

THE U.F.O. Investigator

FACTS ABOUT UNIDENTIFIED FLYING OBJECTS

- Published by the National Investigations Committee on Aerial Phenomena -

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THE UFO EVIDENCE

A PREVIEW FOR CONGRESS, OUTLINING NICAP'S FORTHCOMING REPORT ON ITS FIVE-YEAR INVESTIGATION OF UNIDENTIFIED FLYING OBJECTS

Pending completion of the Five-Year Report, this special issue is being sent to all Members of Congress, with letters citing these points:

"Because of increasing dangers in the UFO situation, we ask your serious consideration of these facts:

"The National Investigations Committee on Aerial Phenomena possesses and will submit to Congress documented, expert evidence of UFO reality - some of it duplicated by AF Intelligence reports - which most of NICAP's military and technical advisers believe indisputable:

"1. Cases of injuries to airline passengers, caused by pilots' hasty maneuvers when collisions with UFOs seemed imminent.

"2. Air Force cases in which pilots disappeared or were killed while trying to intercept UFOs.

"3. A report to Intelligence by an AF transport pilot indicating his plane was 'fired at' by a UFO, and other pilots' reports of dangerously close approaches.

"4. Hundreds of other verified, unsolved UFO reports by AF, Navy, Marine Corps and airline pilots, control-tower operators, rocket experts, astronomers, scientists and other trained observers and competent citizens.

"5. Evidence that the Strategic Air Command has launched bombers because of flying objects 'in seeming formation which never have been identified' - UFOs first evaluated as a possible Soviet attack.

"A significant number of Senators and Congressmen agree that Unidentified Flying Objects are an unsolved problem, important enough for Congressional hearings. (See opinions below.)

"A 128-page fully documented report will be sent you as soon as it is printed. Meantime, we respectfully submit this special edition of The UFO INVESTIGATOR, with examples of the available evidence."

(Continued on page 2, col. 2)

CONGRESSIONAL STATEMENTS

Sen. Thomas J. Dodd: "Unidentified flying objects never have been accurately explained... Hearings would be helpful to clarify for the public the real facts concerning flying saucers."

Sen. Kenneth B. Keating: "I do feel that more information should be available to the public... and would favor, of course, some Senatorial hearings on UFO problems."

Sen. William Proxmire: "The very fact that so many inexplicable incidents have occurred is reason enough for a thorough investigation."

Sen. Benjamin A. Smith: "This problem is one of considerable importance to the American public and has never been fully solved or explained."

Speaker (then Majority Leader) John W. McCormack:

A. To the Director of NICAP: "... my Select Committee held executive sessions on the matter of Unidentified Flying Objects. We could not get much information at that time, although it was pretty well established by some in our minds that there were some objects flying around in space that were unexplainable."

B. Statement authorized by Congressman McCormack in interview by Bulkeley Griffin, Washington correspondent: "I feel that the AF has not been giving out all it has on the UFOs. These UFOs (the ones not satisfactorily explained) must be in a very high state of development... Whether they come from some other planet we don't know. Many expert witnesses have seen these objects... You can't rule out all these sightings as imagination... a mistake in identity... atmospheric phenomena."

Cong. James C. Corman: "... where UFOs have endangered passengers on air-planes, or otherwise imperil our national security, we should take all steps necessary to determine the nature of the objects and their sources."

Cong. Edgar W. Hiestand, to Dudley Sharp, then Secretary of the AF: "There seems to be enough evidence... that they (UFOS) are real... Therefore, what harm could complete frankness do?"

Other Congressional statements in Sec. XII.

NEW SIGHTINGS BY NAVY, FAA & AIRLINE OBSERVERS

Dutch Jet Pilot Tries To Down UFO

Aug. 2, 8:30-8:45 p.m. Two separate unidentified objects flying at high speed, were sighted over Kansas and Oklahoma by Capt. Jack Metzker, a Central Airlines pilot, and other witnesses. Immediate investigations were started by NORAD (North American Air Defense Command) and ATIC (Aerospace Technical Intelligence Center.)

Shortly before Capt. Metzger's first sighting, between Wichita and Liberal, Kansas, a county Civil Defense director relayed several UFO reports to Central Airlines Agent Fred Jones, at Liberal Airport. A few minutes later Capt. Metzker radioed the airport that he had just seen a brilliant flying object travelling swiftly east to west, after hovering for a fraction of a second.

A few moments after the radio report, Agent Jones, looking out from the airport station, saw an extremely bright UFO over the field. Its dazzling glow lit up the runway. A dozen passengers waiting outside saw three other strange objects flying above the airport.

Approximately 30 minutes later, after landing and taking off at Guymon, Oklahoma, Capt. Metzker saw his second UFO. It was flying at an altitude higher than his airliner.

"These two objects were not meteors," he reported. "They were flying faster than anything I have ever seen."

The sighting reports brought quick AF phone calls, Agent Jones stated. He said he was queried by a colonel at ATIC, in Dayton, and by a lieutenant-colonel at NORAD HQ, in Colorado Springs. No information has been released by the Air Force.

Amsterdam, Holland. The following Dutch Air Force report has been confirmed by NICAP member A.F. Van Wieringen, veteran UFO investigator in the Netherlands.

On Jan. 29, 1962, a Royal Dutch Air Force pilot flying an F-86 Sabrejet sighted an unknown flying device over Eastern Holland. The jet's radar also picked up the object. When the pilot radioed his base he was informed that the UFO was being tracked by control-tower radar. Following instructions, he tried to make radio contact with the unknown machine. When his urgent warning to

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AF COLONEL, NOTED ASTRONOMER, JOIN BOARD

The

UFO INVESTIGATOR

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Charles P. Olivier, Pres., American
Meteor Society Society.

We are very grateful for the response
to the last issue, which enables us to keep
going and to push ahead with scheduled
plans. Detailed report for members,
p. 8.

(Continued from page 1, col. 3)

answer went unheeded he prepared to
attack. The F-86 was equipped with four
20 mm. cannon and a "Sidewinder"
rocket. Arming the rocket, the pilot
tried to close in, but the UFO swiftly
pulled away before he could fire. Within
a few seconds, it disappeared.

U.S. Naval Auxiliary Air Station, New
Iberia, La.; July 10, 1962. Excerpts from
a report sent to NICAP: "At 7:10 a.m. ...
a group of S2F Trackers were making
touch and go landings Suddenly a
disc shaped object came in very fast
and low, slowed over the runway and
hangar, then went out of sight while
climbing at a 20 to 30 degree angle
only unusual feature aside from the fact
that it was a non-conventional aircraft,
was a rotating dome on top that appeared
to be equally divided into two sections,
one half light gray in color, the other
half black. Estimated speed of rotation
about 90 RPM. The main section did not
appear to rotate No S2F's were
sent after the object (which) accelerat-
ing rapidly, was soon out of sight."

Columbus, Ga., June 23. A Federal
Aviation Agency control-tower operator
confirmed numerous reports of three un-
identified objects which flew over the area.
The FAA tower operator, B.W. Palmer,
said the flying objects appeared self-lum-
inous, giving off a red-orange glow as they
maneuvered. (This same night, two UFOs
were sighted at Bradenton, Fla. Through
night binoculars they appeared to have
rotating red, white and green lights.)

Dr. Charles P. Olivier, President of
the American Meteor Society, has joined
the NICAP Board of Governors with the
expressed hope that he "will encourage
more UFO observers to report and help
dispel the official secrecy."

Graduating from the University of
Virginia, Dr. Olivier served on the faculty
for a number of years. Later, he became
the head of the astronomy department at
the University of Pennsylvania, acting
also as Director of Flower and Cook Ob-
servatory at the college. Dr. Olivier is
the chief contributor to the Encyclopedia
Britannica's section on meteors, also the
author of a standard meteor textbook.

"The subject of UFOs," states Dr.
Olivier, "is one which should be studied
scientifically, which it has not been due
to suppression of pertinent data and also
to subjecting reports of trained and repu-
table people to ridicule.... We do not
know what some of these phenomena
are... it is even possible that they might
eventually have serious effects upon our
planet, either for good or ill."

NICAP is fortunate to acquire as a
Board Member a noted astronomer with
an open mind on unidentified flying ob-
jects.

Col. J. Bryan, III, USAFR, who recent-
ly retired after serving with Gen. Nor-
stadt, has become a member of the NICAP
Board. During his Air Force service, he
was for two years Special Assistant to
the Secretary of the AF. Prior to his AF
appointment, he was a lieutenant com-
mander, U.S. Naval Reserve. War cita-
tions: Air Medals with two gold stars.

Col. Bryan's views on UFOs, stated in
a NICAP poll, are as follows:

The objects are real and intelligently
controlled, and the facts should be made
public.

Though retired from periodic AF Re-
serve assignments, Col. Bryan is active-
ly continuing his career as a well-known
writer. (Author of "The Admiral Halsey
Story" — written with Halsey; "Aircraft
Carrier," and other books.) Beginning
after graduation from Princeton, he was
a reporter, for two years. From 1931-40
he served successively as an editor for
Parade, Town and Country and the Satur-
day Evening Post. He has contributed to
Readers Digest, Life, Holiday and other
magazines.

Because of his strong feeling about
the UFO situation, Colonel Bryan will be
a valuable addition to the NICAP Board.

THE UFO EVIDENCE Introduction

A private, non-profit organization, NICAP has for five years carefully evaluated the
UFO evidence, aided by over 200 military and technical experts, among them: Adm.
D.S. Fahrney, former Navy missile chief; Dr. Leslie Kaeburn, space-medical adviser,
Univ. of So. Calif.; Maj. Dewey Fournet, the former AF Monitor of the UFO Project;
Adm. R.H. Hillenkoetter, former CIA head; J.B. Hartranft, Pres., Aircraft Owners and
Pilots Ass'n.; Prof. Dr. Hermann Oberth, space and rocket expert; Dr. Robert L. Hall,
National Science Foundation; AF officers, reserve or retired: Lt. Col. James McAshan,
Majors Paul Duich, Edwin Jerome, John F. McLeod; Capt. W.B. Nash, Pan American
Airways and many others. (Full list in report.)

Majority conclusions of the Board of Governors and consultants:

The verified UFOs are objects under intelligent control, superior to any U.S. or Soviet
spacecraft or missiles.

NICAP agrees with AF conclusions in "Project Grudge, Tech. Report No. 102-AC-
49/15-100," which quotes a confidential analysis of Intelligence reports:

Group 1. The most numerous reports indicate daytime observation of metallic disk-
like objects roughly in diameter ten times their thickness.... Reports agree they are
capable of high acceleration and velocity. They are often sighted in groups, sometimes
in formations.

The adjoining AF Intelligence sketch,
evidently based on Group 1 reports, ap-
pears in AFM 200-3, a guidance manual
for Intelligence officers. Though labeled
"Security Restricted," it can now be
made public since all "Restricted" clas-
sifications later were canceled by White
House orders. Despite that, this official
AF Intelligence UFO sketch has never
been released by the AF.

"Group 2. Lights observed at night,
also capable of high speed and accelera-
tion. Less common in groups. They
usually appear to be sharply defined
luminous objects.

"Group 3. Rockets." (Groups 4 &
5 are unrecognized known objects and
discredited reports.)

To help reduce public confusion about
UFOs, NICAP has several times offered
the AF its cooperation. In February, 1962,
and again in May, AF Secretary Zuckert
was offered all NICAP evidence for pri-
vate joint discussions, with no publicity.
NICAP agreed to admit and correct pub-
licly all evidence and conclusions that
proved erroneous.



THE UFO EVIDENCE

The AF rejected the offers and refused to discuss NICAP's evidence. Instead, it stipulated that each of NICAP's reports would have to be transferred to official forms, and the examination would exclude NICAP. The Committee would have no chance to discuss, even privately, the serious issues involved. It would take many months and costly duplication of hundreds of reports to submit all of NICAP's evidence. Because of potential

dangers in a long delay, this Committee decided, in the best interests of the country, to concentrate its evidence in a fully documented report and submit it to Congress, with a copy to the Secretary of the AF.

The outline below shows but a fraction of the evidence. Many important cases are omitted or briefly listed, as are certain vital documents -- all to be included in the 128-page Report.

Section I -- Typical Reports

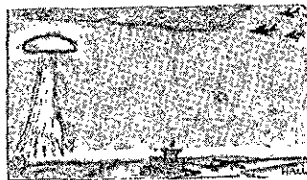
Report confirmed by former Navy Secretary Dan Kimball: Navy planes carrying Kimball and Adm. A. W. Radford between Guam and Hawaii were circled by two high-speed flying discs. Confirmed to NICAP Director by Mr. Kimball and Adm. Calvin Bolster, Naval Research Chief, who investigated.

AF Intelligence Report: During a 1958 night flight over the Pacific, AF transport radar picked up a nearby UFO. Strange blue-green "bursts" startled pilot and crew. Pilot fired a challenge rocket; UFO responded with red flares, other "bursts." No damage, but the captain believed the UFO hostile, as shown in the Intelligence Report:

f. General. Of the entire crew, Capt. [redacted] appears to be the only individual possessing a personal impression that he was possibly "shot at." He retains this conviction despite the fact that all previous AAA bursts he had seen were reddish or orange, while this sighting involved a blue-green light. The entire crew, Capt. [redacted] included, however, is aware of incidents in which multi-engine USAF transports have disappeared while flying between [redacted] and [redacted]. The rest of the crew appears to have drawn the tentative conclusion that their experience may be related to the previous disappearances.

Federal Aviation Agency report to NICAP: logs signed by L.E. Davis, Chief, Air Traffic Communication Station, Redmond, Ore., and statement by FAA Flight Specialist La Verne Wertz. On Sept. 24, 1959, a strange round, glowing object swiftly descended, hovered at 300 feet, moved rapidly nearer the airport. Observed with binoculars by Wertz, Davis, other FAA men. UFO had intensity of 24-inch arc light, emitted long rays of red, yellow and green light (or fire.)

Six F-102 jets were scrambled at Portland (Confirmed by AF.) As jets appeared, yellow-red flame exhausted beneath the UFO. Wertz statement: "It took off vertically as the interceptors neared... very maneuverable and controlled." Radar tracked it to 52000 feet as it eluded the jets.



Report relayed to NICAP by Adm. D. S. Fahrney, former Navy missile chief and Capt. J. O. Taylor, USN, Ret. A Navy transport over the Atlantic was approached head-on by a flying disc 300-400 feet in diameter. After a close pass, UFO reversed, paced the plane, as seen by over 30 Navy pilots and airmen. Also tracked by AF radar at Gander. Plane commander later was shown a file of UFO pictures, identified one as the type encountered.

Near collision, TWA airliner and high-speed UFO near Amarillo, Texas, July 23, 1957. Several passengers injured when Capt. G. W. Schemel was forced to dive under the object. FAA unable to identify. Statement by White Sands Missile Safety Chief, Nathan Wagner: "I don't wish to start a scare, but this could be connected with outer space operations."

Signed report by Maj. Edwin Jerome, USAF Ret., former Command Pilot and Intelligence officer: Simultaneous radar tracking of a UFO, at over 9,000 mph, by USAF and Royal Canadian Air Force experts at Goose AFB, Labrador.

Foreign report -- one of hundreds proving global activity -- by Capt. Gordon Pendleton and First Officer G. P. Murphy, Irish International Airlines: On May 21, 1962, a strange machine flew under their four-engine Viscount. Capt. Pendleton, former RAF pilot, said it was round, with antennae-like protrusions, its speed about 600 knots. Because it might endanger traffic, he radioed British Airways Control. The RAF and the Air Ministry are investigating.

Section II -- Intelligent Control

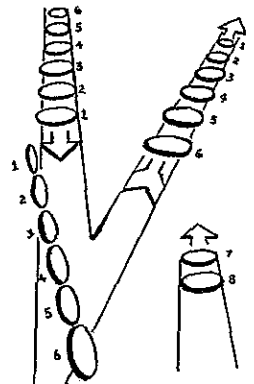
Numerous cases show precise maneuvers and formations -- V's, echelon, squares, etc.

AF Intelligence Report: Outmaneuvering of two F-94 jets by a UFO over Hempstead, L.I. One pilot who almost blacked out in tight turns told Intelligence: "The object was controlled by something having visual contact with us. The power and acceleration were beyond the capability of any known U.S. aircraft." Wing Intelligence: "Believed based on reliable and verifiable observations."

AF Intelligence Report: Jet chase of a UFO with rotating lights by AF Wing Commander, Col. D. J. Blakeslee tried to close, once with lights off. Each time, the UFO outraced his jet.

U.S. Marine Corps Report: Encounter by Capt. Don Holland, jet pilot, with a flying disc over Florida missile range. When Holland tried to train his gun-cameras, UFO outmaneuvered jet, disappeared in vertical climb. Confirmed by Maj. Gen. Wm. Manly, USMC.

AF-confirmed airline report by Capt. W. B. Nash, First Officer W. H. Fortenberry, Pan American Airways (both wartime Navy pilots.) Near Newport News, Va., six red-glowing discs, later computed 100 feet in diameter, made a high-speed approach below the PAA airliner. As shown in diagram, they sharply changed course, first flipping on edge, then back to level. Two other discs flew under the airliner, joined the line formation, which disappeared at computed speed of 12,000 mph. Disc formation also sighted by ground observers including Navy lieutenant commander. AF official conclusion: "Unknown objects." Maj. Dewey Fournet, former HQ Monitor of UFO Project: "One of the most important sightings in AF files."



AF Intelligence Report: A B-29 bomber encounter with blue-lighted UFOs in V formation 16,000 feet over Santa Ana, Calif. As the B-29 swerved, the UFOs abruptly slowed, some overshooting. Regaining formation they swiftly climbed out of sight.

Report by Capt. Willis Sperry, American Airlines. After take-off at Washington Airport, Sperry, his co-pilot and engineer observed a large rocket-shaped machine racing along the airway toward their DC-6 airliner. Seen clearly in bright moonlight, the UFO momentarily stopped dead, then swiftly circled the DC-6 and raced toward the Atlantic at supersonic speed.

Offutt AFB, Nebr. On Sept. 8, 1958, a large rocket-shaped UFO was sighted by Strategic Air Command officers tower operators, missile personnel. Small objects circled the rocket, disappeared (apparently taken aboard.) UFO tilted up, climbed out of sight. Report by Maj. Paul Duich, a witness.

Similar reports from many other pilots, often fully confirmed by radar operators.

Section III -- AF Observers

As disclosed by Maj. Gen. John A. Samford, former Director, AF Intelligence, hundreds of AF pilots have vainly attempted to intercept UFOs. Many other UFOs have been reported by AF tower operators, etc. Examples:

AF Intelligence Report (Form 112): A chase by a Far East AF F-86 jet. Pilot's radar, automatically guiding the jet to the UFO, was suddenly jammed. Pilot switched frequency. UFO interference switched also, but jet's radar held course. As pilot tried to close he saw a large, round flying object, bigger than a B-29.

THE UFO EVIDENCE (Continued)

The UFO escaped by "moving up and away at from 1500 to 1800 knots.... verifying information on file in DI.... office." Investigated by Squadron, Wing and Division Intelligence.

AF report on six UFOs speeding over Long Beach, Calif. Maj. L. F. Baker, one AF witness: "They were circular, shiny like spun aluminum. They changed course instantaneously."

AF report by Lt. Edward B. Wilford, USAFR, former instructor with 2700 hours in jets. Near Laredo AFB, Texas, Wilford sighted a rocket-type UFO. It headed for his jet, estimated speed 1200 knots, then turned sharply, climbed away.

AF Intelligence Report: Sighting by tower operators, Haneda AFB, of a flying object with a bright light. As it neared the tower, they saw a "dark, round shape behind the light." Intercept attempt failed.

AF report by Maj. Wm. D. Leet, B-29 commander, on a UFO 250 feet in diameter, flying at high speed over Japan.

AF report by Lt. Col. Richard Headrick, USAFR, on two UFOs over Dayton: "I presume they are interplanetary."

AF Intelligence Report on a flying object that closely "buzzed" an F-51 on a night flight at Laredo AFB. Seeing the UFO turn as if for another "attack," the pilot cut off his lights, hastily landed.

AF report of a UFO seen maneuvering over Brookley AFB. Maj. James Zicherelli, spokesman: "Evidence shows the object was definitely under control."

AF report disclosed by ex-AF Capt. Charles Tracy, former assistant wing operations officer, Lawson AFB: Encounter by a Lawson pilot with a flying disc twice the size of his F-51. The UFO closed head-on, dived underneath, just missing the propeller. After repeated "passes," the UFO shot over the F-51, dangerously close to the canopy. According to Tracy, the report is in secret AFHQ files.

AF report on Capt. Thos. Mantell, killed in a UFO chase. Suggested answers disproved; still unexplained.

AF report on a UFO chase by a B-29 near MacDill AFB. The pilot, an AF colonel, said he saw the strange object reverse course as he tried to close.

Other AF cases, with special angles, in later sections.

Section IV -- Army, Navy, Marines

Army report, Nike Missile Site, Derwood, Md.: Brief landing and take-off of a brilliantly-lighted UFO, observed by missile-base personnel.

Camp Drum, N. Y. Observation of the base by an unknown flying object, seen maneuvering at a very low altitude by the Duty Officer and sentries.

Report to NICAP by the Army Security Agency: A UFO sighting by one of the ASA personnel.

Navy report by a lieutenant commander with 4000 flying hours: Radar on 14 U. S. naval vessels off Korea tracked a UFO circling above the fleet. Carrier jets were scrambled; the reporting pilot picked up UFO's radar blip, but the object evaded his jet at well over 1,000 mph.

Navy report by Capt. R. B. McLaughlin, USN, missile expert formerly heading the Navy unit at White Sands Proving Ground. Using a 25-power telescope theodolite, a team of Navy scientists at White Sands was tracking a research balloon when a swiftly moving oval-shaped object appeared to the left of it. Swinging the theodolite, the trackers followed the UFO for 60 seconds. The strange object passed in front of a mountain range, angled up sharply and disappeared. Its size, the scientists computed, was 40 feet by 100, and it was traveling seven miles per second.

Two Navy sightings relayed to NICAP by Adm. D. S. Fahrney:

1. A report by a Navy commander — a pilot and missile expert. Over Virginia, on a practice flight from Washington, his plane was paced by a large disc flying 75 yards from his wing. The disc was apparently metallic, about 100 feet in diameter, thick at the center with a domed top. Amber light in the dome prevented his seeing inside, but he later reported being sure he was observed. When he tried to ease in closer, the disc tilted up and shot through the overcast, leaving the clouds swirling behind it.

2. An encounter with an enormous rocket-shaped machine by a squadron of Navy AD-3's practicing combat maneuvers. The pilots reported the rocket craft swooped down a thousand feet above them and decelerated to their speed, obviously for observation. When the C.O. ordered his pilots to spread out and

climb, the UFO turned its tail away from the zooming planes, then shot upward with a burst of power.

Marine Corps report by Maj. Charles Scarborough, leading a jet flight including Capt. R. L. Jorgenson, Maj. E. C. White and Capt. Charles Stanton. At 15,000 feet, near Dallas, a 16-disc formation — flying in four swarms — raced in above the jets. Scarborough radioed the other pilots to help try to box the discs, but the UFOs raced clear with a speed Scarborough labeled fantastic.

(Other Army, Navy, Marine reports detailed in the full report.)

Section V - Aviation Experts' Reports

Airline sightings, detailed in full Report: Examples:

American. Capt. Raymond Ryan, flying a Convair with passengers, was directed by Griffiss AFB to follow and report on a UFO, to help guide interceptors. ... Capt. Richard Case; report on a strange object flying over Indianapolis, seen by other airline and AF pilots, airport towermen, police, thousands of citizens. Capt. Case: "It was a controlled craft, three times faster than our Convair. It made a sharp turn toward us, then flew level across the city."

Capital. Capt. Casey Pierman. Vectored (guided) toward a UFO by Washington Airport traffic controllers, Pierman reported the object evaded him by climbing straight up at "terrific speed." ... Capt. Wm. Hull, and co-pilot, report on a flying object's swift, intelligent maneuvers in front of their Viscount.

Midcontinent. Capt. L. W. Vinther and co-pilot, report on a strange craft twice the size of a B-29, which reversed course and paced them. Confirmed by tower at Sioux City, Iowa.

Trans-World. Report by Capts. Robert Adickes, Robert Manning, on a round, glowing UFO that paced their airliner, evading attempts at a close inspection. Capt. Adickes: "It was some kind of machine, under control."

United. DC-6 First Officer's report and photograph of a round device over California. The UFO briefly paced the airliner, accelerated to "ten times our speed." Signed report certified by NICAP Board members; pilot ordered name withheld.

Pan American. Sept. 21, 1961 report, PAA jetliner crew of huge round object flying at tremendous speed over Pacific. Also sighted by British Overseas Airways Corp. jet, Capt. R. R. Griffen, C. O. Confirmed by FAA, also officer on SS Iberville.

Commercial pilot reports. Examples:

Encounter by Northrop test pilots Rex Hardy, Chester Walker. A report by Ernest Stadvec, former AF bomber pilot, of a UFO diving at his commercial plane. Seen by other pilots aboard, also from tower at Cleveland Airport, and tracked by FAA radar.

Private pilot example: Wm. P. Lear, Pres., Lear, Inc., Government supplier of space, and electronics equipment. After a UFO sighting: "I believe they are machines operated by a more advanced civilization."

FAA. Numerous airport reports — visual, radar or both. Example: FAA Flight Specialist, Crescent City, Calif., report on six flying objects, one acting as patrol leader.

Section VI - Scientists and Engineers

AF Intelligence Report. A rocket-shaped craft, "strange, terrifically fast," sighted by Dr. J. J. Kalizewski and other Navy cosmic-ray project scientists. AF: "It is significant that these very experienced reliable sources observed an object with which they were entirely unfamiliar."

Col. Henry J. Carlock, USAF Reserve, head of physics department, Mississippi College: Sighting, via a 100-power telescope, of a UFO with lighted ports.



Four Rocketdyne engineers: A large oval-shaped craft and two accompanying discs, seen in level flight, then a steep climb at about 5,000 mph.

AF Intelligence Report. Sighting of seven flying discs over

THE UFO EVIDENCE (Continued)

Manhattan Beach, Cal., by an aircraft engineer, other witnesses. Three discs took up a V-formation, others followed in pairs.

Aeronautical engineers with Boeing, Northrop, Consolidated, North American: Reports of controlled UFOs.

Project chief reports of controlled UFOs at Dayton and Langley AFB.

Astronomer reports by Director, Adler Planetarium; chief technician Hayden Planetarium, Boston; Dr. Jas. Bartlett, Baltimore (two craft like the large Rocketdyne UFO.)

CBS Engineer H. I. Smith: A UFO maneuvering above an F-80 jet.

Details and scores of other scientist-engineer cases, in full Report.

Section VII -- Officials and Citizens

Civil Defense Coordinator Adolph Wagner: A V-formation of UFOs that split as an airliner approached, rejoined, raced up out of sight. Reports by Col. Frank Milani, C.D. Director, Baltimore, directors at Cleveland, Watertown, other cities. Former ground Observer Corps reports, including radio guidance of jets in UFO chases.

Richard R. Larsen, Treas., State of Nebraska: A UFO maneuvering around his car. Former Ambassador Clare Booth Luce: A strange large object flying over Rome. Judge Marvin Skipworth: A huge disc which flipped on edge to turn. Other reports by Federal, State, county, city officials.

Report by state troopers, Red Bluff, Calif. A large hovering UFO with red lights, which beamed a light down at their police car, also cut out their radio, then swiftly moved aside to avoid the police spotlight. Similar police reports from a score of other states.

Wm. L. Bucher, President, Reamtown Products, Lancaster, Pa.: A UFO formation which approached a UAL plane on which he was a passenger. Don Bushnell, plant superintendent, Southwestern Porcelain Steel Corp., Tulsa. Report on a UFO that buzzed his car, terrified him and his wife; radio cut out as device zoomed over the car.

Report by Monon RR crew on four UFOs that paced their train. Manhattan, Kansas; AF report on a UFO hovering over a field: "A human-like figure reported in nose of the object... observer considered reliable." Hundreds of other reports by lawyers, doctors, ship captains, farmers -- most professions and trades.

Section VIII Radar and Special Evidence

ATIC: "In 35% of all radar tracking of UFOs, observations were confirmed visually as maneuvering objects or lights... in 40%, there were several objects, sometimes sizable formations or groups."

AF Intelligence Report: UFO groups tracked at 5240 mph by B-29 bomber radar, also seen streaking past. One group merged on the radarscope with a huge UFO, which then accelerated to over 9000 mph.

AF and CAA (now FAA) reports: UFOs over Washington, D.C., one tracked at 7200 mph; slower UFOs seen from Washington Airport tower and Andrews AFB. AF radar operators estimated UFOs as 150 feet in diameter.

EM -- Electromagnetic Interference with car ignition, radio, lights; plane radar; television, radio and house lights.

Radiation. Report by C. D. Director Kenneth Locke, Lake County, Ohio: Geiger checks showed ground highly radioactive after UFO landing and take-off. Other radiation reports confirmed by Capt. Ruppelt.

Physical effects: Balloon ripped by circling UFOs veered aside; report by Capt. C. S. Chiles. Metallic fragments from a UFO explosion over Crownsville, Md., given to AF by Army Intelligence, Fort Meade.

Photographs. AF Project case 26, Harmon AFB, where a UFO descended, then angled upward, leaving a large hole in the clouds. UFO formation filmed over Utah by Naval Aviation Photographer, D. C. Newhouse. Evaluated six months by AF and Navy. (See Sec. X). Other photos at White Sands Proving Ground; gun-camera pictures.

Section IX -- Foreign Reports

Hundreds of verified foreign reports by pilots, scientists, engineers, etc., confirm UFO operations identical with U.S. sightings. Many detailed cases in the full Report.

Argentina. In May, 1962, UFO flights over five provinces, and two brief landings, were confirmed by the Government.

England. Many reports by RAF and airline pilots. Example: a near collision between a disc and a jet piloted by flight Lt. J. R. Salandin... Former Air Chief Marshal Lord Dowding: "The UFOs are interplanetary."

E. African Airways, May 13, 1961. A report by Capt. R. A. Ainsworth on a strange object that flew near his comet jetliner.

Brazil. July 14, 1959. Fearful of a UFO that had pursued his bomber earlier, an Air Force captain took off without lights, though his plane was fully armed. Col. J. Adil Oliviera, AF spokesman: "The UFOs are unknown, superior devices."

Venezuela. Oct. 6, 1961, a large UFO alarmed Santa Rita citizens; terrified fishermen leaped from their boats, and one was drowned. Canada. Recorded RCAF chases... a UFO over Ottawa, computed speed 3600 mph. Norway, Denmark, Sweden, Disc and rocket groups; radar tracking. Australia. Reports by Royal Navy and airline pilots, and Government astronomer's. Jet chases, radar tracking, and typical UFOs officially reported in Ecuador, Czechoslovakia, Holland, France, South Africa, and practically every part of the world.

Section X -- The Censorship Evidence

In presenting this evidence (documents in NICAP files) we do not criticize loyal AF personnel carrying out official policies. Consider clarifying statements by Capt. E. J. Ruppelt, former Project chief:

"I was continually told 'tell them about the ones we've solved -- don't mention the unknowns.'... There were two factions. One believed the spaceship answer, but felt we should clamp down on information until we had all the answers. Another group favored giving more facts to the public, including the best cases, unsolved movies.... A new policy went into effect: Don't say anything."

Examples of censorship:

1. Redmond, Oregon case (Sec. 1, p. 3), FAA officials, through binoculars, observed UFO's high-speed maneuvers. FAA logs, signed by Communications Chief L. E. Davis, describe UFO's flaming exhaust and swift evasion of jets. FAA Flight Specialist La Verne Wertz: "It took off vertically as the interceptors neared... very maneuverable, controlled."

AF letters to Congress, NICAP, claim "FAA logs are misleading." Stressing radar errors, and omitting reference to the controlled maneuvers, exhaust-blast and escape from supersonic F-102 jets, AF states: "Probably a balloon." Case listed as answered, with label of "insufficient evidence."

(Compare AF Project Grudge Case 207, an AF pilot's UFO "duel" near Andrews AFB. AF Weather Service Report: Definitely not a balloon. AF public answer: Balloon.)

2. Capt. Raymond Ryan, AA, report on a UFO that swung ahead of his Convair airliner, near Albany. Griffiss AFB radioed Ryan to "abandon course temporarily" and to follow the UFO, help jets intercept. Against Civil Aeronautics Board policy (statement to NICAP) Ryan obeyed: "We trailed it as far as Lake Ontario... we didn't notify the passengers.... We expected the jets to come alongside and take off on our heading..." (Recorded interview with Capt. Ryan, First Officer Wm. Neff. Tapes, transcripts available.)

The AF, in 1961 letters to Sen. Byrd and others, denies ordering Ryan to leave course -- claims story invented.

3. Army report of a glowing UFO near Nike base, Derwood, Md. AF, via Maj. Wm. Lookadoo: Welding torches of men working on transmission lines reflected "eerily" from yellow trucks below. Power company official N. E. Otto: "No men or trucks in area." AF No. 2 answer: Floodlight on a barn. A NICAP team checked; only building visible was a deserted shed, not wired for electricity.

(Cf. Project Grudge Case 139, Osborn, Ohio. Alternate answers: Rapidly scudding clouds periodically obscuring the setting moon, or detached auroral streamers, or floodlights, or searchlights playing on the sky.)

THE UFO EVIDENCE (Continued)

4. Wing Commander's chase and radar tracking of UFO with rotating lights (Sec. II.) AF Int. Report, praising pilot: "Definitely a UFO." Public answer: "Planet Jupiter." (Jupiter out of AF radar range by 300 million miles.) Cf. Proj. Grudge Case 229, a UFO over Florida: "Hazard a guess Jupiter was seen through mists or high clouds."

5. Private pilots' flying-disc report, Salt Lake City. UFO hovered over airways beacon, escaped in vertical climb. Attempted intercept failed. AF: A balloon or Venus. Later changed to: Sundogs, a mirage illusion.

6. Capt. Robert Adickes and Boeing engineers: UFO maneuvering precisely near TWA airliner. (Sec. V.) AF: Blast furnace reflections on clouds. (Cf. Prof. Grudge Case 89, a pilot's UFO report: "Sun's reflection along a river or railroad tracks are promising explanations.")

7. Ex-AF bomber pilot Ernest Stadvec, report on a UFO diving at his plane, confirmed by pilots aboard. AF (without querying witnesses): UFO was star Capella. No AF mention of Cleveland Airport tower sighting, FAA radar tracking.

8. Washington National Airport, visual report and failure of "ceiling" searchlight. AF: A balloon from Silver Hill Observatory; light failure, a coincidence. Signed statement, Silver Hill Weather Obs.: No balloons over airport; winds carried balloons over the ocean, 52-77 knots.

9. AF statements to Members of Congress, press and public: "We are not withholding UFO information."

Capt. Gregory Oldenbergh, Public Information Officer, Langley AFB, signed statement: "Dissemination of UFO information is against AF policy and regulations, specifically AF Reg. 200-2." (Other AF officers' confirmation, Sec. XIII.)

10. AF to Sen. (then Rep.) Metcalf, and others: "Pilots are not muzzled." (AFR 200-2: AF personnel are forbidden to discuss UFO sightings with unauthorized persons "unless so directed and then on a need-to-know basis only.")

The full Report will contain documented evidence on: secret AF conclusions; AF pilots lost in UFO chases; hidden analyses of UFO movies now incorrectly explained away; important UFO operations over Washington, D.C., Los Angeles, White Sands, Navy, USMC, AF bases, and many other areas — cases either officially denied or erroneously explained away. It will also contain the full story on Capt. Ruppelt, who apparently was pressured into a public reversal of his stated conclusions, after privately writing NICAP's Director:

"The entire UFO situation is a mess of compounded confusion, a mess I sincerely hope NICAP can straighten out."

Section XI -- The UFO Chronology

This section is designed to give a complete picture of the UFO situation from World War II sightings to date. Hundreds of U.S. and foreign sightings will be listed chronologically, also official documents, public statements, and letters to depict every important step in the AF investigations.

Section XII -- Congress and the UFOs

Again, NICAP emphasizes it is not condemning AF personnel who carry out official policies. NICAP's concern is with the policy's potential dangers.

In letters to over 50 members of Congress (copies in NICAP files) AF Legislative Liaison Directors and Congressional Inquiry colonels have:

- Denied withholding any UFO information.
- Denied secret AF conclusions that UFOs are real.
- Denied hearings involving the AF. (Contradicting Speaker (then Majority Leader) McCormack, who wrote NICAP's director that executive hearings had been held.)
- Denied certain UFO cases or gave erroneous answers.

Some members of Congress accept the AF statements, others reject them, others are undecided.

Sen. Kefauver: "Uncertainty over UFOs certainly exists and I think it is wise to keep an open mind about them. I occasionally hear from Major Keyhoe, who is with the National Investigations Committee on Aerial Phenomena here in Washington, and while I am not able to evaluate the Committee's work, I think it should be continued."

Sen. Goldwater: "I am an AF Reserve officer... I have often discussed this subject with AF officers and I frankly feel there is a great deal to it."

Cong. Hugh H. Addonizio: "I have expressed my deep personal interest in early and open hearings."

Cong. Ashley: "I share your concern over the secrecy."
Cong. Perkins Bass, May 17, 1961, to Everett Clement, Peterborough, N.H. "I have just been put on a small 3-man subcommittee of the House Space Committee to investigate this UFO situation. We will hear various witnesses from the AF, NASA, and other Defense Department officials, but these will probably not be public hearings." (Hearings later canceled.)

Cong. Dwyer: "Too many intelligent and thoroughly responsible people... have testified to their conviction that such objects exist for me or anyone else to deny the validity of their observations... with proper safeguards, I would think a Congressional investigation would be a worthwhile undertaking."

Letters supporting hearings by Congressmen Harold and Lester Johnson, Kornegay, Latta and others in NICAP files.

Section XIII The Problem and the Dangers

The UFO problem resolves into two vital questions:

- Has the AF kept UFO facts from Congress and the public?
Majority opinion, NICAP Board and advisers: The AF is withholding UFO information, including UFO reports. Concurring: R. Adm. H. B. Knowles; Dewey Fournet, former AF-UFO Project Monitor; J. B. Hartranft, Pres., Aircraft Owners and Pilots Ass'n.; Lt. Col. Jas. McAshan, USAFR; Dr. Charles P. Olivier, Pres., American Meteor Society; Maj. J. F. McLeod, USAFR, Frank Edwards, newscaster; Morton Gerla, Past Pres., NY Section, American Rocket Society. (Over 100 other names in full report.)

2. Are UFOs real — or illusions, phenomena, etc.?

NICAP majority: The UFOs reported by responsible observers are objects under intelligent control. Concurring: Most of the above, plus Prof. Dr. Hermann Oberth, space expert; Senior Capt. W. B. Nash, PAA; Dr. Leslie Kaeburn, Univ. of S. Cal., biochemistry space consultant; former AF Maj. W. D. Leet; Prof. C. A. Maney, astrophysicist; V. Adm. R. H. Hillenkoetter, former CIA head, who was then on the Board. (Full list in Report.)

In February, 1962, the AF issued a release headed "Flying Saucers All Washed Up." Maj. C. R. Hart, UFO Information Officer, has since written NICAP that a full-scale investigation continues, using numerous scientists. (Each major investigation, by AF statement, costs \$10,000.)

To avoid public alarm, earlier censorship may have seemed justified. But NICAP's Board unanimously agrees this is now outweighed by the dangers of:

- Accidental war, from mistaking UFOs for a Soviet attack.
- False claims that UFOs are secret Soviet weapons.
- Injuries or panic on airliners encountering UFOs, because crews are uninformed as to proper action.
- Panic (stated by NASA) if unprepared Americans were suddenly informed of an advanced civilization. (NASA-Brookings Inst. study.)

The full NICAP Report will contain detailed recommendations. Meantime, we respectfully urge all Members of Congress to weigh the preceding UFO reports — only a sample of NICAP's massive evidence — and then decide:

COULD ALL THESE EXPERT OBSERVERS BE MISTAKEN OR DELUDED?

If the answer is "No," then we earnestly ask support for immediate Congressional action to settle the UFO problem and end the secrecy dangers.

SECRET SPACE PROJECT

The General Dynamics Corporation is "working on a secret project which could dwarf even the largest of space vehicles being developed at present," according to Roger Lewis, the company's new president. The statement, made on April 26, gave no further hint of the type of spaceship involved.

Radar "Dimples" Fail to Solve Key UFO Cases

In a July 21 press release, the AF stated that "invisible dimples" in the sky may have caused radar reports of "flying saucers." The dimples were described as reflective areas in the atmosphere up to 6,000 feet.

Except for the new name "invisible dimples," this is the same answer publicized by the AF since 1952. But this theory of temperature-inversions and turbulent air has been refuted by the Air Force's own experts, at the Pentagon and at ATIC (Air Technical Intelligence Center).

"The temperature inversion theory will not explain simultaneous visual and radar sightings when observers on the ground and in planes see a UFO at the same spot, when a plane's radar has locked on the object, and ground radar stations have both the plane and the UFO on their scopes at the same spot. Conclusion: Unknown."

In connection with the famous Washington, D.C., visual-and-radar reports, in 1952, a "weather blips" (temperature inversion) answer was released at an AF press conference. This was after the public learned that a group of UFOs had been seen and tracked by radar over the White House, the Capitol, Washington Airport and Andrews AFB. One UFO was tracked at 7200 m.p.h. by veteran Washington Airport traffic controllers. At Andrews AFB, tower operators tracked a UFO formation which came over the base, then split up in high-speed maneuvers. Andrews radar experts estimated the UFOs to be about 150 feet in diameter.

Capt. E.J. Ruppelt, who was then head of the UFO Project "Blue Book," later revealed in his "Report on Unidentified Flying Objects" that "the twin sightings are still carried as unknowns."

For over ten years, veteran radar operators in the AF, Navy, and the FAA (formerly CAA) have tracked hundreds of UFOs, many of which were also seen visually. Hundreds of AF jets have been scrambled and guided by ground radar in attempts to intercept or down UFOs.

In that same period, these same radar traffic controllers have guided airliners, by hundreds of thousands, to safe landings. At military air bases, the same military radar operators who tracked UFOs have safely guided jet bombers and interceptors, by the thousands.

In all this ROUTINE control and guidance, the operators' competence is fully acknowledged by the AF. But when these same operators track unknown solid objects -- UFOs, singly, or maneuvering in formation -- their reports are rejected as errors.

The facts would be quickly apparent if 30 or 40 of the radar operators involved were questioned by a Congressional committee.

GLOBAL UFO ACTIVITY PATTERNS

The increased UFO surveillance following the Glenn and Carpenter orbital flights and the new atomic bomb tests may be only a coincidence, but UFO sightings have steadily built up since early this year. Many reports describe low-altitude approaches, with a few indications of brief landings in sparsely populated areas. An unusually high percentage of sightings has occurred between 9:30 and 11:30 p.m. Both disc and rocket-shaped UFOs have been reported; many of the discs were reported to be rotating or to have rotating dome sections.

The following examples include typical foreign reports:

April 25, Detroit. A large circular UFO, with three small lighted objects moving around it, was observed through a 6-inch reflector telescope, by Wm. J. Witkosky, member of the Detroit Astronomical Society. As the large UFO hovered, two more small objects emerged, then it moved across the sky.

May 12, Argentina. A report officially released by Capt. Luis S. Moreno, Argentine Navy, one of a government team investigating the recent wave of sightings: About 4:30 a.m., three luminous UFOs approached a car at close range. The intense glow, like bright sunlight, caused one passenger to suffer serious eye damage. (Similar reports in U.S. and abroad.) Capt. Moreno stated that the Argentine Navy Department had been constantly concerned about UFOs since 1952. He also revealed that he and an Argentine frigate captain had sighted a UFO in Mar del Plata.

"It was not a matter of stars or planets," he said, "but of mobile bodies with incredible speed."

June 7, Philadelphia. Two round objects brightly reflecting sunlight were observed by Noel Charles, a Navy physicist in World War II, now a theatrical agency head. One UFO hovered; the other dived toward it at a speed estimated "twice as fast as normal jet aircraft."

June 22, Indianapolis. A flying disc with rectangular lights--apparently windows--was reported by groups of citizens. As the disc rotated, 7 to 10 "windows" could be seen at a time, showing red, green and white lights.

June 25-28, Beloit, Wisc. Rapidly maneuvering UFOs were observed on consecutive nights by police officers and other witnesses. Jack Rieley, who phoned details to NICAP, saw one UFO about noon on June 26. The device made sharp turns, moved up and down at high speed before it sped away.

From July 1-11 numerous UFOs were reported in northeast U.S.: Milford, Del., Rumford, Me., Syracuse, N.Y., Dorchester and Reading, Mass., Mt. Hope and Yonkers, N.Y., and Newark, N.J. Points stressed: a domed UFO with a brilliant rear light, pulsating every three seconds; a formation of apparently metal discs; a cigar-shaped UFO alternately hovering and moving horizontally, before a final vertical ascent. (Investigated by Walter N. Webb, Chairman, Boston-NICAP Subcommittee.) In one case, a hovering disc-shaped UFO caused a late evening traffic tie-up in New Jersey, and restaurant patrons poured into the streets to watch. One witness, Patrick Ganley, stated: "The top and bottom appeared stationary ... the outer rim, in the center, was spinning." The device hovered with a swaying motion before it flew south and disappeared.

July 20-24, Sightings at Montreal, Canada, and in Australia. At South Melbourne, 10:10 p.m., an aircraft technician, H.J. Aitchison, sighted an oblong formation of red-glowing UFOs. When first sighted, they were either stationary or moving toward the observer. Then they turned, moved off southeast. In his NICAP report, Mr. Aitchison stated that seconds later "hundreds of seagulls rose from the Albert Park Lake area, screeching and flying in every direction."

AF STOPS UFO REPORT BROADCAST

On June 14, 1962, the Air Force asked Station WMOU, Berlin, N.H., not to re-broadcast a UFO sighting it had just reported. A signed statement to NICAP reads:

"After first broadcast, AF telephoned station WMOU, Berlin, asking station not to broadcast UFO sighting again until AF arrived."

Immediately afterward, investigators were sent to Station WMOU from Pease AFB, Portsmouth, N.H. Witnesses in the case, Michael Saunders and Lillian M. Jeskey -- both on the staff of the radio station -- were questioned extensively about the sighting. No further information on the case has been broadcast, according to reports to NICAP.

The sighting occurred on the evening of June 13. Four sharply outlined luminous UFOs flying in formation were observed by the two witnesses. In a NICAP report secured at Station WMOU by member David C. Baker, Jackson, N.H., it was stated that the objects were round in shape, glowing with a yellowish light. Each UFO had a separate red light at its base, and these four red lights were blinking simultaneously.

NICAP will try to determine the reasons for the AF request that WMOU cease its UFO broadcast. Results will be reported in the next issue.

EDITORIAL

We are grateful to the several hundred members whose renewals, gift memberships or contributions enabled us to keep going and to publish this crucial issue.

The original issue was ready for printing in mid-August, but changes became urgently necessary — Members of Congress were being told NICAP refused the AF its evidence "obviously because it has none."

If the 128-page Report had been ready it would have fully refuted this charge. But even using all available funds we could print only 40 pages, omitting two-thirds of our vital cases and documents. It also meant a prolonged wait for the next issue, leaving members to wonder what had happened.

We decided instead on a "Preview for Congress." The 13-section outline was prepared and six pages of set copy were taken out. (To appear in next issue.) With six pages of added printing composition, printing and mailing costs (650 extra copies) were over \$850.00. But many Members of Congress will see, for the first time, that facts about UFOs have been withheld from them. We believe increased Congressional support will fully justify the expense.

After our appeal for help, we received enough funds to pay for this issue and cover part of the Report composition cost, also expenses into October. Report costs for 128 pages will be: Composition, \$800; layout, \$200; document and illustration reduction, offset printing, binding, mailing of 1500 copies, \$2480. This will cover all of Congress, hundreds of newspapers and broadcasting stations, columnists, influential citizens, etc.

Judging from public requests, we may have to print a second edition, for sale. If so, we shall try to price it to provide free copies for members. Until free or actual-cost copies are ready, the Investigator will cover main parts of the Report.

THE IMMEDIATE NEED IS TO GET THE FULL REPORT TO CONGRESS. TO THOSE WHO HAVE HELPED US KEEP GOING, OUR HEARTFELT THANKS. TO OUR OTHER MEMBERS WHO MAY WISH TO HELP: PLEASE READ THE PREVIEW CAREFULLY. IF YOU WANT TO SEE "THE UFO EVIDENCE" DELIVERED TO CONGRESS, PLEASE HELP NOW!

WE CANNOT SPEND THE MONEY TO SET THE REPORT IN TYPE — ONLY TO FIND AT THE LAST THAT WE LACK ENOUGH FUNDS TO PRINT IT.

It is very important that we learn Congressional reactions as soon as possible. If Congress before the end of September, NICAP members can help by contacting their Senators and Representatives and asking if they received this special issue. If not, please lend your own copy — or let us know and we will immediately airmail a copy to the legislator concerned. Some NICAP members may be able to inquire personally of their Senators and Representatives, after they reach home. If you write, please address your letter to the legislator's home address, if known. Otherwise, letters should be addressed to Washington, with a request that they be forwarded.

AF CRITICIZES NASA RELEASE OF "MYSTERY OBJECT" PHOTO

The AF official UFO spokesman has criticized the National Aeronautics and Space Administration for revealing pictures of a strange object filmed during the X-15's record-breaking flight on July 17.

"As usual, NASA has gone out on a limb on this," stated Maj. Carl R. Hart. "The news story was the first intimation the AF had of the problem." (Official letter to NICAP member Mrs. Helen Alexander, Frederick, Md.)

In its Aug. 9 report, NASA frankly admitted its scientists could not explain the object or its presence in space. The news story was released after a three-week study of the films and questioning of Maj. Robert White, the X-15 pilot. White saw the same object, or a similar one, at the top of his climb.

NEW BOARD MEMBERS

As stated on p. 2, we have two new Board Members. We expect to add two more, one to replace Vice Adm. R. H. Hillenkoetter, whose aid in the last five years has been invaluable.

In 1957, Adm. Hillenkoetter voted with the Board majority to submit an eight-point offer of cooperation to the AF. He also signed a joint Board letter to the AF Chief of Staff urging release of all UFO cases listed as solved. In 1958, he approved a joint public statement that the AF was withholding UFO information. In 1960, in interviews with United Press and Bulkeley Griffin, Washington correspondent, he stated that the UFOs are intelligently controlled objects and urged a Congressional investigation. In signing a 1961 joint Board statement; he again urged hearings, stressing the increasing danger of accidental war from mistaking UFO operations for a Soviet surprise attack.

NICAP is grateful to Adm. Hillenkoetter for his forthright support. When the Five Year Report is completed, a copy will be submitted to him for any additional opinions and advice.

NOTE FOR NEW MEMBERS

We are very sorry that some welcoming letters and copies of Issue 4 were delayed in reaching new members. The letters were held up in expectation of enclosing Issue 5, until we decided to revise it to include "The UFO Evidence" outline.

NEW WASHINGTON STATE ADVISER

Dr. Hugh S. Brown, a diagnostician and heart specialist in Spokane, Washington, has been appointed to the NICAP Panel of Special Advisers. The national panel includes experts in the sciences, aviation, engineering, and other technical fields.

Dr. Brown has been an Associate Member of NICAP for two years, during which time he has conducted personal investigations of UFO sightings. He will advise the national committee and coordinate investigations and research in the Washington State area, in cooperation with the Washington State NICAP Subcommittee.

MEMBERSHIP CARDS

Several members have asked why they receive renewal notices when their cards indicate they are still members for 1962. Membership is not actually based on the calendar year, but is for one year from the date the application is received (plus any necessary extensions if the publication is delayed). Since the cards have been mass-printed, it has been easier to date them all for the current year, and imprint the names by addressograph.

Because of the resulting confusion, the 1963 cards will have the expiration dates stamped on the card. Also, beginning now, cards for new members and renewing members will be date-stamped in the same way. We hope the "automatic extension" for delayed issues will not occur again, and that we can place memberships on a definite yearly basis.

Shortage of office help has caused many renewal notices to be sent out late. We appreciate the assistance of members who have kept track of their membership dates and have sent renewals without receiving a notice.

ERRONEOUS USE OF NICAP NAME

Press stories in several Washington State newspapers have caused confusion regarding the Washington State NICAP Subcommittee, which mimeographed and mailed the emergency Vol. II, No. 4 issue of the UFO Investigator. The chairman of this subcommittee is Mrs. June Larsen, 11323 14th St., N.E., Seattle 55, Wash. Several papers have mistakenly listed the chairman as Mr. Robert Gribble, head of the former Aerial Phenomena Research Group. Recently he issued a press release headed "The National Investigations Commission on Aerial Phenomena," which abbreviates into "NICAP." In this press release Mr. Gribble announced himself as Director of the Washington State Subcommittee. Several newscasters, seeing the term "NICAP" in an Associated Press teletype, assumed we had replaced Mrs. Larsen with Mr. Gribble.

Aho Membership Revoked

The membership of Mr. Wayne Aho has been revoked because of reported actions and statements seriously harmful to NICAP.

Recently, Mr. Aho urged the news director of a Baltimore radio station to broadcast a tape recording which denounced high-ranking 5th Army Headquarters personnel and the Atomic Energy Commission.

In urging use of the tape, Mr. Aho stressed his NICAP membership, the news director stated.

"To anyone not aware of NICAP's serious purpose and patriotic ideals," he said, "it might have appeared that NICAP endorsed these ridiculous, but also very dangerous charges."