

UFO RESEARCH NEWSLETTER

A MONTHLY REPORT ON UNIDENTIFIED FLYING OBJECTS

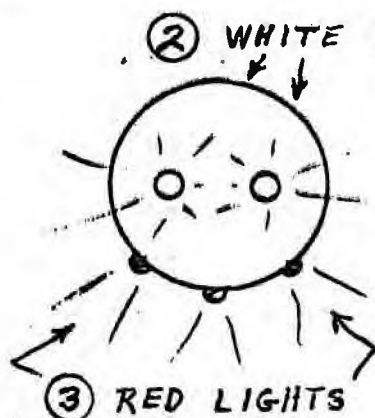
Vol. II, No. 1

April - May 1972

THE CAPAY/ORLAND INCIDENTS, OLD AND NEW, TOP REPORTS

UFOs that emitted light beams and sounds; an object that paced a motorcycle and frightened its driver; another that swooped down upon a scared motorist; a photographic case; and the transcription of a recorded dialogue between police officers tracking down a UFO top sighting reports from four states.

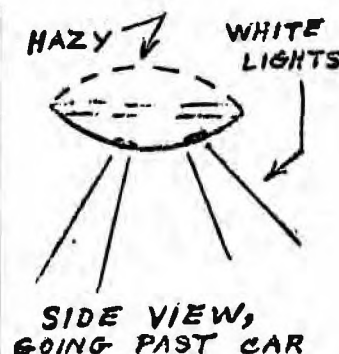
At 10:55 p.m., March 17, 1972, a housewife (who wishes to remain unidentified) and four children had just turned off Highway 99 on Road #20 near Orland, Calif., when they observed an object with red and white lights flying slowly at a low altitude. The UFO speeded up, then slowed to a near-stop. Two white lights on its underbelly about the size of car headlights occasionally directed beams downward. They also blinked on and off. Then the witnesses saw only three red lights.



BOTTOM
VIEW
—
COMING
AT
WITNESSES
NEARLY
OVER HEAD



COMING
TOWARDS
WITNESSES



SIDE VIEW,
GOING PAST CAR

Sketches by main witness of UFO at Orland, Calif., March 17, 1972.

The driver followed the lights on back county roads. She hit a dead end on one road, parked, and the witnesses watched. The UFO slowly approached, according to a UFOR investigator in his report. It passed over the automobile at about a 60° angle and made no sound. The disc then veered off to one side and passed behind some trees.

An estimated 25 feet in diameter, the object remained mostly at an altitude of 300 to 400 feet and maneuvered for about 25 minutes. It was flying at approximately 35 m.p.h.

The sighting area is the scene of crop-dusting aircraft and the witnesses observed such a plane earlier in the evening, but they are quite familiar with

(Continued on page 2)

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RUSSIAN/AMERICAN MARS DEVELOPMENTS

The U.S.S.R. will use "robot biologists" to begin the search for life on Mars, but will conclude with human explorers, stated space engineer A. Trofimov, a Russian scientist writing in *Lenin's Banner*, according to a UPI wire story dated March 13, 1972.

"The time will come when automatic microbiological laboratories will appear on the surface of Mars," Trofimov said. "Robot biologists will seek to answer the question

whether life exists on Mars. The last word in the dispute... will remain with man, who sooner or later will walk on the surface of the red planet."

The final answers, he indicated, may depend upon "phenomena beyond contemporary knowledge" -- out of reach of the analytical capabilities of the robots. The scientist's statements suggested the Soviets are developing "Marsmobiles" like the Lunokhod wheeled robot that explored the moon for 10 months by remote control in 1970 and 1971.

Photos Indicate Ice on Mars

Photographs released by America's Jet Propulsion Laboratory (JPL) indicate there may be a large amount of water on Mars in the form of huge underground ice deposits, according to data sent back by Mariner 9, stated a March 20, 1972, UPI wire story.

Heretofore, scientists said, there was evidence of only a tiny amount of water on the red planet. Earlier, however, the Mariner probe sent back pictures that looked like dry river beds and streams, suggesting that the planet had bodies of water at one time.

What became of all the water? A Mariner photo taken February 24 "shows a feature that suggests there may be deep deposits of water ice beneath the surface," stated a JPL spokesman.

California Sightings Top Reports (Continued from page 1)

these craft and are sure that this did not fit the object they saw. The object's speed, of course, was considerably slower than that of any plane and its erratic maneuvers would also discount an aircraft.

UFO Passes Motorcycle

Capay is a small town near Orland. At 8:30 p.m., March 5 (erroneously reported in *UFO Research Newsletter*, Vol. I, No. 12, p. 7, as "on or about March 10, 1972"), Marco Rotting was driving his Honda 175 from Capay to Orland when he noticed the road was suddenly illuminated, stated the UFOR investigator in his report. Rotting also heard a high-pitched sound.

Looking up, the witness observed two huge round lights that looked like large car headlights beaming down on him. They were about 15 inches in diameter and 10 to 12 feet apart. The object was about 100 feet overhead and paced his motorcycle, slowing down as the 'cycle did so. He at first thought it might be a crop duster plane, but soon realized it was no aircraft with which he was familiar.

Frightened, Rotting attempted to out-distance the strange lights, but they apparently kept pace. The witness turned into the Tony Battencourt farm and drove

into a dairy barn. He stopped his 'cycle and looked out of the barn door in time to see the UFO veer off into the sky and disappear.

Both Mrs. Bettencourt and Bob Gardner had heard the sound, but did not see the object.

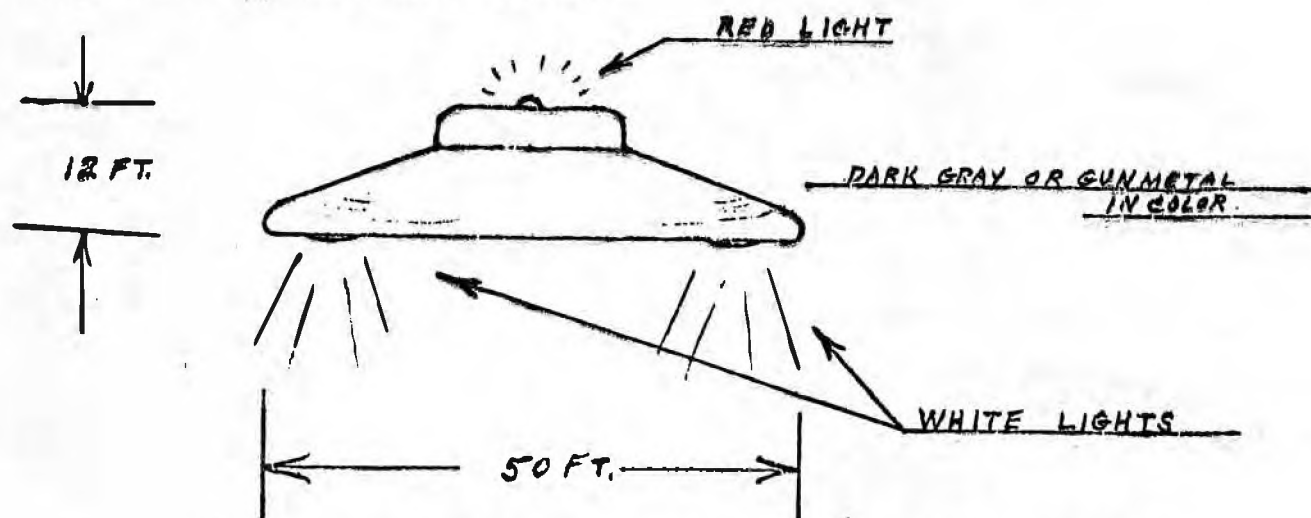
Rotting added that the object had three blue lights in a row, away from the white lights. The sound frequently changed pitch, he said.

For days the frightened witness refused to venture near the site of the encounter. The UFOR investigator stated that Rotting, a high school student, had a reputation for honesty and is an above average student.

Another Incident at Capay -- 10 Years Earlier

Nearly a decade earlier, Capay was the site of another report.

Dairyman A.T. Gray was driving toward a 200-acre field owned by John Gilmore at about 9:45 p.m., September 26, 1962.



Object Seen by A.T. Gray, Capay, Calif., September 26, 1962

"I was driving along Lindsay Avenue before turning into the field to shut off the irrigation pumps for Gilmore when I saw these two big lights," the witness stated in the September 27, 1962, edition of the *Orland Unit-Register*. "At first I thought there were a couple of cars out in the field."

A UFOR investigator who recently interviewed Gray reported that the witness had thought that some teenagers had gotten their car stuck. He was about to intercede when he saw two lights hovering from a large UFO 30-40 feet above the ground. The grayish-white lights were illuminating the ground. They were being emitted from a flat-bottomed object and looked to be 30 feet apart.

The frightened witness felt he was being watched and his hair actually stood on end. Then a bright, round, red, smaller light appeared above the white lights. He could now more clearly see the object, including a thick top with a low but wide dome on which the red light was fixed.

Suddenly, the UFO zoomed straight toward Gray. He ducked and the craft swooped over his head "with a whooshing noise," abruptly turned to the east and disappeared. Gray followed and the UFO returned, heading once more on a collision course. Again, it veered off and disappeared to the east.

The witness said the UFO was oval-shaped and grayish. It looked "like an inverted saucer" and appeared to be metallic, about 40-50 feet in diameter and 10-12 feet high.

A check by Gray and others the next morning revealed no evidence of a landing. There were strange effects, however. An attempt to irrigate the field a few days later ended in failure: the water would not flow over the area where the UFO had hovered. After work was done on the soil, the water did finally flow normally, but, for two years after the sighting, nothing would grow in the area.

Other witnesses also apparently saw the same object at about the same time. Mrs. June Lewis said she saw it hovering over a barn and Mrs. Howard Cook, a resident of Fifth Avenue in Capay, observed the lights near Fourth and Lindsay Avenue.

Southern Policemen Spot "A Weird Thing"

It was about 12:30 a.m., March 15. Police officers and deputies in Catawba County, N.C., saw a UFO that "flew at great speed" and emitted a greenish-blue light, according to the March 15, 1972, edition of the Winston-Salem (N.C.) *Twin City Sentinel* and the March 16, 1972, edition of the *Winston-Salem Journal*.

"It was faster than a plane," stated Newton Police Sgt. M.L. Moore. "It went across at a heck of a speed. It was a weird thing, I tell you."

Witnesses said the bright object's light "blipped like an electrocardiogram."

"It came to a sudden stop over the business district [of Newton] and began moving in a slow up-and-down motion, just like it was suspended in air," said Moore. "In a few minutes it moved on in a southwest direction."

When Sgt. Moore and his companion, Officer T.W. Huffman, first spotted the UFO, they drove to a ball park and watched it for nearly 30 minutes.

Policemen in Hickory and Maiden, 10 miles north and south of Newton, also saw the object.

Newton Police Chief J.D. Kirkman was convinced that another of his officers saw the same UFO earlier.

"One of our officers, Paul Burgess, has seen it before -- and he's been here two years," Chief Kirkman reported. "It's the same thing, all right. They compared notes..."

Martian Snaps UFO Photos

Less Roll, of Mart, Texas, was looking from the front of his house at 8:30 a.m., February 27, when he saw a "metallic silver" colored object with a transparent dome on top. It was an estimated 10,000-12,000 feet altitude, according to Capt. Dave T. Ozanne, who sent a report to UFOR.

Roll grabbed his camera and snapped two photographs of the object, which, at first, was hovering to the east of his home. Then it began zig-zagging. Before the witness could take a third picture, the UFO disappeared at a high rate of speed.

Ozanne said the object was estimated to be a tremendous 400-500 feet in diameter and that Roll used a Polaroid 250 to take the pictures (UFOR has not received the photos, but will attempt to do so).

There were reports that other Martians (as Mart citizens are sometimes called) also saw the object.

Police Car Transcript Reveals UFO Chase

We are reporting the following not because we think it is a good UFO report, but because we believe it affords a unique opportunity to follow the conversations of police in several patrol cars and a dispatcher during a UFO chase. Indeed, it *could* have been the planet Mars, except for a report of "a high pitched sound." The transcription was made by a local electronics technician who was monitoring, on a special assignment, the police band, stated the Minneapolis, Minn., *Star*, February 28, 1972. The names of the cars have been changed to protect the identities of the witnesses. Time: evening of November 29, 1971. Place: Minneapolis, Minn., area.

Dispatcher: Go ahead, 74-12.

Patrol Car: We've got an object in the sky that looks to be about south of us over Shorewood and it's... changing colors. It's green, white and red.

Dispatcher: Sounds like an aircraft marker light.

Patrol Car: 10-4. But it's as stationary as it can be.

Second Patrol Car, 24-02: It appears that it's over the Chanhassen or Victoria areas from here.

Dispatcher: (after being informed of a report by the public). Is there any evidence, 24-02, of something being in their yard?

Car 24-02: They said it stays right over their house, and goes up again. But I'm looking at it now and it is stationary. Contact the airport and see if they have anything out that way.

Car 84-12: I have the object in sight and it's south and slightly west of Chanhassen, at just about 300 or 400 feet right now. Do you want us to watch this thing before you notify somebody, or what?

Dispatcher: 10-4.

"A High Pitched Sound" Reported

Car 24-02: Some of our callers -- there were six kids, 14 or 15 years old, and they definitely said it was making some kind of high pitched sound.

Dispatcher: Officer Peterson, what kind of noise was it?

Patrol Car: It was a high pitched sound. That was it.

Dispatcher: We're trying to contact the radar unit. 24-02, do you have the thing in sight, whatever it is? I have Minneapolis Tower with radar.

Car 24-02: 10-4. I'm looking right at it. It's about a thousand feet high and directly over Chanhassen.

Car 74-12: I'm on Rolling Acres Road and State 7, and it's directly south-east of here, and from here I'd say it's quite a bit higher than where it was back on 44.

Dispatcher: Car 15-40, where west of Excelsior are they sighting this object?

Car 15-40: It's supposed to be, according to them, directly over Chanhassen about a thousand feet, maybe a little more.

Car 74-15: We have the object in sight from downtown Excelsior. We have binoculars on it. It's definitely over Chanhassen, about 3,000 feet. It's red, green and white.

Dispatcher: Is that an estimated altitude?

Patrol Car: It is estimated, sir. We've got an Air Force [AF] man here with us. He's pretty good at it.

Minneapolis Tower Report Negative

Dispatcher: I'm calling Minneapolis Tower with radar. They see absolutely nothing. They are using Runway 4 at Metropolitan. Jets are landing at this time. Do you notice any traffic coming through?

Patrol Car: Negative. I don't see any aircraft. This object is in a fairly stable position and doesn't seem to move much, if at all.

Fourth Patrol Car: The party that saw it over the house said it was oblong in shape.

Car 11-51: I'm in Chanhassen. I'd say it's above Chanhassen about 3,000 feet with the color white on it. I don't see any red or green.

Dispatcher: Do you hear any noise?

Patrol Car: Negative.

Dispatcher: Minneapolis radar has nothing on it, all cars noticing. Repeating. They see nothing on their screens whatsoever.

Patrol Car: Can Air One [sheriff's helicopter] be taken up?

Dispatcher: If we call Air One, it will be a good hour before it is ready to go. Any vehicle sighting this object -- is it possibly moving southeast of Chanhassen?

Car 62-15: I wonder if you could ask radar what the fix would be on the planet Mars right now. It looks like that's what it is.

Dispatcher: Yes. I think they have reached that determination.

ENQUIRER PANEL MEETS IN FLORIDA

The *National Enquirer's* distinguished UFO reward panel (see *UFO Research Newsletter*, Vol. I, No. 12, p. 7) met in Palm Beach, Fla., March 2-5, to hash out details, stated one of the participants, Dr. Robert F. Creegan, in a letter to UFOR.

The *Enquirer* recently offered a \$50,000 reward to anyone who can prove that UFOs are extraterrestrial (ET) craft. The offer expires January 1, 1973. Other panel members are Dr. J. Allen Hynek, Dr. R. Leo Sprinkle, Dr. Frank Salisbury and Dr. James Harder.

"We discussed methods and plans [at the meeting]," Dr. Creegan wrote, "and also screened some of the early documents and materials submitted for possible reward... There will be telephone conferences involving the whole panel, possibly field investigations, and additional meetings, possibly in various parts of the country, including one on the West Coast."

The panel also persuaded the *Enquirer* to offer an additional \$5,000 reward to the person who offers the most scientifically valuable evidence -- but not conclusive enough to warrant the big prize, stated the April 23, 1972, edition of the newspaper.

Dr. Creegan, philosophy professor at the State University of New York at Albany (SUNYA), stated that "there is a lot of UFO study activity going on in and around the Albany area and some local sightings "have aroused interest."

Questionnaire Elicits Interesting Results

The philosopher is currently conducting a UFO course at SUNYA (see *UFO Research Newsletter*, Vol. I, No. 11, p. 5). He submitted a questionnaire to the students in the course and to another control group within the university.

"About a third of both groups accept the ET hypothesis of the UFO," Dr. Creegan stated. "About a tenth of both accept some contactee claims. About 99% of the students in the UFO course believe there is official censorship of UFO information. About 66% of the control group agree that there has been censorship. This is a principal difference! On most points there is closer agreement between the two groups. More members of the course belong to UFO organizations or are doing research on related problems, but that was to have been expected. The amount of close similarity is what really surprises us."

MORE DETAILS ON AUSTRALIAN UFO SYMPOSIUM

UFOR has received a few more details on the UFO symposium held late last year in Adelaide, South Australia (see *UFO Research Newsletter*, Vol. I, No. 8, p. 1).

The South Australian Opposition Leader, Steele Hall, conducted the October 30, 1971, meeting, sponsored by the South Australian division of the Australian and New Zealand Association for the Advancement of Science (ANZAAS). Dr. R.J. Best, ANZAAS chairman in South Australia, introduced the speakers, who included Drs. Bryan Horton, M.J. Dugin, P. Delin, L. Mander, D.G. McCoy, and Messrs. C. Norris and L.R. Mitchell. Norris and Dr. Hebrison-Evans, another of the speakers who presented the final speech, "How to Solve the UFO Problem," are members of the Australian Flying Saucer Research Society, Adelaide, according to the December, 1971, issue of the group's magazine.

Titles of other papers presented include "Sightings," "The Psychological Aspects of Belief and Disbelief," "Meteorological Phenomena," "Extraterrestrial Hypotheses," and "Space-Time of Extraterrestrial Cultural Contacts."

MAG LEV COULD EXPLAIN UFO PROPULSION, DISPLACEMENT CASES AND E-M EFFECTS

The Germans, French, English and Americans are working on magnetic levitation (mag lev) vehicles for possible future fast-speed transportation of the types that could possibly explain some UFO propulsion, displacement and electro-magnetic (E-M) effect methods.

The mag lev system was originally developed and patented in 1937 by Germany. Two West German companies -- Messerschmitt-Bolkow-Blohm GmbH and Krauss-Maffel AG -- have recently further developed and used the patent concept. They have constructed test tracks and are experimenting with mag lev vehicles with the idea of covering the 500 miles between Munich and Hamburg in less than two hours by the late 1980s, according to the March 23, 1972, edition of *Engineering News Record (ENR)*.

Magnets -- with repulsive and attractive poles -- are used as the system's power. The West Germans are using the attractive concept because they feel the repulsive method requires too much power, but America's of Technology (MIT) has overcome this with the employment of cryogenic superconducting magnets.

Besides MIT, the Stanford Research Institute and Ford Motor Co. have found this concept to be sound. While Stanford and Ford are working only on the levitation problem, MIT is experimenting with the propulsion angle.

On a more advanced level -- employing magnets with both poles under control -- mag lev *could* possibly explain UFO navigation in outer space and the occasional displacement cases. A powerful enough mag lev unit would interfere with any electrical system, causing E-M effects.

On December 20, 1966, Edward A. Bruns was driving his father's pick-up truck near Herman, Minn., when he saw a UFO that caused the vehicle's engine to stop, the headlights to go out, and the truck to spin violently. The truck came down in a ditch. Bruns said there was a sensation of coasting, as if the vehicle had been floating in the air.

Two Navajo Indians were driving south of Ririe, Idaho, on November 2, 1967. A UFO maintained a fixed position over their car like it "was fastened" to the automobile. The car was "towed" into a field.

There are a number of similar reports involving both displacement and E-M effects.

D.C. Engineer Reveals Mag Lev Possibilities

The *ENR* article states that the West German system is economically feasible with a vehicle carrying as few as 5,000 passengers, but would have a capacity of 57,000. The German vehicle displayed in 1971 weighed 11 tons and was levitated one inch. A top-level Washington, D.C., engineer-business executive delving into the mag lev field has told UFOR that there is no reason the system could not lift the vehicle much higher. The Americans already plan to lift their vehicles 10 inches. Certainly, then, we can speculate that a civilization from outer space much more highly developed than ours could use this concept to practically the nth degree.

Present vehicles are being planned with a rail system, but the engineer hypothesizes that no rails are necessary for the levitation principle since the lifting is caused by a magnetic field built up around the vehicle. The mag lev principle makes no noise except for that caused by aerodynamic friction. This could explain the whooshing sounds of some UFOs and the silence of others.

The possibility that some UFOs could be using this system is, of course, pure speculation on UFOR's part, but it is an exciting possibility worth considering. It *could* be a significant answer.

NEW RADIO TELESCOPE RATED BEST FOR PICKING UP ET SIGNALS

The world's largest radio telescope, to be built on 3,000 desert acres 50 miles west of Socorro, N.M. (site of the classic Zamora sighting of April 24, 1964), has been described by scientists as our best hope yet of receiving signals from ET life deep in space, according to the National Science Foundation (NSF). It will cost about \$76 million and will consist of 27 dish-shaped antennas in the form of a huge "Y" over an area with a diameter of 23 miles. Each arm of the "Y" will be 13 miles long and each antenna 82 feet in diameter with a weight of 200 tons, stated *The Los Angeles Times*, March 16, 1972.

President Nixon requested \$3 million for the initial phase of the project in his fiscal 1973 budget. Work on the telescope will begin sometime this year if Congress approves the appropriations. It may go into partial operation in 1976 and be fully operative by 1982.

"The instrument is essentially a large 'ear' for listening to naturally produced radio signals from objects within as well as far outside our own galaxy," stated the NSF. "The array would provide scientists with an instrument of a sensitivity and resolution 10 to 100 times greater than any existing array and would help maintain national primacy in radio astronomy."

NSF added that the instrument will make "major contributions to our understanding of the laws of gravity, physical processes in interstellar gases, and the origin and evolution of the universe."

UFO EMITS "HUGE RED HOT TIRES"

A UFO that appeared to emit "what looked like huge red hot tires" was observed on the Thursday evening before Easter, 1971, by Mr. and Mrs. Henrick Juve and others in and around Moscow, Idaho, according to the February 10, 1972, edition of the *Enterprise, Ore., Wallowa Chieftan*.

Mrs. Juve first saw the object in the east. Then it turned north. Mr. Juve at first thought it was a jet liner on fire and ready to crash.

"The next instant I knew it was not a liner, and it was not on fire," Juve wrote Miss Clara Davis, of *Enterprise*. "Its fuselage was shaped like a gravy boat and it appeared to be blazing white hot. On top we saw a very vague indication of a superstructure."

The object went from east to west at an approximate 400 m.p.h. It then turned to the northwest, stopped and hovered.

"From its undercarriage it began ejecting what looked like huge red hot tires, about a heart beat apart," Juve continued. "As a new one was ejected, the bottom one vanished. Four rings were visible all the time. Suddenly the whole thing disappeared."

Mrs. Juve called the local radio station.

"What have you been drinking?" a disk jockey asked.

The following day the Juves learned that other witnesses had seen the UFO above their car shortly after 9 p.m. while they were coming home from church.

"They stopped and jumped out... to watch it, but without a sound it zipped off and disappeared behind the trees in the park, about three blocks away," Juve added. "They got back into their car to pursue it, but it was gone. Later they saw it hovering along the southwest horizon."

Enclosed is an information sheet with a coupon for subscribing to *UFO Research Newsletter*. We ask that you pass it along to anyone who may be interested in subscribing. Thank you.