CANADIAN

UFO REPORT



UFO Bases in Arctic

Astronauts See Strange Craft

July – August, 1969 Price: Sixty Cents Volume I, Number 4

CANADIAN UFO REPORT

Volume I, Number 4

July – August

CONTENTS

Letters to Editor	1
UFO Startles Ferry Crowd	3
Huge Object Enters Forest	9
Capture of Spacecraft Reported	11
Puzzle of Blazing Light	12
One Man, Alone	13
UFOs Study Our Space Flights	15
Two 19th Century Mysteries	18
Luminous Objects on Arctic Ice	20
Strange Case of Falcon Lake Part 3	24

EDITOR & PUBLISHER:
John Magor

CONTRIBUTING EDITOR:
Brian Cannon

PHOTO ANALYST:
Richard Horsfield

FIELD AGENT:
Daniel Radford

Address all correspondence to:
Canadian UFO Report,
Box 758, Duncan, B.C., Canada

© J.F. Magor, 1968

Printed by *RAPIER PRESS Ltd.*

Where are They From?

The seemingly endless variety of UFOs observed in our skies raises the question of how many worlds are represented by the vehicles visiting us. Is it one, a few or many?

In some ways the question is of minor importance. Since we know so little about our space visitors anyway, it is a bit early to be wondering about how many points of origin they may have. Of more immediate interest is the riddle of their technology and purpose.

But the question of their origin does lead to another and major consideration. If they come from several worlds – and to judge by the widely assorted descriptions of the vehicles and their occupants, they do – we must discard any notion we may have that the universe is an elemental wasteland in which any planet with conditions favorable to life is a freak. If our own inconspicuous world has had visits from even a few others, then thousands or millions more worlds are being visited by their neighbors – plural, please note – and our picture of the universe becomes one of a network of skyways of infinite variety and scope.

On the other hand, if the narrow view is correct and there is perhaps just one other inhabited planet within UFO travelling distance of us, it must be a world of extraordinary size to provide activity of such volume and range.

This brings to mind the recent discovery of U.S. astronomer Peter van der Kamp who has made a lifelong project of studying nearby stars to determine if they have a planetary system similar to ours. In April he was rewarded by establishing beyond doubt there are two planets circling Barnard's star, our closest visible neighbor in the northern hemisphere, some 35 trillion miles away from earth.

Although unable to see the planets telescopically, van der Kamp and his colleagues were able to ascertain not only their presence but also their probable size and orbit by studying their effect on the course of the parent star. They calculated that one of the planets was more massive than Jupiter and the other slightly less.

Since Barnard's star is 2,000 times less luminous than our sun, there is little chance it warms its giant satellites sufficiently to support life as we know it. But the point is that this diminutive star is parent of two planets as large as anything in our own solar system.

If the closest observable system has two such giants, consider what other planets of monstrous size must be circling some other sun in our small corner of the Milky Way, to say nothing of points beyond. Somewhere among them, perhaps, there is a colossus that our visitors from space call home.

Letters

Sir:

Since reading George Adamski's 3 books: 1. *Flying Saucers have Landed;* 2. *Inside the Flying Saucers;* 3. *Behind the Flying Saucer Mystery;* I have little interest in sightings.

I believe he contacted real men from Mars, Venus and other planets. His description of the working of the saucers is real and authentic — and his rides and trips are the same.

The silence group gave him a rough time but his visit to and with Queen Juliana on May 18th, 1959 is authentic, and because Adamski's 3 books are fact and can be bought today, I have no interest in only sightings, but would have intense interest in people who have had real contacts. Sightings are like being in the primer class compared to Adamski's pictures, talks and fellowship with space people who are real and ahead of our earth people technologically and socially. They are not "little green men" as Frank Edwards would want people to believe. Neither do they kill or make war on anyone. They are far ahead of earth people morally.

The government knows much more than it allows people to hear. But I know we have space people on earth and working with and for the governments of this world but they are extremely, very extremely careful to whom they reveal themselves.

However, I wish you every success because I believe there are millions who have never heard of space ships or saucers and have never seen one. I'm sure when they see one, the ship will be much larger than a star and won't even look like a star.

Larry Dodge,
Edmonton, Alberta

Sir:

I've been meaning to write you on your magazine *UFO Report,* "Congratulations," I think it great.

I think it is about time people were awakened to the fact that we have been visited by a higher intelligence from craft of outer space, and face facts that earth has no known craft that can manœuvre the skies at such speeds as these UFOs, that so many people have witnessed. My husband and I have seen such objects. Before we moved from Cobble Hill, we did see several, from bright yellowish lights to objects that break into three parts and ascend at a great speed and go out before your eyes.

Since we moved to Saltair we have seen similar objects, such as the one on March 22, 1969. In the evening at 7 p.m. we were sitting at the dining table, looking out over at Thetis Island (our window faces the Island). I noticed a very bright light, far brighter than the planet Venus which was to the far right. This yellowish glow of light came on and hovered above the trees just south of Thetis Island. So I mentioned it to my husband and he said to let him know when it started to go out. So when it did, it faded to a tiny dot and sped off to the left at a 90 degree angle and went out like a light. In a few minutes it came on much brighter than the first time, then dimmed, then became brighter and so on till it finally went out for good.

Since then I saw something similar four nights ago over in the middle of Thetis Island, hovering, very bright, too bright to be a star, and then it would move very rapidly and finally go out.

I phoned my neighbor who saw the first object I mentioned here.

I hope more people who see these objects come forward and tell of them.

Mrs. W.R. Bazett,
Chemainus, B.C.

Sir:

I was particularly intrigued by the last two articles in issue no. 2 regarding relics of the very distant past.

Perhaps you are familiar with the work of Col. James Churchward who wrote a series of books on the early civilizations which he claims originated in the lost continent of Mu. These books, just now become again available as paperbacks from the "Paperback Library" New York, offer possible and quite probable explanations for the ancient South American ruins, Baalbek, Stonehenge, the Pyramids, etc. His work is said to be based on deciphering writing on clay tablets found in India and Mexico. His work was first published in the 1930's. Two later works concerning the "Cosmic Forces of Mu" offer a different view of the physical sciences. I find these more difficult to accept as his arguments appear inconclusive, but interesting for all that.

I wish you every success with your fine new publication.

John Buchanan,
Ottawa, Ontario

P.S. I'm sort of glad to hear that you too were an RCAF pilot. Seems to give us a little common ground in addition to a long-time interest in UFOs.

With reference to Col. Churchward's work, see picture at end of this section. — Ed.

Sir:

I would like to report what I believe to be an authentic UFO in this area.

On May 7, 1969 at approximately 10:25 to 10:35 p.m., daylight saving time, I saw a very bright object travel right across the sky. It was traveling south to north and seemed to change direction about mid-way. The direction change was very little but quite noticeable.

I was out on the dyke road with a friend when

through the pick-up windshield I saw this object and asked him if he believed in UFOs. His answer was no, so I asked him to explain what I could see. At first he thought it must be a plane, but the light was too bright for that and we could see no wing lights and could hear no noise. We were by this time standing out from the truck to watch this object traveling across the sky.

We had gone out there to see another friend who was operating a Cat. clearing some ground, but as he was working some distance away we did not call his attention to it.

When I arrived home I phoned the tower at the Terrace-Kitimat airport and was told I must have seen the planet Venus. I then asked if they had any information about any satellites that would be visible at that time. The tower operator said he had no information on this but that must be what I saw.

If it would be possible could you tell me if it was a satellite that I saw? This is the first time I have ever seen a UFO but have been a reader and believer in them for some time.

I have your first two issues, keep up the good work.

Glen S. Yearley,
Kitimat, B.C.

If the object moved across the sky as described, it was not Venus, and if it changed direction, it was neither a satellite nor a meteor. Therefore, unless it was an aircraft light, it must have been a UFO. – Ed.

Sir:

I do not know what your future plans are for material to be published in your magazine but I particularly enjoy the science type such as that about Stonehenge (issue no. 2) and the one about Bruce Cathie's grid (issue no. 1). I also think a great deal more pressure should be brought to bear on the government using all means possible and cutting across political lines to get UFO facts in their possession into the hands of the public. I personally believe the idea of panic is pure hokum.

The article about "Hairy Material Defies Analysis" is evidently about the same material that has been referred to in a number of reports. I have just been reading Albert K. Bender's book, *Flying Saucers and the Three Men* and find a reference to this stuff on p. 80, (Paperback Library). Desmond Leslie in the book *Flying Saucers Have Landed* also reports on p. 137, ". . . and the flying 'cigar' in the middle proceeded to jettison or discharge 'bright' whitish filaments like glass wool." This stuff dissolved or disintegrated quite quickly.

In closing may I thank you for the work you have started doing. I believe it to be an important one and trust it may prosper. I take considerable interest in the study of material on Lost Atlantis and am convinced that civilization had a much more advanced mode of flying machine than we presently have. So UFOs in my view, are not a recent thing.

J.L. Squance,
Victoria, B.C.

Sir:

First, I would like to congratulate the staff and editors of *Canadian UFO Report* on their material thus far published! Every thought for success goes out to you.

Personally, my experience with UFO's has included limited but numerous sightings, mainly on the North and West Vancouver scene. I have within my files several statements given to me from people here who have sighted UFO activity during the year of 1968. I would like to take the time in the future to write an article on same, but first and foremost I am waiting for a color slide to be processed of a UFO. This photo was taken by myself, early this year, just outside of our apartment balcony. The "lite" itself was over the area of West Vancouver, and near the water-line. Every time I had my camera lined up to take a picture of the "lite" it would seem to dim and disappear, only to reappear as soon as I had gone inside. Finally, with great patience, I managed to snap it while it was brilliant. I took photos of the stars in the sky near it, and the comparison is great! Unless I am mistaken, the photos should prove interesting. There were witnesses to the activity of the brilliant "lite," which was making its appearance nightly for some weeks in January and February of this year!

Being somewhat busy with astrology readings and holding meetings which relate to psychic realms, I have neglected my UFO research of 1968 and 1967. Since coming across your magazine this interest has once again picked up and I sincerely hope that some-time in the future I may be a contributor to same.

A note of interest here: on Janaury 11, 1967, at Sechelt, B.C., a five-man crew and a four-year old tugboat, the *Gulf Master,* disappeared. There seemed to be no apparent reason why it should have sunk, the same as another tug in the area, did less than a month before!

Since I do not take the newspaper or listen to the news too often during my busier days, I have not been kept up to date on most happenings. Yet it seems to me that last week another tug went down, with one body being recovered, but no trace of the others or the tug. Last, it seems that a numerous amount of UFO sightings have taken place near the area whereby the tugs have gone down. It might be worth looking into and writing an article on, since you people operate from the island.

Once again, my congratulations on your magazine.

Muriell Anne Kvan,
North Vancouver, B.C.

Readers interested in the apparent connection between UFO activity and marine casualties mentioned above should refer to consulting editor Brian Cannon's letter-to-editor in our May-June issue. – Ed.

Sir:

This is just a small note to tell you of many flying things I see in our skies nearly every night. I have been watching these balls of light for over two years now when the skies are clear. There was one two nights ago that was moving over our logging camp and then slowly zig-zagged away as if on a joy ride. It was

around one mile high, as all the rest of them were the same night. They always go in a northern direction, or close to it.

I have seen as many as five in three hours cross our mountainous country skies. This is quite a remote area here. One of our camp personnel has told me that around two years ago when he was working at Holberg, around 30 miles from here, he had one hell of a time as one of these lights apparently landed by the power station there, and he said the generators were going up and down out of control as he tried to steady them, which took quite some time.

There was around five over Holberg that night and many people there saw them, including the RCAF radar base five miles away. They could not pick them up on radar but walked outside and could see them.

Gary Godfrey,
Port Alice, B.C.

Port Alice is at the north end of Vancouver Island. — Ed.

Sir:

What do you think of the idea of a North American UFO watching network made up of ham radio operators? This idea was put forth in the magazine *Electronics Illustrated* by Wayne Green. I would think some of the thousands of hams would be willing to watch and relay sighting reports along the UFO's path. This would alert others who could get their cameras and witnesses outside.

In another magazine *Popular Science,* June 1968 edition, I saw that fireballs have been synthesized at the University of California. Many times I've heard that UFOs are just ball lightning. It is supposed to be able to do many unbelievable things. What are the capabilities of ball lightning?

Unsigned,
Vancouver, B.C.

The idea of a UFO watching network is excellent. May we hear from ham radio operators about this? Also, if he reads this, we would appreciate having the name of the above writer. As for ball lightning, it is said to be extremely rare in North America and only a little less so in Europe, which hardly makes it accountable for all the strange flying objects observed. In his book For Your Information *scientific writer Willie Ley gives this description of its properties: "The overall picture . . . is that a rather large amount of electrical energy is concentrated in a small volume; that this concentration is stable only for a short while; that the lightning ball prefers to follow electrical conductors which it may or may not melt in the process; that it does not set fires and does not electrocute people." Note the emphasis on its short duration. — Ed.*

Sir:

For many years I had been scanning the skies in the hope of seeing a UFO at close range and getting a picture of one. Finally, on April 23, 1962, I was rewarded by seeing both a UFO at close range and also obtaining a photograph. Sometime later, after examining the photograph, I noticed faint outlines of other space-craft following the larger carrier I photographed. It seemed that the sensitive film in my camera had picked up something that wasn't visible at the time I snapped the picture. It dawned on me that these were the invisible craft which the late Meade Layne wrote about in his book, *The Coming of the Guardians.* In his book, he claims that we are also being visited by invisible beings from outer space and not all UFO's are piloted by physical beings as ourselves. I realized then that Meade Layne's theory concerning this matter was correct.

The late Meade Layne, former director of Borderland Science Research Associates, believed that our world of reality is surrounded by an invisible world, which from time to time in history has intermingled or crossed and brought about such unexplainable phenomena as ghosts, apparitions, poltergeists and UFOs originating from the fourth dimension.

Meade Layne, in his study of these UFOs or Ether Ships, as he named them, believed that they originate from other planets but on a different plane of existence. In an article by Rolf Telano, an electronics engineer, there is mention of a group of Etheric Nors who inhabit Mars and Venus Etheria, with the greater part of those who are engaged in the present operations coming from the latter place. Most of the "saucers" are operated by them.

The "flying saucers" (etheric ships) of the Venusian Nors must be capable of both interplanetary and interplane travel. As a matter of operational convenience, however, they are usually brought here in large numbers on a carrier craft. These carriers, by the use of their own mechanism, can teleport themselves to this planet and simultaneously convert to the desired vibrational level. In the teleportation method of transportation, the craft and everything on it are converted into pure energy which is reconverted into its original form at the desired point an almost immeasurable instant later. The control is very delicate, and it is very difficult to exactly place the craft when working from a mobile control. Due to very slight errors, several carriers have been reconverted quite close to the surface of the planet.

In the Etheric or "4-D" interpretation, the spacecraft are best understood with respect to their origin and nature as being "emergents," that is, they emerge onto our plane of perception from a spacetime frame of reference which is different from ours. This process may also be described as a conversion of energy and a change of vibratory rates.

When the energy conversion takes place, the craft becomes visible and tangible. It appears to be and definitely is what we call solid substance, and so remains until the vibratory rate is again converted. The "steel" of the landed disc is an etheric steel and its copper is etheric copper — since the prototypes of all our metals exist in etheric matter.

The conversion process amounts to materialization and dematerialization. Just as there is a spectrum of sound and of color (ending in sounds we cannot hear and colors we cannot see) so there is a spectrum of tangibility ending in forms of matter which are too dense to be touched. The ordinary matter of our plane is a rarefraction, and the interspaces between the nucleus and the electrons are relatively enormous. The extremely dense matter of the ethers passes through earth substance freely. But if the vibratory rate of an etheric object is slowed down, it becomes less dense

and enters our field of perception.

Whether the Etherian people are "human" or not depends entirely on one's definition of the word human. So far as we know, they are not excarnate humans and have not lived on our planet, though often visiting it. It is a cardinal mistake to assume that their bodies, and the ether ships created by them, are necessarily the same as we have seen them, when they withdraw to their own planes of existence. The problems of space travel as we conceive them do not exist for the etherian. By altering his vibratory rates, he can penetrate our seas and the substance of our globe as easily as he does our atmosphere.

These space beings regard themselves as "humans" but apparently in a much broader sense than it is ordinarily used, because they were never Earthians but have always been high-plane dwellers. To them a "human" is a being on any plane who employs a thinking and reasoning process similar to our own.

Their huge craft may be miles in dimension or of planetary size. Under what conditions these huge objects, hanging hundreds of miles overhead, are converted to a frequency rate perceptible to us is of course unknown. But discs and other forms, discharged by mother ships, are obviously so converted in order to operate under gravitational and magnetic conditions peculiar to our planet. Or it may be a part of the overall plan that these objects be made visible and tangible to us, as part of the education of the earth people.

The faculty of etheric vision, weak or missing in most individuals, might make it possible for some to see saucer phenomena quicker and easier than the majority.

Man himself is a space being. Men and Etherians alike are purely mental beings and are everywhere in consciousness, which is space, but the phenomena of life require form building. All forms are made up of varying degrees of universal life energy and are manifestations of it. When the etherians desire you to know of their presence, they must create form, so that you can become aware of them through the senses of the body.

Homer Schaefer,
Kitchener, Ontario

Unfortunately the photo Mr. Schaefer sent us was too dark for reproduction. However, close examination of it did show barely discernible lines — in our opinion, shaped like a wide V — against the night sky. — Ed.



In 1931 James Churchward started a scientific and religious debate that has lasted ever since with publication of his book *The Lost Continent of Mu,* soon to be followed by three other related works. Churchward's theory was, in brief, that until about 12,000 years ago there was a paradise of a continent in the South Pacific called Mu inhabited by an extremely advanced race numbering 64 million. Mu, according

to Churchward, was the Motherland of Man and its people had a history of highly developed civilizaiton of at least 50,000 years, with their time of origin dating back far beyond that.

Then in a cataclysmic upheaval Mu was destroyed almost overnight and sank beneath the surface of the Pacific. It was Churchward's view — and he produced much persuasive evidence to support it — that what we know as the South Sea Islands stood as the last exposed traces of the lost continent. But he also maintained that the people of Mu spread their domain farther than their continental limits and that relics of their work, or of their descendants, may be found scattered about the rim of the Pacific and beyond.

One of these is the ancient city of Angkor Wat, now mouldering in the jungles of Cambodia close to the theatre of war in Viet Nam. Through a study of carved symbols at Angkor Wat, as well as at the later city of Angkor Thom, Churchward was able to show a similarity between these and others said to have come from Mu, thus establishing a likely link with the lost continent.

Without discussing this possible aspect of Angkor Wat's history, Canadian author and historian M.B. Gaunt in the previous issue of *Canadian UFO Report* described the achievements of the Khmers who build the city. He related how they cultivated the arts at the price of being unprepared for war and were finally destroyed by invaders. These people, he said, believed they once lived in a place "beyond the sun."

Apparently the people of Mu also believed their origin lay somewhere out in the cosmos. Churchward, however, did not suggest they considered themselves migrants from another world. Instead he interpreted the "cosmic eggs" found in their symbols as meaning life germs formed from particles of mud but having some kind of cosmic origin. At the same time he was impressed by the emphasis on birds in their symbols of creation and, had he studied the possibiliites different interpretation of those "cosmic eggs." Perhaps, finding no evidence of evolutionary process for the people of Mu, he would have concluded the symbolic eggs actually meant space ships.

In any case, the Khmers at Angkor Wat seemed certain their ancestors were migrants from space and, by ancestors, they almost certainly meant the people of Mu. In the above picture, taken by M.B. Gaunt and showing a wall decoration at Angkor Wat, the ancestry of the Khmers is shown more graphically than anything presented by Churchward. The figures below water must certianly represent the people of Mu who, as the Khmers evidently thought, continued to live after their Motherland sank.

One might argue that the lower figures are not intended to be shown as underwater but as moving about on shore, with the sea as their background. The Khmers, however, would have had no need for such a primitive two-dimensional technique. They were skilled at carving in depth, as even these figures show to some extent. If they had intended the sea to be in the background, they would have put it there and would not have made clumsy use of fish to show what it was. A boat would have been sufficient.

Here, then, are the remarkable but ill-fated people of Mu who, if the Khmers were correct, once lived beyond the sun — and who, if Churchward was correct, were the ancestors of all mankind.

UFO Startles Ferry Crowd

There is one clue in the behavior of UFOs which suggests strongly that their origin lies beyond our solar system. It is their attitude toward water. As far as we know, Earth is the most watery of planets in our particular system. Perhaps in some form water lies in or under the clouds of Venus or in the gaseous layers of the outer planets. To a small degree it is almost certainly present on Mars.

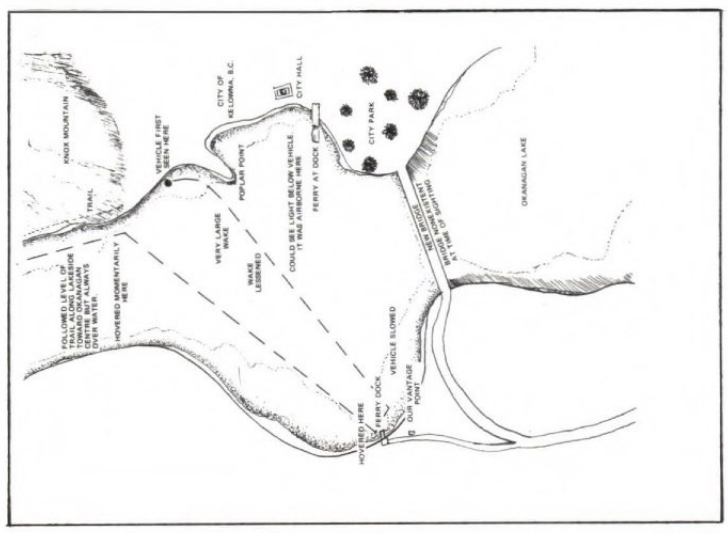
But large deep bodies of water such as ours seem definitely unique in our solar system. Presumably, therefore, if our space visitors came from a neighboring planet, they would approach our lakes and oceans with wary respect. Without such watery expanses of their own, they would never feel at ease on or in ours, no matter how advanced their technical development.

But the striking fact is that, where water is concerned, UFOs appear far more at home even than ourselves. They seem to regard it as an element barely distinguishable from air and, except for an apparent interest in sampling it (ref. May-June issue), they treat it with indifference. They have been seen flying into it and emerging from it at full speed. Observations of strange subsurface luminous discs suggest they may even live under it.

Now we have learned of a case in which a UFO was observed boating on a lake much as we would on a casual outing. For a few minutes the object looked like any vacation craft, but then there were differences.

Although the incident occurred in 1952, it did not come to light until recently when it was reported to us by two of the witnesses. They were Stewart Sanborn of


C. MAYNES


KNOX MOUNTAIN
VEHICLE FIRST SEEN HERE
CITY OF KELOWNA, B.C.
CITY HALL
CITY PARK
VERY LARGE WAKE
POPLAR POINT
WAKE OBSERVED
COULD SEE LIGHT BELOW VEHICLE IT WAS AIRBORNE HERE
FERRY AT DOCK
HERE BRIGHT LIGHT APPEARED AT TIME OF SIGHTING
OKANAGAN LAKE
HOVERED MOMENTARILY HERE
VEHICLE BLOWED
HOVERED HERE
FERRY DOCK
VANTAGE POINT

Ladysmith, B.C., an electrical operator with the provincial power system, and his cousin by marriage, Mrs. Dorothy Sanborn, a Red Cross nurse now responsible for the medical care of an Indian settlement in B.C.'s Cariboo country. Another witness was Mrs. Sanborn's late husband, Gordon.

"We were living at Summerland on Lake Okanagan at the time," Sanborn said, "and Dorothy and Gordon had just arrived from Vancouver to visit us for a while. As it was her first trip to the Okanagan since leaving her home in England, we had set out on a motor trip for the day to see some of the country.

"It was a clear bright morning in September, and when we reached the ferry slip to cross over to Kelowna we realized we would have to wait a bit because we could see the ferry still on the other side. And then about half a mile north of the ferry we noticed this other thing."

"I remember pointing it out and saying what a beautiful white boat it was," Mrs. Sanborn added. "It was moving around so gracefully, and though we still couldn't make it out very well at that distance, it seemed to have a smooth round design we had never seen before."

As the three watched from their car in admiring curiosity, they noticed the strange craft had started to move across the lake in their direction. By that time cars for the ferry were beginning to line up behind them, so others were also in a position to observe what happened next.

"We could see the wash coming out from either side, yet somehow the boat, as we thought it was, didn't seem to be moving very fast," Sanborn said. (Mrs. Sanborn compared it to a line from Dante, "Hasten slowly.") "As it came closer we still thought it must be some unusual kind of modern boat. It looked like a round hard hat sitting on a platter.

"But there was something about that wash that looked different and that started us wondering."

Although neither could explain precisely what the difference was, possibly it was caused by the circular shape of the craft moving lightly on the surface, like a flatly thrown stone.

"Then suddenly it really surprised us," Sanborn continued. "It was a few hundred yards away when all at once the wake



MRS. DOROTHY SANBORN (Left)
MR. AND MRS. STEWART SANBORN (Right)

disappeared and we realized the thing was in the air. It changed direction to the right so that it came straight toward the ferry dock and then it stopped dead, less than 100 feet in front of us and about 50 feet above the water."

Despite the 17 years that had since elapsed, Sanborn's memory of that experience was obviously still very much with him. He shook his head in amazement as he spoke of it and seemed to live the whole experience over again.

His cousin, on the other hand, said she had not thought of it for a long while, though she was sufficiently impressed at the time to make a note of it in her diary.

"We sat in the car spellbound," she said. "We couldn't believe what was happening and afterwards, for some reason, we had no desire to talk about it. It was as if we had been told not to."

The witnesses described the object as about 30 feet in diameter and having a haziness which made the outline indistinct. Also it had a translucent quality which gave them the impression that anyone inside could have seen them without being seen in return. (A description of translucence often occurs in sighting reports in which the UFO is dome-shaped, such as this one.)

"It stayed there, absolutely silent, for a minute or so," Sanborn said, "and we definitely had a feeling it was watching us. Then it started back across the lake. By this time I was out of the car to get a better look and I

told the others I wished I had a pair of binoculars. An American tourist in the car behind heard me and said, 'Here take mine. I've seen enough.' He looked as if it had scared him."

Through the binoculars Sanborn watched the object reach the opposite shore, just over two miles away, in five or six minutes, giving it a leisurely speed of about 20 m.p.h. Then it seemed to fly parallel to a trail bordering the lake before it shot up and disappeared.

After a moment Sanborn handed the binoculars back to their owner, and he remembers how they stared silently at each other in disbelief.

"I guess I looked just as shocked as he did," Sanborn said, "and it must have affected the others the same way. We were a pretty quiet bunch going across on the ferry."

Having seen and been examined by a craft that may have come from a world light years away, it was no wonder.

"Dark Mass" with Lights

More recently another strange object of a different description was seen in the same Okanagan area of central British Columbia. The incident was related to Canadian Aerial Phenomena Research Organization by one of the witnesses, Mrs. C.M. Karpowich of Grindrod who, with several other residents of that town, saw the object on Nov. 22, 1968.

The CAPRO bulletin carried this account of her experience:

Mrs. Karpowich stated that she was returning home from a friend's house when her son first noticed a football-shaped object descending slowly about one mile west of Grindrod. The object was described as a dark mass with two square lights that blinked on and off in random fashion. Mrs. Karpowich, her three children and Mrs. T. Anchikeski and her three children all watched the strange thing for about four to six minutes until it disappeared behind a hill one mile from the Karpowich residence. When they arrived home, Mrs. Karpowich stated that their dog ran to them with his tail between his legs and his ears down. She said that it was most unusual for the dog to act in that manner.

She reported the sighting to the Enderby, B.C. RCMP detachment who checked and advised that there was no airplanes in the vicinity at the time. It was unlikely that any small craft were in the area due to a heavy low lying cloud and smoke layer over Enderby and Grindrod.

Mrs. Karpowich and her children were able to supply us with drawings of the object and in each case the individual showed two rectangular "windows" in the center of the object. Twelve year old Tom Karpowich indicated his impression of these lights was that they were shaped like the letter "T."

It is interesting to note that the UFO Research Institute in Pittsburgh, Pa. reported recently that a UFO with "square lights on the outer edge" was seen Dec. 30, 1968 near Houston, Pa. Three people watched this object pass within 100 yards of their cars.

Light Follows Girls

While it is apparent that UFO activity varies in intensity over different areas, it is also apparent that the news media of some areas are more diligent than others in reporting such activity. Consequently it is not always easy to make accurate comparisons. But whether because of good reporting or because there is more to report, UFO movement over the southern leg of Ontario reaching into the Great Lakes country receives far more than average attention in Canada.

A local resident who has collected sighting reports there for many years is Homer Schaefer of Kitchener (see letters to editor). Recently Mr. Schaefer turned over to us a number of these reports and we propose to carry one or two in each issue. Here, as reported on Aug. 15, 1957, by the Galt Evening Reporter, *is the first:*

Two Preston girls were given the "scare of their life" last night by a "strange flying object." Colleen Weller, 16, of Church Street and Diane Kloepher, 15, also of Church Street had a good view of the object as it circled above them at a height of about 100 feet on King Street across from the Post Office.

Diane and Colleen had spent the evening at the home of Colleen's parents playing tennis, and at approximately 10:30 p.m. decided to call it a night. Colleen offered to walk part way home with Diane who lives on the south end of Church Street, the latter readily accepted the offer due to the late hour and the two girls started out along Church Street towards King.

On arriving at the intersection where the Bank of Montreal is situated, Colleen was attracted to a very brilliant light seemingly hovering above the bank. Colleen at first was too startled to say anything to her friend, but simply stared at the "object" until Diane glanced up as well and she too was shocked at the sight.

"It was round and the light was blinding," said Colleen. "I couldn't look at it for any length of time at all or my eyes would have been more painful than they were. It was stationary for a short time then it would spurt away and then would return to a position above us."

Diane's comments substantiated the description of the "object." "It was really scary and so close to us. I was glad when it left us but then it came back and I noticed the flames or it was more like white heat coming out of it on each side. When it did start away, it grew paler in light and there seemed to be a dark plate or spot in the middle of it. The flame or whatever it was, also died down a bit. We never did see the top of it so I don't know what was on the top. When we saw the "thing" it seemed to be as big as a large room."

Diane then hurried home after this experience as did Colleen, but the object followed Colleen back along Church Street as far as her house.

Said Colleen, "I practically ran all the way home and every time I looked over my shoulder, it was right above me. I was really scared. I ran in the house and told Mom what I had seen. She didn't say very much."

Comment from Mrs. Weller completed the happenings to the girls. "Colleen came running into the house and told me what she saw and I could see by her face and eyes that something had happened to her. Her eyes were very red and bloodshot and they were watering something awful. I tried to pass it off as nothing, but I was so frightened myself that I wouldn't go out to look. I don't know what the girls saw, but I believe them in their description of this thing whatever it was. They just got back from camp and didn't know a thing about this flying saucer scare. They certainly do now though."

A number of flying saucer sightings have set the South Waterloo district astir, and many such scenes have been witnessed. Many explanations have been given as to the cause or reason for the flying objects, but up until now no concrete reason or proof has been found for these happenings.

Huge Object Enters Forest

Driving a logging truck in the mountains of British Columbia requires skill and nerve. With approximately 100 tons of logs and trailer riding behind him and a precipitous winding road ahead, a driver must be meticulous in ensuring his equipment is in top shape, with special emphasis on brakes.

So it was with Albert Kershaw on a bright, wintery day in March, 1966. Working in the Shawnigan forest district on Vancouver Island, he had picked up his load on the mountainside being logged and was descending carefully to discharge it at tidewater in Cowichan Bay far below. On either side was thick timber still to be logged, and beyond him the snow-covered road twisted steeply out of sight.

Recently Kershaw drove us up that road to the top of a sharp incline called Crescent Hill. There he stopped, turned his pick-up around and told us what happened that day. About 200 yards ahead to our right there was a projection of trees, at roughly our level, that stopped well short of the road. On our left, slightly closer and higher up, there was a similar clump of trees, also well clear of the road. The view between these two points of forest, about half a mile apart, was unobstructed.

"I had stopped here to check the water coolant in my brakes," Kershaw explained. "If your brakes overheat going down this hill, you're plain out of luck. So I was crouched down beside the wheels on the right-hand side when something shiny by those trees over there caught the corner of my eye."

He pointed to the stand of fir trees on our right. They ranged up to 200 feet in height.

"I stood up and looked at it and at first I thought it was a plane trying to make a crash landing. It was so low it was below the tops of those trees."

But as the object moved closer to the road, Kershaw realized he was looking at something utterly strange. Whatever sort of craft it was, it had no wings or tail.

"It was shaped like a large pontoon, about 100 feet long and about five feet thick in the middle, and it tapered a bit toward each end. The ends, front and back, were an orangey color I have never seen before. They looked as if they were glowing from heat or something. This color went back about 15 feet from each end, and the rest of the object shone like polished metal. I have never seen such polish. It was like shining a light on a TV screen. Just behind the color at the front end there were two little square markings, one smaller than the other, that looked as if they might have been panels."

For a minute or so Kershaw stared in amazement as the object moved slowly across the road in full view before him and headed for the far side of the second clump of trees. At this point the craft performed two singular manœuvres. As it approached the higher ridge of ground, two puffs of black dust "like carbon dust" sprayed from beneath its front



In photo above Albert Kershaw stands at point on logging-road in British Columbia where he saw a giant metallic object pass at less than tree-top level in front of him. Kershaw had stopped here to check brakes before descending hill which starts immediately ahead. Below is the small woodland lake where, in Kershaw's opinion, the object must have hidden before starting flight. Frozen over at the time, the lake, lying in line of flight, would have provided landing space and concealment.



end and seemed to give it the bit of extra altitude it needed.

Then, as it started to move behind the trees to the left of the road, it rolled over on its side.

"When it did that I could see it was much wider than I had thought," Kershaw said. "It might even have been circular. It was hard to tell through the gaps in the trees. But one thing I did see was something flat sticking out underneath, like a landing pad."

Several days later he returned to the scene and, struggling through the snow on foot, tried to examine the area where the object had disappeared. He could not get far and there were no clues to help him but he was struck by the narrowness of the gap along which the craft must have travelled, since it did not reappear above the trees. He realized then that the enormous craft had simply flipped on its side to travel between the trees like an airborne wheel!

At the time of sighting, however, Kershaw's first impulse was to get help in tracking the object. He thought of using the radio in his truck but, not knowing what reaction his transmission might set off in this strange encounter, he decided against it. Instead he completed his run as quickly as possible and then phoned the local flying club, hoping he could follow the object by air.

"But I was out of luck," he said ruefully. "There wasn't a pilot around who could take me up. Even if we didn't see the thing again, I thought we could take a run over a lake nearby where I figure it might have been parked on the ice before it flew across the the road. If so, it would have left some tracks. But after a few days it was too late even for that. The ice had melted."

That was one part of his experience that Kershaw regretted. Another was that, for fear of missing something, he did not take time to climb back into his truck to turn off the idling motor. Thus he could not tell if the object made any sound.

Thirdly was the reaction of authorities.

"I phoned the police that night," he said, "to report what I had seen and to find out if they could tell me what it really was. But they treated it more like a joke. They seemed to be more interested in knowing about me than what I was telling them."

Then Kershaw, an articulate man not given to over-excitement, added a remark that left no doubt about his conviction he had seen something beyond material explanation.

"Right after that I took flying lessons and got my pilot's license," he said. "If anything like that is seen around here again, I won't have to wait around for some one else to take me up."

By chance, Kershaw was to be checked out for his solo on floats the same afternoon that we interviewed him. So later on we watched from the shore of Quamichan Lake as he made his circuits and landings. Beside us were his pleasant wife and two children, obviously proud of what Dad was doing.

Capture of Spacecraft Reported

BUENOS AIRES (NZPA Reuter): The Soviet Union and the United States both possessed damaged flying saucers from space, an Argentine researcher, Dr. Pedro Romaniuk said when the private John Kennedy University started its biopsychosynthesis summer term of lectures in Buenos Aires.

Dr. Romaniuk said the Soviet Union captured what he called a space nurse ship, which was now being studied by a special board. He did not quote any sources for his information. He also claimed he had evidence that the United States had found a spaceship which fell in Alamo Gordo, New Mexico. According to Dr. Romaniuk, this fact was brought to the attention of the U.S. Air Intelligence centre by the director of the Northwestern Observatory, Dr. Silas Newton.

Dr. Romaniuk quoted him as saying that the extra-terrestrial craft had small exit traps instead of doors, allowing the passage of small-sized beings only. Inside the seamless hard metal object, six small dead bodies were found, morphologically similar to man and probably killed by atmospheric decomposition when one of the trapdoors failed to work, Dr. Romaniuk said.

According to Dr. Newton, the spaceship was propelled by cosmic energy and the bodies covered by a sort of metallic transparent blue suit, resistant to scissors and blow torches. Dr. Juan Aleandri, who heads the biopsychosynthesis department, said it aimed at bringing together psychical and physical experiences and interpreting them.

Puzzle of Blazing Light

Sooner or later anyone studying the UFO mystery will come across the remarkable fact that widely separated sighting reports will often include identical details. By itself there is nothing particularly strange about that since sightings have become so numerous, but when those details are of a very unusual nature, even the skeptics must pause for a moment and wonder.

Consider these two cases. Neither involves the direct observation of an unexplained object but that makes them all the more striking because the curious circumstances suggesting the presence of one are so similar.

It was approaching 2 a.m. one early summer night in 1968 when Mrs. Paul Hillman, having watched a late TV show in her home at Cherry Point on Vancouver Island, switched off the set and prepared to retire. In the instant before she turned on the lights she was startled to see a red glow shine through the window curtains.

"It was so bright I could see the silhouette of the lilac bushes outside," she told us. This was despite the fact that the room was on the second floor, approximately 20 feet above ground level.

Mystified and alarmed, Mrs. Hillman called to her husband who entered the room in time to see the red light change to an almost blindingly brilliant white, then vanish.

As the room faced the waterfront, Hillman's first thought was that a boat had played a searchlight on the house and, picking up his electric torch, he went outside to investigate.

"But there was absolutely nothing there," he told us. "My torch is a particularly strong one and if there had been anything out on the water, I would have seen it. There was no one prowling around the place either. I circled the house and could see a long way in every direction. There wasn't another soul there."

The Hillmans have no more than an average interest in the subject of UFOs. Therefore they would have no reason to know or care that in his critique of the Condon report Dr. J. Allen Hynek picked 11 particular cases which he felt needed more study, among them being one that matched their own uncommon experience.

In this case, which occurred in the winter of 1966, the witnesses were a nuclear physicist, his wife and children. As they were driving on a wet, foggy night through a wooded section of south-central U.S., the wife called her husband's attention to a red-orange glow shining through the trees ahead and to the left. Apparently emanating from a source below tree-top level, the light pulsated regularly, changing from dull red to bright orange.

As the witnesses reached a point in the road apparently nearest the source of the light, it suddenly brightened to a brilliant white that lit up the landscape, cast shadows of trees, forced the driver to shield his eyes from the glare and awakened the children. After a few seconds the light subsided to its earlier red-orange pulsation. The driver then stopped to estimate the bearing of the light from the highway and then proceeded on his way. No sound or other effect had been noted except the light.

While the two incidents differ in various respects, the striking similarity is, of course, the sudden blazing of the lights from orange or red to a blinding white. In the case of the Hillmans the mystery was intensified by the fact that no cause of the occurrence was found despite an immediate search of the area. In the second case the principal witness left without taking that important step, though he, a friend and the Condon committee investigators did examine the spot much later without uncovering any clues. (An interesting note, however, was that a local resident who had hunted in the area for many years said he had noticed a sharp decrease in game since the end of 1966.)

The Condon committee never was able to explain the case of that strange light. The Hillmans' experience goes into the same bracket of the unknown.

Sea Mystery Strikes Again

In issue no. 2 we reported there is an area of the Atlantic known as the Bermuda Triangle lying off the coast of Florida where UFOs are frequently seen and where the number of air and marine casualtities is

unusually high. This is where the nuclear submarine USS Scorpion *disappeared.*

Now there is this recent news report to add to the mystery:

KEY WEST, Fla. (UPI) — The U.S. Navy disclosed here it was investigating a mishap that sent a U.S. submarine plunging inexplicably out of control with 80 men aboard to an unstated depth off Guantanamo Bay, Cuba.

A spokesman would only disclose that the incident sometime last week involved the Key West-based conventional submarine *Chopper* and that two crewmen were injured, one with a broken arm and another with a dislocated shoulder.

One Man Alone

By BRIAN C. CANNON

Director, Canadian Aerial Phenomena Research Organization

History can often be an abominable reminder of many of the mistakes that man should have learned by, but did not. From the Renascence to the present, man's myopic outlook of new and exciting ideas has resulted in a stifling entombment of progress. Certainly, technological advances have taken us quickly from the horse and carriage era to the moon but only after we have stringently tried to impede the motivated individuals who strive to "think ahead" of our times.

We are all familiar with the fears expressed for early explorers that their ships would sail over the brink of the earth's "edge" into oblivion, and even today there are those who are firmly convinced that this planet of ours is flat! Galileo, Newton, the Wright brothers and many others were derided because they aspired to beliefs that were at odds with the popular theories of their day. Jules Verne provided reams of entertaining "fiction" in the 1800's but his fanciful notions of submarines and projectiles to the moon have become fact in the twentieth century. Verne's modern day counterpart, Arthur Clarke, predicted in the early 50's that man would land on the moon before 1978. At that time, scientists regarded this possibility as good material for the comic pages.

Such scepticism and derision followed the contributions of Canada's, and perhaps the world's, leading UFO expert in recent years, Wilbert B. Smith. Wilbert Smith died on Dec. 27, 1962, leaving a distinguished career behind him. He was the superintendent of Radio Regulations Engineering for the Dept. of Transport at the time of his demise and had been directly involved in the Canada-U.S. Television Allocation agreement of 1952 and the North American Regional Broadcasting Agreement of 1937. He was extremely active in community affairs and was a philosopher, scientist, lecturer and author. In later years, curiosity drew him, the holder of a Masters Degree in Electrical Engineering, into the perplexing world of unconventional aerial phenomena. Like the majority of scientists, he was extremely sceptical and fully expected "to find the phenomena to be due to man-made or natural causes."

Notwithstanding this initial doubt, Wilbert Smith exemplified impartiality in his approach to the subject of UFOs. He became fully aquainted with the many facets of UFO incidents through personal research, investigation and evaluation. He found that literally thousands of people were observing objects in the skies that, simply, could not be explained away and came to the realization that "space travel was not quite so fantastic as it had seemed at first . . . that it was quite within the realm of possibility that some other race elsewhere might be a bit ahead of us . . . that maybe there was something to all the stories about flying saucers after all." In a talk to the Illuminating Engineering Society, June 11, 1959, Mr. Smith stated, "I have interviewed many people who claimed to have seen a flying saucer, and I am convinced that they are normal honest folk who are reporting as best they can something which they actually did witness. We would be happy to accept the statements of these same people in a court of law as witnesses to something more mundane, such as an automobile accident, so why should we doubt them when they tell about having seen a flying saucer?".

Perhaps one of Mr. Smith's deepest disap-

pointments was the refusal of society to recognize the "Binding Meter." Following several airplane crashes, he and his colleagues designed an instrument that purportedly could detect regions of "reduced binding," areas of unstable molecular structure, roughly circular and approximately 1,000 feet in diameter. Mr. Smith was able to pinpoint several of these regions, mainly in the northern latitudes, but he was unable to gain official support in his effort to seriously investigate the theory.

Near the close of 1950, Wilbert Smith requested and received permission to use the facilities of the Dept. of Transport for the purpose of laboratory study into the UFO phenomenon. While the Transport Department authorized this research, it did not support or recognize the conclusions reached by Mr. Smith – not a surprising attitude since Mr. Smith courageously suggested that there is a "substantial probability" of UFOs being extra-terrestrial vehicles. Although he expended much scientific effort and knowledge into Project Magnet, the Canadian Government chose to disregard the evidence he placed before them. Following the wave of North American UFO reports in the late 40's and early 50's, it was decided that the preponderance of the sightings could be explained and therefore, their "Top Secret" classification was removed. Further scientific testimony, apparently, was not required.

It should be established here that although the federal government dropped Project Magnet in 1954, it was in this same year that then Defence Minister Brooke Claxton set aside a 1,000 square-mile tract of land at the Defence Research Board, Suffield, Alta., for the sole purpose of enticing UFOs to land! No military or civilian aircraft were allowed in this area. Oddly enough, not a single saucer took advantage of our proposition! The situation would be laughable were it not for the fact that Wilbert Smith's work on Project Magnet was lost in the political shuffle.

Project Magnet contained a basic, workable method for analyzing sighting reports. Founded on the principle of a matrix, similar to that used by the University of Colorado and Dr. J. Allan Hynek, it considers both the strangeness of the report and the objectivity of the witness. By applying a complicated series of formulae and graphs, which constitute a separate study themselves, Mr. Smith was able to assign weight factors or probability ratings to UFO reports. For example, of four "probable meteor" sightings during 1952, Mr. Smith works out their weight at 91 per cent, which is the probability that the observers actually did see meteors which appeared as they described them. Of five reports of circular or elliptical bodies seen in daylight, he assigns a weight factor of 88 per cent, after considering the sightings under his evaluation scale. He says, "The cardinal rule is that a sighting must fit completely under one or more of the chart headings, with nothing left over and without postulating any additions, deletions, or changes in the facts as reported." Many of the ideas proposed by Wilbert Smith in the 1950's are just now being advocated by serious scientists today. Unfortunately, we could have been applying these principles twenty years ago had others listened to what Mr. Smith had to say.

The strict orthodox view taken by many scientists was often the target of Mr. Smith's rebutting comments. Dr. Bernard Lovell, Director of Jodrell Bank in England, once stated that while four per cent of the billions of stars in the universe are capable of sustaining life, he doubted that any nation would assume the expense of establishing radio communication with them. Mr. Smith countered by questioning the assumption that communication between planets must use radio as we know it and be within the range of frequencies which we have been able to exploit. He also challenged that statement that effective and efficient transmission means must be "expensive." "There is another point which may not be so readily apparent, and that is the question of language. We communicate, one to another, by means of vocal noises which, by mutual understanding, is coded to carry, as nearly as possible, the meanings which we desire to convey. But there is no assurance that Beings from elsewhere use sound for communicating, and again from what we have learned from them, their communication methods are as far beyond radio as radio is beyond jungle drums!"

Certainly Wilbert Smith stood alone in his ideas on UFOs but he continued to be held in high regard even after his death. He was posthumously awarded the Col. Keith S. Rogers Memorial Engineering Award, donated by the

Canadian General Electric Company. Concerning the award, the Canadian Association of Broadcasters said, "All of us who have knowledge of the circumstances and of the work done by Wilbert Smith and the manner in which he did it, are agreed that this award has never been better deserved. Wilbert remains in our memories as an outstanding Canadian, a gentleman we were all proud to know. That memory, like his distinguished lifetime record, should be and I am sure is, a source of great pride to you all."

It is still not too late to consider what he had to say.

UFOs Study Space Flights

When Apollo 10 was 200,000 miles from earth on May 20 and the crew was reporting to ground control that all was well, the startled voice of astronaut Eugene Cernan broke into the conversation with these words:

"You wouldn't believe this but right now, outside my window, I've got something, see something . . . It's just spinning around in reflected sunlight out there. I can see it with the naked eye, and I can see it spinning around."

In the same breath Cernan said he guessed it "might be the S-4B," the third stage of the rocket that boosted Apollo 10 into space, and that seemed to end the matter.

But there were some curious aspects to that snatch of conversation. If the object was the S-4B, the natural reaction of ground control would have been to confirm it, or try to. Cernan phrased his remarks almost as a question, apparently expecting someone to explain what he had seen, but nothing more was said about it – at least for public ears.



EUGENE CERNAN

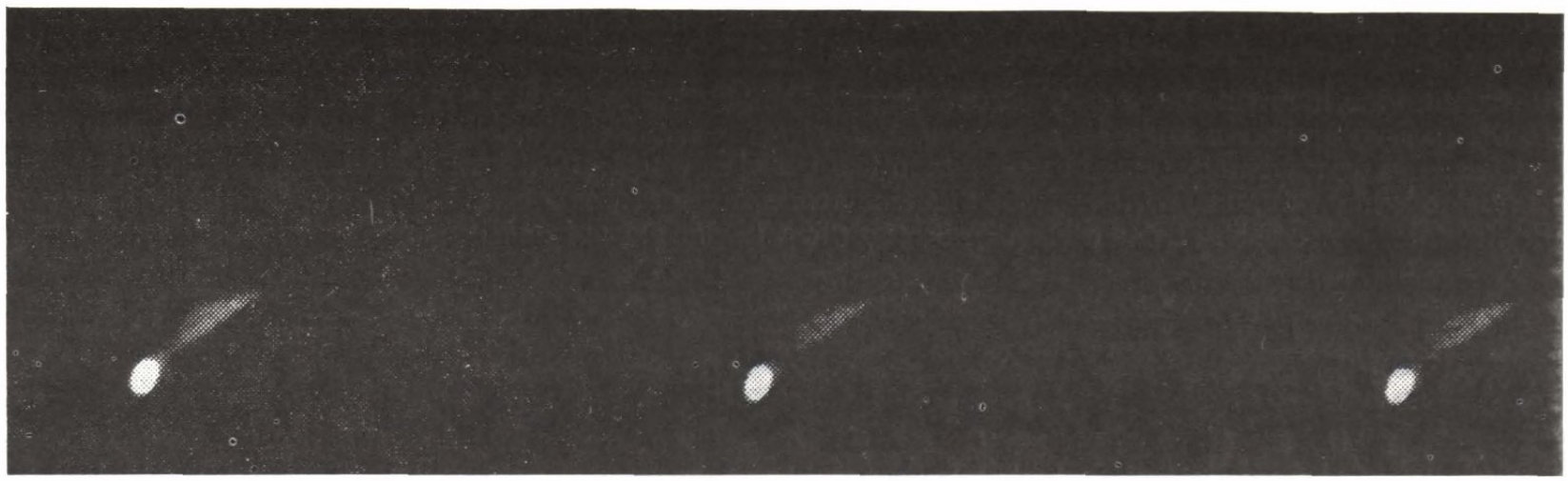
Then there was the note of excitement in Cernan's voice. One would think that if there was a chance that part of the booster rocket might accompany the astronauts through space, they would have been told about it beforehand. But Cernan's expression, "You wouldn't believe this . . ." betrayed the extent of his surprise. Obviously the crew had not been told they might see the S-4B again.

Finally, if it was the S-4B, why had two days elapsed since its release before they saw it for the first time? Apollo 10 was flung into space on Sunday, May 18, and it was Tuesday when, with the moon a scant 30,000 miles away, Cernan made his sighting. The only way to fit the booster rocket into the picture would be to assume it trailed the spacecraft out of sight for most of the journey until, toward the end, it somehow closed the gap and became visible. This would be a poor explanation at best but, since Apollo 10 changed course in mid flight, it makes no sense whatever. By the time the object was seen, the real S-4B presumably would be on its way to orbiting the sun.

By chance, just over a month before this occurred, a U.S. space authority made a remark in public which could explain why Cernan did not say more about his sighting and why ground control said nothing about it at all. The story is best described by this report from the *Calgary (Alberta) Herald,* April 11, 1969:

American astronauts flying in space have not only sighted UFOs but have taken photographs, a noted research scientist claimed here.

Dr. Garry C. Henderson, senior space research scientist with Fort Worth, Tex. division of General Dynamics, said at a public lecture in the Calgary Planetarium that astronauts had been instructed to say nothing about seeing UFOs and that their pictures had been locked up.



Reportedly filmed by astronaut James McDivitt on June 4, 1965, this object, interesting though it is, may not be the one McDivitt actually saw. The astronaut claimed the released photos did not show what he had sighted, which was a cylindrical object with an antenna-like extension.

Henderson said he had spoken to one astronaut who told him he was instructed along with other astronauts by NASA officials "not to mention any UFO sightings made."

He attributed the shroud of secrecy to NASA fears of ridicule. The U.S. Congress, he claimed, could become wary of the space program and eventually cut down on financial appropriations.

Dr. Henderson also criticized the Condon report for prematurely dispelling thoughts about possible existence of UFOs . . . He predicted that UFO probes would virtually end unless governments in the more advanced nations took an active stand soon to mount more positive and improved UFO investigations.

This raises the noteworthy point that while the Condon report did its utmost to discount the existence of UFOs, it presented authoritative evidence that astronauts have indeed seen unexplained objects in outer space. Its investigation of this particular subject was carried out by Dr. Franklin E. Roach, astrogeophysics professor at the University of Colorado and a consultant of NASA. Dr. Roach said in the report:

There are three visual sightings made by the astronauts while in orbit which, in the judgment of the writer, have not been adequately explained. These are:

1. Gemini 4, Astronaut McDivitt. Observation of a cylindrical object with a protuberance.
2. Gemini 4, Astronaut McDivitt. Observation of a moving bright light at a higher level than the Gemini spacecraft.
3. Gemini 7, Astronaut Borman saw what he referred to as a "bogey" (in air combat jargon, an unidentified aircraft that might be hostile — Ed.) flying in formation with the spacecraft.

1. Astronaut McDivitt described seeing at 3:00 CST, on 4 June 1965, a cylindrical object that appeared to have arms sticking out, a description suggesting a spacecraft with an antenna . . . It was not possible to estimate its distance but it did have angular extension, that is it did not appear as a "point." It gave a white or silvery appearance as seen against the day sky. The spacecraft was in free drifting flight somewhere over the Pacific Ocean. One still picture was taken plus some movie exposures on black and white film. The impression was not that the object was moving parallel with the spacecraft but rather that it was closing in and that it was nearby. The reaction of the astronaut was that it might be necessary to take action to avoid a collision . . .

When they landed, the film was sent from the carrier to land and was not seen again by McDivitt for four days. The NASA photo interpreter had released three or four pictures but McDivitt says that the pictures released were definitely not of the object he had seen . . .

Dr. Roach said McDivitt thought the object was probably an unmanned satellite but a careful check of known hardware flying about at the time established that all of it was too distant to have the dimensions and details the astronaut observed. Dr. Roach continued:

2. At 50 hours 58 minutes 3 seconds of elapsed time of GT-4, Astronaut McDivitt made the following report:

"Just saw a satellite, very high . . . spotted away just like a star on the ground when you see one go by, a long, long ways away. When I saw this satellite go by we were pointed just about directly overhead. It looked like it was going from left to right . . . back toward the west, so it must have been going from south to north."

Although McDivitt referred to this sighting as a satellite, I have included it among the puzzlers because it was higher than the GT-4 and moving in a polar orbit. It was reported as looking like a "star" so we have no indication of an angular extension.

Conversations with McDivitt indicate that on one other occasion, off the coast of China, he saw a "light" that was moving with respect to the star background. No details could be made out by him.

These last two sightings fit our theory there is a network of skyways between other worlds (see editorial). Dr. Roach described the third sighting, made by Borman aboard Gemini 7, by reproducing part of the conversation between the spacecraft and mission control. For brevity we condense this still further:

Spacecraft: Gemini 7 here, Houston how do you read?
Capcom: Loud and clear, 7, go ahead.
Spacecraft: Bogey at 10 o'clock high.
Capcom: Roger, Gemini 7, is that the booster or is that an actual sighting?
Spacecraft: Actual sighting. We also have the booster in sight.
Capcom: Understand you also have booster in sight, Roger.
Spacecraft: Yea, we have a very, very many – look like hundreds of little particles banked on the left out about 3 to 7 miles.
Capcom: Were these particles in addition to the booster and the bogey at 10 o'clock high?
Spacecraft: Roger.

The general reconstruction of the sighting based on the above conversation is that in addition to the booster travelling in an orbit similar to the spacecraft there was another bright object (bogey) together with many illuminated particles. It might be conjectured that the bogey and particles were fragments from the launching of Gemini 7, but this is impossible if they were travelling in a polar orbit as they appeared to the astronauts to be doing . . .

The training and persipicacity of the astronauts put their reports of sightings in the highest category of credibility. They are always meticulous in describing the "facts," avoiding any tendentious "interpretations" . . . If the NORAD listing of objects near the GT-4 spacecraft at the time of the sighting is complete as it presumably is, we shall have to find a rational explanation or, alternatively, keep it on our list of unidentifieds.

How the Condon committee went on after this to conclude that UFOs do not exist is beyond all understanding but that is not what concerns us at the moment. The point is that these are witnesses "in the highest category of credibility" observing things that neither they nor anyone else can explain . . . and the list of astronaut sightings does not end there.

On September 12, 1966, Charles Conrad and Richard F. Gordon, Jr. saw and photographed a UFO while in orbit aboard spacecraft Gemini 11. In the June issue of *Science and Mechanics* writer Lloyd Mallan reports this interview with Gordon about that experience:

"We were going SEF (Southeast Forward)," he began, "heads forward in orbit. And it (the object) came from our left and went across us and down below us. In other words, it came into view from our left window, flew out in front of us and then we lost it when it sort of dropped down in front of us."

What did it look like? I asked. "It looked just like spacecraft look when they're flying. It was a brilliant source of light. We knew it was another space vehicle of some kind. But we had no idea of what kind, so we just grabbed the camera and snapped a couple of quick color pictures of it." What actually was the color of it as you saw it with your eye? "I'd say the color was sort of yellow-orange. It looked just the way the sun reflects off most metals up there. It had to be made of something metallic material to reflect light the way it was doing."

You mean, I queried, that it was actually a very solid object? It wasn't an optical situation, or an illusion? "Oh, no. Heavens no! We *knew* there was something else out there. But we didn't know what it was. It could have been anything." Were there *any* distinguishing features, I persisted, any at all? "It just looked like a bright object," he answered, "that's all there was to it. There was nothing we could distinguish as having shape. We thought the object was tumbling because it would flash. You know, the reflected light from it would be flashing."

Science and Mechanics reproduced a color photo of the UFO on its cover. It shows a somewhat pear-shaped object of yellow and orange tints. If it is true that astronauts are under orders not to discuss unexplained sightings, writer Mallan did a remarkable job in obtaining this much material. But again the point is that it comes from the most credible of sources, the astronauts.



Astronauts Richard Gordon and Charles Conrad are shown in good spirits after their Gemini 11 flight in 1966. It was during this flight that they saw an unidentified metallic object pass in front of their spacecraft.

As men continue to probe into space they are certain to have more encounters with these strange visitors. Eventually there will be worldwide acceptance that they do exist, and so the time will come when an all-out effort is made to solve the greatest mystery mankind has ever known.

Moonlets or Spacecraft?

In reprinting this article put out by London Observer Services *and written by Gerald Leach, we suggest a possible reason for the bumpy satellite orbits is that on the date in question spacecraft, with their own strong magnetic fields, started a continuous patrol of earth at an altitude above 435 miles. We*

suggest it is they, not chunks of a former moon, that affect the course of our satellites. A moon large enough to create such pieces would almost certainly have been observed before it disintegrated.

The earth has at least 10 natural satellites or "moonlets," circling it. They are up to 100 feet across and may have come from a much larger moonlet that used to orbit the earth until it broke up in December 1955.

This apparently outlandish suggestion is made by John Bagby, a scientist with Hughes Aircraft Corp., in the sober journal *Icarus.* It is based on a careful study of the way many man-made satellites suddenly change their orbits — itself a new discovery.

The reason, according to Bagby, is that the man-made satellites pass close to the moonlets and are sharply deflected from their original paths.

Though scientists have been saying for more than 50 years that the earth may have other satellites than the moon, the idea has never been acceptec This new evidence, however, is the strongest yet that moonlets do exist.

Believing that there are moonlets, Bagby looked very carefully at the orbits of more than 150 man-made satellites. To his surprise 55 of the satellites made sudden leaps up, down or sideways. For instance, in May, 1965, the apogee (farthest point from earth) of the rocket which launched Telstar 2 dropped from 745 to 670 miles and then jumped back to 745.

Significantly, only high-flying satellites (with apogees greater than 435 miles) made these jumps. These are just the ones least likely to have their orbits drastically altered by known factors such as the atmosphere or bumps on the earth. It seemed that in each case some "thing" higher than 435 miles was kicking them off course.

By piecing these jumps together Bagby calculated the orbits for his moonlets, and found that more than 90 per cent of the jumps occurred when the satellite was "closely intersecting" a moonlet orbit.

But the biggest surprise came when he projected these moonlet orbits backwards, and found that they all diverged from the same point on Dec. 18, 1955. This strongly indicates that the moonlets are the debris of a largish satellite which broke up on that day.

As a final check, Bagby tried to photograph the moonlets, using a moderately powerful telescopic camera. Though he has failed several times, he claims that in March and April last year he got two pictures of objects in the sky exactly where moonlets should be — and where no recorded man-made satellite could have been.

Two 19th Century Mysteries

By M. B. GAUNT

Since Man's advent on earth he has been fascinated by strange natural and unnatural phenomena. This interest has existed since the first sight of fire met his startled gaze and has stretched to the present day and the mystifying presence in earth's atmosphere of the UFO.

Unexplainable occurences have plagued the minds of earthly humans since the dawn of time but, strangely enough, what has shocked and puzzled one generation has been strangely and totally forgotten by the next. Yet, in the light of our present knowledge of the UFO, some of these strange happenings of the past should be brought back from the dull and dusty records and aired again in the light of our present knowledge.

So for your consideration we will reconstruct two strange occurences that took place and were duly recorded by people who were present when the happenings took place. They will puzzle you as they have puzzled us for longer than we care to remember.

It was the night of February 24, 1893, and His Brittanic Majesty's warship *Caroline* was patrolling the China Sea on a route out from Shanghai. It was a fair moonlit night and the mountains of the Chinese coast could be discerned a few miles away on the port side. The officer of the watch, bored by the routine of the patrol he had done many times before, was idly thinking of the girl he had left behind in the great cosmopolitan city when he was startlingly brought back to the present by the cry of the seaman on watch up in the crows-nest.

"Lights in the sky off the port bow!"

The officer looked in the direction indicated and was amazed to see five glowing lights above the mountains of the China coast. They were somewhat circular in shape and seemed to regularly change formation as if they were carrying out manœuvres in military fashion. The amazed officer ran to the speaking tube near the steering gear and shouted down it to the captain's cabin.

Within two minutes Captain Charles Norcock, who was in command of the ship, came on deck and joined his officer of the watch. With his telescope the captian carefully studied the flying objects and told his companion to make a note of the fact that they seemed to be reddish in color and at times appeared to give off sparks and smoke.

"Clever devils, the Chinese," said Norcock. "Must be some kind of fire-balloon."

"Balloons don't fly in formation and keep station like battle cruisers," replied the lieutenant.

After being kept under watch for over two hours the flying objects veered northwards and were lost over the mountains.

Twenty-four hours later the *Caroline,* still plodding northward, saw the lights again and this time the captian watched them for over seven hours and was of the opinion that whatever the objects were they had a definite interest in his ship.

Some months later Norcock discovered that Captain Castle of H.M.S. *Leander* had also seen the same moving lights and had entered the account of them in his ship's log but with no explanation of the strange occurence.

* * *

If the reader requires verification for the next unexplainable occurence he will find it in two reputable publications, the *London Times* of February 16, 1855, and the *Illustrated London News* for the 24th of the same month.

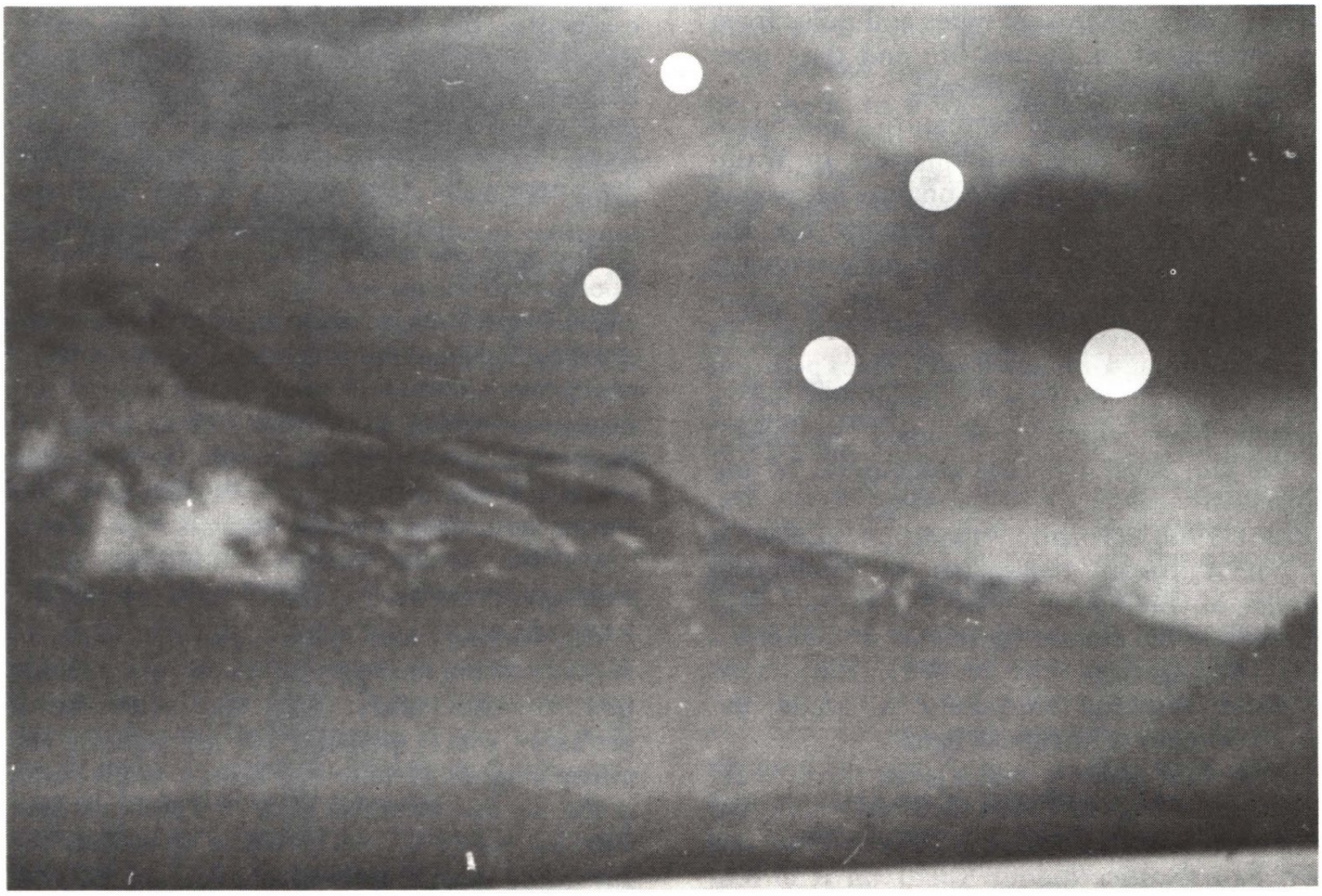
During the night of February 8, 1855, there was a light snowfall over the whole of southern England. Granted this, in itself, is not a rare happening but the mystery the snow gave rise to certainly was.

The inhabitants of a score of towns stretching in an almost straight line for 100 miles woke up that morning to find the marks in the snow of strange footprints. These tracks were four inches in length and two and three-quarters inches in breadth and were shaped like a somewhat rounded hoof. This is what the *London Times,* not a paper given to exaggeration, said:

"The mysterious being must have been endowed with the power of ubiquity, as the footprints were seen in all kinds of inaccessible places, on the tops of houses and narrow walls, in gardens and courtyards enclosed by high walls as well as in open fields."

The footprints were exactly eight inches apart and passed in a straight line over houses, high walls and hayricks and the distance between the prints never varied a fraction of an inch. All this and without a break for 100 miles.

One observer of this strange phenomenon noticed that the tracks were so clear and distinct they appeared as if they had been



Reconstructed by photo analyst Richard Horsfield, this is the bewildering scene that presented itself to two British navy ships off the Chinese coast in 1893. Lights changed formation as if conducting military manœuvres.

made by a hot iron. He also noticed that the tracks, on coming to either a river or a lake, disappeared into the water and reappeared on the opposite bank in an absolute straight line. In one small village the tracks crossed the graveyard, went over the roof of the church and carried on across a ploughed field.

To sum up the whole affair, what terrestrial being could possibly walk and leave its tracks in a completely straight line for 100 miles, passing over all obstacles in the way, and complete the whole journey in one night?

Something undoubtedly did in this rural part of England just over 100 years ago. What was it? Where did it come from and why?

The people of those days who lived in the towns of Topsham, Lympstone, Exmouth, Teignmouth and Dawlish, and there were thousands of those people, saw the tracks that morning and pondered the problem for the rest of their lives. Have you an explanation? They had none.

Luminous Objects On Arctic Ice

(Written by Sally Remaley, the following article appeared recently in Fate *magazine.)*

An extraordinary thing happened to me on my way to the North Pole.

While I was flying with the NASA Aurora Expedition high over the Arctic, far from civilization, I saw some strange lights below us on the ice. These lights were miles and miles from any settlement or known life and they were arranged in *geometric patterns!*

NASA, the National Aeronautics and Space Administration, with headquarters in Washington, D.C., as set up by Congress has as one of its prime functions to arrange for the scientific community to make measurements and observations through the use of aeronautical and space vehicles. From February 29 to March 10 I accompanied such an expedition in an especially outfitted Convair 990 jet, a fantastic plane which I nicknamed "the bird." It was the most exciting assignment of my journalistic career, this covering of the important 1968 scientific expedition sponsored by NASA, for my newspaper, the *Bradenton Herald* of Bradenton, Fla. I was the only reporter on the second leg of this well-planned expedition instigated by Dr. W.G. (Bill) Fastie of John Hopkins University to study the aurora borealis or northern lights.

In the first place it was a great thrill to fly on the beautiful 129-foot Convair which had been purchased at a cost of $3½ million and then had another million spent on it in renovating and remodeling for its flights in the rugged and dangerous Arctic conditions. New observation windows and camera bays had been installed in the roof of the craft; an All-Sky camera was built in, along with a dark room for changing film. It contained survival equipment including dog sleds in case we crashed in the Arctic and survived the crash! Expensive instruments were installed – spectrometers, photometers, wide angle cameras and radio frequency receivers. The heavy frames with their tabulators, panels and measuring devices were bolted down and the sensitive needles adjusted for recording data on the aurora.

The huge Convair, appropriately named the *Galileo,* had become a flying laboratory from which the scientists probed the secrets of the aurora, as others have done before them for the past 200 years. Never before, however, has anyone flown directly into the heart of the aurora and then traveled with it high above four-fifths of the earth's atmosphere as it journeys across the continent night after night.

The timing had been carefully planned because of the near-perfect conditions existing then for the study. And this same factor probably was responsible for my sighting the unusual lights. If there had been a cloud cover, if the air had been less clear, if I had not been able to watch the earth below as well as the aurora, I might not have seen the six unbelievably large circles of luminous light.

As it was, 1968 was judged the best year for



Author Sally Remaley leaves her home in Florida to join expedition based in Fort Churchill, Man. Photo by Paul Bartley.

the aurora study since 1918, 50 years before. The periods from January 19 to February 8 and from February 22 to March 12 were selected because those periods marked peak clarity of the air, along with all-around best weather and viewing conditions.

Our base camp, from which we flew out in the evenings to "chase" the aurora throughout most of the night, was Fort Churchill on Hudson's Bay, in Manitoba, Canada. The Fort, our "jumping-off-place," is itself a very exciting spot. It's now an important research base, a true crossroads of the world for brilliant scientists from many countries, most of whom are engaged in research projects of many varieties in a score of fields.

I arrived at Fort Churchill in a snowstorm on February 29, assigned to cover the final segment of the aurora expedition and eager to get on with it. Although it had taken me two days to fly to the Fort from Bradenton, with an all-night stopover in Winnipeg, I was anxious to fly again on the Convair.

Checking the schedule for that night I found we were to fly to Fairbanks, Alaska. I received my briefing, met our host Sy Uhrich, manager and director of the Canadian National Research Council which works closely with NASA and leases facilities at the Fort and missile range to United States researchers and others, and visited with Jim Hillis, Pan-Am project manager, and his wife Betty.

A storm kept us grounded that night but two nights later we did fly to Fairbanks, following the aurora all the way. Subsequently we flew all over the northern part of Canada, over most of the rest of Canada, over the Arctic regions and the Polar Cap, Baffin Bay and Land, over parts of Greenland, most of Alaska and the Yukon Territory.

We zigzagged back and fourth in an intense surveillance of areas inside the Auroral Oval, which begins at Fort Churchill. There on the edge of the great Oval, the center of which is the geomagnetic north pole in Northern Greenland, the aurora displays great electrical and magnetic activity during its appearances. The activity continues up and over the Polar Cap.

Although everyone else on board the *Galileo* was absorbed in studying the aurora, I was watching the earth below as well at the aurora. I saw nothing unusual while flying over Alaska or the Yukon, with the exception of the fabulous show put on by the ever-changing aurora.

We stayed over for a day in Fairbanks and flew back to Fort Churchill the next night. Then followed "local" flights over the central and northern part of Canada and finally the long flight to the polar regions, which many scientists believe some day may become the center of world trade air routes.

Plans had included landing and refueling and possibly stopping over at Thule Air Base in Greenland, a possession of Denmark, I had my passport ready but because of the recent unfortunate H-Bomb incident in Greenland the plan to land there had to be scuttled. I was disappointed . . . I'd been told there are 7,000 men stationed at Thule and only three women. What an interesting place it must be!

Instead we flew as far north as our gas load would permit, then returned to Fort Churchill. A plane as heavy and long as the *Galileo* could not successfully land anywhere en route. It required a large airport with a long smooth runway. The ice in the Arctic was too rough for a landing and not thick enough over the Arctic Ocean to hold the weight of the *Galileo* with our heavy load of instruments and 33 passengers. Besides, there was no other

place to refuel as only small scattered settlements lie north of Fort Churchill.

We were fortunate in having clear nights for our flights and although we flew most of the time between 37,000 and 40,000 feet high we could see the rough peaks of jagged ice below, the huge icebergs and "pressuring" ice packs that erupt and explode from time to time in the Arctic as the pressure points build up. We also saw the flat miles of ice-covered no-man's land at the top of Canada.

It was a stark awesome sight, especially when viewed by the blue-green light of the aurora. Only an occasional fog patch or cloud momentarily blocked our view. These passed quickly, however, and for the most part our vision was completely unobstructed during the six or more hours of each flight. The high Arctic flight was fantastic in more ways than one! It was thrilling to be able to *look down* on stars, for instance. Lack of any smog, city pollution and dust left the sky around the horizon so clear and clean that we could see big, brilliant stars there that never are visible from so-called civilization.

And finally we were completely alone. We saw no other planes. We passed nothing in the sky. Far below us on the ground we had seen tiny settlements and villages, identifiable from tiny pinpoints of light. We had learned to recognize the long reflections of the moon on the few clouds we saw, and the moonlight on the ice below as distinguished from the light of the aurora on the ice.

Another aerial phenomenon which appears in the Arctic – airglow – was also under study by some of our scientists on the *Galileo.* So we learned to tell the fabulous soft pink airglow from the aurora, which appeared in startlingly lovely blues and greens. When the "breakup" began toward morning the beautiful plumes, ribbons, spirals and streamers of the aurora often had in addition pink and violet fluted edgings.

It occurred to me that this was like being in another world; the empty frozen crust below us stretched as far as we could see by the light of the aurora; we might have been the last or only people in that vast expanse of white – in fact I'm sure we were right then.

It was growing colder by the second and I walked up to the cockpit just for the exercise. The great Japanese authority on the aurora, Akasofu, was in the observer's chair but he was pressed so tightly to the window, looking up, and was so small that I squeezed in alongside him.

Our outside gauge showed 60° below zero and I mentally added on another 30° for the wind chill of the Arctic where there is no shelter. After a few minutes I made my way back to the coffee bar, drank a hot cup of coffee and returned to my seat, huddling into my parka.

But when I glanced out of the window I quickly forgot about being cold. Far below on the icy surface were three round glowing lights arranged in a straight line. Each light was huge; all were the same size and perfectly round. They were luminous, glowing with an inner white light *completely different from any other thing we had seen in the Arctic.*

These lights were so different, in fact, that at first I just stared, fascinated, trying to memorize everything about them before they disappeared behind us.

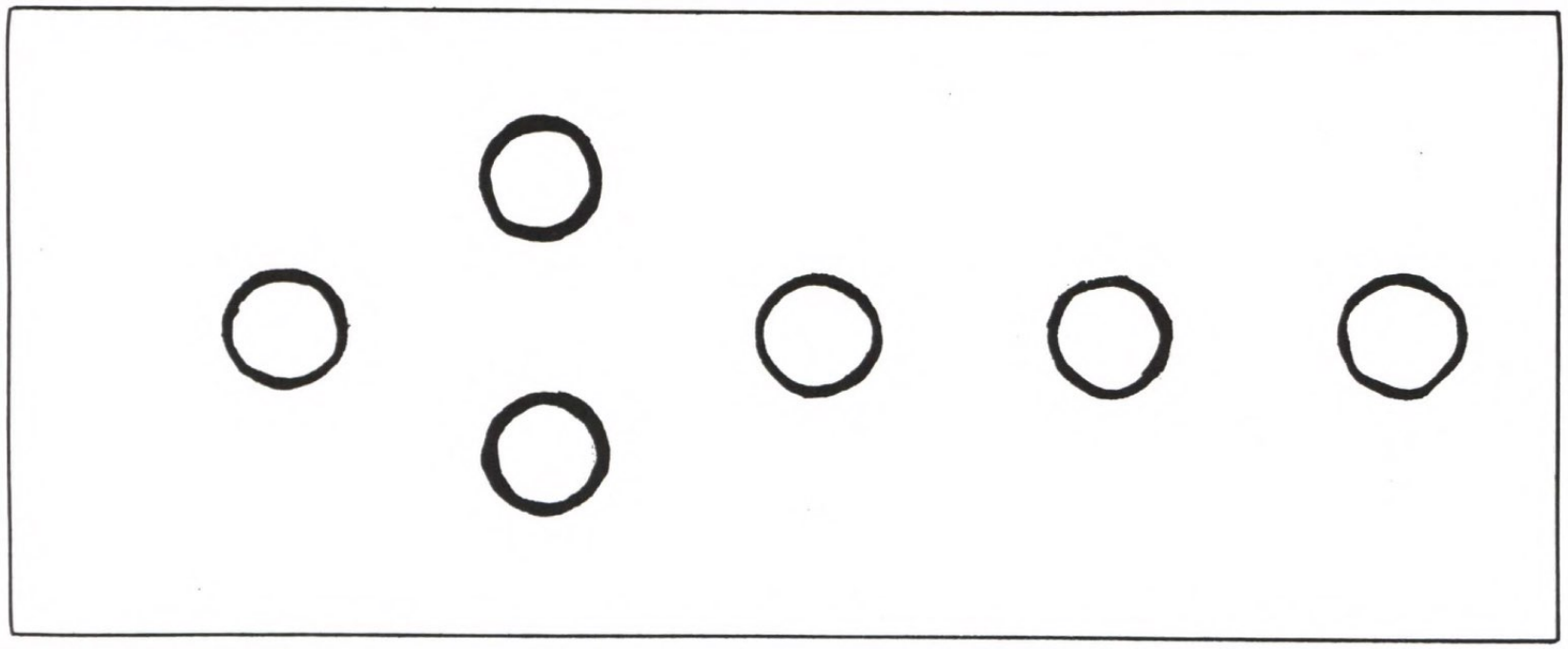
They were not at all like lights of any settlement or village I've seen from the air and I have flown a lot. Settlement and village lights are bright like stars; these were softly luminous and glowing. They were not like lights on a boat, ship or any familiar flying craft. *They looked like flying saucers* landed on the ice. And if that's what they were they were huge ones.

I was positive they were not reflections of the moon for we were leaving them behind us on the ice. They were standing still, while reflections tend to follow along as you fly.

Another unusual thing was that the lights were an equal distance apart. It has been my observation that natural phenomena are not often found so equally spaced. It also seems unlikely to me that any crafts known to us would land on Arctic ice in this manner, exactly the same distance, and in this case probably miles apart.

I was greatly impressed by their size, vividly recalling as I did the size of the miniature villages we had flown over many miles back. In comparison, these luminous objects, *whatever they were,* must each have been as large as several city blocks, perhaps even larger. I could hardly believe my eyes!

They were fast disappearing into the distance when I suddenly remembered I should ask some of the others on board about them. Everyone seemed intent on the instruments or



on looking up out the observation bays. No one seemed interested in what was *below* us. However, I managed to pull Joe March, official expedition photographer, over to my window. "What are they?" I gasped.

"I don't know," he replied. "I really don't know."

He operated the All-Sky camera mounted on the roof of the fore part of the *Galileo* and had to get back to his post.

I poked the scientist in the seat ahead of me, "Look! Down and back, quick! What are they?"

"Hm-m-m. Well, now . . . just don't know. Some kind of reflections, maybe?"

"You know they're not. They're not following along."

"They don't look like settlements. I don't know what they are."

The three lights disappeared into the distance below and behind us and a moment later I saw the next three. They were round, glowing white and luminous, about the same size as the others. But this time the three, instead of being in a row, were arranged in a triangle. Each one represented the point of a triangle and the tip of the triangle *was in line* with the three lights I had seen a moment before.

I pulled out my reporter's notebook and made a quick sketch so I wouldn't forget the arrangement of the lights.

The man in front of me was looking up at the aurora but I nudged him anyway. "More things down there! What are they?"

He peered down, saw the lights and shrugged. "More reflections I guess . . . or whatever the other things were."

After watching the triangle out of sight I held my sketch up into the light of the aurora where I could see it better. The three equally spaced circles plus the triangle formed *an arrow!*

What significance could this strange symbol, formed by the lights on the ice, have? How can we explain the unique formation of the mystery lights?

Although they appeared to be *on the ice,* could they have been *under the ice?*

We may never know the answer. We may never see the strange lights again. I do not know what they were. I only know that I saw them.

After we returned to base by another route and everyone had his sleep out I questioned those I met in the dining room next day. All except the two I had poked said they did not see the lights on the ice beneath us. No one admitted ever having seen UFOs, so at last and regretfully I dropped the subject.

But I still can see in my mind, as clearly as I saw them that night, those strange lights on the ice up there over the Polar Cap. And the more I think about them the more convinced I become that they were the result of *intelligent planning* for an unknown purpose. I am convinced that we are not alone, at least we weren't that night.

Authorities Say

The hypothesis that these (UFOs) are extra-terrestrial surveillance . . . I regard as most likely – Dr. James McDonald, physicist.

At first, without any question at all, I thought it (UFO belief) was stuff and nonsense. But not any more – Dr. J. Allen Hynek, astrophysicist.

Strange Case of Falcon Lake

Part 3

By

BRIAN C. CANNON

Director, Canadian Aerial Phenomena Research Organization

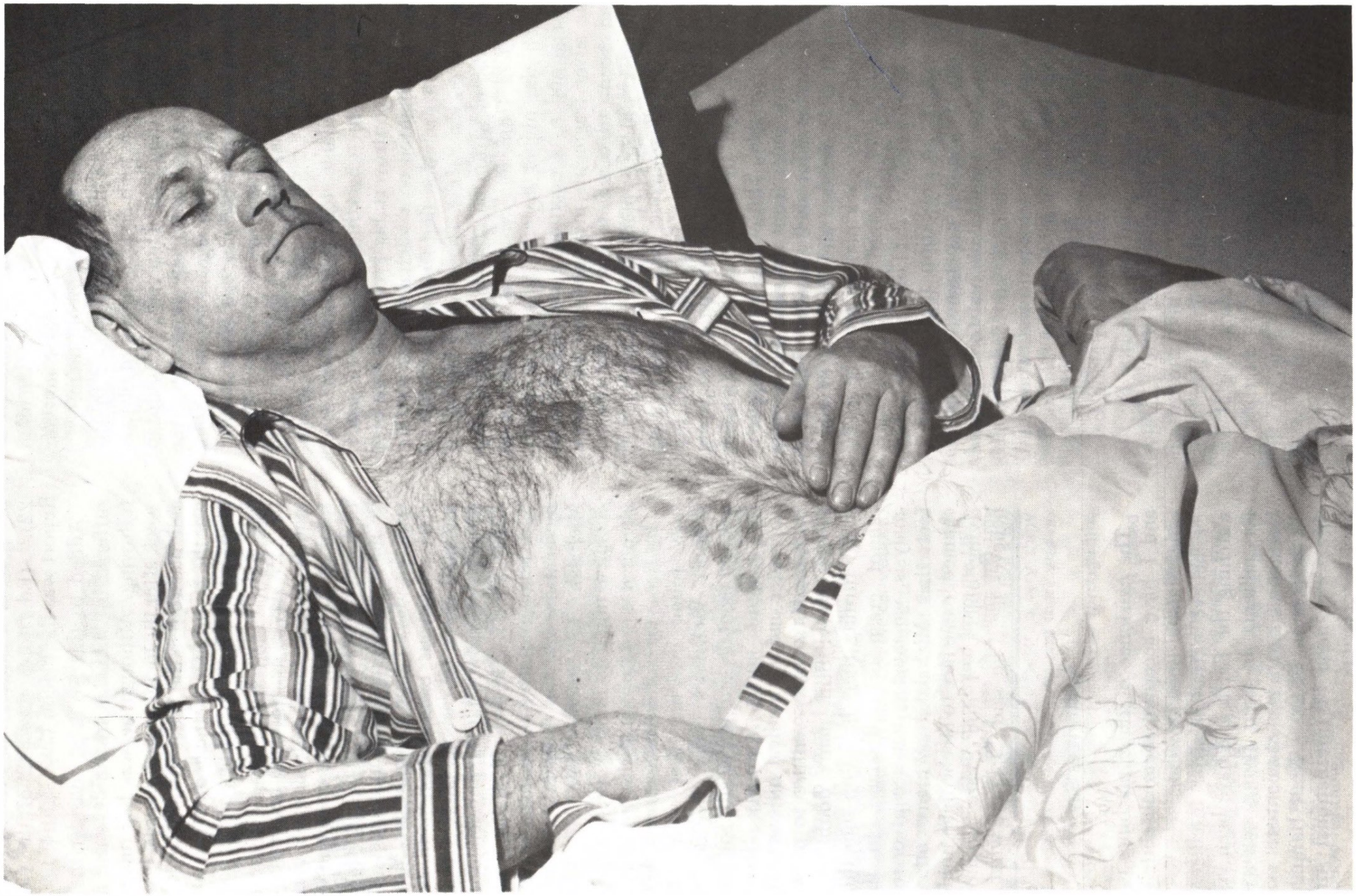
In previous articles we have briefly portrayed the experience of Stephen Michalak and his encounter with an unusual craft at Falcon Lake, Man., May 20, 1967. The very nature of the incident together with the evident alteration of Michalak's physical well-being demanded a prompt and complete investigation by experienced and well-equipped individuals.

Scientists from the federal government's Department of Health and Welfare, the National Research Council together with personnel from the Canadian Forces and representatives of the University of Colorado, all were involved to some extent in the enormous task of sifting through the facts associated with the case. After much of the repetitious and extraneous data were removed following this esteemed evaluation, it became increasingly apparent that no real conclusion was reached despite insinuations of hoaxes, hallucinations and attempts at monetary gain by Michalak. These suggestions have no foundation and, for the most part, reflect individual, not collective, opinion and will be examined later in this article.

Why the Canadian government chose to stifle discussion of the sighting is not yet clear. In November, 1967, Defence Minister Leo Cadieux answered negatively to member of parliament Edward Schreyer's query on whether or not the results of the formal investigation would be made public. At the same time, plans were being made to transfer the responsibility of checking UFO reports from the Defence Department to the National Research Council, thus raising the hope that a more reasonable approach to the subject would follow. Said Dr. Peter Millman, head of upper atmosphere research for the NRC, "We wanted to get this UFO thing out of the field of hush-hush secrecy." The fervor of the UFO enthusiasts was to be very short-lived, however!

The Canadian Aerial Phenomena Research Organization was able to obtain at least a portion of the Michalak file covering, essentially, the site investigation by Canadian Forces personnel and a report by S.E. Hunt of the Department of Health and Welfare commenting on the possibilities of radiation contamination in the area of the alleged landing. These papers represent only a fraction of the entire file and it is impossible to resolve the government's stand on Michalak's statements and claims. There were strong suggestions that the radioactivity detected on the site was due to luminous watch dial paint. Support for this idea came from the University of Colorado who may or may not have conducted their own analyses of the soil samples. Radium 226, an element associated with uranium and thorium ore, was determined to be the source of radiation leading to the thought that "someone" may have seeded the area in an attempt to provide additional evidence of the UFO visit.

Since a radioactive material was also noted on the metal bars found at the site May 19, 1968, CAPRO decided to compare the two sources as the NRC claimed the radioactivity on the bars was due to naturally occurring uranium. Analyses confirmed the presence of Radium 226, the same source as was found in the soil specimens! The luminous watch dial paint theory dulled considerably. The locating of the metal bars on May 19, 1968, resulted in a considerable amount of speculation that Michalak had again planted evidence to support his story. The visit in May, 1968, had been planned the previous fall and Michalak indicated to this writer that he wanted to visit the site one year after the incident to examine the surrounding foliage and the rock outcropping. Dr. Roy Craig of Colorado University states in his report, "In view of the thoroughness of earlier searches of the site for radioactive material, it is improbable that the particles discovered a year later would have been missed had they been present when the earlier searches were made." CAPRO examined the soil samples taken from the site in July, 1967, and found the same particles of metal,



In hospital Stephen Michalak shows grill-pattern burns on his chest and stomach inflicted by UFO he touched and examined at Falcon Lake, Man. Burns were caused by searing exhaust from a vent in the object as it started to rise. The experience left Michalak with a recurring illness of nausea, blackouts and reappearance of the burns.

indicating that the fragments had been there at least since July, 1967. Obviously the Canadian authorities have the same particles in their specimens, too, but failed to locate them.

Further tests on the metal revealed that it contained a very high concentration of silver – much higher than would normally be found in native silver or commercially produced silver such as sterling or coinage. Various samples indicated a range of 92% to 96% silver content while only small quantities of copper – 1% to 2% – were discovered. Normally, one would expect to find 7.5% to 10% copper concentration in available sterling or coin silver.

Although the unearthing of the silver is not, in itself, incontrovertable proof that a strange machine alighted near Michalak, it is another piece of information that fits into the rebus of the Falcon Lake UFO. These bits of rare metal were found within an area of 18 inches, only four feet from the centre of the rock over which the object hovered! Pieces of quartz crystal and rock encrusting and imbedded in the silver fragments indicated that the metal had been subjected to heat at the site. If Michalak did not plant this evidence, is it possible that someone else, by chance, happened to melt some form of silver at this particular spot? This reasoning seems more ludicrous than the idea that Steve Michalak was responsible. The site is located approximately two miles from the road in a remote area of the Whiteshell Reserve. The mere thought is far-fetched and the odds of someone picking this rock plateau must be in the neighbourhood of 1000 to 1.

The sheer weight of data on this case is, to a large extent, an indication that Michalak is truthfully telling his experience. A hoax of this magnitude would have had to be devised by a person with a fantastic knowledge of past UFO reports, and there is no indication that Michalak was the least bit interested in the phenomenon prior to May 20, 1967. There are signs that something did land at Falcon Lake and this is borne out in remarks by the Canadian Forces investigating officer, Major P. Bissky, who stated, ". . . there are certain facts, such as Mr. Michalak's illness and burns and the very evident circle remaining at the site, which are unexplainable." In referring to direct physical evidence, Dr. Craig, in the Colorado Report, said, ". . . the reality of an imprint, of a type which conceivably could have been made by a large saucer or by a being from a saucer, was evident (as in Case 22)." (Ed. note: Case 22 of the Colorado Report was the Falcon Lake sighting).

Added to this we must consider the illness suffered by Michalak in the days and months following. Although he was bed-ridden for a week after the incident with nausea, headaches, and blackouts, the most disturbing symptom was the recurrence of the geometric pattern of burns on his chest, the rashes on his hands and legs and the swelling of his body. Every 110 to 115 days, he watched helplessly as the malady struck him, and, despite visits to a total of 27 Winnipeg doctors, no one was able to diagnose the trouble. Finally, in desperation, he made an appointment in August, 1968, to visit the Mayo Clinic in Rochester, Minn., and after numerous examinations and tests, he returned home two weeks later. Although we do not yet know what the physicians at Mayo Clinic found, Stephen Michalak appears to have recovered after six months of prescribed medication by the hospital. According to Michalak, the doctors told him he had a chemical impurity in his blood but the type of chemical is not known at this time.

In two years of investigation, CAPRO has only found evidence that would tend to support Michalak's claim. He has been examined mentally and physically and has retold his account under hypnosis. His trip to Rochester and his medical bills were financed by himself, a costly venture to prove a fabricated story. Still, many doubt and many scoff, turning their backs on something they cannot grasp or understand. In the final analysis, we must either accept or reject the fact that Michalak, as many others have claimed, came face to face with an unidentified flying object. "I don't care anymore who believes me," he said, *"I know what I saw!"*

Authorities Say

The existence of these machines is evident and I have accepted them absolutely – Air Chief Marshal Lord Dowding.

I believe extra-terrestrial intelligences are watching the Earth and have been visiting us for millenia in their flying saucers – Dr. Hermann Oberth, rocket scientist.

I believe in UFOs – Knut Hammarskjold, director general of International Air Transport Association.

Stares up Tube of Light

(Reprinted from Australian Flying Saucer Review. *See below.)*

A Western Australian man, who wishes to remain anonymous, claims his motor-car was stopped by a UFO on the Mayanup-Kojonup Road, on the 13th October, 1967, at approximately 9:30 p.m.

The man, whom we shall call Mr. Harris, has been thoroughly interrogated by V.U.F.O.R.S. member Paul Zeck, M.B., B.S., D. Pysch., M.A.N.Z.C.P., and his reliability and integrity are vouched for by Harris's local doctor, who referred him to Dr. Zeck.

This article has been condensed from the transcript of Dr. Zeck's tape-recorded interview.

At the time of the incident Mr. Harris, who is a shearing contractor, had just finished paying off one team of men and was on his way to Boyup Brook to see another team.

He was approximately two miles from his destination and was travelling at approximately 60 to 65 miles an hour along a particularly quiet stretch of road when he became aware of a lighted object approaching him in the air.

Almost immediately the car stopped dead and all the electrical systems — the lights, motor, and radio — went dead.

"I had no feeling of deceleration at all," he said. "The car just came instantaneously to a stop.

"I had the radio on and it had been functioning normally then suddenly it cut out simultaneously with the lights and engine.

"Apparently my watch stopped too, because when I later got to Boyup Brook I noticed it was running five minutes slow. It is an Omega Chronometer and normally doesn't lose any time at all."

Mr. Harris emphasised that although the car stopped, he felt no sensation of deceleration or thrust.

When the car stopped Mr. Harris noticed that he was immersed in a beam of light which seemed to come from a tube which in its turn issued from the UFO.

"When I looked up there was this ship, and this tube descended out down on to me. It was like a big tube of light 2 to 3 feet in diameter, a very shiny light, but I could see up this tube and there was no glare or anything inside the tube.

"I had a feeling I was being observed through this tube, and yet I had no feeling of fear.

"After about five minutes, the tube of light closed off, just like you switch a torch off.

"This ship or object itself was about thirty feet inn diameter and it was about 100 feet in the air and the tube came out of it at about a forty-five degree angle, and sort of focused right on me.

"The ship was not like a flying saucer at all, it looked more like a football, like a great big football. But I could only see the under part. And it was all glowing itself, with an iridescent sort of light — like bluish coloured lightning.

"The end of the tube came right down on to me, right onto the windscreen."

When the light was finally turned off, the UFO disappeared with characteristic speed, leaving the bewildered witness to continue his trip as though nothing untoward had happened.

"The object took off at a terrific speed in a westerly direction. I couldn't judge the speed but it vanished out of sight within seconds, so I would say the acceleration must have been fantastic.

"The moment it left, my machine was doing exactly the same speed that it was doing before I stopped and I had no feeling of acceleration at all. It was just like gravity had been stopped. However, I had no difficulty whatsoever in controlling my car. I just carried on as though nothing had happened.

"When the ship went off its colour changed a little, and it went a darker colour.

"There was no noise whatsoever, in fact everything around the place was dead quiet — there wasn't a sound of any sort.

"After the ship had passed out of sight I stopped the car and got out and had a look around. Even then I had no feeling of fear."

The Harris incident is a vivid account of an extraordinary occurrence which is, however, not altogether unique in UFO annuals.

In particular, reports of UFO interference with car radios, lights and engines (the so-called "E-M effects") are quite common. Reports of UFO emitting beams of light are also not infrequent.

Harris's credibility and psychological stability are not questioned by Dr. Zeck, who is a medical psychiatrist.

The most extraordinary aspect of this case is the report of the apparent "stopping" and "starting" effects to which the vehicle was subjected and which at first sight seem to offend fundamental physical laws.

In relation to this aspect of the report *The Review* is indebted for the following opinion from physicist Kenneth Clarke:—

"In trying to account for the phenomena resulting from UFO appearances one is frequently forced to speculation and such speculation often raises as many problems as it may appear to explain.

"In the particular experience of Mr. Harris the biggest problem to me is his claim of instantaneous stopping from 60 miles per hour and the later instantaneous speed of 60 miles per hour from zero. Either

(Australian Flying Saucer Review *is described on its masthead as a non-profit educational publication produced by the Victorian U.F.O. Research Society, P.O. Box 43, Moorabbin, Victoria, 3189, Victoria, Australia. The function of the society is to collate and disseminate information about the subject of Flying Saucers or Unidentified Flying Objects. Overseas membership: $2.50 U.S. currency.)*

event would have killed him as well as playing havoc with his gear box.

"I would like to propose therefore that Mr. Harris's car did not stop at all but that through the beam of light the UFO was able to lift the car off the road and maintain its forward speed of 60 miles per hour. This would account for Mr. Harris having no feeling of deceleration and no feeling of acceleration because there was no change of speed, and would satisfactorily explain his survival.

"The UFO intervention could have caused the failure of the car's electrical systems (lights, motor, radio) but it is difficult to understand how the engine could be running after the "5 minute" interval without being re-started.

"I put the "5 minute" interval in inverted commas because this time interval is based on the fact that Mr. Harris's reliable Omega Chronometer was 5 minutes slow when he checked the time after the UFO incident. However, it should be considered that the UFO intervention could have been for a shorter or a longer period than this and the effect on the chronometer recorded as a loss of 5 minutes."

(This report of a close-at-hand experience with a strange flying object was sent to us by J.L. Squance of Victoria, B.C. Written by Ellery Littleton, it appeared four years ago in The Martlet, *published by the Alma Mater Society of the University of Victoria.)*

I've been an avid reader of Science Fiction for years, and have watched with interest the Television newscasts which laughingly mention sightings of "Unidentified Flying Objects" whizzing in and out of our atmosphere.

But I have never really paid any attention to the whole business of flying saucers, UFOs, and all that space age claptrap.

Until last Thursday, March 11.

Mr. Albert Wilson, R.R. 7, out near Mount Newton Junior High, telephoned me and said that he had a story to tell me that might interest *The Martlet* readers. He said that he had been turned down by both local newspapers, and was I interested? I was, and went out to his farm that evening. Here is the story Mr. Wilson told me.

One evening, near the end of February, he and his wife Margaret returned from a movie in town. They drove up the driveway to the house. Mrs. Wilson went inside, and Mr. Wilson parked the truck in the barn. It was about 11:30 p.m., dark and windy.

He was walking back to the house when he heard a noise in one of his nearby fields which sounded "like a huge fan blower or something – only quiet and hushed." Mr. Wilson took a flashlight from the barn and walked down toward the field, about 200 yards from the house. (Mr. Wilson told me this part of the story as we walked down to the spot.)

The rushing noise increased in volume as he approached, and he shone the flashlight at it, shouting "What are you doing – who's there?" (Mrs. Wilson opened the front room window at this point, curious about the noise and shouting).

I give you Mr. Wilson's own words as nearly as I could get them down: "I didn't know what was going on. It sounded like somebody was running some machinery in my field and I wanted to know what they were doing, especially in the middle of the night. Then all of a sudden there was sort of an explosion, or a sharp crack, and this round thing swooped up like a helicopter. It wasn't a helicopter, because it didn't have any propellors and it was round and whitish in colour. Whatever it was, it swooped up and took off west, and was gone in a few seconds."

Mrs. Wilson agreed that was what had happened. Mr. Wilson said the round thing was about as big as a car, but she thought it was bigger.

Mr. Wilson ran back into the house and telephoned the Pat Bay airfield, but gave up trying to convince somebody that a flying machine had taken off from his field. He then contacted a radio station to see if any had any reports from anyone else of a similar occurrence. None.

He telephoned both local newspapers, and they said they would send someone out in the morning. No one showed up.

Mr. Wilson has marked the spot in the field where the thing landed, but to me the ground looked perfectly normal. He said the grass had been flattened.

Now how about this? John Kerlew of Sidney, a part-time prospector, brought over a geiger counter which registered distinct signs of radioactivity on the spot where the thing had been sitting!

The Army refused Mr. Kerlew's invitation to come out and check the spot with their equipment.

To ensure you receive every issue of Canadian UFO Report please send $3.00 and your name and address to:

Canadian UFO Report,
Box 758,
Duncan, B.C., Canada

Canadian UFO Report,
Box 758, Duncan, B.C., Canada

Please send Canadian UFO Report for one year (six issues) to:

NAME

ADDRESS

CITY PROVINCE

DATE

Cheque or money order, payable to Canadian UFO Report, enclosed for $3.00 ☐

CANADIAN AERIAL PHENOMENA RESEARCH ORGANIZATION

P.O. BOX 1316, WINNIPEG 1, MANITOBA, CANADA

Canada's own flying saucer magazine

saucers, space & science

Now in its 12th year of publication

PHOTOGRAPHS - ILLUSTRATIONS - SPECIAL FEATURES

Printed entirely by photo-offest. Issued quarterly.

Free information sheet on request.

$2.00 per year or $3.75 for 2 years. Sample copy 50¢

Make cheques, P.O. Money Orders payable to:
gene duplantier, (dept. M), 17 shetland st.,
willowdale, ontario, canada

Become a member of:

YOUTH AERONAUTIC AND AEROSPACE OF CANADA

The aim of Youth Aeronautic and Aerospace of Canada is to group all individuals and clubs interested in rocketry together in each city of Canada. These groups would be called Divisions of Y.A.A.C.

If you are interested in model rocketry please write to us, stating the field of model rocketry that you are interested in and if you already belong to a club. Please advise us if you know a firing supervisor and if you have or know of an approved launching area.

Send 25c for Y.A.A.C. booklet and information on the organization and memberships:

If you live on Vancouver Island write:
Vancouver Island Rocketry Division,
R.R. 1, Cowichan Station, B.C.

WRITE: HEADQUARTERS Y.A.A.C.
P.O. BOX 413,
NANAIMO, B.C.