8 amps. r.m.s. at 50 c/s was supplied to the coil. There was a noticeable falling-off in power. A tape recording of this was taken at the time.

The peak field in this case would have been, in the absence of ferromagnetic material, 485 gauss from (1).

The highest available current was 11.5 amps. amounting to a peak field of 700 gauss and at this higher field the effect was not greatly different from what it was at 500 gauss.

The effect was of a falling-off in engine note, but there was no hunting or intermittent roughness. However, it does show that fields of the order of 500 gauss do produce an effect of lowering the power of a car which is running fast albeit out of gear and on a ramp. The impossibility of mounting the necessary equipment on a car which was mobile precludes any more convincing test.

This experiment only shows the feasibility of a magnetic field producing the observed effects when cars become slaves to saucers—it is not conclusive proof that the effect *is* magnetic in origin. I personally think, however, that it is the most likely explanation and it is interesting to accept its magnetic origin as a basis for argument.

Possible Explanations

It would seem most likely that the loss of power stems from distortion of the normal hysteresis cycle of magnetisation of the core of the coil. There are two main possibilities:

- i. The biasing of the cycle of magnetisation would result in only a small part of the cycle being achieved.
- ii. If the external field is alternating and out of phase with the normal frequency of sparking of the coil this frequency could be cut to any desired value by variation of the applied frequency and intelligent variation of the saucer's frequency could, one imagines, be used to make a car a slave to a saucer.

It seems that the following are the important features:

- i. externally impressed field strength.
- ii. impressed field direction.
- iii. frequency of the impressed field.

The direction of mounting of the coil in a car would have to be aligned with the impressed field direction for the maximum effect. This fact may account for the lack of effect in the Burton-on-Trent case which had features in common with the Buckinghamshire sighting (LUFORO Bulletin Sept/Oct 1962).

The experiment leaves two very interesting questions unanswered:

- i. Would a d.c. field of, say, 500 gauss have produced the effect?
- ii. Would an a.c. field of different frequency have been more efficient?

Basil Nubel in his careful analysis of the Birch photograph and other group photographs of saucers has come to the conclusion that the observed saucers have a rotating distortion. I believe that this distortion is produced by a magnetic lens effect. It would be interesting to know the frequency of this rotation, but in the absence of that information it seems likely that the magnetic field of the saucer sometimes (if not always) rotates about it particularly when hovering.

In the May-June 1962 LUFORO Bulletin Geoffrey Doel dismisses the magnetism idea put forward by Thomson because he detected no residual magnetism in ferrous objects local to the Buckinghamshire sighting. However, the way to demagnetise a specimen is to remove from it an alternating and diminishing magnetic field. His objection and measurement supports therefore an alternating magnetic field emanating from the saucer.

Let us take the idea a step further.

The Field at the Saucer

Using the inverse square law and assuming a field (H_c) of 400 gauss at the car when the saucer is 20 feet away (Buckingham sighting) then we can find the field H_s say 1 foot outside the saucer.

$$\frac{H_s}{H_c} = \frac{20^2}{1^2} \quad (2)$$

Whence $H_s = 400 \times 500 \text{ gauss} = 200,000 \text{ gauss}$.

Such field strengths can be approached in the laboratory today using super-conducting magnets (New Scientist 18-9-63) and it is feasible that as we are in the infancy of fabricated materials super-conducting materials operating at normal temperatures may not be impossible. Thus, very high current densities (J) in such materials can be envisaged.

Such high currents are a pre-requisite of the theory put forward previously in LUFORO Bulletin (Towards a Theory of the Flying Saucer) and if that theory has any basis in fact the results of the above experiment lend weight to it.

In conclusion there is the possibility that some obscurer octave of nature than the electromagnetic is struck when the saucer enslaves motor cars, but in investigating the saucer I think we shall make most progress by using the principle that the simplest explanation is the correct one and that is how I have approached this problem. I can quote in support of the magnetic field idea the case of an acquaintance whose car was narrowly missed by a lightning stroke. He said the engine stopped momentarily in synchronisation with the stroke. The simplest and therefore most likely explanation is that the very high current density in the lightning stroke produced enough magnetic field to temporarily saturate the coil and the engine, deprived of spark, died in sympathy.

BUFORA ORGANISATION

Reported by Basil Nubel

Report on the proceedings of the BUFORA meeting at the "King's Arms," Buckingham Palace Road, London, on Saturday, 5th September, to which representatives of member societies were invited. Societies represented were the Croydon Society, British Flying Saucer Bureau, Anglo Polish Society, Luton Area Research Centre, Merseyside UFO Research Group, Scottish UFO Society, BUFORA Central Region, Oxford UFO Group and the Welsh UFO Group.

The time allocated for the meeting, 11.30 a.m. to 8.30 p.m., with two breaks of something less than an hour each, might well have been set by the convener of the meeting—Mr. John Cleary-Baker (Evaluation Officer to BUFORA) with the aid of extra sensory perception, for it proved to allow of full discussion of all points on the agenda and left a short while at the end for general relaxation, also how else was Mr. J. C.-B. to know that the opening of the meeting would be heralded by a march past of the Band of H.M. Household Guards, of which members attending had a perfect view from their first-floor vantage point.

When the sound of the band had died away, Mr. Nigel Stephenson said a few words of welcome to the representatives of member societies attending, after which the members listened to Mr. John Cleary-Baker speak on the need for improved co-ordination and organisation of UFO research. He put special emphasis on the need to ensure that BUFORA should not become over-centralised. He then went on to introduce the first of what were probably the two most important suggestions raised, Mr. J. C.-B. introduced the idea that there should be regional councils, at which member societies could meet with their immediate neighbour societies for a general exchange of information and opinions and out of which regional organisation of large areas might grow. The meeting passed a resolution that this idea should be put forward for consideration by the National Executive.

The second point of greater importance (as it seems to this reporter) came at the latter part of the meeting when Mr. Charles Stickland advised that a standard type of detector was necessary. He explained how there are various operating mechanisms for detectors, and how unless the same method is adopted and used by all groups in the form of a standard detector, the value of coverage of the country by these instruments would be lost. Mr. Stanley Midwinter was at some disagreement with certain aspects of the technicalities of the matter and another member described success that his group had had with detectors at Coniston. The meeting agreed that a person who would co-ordinate this aspect of research might be appointed and this idea was also put forward as a resolution for the consideration of the National Executive. It was raised during the discussion that such a person might well be found amongst the member societies of which several were experimenting in this field.

Plans for a permanent sky watch were discussed though no specific idea emerged as being an obvious "winner." Wing Commander Harper moved that the suggestion should be circulated amongst member societies for their reactions. Much time was spent on the important question of the best possible coverage of the country by investigators, the credentials of investigators and their training. This involved organisation pure and simple and afforded an example of the high degree of detailing that is necessary in this branch of research. Some of the members exchanged magnificent yawns, but Mr. Nigel Stephenson persevered in this complex matter.

A proposal for an International Correspondence Section was discussed and Mr. Szachnowski told the meeting that in his experience it was the smaller groups abroad who were interested in correspondence, the larger ones didn't want to know. Mr. Szachnowski has had extensive correspondence with countries of Eastern Europe on UFO matters.

In a "mystery" item on the agenda Mr. J. Cleary-Baker asked: "How much can we admit?" This provoked a closely followed discussion on what turned out to be the subject of what exactly is it that we are investigating, and could a definition be framed that all groups would be happy to use when necessary, after discussion it was recognised that the definition in the BUFORA constitution quoted by Dr. Doel was the safest. Mr. J. C.-B. retired from the discussion as one might say "running before the wind," but one detected his satisfaction at the controversy that his question had aroused.

Sir Mark Dalrymple, Chairman of the Scottish Group, will perhaps have been very active with the microphone of his tape recorder at this point, and I shouldn't wonder if he picked up many shades of voice to carry back to his members. The idea of recording proceedings for the benefit of members not present is an admirable method of bringing words alive, and would be very helpful in furthering the sense of participation. One wonders if tapes of meetings could be circulated among member groups, so that we could all become that much more aware of the differing characters of the various groups, be that as it may, our thanks are due to Mr. Cleary-Baker for his work in connection with this meeting and with this all members present would I think agree.

HOME REPORTS

There have been too many reports since the last issue to permit the inclusion of all of them. Accordingly we make a selection of the most detailed and interesting and apologise if your particular report is not here.

Luton, Bedfordshire

11-5-64—A strange light was seen about 10.30 p.m. by a 28-year-old taxi-driver, John Hodges, while returning to Luton from Silsoe. It seemed quite large, like the headlamp of a car and beams of light were radiating from it. It was too big for a star and remained hovering over Barton for a long period of time. Mr. Hodges later observed it from near Luton station with two other witnesses and they watched until about 11.45 p.m., at which time it glided away and dropped from sight below the horizon to the north of Luton. On one occasion while under observation it moved like a pendulum with a gentle swinging motion.
Luton News 14, 21 & 8/5.

Seaton Burn, Northumberland

26-6-64—Mr. and Mrs. Vipond, at the Moor House Inn heard, at 2 a.m., a loud buzzing noise like the high-pitched sound of a spinning top. Eventually, Mrs. Vipond went to the window to look for the cause. She saw a saucer-shaped object ringed in an electric blue light and appearing to pulsate up and down. Mr. Vipond who joined his wife at the window, said the object was moving east to west and then shot upwards out of sight.
Evening Chronicle (Newcastle-upon-Tyne) 26/6.

Littlehampton, Sussex

9-8-64—At 3.50 a.m. three men fishing saw an object, brilliant neon red and noiseless, hovering over Littlehampton. It moved off up the River Arun, about 200ft. from the ground, came back and circled the town again. After stopping for a short while it disappeared in the direction of Bognor Regis. One of the witnesses, Mr. Michael Smith, a member of the Royal Observer Corps, said it was definitely not an aeroplane.
Evening Argus (Brighton) 10/8.

West Bridgeford, Nottingham

9-8-64—The following is a condensed version of a longer report made by CUGIUFO. The witness asked that his name be withheld from general publication. The object, a flattened disc, was first seen at N.20°W. at about 7.5° elevation at 10.31 or 10.32 p.m. B.S.T. The witness was looking for the Perseid meteor shower at the time.

The object was seen for a total period of about four seconds, and, although binoculars were used, no projections or surface markings were seen. It was self-luminous, glowing a pale yellow. The speed was constant and the direction of travel N.60°E. The night was clear with little wind and no sound was heard from the object. The witness stated the shape was quite distinct, the outline being sharp, so that the object could not have been a meteor, also that it was much too low for a fireball. Other features were that it was pitching as it moved along and that its apparent shape became a narrower ellipse as it neared the horizon. From various estimates its apparent diameter seems to have been about 2°.

Plaistow, London

17-8-64—Alan John and Frank Robert Mundy were watching a star-like object they thought to be a satellite at about 10 p.m. when a flash of light streaked away in a westerly direction followed by a more powerful flash which moved with fantastic velocity towards the north. A few moments later a single flash was seen to return to the object.

Comment:—Occasionally refracting layers form in the atmosphere which behave like the bubble flaws one finds in window glass. The passage of a satellite behind such a layer could conceivably give rise to an effect such as that described. It was a cool, clear night and one wonders whether there were any ice crystals high up.

Muswell Hill, London

19-8-64—While watching Echo I, starting at about 10.27 p.m., Mr. Keith Palmer saw an object following it at about 8 times its speed. The latter looked like a rocket or giant cigar, going over and over like a wheel. It went into the distance and out of sight in just two minutes. Echo I was observed from 10.27 to 10.48 p.m., the object from 10.38 to 10.40 p.m. Mr. Palmer wishes to know whether anyone can confirm this observation by him and his wife.

Macclesfield, Cheshire

21-8-64—At 9.15 p.m. two girls, Lorraine Cunningham and Julia Powell were in Macclesfield going for chips. They saw a silver-coloured object, not very high up, behaving erratically. It rotated very fast, stopped, turned on its side, rotated, levelled itself and moved off soundlessly in a southerly direction.

About 5 miles to the south, at about 9.30 p.m., Mr. Eric Bridges, a dye works director, had just finished fishing and was walking away from the river Dane. He caught sight of an object high in the sky, of no clearly defined shape and the colour of the sun (the latter was setting in the West). For a period of 30 seconds the thing was moving slowly. It then appeared very low down, coming towards him and getting bigger each second. Its shape, that of a shallow round dome, was now apparent. Along the outer edge was a coloured rim, which changed from red to yellow as he watched. There was also an illuminated triangular shape on the

dome. After 3 to 4 minutes the object came over some trees in the distance, approximately one mile away, veered left and disappeared. No sound was heard.

Evaluation Officer's report: "There seems to be no possibility of explaining away these reports in terms of misidentified known objects or natural phenomena. Clearly, if hoax be excluded, as I think it must be, we are dealing here with genuine UFO phenomena. It is also to be noted that 12 days earlier, in the Littlehampton area of Sussex, three men, fishing as was Mr. Bridge, saw and described an object exhibiting the same kind of luminous triangle as Mr. Bridge noted.

Conclusion: "Unidentified Flying Object"

J. Cleary-Baker, Ph.D.

OVERSEAS REPORTS

One fact unmistakable in the reports reaching us recently is that North America has once again become the centre of attention. We present below a fuller account of the Socorro, New Mexico, incident, briefly referred to in our previous issue.

24-4-64—At about 6 p.m. Ptm. Lonnie Zamora was on duty about a mile from Socorro, New Mexico (The *UFO Investigator* says he was south of Socorro, *Saucer News* says he was north of Socorro—you pay your money and you take your choice!). He heard a roaring noise which he thought might be an explosion in a nearby dynamite shack and decided to investigate.

When he first saw the object, from about 150 yards, he thought it might be an overturned car, but soon realised it was a smooth, metallic, oval device with stilt-like landing gear.

Driving towards it he saw two small figures (later estimated to be about 4½ feet tall) dressed in "white coveralls" standing close to the object. Both had their backs to him, but the furthest one turned round and apparently saw him. He could see no details (hands, feet, face, etc.) of the figures and assumed they were completely covered by the suits.

He saw what appeared to be red markings, 1—1½ feet high on the side of the machine (Fig. 2, page 6).

Zamora continued driving up the hill in order to get a closer look at the object and figures. When he had reached the top of the mesa he stopped his car directly opposite the place in the gully where the UFO had landed. Apparently, on the way up he lost sight of the object, since the accounts state the figures were no longer outside it when he saw it again. He got out of his car and walked towards it. When within 50 feet, the UFO began to roar, spewed flame and raised a cloud of dust. Two accounts say he ran back to his car, a third account says he dropped to the ground and covered his face with an arm. The roaring stopped and the machine rose noiselessly to about 10 feet (another account—20 feet). It travelled west at a low altitude for about two miles to just beyond a perlite mill. From here it gained height very rapidly, passed over Six-Mile Canyon, became a speck in the sky, and disappeared.

Four (or five—another account) rectangular depressions in the ground were subsequently found, about 12in. long, 6in. (3-4in.—another account) wide and several inches deep, with a wedge-shaped cross-section. Two other depressions—smaller, shallower and rounded—were also found. Also snakewood and greasewood bushes and clumps of grass appeared to have been seared by a flame.

“JUST IN CASE WE SEE A SAUCER . . .” by J. G. Roberts

In preparation for the day when man will spend large amounts of time in space, two United States Air Force pilots of the Air Force Aerospace Research Pilot School have recently completed a two weeks' long “trip” in space at the giant Valley Forge space station simulator, operated by the General Electric Company in Pennsylvania. Among their many tasks were navigation experiments, communications tests with “Earth,” spacecraft control procedures, emergency manoeuvres, and identification of other objects in space.

In a recent article describing this experiment (1) it was stated that almost 8 million dollars worth of equipment was used in the test—but the real surprise is that amongst the objects they had to identify in space were: a spacecraft with the letters “CCCP” on the side, a Mercury manned space capsule, a Gemini capsule, an Agena rocket stage and—a flying saucer—complete with “flashing lights.” I should perhaps state here that all these objects were models on rails that moved past a television camera to give the pilots a realistic representation of what these objects would look like out in space.

But isn't it a little strange that the U.S. Air Force should spend so much time and money—and two Air Force pilots—just to see whether they can see flying saucers, and manoeuvre towards them, while in orbit? And why pick a flying saucer with flashing lights?

Apparently the Air Force just aren't taking any chances on what they expect to find up there and are preparing their future space pilots accordingly. It does seem a little strange, however, that people who see these flying saucers from terra firma are looked on as being hoax perpetrators, suffering from hallucinations and guilty of misidentifying seagulls and weather balloons, whereas the U.S. Air Force is willing to go to so much trouble to ensure that if their pilots *do* perpetrate a hoax, suffer from an hallucination or see, just by chance, a seagull and a weather balloon while up there in space, they will be able to identify it as a “flying saucer.”

The mystery deepens . . .

REFERENCE

(1) David, Heather M., “AF Pilots ‘Far Exceed’ Expected Performance in Military Experiment,” *Missiles and Rockets*, 15, 10, 26, 1964, September 7.

A TRIP TO CONISTON BY MUFORG by R. D. Hughes

In the best tradition of all explorers we, Paul Hopkins, Ron Donnelly and myself, studied the ground to be covered with care. It was necessary to find a spot where Aimé Michel's orthoteny lines were most numerous and, while being reasonably secluded, was not too far off the beaten track. There were two possible sites, Snowdonia or Coniston. Of these, Coniston seemed to be the better in that there were three sites we could find on the map, which overlooked the Old Man. Old Man Coniston is a sacred mountain which was supposed to be inhabited by the gods, a sort of local Mount Olympus. At Snowdon, while there were many camp sites, there was no privacy. There were far too many tourists and it was too easy to reach us.

With much preparation and fuss we arrived at the village of High Nibthwait and prepared to ask the local people if we could camp on their land and if we would be disturbed, to which they replied that the land was common ground and we would not have any intruders. As we passed the farmers we must have appeared a peculiar lot, because we had with us enough electronic and optical equipment to sink the proverbial battleship. As will be seen later the equipment proved useless.

On the first night we decided to keep watch in shifts, but we found that, by the time it took to raise the others from their slumber, the saucer had gone. On Monday night before we retired, two objects which we had taken to be stars suddenly moved apart very rapidly in opposite directions—east and west respectively. Later on that night we saw an object which looked like a green crescent through the telescope. We decided then that all three of us must see the object before we reported it and that both the magnetic coils and the Hendrix detector were useless. The detector would only work when the ground was heavily assaulted with Ron's boot, causing a minor earth tremor.

Our existence at the camp was the same as any other camp life, so I won't elaborate on it and will just give the sightings from a new vantage point on top of Bethcar Moor about an hour's climb from our camp.

Tuesday

11.40 G.M.T.—Green-blue crescent. Appeared 086 deg., disappeared 048 deg. Elevation approximately 30 deg. Time visible 40-60 secs.

Wednesday

01.28 G.M.T.—Bright bluish light, course 028 deg.

Thursday

00.44—West, two bright objects separated at an elevation of about 50 deg. Moving as shown in Fig. 3 a & b, page 6. We took these as fixed stars until they moved at upwards of 1,000 miles per hour. Through the telescope, as compared with the background stars, they looked fantastic. Unfortunately, we misplaced the compass that night.

01.00 G.M.T.—Disc moved in jerks, accompanied by pulsating light, erratic course, mean direction north-west. Three other lights moved at 90 deg. to the first. Speed about 200 m.p.h.

11.27—Light moved at fantastic speed. Appeared at 201 deg., disappeared at 104 deg. Maximum elevation 30 deg. It was too slow to be a meteor and it appeared to have a ballistic trajectory. In its general appearance it looked much like a tracer shell, only brilliant white.

Friday

00.05—Light flashed across sky; could have been a meteor.

00.37—Circular object over moon passed to 043 deg. Changed course to disappear at 074 deg. It covered in its flight a distance equal to about 130 deg. of elevation. (Fig. 3c, page 6). It was blue-green in colour. At first it moved jerkily, but when it was directly overhead it moved off smoothly. We saw this for 4 minutes and noted weak static on the radio. Dark object was seen through the telescope passing across the moon half an hour before. (Fig. 3d, page 6).

This holiday proved to be an excellent opportunity to test methods of detecting and tracking UFOs. We found that the Hendrix detector is useless for slow-moving saucers and that saucers do not have a substantial magnetic field as previously thought. The methods we used were the common ways of detecting these things.

The best way of tracking these saucers is to take a bearing on the saucer when it first appeared and when it disappeared. This with an elevation reading, is all that is needed to obtain the height, course, range and if the time it was visible is noted then a speed can be found for the saucer. The visibility can be found from the nearest meteorological station. The information is treated as shown in Fig. 3e, page 6.

Radius R is drawn with observer as centre. This is the limit of vision. Therefore, when object appeared, it did so on this circle in the observed direction: similarly for disappearance.

Therefore course is AB and speed is $\frac{AB \times 3600}{T}$ m.p.h.

The height is $L \tan h^\circ$, where L is the distance from course to observer.

HELPERS NEEDED

The Records Officer, Rev. R. K. Hurgon, would appreciate assistance in filing reports etc. Please write to him at 106, South Hill Park, Hampstead, London, N W.3.

A POSSIBLE UFO DETECTOR

A member of the Stratford-on-Avon branch has drawn our attention to an article in the January, 1963 issue of *The Radio Constructor*. It is entitled "Detector for Nuclear and Rocket Firings" and is by C. Morgan. Essentially it is a receiver for very low frequency radio waves and the principle behind it is simple.

Radio waves are generated during a missile launching by the violent motion of the charged particles in the rocket exhaust. In addition, as the rocket rises, it leaves behind it a vertical column of intensely ionised gases. This column acts as an effective aerial at very low frequencies. An atomic explosion and its effects will produce a similar situation to that of a missile. Of course, the detector will also pick up other effects, such as thunderstorms and the "dawn chorus" of the upper atmosphere, but with experience it should be possible to differentiate between the different sources of waves.

As far as our special interests are concerned, there have been numerous reports in the past of Ufos being surrounded by glows, and it has been plausibly suggested that these were emissions from ionised gas. Consequently, if a Ufo has the ability to produce ionisation of the atmosphere through which it is travelling, it is plausible to expect a similar effect to that described above. There would be this difference, however. If the Ufo was travelling horizontally the aerial of ionised air would also be horizontal. What difference this would make to the signals received we must leave to the radio experts among us, and we would welcome their comments and suggestions.

Apart from the above, we are interested in any information you can supply, whether you are in this country or abroad, on detectors of any kind. We would like to know about detectors that have failed as well as those that have succeeded. By printing such knowledge we may be able to save people entering the field some wasted effort.

CORRESPONDENCE

I would like to comment on the evaluation of the Epping incident, of June/July, 1958, as reported in the Summer issue of the Journal, by Mr. Cleary-Baker. I was able to make some chemical tests on a sample of the fused materials, kindly provided by Dr. Doel, and the evidence of these tests does not give much support to the "lightning" theory. The white or off-white coloured material proved to be a sample of fairly pure, compressed or sintered silica (quartz, SiO_2), which had been raised to fusion temperature in some areas to give a glassy material, full of small gas bubbles. The temperature had therefore exceeded 1800°C . in some parts. The material contained a trace of iron, but little other impurity, and this iron was present mainly as small specks of an iron oxide, embedded in the mass.

Fused material produced by lightning striking the ground is usually a very dark coloured, slag-like mass, containing all the elements commonly present in the soil or rock, e.g., a high proportion of iron, aluminium, magnesium, calcium, etc. Nor does the material correspond to any known type of meteorite (maximum reported SiO_2 content about 40%). I am not conversant with the geology of the Epping region, but unless there is a deposit of pure quartz sand in the area in question, the lightning-strike theory is not a very good explanation. Such deposits are comparatively rare (there is one in Scotland), and even the "white" sand of some beaches will produce a yellow mass on fusion, due to traces of iron.

The evaluation of reports is an extremely difficult problem, and I feel that we should concentrate more on the scientific testing of material evidence, when available, before drawing definite conclusions. Dr. Doel has my original report on this material.

G. ELLIOTT, B.Sc., F.R.I.C.

7th September, 1964.

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IN THE NEXT ISSUE

"Some Considerations Regarding The Possibility of Contact With Intelligent Extra-Terrestrial Beings," by E. Conrad Miller and J. L. Smith. The authors discuss preparations that should be made for contact, and what may be deduced from contact.

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