

UFO RESEARCH NEWSLETTER

A REPORT ON UNIDENTIFIED FLYING OBJECTS

VI, No. 3

November - December 1978

PILOT DISAPPEARS AFTER REPORTING UFO

A plane flying from Melbourne to King Island, Australia, disappeared after being paced by a UFO on the evening of October 21. Frederick Valentich was piloting a single-engine Cessna 182 in the vicinity of Bass Strait, 130 miles south of Melbourne, when he radioed Melbourne Flight Service Control to report a mysterious object was pacing him at an altitude of 4,500 feet.

Valentich said the intruder had "a green light and sort of metallic light on the outside." The tower responded that there were no aircraft in his vicinity below 5,000 feet.

"It has four bright lights -- appear to be landing lights," the pilot insisted. "Aircraft has just passed over me about 1,000 feet above. It isn't an aircraft. It's..."

The transmission was cut off, but, two minutes later, Valentich's voice once more broke through to the control center.

"Melbourne, it's approaching from due east toward me...", he said. "It seems to be playing some sort of game... Flying at a speed I cannot estimate... It is flying past... It is a long shape... Cannot identify more than that... Coming for me right now... It seems to be stationary... I'm orbiting and the thing is orbiting on top of me also..."

Next, Valentich said, the engine of his plane began "coughing." Then "metallic scratching replaced his voice," and "there was no sound at all."

The Australian Air Force (AF) launched a search for the missing plane, but, as of this writing, nothing has been reported found.

Meanwhile, observers on the ground reported seeing UFOs that same evening.

Colin Morgan, bank manager, and his wife saw a large, glowing object with "green flickering lights" that "seemed to be cruising almost above us" near Geelong, Victoria, 35 miles southwest of Melbourne.

About an hour after Valentich disappeared, Mr. and Mrs. Wayne Bellew observed "a bright white object moving over the ocean" and performing "impossible acrobatics" near Batemans Bay, 330 miles northeast of Melbourne.

According to reports, King Island residents had been seeing UFOs for about six weeks.

Several days after the Valentich incident, Australian aviation authorities elicited "cover-up" cries when they refused to release details of the pilot's last conversation with control tower operators pending "an official inquiry."

Guio Valentich, the pilot's father, said his son is "not the kind of person who would make up stories" and that everything has to be "very correct and positive" with him. Acknowledging that Frederick had an active interest in UFOs, Guio said he believed his son had been abducted on board an alien craft.

Frederick had been a pilot for 18 months and was working toward a commercial pilot's license. He had not flown to King Island before, "but weather conditions were good."

[Sources: *Gloucester (Mass.) Daily Times*, October 24, 1978; Van Nuys, Calif., *Valley News*, October 24 and 29, 1978; and *New York Post*, October 26, 1978].

NOTED RESEARCHER REVIVES ALIENS IN CAPTIVITY CONTROVERSY

Speculation that bodies of alien beings from crashed UFOs are being held by the U.S. government is hardly new. Since publication of the first UFO book -- Frank Scully's *Behind the Flying Saucers* -- in 1950, containing a story in which a saucer allegedly crashed near Aztec, N.M., in 1948, such reports have periodically surfaced.

The Scully account has been pretty much proven to be a hoax, and similar stories over the years have come from individuals with less than honest and impressive credentials. No serious researcher gave the reports any credence.

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Until now.

Well-known to researchers and serious ufology students, Leonard H. Stringfield's credentials are impressive. Author of two highly-regarded UFO books, he has been long associated with the top aerial phenomena organizations. In the mid-1950s, he screened and reported UFO activity for the AF's Air Defense Command. He is currently UFO advisor for the small Caribbean country of Grenada and is director of public relations and marketing services for a large chemical company in Cincinnati. Additionally, he has been active in generating real UFO interest within the august body of the United Nations. (See *UFO Research Newsletter*, Vol. VI, No. 2, p. 8).

So, it is with no little interest that we scrutinize the results of Stringfield's many months of research and interviews in a paper entitled *Retrievals of the Third Kind -- A Case Study of Alleged UFOs and Occupants in Military Custody*. The author is the first to admit there are flaws in the report and that much more research needs to be done. With few exceptions, real names of witnesses and informants are not used. Much of the information is fragmented and second of third hand. Exact dates are practically non-existent. But there is enough solid material to raise some real questions.

If even one of Stringfield's many informants was telling the truth, then the AF does, indeed, have proof that at least some UFOs are extraterrestrial (ET), and Stanton T. Friedman's coined phrase, "cosmic Watergate," takes on new meaning. It is still probably too early to properly assess, but Stringfield just may have, in *Retrievals*, the most startling and important UFO paper to date. If it proves to be true, it would provide an earthquake-like jolt to not only establishment science but to more than a few researchers who have turned away from the ET theory. Not to mention the rest of the world and most of the people in it.

One of the most incredible aspects of Stringfield's research is that there were not merely one or two alleged incidents of crashed UFOs, but a number. Stringfield said he is "aware of more than 50 sources who bear information relative to the subject of retrievals or storage of alien craft and/or the deceased alien humanoids recovered from the craft." He selected 22 of these sources for the paper. Here, in chronological order, are the accounts of most of the selected sources.

• Summer 1947. Near Roswell, N.M. A Major "J.M." saw an unidentified object explode in the air, raining fragments of metal and other material over a square mile area. The fragments "could not be bent or broken." No occupants were seen.

• 1948. Northern Mexico. A Provost Marshal (now a retired colonel) at Carswell AF Base, near Fort Worth, Texas, participated in the recovery of a metallic disc 90 feet in diameter approximately 30 miles inside the Mexican border across from Laredo. His job was to cordon off the crash site. On board the object was a single dead humanoid four feet



Alien Humanoid Hand Drawn by Leonard H. Stringfield, based on eyewitness descriptions.

(Courtesy: Leonard H. Stringfield)

six inches tall, hairless, and hands with no thumbs. (See sketch, above). An AF captain (now a colonel) observed the UFO in flight while it was being tracked on radar at 2,000 m.p.h. It executed a 90-degree turn and flew east over Texas. The captain alerted a fellow pilot, and both flew to the crash site, where they were "sworn to secrecy." A U.S. Navy intelligence officer reportedly saw the UFO being loaded onto military trucks. (Todd Zechel, research director of Ground Saucer Watch and a former National Security Agency employee, interviewed both the main witnesses.

● 1952. A radar specialist at Edwards AFB, Calif., saw a UFO descending on the radar screen. The object was confirmed crashed, and the witness was told to mention the incident to no one. The UFO was more than 50 feet in diameter, with a row of windows around its center. Its metallic surface was in a "burned-blackened condition." The radar specialist heard the craft contained dead humanoids 4.5 feet tall. He also heard the UFO was held for a short time in a hangar at the base, then was shipped to Wright-Patterson AFB, Dayton, Ohio, home of Project Blue Book.

● 1952. Wright-Patterson. A civilian security guard saw a tractor hauling a "tarpaulin-covered craft into a tight security area at the base." He also observed alien bodies, recovered from the UFO, which crashed somewhere in the southwest.

● Spring 1953. Ft. Monmouth, N.J. A radar specialist "with secret security clearance" and other colleagues were summoned to the base theater to view a special, crudely-made film with no titles or credits. A desert scene was shown, with a silver disc with a domed top and an open door at the bottom imbedded in the sand. The object was 15-20 feet wide, and the door 2.5 feet wide and 3 feet high. Next, the interior of the UFO was apparently seen, showing only a panel with "a few simple levers." Then the scene shifted to two tables with two bodies on one table and one on the other. The small humanoids looked mongoloid, with disproportionately large heads, small noses and mouths, and eyes that were shut. Their skin was "leathery and ashen in color." Each wore a tight-fitting suit. The select audience was asked to "think about the movie," but "don't relate its contents to anyone." Two weeks later, an intelligence officer told the main radar specialist to "forget the movie you saw; it was a hoax." Shortly thereafter, the specialist heard from security officers "that a UFO had crashed in New Mexico and had been recovered with its occupants" the year before.

● April 1953. AF Major Daly (real name), a metallurgist at Wright-Patterson, was flown blindfolded to a "hot and sandy" site to examine a crashed UFO. The silver, metallic craft was 25-30 feet in diameter, and contained metal *not* native to earth. Its entranceway was 4-5 feet high and 2-3 feet wide. Daly saw no bodies.

Engineer Sees Crashed UFO, Alien Body

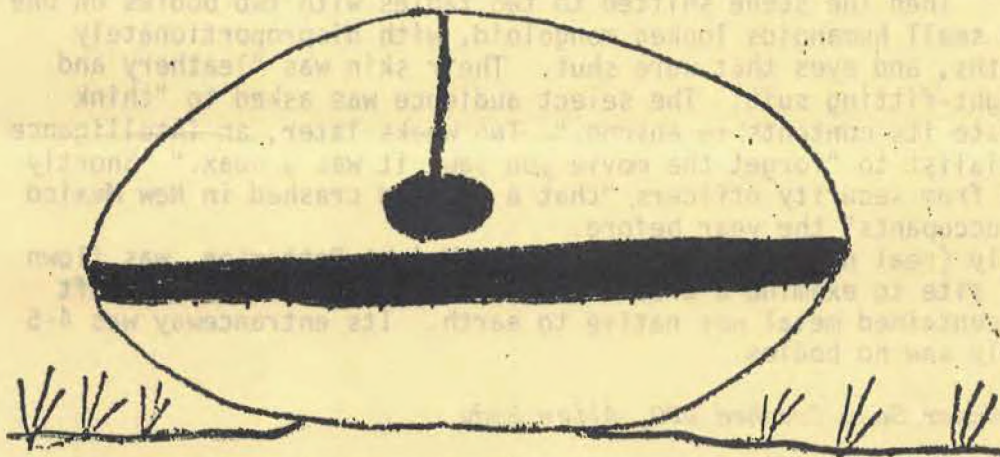
● May 21, 1953. Near Kingman, Ariz. Fritz Werner (pseudonym), a project engineer on an AF contract with the former Atomic Energy Commission at the Nevada atomic proving ground, was whisked under strict security conditions to the location of an oval UFO with "unfamiliar metal" that had impacted 20 inches into the sand. The object was about 30 feet in diameter, with an entranceway around 3.5 feet high and 1.5 feet wide. His job "was to determine, from the angle and depth of impact into the sand, how fast the vehicle's forward and vertical velocities were at the time of impact." Someone else looked inside the craft and saw "two swivel seats, an oval cabin, and a lot of instruments and displays." The engineer peered inside a nearby tent and saw the body of the UFO's only occupant. It was about 4 feet tall, dark brown complexion, and wore a silver, metallic suit and a skull cap. The engineer and the others present had to take an oath of secrecy. (On June 7, 1973, Werner, a member of the American Association for the Advancement of Science, signed an affidavit attesting to the incident in the presence of Raymond E. Fowler, research director for the Mutual UFO Network. He also said that, in 1953, the AF believed UFOs were ET, but "they did not know how to handle the situation").

● 1953. Near Dutton, Mont. Cecil Tenney (apparently real name) observed a silver, cigar-shaped object obviously in trouble that "pulsated and belched out fire and smoke for about 7 or 8 minutes." Then there was an explosion, and the road was littered with "balls of fire." A state highway patrolman also saw the UFO in distress and was given Tenney's name. That evening, Tenney received a call from a colonel at Great Falls AFB and was ordered to the base, where he was grilled for 30 minutes and signed a statement. On his way out, he saw men carrying bags with bulges shaped "like the protruding limbs of bodies."

● 1955. Wright-Patterson. During the 1940s and 1950s, "Mrs. G. worked in the Foreign Material Division with a top security clearance rating" at the base. She was assigned to cataloguing incoming UFO material, including items from the interior of a recovered object. Mrs. "G." observed two humanoids, preserved in chemicals, being moved from one room to another. They were 4-5 feet tall, with large heads and slanted eyes. The witness told her story years later while dying of cancer, reasoning that "Uncle Sam can't do anything to me once I'm in my grave."

● 1957. Southwest U.S. Lt. Col. "T" (now a major general) said a UFO was tracked to the point of its impact with the ground. The area was "roped off," and the National Guard was summoned "for maximum security." Four badly burned bodies were recovered from the object "with great difficulty because of the inability to penetrate the craft's metal structure." The aliens were about 5 feet tall, had large heads, and wore silver suits that were not damaged by the heat, but "the suits were fused to the flesh." The bodies were sent to Wright-Patterson and placed "in a deep freeze morgue" at about -120° .

● 1962. Near Holloman AFB, N.M. Military jets were scrambled as a UFO was tracked on radar. The object experienced difficulty in flight and crashed in the desert. The round craft was 68 feet in diameter and 13 feet high. Two dead occupants 42 inches high and wearing one-piece suits were found and transported to a major medical university for tests. The UFO was shipped to a military base, where it was studied in an attempt to learn its method of propulsion. (Robert D. Barry, director of the 20th Century UFO Bureau, said his sources included an intelligence agent and a scientist).



UFO Sketch, Ft. Riley, Kans., December 1964

(Courtesy: Leonard H. Stringfield)

telligence officer, saw nine alien bodies in deep freeze at the base. While viewing the corpses, he was told "that 30 bodies were held in preservation at that time at the air base." He was also informed the UFO that had contained the bodies was also at the base and that other UFOs were in custody at Langley AFB, Va., and McDill AFB, Fla. During his tour of duty (1966-1968), "J.K." heard of five UFO crashes in the tri-state area of Ohio, Indiana, and Kentucky. One incident involved the "retrieval of three alien bodies."

● 1966. Wright-Patterson. James Mitchell, a civil service electrician with a top secret clearance, obtained an 8x10, black and white, glossy photograph showing two men holding up a body about 3.5 feet tall against a desert background. The entity's oversized head was pear-shaped, and it wore a metallic-like suit. Slits indicated the eyes and a mouth. Mitchell said that, during early morning exercises in the Arizona desert, a military unit saw a group of aliens near a landed craft. There was a brief skirmish in which one alien resisted. The creature was given an injection, causing its death. The other occupants fled to their craft, which took off. The entity's body, preserved in ice, was shipped to Wright-Patterson.

● 1968. Nellis AFB, Nev. According to a TOP SECRET report revealed by Major General "T" (same as above), a large UFO hovered over Nellis for three days, during which time three smaller craft were emitted. One landed on the base grounds. A colonel and a security detachment rushed to investigate as a humanoid emerged from the craft. Then a light beam was aimed at the colonel, who was "instantly paralyzed." The others were ordered to fire, but their weapons "were mysteriously jammed." Then the UFO returned to the "mother ship," which left the area. (Stringfield reported he "obtained additional corroborative information concerning the... incident" from an intelligence source).

● December 1964. 2 a.m. Ft. Riley, Kans. PFC "A.K." was ordered to patrol an area where a large UFO rested on the ground and was told by a major general to "shoot if anyone tried to force their way to the craft." The object was 35-48 feet in diameter and 12-18 feet high. It was round and had an aluminum-like surface. Surrounding the center of the craft was "a black band made up of squares, each jutting out about 10 inches." (See sketch, left). No occupants were seen.

● 1966. Wright-Patterson. "J.K.," a military in-

● 1973. Wright-Patterson. A military pilot (now with the Air National Guard) observed five crates on a fork lift inside a hangar. Three of the crates contained bodies of humanoids from a UFO that had crashed in the Arizona desert. The occupants were approximately 4 feet tall, with large, hairless, narrow heads, brown skin, open eyes, and small mouths. They wore tight-fitting suits and "were lying unshrouded on a fabric" to prevent "freeze burn from the ice packed beneath." One of the entities was apparently a female. The pilot, who was sworn to secrecy, learned that one creature was still alive when the military team arrived at the site. Nonsuccessful attempts were made to save its life by administering oxygen. The UFO was shipped to Wright-Patterson.

● 1973. Wright-Patterson. Air Policeman Carl S. was driven blindfolded to a secret room containing ranking officers and scientists. On a table in the room he saw what he was ordered to guard: three bodies around 3 feet tall with large heads and "off-white or cream" skin. The bodies were lying on refrigerated tables.

Stringfield added that a source told him that, at Wright-Patterson during Spring 1977, "military personnel had carried into a certain area on the base several litters with little alien bodies from an undisclosed location."

UFOR is indebted to David Branch, Burbank, Calif., for sending us a copy of this report.

VIETNAM VETERAN SPOTS UFO IN NEW YORK

An occupant; a UFO that hovered over a house, causing it to shake; an object that paced a car and lifted it off a road; another that paced an automobile, which travelled at speeds up to 95 m.p.h.; a UFO that smashed a tree; an object that circled over storage tanks; another that responded to the flashing of car headlights; a UFO that avoided an aircraft in the area; another that emitted a light beam; and objects that caused physiological and electromagnetic (E-M) effects, animal reactions, left behind physical evidence, emitted sounds, and frightened witnesses were characteristics of sighting reports from at least half a dozen states and one foreign country during the period January-August.

At about 10:15 p.m., on or about April 5, Jan R. Bowles, a veteran of the war in Vietnam, and a female companion were driving on Route 31 in Cicero, N.Y. They saw a tubular-shaped UFO around 10 feet above the treeline to the left. Four white, brilliant lights from the craft illuminated the ground in four different spots.

Bowles swung his automobile to the right and parked. Almost immediately, three other cars passed by.

"When we pulled off the side of the road, the object started moving," Bowles related to Robert Barrow, Syracuse, who sent a report to UFOR. "When the first car went by, the object dipped and turned and looked towards the second and third cars. When they went by, it just started moving slowly, horizontally alongside the car at 50 or 60 yards away, at about tree-top level."

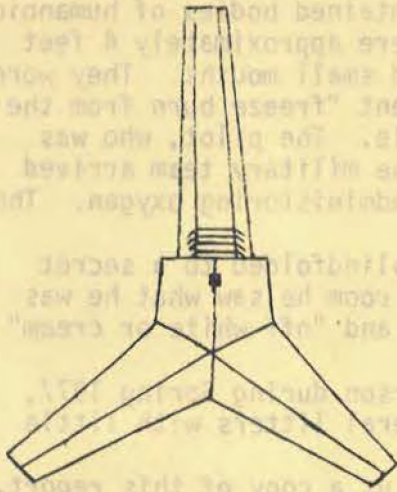
Slowly, the UFO descended a short distance, then turned toward the witnesses. The object emitted "a very quiet threshing sound" and carried reddish-blue lights on the bottom. According to Bowles, the noise "sounded like the sticks on the trees may have been clicking... It may have caused enough wind for just the bare branches to click."

"When the object departed, the four front white lights went out as it tilted slightly, and that's when the bluish-reddish color became prominent (underneath)," Barrow wrote. "From the back and where a 'diamond' shape was seen, [the UFO] contained four or five white, twinkling lights.... The witness was parked across the street from a dump truck and, when asked about the size of the object, indicated it may have been a 'dump truck and a half' size.... On speed, he indicates it might have moved 3-5 m.p.h. at the most when it moved horizontally, though when it disappeared, it just shot up into the air and was gone."

Mrs. Pat Palakovic and her children, Brian, Barry, Darian, and Deb spotted a UFO over their home in Shermans Dale, Pa., at approximately 9:25 p.m., January 19.

"I was watching TV and reading the paper when I noticed a rumbling noise," Mrs. Palakovic stated in the June 29, 1978, edition of the New Bloomfield, Pa., *Perry County Times*. "The noise got steadily louder, and soon the walls and the floor were shaking. My first thought was that a plane was having engine trouble and was going to crash into the house."

The loud noise drove Deb from her shower, and Brian rushed outside. He observed an object approximately 45 feet long and 20 feet wide. (See sketch, top, p. 6).



UFO Sketch, Shermans Dale,
Pa., January 19, 1978

(Courtesy: Perry County
Times)

Mo., stated the St. Louis, Mo., *Globe-Democrat*, July 28, 1978.

Three hours later, Mrs. Clara Winscher was driving along the outskirts of town when an object approached.

"A UFO with a brilliant light rode over the top of her vehicle," the police report on the incident stated. "She heard a crash toward the rear of her car, and the rear end lifted off the ground for a few seconds. She had no control of her vehicle and couldn't turn it or stop. Then the UFO allowed her car to go back down and [the object] left the area."

Police officers "examined the car and found two indentations on its trunk lid."

At about the same time, Mrs. Velma Clines saw two orange objects heading west at tree level.

A dozen children watched in awe as a UFO estimated to be 220 feet long descended over a field near Parma, Ohio, at 5:30 p.m., August 22. The object reportedly "smashed a tree..., let out a silvery spray and took a peculiar interest in some large aluminum fuel storage tanks in the area -- since it kept circling them."

The badly frightened children saw the UFO ascend into a cloud and reappear. As it emerged, "the cloud seemed to disappear." To the north, the sky "was a strange color of gray."

"This object was huge," stated Earl Neff, local ufologist, in *The South East Press*, September 8, 1978. "It sprayed material out of the bottom of it over these trees. The leaves were dead in a very short time afterwards. This spray was of a silvery nature."

One witness touched the spray, and "his hand swelled up and it took several washings before it returned to normal." Neff touched the dead wood left by the smashed tree, and "my fingertips got intensely red." The wood was shipped to a testing laboratory in Wooster.

"This object wasn't just seen once," Neff remarked. "It was seen three times in all: once in the morning and twice in the evening. It's the weirdest shape. Part of it is circular, and the front is almost like a bottle. There were four lights on it."

At around 10:30 p.m., January 8, Gary Dorn, his brother, Randy, and three others were driving near Fairbury, Ill., when they spotted a set of brilliant lights hovering over a cemetery. Doug Steidinger, the driver of the car, stopped and aimed the headlights at the UFO.

"I flashed my lights and, at first, it seemed that whatever it was turned upside-down and dropped real low and started moving towards us," he remarked.

Doug floored the accelerator and sped toward Fairbury. South of town, they saw the object again, hovering only about 20 feet above the ground.

"We just saw it and went up to it," Gary stated, "but it just seemed to set there until we flipped the lights. That's when it dropped and approached us. The whole road, whole area, was like daylight."

"It was hovering directly above the house," Brian related, "about 10 feet above the roof, and remained in that position for a full five minutes."

The UFO then flew out over a field.

"It hovered above the field in front of our house shining a light back and forth," Mrs. Palakovic continued. "And then it traveled over a line of trees and did the same thing in the adjoining field. And then it took off..."

E-M effects and animal reactions were noted while the strange craft was in the area.

"The [TV] picture went snowy," Mrs. Palakovic said. "And our two German shepherd dogs reacted strangely. They made growling noises deep in their throats like they do when they sense danger."

Brian's compass was apparently affected by the UFO.

"Brian keeps his compass on his desk...", his mother explained. "The needle locked in one spot, and he had to pound on it to set it free."

Climbing onto the roof of the Palakovic home, Brian discovered that most of the snow had melted.

At about 9:45 p.m., July 26, Mrs. Ruth Stieffermann, wife of the local mayor, her son, Jerry, and daughter, Mary, observed "an unusually bright light" heading west over Union,

Once again, Steidinger raced toward town at speeds up to 95 m.p.h., but the UFO paced the automobile at a distance of "no more than 50 or 60 feet." In Fairbury, Doug stopped the car, and the brilliant, orange-amber object was now at an altitude of approximately 600 feet. The witnesses chased it to a field, where the UFO descended to about 20 feet altitude.

"Then we saw this other one come from the left, about a mile away," Doug continued. "The second one was moving fast because it was there in no time."

For the third time, the driver sped toward town while the object followed, then disappeared.

At about 11 p.m., Mark Smith and his sister, Mindy, were heading east just southeast of Cooksville, about 20 miles southwest of Fairbury, when they encountered a UFO "kinda like a rectangle with one of the longer sides missing." Smith flashed his headlights, and the object glided closer to the automobile. Then he pulled onto a rural road and stopped. The UFO also stopped and hovered 50-60 feet above them, emitting a humming sound. It was "about 15 feet by 12 feet in the front and 15 feet by 15 feet in the rear with a pair of headlights embedded in the front portion."

Smith said "the object ascended to its original altitude of about 100 feet, then accelerated toward the southwest." The UFO responded each time Smith flashed his headlights.

"We came back out of the lane... and when I flashed my lights, it turned around -- it was about three or four miles away -- but we could tell it was moving towards us," the driver explained.

As Smith continued to blink his car lights, the object zig-zagged and turned several times, then disappeared to the northeast of Normal.

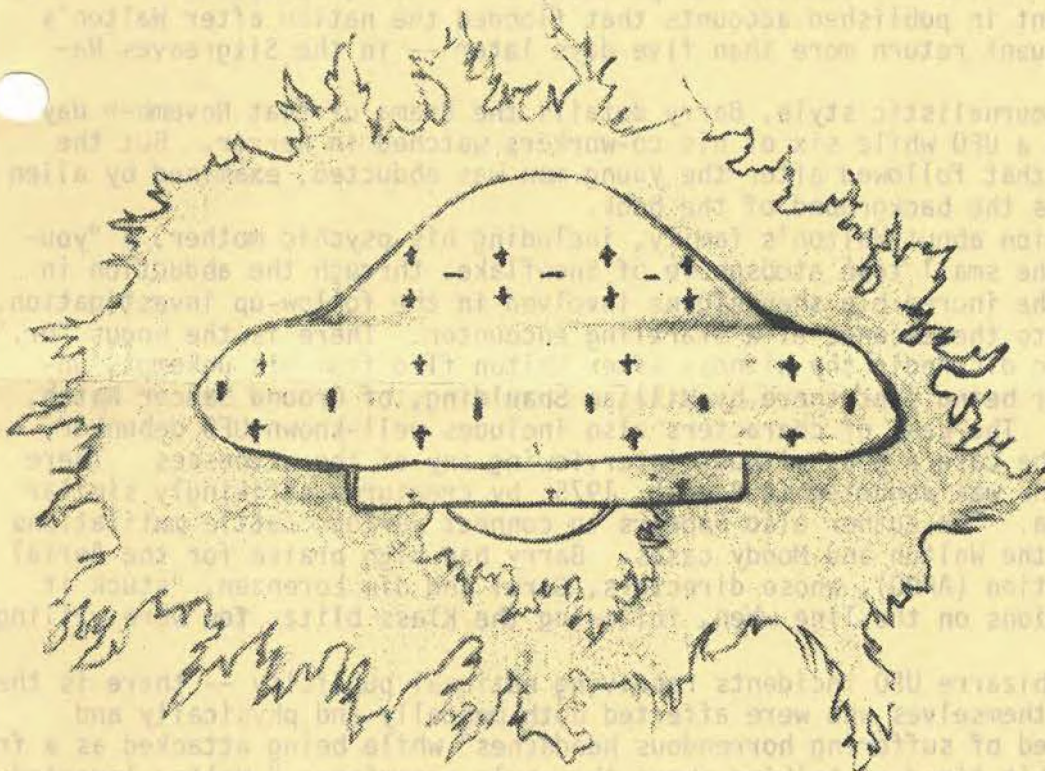
Two nights later -- at approximately 9:30 p.m., January 10 -- Gary and Randy Dorn, their mother and sister, LuAnn, and about nine others observed the same or a similar object that emitted a humming sound "similar to the drone of a bee" and appeared "to shy away from other aircraft in the area."

"It would come close to an airplane light and then zoom away," Mrs. Dorn explained.

(Source: Bloomington, Ill., *Pantagraph*, January 10 and 11, 1978).

Dale Wood was near his grandmother's home approximately seven miles northeast of Roosevelt, Utah, at about 10:30 p.m., August 11, when he heard "the sound of a finely tuned purring engine," the Salt Lake City, Utah, *Desert News*, September 4, 1978, stated. Looking up, he saw a silvery, dome-shaped object "surrounded by a very intense green light that was jagged like the flames of a fire." (See sketch, left).

The UFO hovered directly overhead. Wood, badly frightened, saw lights on the bottom, "with the middle light of greatest intensity." Then the object began circling, and Dale ran to alert his brother, David.



UFO Sketch by Dale Wood, Roosevelt, Utah, August 11, 1978

(Courtesy: Desert News)

Inside the house, "the air conditioning units and television sets quit operating." The dogs "were whining and crying."

Rushing outside, Mrs. Wood saw the object circle the area twice. Then it sped toward the northeast. Nearby, a herd of horses were heard galloping.

Officer David Murray, of the Ute Indian Tribe Police Department, responded to Mrs. Wood's call for help. He observed the UFO near U.S. 40.

Manuel Alvarez, an Aerolineas Argentinas employee, and five others were fishing near San Luis, Buenos Aires Province, Argentina, around 4:45 a.m., February 4, when they saw a saucer "poised in the air at about four metres from the ground" about 25 meters away, stated the Buenos Aires *Herald*, February 16, 1978.

As the startled fishermen watched, a door in the side of the saucer opened, and "the figure of a man clothed in a material which let off a strange light, and with a sort of space helmet on his head, came down the ladder." The occupant, about normal height, remained on the ladder a few moments. Then it waved its "gauntleted hands and went back into the space ship, which then disappeared at great speed."

The entire encounter lasted only about one minute.

WALTON II: A WORTHY COMPANION PIECE (Book Review)

Never, to this reviewer's knowledge, have two major books been published on solely the same UFO case -- the abduction of woodcutter Travis Walton by a UFO near Snowflake, Ariz., on November 5, 1975. What's more, both are revealing, rather riveting, works that belong on the book shelves of every serious *aficionado*.

The first book -- *The Walton Experience* -- by Walton himself is a personal, highly readable account of one of the most classic, controversial incidents in the annals of ufology. (See *UFO Research Newsletter*, Vol. V, No. 11, p. 8). The second -- *Ultimate Encounter; the True Story of a UFO Kidnapping*, by journalist Bill Barry -- is a highly deserving companion piece. Both were allegedly written to counter the plethora of "errors, inaccuracies, distortions and falsehoods" rampant in published accounts that flooded the nation after Walton's disappearance -- and subsequent return more than five days later -- in the Sitgreaves National Forest.

In crisp, engrossing journalistic style, Barry details the drama of that November day when Walton was "zapped" by a UFO while six of his co-workers watched in horror. But the drama of the investigation that followed after the young man was abducted, examined by alien beings, then released, forms the background of the book.

From intimate information about Walton's family, including his psychic mother, a "you-are-there" description of the small town atmosphere of Snowflake, through the abduction in the witness' own words to the incredible shenanigans involved in the follow-up investigation, the author transports us into the essence of a startling encounter. There is the bogus "Dr." Lester Steward, who tried to discredit the witness after Walton fled from his unkempt, unhealthy-looking office after being sent there by William Spaulding, of Ground Saucer Watch, for a physical examination. The cast of characters also includes well-known UFO debunker Philip Klass, who labeled the case a hoax without interviewing any of the witnesses. There is AF Sgt. Charles Moody, who was abducted in August, 1975, by creatures strikingly similar to those in the Walton drama. The author also appears to connect various cattle mutilations in the Southwest with both the Walton and Moody cases. Barry has high praise for the Aerial Phenomena Research Organization (APRO), whose directors, Coral and Jim Lorenzen, "stuck it out," placing their reputations on the line when, following the Klass blitz, few were willing to accept the incident.

Finally -- as in most bizarre UFO incidents receiving national publicity -- there is the sad story of the witnesses themselves who were affected both mentally and physically and harassed. Walton "complained of suffering horrendous headaches" while being attacked as a fraud.

"I'm really getting a bit tired of talking about the whole experience," Walton lamented just this year. "I would sort of like to forget all that and get on with my life."

[Bill Barry, *Ultimate Encounter; the True Story of a UFO Kidnapping* (Pocket Books, 1230 Avenue of the Americas, New York, N.Y. 10020, 1978), 207 pgs., \$1.75, paperback].

George D. Fawcett is doing a research project on "Human Reactions to UFOs." Anyone interested in participating may contact him at 602 Battleground Rd., Lincolnton, N.C. 28092.