

THE U.F.O. Investigator

FACTS ABOUT UNIDENTIFIED FLYING OBJECTS

Published by the National Investigations Committee on Aerial Phenomena

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NICAP's 1964 SCHEDULE

All members should read the following points carefully, concerning the "UFO Evidence" Report and NICAP membership plans:

*Originally we planned not to publish another UFO Investigator until the "UFO Evidence" Report was in print. Because of a forced delay and the log-jam in Congress brought about by the assassination of President Kennedy, we reversed the decision.

*The "UFO Evidence" Report is in an advanced stage. Negotiations are underway with printers. The unusually large response to our request for Report orders and conditional renewals, welcome as it has been, inevitably put an added burden on the small staff. This has delayed work on the Report somewhat. Also the printer requires 4-6 weeks for delivery after we furnish the final written copy. We hope to have the Report in the printer's hands in January.

*With this issue in print, preparation of the Report and associated work is proceeding at full speed, with top priority. All orders for the Report are receiving careful handling, with mailing labels typed immediately. The more copies you order for yourself or friends, the more successful the Report will be. Advance orders to members (at \$3.95) and to non-members (at \$4.95) will be accepted through January 30, 1964; after that, the price will go up.

*Many of you are due, or overdue, for renewal with this issue. A prompt payment would be appreciated. Notices are being sent to those whose membership-subscriptions expired with the preceding issue, Volume II No. 9 or earlier. They were not sent at the time because of the uncertainty about the next publication date. Now the prospects are good that we will be able to publish six issues, on schedule, in 1964. A few of you who are overdue for renewal are receiving this issue only because of the delay in sending notifications. Members who do not respond within a reasonable amount of time are dropped from the mailing list, but only after due notification.

*If the code on your membership card is "II-5," you are due to renew now unless you have sent a second dues payment in 1963. If your code is "II-6," or "II-7," you will be due to renew with the next issue (Vol. II No. 11) or the following one (Vol. II No. 12). For further explanation of membership codes, see previous issue of UFO Investigator, page 8.

*The order coupon included in the November Special Report to Members was intended for the use of those who had not already placed advance orders for the "UFO Evidence" Report, or those

Cont. on page 2, col. 1, "clarifications"

The assassination of President Kennedy has shocked the nation. Every corner of our lives has been changed by his murder. We join all Americans in expressing sympathy to the late President's family.

Our best wishes go to President Lyndon Johnson in coping with the manifold political change brought about by an assassin's twisted mind. An orderly transition has been made, but the new Administration and Congress face many problems of adjustment in the months ahead.

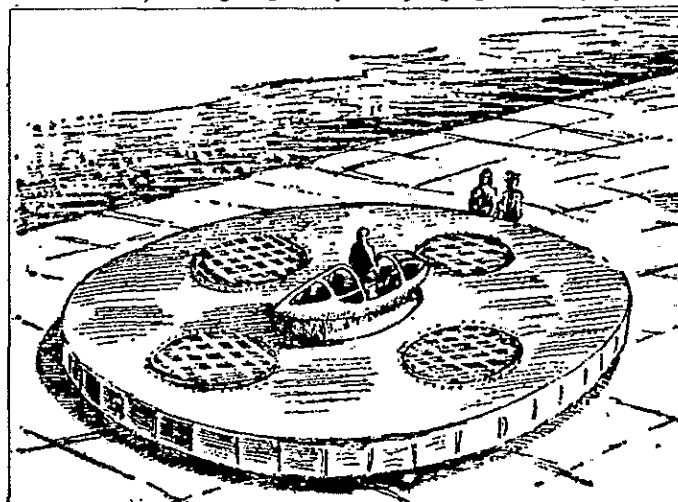
Perhaps there is no more appropriate wish than this in a Christmas season darkened by sudden violent change: May our new President have all success in uniting the country so that future change may be peaceful, brought about by reason, love and understanding.

RUSSIA CLAIMS "FLYING SAUCER"

The official Russian Army newspaper Red Star reported early in 1963 that Soviet engineers have successfully tested a "flying saucer" aircraft.

According to UPI, the Moscow report claimed the craft can take off vertically, and that it lands on a cushion of air. Apparently this is merely a Soviet model of the ground-cushion type of aircraft with which the United States and England have been experimenting for several years. To date, all of these have been limited to low-altitude operations at relatively slow speeds.

The Soviet has made similar claims for six years. On Oct. 5, 1957, the newspaper "Sovietskaya Rossiya" published the sketch shown below, stating it portrayed a jet-propelled "flying plat-



Sketch from Russian Magazine

form." According to Moscow, the machine has an enclosed cockpit and four vertical supports like table legs.

Despite the 1957 claims, NICAP has been unable to find any proof that such a jet-propelled Russian "saucer" ever was successfully flown. However, because the newly published claim may revive earlier fears that the UFOs might be secret Russian machines, we are reviewing the facts.

In World War II, hundreds of high-speed flying discs and rocket-shaped UFOs, were encountered by both Allied and Axis airmen. These could not possibly have been Russian; the Soviet then had no high-speed aerial devices, jets or rockets. The same holds true for the early post-war period. Hundreds of UFOs, capable of tremendous speeds and superior maneuvers, were sighted all over the world, at a time when Russian industry was just emerging from the wreckage of the war. In the years since, neither the CIA nor U.S. military intelligence has found any evidence of such a fantastic technological leap by the Russians.

Statements from the USSR in general reflect the early U.S. confusion about UFOs and the later deny-and-explain-away policies:

Sept. 7, 1952; statement by Prof. Boris Kukarin, leading Communist astronomer: "Flying saucers are an optical illusion growing out of sheer war psychosis... encouraged by those interested in war."

Dec. 7, 1953, Radio Moscow: "Flying saucers are figments of imaginations of Western war-mongers designed to make taxpayers swallow heavier military budgets."

Cont. on page 2, col. 2, "Russia"

THE

UFO INVESTIGATOR

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Staff this issue: Maj. Donald E. Keyhoe, Editor; Richard Hall, Associate Editor; Don Berliner, Editorial Assistant

Clarifications, from page 1 who wished to order additional copies. Another coupon appears in this issue for the same purpose. The large number of orders prevents individual acknowledgments. Cancelled checks and money order stubs will serve as receipts. All checks received through November 30 have now been deposited.

*We still are not able to resume accepting new memberships. Until we are assured of having printing costs for three issues of the UFO Investigator paid for in advance, memberships will not be re-opened. Although this causes us to lose some income normally received from new members, there is no choice. We must be able to publish on schedule, bi-monthly, and to receive a regular renewal income as a result.

*Income for publishing the "UFO Evidence" Report is on hand, and a wide distribution is assured. However, the surplus does not cover payment of the three issues of the UFO Investigator. It barely covers rent for the next two months, postage stamps, and a few other essential items for that period. Please use the Report order and renewal coupon elsewhere in this issue if you wish to help put us over the top.

NICAP DENIED TAX EXEMPT STATUS

Denial of NICAP's request for tax-exempt status was affirmed by the Internal Revenue Service early in 1963, in a long-delayed decision on its December 13, 1961 ruling. The decision had been appealed by NICAP in writing, and in an oral hearing last summer.

The oral hearing had brought out IRS criticisms that NICAP spent too much time criticizing another agency - the Air Force.

NICAP protested these charges, stating that IRS was viewing criticisms of the Air Force out of context; that any scientific investigation of UFOs must take into account the truth or falsity of the conclusions reached by the official investigation, and that correction of error and challenging of alleged factual findings were perfectly legitimate scientific activities.

NICAP also protested a claim that its broadcasts were mainly self-promotional. Few organizations exist without publicity which promotes them to some extent. More important, NICAP is engaged in supplying information to the public on a subject of interest, and one for which it is difficult to obtain information from official sources. The chief purpose and spirit of NICAP is to gather, evaluate, and disseminate reliable information on UFOs, which is clearly educational in nature.

The appeal nevertheless, was denied. Recent news reports have indicated a crackdown by IRS on granting tax-exemptions, which no doubt was an important factor in the decision. We still feel that NICAP is clearly scientific and educational in purpose, in structure, and in all activities, and that we are entitled to the exemption. But until UFOs are more openly recognized, it is doubtful that the ruling could be reversed by the tax courts.

Season's greetings and best wishes to all NICAP members. Your material and spiritual encouragement have given us an optimistic outlook for 1964. Thank you for the many Christmas cards and thoughtful notes. They too have given us a boost. With so many of you offering concerted help, we are confident of making significant progress early in the new year. What we are able to accomplish depends almost entirely on you. The "UFO Evidence" Report will be your accomplishment, and a testimonial to the ultimate effectiveness of those who persistently seek truth.

--The NICAP Staff

INCREASED PUBLICITY EFFORTS

In conjunction with the forthcoming "UFO Evidence" Report, NICAP has stepped up plans for increased publicity of UFO information. The effort will call for new cooperation by members who are in a position to help. The Five-Point plan includes:

1. Taping of 10-minute programs called "The NICAP Report" at headquarters for distribution to all interested radio stations. Station managers or program directors will be sent sample tapes on request. The tapes are to be returned to NICAP after use.

2. Preparation of a weekly column on UFOs to be distributed to any interested newspapers. Columns written by Don Berliner, experienced aviation and science reporter. Sample columns will be sent to newspaper editors at their request.

3. We are urging specially trained NICAP members to make themselves available for local interviews during the next few months. Please let us know what radius you are willing to travel for this purpose.

4. Special briefing information on the "UFO Evidence" Report will be sent to NICAP Affiliates and Subcommittees, which will coordinate all publicity efforts. Board members and Advisers are urged to contact Affiliates or Subcommittees in their areas to help supervise publicity. If there is no unit in your area, please let us know directly in what way you will be able to help.

5. Formation of a NICAP "Youth Council" is now underway, though delayed by the headquarters workload. Council members, selected on the basis of intelligence and literacy, are to be between the ages of 14 and 20. Their main task is to encourage, among young people, a serious scientific interest in general space exploration, including UFOs, by answering questions and providing source material. Letters from teen-agers will be referred to Youth Council members in their area. Presently serving on the Council are William Mitchell, 15, Staten Island, N.Y., and Mickey Epstein, 15, West Hartford, Conn.

The preparation of material and paper-work for this program adds a burden on the NICAP staff, but the effort is believed to be worthwhile. If you agree, please consider what you can do to help. One thing badly needed at NICAP is a mimeograph machine and supplies. These would be an extremely useful donation. Perhaps you could offer clerical or other help to NICAP personnel in your area. Please examine the list below, and let us know if you have something to offer the nearest unit or personnel.

California: Los Angeles Subcommittee
San Francisco Bay Subcommittee
Connecticut: NICAP*CONN Affiliate, Hartford.
Youth Council member, West Hartford
Florida: Fort Pierce Subcommittee
Guam: Guam Subcommittee, Agaña.
Hawaii: Hawaiian Subcommittee, Kihei, Maui.
Indiana: Three Subcommittees; Vincennes, LaPorte, and Sullivan.
Kentucky: Bluegrass NICAP Affiliate, Lexington.
Massachusetts: Boston Subcommittee
Minnesota: Minneapolis Subcommittee
New York: N.Y.C. Affiliate; N.Y.C. Subcommittee; Youth Council member, Staten Island.
North Carolina: Raleigh-Durham Subcommittee
Tennessee: Knoxville Affiliate
Washington: Seattle Subcommittee
(Individual Board Members and Advisers also represent NICAP in the following states not covered in the above list: Colorado, Iowa, Louisiana, Maine, Maryland, New Jersey, North Dakota, Ohio, Pennsylvania, Texas, Virginia and the District of Columbia.)

Russia, from page 1

Oct. 1, 1957, Prof. S. Zonshtein, USSR scientist, reporting on a Russian disc-craft: "Flying saucers do exist and Russia has them." (This claim, repeated during the surge of UFO sightings in November, 1957, caused concern by some U.S. newspapers and newscasters that the UFOs actually were secret Soviet weapons.)

Jan. 19, 1959; press reports from Finland that strange glowing objects -- huge spheres, discs, and rocket-shaped objects -- had been seen in Arctic skies. Some of the press implied that the flying objects were Russian, but general global sightings indicate that this was merely a part of continuing UFO observations around the world.

Jan. 9, 1961. Pravda roundly denounced Russians who believed in flying saucers, attributing a rash of reports to "self deception or intentional falsification of facts." Pravda claimed much of the UFO material was taken from the American press. Later, the published official explanations for UFOs repeated almost verbatim the statements of the U.S. Air Force.

UFO SIGHTINGS CENTERED IN WESTERN U.S.

Dozens of strange aerial phenomena have been seen in the early winter skies. Aside from fireballs (large meteors) and objects which could have been large research balloons or other conventional devices, the reports have described typical UFOs, usually disc or oval-shaped.

Connecticut Legislator

October 4; East Hartland, Conn. State Congressman L. B. Martin saw a delta-shaped UFO leaving a flare-like trail about 1:00 p.m. A row of black markings was visible along the blunt forward edge as the object passed from south to north. In reporting the sighting to the NICAP*CONN Affiliate, Mr. Martin estimated the object's speed at 2000 m.p.h. "The sky was powder blue," he stated. "The object was silvery, and the details of it were extremely sharp."

Angel's Hair Report

October 13; San Francisco, Calif. NICAP Subcommittees are investigating an unconfirmed report of a hovering cylindrical UFO and fall of "angel's hair" in the early afternoon.

Silvery Discs

October 15; Edenton, N.C. Two silvery disc-like objects were observed near the setting sun by several witnesses in different locations. No motion was reported. The objects disappeared after the sun set.

Circling UFO

October 17; Helena, Montana. An object described as "bullet-shaped" with lights on each end was reported to the Federal Aviation Agency between 7:00 and 7:30 p.m. Witnesses said it hovered and circled, rising and dropping in flight.

Beams of Light

October 21; Trancas, Tucuman Province, Argentina. The family of Antonio Moreno reported that six "flying saucers" had maneuvered in the area at night, lighting up the ground. Two of the objects approached the Moreno house and emitted beams of light "like luminous tubes." (El Comercio; Lima, Peru, October 24).

A few days before the Moreno family sighting, a truck driver in Cordoba Province claimed he encountered three robot-like beings which came from an oval device landed on the road. Panic stricken, he drew his revolver and fired four times as he fled, the report says. As he entered the town of Monte Maiz, the "ship" followed and made several passes over him. Each time, he felt a burning sensation. Dr. Francisco Dabolo, who examined the man, is quoted as saying he had "strange lesions produced by undetermined elements." (Ultimas Noticias; Caracas, Venezuela, October 20).

Since NICAP knows nothing about the character of the alleged witness, we obviously cannot endorse this sensational report. However, it would be desirable to have disproof of the report if it is a hoax or delusion. If not, strong confirmatory evidence would be needed. We hope local members will look into such claims and send us all available information.

Humming Sound

October 23; Meridian, Idaho. About 8:45 p.m., Mrs. Albert Gordon and two sons heard a piercing humming noise and looked outside to find the cause. They saw a circular object hovering above a tree in the yard. The UFO hovered for several minutes, once emitting a flash of red light, then moved slowly away.

UFO Paces Van

October 31; Daylston, Victoria, Australia. Jim Davidson, a delivery man on his rounds at 4:15 a.m., was frightened by a UFO which approached his van, turned and followed his course just ahead. The object seemed to be 8-12 feet long, glowing orange and red. It then darted to the side of the road, continuing to pace the van for a while, finally zooming ahead over a hill and apparently descending. When Mr. Davidson crossed the hill, the UFO was gone. Other witnesses reported seeing a maneuvering light.

Erratic Maneuvers

November 3; Corona, N.Y. A star-like object which maneuvered erratically across the sky was observed by an aircraft mechanic about 1:30 a.m. The newly formed New York City Subcommittee (see story elsewhere in this issue) obtained a signed report. Anthony Ingrassia, employed by Pan American Airways at Inter-

national Airport, was walking and looking at the stars. As he looked toward the Little Dipper, he noticed a rapidly moving point of light. Then the light slowed, seemed to "shudder," and changed course by about 45 degrees. Finally it made a 90 degree turn, accelerated, turned again and disappeared from view.

Police Chase UFO

November 12; Port Huron, Michigan. Deputy Sheriffs Robert Baker and Merle Clark at 5:15 a.m. chased a low-flying UFO at speeds up to 75 m.p.h. The UFO first appeared as a white flashing light low in the sky. At times it seemed to have a "big divided window" on it, Deputy Baker said. Once the officers were able to get closer to the UFO, which was then hovering, they switched on the flashing light on top of their patrol car. Then a flashing red light became visible on the UFO. The object finally moved away to the NW making a motor-like sound. A flashing white light and "high-pitched" or "whining" noises were reported by area residents at the same time.

Light Beam, E-M Effect

November 14; Carson City, Nevada. A huge bluish-green disc was seen hovering in the NW sky about 4:45 a.m. The witness, Mrs. Blanche Pritchett, said she was listening to her radio when a bright light shining through her drapes caused her to look outdoors. As she watched the hovering object, her radio went off. A brilliant shaft of light from the disc illuminated a hilltop. Suddenly the UFO blacked out and disappeared, after which the radio resumed playing. Other residents reported odd glows in the sky that morning.

UFO Circles Car

November 20; Neche, N.D. Two high school girls reported that a bright orange oval-shaped object circled their car at night while they were enroute home. The girls, Nita Kain and Cheryl Kelm, were driving on Highway 55 east of town when they first saw the UFO. It appeared to be surrounded by a light haze. The glowing object sped across in front of the car and circled around the side before disappearing to the southeast.

Flying Disc

December 2; Grand Rapids, Michigan. A motorist stopped at a traffic light about 9:30 a.m. noticed a strange object "glittering in the sun." Mrs. Wayne Elliott reported that, as she watched, the UFO tipped up on edge (showing that it was a disc) and quickly sped away to the southeast. She described it as looking "like a pancake."

FIREBALLS

Fireballs—exceptionally bright and relatively long-lasting meteors—have often caused UFO reports. Unlike the popular conception of a meteor as a brief streak of light, fireballs can be startlingly large and bright in appearance. Since these fiery objects do appear strange to people unfamiliar with them, NICAP members should be aware of their appearance and characteristics to help weed out false UFO reports. NICAP welcomes reports of meteors, large or small, which are forwarded to the American Meteor Society.

The month of October includes several prominent annual meteor showers. These usually produce a fair number of fireballs, although they are also sighted sporadically between meteor showers. Following is a partial list of fireballs observed in October 1963:

October 11; Lincoln & Omaha, Nebraska. Fireball which broke into three parts observed over wide area about 8:00 p.m.

October 12; Wenatchee, Washington. Fireball observed about 6:10 a.m.

October 14; Idaho, Montana & Washington. Large fireball dropping red and green "flares" sighted about 6:30 a.m.

October 14; Bangor, Maine. Object "like a plane with an engine afire" seen at night. No planes missing. (Probable fireball).

October 24; North Pacific. At 0120 G.M.T., a ship at sea observed a bright white fireball which was visible about 6 seconds.

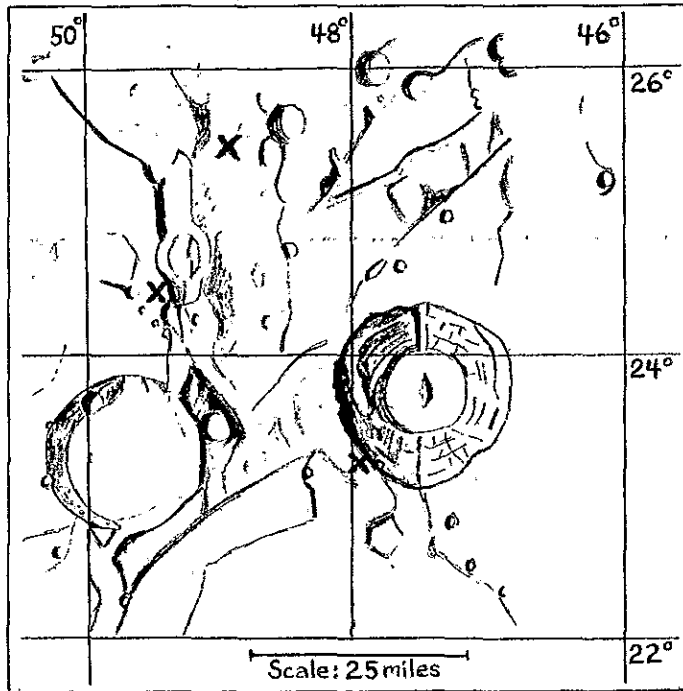
October 25; Gulf of Mexico. A British ship enroute to New York at 0326 G.M.T. observed a very bright white fireball with a long trail, in view about 4 seconds.

The San Francisco Bay area of California saw and heard a bolide (explosive) fireball November 8.

ACTIVITY NOTED ON MOON

Confirmation of temporary ruby-red markings on the surface of the Moon by two major observatories in Arizona has sent skeptical astronomers back to their telescopes for a very careful look at what they have long called a "dead" satellite.

Apparent eruptions were spotted on the nights of Oct. 29 and Nov. 27, 1963 by a team of astronomers headed by John S. Hall of Lowell Observatory, Flagstaff, Ariz. On the second occasion, the nearby Perkins Observatory confirmed the strange spots of color which had first been seen by a Russian astronomer in 1958. The Russian observation was not widely recognized outside the Soviet Union, since there had not yet been any activity on the Moon which had been seen by more than one person.



Moon Map. Aristarchus is Large Terraced Crater on Right.
X's Mark Locations of Red Spots

The first of the recent observations was by James A. Greenacre and Edward Barr of the Air Force lunar mapping program at Lowell Observatory. At about 6:50 p.m. MST, Greenacre spotted two reddish-orange areas in the vicinity of the crater Aristarchus, and then an elongated pink streak on the inside rim of the crater, about five minutes later, none of which he had previously seen during 50 hours of mapping this area.

By 7 p.m. the spots had changed to a light ruby-red which hid the surface features underneath. The spots faded completely by 7:10, and the rim coloring by 7:15. One spot was estimated to be about 1-1/2 miles in diameter, the other spot about 1-1/2 by 5 miles, and the streak 1-1/2 by 11 miles.

Less than four weeks later, Lowell Observatory Director Hall and a team of astronomers sighted a 1-1/2 by 12-mile ruby-colored spot near Aristarchus, which lasted an hour and 15 minutes. Hall called Peter Boyce at Perkins Observatory, five miles away, and asked that the 69-inch telescope be trained on the general area, without saying why. The Boyce group quickly announced it had seen a spot of the same size and color in the same place.

There is little agreement on the cause of the spots, but some astronomers feel there may be some connection with surface heating causing a release of a form of carbon gas, since the markings have been seen shortly after sunlight has hit the area. In 1961, Soviet Astronomer N. A. Kozyrev claimed to have detected molecular hydrogen gas coming from the central part of the crater, and stated he felt it had escaped from the interior of the Moon.

Late in 1962, Drs. Bruce Murray and Robert Wildey, of the California Institute of Technology, announced the discovery of four "hot spots" on the Moon—two near craters and two by themselves. These areas did not cool nearly as fast as the rest of the surface, following lunar sunset.

Project Magnet Official

The U.S. Naval Oceanographic Office has confirmed the existence of Project Magnet, an "Airborne Geomagnetic Survey," as an unclassified project allegedly not related to UFO investigation. In the previous issue of the UFO Investigator (Vol. II No. 9), NICAP reported a link between this project and the Canadian government project of the same name which was an avowed attempt to obtain scientific data on UFOs. Personnel of one of the U.S. project aircraft, a specially equipped *Constellation*, had admitted to NICAP Adviser Robert C. Beck that the two projects were "closely related." Mr. Beck was told that they were searching out magnetic anomalies, —disruptions of the earth's magnetic field, —emanating from above the earth.

In a letter to a NICAP member dated 21 November 1963, Cmdr. P. B. Everson, U.S.N., gave the following information:

*Project Magnet was initiated in 1951.

**"Currently there are two aircraft employed in Project Magnet operations, one C-121 and one C-54 type aircraft." (The C-121 presumably is the one whose photograph was published in the last issue).

*The Project is under the technical control and direction of the Navy Oceanographic Office.

*The purpose is to gather data over ocean areas for charts showing magnetic intensities and variations.

*The project is authorized "on a permanent and continuing basis" by OPNAV (Navy Regulation) 3160.3B.

*The average budget for the past three years has been \$114,000 per fiscal year, including aircraft operation.

A brochure prepared by the Oceanographic Office makes no mention of UFOs, magnetic anomalies from above the earth, or the Canadian project. NICAP will continue to seek additional information about a possible tie-in with unpublicized UFO investigations by the Navy.

Members' Requests

In response to frequent queries, information is herewith provided on:

1. The Piri Reis map, an ancient chart discovered by Adm. Piri Reis, Turkish Navy, which shows that unknown cartographers long ago mapped various parts of the world, including Antarctica. The high degree of accuracy has led some authorities, including a former Navy Hydrographic Office expert, to consider the possibility of an aerial survey made thousands of years before recorded aircraft or space flights. The Piri Reis map was discussed some years ago on the Georgetown University radio forum, but the forum transcript is out of print. A photostat of the Piri Reis map, with much interesting background information, may be obtained from the Photo-duplication Division, Library of Congress, Washington 25, D. C., at a cost between \$5 and \$6, depending on mailing charges involved.

2. The U.S. Department of Commerce translation of a Russian scientist's report on the so-called "Siberian meteorite" which in 1908 blasted a huge area in Siberia. The author and other scientists have suggested that the supposed gigantic meteorite actually was a nuclear-powered spaceship which crashed and exploded. According to the scientist-author, the large numbers of people who died after or during the "meteorite's" landing were victims of nuclear radiation. Copies of the U.S. translation may be obtained from the Office of Technical Services, Joint Publication Research Service, 1636 Connecticut Avenue, N.W. In ordering, ask for OTS No. 62-11-648, JPRS: 13480. Cost, 50¢ each.

The original observation by Kozyrev was acknowledged by many U.S. astronomers, since it was accompanied by photographs of the unusual spectrum. At that time, however, the view of such as Dr. D. H. Menzel of Harvard was that the cause was the escape of carbon dioxide or marsh gas, rather than volcano-like eruptions which would imply activity beneath the surface of the Moon. Just 2-1/2 weeks later, H. Percy Wilkins, the late British astronomer, described an intense reddish patch near the central peak of the crater Alphonsus like "some reddish substance has been spread over the area."

ENGINEERS PRAISE DISC PERFORMANCE

The recent announcement of a circular re-entry device, by Fairchild Stratos, has spotlighted an about-face by aircraft and space engineers on the subject of flying discs.

When flying-saucer sightings first broke into print, most aeronautical engineers considered the reported performance impossible. Experts went on record stating that disc-shaped airfoils were inefficient, unstable and difficult to control. But as the years went on, with more and more trained observers reporting high-speed maneuvering discs, some of the top engineers took a second look at "circular planforms." Several now have openly accepted the flying disc as highly efficient, not only for re-entry purposes but for operations close to the earth and on up into space.

One of the first to go on record was Dr. W. F. Hilton, Chief Aerodynamicist, Armstrong-Whitworth Aircraft, in England. Dr. Hilton holds degrees as a Doctor of Science and a Ph.D.

In a 1958 report to NICAP, Dr. Hilton said their experiments had led them to favor a circular planform (discus) rotated for spin stabilization and artificial gravity in space. He said he had an open mind on the question of "observation by other intelligent beings." At the same time, he pointed out "that any other intelligent being attempting to enter our atmosphere would presumably be subject to the same laws of nature applying to us."

In 1960, further backing for circular-shaped craft was made public by Dr. Martin Gerloff, aerodynamic expert with General Electric. Dr. Gerloff's views were released in the January issue of Aerospace Engineering. Following are some of his key points:

1. The discus shape has equally good ability to operate in dense air, rarefied regions, and in empty space.

2. The discus shape is superior to all rotating-wing designs (such as helicopters) in vertical take-off, climb and cruising.

3. Between the 17-mile altitude of today's jets and 200-mile orbits of earth-circling satellites, there is an uncovered region. The discus is extremely capable of flying in this rarefied area.

4. Disc-shaped airliners will be far more efficient than present types. Comparison of an ordinary four turbo-prop airliner with a four turbo-prop disc shows these advantages: Capacity for 250-350 passengers, with only 154 for the conventional type; 440 mph speed against 400; range, 6,450 vs 5,000; vertical take-off, or reduced landing speed.

5. The discus planform has a blunt-nose radius and an extended leading edge which alleviate local heating.

6. An efficient solar discus, as illustrated above, could reach at least the rotational speed of the earth (1,080 mph) for operations in our atmosphere. For power, it would use a closed-water turbine system which would be heated by solar energy from a mirror inside the disc. This has the unusual features of remaining constant with altitude and operating without fuel. Up to 100,000 feet, there would be a large reserve of excess power for climbing. (Speeds in outer space were not indicated.)

Now, three years after Gerloff's evaluation, Fairchild Stratos has designed a "landable disc" capable of extremely high speed in rarefied upper atmosphere. During re-entry, its rounded bottom surface will service as a heat shield. Control during the earth approach and landing will be by means of the vertical and horizontal controls which will unfold after the disc slows from hypersonic speeds.

Though it has not been publicly admitted, much of the research on circular planforms was inspired by UFOs, after pilots' reports of flying discs proved it could be done.

When sending a check or money order, be sure to enclose a note indicating clearly what it is intended to cover. Also, please type or print your name and address. We don't like mysteries! Please make sure we have your correct current address.

AF CITES MENZEL BOOK

"The World of Flying Saucers," new book by Dr. Donald H. Menzel, Harvard astrophysicist, is praised as "recommended reading" to anyone who writes the Air Force inquiring about UFOs. The dust-jacket of the book also contains a letter of endorsement by the previous Pentagon UFO spokesman, Major Carl Hart, USAF. This is true in spite of the fact that Dr. Menzel and the Air Force investigators very often disagree on their explanations of specific sightings.

The current Air Force UFO spokesman, Major Maston M. Jacks, in recent weeks has several times recommended Dr. Menzel's book as a source of "detailed answers" to citizens' questions on the subject. (Sample letters on file at NICAP). Often an Air Force prepared bibliography on UFOs and astronomy, not including any pro-UFO books, also is enclosed in answer to queries. Dr. Menzel's book is prominently mentioned.

Contrary to the suspicions voiced by some UFO groups that Dr. Menzel is a hireling, paid by the Air Force to help debunk UFOs, NICAP believes there is a more logical explanation. Though he has been sharply critical of NICAP, there is no evidence that Dr. Menzel would debunk UFO reports unless he honestly believed there was nothing to them. Instead, he seems to feel a "public duty" to help the Air Force refute the "myth" of UFOs which, in his view, is kept alive artificially by groups such as NICAP. The Air Force, in its desire to explain away UFOs, obviously is glad to have Dr. Menzel's help.

SPACE PREVIEW : 1964 Prospects

1964 shapes up as perhaps the most interesting and significant year in the brief history of space launchings, with 34 major shots currently scheduled by NASA.

Lunar and interplanetary shots head the list, with NASA planning two payloads to Mars and three to the Moon. During October and November, a pair of 570-pound TV-equipped Mariner spacecraft are to be launched from Cape Kennedy, 30 days apart. It is hoped they will be able to send back the first close-up pictures of the mysterious planet as they pass within a planned 14,000 miles of the surface. There are strong indications that part of the elaborate array of instruments will be intended to inspect Mars' unusual satellites, to confirm or deny the theory that they may be artificial. Arrival at Mars will be in the summer of 1965.

Resumption of the Ranger program of Moon shots should come early in the year, as NASA tries to correct the problems that spoiled five previous Ranger shots. These will carry TV cameras to record the final moments of a data capsule's plunge to the surface of the Moon. In addition, four development shots are scheduled in the Surveyor "soft lander" program which will eventually place an automatic scientific station on the Moon.

Project Gemini, the two-man development of the highly successful Mercury program, will begin late in 1964, though a delay until early 1965 is considered a definite possibility. A 2-3 orbit trip is to be the first manned Gemini flight, on the road to eventual two-week journeys.

Of great long-range significance will be further tests of Saturn, the most powerful rocket known. With about four times the power of the Atlas, this huge vehicle is set for six tests in 1964, including at least one attempt to put into orbit a satellite far larger than any yet sent up. The first Saturn shot of the year will include a 38,000-pound payload; if orbited, this would dwarf the Russian's heaviest, though it would not be instrumented.

Communications satellites continue to play a major part in the U.S. space effort. Following the highly successful Echo, Telstar, Relay and Syncom will come Syncom II and Echo II, the latter to be used for the first space co-operation with the Soviet Union.

Possibly the nation's most successful space program—the Tiros weather satellites—will come in for its share of action, with two more launchings scheduled. Also, the second generation Nimbus weather observer is due to get its first trial sometime during the year.

A Status Report

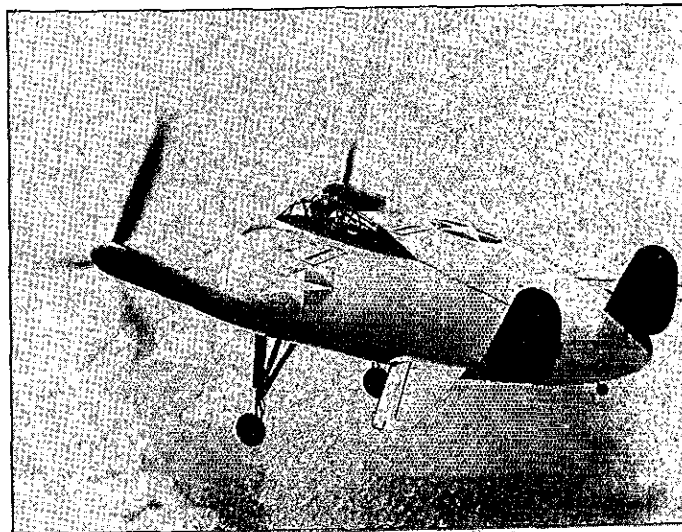
DISC AIRCRAFT INADEQUATE TO EXPLAIN UFOS

Of the 14 craft discussed in the following article only three have actually flown—the V-173, Hiller Flying Platform and the Avro-car. Some of the others never left the ground, others never got beyond the drawing board, while still others remain in the designer's imagination. Additional stories on disc-shaped aircraft are on Page 1 (Russia Claims "Flying Saucer") and Page 5 (Engineers Praise Disc Performance.)

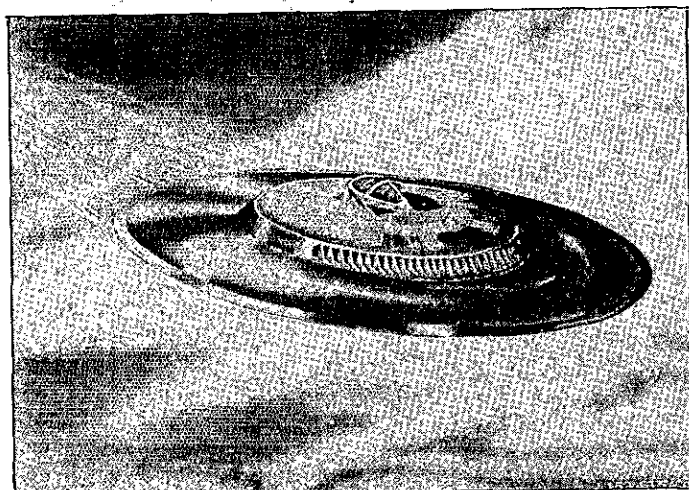
In 1955, the U. S. Air Force loudly trumpeted a project "which could result in disc-shaped aircraft somewhat similar to the popular conception of a flying saucer. . ." With the announcement was an artist's conception of a futuristic high-speed flying disc, (see below) and implications that there was a connection between this project and sightings of UFOs. Subsequent USAF "fact sheets" added to the impression that UFOs seen over the U.S. are secret devices.

Years before, newsman Henry J. Taylor had "revealed" that the flying saucers were our "good news secret weapon" — in actuality a Navy-backed project which turned out only two flying machines. Nevertheless, these and other stories are still being cited as evidence that a significant number of UFOs are secret U. S. flying machines, despite heavy evidence to the contrary.

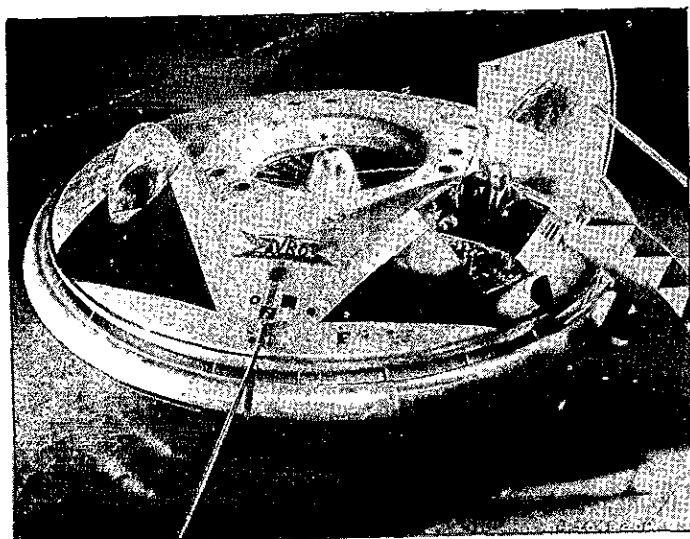
The USAF's disc-shaped aircraft, which was to have flown high and fast, turned out to be an 18-foot disc-shaped device built by Avro Aircraft, Ltd. of Canada with funds provided by the Army, Navy and Air Force. While its design performance was 300 mph at high altitude, according to the 1960-61 *Jane's All The World's Aircraft*, it never exceeded a few inches altitude or 35 mph (NASA Technical Note D-1432). The NASA wind tunnel test



This One Flew: V-173
(Official U. S. Navy Photo)



AVRO Disc, 1955 Portrayal
(Official U. S. Air Force Photo)



AVRO Disc, final product
(Official U. S. Air Force Photo)

report makes it clear that the Avro VZ-9V was seriously under-powered and would have needed major re-design to be flyable as more than a Ground Effect Machine.

Henry Taylor's "good news" came as close as anything to being a "real flying saucer," as it did fly, but so slowly and so infrequently that it can hardly be considered a major cause of UFO sightings. Of the many disc-like craft described below, no others achieved anything like high performance, with most limited to the drawing-board.

Couzinet "Aerodyne" — A full-scale mock-up of this 27-foot disc was displayed in Paris in the summer of 1955. The flying version was to have been propelled by three 135-horsepower engines driving upper and lower sections revolving in opposite directions, assisted by a turbojet mounted below the craft. The pilot and an unstated number of passengers were to have been carried in a transparent bubble-topped section in the middle. Designer, Rene Couzinet.

STATUS: no evidence that it went beyond the mock-up stage.

"Saucercraft" — Twenty feet long and shaped like "a bowler hat with tail fins in the rear," this machine was tested Feb. 28, 1961 at Mount Hope Airport, Hamilton, Ontario, Canada. It was reportedly designed and built by Lt. Cmdr. Adrian Phillips, of the HMCS Star, at Oakville, Ontario. Shortly after leaving the ground on its first test, it became tangled in its towrope and snapped its driveshaft. It was then taken into a hangar and hidden from view, in line with a previously established policy of secrecy. Excluding the fins, the craft was a 16-foot circle, with a fiberglass body and a 5-6 passenger cabin. Believed to be of the ground effect machine category.

STATUS: no further reports of tests.

Chance Vought XF5U-1 "Flying Pancake" — The prototype of what was to have been a U.S. Navy fighter plane, with a performance range of 0 to 500 mph. and based on the V-173. According to designer Charles Zimmerman, a shortage of funds ended the project in 1946 before the airplane was completed; it was later broken up by the Navy. Two R-2000 engines.

STATUS: destroyed before being completed—never flew.

Chance Vought V-173 "Flying Flapjack" — Built in 1942 to test the feasibility of a near-circular wing and helicopter-like performance with individual pitch control on the propeller blades. Designer Charles Zimmerman reports it flew well and easily, logging dozens of flights by numerous pilots. Due to a lack of suitable power (turbo-prop engines did not yet exist)

Status Report, Disc Aircraft, Cont.

its speed was limited to about 170 mph, and it was unable to hover. Nevertheless, it held enough promise to warrant construction of an operational prototype (XF5U-1).

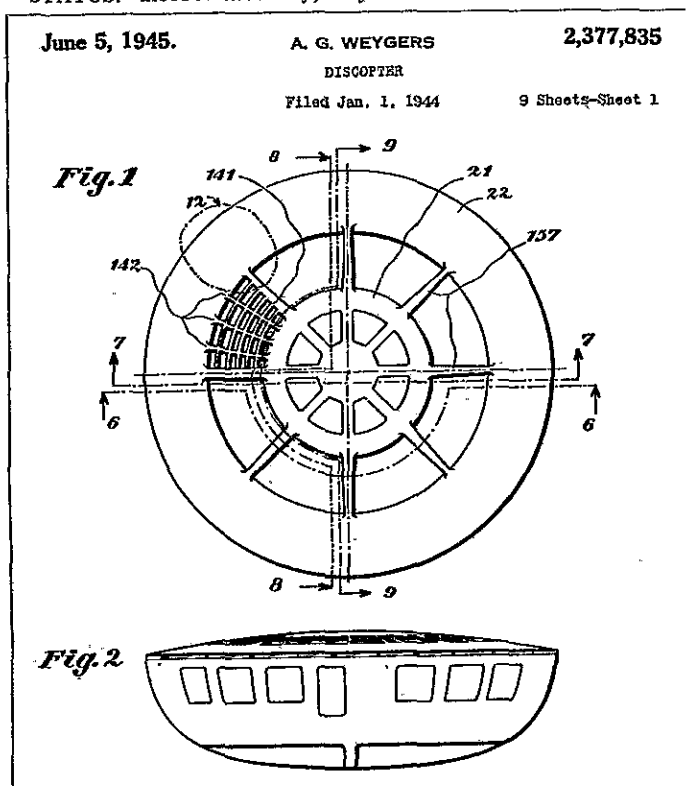
STATUS: retired and stored in the Silver Hill, Md., warehouse of the National Air Museum, awaiting construction of the new Museum building, in which it will probably be displayed.

Otis T. Carr "OTC-X" — A fanciful plan to build a spaceship to fly to the Moon with a totally unexplainable power system. A six-foot prototype, on April 20, 1959, not only failed to fly, but failed to give any indication that it had any flight potential. Promoter Carr collected several hundred thousand dollars on sales of stock which eventually netted him a conviction and \$5,000 fine in Oklahoma (for selling unregistered securities) and an investigation by the Attorney General of New York. OTC group operated at various times in Connecticut, Maryland, Oklahoma and California.

STATUS: Hoax

Hilton Re-Entry Vehicle — A disc-shaped device, designed by W. F. Hilton, chief aerodynamicist of the Armstrong-Whitworth Aircraft Co., Great Britain, in 1957. He theorized that a circular planform would have advantages in spin stabilization and for pressurization of the passenger compartment. There is no indication that construction was begun, or even intended.

STATUS: theoretical study, only.



Weygers Discopter Patent

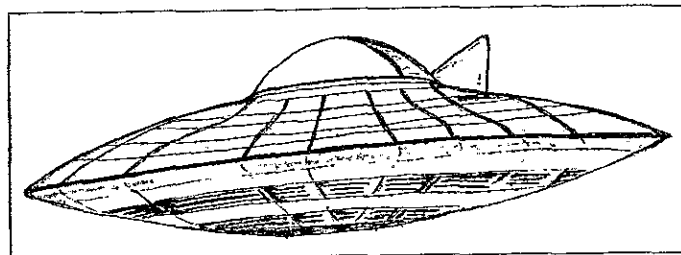
Hiller "Flying Platform" — A circular ducted-fan vertical-rising machine developed for the Navy, which is controlled by a pilot standing on top. Contra-rotating fans have less than 100 hp. Speed and altitude have been limited by the risk of severe injury to the pilot in case of sudden power failure.

STATUS: very limited performance.

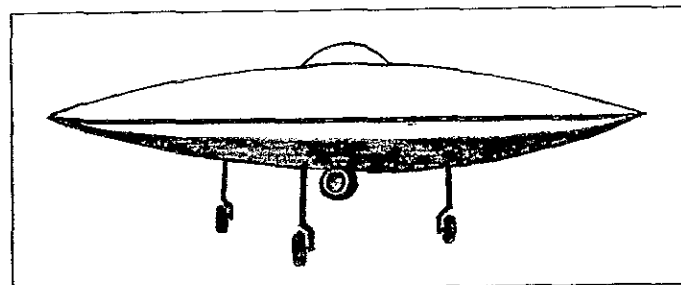
"Flying Saucer Ride" — A low performance ground-effect-machine built by National Research Associates, Inc., Laurel, Md. as an amusement park type of ride. About six feet in diameter and two feet thick, it floats on a cushion of air just an inch or two above the ground.

STATUS: novelty.

The December "Science Digest" published five letters about UFOs, four written by NICAP members. We hope members will continue to send carefully phrased letters to editors. The five letters were in response to the magazine's earlier favorable review of Dr. Donald H. Menzel's UFO book.



Ryan Disc, proposed Airframe



French Aerodyne Model

Weygers "Discopter" — A disc-shaped ducted-fan craft designed in 1944 and patented in 1945 (U.S. Pat. 2,377,835) by A. G. Weygers, a Japanese artist and inventor then living in California. Power included rockets, but the main engine was not specified in the patent application.

STATUS: design only; no evidence of construction.

Swedenborg Saucer — Designed by Emanuel Swedenborg, a Swedish scientist, philosopher and theologian who lived from 1688 to 1772. A model of the craft was presented to the National Air Museum in Washington in January 1962. It is supported by four spindly legs and appears to have exterior bracing on the upper surface.

STATUS: design only; no evidence of construction.

Ryan Disc — A disc-shaped aircraft illustrating one possible shape of machine to use aero-electric propulsion system. This craft would be able to operate in the air and in space, in accordance with theoretical work being done by Ryan Aeronautical Co.

STATUS: design study only.

Lenticular Re-Entry Vehicle — Part of a paper (SAE 424B) presented at the Oct. 1961 meeting of the Society of Automotive Engineers, covers the advantages of the lens shape for re-entry vehicles and passenger-carrying spacecraft. By J. C. Fischer, Jr. of General Dynamics Corp.

STATUS: design study only.

V-7 — Rumored to have been one of the infamous series of German V weapons of the latter part of World War II, but never substantiated. The machine, according to an engineer who supposedly worked for the BMW engine firm, was of the pin-wheel variety, with six strut-mounted jet engines around the edge for rotation, and a pair of jets at the rear for forward thrust. Rumors include test flights over the Baltic Sea in 1945, and estimated performance of 25 miles ceiling and 2500 mph top speed.

STATUS: no evidence of existence or even serious plans.

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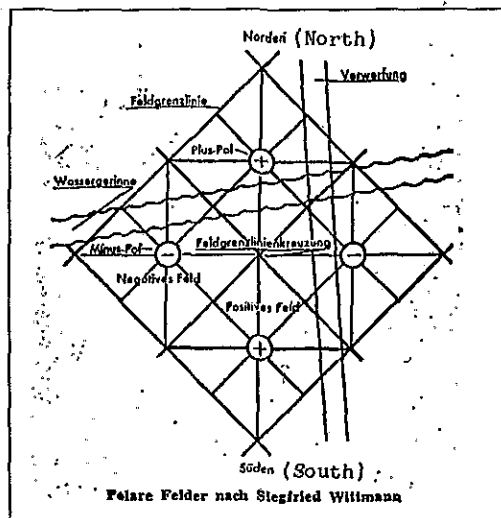
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"POLAR FIELDS" THEORY

A new theoretical approach to analyzing the possible means of UFO propulsion has been suggested by Rolf Schaffranke, Senior Engineer at Huntsville, Alabama. In a letter to NICAP, Mr. Schaffranke cited German literature concerning the alleged discovery of so-called "polar fields" of energy above the earth's surface. The fields are portrayed as interconnecting squares with centers of positive or negative polarity in alternating sequence. (See diagram reproduced from the Swiss publication "Livre des Rapports," 1956). It has been suggested that UFOs might obtain propulsive energy from these fields of charged particles.

NICAP does not endorse this theory, analysis of which is beyond the present scope of our activities. However, because of Mr. Schaffranke's background and position, we felt that references to work in this area might be of interest to scientist and engineer members of NICAP.

Mr. Schaffranke himself has had two articles concerning philosophical problems of science published in "Product Engineering," issues of March 18, 1963 and September 30, 1963. Articles about the "polar fields" theory have appeared in "Livre des Rapports," Locarno, Switzerland, May 1956; the German publication "Hippokrates," Stuttgart, May 31, 1952; and a book "Die Welt der Geheimen Mächte," by Siegfried Wittman, Innsbruck, Austria, 1952.



Wittman's Diagram of Polar Fields

NEW YORK CITY SUBCOMMITTEE

A new investigation subcommittee of NICAP has been formed in New York City to assist with gathering and preliminary evaluating of UFO sighting reports. The N.Y.C. Affiliate, chartered by NICAP, is a separate group whose primary responsibility is as a public and local membership information outlet. There is some overlap between the two groups. Engineer Bill Blades, an officer of the Affiliate, will serve as a technical adviser to the Subcommittee.

Chairman of the new unit is José A. Cecin (D5N, 2150 Bedford Ave., Brooklyn, N.Y. 11226). He and the other four permanent members are all bilingual. Mr. Cecin has obtained the services of about 23 technicians and engineers as advisers, covering the fields of aviation, electronics, radar and photography. In addition, the Subcommittee has undertaken the project of establishing liaison with scientific investigators in 12 foreign countries.

Other Subcommittees have contributed invaluable information over the past three years. Most recently, the California Bay Area unit has been tracking down details of 1963 sightings, and the Vincennes, Indiana, unit completed an investigation of the August sightings in southern Illinois.

BOARD MEMBER REPORTS LESS RIDICULE

NICAP Board Member Frank Edwards, whose syndicated radio program "Strangest of All" currently is running daily on about 200 stations, reported in a recent letter that he is encountering less ridicule about UFOs during his talks on the subject.

"Nobody snickers any more," he said. "To me this is the most important development in this field in years."

Mr. Edwards also is doing a Sunday 15-minute commentary on a number of stations, and his remarks on UFOs have been well-received. In his many public talks, principally at conventions, he said, the UFO subject is always brought up by the audience. His experience is consistent with other information reaching NICAP, indicating widespread serious interest in knowing more about UFOs.

HALL APPOINTED ASSISTANT DIRECTOR

NICAP Secretary Richard Hall was recently appointed Assistant Director. His new duties include increased executive and editorial responsibility. Mr. Hall joined the NICAP staff in June 1958, and was appointed Secretary later that year.

NATIONAL INVESTIGATIONS COMMITTEE ON AERIAL PHENOMENA

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