

RETRIEVALS OF THE THIRD KIND – Part 2

A Case Study of Alleged UFOs and Occupants in Military Custody

Leonard H. Stringfield

This contribution to FSR is based on a paper delivered by the author at the MUFON Symposium on July 29, 1978. © Leonard H. Stringfield (address: 4412 Grove Avenue, Cincinnati, Ohio 45227, USA).

THE first part of this paper concluded with Abstract VII in which for the first time the name of a witness had been given. The witness, an Air Force Major named Daly, claimed that in April 1953, he had conducted an analysis of the metal of a crashed UFO. Unfortunately, but understandably, we are obliged to return in the next few abstracts, to testimony from un-named witnesses, but from time-to-time, I am happy to say, a name emerges.

Abstract VIII: Features of dead humanoids described and one seemed to be female

"I'm almost positive it happened in 1953" said my informant, a man with a long career as a pilot in the military, who held the rank of warrant officer in the army during the early 1950s. Now serving in the Air National Guard, he stood by me, facing a large wall map of the U.S.A. in a backroom of the Administration Building at Lunken Airport in Cincinnati. Earlier, in a large front room, before about 25 pilots, I had just spoken on the subject of UFOs. It was now the late summer of 1977, as the man tried to recall the exact time when he stood as a witness, at a distance of about 12 feet, peering at five crates on a fork lift inside a hangar at Wright-Patterson AFB.

In each of three crates, he said, were the recovered dead bodies of small humanoids; the contents of the other two crates were not discernible. As he related this astonishing information in a matter-of-fact manner, he pointed vaguely to an area in Arizona on the map. "Here's where it approximately happened," he said. "It was in a desert area but I don't have the name of the location."

There was no one else in the map room when he told me about the incident. He made certain of that. "It's still a secret, and at the time I had to swear to it," he said. "I was in the right place at the right time when the crates arrived at night by DC-7."

As we stood at the map, my informant described what appeared to be hastily prepared wooden crates. In these, little humanoids, appearing to be four feet tall, were lying unshrouded on a fabric, which he explained prevented freeze burn from the dry ice packed beneath. As a number of Air Police stood

silent guard near by the crates, he managed to get a reasonably good but brief glimpse of the humanoid features. He recalls that their heads were disproportionately larger than the bodies, with skin that looked brown under the hangar lights above. The head appeared to be hairless and narrow. The eyes seemed to be open, the mouth small, while the nose, if any, was indistinct. The humanoids' arms were positioned down alongside their bodies, but the hands and feet, he said, were indistinct. When asked about their attire, he said they appeared to be wearing tight-fitting dark suits and, because of the tight-fit, there was one revealing feature – and a surprising one at that – for one of the humanoids appeared to him to be female. He added: "Either one of the aliens had an exceedingly muscular chest or the bumps were a female's breasts." Later, he learned from one of the crew members, with whom he bunked at the barracks, that the body of one of the aliens was, indeed, that of a female.

My informant also heard from the crew member that one of the little humanoids was still alive aboard the craft when the U.S. military team arrived. Attempts made to save its life with oxygen were unsuccessful.

Another question, an important one, was promptly answered by my informant. That question was how the military knew about the crash, and where to go. He said he heard from a crew member that the UFO was picked up by special tracking equipment at Mt. Palomar in California. They provided the coordinates to the military to determine the crash area. The retrieved craft was found intact, he later heard, and was sent to Wright-Patterson. He had no more details as to when or by what means.

Comment

There were other details furnished by my informant concerning his encounter at Wright-Patterson – and on other sensitive UFO issues that might be identifiable or traceable to him. At his request, I have therefore avoided using these data. For certain, there are a lot of things connected with the UFO that the public does not know about.

Abstract IX: More testimony to a 1953 crash, with dead humanoids

The following letter, quoted in part, was received from Richard Hall of MUFON. It is dated April 8, 1964, and the name of the source is deleted on request.

"Here at school there is an instructor who, during the Korean conflict, was adjutant to an Air Force General at one of our New Mexico proving grounds. I got the following story from him:

" 'In 1953 a flying saucer crash-landed near the proving grounds. Air Force personnel immediately rushed to the area and found the saucer, unharmed and unoccupied with doors open. Upon searching the surrounding area they came upon the bodies of the saucer's four occupants, all dead.

" 'Shortly after this certain top level personnel were given the true saucer story by Air Force officials. My source was included in this. They were shown the bodies of the four occupants of the ship, which he described as from three to four feet tall, hairless, and otherwise quite human in appearance. An autopsy had been performed on one of them to try to determine the cause of death. No cause for their deaths was ever found. Also at this time they were shown three saucers. He described them as ovoid, with a length of twenty-five feet and a width of thirteen feet. They were shown the interior as well, and there were no visible means of control, no visible means of propulsion. He told me that since that time the Air Force has been working intensely, though unsuccessfully, at trying to discover the means of propulsion.'

"I can vouch for the validity of this information as well as the reliability of the person I got it from. This you can state as positive fact. Due to the fact that he is still affiliated with the armed forces he prefers that his identity remain hidden. He also told me that this is top secret information which is highly guarded to prevent leaks."

Comment

I reserve my personal comment to a quote from Dick Hall's covering letter dated December 23, 1977, as follows:

"The chap mentioned in the letter is the one Todd Zechel finally tracked down,* and I went with him to interview the man, and had a face-to-face meeting with him here in Washington area. He was here on some church-related business. As former aide to a general and command pilot in Vietnam, I couldn't imagine a *less* likely hoaxer. He clearly took UFOs seriously. He wouldn't talk directly about what he had seen, but in company with the general he saw the evidence at Langley AFB, Virginia. Also our informant told us of an Air Force pilot who had told him of the southwest crash story."

* See part I of this article in FSR Vol.25, No.4, (July-August 1979). — ED.



Our artists's impression of one of several persistent rumours, from the cover of FSR Vol. 25, No. 4.

Abstract X: Death-bed confession about dead humanoids

Charles Wilhelm, Director of the Ohio UFO Investigators League in Cincinnati, received the following information in 1966 from a schoolmate friend whose father was witness to a retrieved UFO and its occupants, again in 1953. The father, who made a death-bed confession to his son, had been head of military security at Wright-Patterson.

While on duty, the father related, he saw two disc-shaped metallic UFOs, one was damaged, the other intact. He also witnessed four dead alien bodies, packed in dry ice on their arrival. They were described as 4 to 5 feet tall, with heads disproportionately larger than their bodies and with slanted eyes. He said the rest of their bodies appeared to be human except that the fingers were noticeably longer than ours.

Comment

It seems that 1953 was a busy year for crashed UFOs and military retrievals.

Abstract XI: Saucer in distress: strange effect on vehicle exhausts

With the help of Lou Farish of MUFON I got the phone number of Cecil Tenney, aged 78, in Delta, Colorado, and called him March 7, 1978. I wanted to hear for myself his testimony relative to his alleged observation in 1953, near Dutton, Montana, of a low-level UFO in distress, or in a malfunctioning condition, and what he experienced during Air Force interrogation; also what he saw at the Great Falls AFB, which he believed were the recovered dead alien bodies.

In the fall of that year, near dusk, Tenney, driving alone from Great Falls to his home in Conrad in his pick-up, watched the troubled performance of a large cigar-shaped object near the town of Dutton. Appearing to be about one third the size of a football field, and about 200 feet away, the silvery object pulsated and belched out fire and smoke for about seven or eight minutes.

"It seemed to be trying to pull itself up, but it couldn't," said Tenney. Then he described an explosion and a swooshing sound that was followed by balls of fire hitting the road and as far as he could see. Two or three cars on the road coming from the opposite direction, he said, had their exhausts shooting out flames.

Tenney admitted that he was stunned and frightened by the spectacle. "I got out of there in a hurry," he said, "and stopped at the nearest place with a toilet. This was a beer hall which is about 5 miles beyond Dutton."

There, Tenney was told by the bartender that he "...smelled like lightning." Later, he learned that a state highway patrolman who also saw the UFO in distress had stopped in the saloon, and was given Tenney's name as a witness.

That same evening, according to Tenney, he got a phone call from a colonel at the Great Falls AFB, about 30 miles away. In a gruff voice, Tenney was told (not asked): "I want to see yuh!" He was instructed to report to the Air Base at a certain time the next morning.

When Tenney arrived at the base, he was escorted by two men into a jail-like, cinder block building and was led to the colonel's office. He was grilled with questions for 30 minutes, then he signed a 5-copy statement which was also signed by a notary public.

Following interrogation, Tenney was escorted downstairs and near the entrance door he encountered two military men arriving. Each of them was carrying a large blue bag over his shoulder. He guessed they were laundry bags but according to Tenney the bulges in the bag did not appear to be laundry. As Tenney moved toward the door, one of the men dropped his bag to the floor and it was then that Tenney could recognise the bulges to be shaped more like the protruding limbs of bodies. At this point, he was rudely pushed out of the door and told: "Get the hell out of here!"

Tenney told me he returned to his flower shop in Conrad very concerned about the harsh treatment he got at the base, and wondering about the contents of the laundry bags. Said Tenney, "I can't swear they were bodies, but the bags contained something they didn't want me to see."

Later Tenney heard of another witness, a brakeman on a passing train, who was knocked to the ground by the UFO's explosion.

Comment

Tenney is the only known witness to the event, with no other names to check for backup. However, he sounded convincing enough on the telephone, and made no hard claims to know the answers to the UFO's erratic or troubled behaviour, its noisy disgorging of flame and smoke, why tongues of fire shot out of automobile exhaust pipes, what the highway patrolman reported to the Air Force, why the colonel was so demanding and the escorts so rude, or what was inside the laundry bags that was so secret. Tenney's guess was that the UFO he had seen

in distress had crashed, and the bags contained its dead occupants.

Abstract XII: Revelation by woman who catalogued crashed-UFO material

In the 1940s and 1950s Mrs. G. worked in the Foreign Materials Division, with a top security clearance rating, at Wright-Patterson AFB, and she retired from there in 1959 for health reasons. Charles Wilhelm, who has provided me with some first hand reports from people with information about UFO retrieval or related incidents, got this one from Mrs. G. in 1959. She had known Charles very well as a teenager on two counts: he was a good, honest worker in performing yardwork for her, and for his intense interest in UFOs. When she developed cancer, and knew of her impending death, she decided to relate to him some startling information about her secret duties at Wright-Patterson, and what she saw in the performance of these duties.

In 1955, according to Wilhelm, she was assigned to a post to catalogue all incoming UFO material, during which time approximately 1000 items were processed. These included items from the interior of a recovered UFO brought to the air base. All items were photographed and tagged.

In her cataloguing duties, Mrs. G. also was witness to the conveyance, by cart, of two dead humanoid bodies from one room to another. The bodies, preserved in chemicals, were four to five feet tall, had generally human features, except that the heads were large relative to their bodies, and their eyes were slanted. There was no word as to whether or not the bodies were brought in from a recent crash or had been at the base morgue from an incident occurring in previous years.

After telling Charles Wilhelm some of the barest facts she knew, she commented; "Uncle Sam can't do anything to me once I'm in my grave." Six months later Mrs. G. passed away.

Comment

The brief, but vital facts bared in the testimony of Mrs. G. are not to be underestimated. I firmly believe in Charles Wilhelm, and he, in turn, believed Mrs. G. Wilhelm told me he saw Mrs. G.'s Wright-Patterson AFB ID badge prior to her death.

Abstract XIII: Description of a photograph of alleged humanoid

The late James Mitchell was formerly a Navy specialist who served at an air station in Dallas, Texas, where his duties included the handling of confidential film. After retirement from the Navy in 1966, he became a civil service electrician at Wright-Patterson AFB, holding top secret clearance allowing him to work in high security areas on the base.

In 1977, in association with my regular employment, I met one of James Mitchell's sons. Knowing of my research, he came to my office to tell me of an incident in which his father was involved with the security officials at the Base, for having possession of a photograph of a small alien humanoid allegedly

killed following a skirmish with U.S. military forces in Arizona.

According to my informant, he was away from home at college at the time his father brought the photo home from Wright-Patterson in 1966. However, his brother Mike, who now lives in California, was at home at that time and was shown the photo by his father.

In due course, my business associate contacted his brother Mike by phone, and asked him to describe the photo and also to comment on his father's actions at that time. Mike obligingly described the photo as a black and white glossy, 8 x 10, showing two men, one wearing khaki, the other a laboratory coat, who were holding up a dead body about 3½ feet tall. The photograph was taken at a fair distance on a clear day in a panorama of desert with patchy scrub vegetation. Most of the details were by now hazy to Mike, but he recalls that the alien's head was pear-shaped and oversized for its body, with slits for eyes and mouth. He also remembers that the humanoid was wearing a dull coloured, wrinkled metallic suit.

Recalling his father's actions, Mike said that he had come home from work and seemed excited as he flashed the photo at him. Making a sly glance, he put the picture away under some papers in his dresser drawer. He also recalls that his father said: "I can't keep it. I must take it back."

Later in the evening Mike's father confided that he knew the story behind the photograph. He said that during early morning military exercises in a desert

area of Arizona, a unit encountered a group of aliens near a landed craft. There was probably a skirmish, and one alien put up quite a fight. Subdued, the small creature was given a sedative by injection, which caused its death. The story goes that the other members of the "Third Kind" escaped into their craft and flew away. The one dead body was supposedly shipped to Wright-Patterson, preserved in dry ice.

The next day, Mike remembers his father seemed greatly disturbed. Something had happened at the Base concerning the photo. He remembers that he had to return it and, from that day on, James Mitchell refused to discuss the photo again with anyone.

Comment

From my sources I have been unable to establish the vintage of the photograph or the story of the skirmish. It could be that the photo was genuine, while the story was not. Nonetheless the borrowed photo, according to Mike's recollection, had caused some concern at Wright-Patterson, and may have resulted in some kind of reprimand for his father. I feel that such an action would not have occurred had the misappropriated photo been a fake. Now, we may ask, what about the skirmish?

Abstract XIV: Description of a craft — with occupants — which allegedly crashed in 1962

Robert D. Barry, fellow researcher and lecturer, was contacted early in March, 1978, on the basis of his interest in, and knowledge of, crashed UFOs and



the retrievals of craft and their occupants. Barry, a dedicated researcher since 1957, is director of the 20th Century UFO Bureau. When I told him that I could use his help in supplying some data for a paper I was preparing for the MUFON Symposium, he requested me to submit a letter to further identify myself and my objectives in this sensitive area. I did so promptly, and it produced positive results.

Barry's first letter, dated March 14, 1978, concerns a UFO crash, with occupants, occurring in 1962. I here quote an extract from his letter:

"...My sources of information on the subject of crashed UFOs involve quite a few [people] but my major sources number four, including one within intelligence circles as well as a scientist.

"As regards the crashed UFO of 1962, it occurred in the state of New Mexico. The craft experienced flight difficulty at a time it was being tracked on military radar. It was tracked across two southwestern states before coming in over New Mexico. Military jets were sent up for intercept.

"As the craft moved in over the state of New Mexico it lost altitude and continued to experience flight difficulty. It impacted on desert sands at an estimated 90 m.p.h. Its underside hit the sand as a plane does when coming in for a landing.

"Its landing gear was not down and its flight pattern at impact gave the indication that the two occupants in the craft were evidently dead at the time of the crash...hence the flight difficulty experienced by the craft.

"The craft was 68 feet in diameter and 13 feet in height...typically circular. The two beings discovered inside the craft were 42 inches each in height. Each being was dressed in a one-piece space suit with no buttons or zippers.

"The occupants were removed the following day to a major medical university hospital in the U.S., where skin tests and other scientific analyses were performed. Skin colour was grey/grey pink. Head [was] slightly large for the size of the body; eyes somewhat larger than norm[al], but the nose was small with little protrusions...no ear lobes, but a hole at each side of the head where we have ears...then, of course, inside the hole area was the inner ear portion. Mouth was very small with thin lips.

"The circular-shaped space craft was described as exploratory and was removed to a major military base in the southwest where scientists and engineers were assigned to work on the craft in an attempt to discover its [method] of propulsion.

"On this particular case, a total of twenty individuals were involved in the investigation and research. Since that time, three of them have died - of natural causes - leaving a total of 17 familiar with the incident and follow-up research."

Abstract XV: Claim to have proof that UFOs are extraterrestrial

My information comes second-hand from a person who requests that his name is not used in any way

regarding his knowledge either of retrieved UFOs, or of the preserved alien bodies maintained in secret storage at Wright-Patterson AFB. This person, who has read my book, *Situation Red*, is aware of my position in research, but refuses to discuss what he knows with me by telephone or in person. My first-hand informant is his son, with whom he had shared some general information about UFOs a couple of years earlier. To elaborate further, the young man's father got his UFO input from his own cousin, an Air Force Major who was specifically assigned to a UFO project for about 5 years at Wright-Patterson. The major was formerly a pilot, and had also served at a missile site overseas, and presently is assigned to a new technical duty. I do have these latter details, but was asked not to be specific.

So significant was the information received by the father from his cousin, the Air Force Major, that he felt compelled to write down some specific details about the retrieved UFOs and the humanoids, which he sealed in an envelope and placed in his safety deposit box. His instructions were that the envelope was not to be opened until after his death.

Some of the general information known to my informant concerns Wright-Patterson's storage of an intact UFO, and parts of damaged UFOs, and the preservation of dead alien bodies under glass in special refrigerated conditions. The Major also reportedly said: "We have the proof that UFOs are extraterrestrial."

Comment

My informant is not kidding about his father's UFO notes being stored in a safety deposit box. Neither is he kidding about his father's staunch refusal to discuss with me the contents of his notes. Personally, I must agree with the father's position of keeping a trust when it concerns the status and welfare of a close relative.

Abstract XVI: Man who stood guard over dead aliens

Mrs. S.I. called me on August 3, 1977, to relate her growing interest in the UFO mystery. She had read my book, *Situation Red*, and expressed a desire to attend the future meetings of the local OUFOL research group. To its director, Charles Wilhelm, she confided that her husband Carl, while in the Air Force as a member of the Air Police at Wright-Patterson AFB, was called to duty one night to stand guard in a secret area where he witnessed three dead alien bodies that had just arrived. I was tipped off about this information by Wilhelm, so on August 3rd I was prepared to ask some careful questions.

During our first chat I was about to extract some strong data. She explained that she believed that it was the year 1973 when her husband Carl was called out to duty during the night. He was driven to a certain location, then was blindfolded. She said, he recalled that he was led across a field of wet grass, then was helped down a flight of stairs and escorted through a long corridor. At a certain point, he was halted and his blindfold was removed. There he was issued instructions about his mission and

where to stand guard. To his shock, he was in a room with other ranking officers and a few scientists who were viewing three small humanoid bodies. They were dead and were stretched out on a refrigerated table. She remembers Carl telling her that the bodies were about three feet tall, their heads were abnormally large and seemed to have a short fuzz on the top. The skin, she said, was an off-white or cream. She could recall no other facial features described by Carl, admitting that the only time Carl had talked about his experience was while they were courting. That was in 1975. At that time, she said, he seemed shaken by it.

"I believe he was dramatically affected," she said, and added: "One time he told his sister about it and she just laughed. Since then, he refuses to discuss the matter with anyone, even me."

Later, on several occasions when I telephoned Mrs. S.I., I asked to speak to Carl. One night he was present, sitting at a table drinking coffee when I called. I remember she asked him if he would be willing to talk with me about his experience but he declined. Said Mrs. S.I. when she returned to the phone: "He said he's not allowed to talk about it, and that he will tell everything he knows after President Carter makes an announcement."

In the fall of 1977, Mrs. S.I. became so obsessed with her UFO pursuits that she became ill, followed by a long period when she did not communicate. Then one evening she telephoned and politely announced that she had abandoned her interest in UFOs. She thanked me for my offers to help during her period of stress, and again reminded me that Carl would not talk about his affair at Wright-Patterson.

Comment

No one can blame Carl for upholding his sworn oath to secrecy, but a slip of his tongue with his loved one had let the proverbial cat out of the bag. I believe that the information recounted by his wife is fairly accurate. Of special interest in this incident of retrieval is the year 1973, which suggests that the corpses of alien occupants recovered from crashed UFOs are still being sent to Wright-Patterson AFB for analysis and preservation.

Abstract XVII: New light on the "Scully case"

We come now to one case which I believe deserves both climactic treatment, and a reappraisal of all its known facts, for it concerns the first alleged retrieval of craft and crew on record and its far-reaching impact on research.

The case in point is the controversial Aztec, New Mexico, incident of February, 1948, which was sensationalized by Frank Scully in his book, *Behind The Flying Saucers*. This one case, as cited before,† has prejudiced serious researchers. Most are still soured by it, and as a result, shun or discredit all retrieval stories.

† See opening paragraphs of Part 1 of this article in FSR Vol. 25, No. 4. Also G. Creighton's introductory article in the same issue. — ED.

While Scully used shady characters to support his case, new data supported by people with solid credentials, has since surfaced through the efforts of Professor Robert Spenser Carr, a long-time researcher with his own proper credentials.

Now retired, Professor Carr, who formerly taught mass communications at South Florida University, and served as Director of Research at Walt Disney Studios, made national news in 1975 when he reopened the "Aztec Pandora's Box" during a press interview in Tampa. When asked by a cub reporter to substantiate his claims that he believed UFOs were from outer space, Carr responded briefly using data he had amassed on the "little men" recovered in Aztec. When the story punched its way through the wire services, researchers were caught off guard, including myself. Like others questioned by the press, I responded with scepticism. At that time I had no new data on the Aztec case. In fact, I had not corresponded with Professor Carr since the 1950s, when I published the *Cribo Orbit*. Checking my old files, I reviewed his letters sent to me. Certainly all were well-written, factual and conservative.

On March 28, 1978, while visiting my daughter and her husband in Dade City, Florida, I telephoned Professor Carr in nearby Clearwater. After rehashing our UFO struggles in the 50s, I asked him about his collected data on retrievals, and specifically about the Aztec incident. His response was rewarding. He had accumulated more data about Aztec than I had ever anticipated. I called him again on March 31st

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and asked for his permission to use certain of his data in this paper. Again Carr was obliging, except for a reluctance to use the names of his sources. Commented Professor Carr: "I have spent 17 years collecting the data I have on the Aztec case. I know of other retrievals, but my main thrust through all those years was concentrating on sources who knew about the Aztec incident. I could write a book about that one retrieval alone."

The "ancestor" of all retrieval cases, as Carr calls it, was the landing of a craft with 12 occupants twelve miles west of Aztec, a town of sparse population in a desolate desert region. According to Carr, three separate radar stations; one at Muroc AFB (now Edwards), one at Santa Fe, and another in the southeast corner of Colorado, tracked the craft, and by triangulation, were able to pinpoint the descending craft to Aztec. The Air Force rushed crews to the site from Muroc. The craft was found not damaged except for a puncture in one of the portholes. This puncture, Carr said, was the probable cause of the death of the occupants. One authority told him they had died of decompression. The punctured port was also the only means through which the Air Force specialists could enter the craft. The bodies of the craft's crew were rushed to Muroc where they were stored in a refrigerated mortuary. Later, they were sent to Wright-Patterson for autopsies and preservation in cryonic suspension.

In his 17-year search for the truth about Aztec, Professor Carr told me he got extensive input of information from five eyewitness sources. One key source, now deceased, was a surgical nurse who assisted in the autopsy. A second source was a high ranking Air Force officer who was stationed at Wright-Patterson, and who had a degree in anthropology from an Eastern University. Two others, both aeronautical engineers, revealed valuable data on the craft's structure and operational systems. Still another source aware of the Aztec retrievals was an Air Force enlisted man who was a guard on duty at an air base he did not disclose.

According to Carr, his eyewitness accounts, in which the humanoids were described, all agreed that the bodies were from three to four feet tall, and had elongated heads, oversized by comparison with their bodies. The eyes were slanted, giving an oriental look. The clothing worn by each member was tight-fitting and without insignia.

Professor Carr also shared some details on the storied visit by President Eisenhower to see the retrieved craft and crew at Wright-Patterson in 1952. According to an eyewitness informant, Eisenhower, using an excuse to play golf in Palm Beach, Florida, was picked up by helicopter at a remote tee and flown to the airbase. There he was greeted by 80 to 100 military and scientific people in a secret hangar, and was shown both the craft and 12 bodies in deep freeze. When the President asked about the craft's propulsion, and the UFOs origin and their mission to Earth, no one — according to Carr's informant — could provide answers. Eisenhower then turned red and, shaking his finger, insisted: "Mum's the word." Ordering absolute secrecy, he brought in the C.I.A. and all its efficient methods to keep it that way. According to Carr's informant, the C.I.A. seriously believed in 1952 that the public would suffer a "cultural shock" if they were told that UFOs came from an advanced civilization from outer space.

Comment

Having discussed personally with Professor Carr the reliability of his eyewitness sources, I feel that the Aztec affair can now be viewed with new confidence and free of the Scully stigma.

Comments Professor Carr: "I don't agree with the policy of secrecy nor the fear of a world "culture shock" if the real UFO facts are revealed. Whatever the UFO's purpose, I don't think they are hostile. Therefore, I believe the world governments should urgently try to make peaceful contact."

* * * * *

To be concluded in the next issue of FSR.

THE "GREAT DEBATE" IN BOOK FORM

NEVER had a Hansard report on a House of Lords Debate sold out so quickly as did that on Lord Clancarty's motion about UFOs. It is fortunate that those who missed their Hansard may now obtain an unabridged version in the form of a book, with a Preface by Lord Clancarty and Notes by John Michell. I have given a brief summary of, and a commentary on the Debate in the Editorial leader of FSR Vol. 24, No. 6, but I am sure readers will wish to read the full text. The Preface and Notes were designed to provide a vehicle for the sober text of the Debate.

Lord Clancarty (Brinsley le Poer Trench) traces his involvement in the subject of ufology, mentions his three years as Editor of *Flying Saucer Review* and gives his reasons for putting forward his motion. John Michell's marginal notes provide introduction to the peers who spoke, and background information on incidents, reports and other matters raised in the

Debate. These are aimed, no doubt, at readers new to the subject.

The cover sports a startling picture, somewhat in poor taste, wherein an "Adamski-type" flying saucer is superimposed over a photo of the Houses of Parliament. If readers wonder why this device is used then they will not be surprised to find in the book a picture of "contactee" Adamski and of his "scout ship". John Michell restricts himself to interesting comments on Adamski and on the irresponsibly prompted bottle cooler farce of 1975, and elsewhere on the development of the subject in general. This book is essential for those who wish to read the verbatim report of the Debate, and it is therefore a pity the standard of printing leaves much to be desired.

CHARLES BOWEN

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