

THE A.P.R.O. BULLETIN

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ALAMOGORDO, NEW MEXICO — MAY, 1959

UFO Involved In C118 Crash

CITIZENS FORM POSSE TO TRACK "OBJECT"

The following sighting of a UAO in the vicinity of Kuger, Ohio, should be compared to the incidents cited by Dr. Fontes in his currently appearing article, "Shadow of the Unknown."

The March 20 edition of the Gallipolis, Ohio Daily Tribune featured the accounts of whole families, usually driving home in their automobiles late at night, being paced and generally pestered by lighted objects estimated to be 16 to 24 feet in diameter. One of the viewers, Mr. Mayo R. Bales, was "led" on a 27-mile chase by the object on the night of 19 March. He said his car radio receiver cut out and a "buzzing, static-like sound" took over the band. He then spotted the object about 300 feet up and 75 to 100 feet in front of his car. He also noted that his car lights had dimmed. He described it as shaped like a "shined-up aluminum pan with white light coming from it, but not bright enough to hurt your eyes."

On the preceding Saturday, 13 March, high school junior Charles Athey came upon the object while walking in the Kyger "graveyard hill" area. He said the object looked like two "face-to-face saucers pressed together with a red sphere-like affair which rotated." The sphere contained openings through which a light penetrated, striking his shoulder. Frightened, he ran to a nearby house, but when he came out the object was gone.

The object was first sighted on January 17 when Mr. and Mrs. Stanley Rupe and their two children were driving in the area. The object persistently followed the Rupe's car, despite evasive tactics on their part. He finally rammed his car into the steps of a farmhouse after turning into the driveway to avoid being "trapped." At one time the object had hovered a few feet above the road about 40 feet in front of his auto.

At this printing we have no further data regarding this rash of sightings in the Kuyger area.

"VOICES" INTERFERE WITH MISSILE FLIGHT

Holloman AFB, Friday, 3 April, 1959—At "X plus 3" during a routine Mace firing, the missile suddenly went out of control. Simultaneously, the boys at Tula Peak were astounded to hear the telemetry band being jammed by a strange voice. This strange phenomenon persisted for the remainder of the mission—a period of approximately fifteen minutes duration.

Now, "skip" effects or ionosphere reflections are not uncommon in the VHF band and lower. But both frequencies concerned here are in excess of 200 mc. and are chosen because of their immunity to skip effects. . . . Question: What transmitting source within line-of-sight range interfered with the Mace mission? Was a spare transmitter on the ground flipped on by accident? No, telemetry transmitters are not equipped to handle voice modulation. Deliberate sabotage? Not likely. Why would a saboteur waste his energy talking? And where did he get the strange language? The combined linguistic background of the listeners was able to eliminate all European languages as well as Russian and Japanese.

To continue, on Monday, 6 April, two AF officers arrived at Holloman from Wright-Patterson in a "T-bird." They called a conference of military personnel concerned with the above incident, stamp-

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LATE BULLETIN

Salvador, Brazil, 24 April 1959. A "contact" involving an ultimatum was received by a resident here. Apparently corroborating the claim are four pictures of the UAO involved. Argument for authenticity of the claim is the fact that the "contacter" took undeveloped film to lab for developing. The Brazilian Army is seriously investigating this claim. APRO neither endorses nor refutes the claim, as there is much to be done in investigation and analysis of the photos involved. More next issue.

Bob Gribble of Seattle is a member of APRO and also heads up APRG (Aerial Phenomena Research Group, 11323 14th Ave. S.E., Seattle, Washington) which at one time published the now defunct APRG BULLETIN—very similar in format and editorial policy to this publication during our mimeographical days. This Seattle group is very active in the field of objective research and investigation into the UFO problem. It represents the type of influence and effort which could eventually bring respectability to a much maligned subject. The following story is a combination of several reports sent to us by Bob during the course of APRG's investigation into this highly significant incident.—The Ed.

At 6:29 p.m. Wednesday, April 1, 1959, a C-118 transport—with a crew of four aboard—took off on a local training flight from McChord AFB, Tacoma, Wash. About one hour and fifteen minutes later the pilot radioed: "We've hit something or something has hit us." (The exact location of the plane at the time of this message is unknown). The pilot then called "Mayday"—the international distress signal—and reported that he was headed back to the base. Sometime later came the final message, "This is it."

The C-118 crashed 5 miles S. E. of Sumner, Washington—between Sumner and Orting—at about 8:19 p.m.—about 30 minutes after the "contact" message. Although we (APRG) did not see the wreckage ourselves, we did talk to witnesses who had. They said the plane, a four-engined transport, was shredded almost beyond belief—smashed to bits. It was reported that two bodies were found buried in the ground. This report fits in with statements made to APRG investigators that the plane slammed into the ground, straight down, while in a horizontal position, as though it had been thrust to the ground by an unseen force. (This is a fairly accurate description of the appearance of a low altitude stall—Ed.) Three of the bodies of crew members have been found. The fourth member of the crew is still missing . . .

Incidents preceding and following this

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A COOPERATIVE SCIENTIFIC RESEARCH INTO THE UNIDENTIFIED FLYING OBJECT ENIGMA

THE A. P. R. O. BULLETIN

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UFO INVOLVED...

(Continued from page 1)

crash make the entire case highly unusual. They are listed in their order.

1. At 7:00 p.m. a series of aerial explosions shook the north Seattle area.

2. At 7:20 p.m. entire Seattle area shook by a tremendous aerial explosion. Damage was reported.

3. At 7:45 p.m. Mr. Sam Snyder of Graham, Wash. (near the crash area) said his wife and a guest witnessed a brilliant glow through the timber in the direction of the crash scene. After dying out, it was followed by a second glow, which soon disappeared. (Note that this time coincides approximately with the time of the pilot's "contact" call—Ed.)

This glow (or a similar one) was seen by the tower controller at the Seattle-Tacoma International airport just before the pilot reported his aircraft in trouble. Such phenomena often accompany UFO sightings.

4. During the early hours of darkness mysterious lighted objects were seen in the sky from Kent, about 20 miles north of the crash scene, to Carbonado, about 8 miles southeast of the crash scene as well as in the Mt. Rainier area. Sightings of these mysterious objects in the Orting area was confirmed on April 2nd in a telephone conversation with Orting's Chief of Police and the P.I.O. at McChord AFB. The latter, however, said the objects were flares being dropped by parachute during a parachute jump exercise at Ft. Lewis, which is located next to the air base. Mr. Delwood, News Chief at Ft. Lewis, denied that such an exercise was in progress on the night of the crash.

5. Witnesses in the Sumner area stated

that, as the C-118 passed over their area, none of its four engines were running. The same witnesses said also that two parachute-like glowing objects were following the transport, and, further, that part of its tail assembly was missing. A large portion of the horizontal stabilizer was found later in the hills on the north side of Mt. Rainier.

6. Mr. and Mrs. Bill Jones of Orting reported seeing three or four parachute-like objects in the air as the plane passed near their home. The Air Force had no comment regarding these objects.

7. For some unknown reason, the plane did not land at McChord AFB. Instead, it turned away from the field, still flying at a very low altitude, struck trees on Crocker Heights, damaged #4 engine, tore open the wing tank which then caught fire and turned the plane into a flying torch.

8. At 10:00 p.m. another series of explosions shook the Seattle area.

9. About 10 o'clock on the morning following the crash, an anonymous phone call was received by APRG headquarters in Seattle. We were told: "Radar at McChord AFB picked up UFO's prior to the crash." The P.I.O. at McChord would neither confirm nor deny this report.

On Saturday, April 4, a group of APRG investigators went to the Orting-Sumner area to investigate the reports of UFO's seen in the area prior to the crash. Fred Emard, Orting's Chief of Police, had advised us by phone that he would be glad to furnish us with information regarding the mysterious flying objects but he would like us to come to Orting so that he could "see who he was talking to." We obliged.

Upon our arrival we found the chief in conference with an Air Force Colonel. The whole town was alive with brass. After we had waited about 15 minutes for an interview the Chief arrived, announced he had nothing to say to the members of our group, then left. We were advised by a confidential source close to the Chief that he had (together with other officials of Orting) been "silenced."

Since the crash, the Military has been working frantically to question and silence everyone with information pertaining to the crash. The entire area was placed in a semi-state of martial law. Troops were moved from Ft. Lewis to interview residents of the area and instruct them not to discuss the crash. Tower operators at some local airports have been pressured into signing affidavits compelling them to remain silent. No sign, no job . . . free country?

One gentleman, one of the first to arrive at the crash scene, at first talked frankly and freely—then he was muzzled too.

The citizens of Sumner-Orting area are silent and scared. They know something is wrong, but they can't put a

AN EDITORIAL

This issue of the Bulletin is rather late because of a particularly difficult and time-consuming investigation which had to be carried on in the vicinity and which could not be postponed. The investigation is not complete and may not be complete for some time and therefore will not appear in the Bulletin at this time, but nevertheless must be pursued to its conclusion.

Mystery ice "fallouts" continue to be in the news, as well as ear-splitting, unexplainable sonic booms. The staff appreciates all clippings dealing with these subjects, the end result of which will be a report attempting to cast some light on the origin of same.

We have had several inquiries dealing with the status of APRO representation in the countries not listed under special representatives. We would like to assure the membership that we do have adequate representation, but that in many instances the members representing us are not in a position to declare themselves publicly (some are government employees).

LETTERS, REPORTS AND PICTURES

Various family and personal duties have kept scheduled work at headquarters at a virtual standstill, and the staff is asking the members at large to try to understand. Local investigations have also taken a lot of time and effort and it is felt these problems must take precedence over other duties. Those having pictures and reports ordered, and have letters due them, are asked to be patient just a little longer.

finger on it.

The unlawful suppression of freedom of speech which occurs in cases like this is hard to believe and easy to dismiss as exaggeration when it happens to someone else. Where in the past many APRG members were reluctant to believe such stories, they have now experienced such censorship first hand. The impact of the realization that such things can and do happen in this free country of ours is far from pleasant.

This case is far from closed.

The fourth member of the crew has not been found.

The shredded condition of the plane is still a mystery.

A much sobered APRG, despite threats, continues its investigation.

VOICES...

(Continued from page 1)

ed the telemetry tapes TOP SECRET (they were previously unclassified), tucked the said tapes under their hot little armpits and went home and that, I imagine, is the last we'll hear of that.

THE SHADOW OF THE UNKNOWN

By DR. OLAVO T. FONTES

(PART II—Concluded)

UAOs CHASE CARS

Incident 4: Date—March 3, 1958. Place—a road near Ponta Poran. Witnesses: Mr. Marcio Goncalves, who had been the driver of Mrs. Mendonca's Jeep during the first two sightings at the region (incidents 1 and 2); one of his brothers (a boy, 13 years old) together with two friends of the same age; and a girl, Marcio's girlfriend.

The sighting will be reported by Mr. Marcio Goncalves, the chief witness. His report is seen below (transcribed verbatim).

"My second 'adventure' of the UFO-kind caused on my mind an impression far more strong than I had realized at the start. The experience with those eerie 'things' was something that never could be forgotten, I know, but that wasn't important. The trouble was that I felt the strange sensation that something should be done about the problem. The UFOs I had sighted were **controlled machines**, certainly with a crew inside. I was convinced they were doing an exploration of some sort in the region surrounding Ponta Poran. **We should discover what that something they were doing might be.** . . . The only way was to make other night trips to the spots where they had been sighted before. I gathered a group of friends for such a purpose and—night after night—we made many exploratory trips through the roads around the town. Our efforts failed, however. We only saw lights, distant lights, moving low over the horizon; none of them came close enough to permit a good observation. They might be UFOs—but they also might be cars' headlights seen from distances beyond our ability to recognize their true origin. The last hypothesis should be adopted in each case, we decided, unless proven otherwise. Therefore, after a ten days' investigation with no result, we closed our search.

"A few days later, on the night of March 3, 1958, I decided to invite my girlfriend for a ride in the moonlight. But to get her parents' permission, I needed other companions and also a reason for the ride. After an evaluation of the situation, I called my small brother and told him to gather some friends for another 'flying saucer hunt.' I also invited the girl. We left the town in the Jeep some time around 9:00 p. m.

"The UFOs were not, of course, my real interest that night. I had decided to drive up to a lonely and romantic place between two small thickets along the road. I stopped the car at the wanted spot, beside the road, in a large field

between the two small forests. I requested the boys to leave the car and start the 'hunt.' I told them to search across the plains around that region, flashing signals with their flashlights. I was going to remain in the car with the girl, but—if anything happened—we should be alerted at once. What I was actually doing was making believe they **might** find the UFOs. It was a little trick but I didn't feel guilty about it, because the boys were enjoying the situation and excited about the adventure.

"The time was 10:30 p. m. I was talking with my sweetheart, when suddenly she looked as if she was going to get sick. She didn't talk, but I saw through her frightened eyes that something was wrong—very wrong. I quickly turned my head to the point she was looking at and then I saw it, too. Something very bright was hovering in mid-air over the thicket ahead of us. The 'thing' seemed to be studying the situation before making any decision concerning us. The boys had sighted it, too, and started to run towards the Jeep. They were shouting: 'the saucer, the saucer. . . .' Their behavior apparently didn't please the UFO. It must have seen their shadows moving in the moonlight and . . . with unexpected readiness . . . it shot straight toward them at high speed. It rapidly went after them, coming down from a westerly direction. It appeared to be **'wobbling in mid-air'** as it dived to the ground, flying slightly above their heads. Fortunately, the boys were not too far away and reached the vehicle in time—just before the arrival of that 'thing.' Then everything lighted up, as if the sun had suddenly come out. But the light was as red as blood. My hair rose straight up the back of my head. Where was the UFO?

"We were directly **under** the 'thing.' It was something made of polished metal, of a silvery colour. It was **larger than a car** and shaped like a round ball. It appeared to be so near that we could have hit it with a pole.

"The boys had jumped into the Jeep. They were scared. The girl was mumbling and trying to scream, but no sound came from her throat. The situation was very bad. At any moment that thing might land on the car and we would be smashed, and killed. I decided to run away at once. That thing was trying to scare us, **it was not friendly**—it might even try something worse. . . .

"I started the car and drove hurriedly to the town. The UFO followed us, staying just behind the Jeep—**flying at about 9 feet from the ground.** It was very low, indeed; the vehicle as well as the surroundings was illuminated by the bright glow emitted by the object. There was no noise, or heat coming from it. I began to drive more rapidly, risking our lives because the road was in very bad condition, but there was no

other alternative. . . .

"The chase lasted for **fifteen minutes**, until we reached the other thicket (the one on the way to the town). The road passed through the woods, and I hoped the object couldn't fly under the small trees. I was right. We saw it pass behind the trees and disappear. We then relaxed, thinking it was gone. . . . When we left the protection of the woods, we spotted it hovering over the thicket—higher in the sky. It was clear that it was waiting for us to appear. The road at that place curved toward a hill a few hundred yards away. Then the thing saw our car; it dived at high speed, but not toward the Jeep. It left the road and cut its way to the hill; it shot straight toward the top of the hill. After that maneuver, it was ahead of us.

"The UFO descended over the hill, stopping on the ground just in the middle of the road. The situation was bad, the object had maneuvered to cut off our way to the town. In fact, our path was blocked for it was now on the road ahead (on top of the hill), hovering about a few feet above the ground. The Jeep was starting to climb up the hill—the UFO was there, just waiting. . . . I had only one alternative left: to drive the car on a collision course against the object; I couldn't stop; to come back, on the other side, was to do exactly what **'they'** wanted. No, there was no other choice. The Jeep picked up speed and we prepared for the crash.

"Then an odd thing happened. As the car was climbing up the hill, its headlights gradually were raised **until their beams of light hit the UFO directly.** To our amazement, THE OBJECT RE-ACTED STRANGELY as if its propulsion system had been disturbed by the light rays. When the beam of light from the car reached out and found it, the UFO **WOBBLED VIOLENTLY IN MID-AIR AND SHOT STRAIGHT UP.** I don't know why, but it was **RUNNING AWAY FROM THE LIGHT.** A very strange and unexpected thing. But it was good for us because I saw our chance and crossed the dangerous point rapidly. We passed just **under** the object, but there was no interference. . . . Some minutes later the UFO began to follow us again, but cautious, never coming close (as it did before). **After ten minutes**, it changed course for the last time. It climbed up vertically, **switched off its lights** at a height of about 300 feet, and vanished into the darkness. It was gone. . . ."

Comment: Incidents 3 and 4 are linked together, for the UFO's behavior and attitudes were obviously the same in both of them (with minor differences in detail). These cases are the most important and valuable of the whole series. They show the entities inside those UFOs were **against any contact with us.** They

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THE SHADOW . . .

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refused to contact. They disliked the attempt to contact them, and their behavior was angry, almost hostile. Why?

In incident 3, four persons left the town with the purpose of contacting the aliens. This incident is **UNIQUE** in the whole history of the UFOs: for the first time, a group of responsible and reliable people had left their town to meet the UFOs—**AND FOUND THEM**, but they got more than they wanted. They had stopped their car at the same place where one UFO had been spotted the night before. They started to blink the headlights of their automobile—an obvious signal to the UFOs. "They" evidently realized what was the purpose of those "natives." They came toward them. But their behavior was not that of a very intelligent and civilized people. In fact, their attitude was unfriendly. Their angry attitude and almost hostile maneuvers against people who attempted to be friendly to them, are evidence that their psychology is very much like ours. In other words, it seems evident that we cannot expect them to behave much different than we—men of Earth—would, given the opportunities. Besides, they seem to have little or no sense of humor (at least the ones involved in incident 3).

Incident 4 was of the same kind. A car was stopped beside the road, boys were running across the fields flashing light signals. Another attempt to make a **contact** with the UFO-people, it was obvious. Their reaction was the same: they refused to contact. Also they must have concluded that the first **dose** had not been enough: something worse was necessary. Therefore, their **interference** was still more direct and frightening this time. It appears they had planned something more to be performed after the UFO blocked the road, coming down on it. But something—the car's headlights—interfered at the last moment. It seems that UFOs do not like to be the target for beams of light of any sort. It seems that the balance of the electromagnetic propulsion system of the UFO involved in the case was badly disturbed by that light beam focused on the alien craft, at close distance. It caused the UFO to wobble violently when hit by the light rays. A **PHYSICAL EFFECT**, in my opinion, and a very interesting one.

Incident 5: I had planned to include here an incident that took place on another road near Ponta Poran, on March 5, 1958. It was similar to the others, another car being chased by two UFOs until it reached the town. But this sighting had to be excluded from this series because the witnesses involved (a couple, i.e., husband and wife) refused to be interviewed about their unpleasant experience. They do not want to talk about

it, and all attempts to convince them to cooperate failed completely. I can only say that the case existed, but it was discarded from this review. It was replaced by another report of the same kind, in spite of the fact that it happened in another state—more than two thousand kilometers away from Ponta Poran.

It happened on February 24, 1958, in the state of Bahia, on a road between the towns of Nazare and Salvador (the state's capital). Witnesses: Dr. Carlos Jose da Costa Pereira, a lawyer, also a technician of the SENAI's National Department; Mr. Manoel Mendes, his driver; and Mr. Antonio de Araujo, a friend.

Sighting Report: It happened when the observers were traveling between the villages of Santo Antonio de Jesus and Conceicao Almeida. They were on a night trip. At 3:05 a. m., the motor of their car began acting up—coughing and missing. **Then it abruptly stopped dead.** All attempts to detect the trouble failed. The next inhabited place was far away. The travelers decided that the best thing to do was to sleep at that spot, beside the road. Next morning they would try something about the situation, getting help from some nearby village or farm. It was then that they sighted a large luminous object hovering overhead. According to Dr. Pereira's report, "it glowed with a strange light, which seemed fluid—between silver and blue. It was only a light when first sighted, but that light approached and we were able to notice that a body existed inside the glow. This object was shaped like two hemispheres placed on top of each other, but between them there was a luminous disk (or ring) spinning at high speed. It was the source of the brilliant glow encircling the whole object."

The UFO came silently toward the car and stopped in mid-air about 240 feet (80 meters) from the observers, at an altitude of about 90 feet (30 meters). Then, "it came down slowly, in a vertical descent, until it was only 9 or 12 feet above the ground. At that moment we could see clearly its outlines: the bottom part was smaller than the upper dome and slightly flattened underneath." It remained motionless at that height, "its luminosity spreading toward the ground like a curtain of light—suspended between the UFO and the ground below."

The driver, scared by the eerie scene, jumped into the car. The two friends, on the other side, were not frightened. They felt a strange sensation, a mixture of fear and enthusiasm, a feeling difficult to explain. The UFO was still motionless and appeared to be about 60 to 75 feet in diameter. After a careful analysis of the situation, the two friends began to walk towards the "unknown." However, when they came close to the

illuminated area (about twice the size of the UFO itself), the object suddenly took off vertically (in a straight line). It stopped again about 600 feet (200 meters) above the ground—its brilliant glow illuminating a large area. Then it described a tight circle in the sky, making its luminous focus on the ground to rotate around itself. After this maneuver, the UFO stopped again in mid-air—tilted on an angle of 45 degrees in relation to the horizontal plane. That position permitted a better angle for the observation of the rotating ring around its center. Dr. Pereira got the impression that this rotating ring was notched like a cog-wheel, but the indentations appeared to be oblique in relation to the edge of the ring.

The UFO started to move again a few minutes later. It began to perform a series of high speed maneuvers across the sky, sometimes moving vertically, sometimes flying in tight circles around the car—sometimes moving in a straight line in several directions. When doing these "straight-line evolutions" it moved "more rapidly than the lightning"—changing into a small dot of light lost in the sky in just a split-second, to come back later in the same manner. At one time, the UFO lost altitude in a vertical plane, dropping to the ground with a motion compared (by the observers) to "the drop of a falling leaf"; it came down until it was again about 12 feet from the ground, and stopped in mid-air.

At this moment, for the second time, the observers attempted to approach the object walking towards it—but **again the UFO ran away**, avoiding any contact with them. It took off vertically, in a straight line and at tremendous speed—and was gone. . . The time was 4:35 a.m.

At 6:30 a.m., the UFO appeared for the last time. It was not very high in the sky and showed a silvery colour, but with no gleam or reflections. It was motionless, and tilted to one side. Then, it suddenly shot straight up at tremendous speed and vanished in a split-second.

Afterwards, the travelers tried to start the motor of the car and—to their surprise—the motor functioned properly. It didn't stall anymore, and the car was able to travel all the way to Salvador City with no further trouble.

Comment: Incident 5 was one of the so-called "stalled-motor reports." In this case, however, the car's engine stopped **first**—and the UFO came (or was sighted) later. In the usual case of this kind the UFO is spotted first, or at the same time as the trouble in the motor. Because of the different sequence observed—i.e., the motor stopped before the UFO was seen—the witnesses didn't realize the connection between those two apparently unrelated phenomena. As a matter

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THE SHADOW . . .

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of fact, they didn't suspect the UFO as being the cause of their troubles, of the "stalled-motor effect," in spite of the fact that the motor functioned properly when the UFO was no more in sight.

But the really important question about this kind of incident is: **Why does this kind of thing not always happen when a UAO is near an automobile?** In the series reported here, for example, the same type of UFO was involved in all cases but the "stalled-motor effect" was seen only in the last incident. Why? The answer is obvious. The evidence shows this "electric effect" may appear suddenly with no relation with the position, distance or maneuvers of the UFOs. IT MUST BE THE RESULT OF DIRECT INTERFERENCE, OF A WEAPON OF SOME SORT BEING USED AGAINST THE CAR (as in incident 5). Such an effect is obviously produced at will, only if wanted. . . . In other words, it is evident that this "electric effect" is not merely a **side-effect** of the powerful, modulated magnetic field that exists around the UFOs. In none of the other cases reported here was there such an effect—yet the UFOs were closer to the cars (in all of them) than in the last report; the magnetic field was obviously present in every case, and the UFOs involved were of the same type. So, the field of force around the UFOs cannot be the real cause of this "stalled-motor effect." It must be the result of an interference by a device of some sort.

The five incidents described here are linked with each other by common characteristics, that are significant because they set a pattern for the whole group. In all of them the UFOs chase cars; the same type of UFO is involved in all cases; and four of the sightings took place at the same region and same road—in spite of the long time interval between them. None of the reports were printed by the press at the time they happened—but several months after the last incident. Another important thing was that all witnesses were interviewed personally and separately. Even the children. Their reports checked with each other. Besides, different groups of observers were involved in two cases (incidents 1 and 2), each one checking the truth of the facts reported by the other group.

An evaluation of the UFO's behavior and attitudes in each incident suggests that the psychology of the entities inside them appears to be very much like ours. Their behavior indicates the presence of emotional reactions similar to the ones we might expect from human beings put in identical situations. This is a very important point; it certainly demonstrates they are not **supermen**—but just

like Earthmen. Surely, they have developed more perfect machines and instruments, in order to be able to travel the vast distances between planets. They are many years ahead of us in technology, it is evident. But this does not mean they are more intelligent or more wise than people of Earth. Their behavior in the incidents listed here, suggesting a psychology and emotional pattern very similar to ours, seems to indicate that the conclusion is correct. In such a case, it is evident that we cannot expect them to behave—now or in the future—much differently than we, ourselves, would, given the opportunity.

It was suggested that the "stalled-motor effect" observed in incident 5 may be the result of a weapon of some sort—being tested against automobiles. This surely brings into view the idea that UFOs may be **hostile**. As unpleasant as it may be such a possibility cannot be discarded, yet. I would like to emphasize, at this point, that—if UFOs are hostile—the problem would then involve **matters of Intelligence** which affect the National Security of every country in this world. Then, there would be a logical reason for the censorship. . . .

It is not easy to make sense out of the UFO riddle. There are too many loose ends. But, on the other side, there are things that may be the clues we need to solve the whole mystery. Most of them seem to fit into a definite pattern. They may give us the answer, if we can put them together. The strange events reported by the witnesses of the five incidents listed here may be too fantastic to be believed—but they fit into that pattern, too. They show that the operating methods of the UFOs have changed. The change has not been realized yet by many UFO researchers, perhaps because it came in a very gradual manner, but it is **real**. The UFO's tactics are very different now. They are landing everywhere, they are chasing cars, and they are even interfering with people—chasing them, teasing them and even trying to scare them. Besides, at least in certain countries, they are concentrating their attention on certain areas for very long intervals (weeks, or even months). The reports from the region of Ponta Poran, Mato Grosso, may be taken as the first example of such a type of **"local UFO activity."** It is evident that their activity in that region has a meaning, but this "something" they were doing there has no apparent connection with the inhabitants of the area. In fact, they showed no interest in contacting the "natives"—and even refused such a **"contact"** in two opportunities (incidents 3 and 4). Besides, their attitude towards the people who attempted the "contacts" was not friendly; they apparently considered those attempts to call their attention as **interference**—and their reaction

was aggressive, almost hostile. As if they did not want to be disturbed by the inhabitants of the area when doing their work. Why? What kind of secret activity might they be engaged in? What might be the reason for their interest in one of the most remote and deserted sections of my country?

I don't know the answer for these questions. But the evidence suggests that a local activity of this type might point to the place the UFOs were coming from, i.e., might reveal the proximity of a secret UFO base on our planet—maybe the first of the kind. The thing may sound fantastic, I know, but it makes sense. According to the evidence at hand, their first move was to observe our civilization from a distance, in order to determine (among other things) if landings might be made without danger. If so, their next move might be the selection of a remote region of the planet, on which to locate their base. It seems logical. From that base, away from the prying eyes of the "natives," their flying machines would then make exploratory trips over the populated areas. Of course, the "natives" living in the region where the base was located would notice the unusual activity of alien craft—but they would be the only ones to notice the fact. Measures might be necessary to avoid their curiosity. The logical measures to be taken would be the following: (1) to avoid any daylight aerial activity in the area around the base—making all trips across the region **at night**, never in daylight; (2) to make no exploration of nearby inhabited places (villages, towns, etc.), but only of more distant targets; (3) to avoid any meeting with "natives" in the area close to the base, with the only exception of special cases—when there was some important reason involved; and, (4) to **scare** the "natives" if they showed too much curiosity about the UFOs; such a curiosity might become dangerous, for obvious reasons, and should be stopped at once.

The UFO's behavior in the sightings around Ponta Poran fits into such a pattern. Even their attitude in the first incident might be explained—if we remember it was the **first** sighting. The UFO's "crews" involved, if it was the first time they had sighted "natives," had to show an almost morbid curiosity towards them—for it would be their first contact with something unknown and alien to them. . . . The fact that no UFO was sighted across the whole state of Mato Grosso at the time, in spite of the unusual activity around Ponta Poran, also fits into that pattern. They were seen over other states, but not there—not even around the nearby towns, Bela Vista (about 100 Km. to the northwest) and Dourados (about the same distance

(See *the Shadow*, page 9)

PAA PILOTS OBSERVE UFO

At 3 a.m. on 4 February 1959, Capt. H. Dunker, enroute from New Orleans, La., to Panama in a DC6B, sighted an unexplainable aerial object performing unexplainable maneuvers in the sky in front of the plane. The object was seen also by the co-pilot and engineer.

At a point just south of Swan Island at 17,500 feet, a reddish light sped across their path from their right to their left (west to east). At about 45 lateral degrees to their left, it stopped abruptly with a rapid fade in color intensity. A few seconds later it sped back across their course to a position about 10 degrees to their right, and again stopped abruptly. In only a few more seconds the object sped back to the 45 degree left position, again stopping suddenly and again, as each time before, with a quick fade of color intensity. When the object started to move again, it moved right straight up at the same tremendous speed until out of sight. Total sighting about 45 seconds. The observers were impressed by the object's maneuvers, can apply no other term for the object other than "UFO."

Pilot John Novak, who was sitting in the ready room listening to the above account, volunteered the information that he had heard of a sighting in Costa Rica on the same date. The tower operator at San Jose "El Coco" Airport had told him that he had seen an oval object flashing west to east across the airport just at sunset on the 4th of February. (Thanks to member Capt. William B. Nash, Pan-American Airlines.)

THE SHADOW...

(Continued from page 8)

to the east).

The clues discussed above support the possibility of a UFO base somewhere near Ponta Poran. But they do not represent **real evidence** that such a base exists. Also they are not sufficient, in my opinion, to attract the interest of the authorities—to convince them that the matter should be investigated. It is evident that only a military investigation, a methodical search of the whole region, might give the answer to the Ponta Poran riddle. As such a task is too big for civilians—and as the evidence at hand is not enough to request a military investigation—nothing can be done about the problem at the present time.

The only thing we can do—in the near future—is to wait for new developments in the area around the town of Ponta Poran, keeping the region under close watch at all times.

CORRECTION AND AMPLIFICATION

The name "Gillian," page 1, March issue, was a mistake. The major portion of clippings and press releases and feature stories dealing with that case, gave the pilot's name as Peter Gillian—the correct spelling is Killian.

On the same subject, we would like to point out that the Killian case was first explained away as the reflection of the constellation Orion on the clouds—by overenthusiastic AF officials. At a later date, about the 21st of March, an AP release out of Washington stated that the lights reported by Killian and his crew as well as the crews of two other airliners were nothing but the lights from B-47 bombers which were being refueled by a KC-97 aerial tanker, an operation which presumably required the space of one hour. Being confirmed skeptics where any official explanations are concerned, we only wonder at the coincidence that these aircraft took a parallel course, at the same approximate altitude as the craft piloted by Capt. Killian, and also moved in toward the airliner at intervals (a very dangerous maneuver to say the least). It is highly unlikely that neither Killian nor the other pilots were sufficiently familiar with military navigational lights to recognize them as such.

UAO SEEN NEAR HERMOSILLO, MEXICO

On the 22nd of March at 11:45 p.m., Engineer Francisco Cantu-Castro, Marcelino Sors and Francisco Gutierrez Caranza saw an intensely blue object hovering close to the ground near the White Mine Ranch, about 5 kilometers from the Hermosillo Airport.

The three men had gone to the mine to take some measurements, and as they approached the road which led to the mine they saw the object before them. Somewhat skeptical of approaching the strange object, they stopped and carefully wrote down their observations. Sors stated his intention to make a complete report to authorities. No further description or details available to this office at this date.

MONTREAL HOSTS UAO

Canadian Air Force authorities announced on 13 April that an unidentified aerial object which hovered over St. Hubert Air Base near Montreal on the 12th, was still unidentified.

The object, which did not register on radar screens, appeared as a red light to observers on the ground when it was spotted at 8 p.m. The control tower operator said it seemed to hang in the sky at between 3,000 and 7,000 feet for a few minutes, then it headed north at a

MATH PROF INVESTIGATES LIGHTS IN VIRGINIA

After reading the AP account of sightings of strange lights near Coeburn, Virginia, Mr. Lorenzen placed a telephone call to Professor Ted Gibson, an astronomy enthusiast and professor of mathematics at Lynch Valley College. The Prof. stated that the account, as carried in the Baltimore Sun for 2 May 1959 was correct, and we condense the information as follows:

Members of the college's Astronomy Club has been among the most frequent viewers of the strange orange objects, and 26 separate sightings have been logged in a special journal since the first sighting was made on 5 March. Louis Estes, a funeral director, has seen glowing red-orange disks which land and take off as close as 1,000 feet away from his point of observation. On the side of Wise Mountain, whose steep slopes are in clear view from the town of Coeburn, mysterious strips of metallic foil appeared overnight in a field a farmer was plowing to plant potatoes. This incident is still under investigation by APRO.

Bob Gribble has informed us that his name has been included in a list of "contactees" and "representatives" of the OTC Enterprises. Members are probably aware that OTC was to have launched his "flying saucer," claimed to be a revolutionary new flying machine, on 21 April in Oklahoma. Rumor says that OTC became ill and the demonstration did not take place. At any rate, it is apparent that these brochures are listing anyone and everyone—apparently to gain prestige by inference. Bob Gribble has nothing to do with OTC Enterprises, and wishes this expressly stated. APRO was also listed on a series of sheets headed, "List of Space Clubs and Special Space Interest Groups for Lectures and Interchange of Information." APRO is neither a space club or special space interest group, and no one in APRO was approached for permission to list this organization.

IN ETHIOPIA

A green sphere which moved several times with a swaying motion (!) over Yergalem, Sidamo Province, caused quite a bit of comment and commotion during the month of April. Sighting made during the early part of the month.

the speed of sound. The object was seen by St. Hubert personnel as well as many observers in the general Montreal area. The descriptions varied: "long red cigar," "black ball with a red light on it," and "a large sphere hanging in the sky to the southeast." The U. S. Air Force has offered none of their polyglot

FROM SCANDINAVIA

Our Swedish representative, K. Gosta Rehn, forwarded the following two incidents which appear to be quite similar to the Ponta Poran sightings of the March and current issue of the Bulletin:

14 April 1959, Ove Christensen, 32, while riding his motor-bicycle on the Svendborg-Nyborg highway near Fyn, Denmark, became aware of a brilliant semi-sphere, which glistened like metal and rotated a few feet above the ground. When first sighted, Christensen watched the object for about 5 minutes. It rose into the air and disappeared. Soon, however, the object reappeared and followed him, circling about 7 meters above his head as he proceeded toward his home. Christensen described it as a diffuse, oval sphere, and it followed him for a total of 5 km. His brother also saw the object, but from a distance.

On the 19th of January, Shoemaker Gunnar Jonsson and plumber Sigurd Hamberg saw a brilliant object in Sunne, Stigsjo near the city Narnosand, Sweden. It went slowly from southwest to northeast over Lake Langsjon and came about 300 m from the place these men stood talking. It was round, about 6-8 meters in diameter, and around it was a brilliant ring, about 2 m transverse section; it gave off a red-yellow light. The men ran to get other witnesses, and during a 3 minute observation about 8 individuals watched the object. The Defense Department claimed it was a searchlight from a car playing on the clouds (naturally).

IN VENEZUELA

Two sightings have been forwarded by member Joseph Rolas of Venezuela: November 12, 1958. A large luminous object was seen by numerous individuals early in the morning in the vicinity of the Caracas-La Guaira superhighway. A taxi driver, Raimundo Quinones, and several workers reported that it flew along the highway at a low altitude, then tilted and ascended at high speed, just missing one of the hills in the area. Described as brilliantly blue, disc-shaped and "swollen" on the upper and lower sections, it gave off a sound like the "turbines of the newest planes."

March 17, 1959. Mr. Jesus Cuadras, manager of the Bank of Venezuela deposits section, and five other witnesses, observed two luminous, round objects maneuvering in the sky above the Avila mountain and Catia region. They saw one object first (it was cylinder-shaped and motionless when first spotted), and watched as it went over southeast Caracas. Minutes later another object with the same shape appeared and followed the same trajectory. Mr. Cuadras observed the objects through binoculars, stated that they were not explainable in conventional terms, and that they appeared to be under intelligent control.



IN ARGENTINA

Mr. Bernardo Passion, our Argentina representative (pictured above), sends the following interesting incidents involving UAO from his country:

January 9, 1959, Cachi (Salta): At 8:57 p.m., for the third time, a strange aerial body crossed the sky at high speed from southwest to northeast. It was observed by most of the residents of the locality.

On the 14th of December, 1959, a strange aerial object came out of the clouds, flew below them for a short period and then shot up disappearing into the sky. It was a bright silver color and made a slight sibilant sound while passing overhead.

28 February 1959, Cordoba. For about 25 minutes, a round, silvery object was observed by a large number of persons. The time was 8:40 p.m., and the object was in the vicinity of the moon. From one side of the object, at more or less regular intervals, there issued a sort of explosion of great luminosity or brightness. After about 25 minutes, the object disappeared.

28 February, 1959, San Salvador de Juyuy. At 11:40 p.m. Alfredo Ficocecco and Victoriano Flores, electricians who were replacing a burned out street lamp, were surprised by a brilliant light which illuminated them for several seconds. They said an object was traveling at high speed at a rather low altitude, with three strong lights on the front or leading edge. The full description of the object is as follows: The front looked like a helicopter (?), and the body tapered back to a fish-like tail. The lights which illuminated the men were of an intense bluish color. No protrusions or details were discerned except for small red and green lights which ran along the sides back toward the "tail" of the object, which was immense in size. For a few brief seconds, the object stopped, whereupon it let out sev-

ADMIRAL DUFEEK SAYS SAUCERS POSSIBLE

From Wellington, New Zealand, via a Reuters dispatch dated 11 March, a statement by Rear Admiral George Dufek to the effect that the existence of flying saucers cannot be discounted, was aired 'round the world. Dufek, retiring as commander of the U. S. research and exploration program in the Antarctic, is returning to the U. S. We quote: "I think it is very stupid for human beings to think no one else in the universe is as intelligent as we are. . ." He said it was not beyond possibility that meteors that exploded in the earth's atmosphere were "saucers driven from Venus or other planets by intelligent creatures."

Although we think it is very brave of the Admiral to make such a statement (unless, of course, his courage comes as a result of his retirement from service) we are prompted to challenge the validity of his Venus hypothesis. If the findings of Immanuel Velikovsky ("Worlds in Collision," "Earth in Upheaval," and "Ages in Chaos," Vol. I) are correct (and the burden of proof is on his adversaries), Venus was a comet as late as 1500 B. C. and is an extremely young planet, probably just arriving at the stage at which life begins to evolve. Velikovsky's best argument against the possibility of life on Venus is the fact that Venus' dark side radiates as much heat as its bright side, thus indicating that it is an extremely hot planet. This would also seem to discredit the claims of the contacters who claim that they have conversed with Venusians, visited Venus, etc.

eral red balls from its rear section. After traveling for several hundreds of meters, the balls exploded silently into a display something like a flare. Then the large object disappeared in the direction of the Chani Range in the northwest.

The three following reports appear to coincide with Ficocecco's report, although there are minor differences:

At 11:30 p.m., Carlos Edison Soruco, living in Villa Lujan, observed a cone-shaped object passing over at high speed from east to west. Its leading section was bright white, and the rest of the body red and green. It lit up the ground underneath as it passed over.

Another report of a cone-shaped object came from schoolteacher Senora Mercedes de Fascio, at about the same hour. Still another report came from Senora Candelaria Yanex de Montero, who described the object as heading west, cone-shaped, and generally matching the description of Mrs. Fascio. She stated that it lit up the roofs of the houses while passing above the city.