UFO NEWSLETTER #12

Incorporating
C.R.I.F.O. Orbit
Satellite
UFO Critical Bulletin
UFC Digest
Ufology News

Fulcrum Productions
P.O. Box 606
Morristown, N.J., U.S.A.

1 April 1960
Thirty Cents

CONTENTS

DEPARTMENTS

Editorials..... 1
Letters..... 5

ARTICLES

Year-End 21" Punchbowl..... McGraw-Hill & Martin Kohn.. 7
Zero Infinity..... W. Thomas H. MacNew..... 13
An Astronomer Asks: Do UFOs Exist?... Robert W. Dunn..... 16
The Day All Roads Led To Alamogordo.. Terry Clarke..... 18
A Report On "Sky-Junk"..... Lee R. Munsick..... 26

NEWS ITEMS

Army Shows Lack Of UFO Defense..... 6
Air Groups Issue UFO Statements..... 17

SIGHTINGS

UFO Stalls Two Automobiles..... 33

NOTICES

Quality Optical Instruments Yours! 25

Copyright Lee R. Munsick 1960

FEATURING IN THIS ISSUE EXCLUSIVE EASY-TO-READ FORMAT

EDITORIALS

A MESSAGE FROM LEE MUNSICK

With the next issue of this periodical UFO NEWSLETTER will cease its current regular publishing activities. This decision has been reached after a great deal of thought and with no little trepidation by your editor for a number of reasons.

When UFO Newsletter was first begun it was a small and simple bulletin designed to apprise the members of the North Jersey U.F.O. Group of the current activities of the group, its meetings, new books and worthwhile reading material, and to acquaint them with the other groups, periodicals, and activities in the field of research into the unidentified flying object mystery.

As NJUFOG grew, so did the magazine. We found that it had become one of a number of periodicals devoted to the subject of flying saucers, published throughout the world, some of them excellent in form, contents, and editorial approach to the question; others leaving much to be desired in one or more of these areas. I have striven through the years to maintain as high a level as possible in editorial approach and, with the limits of our budget and other considerations, publishing appearance.

More recently those activities of the North Jersey UFO Group exclusive of the publishing of the UFO Newsletter dwindled slowly until they finally ceased through the total inactivity of the members. My two cofounders are not even subscribers. In spite of this or perhaps because of it, UFO Newsletter expanded to take on a larger format, a bigger scope, and what I hoped would be a sufficiently large readership to encourage nicer printing and eventually a magazine of full scope with advertising, illustrations, editorial content, etc. Unfortunately, for a number of reasons this has not happened, and it is for these same reasons that I have decided to terminate regular publication.

The foremost of these reasons, in my opinion, is the fact that there are so many, so various, and so complicated entries in the UFO publishing field in many languages from all over the world, that the effect is not to promote the subject, but rather to confound the confusion which already exists. Confusion based largely on the difference among flying saucer followers over the two areas of interest: one the logical, scientific approach to the subject, and the other the somewhat more questionable and, I feel gullible approach of the "contactees" which I think wrong. But even if it were not wrong, i.e. untruthful, I would still feel it premature and harmful. The attitude of those of our friends who have gone past the flying saucer investigation stage to profess trips to other planets, personal meetings with extraterrestrials, brain-wave messages and the like, suitably sweetened with all sorts of philosophical mumbo-jumbo, has served merely to postpone if not completely outwit general scientific study and acceptance of the field, both from those trained in the many fields of scientific endeavor to study the enigma, but also reporters, intelligent writers, and other investigators who could help us in solving the mystery, and breaking down barriers to its solution, were it not for the undesirable characteristics of the contact stories and their own press, which continue unfortunately, despite all pleas of logic by those who really want to solve the question. This group has grown from a "lunatic fringe" to the dominant, or at least most vocal, representative of flying saucer followers, before the unknowing or uncaring people of the world.

When Major Donald E. Keyhoe took over the active direction of the National Investigations Committee on Aerial Phenomena (NICAP), this magazine like most others was enthusiastic in its support of

that organization. As the readers know, your editor spent a number of months working with Major Keyhoe as Associate Editor of the NICAP magazine. During that time UFO Newsletter was published from Washington. I realize now that this was probably an unfair move because although there was certainly sufficient comment and news to be put in both magazines, we were indirectly withholding support from NICAP. Many of our subscribers also are members of NICAP; some not.

A major reason then, for the cessation of publishing activities of UFO Newsletter as it is now, is an effort by eliminating one conflicting interest, to back NICAP and its efforts. And with that in mind may I enter a plea to all those who see these words to support NICAP in any way. As a member, of course; if possible as an active one: contributing not only with funds, but with active help.

The second major cause for my decision is the conclusion that aside from the contact distraction, the next basic block to the solution of the mystery is the censorship, security, and confusion prompted by so-called official investigations, namely that of the U. S. Air Force. In approaching a solution, much as we hate to do so, we have been forced by the Air Force to do battle with them. Like Major Keyhoe, who knows many Air Force officers and officials personally and is himself a retired flight officer in one of the Air Force's sister services, and one of the foremost names in aviation writing in the nation, I am fully aware of the role of the Air Force in the nation's defense. I have for many years been actively interested in aviation, aeronautics, the space sciences, and the role of airpower in the modern world of science and defense. I am a member of both the Aircraft Owners and Pilots Association and the Air Force Association. I am proud of these connections and none too happy about the enforced combat with these and other agencies.

Nevertheless as I said, we're forced to battle, through the pages of this magazine and elsewise. But there are better ways now, to battle the constricting influence of censorship, secrecy, derision, and ridicule. Flying saucer secrecy is merely one of the more obvious and easily pinpointed symptoms of the fatally dangerous disease of encroachment on the rights of free people. Your editor hopes that by contributing to other efforts (including those of NICAP), by lecturing and trying to talk with people of good will in high position, he will be more able to do his part in combatting these deadly problems.

America was not built to become what it is fast becoming. It makes no difference whether a people is stifled or controlled by one dictator, be he a Peron, Hitler, Stalin, or even a Castro; the dictatorship is equally dangerous if imbued in the heart of an entire government. Our federal government is fast approaching a dictatorship not only over people as such, but over minds: over the availability of information, the rights to speak, to know, to learn. If we are to exist as a civilization, not only in combating our enemies in the western world, this trend must be not only halted but reversed.

For my third reason, I hark back several years when one of my colleagues said he felt a number of the publishers of UFO periodicals were merely publishing for each other. This is largely true; in most cases the magazines are produced not only to disseminate information but as a means of collecting additional data.

Sadly enough, during the past several years several of the finest UFO magazines have gone out of existence or, generally through a change of editors, deteriorated to the extent of being absolutely useless, if not downright detrimental. The old standby, Leonard Stringfield's CRIFO ORBIT, left several years ago (Ironically, the farewell editorial in his 1 February 1957 issue accurately summarized our current predicament and makes good reading). His activities and part of Dick Hall's in SATELLITE were absorbed in name at least by UFO Newsletter. We had hoped that we could perpetuate their work at least through the display of the names on a regular basis. More re-

cently, UFOLOGY NEWS has left the scene. Undoubtedly the most finely printed UFO journal in the world has become a constant sore in the side of those who wince each time it appears with articles by George Adamski, George Hunt Williamson, Howard Menger, and the like. Two of the oldest saucer magazines have descended merely to continuing the phony feud between their editors. And the only periodical which is displayed on newsstands and is therefore the only saucer magazine the general public has regular access to, is one of the worst and, if not calculated to do so, nonetheless certainly achieves success in driving away intelligent persons from the study of flying saucers.

Out of this melange of mediocrity (to borrow a word from the television people) and downright dangerous, unethical journalism, but a few decent periodicals remain struggling, head and shoulders among the rest. I prefer to lend support to them as will be shown in part elsewhere in this magazine.

The fourth reason is a practical one: the lack of ample response to our hopes for expansion. It has been noted that in Great Britain, a magazine can be published with nice print, amply illustrated, on fine stock, attract advertisers and be successful on any subject, no matter how small an audience is involved. This is surely not true in the United States. Our plans to improve the quality of the printing and paper were dependent upon advertisers. The attraction of advertisers was entirely dependent on a large readership. Our list is certainly large when compared to most flying saucer magazines; of this I am grateful, but alas it was not large enough to warrant continued expansion. Even secondary reader-service offers to gain support were spectacularly unsuccessful, apparently because we didn't throw in free trips to the moon and planets. Here again, I prefer to give that much more help to NICAP.

Fifth, during recent years, the editor's time and the funds of the publishing organization have depleted in parallel course. In my radio news activities, the work day ran 15 to 18 hours, and it was just not possible to put in the amount of time necessary for one man to publish a magazine of even the comparatively minor scope of this one. Since the dissolution of the North Jersey UFO Group, funds have been based on the editor's pocketbook and subscriptions; neither was ample. Rather than continue to keep the subscribers anxious and continue only partially living up to the obligation incurred with their subscriptions I have decided to stop regular publication on that basis.

I will continue activities in other ways. To those who wish to receive them, and to our publishing colleagues and ethical groups within the field, interim reports will be issued by Fulcrum Productions, which has taken over the activities of the former UFO group. Shortly we expect to release the result of extensive compilation of UFO books: a complete Bibliography-Review of <u>all</u> books directly involved with the flying saucer situation, and a number of others which are indirectly pertinent. This list will include domestic and foreign publications by title, author, publisher, address, and price; thus enabling those who wish to keep abreast of flying saucers by reading (the only successful method) to do so perhaps with somewhat more ease. It will also include something of a reader's guide: what I hope will be a helpful review of each book. We are in the process of preparing this list and accumulating the books involved. This list will be sold to recover some of the losses and expenses, but will also be distributed to those who have been active in supporting UFO Newsletter as one method of repaying their kindness. I have devised a method of handling current subscriptions, which will be explained in UFO Newsletter No. 13.

My own training and abilities lie mostly in the fields of promotion and publicity, and it is here, after all, that I can probably do the most good, through broadcast and printed publicity and more direct communication with the lay public via lectures, conversations, and the like.

It is a foregone conclusion that Ufology needs promotion and good publicity very much. I have heard some representatives in the field say that this certainly was true up to the last two or three years, but now holds true no longer. I disagree, and violently. The problem has changed considerably but there is still a battle to be fought, nonetheless. Originally the big victory was in achieving any sort of recognition. Now it is in achieving correct coverage, and reporting which recognizes the nature of Ufology as opposed to its more insane counterparts in "Contactism."

Three or more years ago those of us striving toward recognition through publicity were delighted when an Art Linkletter or a Jack Paar deigned to mention the subject of flying saucers in any detail. Now, the coverage given the subject on these same programs constitutes a curse rather than benefit. I think I need not elaborate.

Finally, I should like to take this opportunity to express my grateful thanks to those many individuals and groups who have helped in our activities over the past years and will do so in the future. These efforts, largely speaking, constitute a hobby for most of us. As in most hobbies, the most important reward lies in making friends and getting to know many people you would never otherwise have met. I have come to know many scores of people because of my interest in UFOs and allied fields; this benefit I do not intend to relinquish quickly. Many of the strangest people I've known were mixed in with the most wonderful; all contributed to a truly priceless experience.

There are the numerous groups, some active and many now dormant, many entirely outside the UFO field, who have lent active help, support, and cooperation and participation...of course, the publishers and editors of UFO papers and other publications throughout the world ...the associations of scientists and others who have helped to advise us in many ways...the publishers of books and other periodicals who have cooperated with the reviewing activities...the many writers, publishers, and wire services who have either contributed material for publication or cooperated with our request for reprint rights...and of course the many patient, appreciative, eager readers of this periodical. Plus, those close to me who have put up with my addiction.

Thank you, one and all. -Lee R. Munsick

ENTERTAINERS, NEWSMEN REFUSE UFO COMMENT

Earlier last year, the National Investigations Committee on Aerial Phenomena revealed that the Air Force had asked at least two popular radio-television performers to cooperate in their program of indoctrinating the public with only the A.F. side of the UFO question. In a letter to a prominent congressman, the Air Force noted they had asked Arthur Godfrey of CBS and Dave Garroway of NBC to "cooperate" in their plans.

UFO Newsletter suggested to both entertainers that they and their programs could render a great public service by presenting fair and unbiased reports on the subject, with Air Force and civilian personnel of all opinions.

Mr. Godfrey's office replied "We appreciate your suggestion concerning a discussion on 'unidentified flying objects' for our program, however, at the present time our program plans are rather fixed." The reply came two months after the initial inquiry, but before Mr. Godfrey's recent illness.

Garroway's reply took even longer; five months after the appeal for fair reporting we received a mimeographed form letter stating the "Today" show's Feature Editor didn't "see a spot for...(the)...suggestion in the show."

Interestingly enough, one of CBS's most respected news correspondents and analysts, Eric Sevareid, had in the meantime conducted two telecasts on the extent and success of American journalism.

The two programs, obviously concerned with the right and need for full and honest reporting, were titled "Is (Continued on page 12)

LETTERS TO THE EDITOR

To be considered for this column your letter must be signed. We will withhold publication of your name if you so request. Letters should be printed or typewritten, and as brief as possible, please.

SEEKS UFO-PALS

To the editor; I would be very pleased if you could put me in touch with someone in the eastern, western, and central parts of the United States...who would be willing to correspond with me on the subject of UFO.

I am 20 years old and have been interested in UFO for about 5 years, but 1½ years ago I joined the Manchester Flying Saucer Research Society so as to do serious research into this subject. I'm also a member of APRO and the Manchester Astronomical Society. I have my own files on sightings, newspaper cutting book, photograph album, and many other items of interest to saucer researchers.

I would be willing to send the person who corresponds a copy of our society magazine which is published every 2 months, if he or she would do the same.

Thomas Birchenough Jr.
21, Fellpark Road
Northern Moor, Wythenshawe
Manchester 23, England

To the editor; I have for a long time been interested in the subject of Ufology. Although at the present time I do not belong to many organizations, it is my desire to correspond with those also interested in the subject. Many people in this area are interested but lack confidence in the subject.

Eugene Chamberland
18 Amity Street
Hartford 6, Connecticut

WE BLUSH

To the editor; I have enjoyed all of the issues (of UFO Newsletter) which I have received and would like...to remain on your mailing list. I believe your publication serves as a very useful complement to the (National Investigations Committee's UFO) Investigator. My compliments on your perseverence and hard work.

Dewey J. Fournet, Jr.
Baton Rouge, Louisiana

WHO'LL TAKE THE BOW?

To the editor; I have some curiosity as to who was the first person to have the idea that the UFOs might be from outer space, how soon he got the idea after the historic 1947 sighting, what gave him the idea, etc. Perhaps your readers could give me an idea?

Elsie Basset
401 West 118th. Street
New York 27, New York

CORRECTION

To the editor; In UFO Newsletter #9, page 23, dated 22 August 1957, you implied that I had some connection with the "Solar Cross Group," which was connected in the same article with the infamous Mon-Ka tape recordings. Please note that I have no connection, nor have I ever, with any such group.

Thomas M. Comella
Cleveland, Ohio

(The error was ours, and though it is over two years now, we are happy to correct the impression thus fostered. To his credit, reader Comella has served his fellow UFO enthusiasts well with publicity and several well-handled investigations. While we are on the subject of

the since-discredited Mon-Ka tapes, it has been a revelation to your editor that in spite of the fact that this hoax has been unanimously exposed by UFO investigators the world over, there are still some who go on accepting the entire thing. According to postcard notices received by this magazine, two "new space tapes narrated by Mon-Ka of Mars" received some interest in public meetings on 4 May and 29 June 1958. The two meetings, held in the Embassy Auditorium of Convention Hall, Los Angeles, were sponsored by Gabriel Green, head of the ill-fated "Economic Security Party" and editor of "Thy Kingdom Come." The names of the two tapes involved, described within the announcements as "Vital Messages," are "A Trip Through the Solar System" and "Birth and Death of a Planet."

(Aside from Green, Ufologists would do well to note that also on the agenda, and thus involved with this proven falsehood, originated by one Dick Miller, was Calvin Girvin, author of a book called "The Night Has a Thousand Saucers," and perpetrator of the cover painting on the preposterous Howard Menger-Gray Barker fraud, "From Outer Space to You." In a third and more recent meeting under the same auspices, the now-famous Reinhold O. Schmidt, who has been escorted around the country by Wayne Aho (brother of George Van Tassel's pilot friend, Arthur Aho and business partner-copilot of Otis T. Carr's farcical meanderings), appeared with one Gloria Lee. To illustrate the worth of the programs, and the speakers, the titles of their respective talks were "My Trip to the North Pole in a Flying Saucer," and "Revelations from the Space People." These two people have also written books (naturally!), entitled "The Kearney Incident" and "Why We Are Here." Miller and Mon-Ka are even now being publicized by Green.

(With such a series of connections (which could hardly be considered coincidental), it would seem that we can place just as much confidence in the Ahos, Girvin, Green, Lee, Menger, Van Tassel, Barker, Schmidt and Carr, as in Miller and his protege, Mon-Ka. -Ed.)

ARMY SHOWS LACK OF UFO DEFENSE

Through a General and a public information officer, the U. S. Army has said it "can shoot down anything with wings," and then indirectly admitted that this might not include flying saucers.

Brig. Gen. Stephen Mellnik, Assistant Commandant of the Army Air Defense School at Fort Bliss, Texas, was bragging about the Army's rocket missiles, the Nike-Ajax, Zeuss, Hercules, and Hawk. He told reporters "We can knock down anything that breathes air which is now operational or which is on the drawing boards." This would not include ballistic missiles, which are rocket-propelled and thus do not fit in the air-breathing category. But it does include any aircraft. And the Army delights in its ability to shoot down airplanes of all types, to the chagrin of Strategic Air Command crews at nearby Biggs Air Force Base.

When UFO Newsletter, interest evoked by the headline "Jet Age Army Can Knock Down Anything Flying," queried General Mellnik on his ideas about aircraft and the possibilities of defense against unidentified flying objects (man-made or not), the reply came from Major Waights M. Taylor, Public Information Officer for the Air Defense School, whose slogan, incidentally, is "Militant."

Maj. Taylor, after noting that the Nike weapons "have certain capabilities...which are classified," listed the following altitude, speed, and range parameters: Altitude of 100,000 feet. Speed of 1500 miles per hour. Range of 75 miles.

The speed figure is but a fraction of the observed and measured speeds of some UFOs, thus defeating the General's boast. It may be true as well that IRBMs or ICBMs may exceed this speed as well.

Both General Mellnik and Major Taylor completely evaded the question if their remarks were intended to include "flying saucers."

YEAR-END 21" PUNCHBOWL

by the McGraw-Hill Economics Department and Martin Kohn

Editor's Note: At the end of 1957, newspapers carried startling headlines across the country saying that one of the most respected publishing houses in America had predicted that the "flying saucer" question would be solved before the end of 1958. Your editor questioned the Associated Press on the source of the story, and could learn no more than what the wire stories had already stated: that an article in McGraw-Hill's respected and conservative economic magazine "Business Week" had granted the prediction, which in some circles was credited to Dexter M. Keezer, Vice-President of McGraw-Hill and Director of its Economics Department. UFO Newsletter contacted Mr. Keezer immediately to learn the true state of affairs to find, as we had thought, that the wire stories were grossly in error, but that there was a story behind the headlines.

Mr. Keezer told your editor that each month his department sends out an Inter-Office Memorandum to the executives and management officials of all the publishing company's departments. The report includes a survey of the business outlook in the USA which is of interest not only to general business readers, but to the other 32 McGraw-Hill magazines, which embrace such widely dispersed fields as Aviation to Nucleonics to Textiles.

The December 1957 report, as its year-end predecessors, took the form of semi-jocular "Punch-Bowl Predictions," which were intended to include some levity, but which also, according to Mr. Keezer, have generally been found to come true.

Keezer displayed a welcome sense of humor about the incident in correspondence with UFO Newsletter. Exactly a year after the first "Prediction" appeared, with hours running out, he wrote "1958 still has four weeks to go, and we haven't given up yet."

But he cautiously added,"We have just been looking over what we said about flying saucers in our "Punch Bowl Predictions" a year ago. It is one of the very few predictions we made at that time which have not been borne out by the events." He graciously extended permission to this magazine to reprint a subsequent interim report on the subject prepared by McGraw-Hill writer Martin Kohn, "In the interest of science."

We asked Mr. Keezer if he anticipated any future reports in McGraw-Hill memos or articles about UFOs; he said no, but admitted "We are keeping our eyes open for any new developments," again cautiously concluding with "Perhaps our prediction was just a year or two early."

What had happened in the press was obvious. The phrase "Punch-Bowl" had become lost in the wire story shuffle, along with its full significance. The remarks were taken seriously by some enterprising reporter, who built it into a news item. Mr. Keezer told us he had numerous calls; in sufficient volume, it seems, to impress Martin Kohn and his superiors. Kohn himself undertook an extended study of the subject of UFOs, and prepared an interim report for a later monthly memo "on the business outlook."

UFO Newsletter is reprinting herein, from the two McGraw-Hill memos, the original "prediction," complete with the topic headings of the other paragraphs therein; plus the following interim report written by Mr. Kohn who has since left McGraw-Hill to become a specialist for the United States Department of State, concentrating his activities on the Soviet Union. The first report is dated 4 December 1957; the interim report 29 January 1958.

It is interesting to note that Mr. Kohn obviously entered upon his investigation with the spirit of levity evident in the earlier one

but upon examining certain evidence for UFOs supplied by, among others, CSI of New York and Stefan Santesson of "Fantastic Universe," came to the conclusion, like so many others, that there was indeed something to the business of Ufology.

THE ECONOMY OUTLOOK — PUNCH BOWL PREDICTIONS

A BUSY YEAR - At Home; Abroad; In Outer Space; In Fashions; and in Politics!

— In Outer Space

About sputniks - as a result of our dizzy haste to make a showing in the earth satellite competition, our first major sputnik boosting projects will splutter and flop. And, in fact we won't have anything like a first-rate show in outer space in 1958. On their side, the Russians will put some more livestock up there during the year, and thus irrevocably abandon any idea of reconciliation with the British, whose SPCA's really have fire in their eyes. No men will get into outer space in 1958. There will be a lot of talk about shooting a rocket to the moon, but it won't be done.

However, the existence of flying saucers, meaning vehicles from outer space, will be definitely established. And a McGraw-Hill colleague who a couple of years ago brazenly and successfully claimed he had won a bet that there are no flying saucers will apologetically return the pennies he collected.

FLYING SAUCERS — AN INTERIM REPORT

(Our recent holiday edition of Punch Bowl Predictions included a forecast that 1958 would confirm the existence of flying saucers. Like all our best Punch Bowl Predictions, this one was based solely on intuition, but it provoked a flurry of letters and telephone calls demanding more substantial evidence. As an extracurricular activity, Martin Kohn took on the job of surveying the available information on flying saucers or—as they are known technically—UFO's. His report follows.)

We're taking a firm neutral stand. On flying saucers, we mean. Maybe they're extraterrestrial spaceships; maybe they're not. We don't know. But one thing we do know: We'll never again dismiss flying saucers as a comical collection of hoaxes and hallucinations. It is simply not possible to do this when so many sane and sober people argue so convincingly that the saucers are intelligently guided space craft.

In this report we will present and evaluate the case made by those who contend that spaceships of non-earthly origin have become constant, if elusive, visitors of the space immediately surrounding our small planet.

WHY FLYING SAUCERS?

The latest Merriam-Webster dictionary defines flying saucer as "any of various unidentified moving objects repeatedly reported as seen in the air esp. over the United States, usually alleged to be saucer- or disk-shaped."

We owe this term to one Kenneth Arnold. For it was he who first brought UFO's (for Unidentified Flying Object, the technical term for flying saucer) to public attention in June 1947 when he reported having seen nine disk-like objects flying in orderly formation near Mount Rainier. And he described their motion as akin to "a saucer skipping across water." He was represented as having said that the objects looked like flying saucers, and UFO's have been so dubbed ever since.

Serious ufologists (those who study UFO's) maintain that much of the levity with which the saucer mystery has been treated can be ascribed to the term "flying saucer." It does, after all, conjure up ludicrous images — like paper plates blowing away at a picnic or the crockery-hurling stage of a domestic spat. Had the unidentified flying objects simply been called UFO's from the start, the ufologists maintain, the public might have taken a much more sober view of the entire mystery.

What Arnold really saw remains unknown to this day. An Idaho businessman and experienced pilot, Arnold was aloft in his private plane when he spotted the disks. He estimated that they were 40 or 50 feet long and traveling 1700 miles an hour — faster than any plane then could fly. Some hold that Arnold miscalculated the distance the disks were from his plane and thus also miscalculated their speed. The disks, it is contended, were simply jets, whose "skipping motion" could be attributed to atmospheric conditions which distorted Arnold's perception.

But others point out that there were no known jets—or flying objects of any other nature—in the vicinity when Arnold made his sighting. And the ability of these objects to maneuver in and out between mountain peaks indicated that they were intelligently controlled — that is, they were space craft of non-earthly origin.

At any rate, Arnold's sighting was the first in a wave of UFO reports in 1947. Since then, reports of UFO sightings have been commonplace. Such reports have poured in from all over the world and now total several thousand.

The latest wave of sightings in this country occurred in November, chiefly in the Southwest. The wave was marked by several eerie accounts of UFO's hovering near highways and apparently stalling automobiles and causing car headlights to go out.

THE MANTELL CASE

Saucer history abounds in dramatic incidents. Pilots have chased UFO's, some have fired on them, and one pilot even gave his life pursuing one. This was Captain Thomas F. Mantell, Jr., a National Guard pilot who on January 7, 1948 took his plane to a height of 20,000 feet—despite the fact that it was not equipped with oxygen--in pursuit of a UFO. Mantell was apparently overcome by lack of oxygen and his plane crashed. The incident took place over Godman Air Force Base in Kentucky.

Just what Mantell saw is unknown. Some claim that as he began to climb from 10,000 feet, he shouted that the object was "tremendous" and "metallic." But whatever it was, the object must have been unique to impel an experienced combat flier to shoot up thousands of feet higher than it was safer to go without oxygen.

Surely it was not a hallucination. Both before and after Mantell took off after the UFO, many people in the area had reported the appearance of a strange craft. Moreover, Air Force personnel on the ground saw the object first and put Mantell on its trail.

The Air Force maintains that Mantell was chasing a sky-hook balloon, a then top-secret device for gathering information about the atmosphere. But others insist that a thorough air search of the area following the crash failed to reveal a balloon.

Thus the Mantell affair remains a mystery - a tragic mystery.

Though the Mantell incident is one of the most compelling pieces of evidence that interplanetary spaceships may be cruising near the earth, other episodes are even more convincing. For example, there have been a few instances where pilots and ground observers simultaneously sighted UFO's at the same time that unexplained blips were appearing on radar screens.

(1) The Laws of Chance - The first thing to keep in mind is that it is perfectly reasonable to believe in the existence of "flying saucers"—or interplanetary spaceships—without ever having seen so much as a pigeon fly in the sky. Look at it this way. There are several million stars (suns) in our galaxy alone, with a few billion planets to go along with them. The odds thus favor the possibility that elsewhere in space there are beings at least as intelligent as we humans. And there is no reason why such beings could not have mastered space travel. We, after all, are on the brink of mastering it today.

(2) Observable Evidence - Most UFO's soon become IFO's (Identified Flying Objects). That is, the UFO's turn out, upon investigation to have been either man-made phenomena (aircraft, balloons, searchlight beams, over-developed imaginations, etc.) or natural phenomena (meteors, shooting stars, light reflections of various kinds, etc.). But there remains a hard, tantalizing core of "unknowns."

"Unknown" is the Air Force term for a coherent, detailed report of a UFO sighting, made by indisputably rational observers, which defies explanation. The Air Force, which began investigating UFO's during the War (before the Arnold incident), admits that 2% of the sightings reported to it remain in the unknown category.[1]

Air Force critics—and there are many among ufologists—insist that the Air Force has understated the percentage of unknowns. For example, Major Donald E. Keyhoe—director of National Investigations Committee on Aerial Phenomena, an organization convinced that the Air Force is concealing vital information about saucers—told a television audience the other night that the 2% Air Force figure refers to current sightings. The percentage of unknowns among all sightings reported to the Air Force since 1947, he said, is 12.

There are two persuasive reasons indicating that at least some of these unknowns were spaceships:

(1) Many of the unexplained UFO's maneuvered and changed direction in such a way as to indicate that they were manned or controlled by intelligent beings.

(2) A substantial number of such seemingly controlled UFO's were reported by people who make the sky their business - pilots, radar operators and the like.

WEIGHING THE EVIDENCE

Is the evidence sufficient to classify at least some of the unknowns as extraterrestrial spaceships. Many say no. Here are some of the main arguments advanced against and for the saucers-are-spaceships theory.

Skeptic: The behavior of many of the unexplained saucers all but proves they are spaceships. But why assume they are extraterrestrial? More probably they are space craft of earthly origin launched by the United States or some other country.

Believer: No country would keep achievement of a spaceship under wraps. If Sputnik was a propaganda triumph, think how much more impressive the launching of a full-fledged space craft would be! Furthermore, no country would lightly risk war by invading the air space of another country. Or, if a country did have spaceships, it might be expected to make use of them in war. Yet space craft were not used in Korea.

Skeptic: Seemingly manned UFO's have varied in appearance. Some have glowed, some have been dull-hued; some have been saucer-shaped, others looked like cigars; and so on.

Believer: Uniformity of appearance is no criterion. A bubble-shaped Isetta does not look like a Cadillac. But this does not mean cars don't exist.

1. The latest Air Force unknown figure is reduced to .67% - Editor.

Skeptic: No "hardware" has been turned up. That is, not only have we failed to capture a spaceship, but we haven't recovered so much as a flake of metal or any other substance from one of these alleged space craft. And many of these spaceships have apparently traveled quite close to earth (A number of landings have been reported, in fact). Thus visual perception and blips on radar screens constitute the sole evidence "proving" the existence of space vehicles from outer space. But weather and temperature phenomena play tricks with radar; and any number of distant natural phenomena could appear to the all too fallible human eye as guided space craft. Thus until tangible evidence has been secured, there is no solid ground for maintaining that intelligently controlled spaceships answer the UFO riddle.

Believer: True, it is strange that spaceships have not left tangible traces. But there is very little we know about spaceships anyhow. It is conceivable that they could come and go, leaving no "hardware" in their wake. And since when is "hardware" an invariable condition of proof? Many phenomena are accepted as fact on the basis of observation alone. What does the Air Force (principal proponent of the "no hardware" argument) want? A spaceship to land on some general's desk in the Pentagon?

The National Investigations Committee on Aerial Phenomena now claims that metal fragments from flying objects have recently been recovered. But no evidence has been produced to link this metal with UFO's that appeared to be intelligently controlled.

CONCLUSION

Where do we stand on the saucer controversy? As we said, we're sitting on the fence with firm resolution - waiting for some solid hardware. When a spaceship lands on earth—not necessarily on a Pentagon desk, but some place where a whole lot of reliable witnesses see it—we'll climb down and congratulate the people who had it figured out that the UFO's were spaceships. But until then, we're staying where we are.

But who knows? The Economics Department has an enviable record of accurate forecasts. So 1958 may turn out to be the year a flying saucer plunked itself down in Times Square.

Don't be alarmed by the prospect. We have it on good authority from one ufologist that the fellows piloting or controlling the saucers are a friendly bunch. They don't seem to bother anybody; they're apparently content just browsing and occasionally playing tag with our aircraft. "They seem to be on some kind of picnic or sporting expedition," our ufologist friend explains.

APPENDIX - THE FLYING SAUCER PRESS

One of the more entertaining—and at times instructive—byproducts of the saucer enigma is the burgeoning flying saucer press. In the United States today there are about 30 publications devoted to reporting on—and wrangling over—the evidence of vehicular visitations from outer space. Such publications have mushroomed in foreign countries, too.

Many of these papers and newsletters are published by so-called "contactees" - people who claim to have been in contact with extra-terrestrial spacemen, flown on flying saucers, made junkets to distant planets and engaged in all manner of odd celestial adventures.

Some contactee publications are doubtless the work of out-and-out crackpots. But many of these celestial editors demonstrate an all too earthy flare for conmanship, not to mention trick photography.

(Faked photos of spaceships are a staple item in the contactee press. One crusading editor, in a blistering expose' of one of his fraudulent brethren in the profession, duplicated a picture of an "extraterrestrial spaceship" by taking a close-up of a most genuine looking space machine - constructed out of a Chrysler hub cap, four ping-pong balls and an old coffee can.)

One West Coast contactee, for example, has founded a space school, modestly christened "The College of Universal Wisdom, a nonsectarian and non-profit organization of para psycho-physical research" (It's not eligible under the new McGraw-Hill Gift-Matching Program). The newsletter this gentleman (sic) puts out is rather vague in describing the curriculum his institution offers. But he is most explicit in emphasizing the need for contributions to finance the ambitious building program, supposedly under way (There's this to be said for Universal Wisdom people - they're not cutting back on capital spending).

There are, however, a handful of responsible saucer publications, put out by sincere and sane, if slightly obsessed individuals. For the most part, these publications reflect the views of those who are convinced that UFO's are spaceships but base their opinion on rational investigation and observation, not on close personal friendships with the little men of Mars, Venus and other such places.

Responsible ufologists find the contactees and their writings a chronic source of embarrassment. And respectable UFO papers are studded with polemics against lunatic fringers and frauds, who are charged with making the field of ufology an object of undeserved ridicule. Note the following overwrought tirade from one of the more sober saucer publications:

"...Frankly, if an Adamski, a Williamson, or an Angelucci (all celebrated contactees) ever did encounter a bonafide flying saucer, you can bet that he would die of fright right on the spot."

Another pet target of ufologists' wrath is the Air Force. Saucer afficionados may argue endlessly among themselves in their speculations as to what the saucers are. But they are united in their conviction that the Air Force, in a misguided effort to head off public panic, is deliberately playing down the saucer mystery and evidence bearing on it.

But polemics form only part of the rational saucer press. These publications contain copious reports of sightings, many of which the publications themselves have exhaustively investigated. NICAP's "The UFO Investigator" is the leader in the field of UFO reporting, and its articles reflect a patently sincere desire to arrive at the truth about UFO's. This is evidenced by the "Investigator's" policy of leaning over backward to expose saucer hoaxes and acknowledge cases where UFO's were later found to be natural or man-made phenomena. NICAP, whose headquarters are located in Washington, D. C.,[2] is a private organization. Its members include many men now or once prominent in military and aviation circles.

EDITORIALS

(Continued from page 4)

American Journalism Meeting Its Responsibilities?" and "Is the American Public Getting the Information It Needs?" We placed the question of UFO censorship and news blackouts before Sevareid. His reply:

"I wish I had time to give you the sort of answer which you deserve but I do not. So I must content myself with expressing my appreciation for your courtesy in writing me."

This mouthing of sentiments about censorship and the right to know has become popular at all levels in journalism and the federal government, but more and more it proves to be merely mouthing.

Late last year Presidential News Secretary James Hagerty appeared on the CBS-TV program "Small World." Hagerty pictured himself as battling to keep non-security information freely available in a running war against censorship and rubber-stamping.

Despite two extensive letters asking for his action in this vein or some more concrete evidence of his efforts this journal has yet to receive even the courtesy of an acknowledgment. More need not be said.

2. Address: 1536 Connecticut Avenue, Northwest, Zone 6. - Editor.

ZERO INFINITY

by W. Thomas H. MacNew

Editor's note: The following article is reprinted in its entirety from the April 1958 issue of "Aircraft and Missiles Manufacturing," a Chilton controlled-circulation publication. It is one of the few scientific studies of the "saucer" airfoil, and for this reason we have included it, although it may be directed at those of our more engineering-minded readers. "Zero Infinity" is the title of a section of the magazine, which carries the explanatory note given below.

This department is created to encourage thinking in new dimensions; thinking that is free of the often constraining influence of immediate difficulties. Technological progress is to a great extent based on departures from the conventional or the status quo. That which is considered illogical or impossible to accomplish, has and always will be so only within the limited compass of accumulated knowledge up to a particular date. Speculative thinking is man's most precious asset. It is hoped that this department will provide an outlet for such thinking and will serve to stimulate further ideas. While the immediate worth of a concept may range from nil to infinity, its true value will only be determined in the ultimate.

FLYING SAUCERS - ARE THEY BEST FOR SPACE FLIGHT?

In all quarters scientists are trying to solve the problem of getting space vehicles and their occupants safely home; satisfactory solution of this problem would bring us one step closer to manned stellar exploration. Some theoretical work has been done on this problem by Dr. W. F. Hilton, Chief Aerodynamicist at Sir W. G. Armstrong Whitworth Aircraft Ltd. At a recent symposium he outlined a scheme which apart from having factual interest, actually pleased the science-fiction writers by proving that "flying saucers" are under consideration.

RE-ENTRY - TWO POSSIBILITIES

The velocity attained in free fall to earth from outer space would be 7 mi/sec or about Mach 34 at sea level conditions. The body could either plunge straight towards the earth then brake by rocket power, or it could enter an orbit and carry out an aerodynamic descent. The latter method is preferable because it does not entail carrying large quantities of rocket fuel to the last stages of a journey. To get into steady orbit, speed would have to be reduced to 5 mi/sec and this could be done by aerodynamic braking provided the body was of the right shape. Entering the fringes of the atmosphere at 7 mi/sec on a tangential path, a steady acceleration of 2g's toward the center of the earth would be necessary to bend the trajectory into an orbital path. Earth will only provide 1g, therefore aerodynamic means must produce the rest.

Overall requirements for an orbital re-entry vehicle are that it shall be capable of providing high drag, a lift equal to the weight during initial re-entry stages, and that it be capable of insulating the crew from heat and loading effects. If a spherical body were used, high drag would be assured and the shape would be structurally attractive, but it would not produce lift. Streamlined rocket bodies can supply only small lift so they, too, must be avoided.

In short, a high lift, high induced drag type of body seems to fit the bill and one at once thinks of low aspect ratio wings, either square, circular or triangular in layout. Good maximum lift values are obtainable with these planes at high angles of attack and consequently high drag, but the actual shape to use requires a little more thought. Delta wings cannot generate high lift beyond the Mach 34 line and they show no advantage over other shapes. At the very high

speeds envisioned, centers of pressure should be on the center of mass for possible spin stabilization. Here a circular platform would be most advantageous and structurally possible.

TABLE 1.

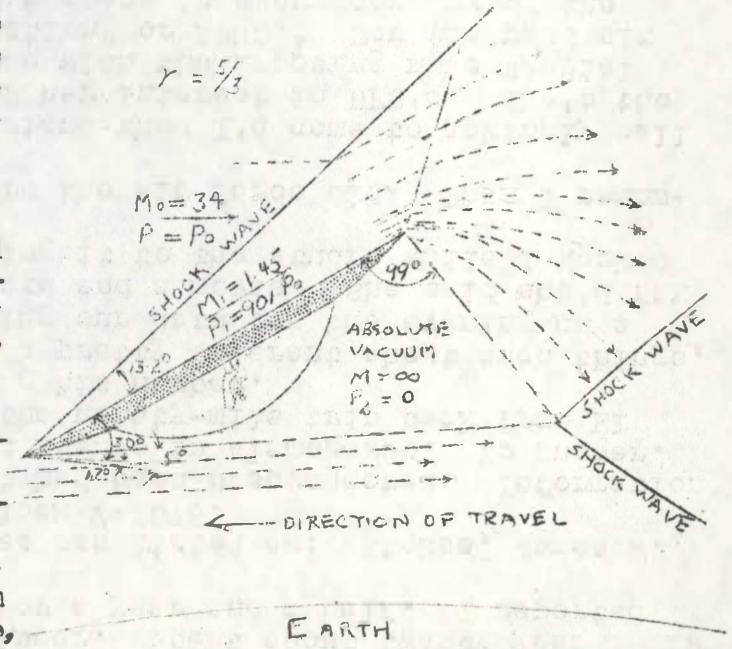
Altitude ft	Atms Press lb/sq ft	Loading lb/sq ft	Density Slug/cu ft	Heating Kilowatts/sq ft	
				γ = 1.4	γ = 1.66
200,000	0.7887	605	7.246×10^{-7}	30,700	18,100
250,000	0.1453	112	1.852×10^{-7}	5,680	3,320
300,000	0.0196	15.1	2.258×10^{-8}	767	452
350,000	0.004129	3.2	3.664×10^{-9}	162	94.5
400,000	0.001212	0.9	8.62×10^{-10}	49	27.9
450,000	0.000437	0.3	2.68×10^{-10}	15	10
500,000	0.000181	0.1	9.75×10^{-11}	5	4.1

Note: Values in the table are approximate only.

Such a wing, presenting a constant depth section with knife edges, could generate large negative lift while traversing the outer atmosphere upside down at large negative incidence. By doing so a complete aerodynamic vacuum would be formed over the top surface, which would be facing downward, so that lift equal to the weight would be developed towards the earth's center. This vacuum would minimize loading on the raised crew housing, and insulate it from aerodynamic heating effects. The flat lower, or pressure surface, would be subjected to severe heating effects and would have to be designed for temperature erosion.

At Mach 34, temperatures around 50,000°C may be experienced.[1] This raises the problem of ionized and dissociated gases. The ratio of specific heats (γ) would be nearer 1.66 than 1.4. As this quantity plays an important part in the overall design of the vehicle, the effects of speed and the appropriate γ would have to be investigated. Pressure loading would be quite appreciable but density behind all intense shock waves would be no more than four times ambient.

By means of a Prandtl-Meyer expansion, hot air on the pressure face will turn and try to fill the vacuum on the vehicle's cold side. The angles through which the expansion takes place will form parameters for fixing dimensions of the housing and gear attached to the top surface. The cross-section shown in the diagram illustrates this point by showing a possible configuration. Making the pressure dome of a smaller radius than the wing would provide added protection from the effect of the annulus. With respect to actual configuration, one must take the launching sequence into account. If the vehicle is to be launched from the earth's surface, edgewise, Mach 2.5 would be a likely compromise between rocket economy and a tolerable temperature rise. Such a launching speed would give an angle between canopy and leading edge of 30 deg., if the shock waves were to be attached.



An approximation to operating altitude can be gained from a study of the angle of incidence,

1. Approximately 90,000°F.

then resolving forces. For γ of 1.4 there would be a near uniform pressure of $1089P_o$ over the hot surface which would be at minus 45 deg incidence. Resolved, this gives a lift and drag load of $768P_o$. This negative lift must equal the weight of the vehicle to give the required 2g acceleration toward the earth. Therefore, we may equate $768P_o$ to the wing loading and observe that to keep to higher altitudes with lower pressures and heat inputs the loading must be small.

It is interesting to note that if $\gamma = 1.66$ the incidence is minus 30 deg and this gives $780P_o$, equal to the wing loading, about the same as before with regard to lift but giving a lower drag and therefore lower rate of heat input. If wing loadings around 100 lb/sq ft are employed, operating altitudes in the region of 250,000 ft are indicated.

A little variation on the re-entry flight plan is possible and the best method would have to be thought out beforehand. Effecting the re-entry in one pass, about 26 deg latitude and five min flying time would be necessary to reduce speed from 7 to 5 min/sec. Heat inputs for a wing loading of 100 lb/sq ft would be formidable no matter what the ratio of specific heats. In view of this it would be better to break contact after a short period and float off into space to cool off. Several braking runs could be made while getting down to steady orbit speed. At this point a roll to bring the machine right side up would prepare for the aerodynamic descent to earth. Little if any energy would be left for a cooling drift into space at this point, so the initial period of descent at positive incidence is likely to be the most trying phase. Loss of speed would bring the vehicle nearer to earth and there would be an altitude for each steady flight speed. Wing loading will have an important bearing on effects, as indicated in the accompanying table.

If the saucer had been on an interplanetary flight, as distinct from a flight into empty space, it will have an additional velocity due to the sun's gravitational field. All of the velocity in excess of 7 mi/sec would have to be lost in the first entry into the atmosphere, otherwise the vehicle would drift out in an open orbit.

If a high aspect-ratio wing were used a tail would be necessary, but this would burn off. In view of this, spin stabilization is deemed the best. Tip mach cones have been neglected in the rough calculations but their effect upon the static margin can be calculated. The pilot would have to break off often during the deceleration period for cooling purposes but he would be unable to do this below orbit speed. Thus the initial descent phase would likely to be the most trying. Only a slight variation of heating effects could be made by climbing or diving. The final temperature taken up by the hot surface would be somewhat indeterminate; much would depend on radiation rates. In arriving at the temperatures quoted in the table, work done by the vehicle had been calculated as drag times velocity and this reduced to kilowatts per sq ft.

* * *

©1958 by Chilton Company. Reprinted by permission of the Chilton Company; W. Thomas H. MacNew, Editor of Aircraft and Missiles Manufacturing.

Tom MacNew has made a number of astonishing statements about UFOs, astonishing because of his position as a journalist in the rockets-and-missiles field, with access to Air Force and other government offices. Admittedly quite interested in UFOs, MacNew feels the Air Force should "reappraise its approach."

His magazine has no paid circulation; like many Chilton publications, it has a strictly controlled circulation. Its readers must have a degree pertinent to the field and work actively in the aircraft and missiles industry. The magazine is (Continued on page 17)

AN ASTRONOMER ASKS: DO UFO'S EXIST?

by Robert W. Dunn, A.A.V.S.O.

In 1951 Clyde Tombaugh, amateur astronomer and discoverer of the planet Pluto, with other witnesses, had personally sighted unidentified flyong objects. He stated "These things, which do appear to be directed, are unlike any other phenomena I have ever observed."

Thousands of statements have been made by pilots, radarmen, trained ground observers, prominent scientists, and engineers. Adm. Delmar Fahrney, known in the Navy as the father of guided missiles, stated "Reliable reports indicate that there are objects coming into our atmosphere at very high speeds. No agency in this country or Russia is able to duplicate at this time the speeds and accelerations which radars and observers indicate these objects are able to achieve. There are signs that an intelligence guides these objects because of the way they fly. The way they change position in formations would indicate that their motion is directed. The Air Force is collecting factual data on which to base an opinion, but time is required to sift and correlate the material.

"As long as such unidentified objects continue to navigate through the earth's atmosphere, there is an urgent need to know the facts. Many observers have ceased to report their findings to the Air Force because of the seeming frustration; that is, all information going in, and none coming out."

Actually, our Air Force has been interested in the phenomena since the early reports in 1947, and on 23 September 1947, Project Sign was inaugurated, and given a 2A priority. All reports were studied and evaluated. All observers were branded as mentally unbalanced, tired, imaginative persons, who had mistaken ordinary craft viewed under unusual lighting conditions.

The second project, code-named "Grudge," was officially established on 27 October 1951, but was short lived as Project Blue Book was in operation in early June of 1952.

The important fact is, the Air Force has admitted there are sightings that cannot be definitely explained. 20% of the reported observations were classified as unknowns, but that does not mean that 80% of the reports were falsified or are hoaxes. In many of the 80% group sufficient information was lacking and could not be properly evaluated.

Granted, there have been a number of deliberate frauds, but this does not rule out the possibility of actual sightings of unusual objects. A field in which deliberate frauds are boldly publicized, in books and newspapers, with a wide circulation, is hardly one in which character and personal integrity will be held in high esteem. Many of the persons that have surrounded the investigations have been people that are prone to the ridiculous, religious and pseudo cults, with whom no person in his right mind would affiliate.

The newspapers played up the weird and fantastic stories and they thrived on the sensationalism of the fanatics. There is a reason why the newspapers could not print the facts.

On 26 August 1953, AFR 200-2 was issued by order of the Secretary of the Air Force, Harold E. Talbott. Paragraph 9 of this document provided that only hoaxes, practical jokes, and erroneous UFO reports can be released to the press. This would indicate that the Air Force distrusts the American public.

An open mind and serious approach to the UFO question are the only sort of foundation that can support a study of any weight.

Even in certain astronomical observations, we encounter a psychological factor. Several competent observers, for example, have claimed to have seen remarkable fine details on the planet Mars, while others, equally or more able observers using equipment and con-

ditions as good or better, have seen only broad and diffused features. It seems that an observer, being well trained and conscientious, can be a victim of his own imagination.

I will agree that many such observations of unidentified flying objects, can be classified as quirks of the imagination, but with thousands of sightings and reports, this explanation seems silly, especially since radar has simultaneously tracked these objects.

It is important, when an object is observed, that all facts be recorded: a brief description of the object or objects, shape, size, color, number, formation if more than one, features, trail or exhaust, speed, sound maneuvers, manner of disappearance, and other pertinent or unusual features, time of sighting and date, manner of observation, visual or electronic, from air or surface. Describe any use of optical or electronic equipment.

Also give location of the observer during the sighting, giving as close as possible the latitude and longitude, a landmark and reference point, and location of the object or objects with respect to the observer, noting distance, direction, and altitude, weather and winds at the time of the sighting.

Any activity or condition, meteorological or otherwise which might account for the sighting. Location of any other craft in the area, such as known aircraft at the time of the observation.

Approach this problem with a cautious eye and an open mind. We can do no better with respect to the UFO than to be sincere and scientific.

* * *

Robert W. Dunn is a well-known amateur astronomer who has cooperated with your editor often in the past (See UFO Newsletter #7, 1 April 1957, p. 25). He is a qualified photographer as well as an astronomer and he is a pilot and is employed in the aviation industry.

The above article was originally prepared as a paper read by Mr. Dunn before the American Association of Variable Star Observers at a convention held in Montreal. It was published in a subsequent issue of the AAVSO ABSTRACTS,[1] along with the other papers read at that meeting. Mr. Dunn has also been listed in the rolls of the Association of Lunar and Planetary Observers in New Mexico and the Amateur Telescope Makers in Massachusetts.

Reproduced by permission of the author.

ZERO INFINITY

(Continued from page 15)

somewhat nosey; it notes the reader's interests, work, departments, and their purchases or uses!

Our readers will be interested to know that there is a small group of saucer-fanciers within the Aircraft and Missiles Manufacturing editorial staff...engineers, all!

AIR GROUPS ISSUE UFO STATEMENTS

Two widely-respected aviation organizations have issued important statements on UFOs. They are the Air Line Pilots Association, the AFL-CIO union of airline Captains and the Flight Safety Foundation, an industry-sponsored organization devoted to the prevention of aviation mishaps.

With an eye toward the shutup of Captain Peter Killian (the American Airlines pilot who freely discussed the verified sighting of three UFOs on 24 February 1959 until he was plainly told to stop), we asked ALPA its opinion of the Air Force implication that Killian was under the influence of alcohol, and if any pilots had been punished, threatened, or otherwise restricted under the CIRVIS system. The reply about CIRVIS was made by ALPA President (Continued on page 24)

1. Address: 4 Brattle Street, Cambridge 38, Massachusetts.

THE DAY ALL ROADS LED TO ALAMOGORDO

by Terry Clarke

As I finished my 7:45 p.m. newscast, the little amber light above the console began to flash. Jay Bundy, our engineer at KALG, Alamogordo, N. M., calling me from the transmitter, told me a rash of calls had come in while I was on the air. And people were still calling.

I switched the phone to an outside line. "KALG Radio."

"Look out toward the air base." It was a woman's voice, excited. "There's a funny light in the sky."

I'd just read a wire story on the newscast about an Unidentified Flying Object reported seen by a sheriff and several other motorists near Levelland, in west Texas. Sheriff Clem Weir (Editor's note: The name should be Weir Clem) and Texas Ranger Lee Hargrove, reported the sighting of a strange glowing object flitting across the sky that dimmed automobile headlights and killed car motors. A follow-up story included an account from two MP patrols at White Sands Proving Grounds, 40 miles south of Alamogordo, reporting a similar sighting during the night, near some bunkers used for the first atomic blast here in 1945.

I checked the southwestern sky from the control-room window, but the view of the air base, ten miles across the desert from the city, was obscured by dust.

The calls sounded like the kind we frequently got when there were Moby Dick balloon launchings or rocket blastings from the firing range to the south and west of us, shared by the Air Force Missile Development Center and White Sands Proving Grounds. Because of the sightings I'd just reported on the air, I decided to check with Base Operations at the missile center.

Ken Prather, an old buddy when we'd both been assigned to the early "mis-guided missile operation" at Holloman with the air force during the Korean War, turned up on the other end of my call to Base Ops.

He said nobody had reported anything out of the way; suggested what people were seeing may have been the after-burners on two or three jet aircraft that were working a night mission over the rocket range between the air base and White Sands.

I was about to give up the call as a dry run, when Ken mentioned something that made my "news ear" perk up.

"I did hear something odd tonight, though," he said. "A Major mentioned something about some engineer who works for him. Said he was driving about thirty miles south of here toward El Paso and White Sands on Highway 54 and something came along and killed his car radio and engine."

Ken didn't know the name of the observer, but he checked the flight roster and gave me the name of the major.

I called Major Ralph Everetts at his home and asked him if one of his men had reported anything near the old abandoned gold mine thirty miles south near Orogrande.

He said one of his men, a rocket engineer, had driven to El Paso that afternoon, and called him from there. He said the engineer seemed disturbed about an object that had appeared while he was en route and sent out some kind of heat wave that stalled his car and several others along the highway.

I pressed the major for the engineer's name. "Jim Stokes." I asked the major what he thought of Stokes' story.

"Well, he's a qualified engineer. Spent about twenty years in the navy. He's worked for me for a year and a half. I reported it to the OD."

In air base directory, Stokes was listed as: Stokes, James W., USNFR, 541 Linda Vista Drive, Hemlock 7-3575.

I dialed Stokes' number. It had been disconnected. Information gave me his new number on Michigan Avenue in Alamogordo. No answer. I figured he might not have made the ninety-mile trip back from El Paso yet. I decided to keep trying his number.

I called Debbie, a girl who's pretty tolerant about such things, and asked her if she minded spending our date for the evening on a story instead of dinner at the Plaza and a movie. She said she'd fix some coffee and sandwiches and bring it to the studio while I worked on tracking down Stokes.

I wanted to get to him before the air force did. Then I remembered The Flying Saucer Woman.

Coral Lorenzen was an old friend whom I'd come to jokingly call the flying saucer woman because of her interest in UFO's. She's the director of an information exchange with the imposing name "Aerial Phenomenon (sic) Research Organization" or APRO.[1] For the past six years, along with fifteen hundred members in every country of the world outside the iron curtain, they had investigated over five thousand UFO sightings and reports. Coral tries to convince the powers-that-be that the flying saucers are real. Her APRO membership file, which I got a peek at, reads like a blue-book of scientists, physicists, aeronautical engineers in this country and overseas.

Just as I was about to dial Coral's number to see if Stokes had any connection with her organization, she called me.

"Hey," she said. "I just got a call from an engineer at the base who says he made a sighting today like what they reported at Levelland and White Sands over the weekend."

She said he'd called her a few minutes before from downtown and was on his way to her home.

I told her I'd like to get his story on tape before anybody had a chance to change it.

"I dunno about a tape," she said.

"Listen, Coral," I said, "hustle him down to KALG and let me get his story before he has a chance to tell it too many times and while it's still fresh in his mind."

We all rendezvoused at the KALG transmitter studios, south of the city, at 9:30; Coral, her husband Leslie, a technician at the missile center, Debbie, myself and Stokes.

The engineer's cheeks were flushed and he seemed to be suffering from a sunburn. He couldn't sit down, kept fumbling for cigarettes he didn't have. Young looking for 45, full-faced and stocky, he spoke with a kind of enigmatic southwestern drawl. He had a puffy look about him, as though if you were to stick him with a needle he'd explode.

I offered him a cigarette, and without giving him much time to unwind, I suggested we make a test tape, then play his story back to him. We had the tape cut in time for the ten o'clock news.

THE STOKES TRANSCRIPT

Q. Mr. Stokes, you say you had a rather unusual experience today along with several other people. What time did this occur?

A. Ten minutes past one this afternoon.

Q. Where were you when this happened?

A. I was on Highway 54, going to El Paso, about eight miles the other side of Orogrande. And the first indication of trouble with my car was when the radio began to fade. Then my automobile began slowing down and came to a stop. Dead motor. Ahead of me, several cars

1. Address: 1712 Van Court, Alamogordo, New Mexico. - Editor.

were stopped on the side of the road and the people were pointing up to the sky. I immediately got out my notebook and observed this object...it was an egg-shaped-looking object...color white on kind of cream-colored...and it was coming from the northeast over the Sacramento Mountains, going at a tremendous, terrific speed. As it passed over us, I experienced a warm feeling...

Q. Like a sunlamp?

A. Yes...I suppose it was like a sunlamp. And then it disappeared and made a 45-degree turn and went over to the Organ Pass. Then this little group of us talked this thing over. Mr. Duncan, I believe, got some photos of it and told me he was going to take them to the El Paso Times or Herald-Post.

Q. Were the other folk's cars affected the way yours was, sir?

A. Every car stopped.

Q. The engines died?

A. Absolutely dead.

Q. And what speed would you estimate this UFO was moving?

A. We estimated it at about Mach Two...or up to twenty-five hundred. That's a very rough guess...it was going so fast. And I'd say the object was about five hundred feet long.

Q. Did it seem to have depth?

A. Yes, it did. It was oval shaped.

Q. Could you see any distinguishing marks on it?

A. No. No vapor trails or anything of that description. It was a solid object. Definitely a solid object.

Q. Was there any sign of fire or smoke coming from it?

A. No sign of fire. No scintillations or reverberations.

Q. There was no sound whatsoever?

A. No sound, with the exception of a light heat wave that transversed over the area.

Q. Could you feel it?

A. We all felt it.

Q. You say there were clouds in the sky, but they were above the area where you saw the flying saucer?

A. The flying object was intermittent, in and out of the clouds. It was in a shallow dive. It also made one pass at the road...turned about 90 degrees and then back toward Organ Pass.

Q. How far was the object from you when it made the pass at the road?

A. I expect it was about a mile or two miles away from us.

Q. That's pretty doggone close. Now that you've seen this strange phenomenon, do you have any personal conclusions about what it might be?

A. No comment on that.

Q. Have you ever experienced anything similar to this in the past?

A. No.

Q. Is there anything else you'd like to add?

A. That's about all. I just hope we're ready for whatever it is.

Q. Are you engaged in electronic-type work now?

A. I'm in high altitude research...engineering work.

After we listened to the broadcast of the tape, I walked with Stokes out to his car, the new 1957 Mercury he said had stalled out at the time of the sighting. I thanked him and went back to work.

After doing a couple of hours of research with Debbie and sending out feelers for any other possible witnesses to the sighting, I did a straight news story for the wire services.

Bill Dickenson, United Press Bureau Chief in Santa Fe, routed the story through Bill Hoyt at the UP Denver Bureau, who had called me earlier in the day for more details on the MP's sighting at White Sands.

I sent a similar story to Whitie Star at AP in Dallas, who was interested in its possible connection with the west Texas sightings.

Then I took Debbie home; she thanked me for a "charming" date. I drove up to my bachelor quarters on the hill above the city, thinking about the story; that it might make a good regional kicker. And I went to bed and forgot about Stokes and UFO's and dreamed of the possibilities of the women on Venus.

At 6:00 a.m. CBS-TV in New York was the first to call. I was groggy when I answered the bedside telephone: I had filed the last story to the wire services at 3 a.m. CBS wanted to know about picture possibilities. At 6:05 a.m., Nickie Tapino of the United Press, a tranquilizer-pill-eating type, called wanting to know if I had any more on Stokes' sighting. I told him I'd just filed the story three hours ago.

"Great story, man! But we gotta have more," he said. "What's the Air Force doing?"

"Hell, I don't think the general's up yet," I said. "But I expect to hear from Stokes as soon as they talk to him."

Don Hormell, the morning man at our station called next. "They're driving me crazy with calls for you down here. St. Paul and Fort Worth. They carried your Stokes story on the "A" wire all over the country and listed you as the source."

I had a quick cup of instant black coffee and went down to the studio.

Calls came in from all over the country. Bill Crago of KFNB, the Mirror-News station in Hollywood, wanted to record a "beeper" interview over the phone for broadcast out there.[2]

I told him I could give him something better than an interview with me.

Our engineer, Jay Bundy, made a couple of dubs of the interview I'd taped with Stokes, and morning man Don Hormell, who'd finished his early air shift by then, and I set things up to play the tape over the beeper phone, so that Bill Crago could record it in Hollywood.

Joan Price, our KALG girl Friday, took the incoming calls from stations across the nation wanting the Stokes eye-witness account of his UFO sighting.

By 9 o'clock we were twenty calls behind. We set up a rotation system and returned calls, played the tape for recording by radio stations and TV outlets in distant cities, and filled them in on later details, in the order their original calls came in.

Alan Saunders of CKMC in Kingston, Ontario, Canada,[3] called to say he'd made a UFO sighting there and he wanted a beeper report for comparison with his own sighting. I offered to play him the entire Stokes tape (about 10 minutes' duration), but he said his long-distance phone-call fund was sinking and he couldn't afford anything that long. So, I gave him a three-minute summary.

Jane Choll of LIFE called from their Dallas Bureau.[4] She said LIFE was thinking of doing a special story on the outbreak of flying saucer sightings that had started in west Texas over the weekend.

I gave her the text of Stokes' story along with information I gleaned from White Sands on their sighting. She said she'd seen the wire story I'd filed, but said the wire services never carry a story in-toto, but always cut to a word limit assigned by New York (in this case 250 words for the radio wire, 600 for the newspaper wire). After I filled in the details her sources lacked, she asked me to call before her Friday deadline with whatever else came up.

While I was talking with LIFE in Dallas, Jack Olson of TIME Mag-

2. The Los Angeles Mirror-News television station is KTTV.
3. Presumably, this station is actually CKLC, though it could be CKWS.
4. The LIFE writer's actual name is Jane Scholl. - Editor.

azine called me from Chicago.[5] He had the report of the Chicago policemen who had chased an unidentified flying object in their police car. He said later he had talked with them and hearing them tell of their experiences made a "believer" out of him.

It was Tuesday and the week's issue of TIME had already been put to bed. But Jack wanted a detailed fill for next week. I promised to call him more details as soon as my phone stopped ringing. It never stopped that day.

My little regional kicker blossomed to world news.

We fed the tape to the Mutual Network newsroom in New York. Then NBC-Monitor called. Al Capstaff asked me to send a dub of the Stokes tape to him air-express for their weekend-long show.

Then we got word from the Air Force Missile Development Center ten miles from town. The Pentagon had seen or heard my story and called the Missile Center wanting to know what was going on.

And with the five-sided shadow of the Pentagon over them, officials at the missile center here had called in Stokes and interrogated him behind closed doors.

I called PIO at the air base, along with the wire services, news magazines, newspapers and half the other radio stations in the United States. No word coming out.

Then station owner Wayne Phelps, station manager Bob Hoffman and myself had a conference. We had no way of knowing whether Stokes was telling the Air Force the same story he had told me, or whether he decided to deny everything under questioning.

We decided to continue using and feeding the story until we could get some kind of definite statement from the Air Force. We were practically running our own news network and more and more calls continued to come in from all over the United States and Canada.

Then General L. I. Davis, the center commander, called. He wanted to hear the taped interview with Stokes.

I played it for him over the phone. From the General's tone when I finished playing the tape, I guessed Stokes had told the Air Force officials the same amazing story he'd told me.

Then, after the general told me he had no statement to make at the time, I called Col. John McCurdy and Lt. Virgil Dominick of the Public Information Office at the center.

I asked them if they believed Stokes' story.

"We have no choice," they said. "He's a recognized engineer and a retired Chief Petty Officer with 24 years' experience in the navy. He should know what he sees."

I breathed a sigh of relief. For I remembered what Col. John P. Stapp (of fastest-man-on-earth fame) had told me when I did a story for the Air Force on his faster-than-sound ride on a rocket sled.

"When a man is under pressure of interrogation, he's liable to deny his own name. And when a man sees something, and people appear to doubt him, he's apt to reverse himself rather than risk being held up to ridicule."

About mid-afternoon the UFO story got another shot in the arm. A Coast Guard cutter in the Gulf of Mexico reported spotting a UFO similar to the one Stokes had described. They got a visual fix, picked (it) up on their radar.

Then the tone of calls coming in from listeners and newsmen across the country began to change. A note of anxiety crept into their voices. And I talked to more "believers" that afternoon.

We got a flood of calls when the Air Force released an ill-timed Moby Dick weather balloon over the city.

Voices bordered on hysteria. We put on bulletins that there were no flying saucers hovering over the city, only a gas-filled plastic bag, shaped like a translucent ice-cream cone, bobbing in space.

5. The TIME writer's actual name is Jack Olsen. - Editor.

By late afternoon, still no trace had been found of the other witnesses to Stokes' sighting. If the Air Force had found any, they weren't letting it get out. But the Air Force officials at the missile center still declined to discount Stokes' story.

Newsmen and I discussed this at the wire services, and radio stations. News magazines told me that if the Air Force people were still buying Stokes' story, then they must know something we didn't.

Late in the day the missile test center had appointed a special officer and put him in charge of the growing UFO investigation. Major Dwight Hillis was given the title: "Center Co-ordinator of Unidentified Flying Object Reports."

The hole in the Stokes story, as far as I am conconcerned, is that I was unable to reach the other witnesses that Stokes reported had seen the object while their cars were stalled on Highway 54.

Sometimes, when you're on a story like this, new leads sometimes make up for dead ends. Reports came to us that Trent Lindsay, 50, owner of a local finance company, his wife and his 22 year old son, Byron, a graduate of Texas University, were traveling in the same vicinity as Stokes, on Highway 54, and had seen a strange object and the actions of the speedometer of their car was the first indication.

Byron Lindsay told it this way in a tape-recorded interview:

Q. Had you had previous trouble with your speedometer?

A. Not until about 9:30 this morning. We were driving south toward El Paso, about 20 miles away from Alamogordo, when the speedometer jumped from 60 to 110 miles per hour. Then we saw it. A bright cylindrical-shaped object, moving ahead of us toward the southwest. It must have passed right over the car. But it was up high. I'd guess about 10,000 feet.

Q. Did the speedometer continue to spin?

A. It seemed to lean in the direction the object was traveling. Then, when the object disappeared over the Organ Mountains, the speedometer returned to normal...and stayed that way.

Q. Was the object traveling horizontally?

A. Not exactly. It didn't fly levelly like a plane. Its course seemed to follow the curvature of the earth.

Q. Did all three of you see the same thing?

A. (All nodding yes) Yes. And we all agreed it was traveling at a tremendous rate of speed.

Q. How long did you observe the object?

A. About three minutes. When we saw it, we slowed down almost to a stop, but the speedometer didn't return to zero. It seemed to be attracted in the direction of the object. After it passed, it returned to normal again.

Q. Did the object look like any aircraft type you've seen in the skies in this area?

A. It had no lines or angles like a conventional aircraft.

I discussed this report with Jack Sampson of the AP Albuquerque Bureau. He thought this sighting, almost identical to Stokes' except for the effect on the speedometer, rather than the car engine, added to the credibility of Stokes' story.

Next I checked with a mechanic acquainted with the make-up of speedometers in 1954 Mercury cars.

I was told that modern speedometers do not work on a strictly mechanical principle. They contain a magnet in an aluminum housing and the needle moves with eddy currents. Thus, he said, a speedometer could be made to act erratically under some other magnetic influence.

I put all the loose ends together, combined all the UFO tapes I'd made including interviews on the Levelland incident, the MP patrol's report from White Sands, the official reports on UFO's from the Air Force Missile Development Center and a taped interview with Coral Lorenzen on the history of UFO reports. We devoted our entire 10 o'clock newscast to the UFO story.

Then I relayed all the new information I'd gathered to the wire services, news magazines and the other radio stations who'd asked for it.

I drove home that night, thinking over the events since I asked Stokes to make the tape 24 hours ago. And I wondered, if I hadn't gotten to him before the officials released the story, would the story ever had seen the light of day?

* * *

The above article was to have been reproduced in the #11 issue of UFO Newsletter, but space limitations made its postponement imperative. The article originally appeared in WRITER'S DIGEST, and was part of a special issue based, as was our #11, on a study of the then-very-successful science fiction trend in American publishing. The success of popular science fiction has since dwindled so that the number of sci-fi publications is dropping at an alarming rate, probably because the writers and magazines can't keep ahead of actual science fact, and the public gets enough amazing news in its newspapers.

Nevertheless, this article, from the "Digest's" issue "Where does science fiction begin and reality end?" still bears mightily on Ufology, and portrays the actions of a sincere and conscientious radio news reporter who recognized a good story and went after it, not being scared away by the usual Pentagon tactics.

Terry Clarke is News Director and Commercial Manager for KALG, a Mutual-Keystone affiliate in Alamogordo. Because your editor was employed as News Editor of WKAP in Allentown, Pennsylvania, at the time the 1957 "flap" hit, he was already familiar with the stories included in the article, and could well appreciate Clarke's hustling few days of pandemonium. Your editor also burned up the telephone wires to the New Mexico-Texas area, interviewing Sheriff Clem, Major Keyhoe, and others. We believe this "inside story" on the now-famous "Stokes case" is important, since the report has continually puzzled Ufologists all over the United States, since its enigmatic last stages, prompted by the official attitude of debunk-and-ridicule.

Interestingly enough, the Digest article ended with this question for its readers, amateur and professional authors: "As a writer, what's your opinion of Terry Clarke? Did he turn leg work and energy into a news carnival just for the pure kick of it, or did he have a genuine story? Were you Terry Clarke, what would you have done?" It now seems obvious that Clarke stumbled into one of the major UFO stories of the past several years, and his forthright reporting has done all of us an award-winning bit of service.

Reprinted with permission of WRITER'S DIGEST.

AIR GROUP STATEMENTS (Continued from page 17)

Clarence N. Sayen, himself a pilot: "We are sure that ALPA members cooperate in the CIRVIS reporting system fully realizing the restrictions and penalties involved. We feel confident that the sighting reports made by air line pilots are as accurate and reliable as possible. At the present time, we are unaware of any pilot being prosecuted because of his lack of cooperation with the CIRVIS reporting system procedures." ALPA noted "the air line operating rules do not permit an air line pilot to drink alcoholic beverages 24 hours prior to departure."

The most significant remark came from Sayen, who said "We are aware, as you are, that although some of these (UFOs) have been scientifically explained, there are others that still remain a mystery."But he added, "The members...have not asked us to help substantiate or explain any phenomena they have observed."

Flight Safety Foundation Managing Director Jerome Lederer said, "We are very much interested in the incidents...the danger aspects to conventional air traffic are of concern to us..."

QUALITY OPTICAL INSTRUMENTS YOURS!

We have made arrangements for the reader to purchase precision binoculars at substantial savings. The premium quality instruments are made in Japan and Germany and imported by Swift & Anderson, Inc., of Boston. The binoculars range from 6x30 to 15x60, in price as low as $27 plus tax. The low prices on these excellent instruments have been dropped 25% for us (all prices less 10% federal excise tax). All have fully coated optics and most binoculars provide unique removable eye-cups for those who wear glasses. All are unconditionally guaranteed for life against defects in materials and workmanship. A descriptive booklet is immediately available by writing UFO Newsletter.

SWIFT PREMIUM QUALITY BINOCULARS

Power & Model	Field at 1000 yds.	List Price*	Price with case*
7x35 Holiday	578	125.00	93.75
7x35 Neptune	395	85.00	63.75
8½x44 Audubon	420	130.00	97.50
7x21 Altek	525	48.00	36.00
SWIFT AMERICAN PATTERN BINOCULARS			
7x35 Sport King	525	70.00	52.50
7x35 Triton	367	45.00	33.75
6x30 Minerva	393	41.50	31.05
7x50 Skipper	376	57.00	42.75
8x30 Apollo	420	45.00	33.75
8x40 Saratoga	367	53.00	39.75
15x60 Tyrol	215	110.00	82.50
SWIFT GERMAN PATTERN BINOCULARS			
7x50 Nighthawk I.F.	376	44.40	33.30
7x50 Nighthawk C.F.	376	50.00	37.50
7x35 Tourist	341	40.00	30.00
8x30 Grand Prix	393	39.50	29.65
6x30 Oceanic	393	36.00	27.00
10x50 Rainier	279	55.00	40.25
7x35 Vektar **	405	111.00	83.25
7x50 Vektar **	375	148.00	111.00
THEATRE AND SPORT GLASSES			
3x26 Stadium	737	10.85	8.15
3x30 Lark	525	16.60	13.20
4x30 Scout	594	10.00	7.50
2½x26 Dove ***	790	4.50	3.40
6x15 Sport	385	21.50	16.15
2½x27 Arena	683	15.00	11.25
2½x28 Princess ****	750	15.00	11.25

SWIFT ASTRONOMICAL TELESCOPES

Power & Model	Focal length	Diameter	Price with tripod
40x60mm Tecnar	500mm	2.75"	27.00
50x50mm Swift	630mm	2.50"	37.15
250x60mm *****	800mm	2.40"	84.00

SWIFT MULTI—POWER TELESCOPES

Power & Model		Price with case
10-30x Multi	Includes pigskin case	15.75
15-40x Vektar **	Sunshade & removable eyepiece	41.25
SATELLITE & MOONWATCH SCOPES		
6½x30 Tecnar	Accurate altazimuth scale	9.00 & 13.50

* Add 10% Federal Excise Tax plus local or state taxes.
** Made in Germany
*** With self-enclosing collapsible case.
**** Hand-fitted mother-of-pearl body.
***** Eyepieces for 250x, 133x, 64x, 32x; Viewfinder with cross-hairs; Erecting prism; Fitted Wooden Case; all at no extra cost.

FOR CATALOG OR ORDERS WRITE

Fulcrum Productions Box 606 Morristown, N.J., U.S.A.

A REPORT ON "SKY-JUNK"

by Lee R. Munsick

For two years now your editor and several advisers have been investigating the mysterious appearance of a strange substance in the streets of a northern New Jersey residential area. As yet we have come no closer to a solution of the mystery than when we began, and we hope that by putting the following material before our readership, we may find someone who can help us to that end.

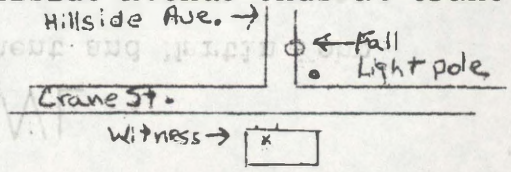
Herbert Andrews, of 48 Crane Street, Caldwell, New Jersey, was watching a late night television program shortly after 2 a.m. on 22 or 23 May 1957. He had returned to his home shortly before, after working the night-shift at the Curtiss-Wright Company propellor plant in Caldwell Township. Mr. Andrews lives alone in a second-story front apartment. At 2:15 he heard a report or explosion. Thinking it must have been a firecracker he looked out the front window, which overlooks Crane Street and Hillside Avenue, which joins it perpendicularly directly in front of the house. On the right-hand far corner of the intersection before him, Mr. Andrews saw what he thought at first was a flare, burning on the ground, making a spluttering noise, and changing in color from red to yellow.

The material burned violently and continued to give off colors "for a couple of hours." The next afternoon, at about 3 p.m. he investigated more closely and picked up pieces of the "flare," which were still warm. It had fallen on and near a concrete curbing, which divides the asphalt street from the grassy ground. The unknown material had burned a hole in the concrete itself and become partially embedded in the curb, partly in the ground. While the pieces had scattered about slightly, none was widely distributed. All of the material was within a radius of less than a foot.

No crater was present. Apparently no one else had noticed the strange material, or heard or saw its violent appearance early that morning. Mr. Andrews dug up the brownish material in hunks; your editor checked on the remaining portions, still in the concrete, some weeks later.

They appear as tarry or glassy, pock-marked with tiny holes, in one place bearing an indentation as though the material had formed around a smooth pipe or round dowel. Many pieces of what appears to be copper as well as a granitical or marble-like substance, are scattered throughout the darker material, which is surprisingly light in weight. In addition, there are also several small globs of the copper material, formed separately from the other. All of the objects bear evidence of intense heat, and the material appears to have melted and solidified, not all at once, as some "surface sliding" is evident. It hardened with a generally shiny and smooth surface, save for the tiny air bubbles and pieces of the stone. Several pieces have broken off one from another, leaving a jagged surface. The material is quite hard, betraying its spongy and porous appearance.

The material was about 35 feet from the corner, as shown on the map. No one was seen or heard in the area by Mr. Andrews when or after the material appeared. No children. No one strolling nearby. No cars or trucks or other vehicles were moving in the area. This is strictly a residential zone with no businesses nearby; certainly no activity at 2 o'clock in the morning. The road is not a through highway; merely a residential street. Hillside Avenue ends at Crane Street as shown.



Above are normal house service electric cables, no heavy duty or high voltage wires. A pole is situated at the corner, roughly 30 feet away. No

transformers are on this or nearby poles. Mr. Andrews reported he knew of no work being done on the wires at the time of the incident or immediately before or after. No wires were down and there was no indication whatever of work or any unusual electrical conditions.

No heavy trucking or construction was in process in the neighborhood that month. There were no other reports of planes, unusual flying objects, or strange aerial activity in the area at the time or later. No reports were noted in the local newspaper.

The utility company for the area was contacted. A spokesman for the Public Service Electric and Gas Company in Newark said "Our records do not show any unusual service condition that might have given rise to the 'Caldwell fall' which you have reported on May 22 or 23, 1957."

UFO Newsletter learned that some experiments have been made with missile instrument cones coated with copper to aid in re-entry. The copper film was placed on the outside of the ceramic cone, the idea being that in the high-heat stages of re-entry the copper would vaporize, thus cooling the cone to a point where the ceramic insulation would be sufficient protection. With this in mind, the National Aeronautics and Space Administration in Washington was consulted with a full report of the incident.

Mr. J. W. Crowley, Director of Aeronautical and Space Research, replied, "The report of this occurrence has been read with interest; this Headquarters, however, has at present no explanation to offer." It seemed further somewhat obvious that no such testing would be done in an area such that remains could fall over such a populated area.

Just to make sure, however, the Office of Naval Research was also consulted. Apparently at a loss to give any explanation, Mr. F. Joachim Weyl of ONR treated the report as an unidentified flying object case, and turned it over to the Air Force.

Major Lawrence J. Tacker, familiar to UFO researchers as the Air Force Secretary's public voice in such matters, also seemed to have no idea of an explanation, and added that "the information...is much too old to attempt an analysis and/or an evaluation of the material described." This has been interpreted as an admission of a lack of explanation, rather than a "no-comment" reply.

The Smithsonian Institution (the United States National Museum in Washington) was approached as well. E. P. Henderson, Associate Curator of the Division of Mineralogy and Petrology replied:

> The sample received...was examined, and I am not willing to accept this as something that fell from the sky. It obviously is a siliceous slag which solidified quickly as considerable gas was passing through the molten material. Since it contains numerous inclusions of copper, it is either a slag from some smelting process where copper was being melted, or resulted from an electrical short and pieces of the conductor melted to form metallic inclusions.
>
> On one of the specimens I found a structure similar to cloth. This could have been the insulation covering the copper wire. It was notified on a flat place on the surface, indicating some pressure had been applied between the molten material and the cloth-like material.
>
> I cannot be of any assistance in explaining how the material could have been made where it was found, because I know nothing of the local conditions. Throughout this product one sees many angular pieces of quartz.

Mr. Henderson's theory of insulator-and-wire seems to have been contradicted by the facts available about electrical trouble. As for the copper-process idea, it was checked and found wanting. A thorough search of the general area for any such copper-smelting found no

such facilities nearby, the closest such work being 32 miles away in Linden. There is little but metropolitan New York and the ocean to the east, within this radius, and no plants in other directions.

The next step in the investigation was to obtain a complete analysis of the samples. A Qualitative Spectrographic Analysis was done, with the results shown in Table A. Generally speaking, the findings as reported by the analyst are as follows:

> It seems that the glassy, dark material which is filled with small holes is most likely a ferro-magnesian silicate. The white or glassy solid is undoubtedly silica (quartz). This did not have any holes in it and was identified by examination under a binocular microscope. The glassy material is at least as hard as quartz and is not "tarry." It is definitely glass-like in nature. The lightness in weight...is probably due to the voids in the glassy material.
>
> Calcium and aluminum report as 10 to 0.1% and these may be tied in with the glassy material. Only a very small amount of copper was detected.
>
> Where the analyst has used the mathematical symbol for "less than," as in the case of As, Ba, Cd etc., this means that the sensitivity of the instrument is such that the metal or element is undetectable below that level. In the case of As, for instance, it may be present below the level of 1.0 to 100 ppm. I hope this is clear since the use of "x" and the symbol for "less than" to indicate metal not detected is a little confusing. A plus sign indicates that the estimated quantitative amount is on the high side of the range.

The analyst included his guess "that the material is probably slag from a small steel furnace operation," but he added that he was not a qualified guesser.

Table A

QUALITATIVE SPECTROGRAPHIC ANALYSIS

The ranges for qualitative estimates are indicated as follows:

8 = 100 to 1.0%	5 = 0.1 to 0.001%	3 = 10 to 0.1 ppm.
7 = 10 to 0.1%	4 = 100 to 1.0 ppm.	2 = 1.0 to 0.01 ppm.
6 = 1.0 to 0.01%		1 = less than 0.1 ppm.

< and x = metal not detected

Estimates are based on the samples as submitted.

Al	(Aluminum)	7	Ge	(Germanium)	x	Pt	(Platinum)	x
Sb	(Antimony)	x	Au	(Gold)	<4	K	(Potassium)	<4+
As	(Arsenic)	<4	Fe	(Iron)	8	Si	(Silicon)	8+
Ba	(Barium)	<4	La	(Lanthanum)	x	Ag	(Silver)	x
Be	(Beryllium)	x	Pb	(Lead)	x	Na	(Sodium)	5+
Bi	(Bismuth)	x	Mg	(Magnesium)	8	Ta	(Tantalum)	x
B	(Boron)	4 +	Mn	(Manganese)	5	Sn	(Tin)	x
Cd	(Cadmium)	<4	Hg	(Mercury)	<4	Ti	(Titanium)	5+
Ca	(Calcium)	7	Mo	(Molybdenom)	x	W	(Tungsten)	<5
Cr	(Chromium)	4	Ni	(Nickel)	3	V	(Vanadium)	4+
Co	(Cobalt)	2 +	Nb	(Niobium)	x	Zn	(Zinc)	<4
Cu	(Copper)	4	Pd	(Palladium)	x	Zr	(Zirconium)	5+
Ga	(Gallium)	2	P	(Phosphorus)	<5			

Those elements not noted were not indicated in the original analysis.

In another effort to approach a solution, we learned that similar material had fallen in the west, and a study had been launched by an engineer-geologist there. He is N. N. Kohanowski, a registered professional engineer in North Dakota, Associate Professor of Mining Geology at the University of North Dakota, in Grand Forks. A graduate of the Colorado School of Mines, he has spent over 25 years in metal mining in the U.S., Canada, and Bolivia. For the past nine years at the University of North Dakota he has taught mining geology, mostly mineralogy, petrography and mineral deposits, as well as geochemistry. He is a member of both the American Institute of Mining Engineers and the Geochemical Society of America, and a fellow of the Geological Society of America. Since the studies mentioned here, he has become a Special Adviser to the National Investigations Committee on Aerial Phenomena in Washington.

He has studied a number of such falls since 1957, when the first one occurred near Langdon, N. D. After that, Kohanowski examined several more slags collected by various persons; two more in North Dakota, plus other stones which were thought to be meteorites. See Table B. Professor Kohanowski kindly sent UFO Newsletter samples from the three North Dakotan pieces.

Table B

INDIVIDUAL DESCRIPTIONS OF WESTERN SLAGS

Langdon, N.D.	14 December 1957 0130. Seen and found by a farmer named Zaslawski on a lonely road about a mile from the nearest dwelling. Simultaneously seen by people in Grafton and Minto some 30 miles or so away. Two specimens were collected and consist of:[1] Periclase (MgO) Fuggerite and Gebollite (alterations of melilite) Ackermanite-Gehlenite (melilite) Spinel, $MgO.Al_2O_3$, in one specimen only Carbon Fused glass (natural) Straw
Price, N. D.	1940. Seen to fall near Price, some 25 miles north of Mandan. No spinel, but otherwise similar to above.
Breien, N. D.	1953. Near Breien, about 30 miles south of Mandan. Similar to above but lacking both spinel and periclase.
Drake, N. D.	May 1959. Clinkers, some with carbonized grass stalks, were picked up in the middle of a "fallowed" (plowed in the Autumn) field on which what grass there was burned out in a circle four feet in diameter. There is no question that there was no haystack there. Whatever dry grass could have burnt would not be sufficient to leave several clinkers of nearly 10 cubic inches.

Lignite clinkers from North Dakota were studied for comparison purposes. One came from Prof. Kohanowski's furnace and represented a mixture of North Dakota lignite and Pennsylvania bituminous coal. The

1. Several hours later an observer in Minnesota saw a similar phenomenon. It is possible that observations in North Dakota and in Minnesota (Ortonville) were of the same shower. According to Prof. Kohanowski, mellilite are relatively unstable minerals found in some subsilic igneous rocks of recent volcanic eruptions and in slags of metallurgical furnaces. But the presence of mellilites in coal clinker was to be expected. The periclase (water soluble) and spinel found in the Langdon material were puzzling. Said Prof. Kohanowski, they could have formed only in excess of magnesium and aluminum, for which there was no ready explanation. -Editor

other was taken from a firebox of an old locomotive at the Kincaid Lignite Mine in Columbus, N. D. Both had identical mineralogical composition but differed radically from the unknown clinkers. The main difference is in fragility and the abundance of red iron ocher. The only identifiable minerals were found to be mellilites. Neither carbon nor fused glass was found.

Prof. Kohanowski undertook a series of Differential Thermal Analyses of the various clinkers, as seen in Table C. Such analysis consists of heating small amounts of powdered samples (about 1 gram) while electrically measuring the temperature of the furnace and the sample. As the sample dehydrates, oxidizes, burns, recrystallizes or otherwise changes, it either takes in heat or gives it off. Such changes result in downward (endothermal) or upward (exothermal) peaks on the graph of the temperature, kept during the analysis.

The exothermal (upward) humps between 300° and 500° in the chart are due to the burning of coke contained in the clinkers. The sharp peak at 940° on the Langdon curve is probably due to spinel. As is easily seen, the later three curves differ considerably in their thermal behavior from the ordinary material which they resemble in appearance. This was surprising, since mineralogically the bulk of each sample consisted of very similar material.

The steep down-slope between 100° and 200° in the Caldwell Fall are indicative of the presence of "quite a bit" of water. Prof. Kohanowski noted that the curve resembled those of obsidian, or volcanic glass.[2]

The glasslike material was comparable to obsidian scoria insofar as specific gravity is concerned, i.e. 1.5 to 1.75. The hardness of the Caldwell glass is 5.75 on the Mohs scale, whereas a good obsidian has a hardness of 6.75. Other pitchstones and scoria vary down to as low as 5.5. Many of the elements reported in the spectrographic analysis of the glass occur in minute amounts in petroleums and asphalts; this may possibly have come from the asphalt roadway or a joint in the concrete curbing.

Prof. Kohanowski next prepared a thin section of the Caldwell glass, ground to a thickness of 0.0015 of an inch, for examination at 150 power, under a petrographic microscope for mineral constituents. The plate showed a typical scoriatic, or spongy structure of mineral glass, through which were scattered "fairly large" phenocrysts (crystalline grains) of gehlenite and smaller inclusions of fine-grained magnetite. Gehlenite is a variety of mellilite which is common in artificial slags. No alteration products of gehlenite were found, unlike the other UFO clinkers (no cebollite norjuanite were present). Their absence indicates that whatever materials were burning, the heat was intense and no water was retained in the slag. Burning grass or hay give lower temperatures, and water is retained. Kohanowski commented, "The presence of magnetite is entirely novel in my experience with UFO clinkers. Again, this points to high temperatures."

"Comparing phenocrysts of gehlenite in this glass with gehlenite crystals in thin sections of my other UFO clinkers, coal clinkers and straw clinkers," Dr. Kohanowski pointed out, "the size is large." He added, "It is just a guess of mine, but the size of gehlenite grains might be useful in eventually estimating the length of time a conflagration lasted and the slag remained liquid; the longer the time the larger the grains."

In examining separately a blob of copper which apparently appeared as a separate result of the Caldwell blaze, Kohanowski reported that the temperature of fusion was above 1981°F. It is doubtful

2. For any other analysts who may find it of interest, the Caldwell material, placed in a mixture of boiling acids, produced a residue of some organic materials, as well as a precipitation of some crystals out of a strongly acid solution. -Editor.

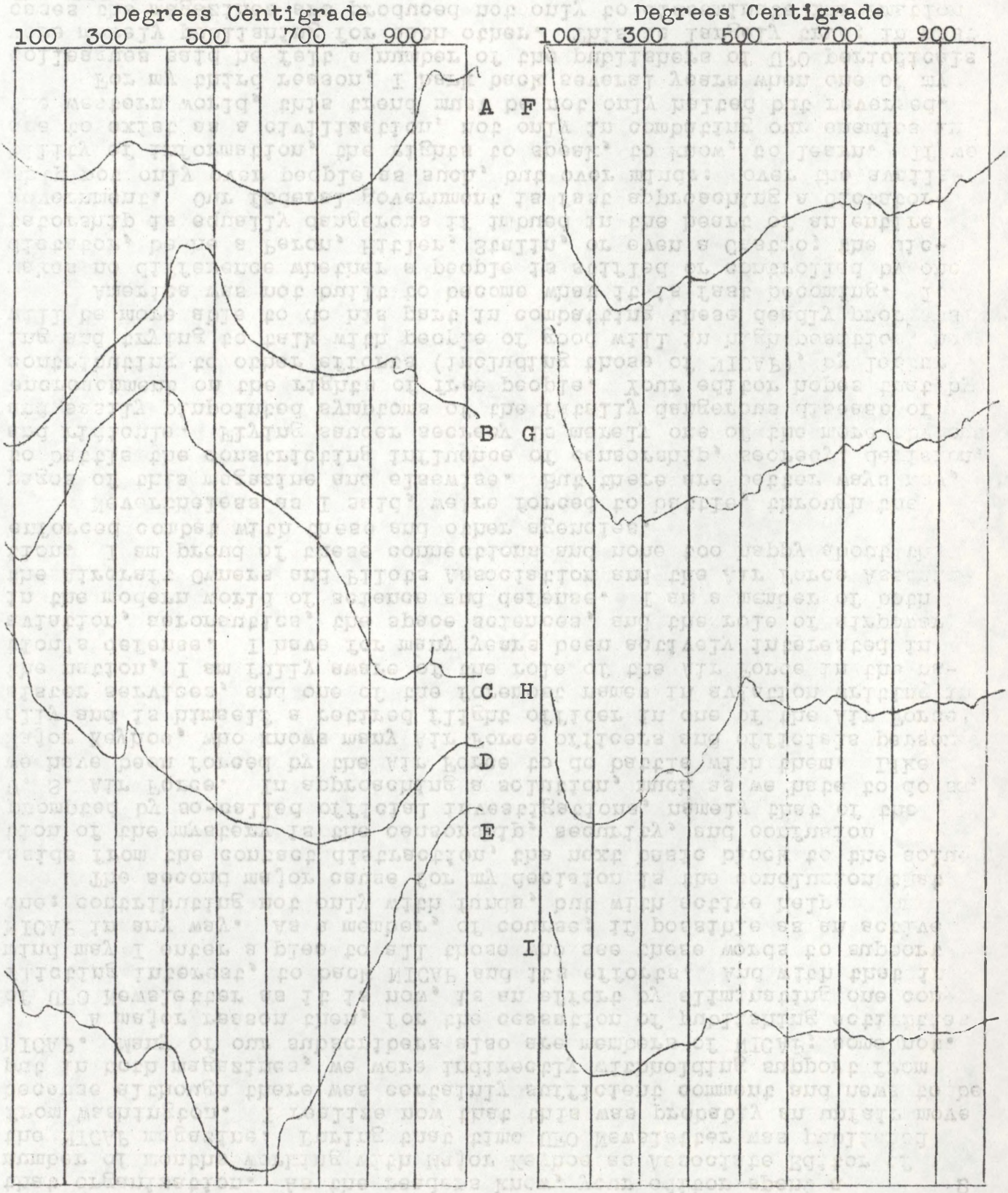
Table C

DIFFERENTIAL THERMAL ANALYSES OF VARIOUS CLINKERS

N. N. Kohanowski - Oscar Manz
Ceramics Laboratory
University of North Dakota

KEY

A	Known Straw Clinker	F	Caldwell Fall
B	Lignite Clinker-Kincaid	G	Caldwell, a Duplicate
C	Langdon Fall	H	Drake Fall
D	Breien Fall	I	Drake, a Duplicate
E	Price Fall		



that so much copper (there were several sizable drops nearly ¼" in diameter, plus smaller pieces in the glasslike material) could have been melted in any electrical short-circuit without causing repairs which would have been noted in Public Service's repair log.

Prof. Kohanowski pointed out that the Spectrographic Analysis of the Caldwell Fall (Table A) "is and is not unusual."

"To begin with," he said, "this analysis does not correspond to any of the 2,000 odd known minerals nor to any of 900 odd known rocks. Checking through compositions of various artificial alloys, none were found to correspond to this analysis." (Italics mine-editor)

Another NICAP Adviser, Dr. Charles A. Maney, was consulted by Prof. Kohanowski, when it was learned that both were studying similar strange "sky-falls." Dr. Maney, physics professor since shortly after World War II at Defiance College in Ohio, is well known to UFO investigators for his careful attention to details in such unusual cases. He has studied at the Universities of Minnesota, Chicago, and Kentucky. He figured prominently in the two-continent investigation of the "Campinas Tin" case which saw strange material rain down on a town in Brazil following a UFO sighting there.

Dr. Maney was studying a fall near Toledo, Ohio, on 26 May 1956, known as the Kerwin Fall. A simple analysis of the Kerwin material indicated the following yields:

Silicon	Major constituent
Copper	Next major constituent
Aluminum	An impurity
Lead	" "
Magnesium	" "
Vanadium	A fair amount
Chromium	" " "
Iron	" " "
Zinc	" " "

Dr. Kohanowski compared the Caldwell analysis with the Kerwin Fall, and pointed out (taking into consideration that the Kerwin analysis was approximate and the Caldwell one more precise) that the two were similar, differing only in the absence of lead in the Caldwell material.

Kohanowski reviewed the observations of the burning as seen by Herbert Andrews: "Mr. Andrews had reported red and then yellow colors of the flames. Not knowing the exact shade of the flame colors, I would guess that the colors were due to calcium (orange) and then sodium (yellow). Lithium would give a carmine color and strontium scarlet to carmine, but neither of these two elements was identified in the glassy slag. Any green flame due to copper, if present at all, would have been camouflaged and, therefore, not seen."

Prof. Kohanowski detailed his feelings about the mystery:

> I am still very much in the dark as to what those objects were that caused fires in haystacks or grass. The residues collected are slags, glassy and porous with inclusions of straw and other terrestrial material. I have made a petrographic study of thin sections prepared on these slags, as well as qualitative chemical analyses. All slags collected in places of reported falls differ substantially from clinkers of North Dakotan lignite (brown coal -editor). I have been unable to get so far a piece of authentic straw clinker. I recall seeing such clinker years ago and think that straw clinker is quite different at least in color and structure.
>
> The specimens all fall under apparently identical conditions although in widely separated places and at different times. In all instances (in the western cases -editor) several persons reported their observations. Sketchy as those observations were they seem to check,

although observers were unknown to each other. In all cases there was seen a flaming and sparking object - giving off a greenish light and falling noiselessly. No craters were found. In all cases there was a straw and grass fire. This last coincidence does not seem strange to me because without such a fire no one would have been able to find or to collect anything.

Prof. Kohanowski has advanced the temporary hypothesis that these samples may be of a new kind of meteorite, combustible in the atmosphere, and of little density. Such meteorites, he says, could readily ignite grass and straw, forming such clinkers, and this might also explain the lack of craters and other normal evidence of meteorites. Being combustible in the terrestrial air, he noted, such meteorites could have long escaped detection.

In any case, such strange "things" from the sky or beyond might explain a number of "fireballs" reported as UFOs.

UFO STALLS TWO AUTOMOBILES

On a pleasant Saturday afternoon last fall, a Pennsylvania mechanic had an experience that recalled the 1957 saucer flap which was so widely publicized. His automobile engine and that of another driver on the same road cut out, just as an unidentified object moved slowly over them. The case also bears a similarity to one which occurred the month before in Montevideo, Uruguay, reported in the May-June 1959 issue of UFO CRITICAL BULLETIN, 1916 17th Street, N.W., Washington,D.C.

The date was either 30 August or 6 September 1958. Robert Buchman (pronounced book-man), 31, of Allentown Route 3, was driving on a rural road near Egypt and Slatington, north of Allentown. The time was between 5:30 and 5:45, and Buchman was returning home from his job as a mechanic at the Lehigh Farm Bureau. Alone and listening to the radio as he drove, he suddenly became aware of a loud and intermittent buzzing noise on the radio, which began to go off and on by itself. Then the auto, which was moving at about 40 miles per hour, stalled. Buchman pulled the vehicle to the side of the road while it was coasting, and it was then that he noticed a green Pontiac about 25 feet in front of him, apparently the victim of the same mysterious circumstances.

Buchman noted that the other driver, a stranger, was just as puzzled as he. Buchman heard a noise like an airplane above, and looked up only to see what he described as a "dark balloon or zeppelin in the sky overhead." He later said it was "almost above." Asked to describe it further he was vague, since it was mainly a dark silhouette against the bright afternoon sky. He said he could distinguish no markings. He got the impression it was about 15 or 20 feet long, and looked "like an advertising balloon."

The object was moving north fromthem, toward Lehighton. After about 3 to 5 minutes after the car engine stopped, the object went away and Buchman was able to start his car in the normal way, as did the other unidentified man. No other vehicles passed them while they were stopped.

Buchman, who services autos, trucks, and farm machinery for the farmers' cooperative, found absolutely nothing wrong with his auto; he was totally unable to explain the event. He said he checks his car completely every two weeks, and he inspected it after this happening, finding it in perfect, normal condition.

Efforts were later made to identify the other man, with no success. A check was made with the local aircraft operators, the Allentown-Bethlehem-Easton CAA control tower, the newspapers, radio stations and police, but further investigation revealed nothing about the strange object, nor any other unusual happenings which seemed in any way to fit in with the mystery.