

FLYING SAUCER NEWS

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BRITISH FLYING SAUCER BUREAU

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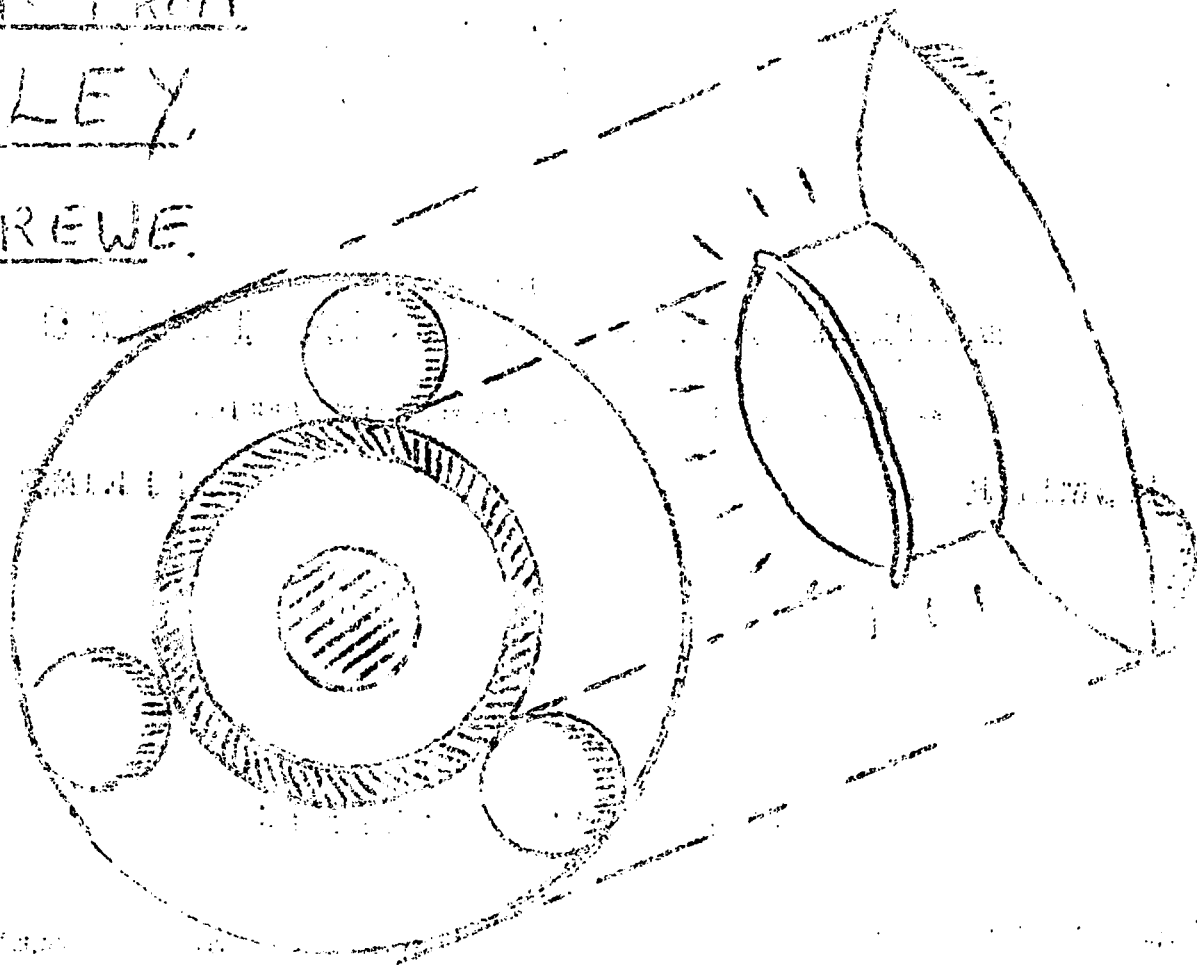
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REPORT FROM
BETLEY,
NE CREWE.



On 15th August last Mr. G. M. Shaw, the Postmaster of Betley, near Crewe, was fortunate enough to get a "grand-stand" view of a saucer in several minutes in the course of which he was able to see a great deal of detail. He gave me his drawing above.

In his report he states " . . . about 7.30 p.m. on August 15th . . . it was a beautiful evening, the sun shining low in the West out of a cloud as if . . . I glanced up and high in the sky to the N.W. was the brightest object I have ever seen . . . I made out the shape of a dome, it was reflecting the sun's rays like a mirror, and must have been made of some glass-like material or very highly polished metal. Behind it I could make out the elliptical shape of a silvery metal background. The object itself was almost on edge to me and standing vertically in the sky. It remained poised in perfect silence, and so still its reflection did not quiver"

"I became aware of the vapour trail of a jet plane approaching high up in the East Almost immediately the craft started to move silently sideways in the sky, turning as it did so until the rear or under side was turned fully to me. It made a disc about as large as a full moon. It seemed to check for a second with the dome pointing N.W. then accelerated rapidly away in that direction rising in the sky as it did so, still in perfect silence and with no trail of vapour or least haze visible in the sky behind it. Several people locally saw the craft, but only when it was accelerating away."

INVESTIGATED BY WILFRED DANIELS, B.F.S.D. Area Rep

B.F.S.B. NEWSLETTER.

30 Melbourne Terrace,
Newtown,
Bristol 2.

Dear Colleagues,

You will be very surprised to find this issue of the News produced as a duplicated copy, and your Committee feel that an explanation of why this is so, should be given at once.

It is with considerable regret that we have found it necessary to forego further printed issues, at least for the time being, but when we went into print, we had anticipated sales reaching the 2,000 mark, by Membership and sale on the News-stands etc. Unfortunately, our attempts to sell the News to the public did not meet with the success we had hoped for, and this, plus a steady decline in Membership throughout 1955, makes a continuance of printed issues financially impossible.

Many Members may not realise that with the close of 1954, we had a Membership of some 1,400, who had paid a subscription of 5/- or 2/6d, and that we were in honour bound to supply them with a quarterly issue of the Flying Saucer News. As this number of Members exceeded the capacity of Richard Hughes and his duplicator, we decided to go into print, and to increase the subscription accordingly, or incur a loss. We hoped that all those Members who had paid the lower subscription would, on receiving the printed issue, decide to renew despite the increase, but our hopes were dashed, as only 670 renewed at the 10/- rate.

These renewals provided an income of £335. Printing and postages absorbed nearly £320 of this, leaving insufficient funds available to meet the secretarial expenses, such as printed letter-headings, wrappers, envelopes etc., not to mention postage needed to reply to letters from Members, dealing with queries etc. relating to U.F.Os in general. (In 1954 this amounted to 1,300 separate items, for most of which no return stamp had been provided by the writer).

Another setback to us was the continued rise in the cost of paper of a type necessary for printed copy; it has risen three times during 1955. We can offset this drawback by duplicating, as such a good quality paper is not needed - in fact it would be wasted by such use. Some of the money so saved will be used to give the new Flying Saucer News a printed cover, which as you can see, makes it still quite an attractive magazine.

I do earnestly hope that the foregoing will not give the impression that the B.S.F.B. is on the decline, because it is far from being that; in fact, the Membership is beginning to show a rise again, and plans are being made to provide more value for money. However, it all depends on you, the Members,

and how you re-act fo this magazine, so do not let your interest flag, but keep us going with cuttings and any other information that may come your way. Also send us your opinions and theories about U.F.Os, so that we may print them, and let other Members know what you think. Do not forget to tell your friends about the B.S.F.B., and do your best to enlist their support as Members.

BADGES AND TRANSFERS:

For those interested, we still have supplies of badges and transfers at the following prices:-

Badges.....1/9d plus 2½d postage.

Window transfers..... 9d plus 1½d postage.

You will find that the transfers make really excellent decorations for the fronts of Saucer Scrap Books, besides car windows; and for those with motor bikes, what about crash helmet emblems?

NEW BOOKS:

You will be pleased to learn that a very active Member, Gavin Gibbons, has had a book accepted by the Publishers of Adamski's latest book, and it is expected to be out later this year. The title is not yet decided upon, but from talks with Gavin, I think it will be well worth reading, so do not forget to push it amongst your friends when it arrives.

GRAY BARKER, another prominent American worker, is also about to produce one on Saucers. He claims to know why several Saucer organisations have closed down, and if this is so, then his efforts will be a real shaker!!

BULLETINS ETC:

Further copies of the Bulletins and Technical Report are in the printing stage, and so will be available by the time you read this. I hope this time we shall be able to satisfy the demand, which exceeded our expectations and is the reason why some of you are still waiting for your copies.

CORRESPONDENCE:

I know that many of you have written to H.G. and have not yet received an answer, and I am afraid that many of you will not receive one. The amount of work to do as a spare time job is almost impossible to cope with (anything from 15 to 40 letters in one week is just too much, and really calls for a full-time typist), so please do not blame your Officers or the B.S.F.B., as to reply to everybody is just impossible, and receipts for cash sent and items paid for, must be given attention first. I would, however, like to thank all Members who have sent in cuttings and sighting reports, as these are greatly needed for research. If a reply is required upon any matters of importance, PLEASE SEND A STAMPED ADDRESSED ENVELOPE.

Several Members have asked for lists of Clubs, and it has been decided to publish these in the News, the first list to appear in No.12.

And now, I shall have to sign off, as there is a lot of mail to attend to yet, and for all I know, one of the letters may contain the answer to the Saucer problem!

Best wishes to you all,

Yours fraternally,

W.E.NICHOLAS.
(Hon.Sec., B.F.S.B.)

"FLYING SAUCER" IN NIGHT SKY ?
SEEN BY CLERK AT KAYSER-BONDOR.

A mysterious object in the night sky, possibly a "Flying Saucer", is reported to have been seen by Mr.B.F. Hiron, who is a correspondence clerk at Kayser-Bondor, Baldock, when he was near his lodgings at 30 Woodway, Melbourn, near Royston, early one Wednesday recently. Mr.Hiron describes the object as bright orange red in colour, and an elongated oval in shape, and said it appeared to be travelling at a fast speed in a northerly direction, leaving a trail of smoke or vapour behind it.

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A round, shining object, which appeared to be surrounded by a halo, was reported over Liverpool, Warrington and St.Helens, at a height of four miles. Commented the meteorological office at Liverpool - "Probably a balloon."

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FLYING PYRAMID.

A pyramid-like object was seen yesterday evening, flying at high speed over the villages of El-Bahariya and El-Nabata, in the Euphrates Governorate in North-East Syria.

A Flying Saucer was also seen over Aleppo early yesterday evening, heading westwards at an altitude of about 6,000 feet. This was the second Flying Saucer to be seen by the townspeople in four days.

(Damascus. January 22.)

ALL CORRESPONDENCE SHOULD BE ADDRESSED TO THE
HON. SECRETARY,
Mr. W. E. NICHOLAS at
30 MELBOURNE TERRACE, NEWTOWN,
BRISTOL 2. ENGLAND.

REPORT OF THE RESEARCH COMMITTEE
ON THE WEDNESFIELD SIGHTING.

Following the publication in the press of a photograph taken by Harold Cummins of Wednesfield, near Wolverhampton, (also reproduced in the Spring 1955 Flying Saucer News), an investigation was carried out by Mr. Wilfred Daniels and Mr. Gavin Gibbons, Research Representatives at Stafford and Shrewsbury respectively, and by Mr. George Watts and Mr. Dennis Plunkett of Bristol. They were accorded the fullest co-operation and obtained the original negative on loan for examination.

In the opinion of the Research Committee, the negative has not been 'touched up' in any way, and the picture is the result of normal photographic process. However, microscopic examination revealed certain peculiarities which are hard to reconcile with a photograph of a conventional three-dimensional object. In the first place, there was no light gradient round the object such as one would expect from an externally illuminated circular body, and which in fact can be clearly seen on the image of the wireless mast in the garden.

Further, the degree of definition round the edge of the object and the even intensity of light reflected from it, are exactly comparable with those obtaining on the window frame, and are consistent with what might be expected from an opaque silhouette adhering to the glass.

It must not be inferred from this that the photograph is in fact that of a silhouette on the glass, or that Harold Cummins has thereby played a practical joke on the public. We comment elsewhere in this issue on an even less likely photograph which is vouched for by a number of eye-witnesses of the highest integrity and scientific standing. It must therefore be admitted that there are Flying Objects which possess novel optical properties, and in the present state of our knowledge we must look to the testimony of eye-witnesses to uphold the photographs, rather than to the photographs, to prove the existence of Flying Saucers.

GREEKS SEE "FLYING CIGAR".

Pyrgos, Greece villagers at Doueika, near here reported that a "Flying Cigar" circled overhead for several minutes, then disappeared in a cloud of smoke.

The "Cigar" is the first such object sighted over Greece since early in 1955, when there were numerous reports of Flying Saucers. - Reuter.

(Bournemouth Daily Echo.
28.12.55).

WEIRD WORLDS.

Have you ever tried to imagine what the world of a radio-star is like? No - I don't mean Tony Hancock or Ted Ray. I mean the world of the inhabitant of a planet whose sun-star's radiation is so far removed from OUR particular part of the spectrum that we can only detect its existence by means of radio-astronomy.

A planet, in fact, with its flora and fauna nourished, not by sunlight, but by what to us would be radio signals - and whose inhabitants would have to build highly complex detector gear in order to determine the existence of - daylight!

The difficulties involved in trying to establish communication with such beings are almost appalling. Since he would "see" by "radio-light", our radio signals hopefully beamed to him might simply have the effect of making him see "mirages" - or even cause him to become dizzy! In fact, the effects of our signals might even be so intolerable to these creatures as to be interpreted as a form of attack! Light and sound might play no part whatever in his existence, and his attempts to communicate with us (by means so obvious to him) might forever fail to reach us because of their very remoteness from our own kind of world.

We might come up against this problem to a certain extent, even within our own Solar system, (if we are prepared to assume for a moment, that some kind of life could have developed on any of the planets). For instance, a native of Pluto would find the sun's light on Earth intolerably bright, as his visual organs would be equipped to deal only with what we should call "bright starlight". A native of Mercury, on the other hand, would find the sun rather dim when viewed from the Third Planet.

Certain Saucers - and 'cigars' - have been reported to emit very bright lights, sometimes of an eerie blue-white, or purplish colour, from portholes or windows. Is it not possible, then, that the occupants are merely bringing with them their "normal" lighting?

Little wonder such visitors would be unwilling to emerge from their craft, as this would render them virtually blind and quite helpless. And there are all kinds of suns - from White Dwarfs to Red Giants - all emitting their various types of radiation.....

RICHARD HUGHES.

WANT TO BET?

Flying Saucers have been reported over Scarborough racecourse for the second time in a month. Two railway cleaners claim they saw them this time.

(Daily Mail. 18.1.56.)

NEW ZEALAND. SAUCER SEEN BY CREW AND PASSENGERS OF AIRLINER.

A considerable sensation has been caused in New Zealand by a sighting which occurred on Sunday evening, 30th October last. Captain Rainbow was piloting a National Airways Corporation DC3 aircraft over the Waikato when he first sighted the object. "It was travelling at the same altitude, 8000 ft., and was clearly visible. It looked like a marine beacon revolving, so that we saw there was some kind of a porthole in it. The object also changed colour slightly."

There was a full moon, and visibility was good. Captain Rainbow judged the object's speed to be about seven times' greater than that of his aircraft "because in the time it took us to cover the 10 miles between Albatross Point and what we call Hamilton West, the object covered 70 miles." It was in sight for fully five minutes, and when the aircraft climbed to 9000 ft. to clear some cloud, the object climbed with it.

Among the passengers were Air Commodore R.J.Cohen, Inspector-General of the Royal New Zealand Air Force, and an airline pilot. "The pilot had seen the object when I spoke to him about it", said Capt. Rainbow, "and I woke up Air Commodore Cohen and pointed it out to him. We did not tell the women passengers in case it caused some alarm." His Co-pilot, First Officer S.G.Trounce, also saw the object. "It was definitely not an illusion", Capt.Rainbow added. "I know what a planet looks like and it was nothing like that. On the ground it is easy to get confused about these things, but when you are in the air and an object flies alongside you, you cannot mistake that."

The Royal New Zealand Air Force called its Inspector-General, Air Commodore R.J.Cohen, as a star witness at a top level Services inquiry ordered to investigate the sighting. This is his evidence:- "I was asleep when the Pilot, Cpt.Rainbow, shook me awake. He told me he had seen something strange. I looked out and told him it was a Planet and promptly went back to sleep." When he landed, he checked his references, and decided positively that what he saw was Venus, low down on the horizon.

In the meantime, the Minister in Charge of Civil Aviation, Mr.Shand, has ordered an inquiry, and the acting Minister of Defence, Mr.Halstead, has instructed the Air Force to co-operate. Cpt.Rainbow and First Officer Trounce held discussions in Wellington with the Director of Civil Aviation, Mr.E.A.Gibson, and senior Officers of the Civil Air Administration. The log of the flight and the tape records of radio-telephone communications between the aircraft and ground control were discussed at length with the Officers of Flight Control.

However, the best part of a day's discussion at Air H.Q., did not find the explanation of the fast moving lighted object. The opinion of Air Commodore Cohen that it was Venus was the first point discussed, and the conclusion was that it could not

have been Venus. The object was first sighted at 8.5 p.m., to the rear of the aircraft, which was flying at 8000 ft., between Ohura and Raglan, two regular reporting and control points. Allowing for the height of the aircraft, Venus set at 8.6 p.m., and as there was cloud on the horizon it could not have been visible for some time.

Whatever it was, it overhauled and passed the airliner; that is, it was first seen in the South-West and as the airliner neared Raglan, moved ahead to the North-West. "Planets", said Captain Rainbow, "do not do that". There was no question of the aircraft swinging to give that effect, he said, for he was flying on the automatic pilot. Another passenger was Mr. A.R. Tuckett, Air Traffic Officer at Hobsonville, and a very experienced pilot. He too had watched the lighted object and had at first expressed the opinion that it was Planet Venus, but later decided that it could not be so.

(Condensed from the Auckland Star).

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FLYING SAUCER NEWS FILM.

The attention of Members is drawn to a Newsreel at present going round the cinemas, which includes a brief "shot" (about 15 seconds) of two Flying Saucers taken in unusually reliable circumstances.

The Saucers were seen by a party of scientific observers on board an aircraft, during the total eclipse of 1954. The film was taken by Mr. Graham, to whose courtesy we are indebted for this information, and shows two brilliant elliptical objects inclined at an angle of about 40° to the horizon. They are seen in relation to a cloud background through the open window of the aircraft cabin.

Since the film was taken at the time of the eclipse, it is unlikely that the brilliance of the objects could be attributed to reflected sunlight. No structural detail can be seen with any certainty, and the images suggest some optical effect in the camera. However, the objects were observed visually by the crew of the aircraft and a distinguished group of scientists, including The Astronomer Royal of Norway, and the Commander in Chief of the Norwegian Air Force. It follows therefore that the film is a genuine picture of real flying machines of unknown pattern, and as such constitutes a valuable criterion by which other photographs can be assessed.

The pre-view was attended by most of the leading personalities in Flying Saucer, Interplanetary, and Science-Fiction circles, as well as by the Science Correspondents of the leading Daily newspapers. The British Flying Saucer Bureau and Flying Saucer Club were officially represented by the Director of Research, and other Members present included Air Chief Marshall Lord Dowding, Mr. Derek Dempster, and Mr. Eric Biddle.

THE ADAMSKI-MOSELEY CONTROVERSY.

As stated in the Spring 1955 issue of the Flying Saucer News, the Research Committee have been giving careful consideration to the Adamski-Moseley controversy. It was evident from a perusal of the article in "Nexus" that much of the argument was based on disputed facts, and in order to clarify the situation it was decided to seek further information. A tape recording was made, on which Members of the Committee asked a number of questions on specific points, and dispatched to George Adamski, and his reply, also in the form of a tape recording, has now been received. In it are a number of references to his new book "Inside the Space Ships" which has also been studied.

In view of the fact that so much depends on the validity of the photographs and the substantial criticisms which the photographs in the new book have provoked, it is felt that judgment should be deferred until the photographic team have completed their examination of the new material. In the meantime, we publish reviews of the tape recording (by George Watts) and of "Inside the Space Ships" (by David Rudman and John Pitt).

REPORT ON ADAMSKI TAPE RECORDING:

A tape recording made by George Adamski on the 23rd Nov., 1955, has recently arrived at Headquarters. This tape deals mainly with answers to questions put by Members of your Committee.

The tape on the whole is interesting, but disappointing, in that most of the answers to the questions are vague and leaves us with little more knowledge than before. This, however, is understandable in the circumstances, with trans-Atlantic communications plus a certain amount of misinterpretation owing to language difficulty. Here are a few of the answers to our questions:-

1. There are no Materialisation or De-Materialisation problems; the Saucers are as solid as our own craft.
2. The space people will not show themselves to groups of Earthlings by request, or otherwise, for fear of being torn to shreds.
3. The crew of the Saucers vary in number from One to Twelve for the normal size craft, whilst the larger ships of 1,000 to 1,200 feet in diameter, carry a crew of 100 or more.
4. The small discs seen from time to time are a form of instrument to test the atmosphere and changes of magnetic lines of force etc.
5. All known space people conform to shapes and sizes as we know them. The space people themselves have never run across any three-eyed monsters and little green men, or what-have-you.
6. That Venusians DO live for a thousand years.
7. That George Adamski DID fly close to the Moon's surface and saw what he thought looked like a man-made bridge

in the distance.

Mr. Adamski said he hoped to visit us in the Spring of this year, when we can ask him questions under more favourable conditions.

One of the most interesting things to come out of this tape is the fact that George Adamski is now prepared to take anyone to COURT to prove his story; in fact he says he has recently sued a newspaper for 2½ Million Dollars, if they do not retract their statement that his story is false.

Well, here is your chance to have it out in Court once and for all - BUT make sure you have a couple of Millions.... just in case!

G.W.WATTS.

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One need not be a Nostradamus to predict that George Adamski's long awaited second book "Inside the Space Ships" will provoke even more controversy than did "Flying Saucers have Landed" which, though published as long ago as October 1953, can still tempt life-long friends to endanger their relationship.

"Inside the Space Ships" consists of an Introduction by Charlotte Blodget, who gave the book its final literary form; a Foreword by Desmond Leslie and, in addition to a number of photographs and diagrams, a long account by George Adamski of his experience in certain Space Craft, subsequent to the events related in "Flying Saucers have Landed".

The first surprise is that in this "second phase" the first contact was made on the 18th February 1953, i.e., only three months after the famous (or infamous, depending on one's point of view), first meeting of the 20th November 1952. Adamski was drawn to Los Angeles by what he calls "the kind of urgent impression described in "Flying Saucers have Landed" and, one may add, described also by the Darbishire boys before their important Coniston contact.

After a sequence of events which need not be described here, Adamski was taken to a place well outside Los Angeles and allowed to enter a waiting Scout Ship. This Craft, which Adamski says, was very similar to the one he photographed in 1952, was eventually taken into a large cigar-shaped "Mother Ship" hovering some 40,000 feet above the Earth. Once inside the Mother Ship he was, he tells us, taken round and shown various features of the giant Craft, which, in the meantime, reached a height of 50,000 miles.

Then occurred a meeting with a highly evolved Being, whom Adamski calls a Master. There were to be three further such meetings, the accounts of which, because of their high moral tone and metaphysical content, many may consider the most important sections of the book. Eventually, Adamski was returned to Earth in the Scout Ship which had brought him.

Another contact was made on the 21st April, when events took a similar course and this was followed by several others, the penultimate one of which took place on the 23rd August 1954. The final contact relates dates from a little under a year ago, the 24th April 1955, when an attempt was made to photograph Adamski inside a Mother Ship. Four of these photographs are printed in the book and, it must be said at once, they are highly disappointing, and will give sceptics and critics what they will probably consider a strong starting point to their argument.

The book as a whole will, as did "Flying Saucers have Landed", divide readers into two well defined groups - probably glaring beligerently at each other - those who believe Adamski to be telling the truth and those who believe he is doing nothing of the sort.

Adamski himself is reconciled to the fact that "Inside the Space Ships" will provoke a great deal of hostile criticism and, in the following passage from the book, has said what may be considered the last word on the subject - "No scientific support of any kind was present for the events described in the first book. But events that have taken place since publication, and coming from different parts of the World, have proven greater support than anything that I could have produced on publication date. This has happened in spite of opposing forces who, for whatever reasons, do not wish the truth to come out. It will be the same with this book. I have been well protected against many things, as well as guided. So far, the Brothers have never let me down. So if we wait patiently and in quiet confidence, things will come out as they should. There will be more abundant proof throughout the World than I, as one man, could ever be given or, in turn, 'give out'.

In the meantime there will probably be as many evaluations of this extraordinary book as there will be readers of it.

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REVIEW OF REVIEWS ON "INSIDE THE SPACE SHIPS":

"Inside the Space Ships" has not yet appeared in large numbers in this country. It will, I understand, be published here early next year, and those sufficiently interested in George Adamski will be able to rear of his adventures since his memorable Desert Contact in November 1952.

It has been obvious for various reasons, that a sequel would soon appear to those events chronicled in "Flying Saucers have Landed". The first hints that Adamski had enjoyed further contact with Spacemen were being published as far back as the winter of 1953-1954. Adamski had begun to claim even as far back as that time, that he had seen Spacemen at a saucer convention. In the spring of 1954, he told a Toronto newspaperman that he had flown in a Saucer. In the following

Winter, Desmond Leslie, then recently returned from visiting Adamski, wrote in "Two Worlds" that Adamski and he were hoping to have published soon their joint book "Inside the Space Ships".

Through no fault of the Author, Adamski's manuscript was rejected by Werner Laurie Ltd., and our next news of this joint work was that it was to be published as a solo effort in the U.S.A. I do not wish to influence free opinion, but it seems very significant that Adamski's manuscript was rejected. The reasons, stated recently at a public meeting by Waveney Girvan were, according to him, merely reasons of policy. The success of "Flying Saucers have Landed" was apparently insufficient reason to publish a sequel?

The book itself is concerned, in the main, with a strangely planned meeting engineered by two plain-clothes Planetarians. They seemingly contacted Adamski by telepathy, directing him to book in at an Hotel. Meeting them there, Adamski was whisked off into the country and was there shown and offered a flight in a Scout Ship.

A considerable portion of the book is devoted to description of the interior of the Mother Ship, to whose vast hulk Adamski was ferried by the Scout Ship. Once inside the monster ship, Adamski was lavishly dined (and I suspect wined). His post-prandial conversation concerning Space-ethics, Solar physics etc., would certainly be beyond the average uninitiated Terrestrial.

There are sixteen illustrations, many of which seem to be photographs. It is interesting to note that Adamski carried with him some highly advanced and certainly most original pre-conceptions about the Universe, but that his hosts had apparently lagged some way behind in matters photographic. At least, this is how it appears to me when I read that they still used the antiquated Polaroid camera. This has but one advantage, it dispenses with that troublesome thing - the photographic negative. Otherwise, as can be evidenced by the quality of Planetarian photography shown in the book, it tends to be very inefficient.

It would be a great mistake at this point to ignore the comments of two American Saucer Investigators. The first, writing in the Borderland Science "Clips and Quotes", mentions the fact that if Adamski's Mother Ship had, as stated, a hull of six feet in depth, was sufficiently large to warrant a system of elevators between decks, and that to be able to see, let alone photograph, two heads (Adamski and a companion) at the same time, requires rather an abnormal distortion of the laws concerning Optics and Perspective. Adamski's and his friend's faces, fill two portholes of this five-windowed Mother Ship, and rather surprisingly the ports seem not only to be out of alignment, but of very indifferent circularity.

This critic objects again to their mean size, saying that it is inconsistent to an even further degree with Adamski's data on the space ships overall proportions. The second critic, writing in "Saucer News", takes Adamski to task on the question of "radiation spoilage" - the excuse being given that the radiation emanating from both the Mother Ship being photographed, and the Scout Ship, whence was taken the photography, has spoiled the resulting art-work. The Writer maintains that the blurring visible in these pictures cannot be due to this radiation, seeing that the effects of radiation manifest themselves quite differently. It is also this critic's contention that Adamski is talking complete nonsense where he describes a lens in the hull of the Mother Ship, through which he can see clearly the face of the Planet Venus, particularly when he sees livestock. (This, to the critic, seems an obvious cock and bull story).

The general opinion, one in which I share, is that it is baffling to understand how, on the one hand, faces can be seen in the clumsily described roundish portholes at a range of several hundred feet, and in the face of the aforementioned "radiation spoilage"; on the other hand it is hard to imagine how, at that range, and in keeping with Adamski's data, portholes could appear to be either so clear cut or so large, or how any person with a normally sized head could practically fill such a porthole. One has, it seems to me, the option of reducing the size of the Mother Ship until it could contain only pygmies, or suggest that Mr. Adamski's head is rather over-generous in proportion to those of the rest of his species.

Perhaps the crux of this spectacular and speculative book lies in the question of how its "message" tallies with Adamski's long expounded philosophies and sophistries.

"RAVE", perhaps most happily described by itself as "The Magazine of Intimate Expose", goes to some considerable length to compare Adamski's ministerial period (before he became involved in "Saucery") with his later ministerial period, starting perhaps when he first put together his notes for his "Pioneers of Space". This feature, although considerably milder than others in the same magazine, suggests that Adamski was pretty lucky to have his own "message" played back to him by people who had gone to such lengths to take him right out of this world. I presume that the person responsible for this article had delved no further into the Adamski background than to read Miss Blodget's biographical sketch. Even so, it is interesting to see that this type of writer could have stumbled on to so interesting a point. Had he or she read "Pioneers of Space", wherein there is related rather a similar Spaceship journey, but this time from the realms of admitted imagination, I hate to think what conclusions might have been drawn.

I will not comment on my own opinions. The book has to be read to be believed - probably several times. From the opinions of the majority of my contacts, here and in the United States, who have ventured to write more than one or two descriptive phrases, I can only but deduce that it is just as well for Desmond Leslie's reputation that he only wrote the Foreward.

If George Adamski does visit this country, it would be as well, I feel, if he did so BEFORE and not AFTER his new book is on sale to the public in any large numbers. There are, I believe, many who give him the benefit of the doubt over the question of the Desert Contact.

In conclusion, I recommend to those interested in the American reviews, that they study the following:-

- "Clips and Quotes" Review by "678". (June or July?).
- "Saucer News" Review by Lonzo Dove. Oct-Nov 1955.
- "Rave" December 1955.
- and, for further enlightenment -
- For further information on "Pioneers of Space":-
- "Fate" July 1951.
- For Desmond Leslie's advance information of "our new book":-
- "Two Worlds" Week ending 13th November 1955.

JOHN PITT.

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STRANGE LIGHT IN SKY SEEN AT NAPIER,
NEW ZEALAND.

Hundreds of people in Napier last night saw a strange lighted object which moved across the sky over the hills of Poraita, north of the city. They described it as cigar-shaped and larger in size in the sky than the half-moon. It was in sight for about five minutes, about 8.45.

Observers said it flashed across the sky from north to south at terrific speed, stopped at one point for two or three minutes, and then moved rapidly off again. It gave off an orange light when moving, darkening to blue while it hovered.

A similar phenomenon was seen over Napier the previous night, but further away.

NEW ZEALAND HERALD, 24/11/55.

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MYSTERY OBJECT IN THE SKY.
'FLYING SAUCER' OVER KILBEGGAN.

An object resembling a 'Flying Saucer' caused some excitement in the Kilbeggan (Westmeath) area on Monday night.

Mr. Maloney, Loughnagore, was leaving his house when he saw the object in the sky coming from the south-west. As it came nearer he observed that it was flying at a very low altitude.

It was circular in shape and revolving at a high speed. It made a whistling noise, and intermittent flashes of light emanated from it. The object is stated to have continued its course in a north-westerly direction.

CORK EXAMINER, 11/1/56.

READERS WRITE.....

The Editor is always glad to know Readers' views on any aspect of the Saucer question, and will try and publish a selection of letters from time to time, but greatly regrets he CANNOT ENTER INTO CORRESPONDENCE. Letters for this feature should be clearly marked "The Editor" and addressed to H.Q.

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Selection of the Credible.

I was interested in Mr. John Lytheer's letter in the Summer 1955 F.S.N., and I would suggest that just about the best guide to selection of the credible from the incredible is to be found in consideration of the purpose of an event in connection with the way in which it appears to have been carried out.

For instance, the manœuvres of an Unidentified Flying Object may impress us as anything between menacing or co-operative, but what appears as an attack might well be an unintentional error of remote control; it is reasonable to suppose that the visitors would learn little or nothing from casual acts of wanton aggression and it is much more probable that they would like to know more about the forces which we employ, especially in connection with taking-off and launching in what may well appear to them to be extremely restricted spaces in which their own machines would have shewn an inexplicable and rather disconcerting lack of stability.

These considerations would be sufficient to retain a sighting in Category 1, unless there were any heroics or conflicting evidence, when it would have to endure Category 11 until purged.

Category 111 is reserved for fanciful descriptions involving landings without accredited witnesses, appearances of grimacing ogres with or without the accompaniment of dreadful smells, or a hundred and one plastic-upholstered representatives of an imaginary celestial corps de ballet, bent, apparently, on the bestowal of the copyright of their conversation upon the first peripatetic polony-peddler they chance to encounter.

As there is no serious reason for these appearances, it is sound common sense alone which saves us from inclusion with those who have nothing to learn in the art of self-deception.

A.G.FENN. Downend, Bristol.

Saucer Propulsion.

I was extremely interested to see the second photograph taken by Stephen Darbishire in the Summer issue of "Flying Saucer News".

Even since I first began studying the behaviour of "Flying Saucers" seriously, I have been convinced that those which are of a physical nature are propelled by the production

of what is effectively a negative gravitational field. However, G-less acceleration is not the only result from this form of propulsion; there are many other incidental effects, one of which may explain peculiar images sometimes produced on photographs.

During violent acceleration, an extremely large repulsive force would be necessary. This means that the air in the immediate vicinity of the Saucer would be repelled to leave a partial vacuum. Since gravitational forces (and presumably anti-gravitational forces) obey the inverse square law, this effect would decrease rapidly as one's distance from the Saucer increased, until a point is reached where this effect is so slight that air pressure is virtually normal. This distance may amount to a few feet or it may be hundreds of feet, depending on the magnitude of the force and the size of the Saucer. Most Saucers appear to be rather peculiar in shape; even if symmetrical they are rarely streamlined, thus a rather irregular shaped 'lens' of rarified air would be produced around a Saucer performing any rapid manoeuvres or perhaps even when hovering.

Now light, when passed from a medium of a certain density to a medium of a different density, is bent or refracted, the amount of refraction depending on the difference in density between the media and the angle of incidence of the light.

We know that sometimes, at sunset, considerable distortion of the sun's size and shape takes place, because of the change of density of the medium through which the light from the sun is travelling as it passes from space into the Earth's atmosphere, at a small angle of incidence. Therefore, light reflected from a Saucer could be affected in a similar way, producing a distorted and possibly a blurred image to the eye, camera and telescope alike.

This may well be the explanation for the distortion in Stephen Darbishire's photograph, and it may also account for the distortion and fuzziness of many others.

A.J.NASH. Bracknell, Berks.

W O O S H !

RADAR men at Orly Airport, Paris, swore yesterday that during the night a strange object had been flying over France. They described it as twice the size of an airliner, and said it flew at 1,700 miles an hour - $2\frac{1}{2}$ times the speed of sound - and hovered at various points over the city. The radar men said they first spotted it on their screens at 10 p.m.. They warned the pilot of an Air France plane heading for London at a height of 5,000 feet. He looked up and says he saw a red, winking light above him. So he changed course to avoid it. The object, he said, vanished into a cloud.

(The People. 19.2.56).

THE INTERPLANETARY WORLD UNION.

The Interplanetary World Union, whose President is Professor Alfred Nahon, of Lausanne, sent a message to the Big Four at Geneva, containing the following statement: "We know well that you have come together under the influence of beings from space, and all the events of the last year, and especially the last month, have proved that we are right."

Professor Nahon also informs us that in 1952, Argentinian researchers received a message from the pilot of a flying saucer to the following effect: "We come from Galimed, one of the moons of Jupiter. We shall fly over Buenos Aires in exactly two years and at the same time, i.e. between 10.55 and midnight." According to reports, the return visit was made at exactly the time stated and witnessed by more than forty observers.

We have recently been officially informed that Flying Saucers do not exist, - but do the Saucers know it?

(Prediction'. February 1956).

Letter to the Editor of the "E.A. Standard".
November 12, 1955.

Sir,

I have a story to add to that of Mr. Suleman Hajee, published in your correspondence columns on November 10. On October 30 at 6.55 p.m. I was going out to turn the chickens' eggs in the incubator. I looked up to see the "golden ring" round the full moon on which my sister had commented.

Just entering the ring I saw what I took to be a huge butterfly with transparent wings. On getting my eyes better focused, I found it to be no butterfly close in, but a ball of fire right out in space. I thought it would become invisible against the face of the moon, but this proved not to be the case.

I traced it as a dark spot right across the moon's face and, when it got to the "golden ring" area on the other side of the moon, it again became visible as a brilliant glowing ball. On leaving the "golden ring" area, it merged with the starry background and soon became lost to sight. Had the full moon not had a "golden ring" round it, I should never have seen the space ship.

Direction of movement was N.W. to S.E. and time taken to cross as stated about 20 seconds. The size of this space ship must have been immense but, with nothing to indicate its distance from the earth, both size and speed are a matter of pure conjecture.

Yours etc.,

S.K.MURRAY (Brig). Kiganjo.

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