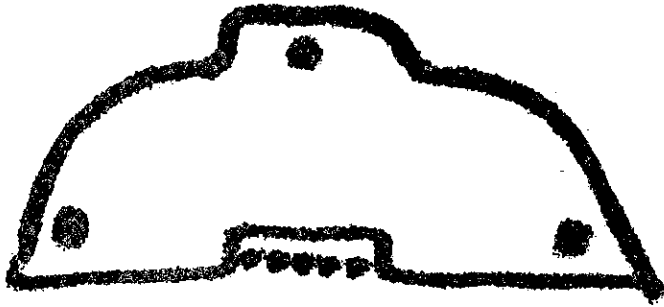


MORE ON THE CATTLE MUTILATIONS



Object drawn by Brian Hopkins

COLORADO FAMILY OBSERVES OBJECT

Investigated by B. V. Wilson

Mike and Sue Hopkins were returning to their rural home two miles northeast of Elizabeth, Colorado at 9:50 p.m. on the night of May 27th, 1982 when they sighted a large, flattened bell-shaped object with three bright lights, about one half mile from their home.

The Hopkinses said the object approached them from the north as they drove home on County Road 5, headed approximately west. It passed between two clumps of trees, but higher than the tops of same, which were about 300 yards distant. As the object drew near, it banked and turned off toward the east-southeast. As it banked, they saw five lights in a recessed location at the middle of the bottom in this sequence: red, yellow, red, yellow and red. They estimated its altitude at between 20 and 50 feet.

Before it banked, the object gave off a noise similar to that of a jet, but not very loud. It also had three fixed bright lights, one shining from a cupola at the top, and two on the bottom, one at each end of the widest part.

The red and yellow lights were only visible when the object banked, and at that time the jet sound became much more evident.

(See Colorado - Page Two)

A new movie titled "Endangered Species" is garnering considerable attention around the country. At this writing, it is being shown at the "New Loft" theater in Tucson. The "Arizona Wildcat", the official organ of the University of Arizona student body, carried an article commenting on the movie and the man who carried out investigations upon which the movie is based, in its September 14, 1982 issue.

George C. Erienne, a private investigator, who has been investigating the mysterious cattle mutilations since 1975, has concluded that none other than the U.S. Government is responsible for the widespread cattle mutilations, and it is part of a germ warfare study.

Many of us had discarded this theory in the past because it was felt it would be more simple for government agencies to raise cattle in various locations under controlled conditions, and thereby not bring so much attention to their activities. However, as outlined by Mr. Erienne, the government agency solution is most reasonable. By picking cattle at random throughout various areas in several states, those responsible will actually call less attention to themselves. All they need are the necessary tranquilizing drugs, manpower, and a few helicopters with their markings obliterated.

The "Wildcat" article pointed out that the reproductive systems of beef and dairy cows closely resemble those of humans. Other physiological similarities are the development of extremely sensitive mucous membranes in the eye cavity, coronary system, and lungs.

Erienne has been the subject of considerable media attention and claims that he has received death threats, his phones have been tapped and he was followed frequently after the word got out that he was on track of the mutilations. He said that he and two journalists approached the mutilation investigations as though they were pursuing a homicide case, and eliminated all theories but one: government involvement.

In light of this disclosure, it is interesting to note that the Colorado Bureau of Investigation, which looked into the many mutilations in that state through the years, concluded that the mutilations were caused by predators. An FBI agent who investigated the mutilations in northern New Mexico, concluded that predators were to blame in those instances also.

Erienne has said that one theory is that the mutilations were caused by zealous patriots, scientists and bureaucrats who were fired in 1970 when President Nixon banned chemical-biological research. Their activities could have been clandestinely funded through

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Published October, 1982

Mutilations

(Continued from Page One)

government sources, Erienne pointed out.

According to Erienne's theory, helicopters were used to transport the tranquilized animal (using a dart gun) to a location where laser surgery removed the organs and the blood was drained for testing. The carcasses were then dropped to the ground and monitored to calculate deterioration rates in specific climates and elevation. This method would certainly account for the many sightings of unmarked helicopters, bloodless carcasses, and carcasses with broken bones (indicating they had been dropped from altitude). He said some cattle had been found with strap marks on them as if the animal had been lifted up in the air and later dropped. He cited one instance in which the animal was found wedged upside down in the fork of a tree.

The presence of hydraulic fluid in the vicinity of some of the carcasses, and a refueling truck which had been traced at various sites added substance to the theory. The presence of depressants and suppressants in some of

the carcasses also lent weight to the idea that a carefully planned operation was in motion.

It is sad to have to face the possibility that what has puzzled investigators for so many years has turned out to be an activity of our own government, but on the other hand, considering the information which has been surfacing in the past few years concerning radiation exposure, the use of hallucinogens on military personnel, etc., we should not be entirely surprised should this, in the end, turn out to be true.

Colorado

(Continued from Page One)

When the Hopkinses arrived at their home about one half mile further on, they found their two sons very excited. The children told their parents that they had seen a strange object which had passed above the house four different times, so low that they felt they could have struck it, had they thrown rocks at it.

Before their parents came home, the boys had made several line drawings on paper napkins, one of which is reproduced here, which was drawn by Brian, 13, the oldest of the two boys. Jeff, the youngest (11) had been very upset upon his parents' arrival.

Mr. Hopkins said that he had the boys go outside and point out the route the object had taken, and when they did so, he realized the boys had been watching at the same time that he and Mrs. Hopkins had watched it bank. The couple estimated the diameter of the UFO at about 50 feet. Mr. Wilson, our investigator, thinks the type and degree of loudness of the object's sound is debatable as neither of the two people had ever heard the sound of a jet at close range.

THE UFO "STASH"

There exists, in Tucson, a pocket of individuals who are contactees (Adamski-Meier types) oriented, but whose very actions indicate their limitations as "researchers". In the late spring of 1981, an individual in Los Angeles mailed out letters to several researchers describing the location of an alleged storage place of a UFO and alien bodies in the vicinity of San Diego, California. That person handed one letter directly to one of the people, instructing him not to open it until he arrived in Tucson.

After opening it, the Tucson man, whom we shall refer to as Mr. Big, hereinafter, met several of his aficionados and discussed the letter. Three of them (including Big) convinced themselves it should be investigated, so Mr. Big, and two of the others, decided to drive to San Diego



Photo of San Diego "UFO."

that morning (by the time they decided on the trip, it was early in the morning of July 3). A fourth party decided to save time and flew down the next morning.

Upon arriving in San Diego and driving to the location provided by the Los Angeles source, they found a huge warehouse, with the legend UFO in huge letters. The warehouse turned out to be an Upholstery Factory Outlet store, and some enterprising individual had apparently decided to cash in on the initials for his warehouse business.

The whole scenario, to the average individual, reads like a practical joke. It is funny, but it is also sad. Three people spent a lot of time and gasoline to make a long round-trip to California to check out something which could have been done by someone at the scene.

The saddest part of the whole situation is that Mr. Big was not content that he had been made the butt of a joke; he thought there was still the possibility that the warehouse was a "double cover" - that there indeed was a real UFO and alien bodies and the Upholstery Factory Outlet was a cover-up!!!

MORE ON CASH-LANDRUM

By Coral E. Lorenzen

The only feedback we have received so far on our comments on the Cash-Landrum case in the Bulletin (Volume 30, #6) which disagrees with our analysis, originated with a subscriber who is employed at a large military installation. Inasmuch as we have not asked for his permission to use his letter, and don't have time to wait for a mail response, we will paraphrase and comment:

He writes: "I realize that you think that all of us who work for the government are privy to some great secret and I realize that I cannot convince you different but most of us believe that a) you cannot keep much of a secret in the United States for very long. b) Anything of technical importance will end up in Aviation Week sooner or later. c) New technologies are *not* tested secretly initially over civilian areas for fear of accidents, bad publicity and law suits.

COMMENT: Personnel employed by the U.S. government or military have to have three things to be privy to any classified information: 1. *Identification* 2. *Clearance* (this is the degree of classification you are entitled to, such as confidential, secret, top secret, Q, etc.) and 3. (most important) *Need to Know*. There are hundreds of people employed on the various highly classified installations around this country who have identification but no clearance, therefore don't work in areas where they will encounter classified material. There are added thousands who work at classified installations and have identification and classification, but *not the need to know*. They would have access to only that classified material which would be necessary for them to carry out their particular assignment.

Secrets certainly *can* still be kept. With careful investigation, some secrets can be unravelled, but *proving them is quite another thing*.

One well kept secret was the actual explosion of the first atomic bomb in New Mexico in 1945. Those who saw the cloud and felt the earth tremble and asked about it were told that a munitions dump had exploded and they believed it. I do not think that people would be quite so easy to fool these days, but it can be done.

I agree that new technologies are not tested secretly initially over civilian areas. I have never claimed that. The Cash-Landrum object was not being tested — it was part of a military exercise, but the craft malfunctioned. What its route should have been, I don't know, but it is obvious that those big Chinooks were in the area so that if the craft had to come to ground, they could land, disgorge their troops and surround and protect the craft from prying eyes and cameras. In the Cash-Landrum incident, I am not surprised that whoever is responsible (most likely the U.S. Army) for the craft is going to get the UFO buffs to do their covering up for them, and that is precisely what is going on.

I would like to cite an instance which took place (and is a matter of record in the Alamogordo Daily News at the time) in the early 1950s at Holloman Air Force Base. It was probably 1953 or early 1954 before I took a position in the Range Scheduling office. But I do remember the incident and ensuing events as though they took place only yesterday, because of their possible portent at the time.

A Q-19 drone (a small remote-controlled craft used as a target) went out of control and crash-landed on the grounds of the "Deaf and Blind" school in broad daylight. A few yards one way or another or a few

minutes one way or another and the craft could have crashed into groups of helpless children strolling the grounds during their between-class break.

During my tenure with Range Scheduling, I sat in on a discussion of the feasibility of doing away with the "chase" plane (a manned fighter plane with loaded guns) during the flights of another drone, this one propelled by a jet engine. Although it was not my place to do so, I expressed my objection that in view of what had nearly happened just a year or two previously, they should not take the chance of keeping the hot gun chase plane on the ground during the flight. The projected plan was to get the chase plane airborne *if* the drone should experience difficulty and go out of control. Fortunately those in a position to make the decision opted for a chase plane in the air.

As each year passes, the United States becomes more and more crowded with people. I do not think the test facilities are quite as isolated as they were a few years ago.

On to our writer's further comments: "Unless you are very specific in your knowledge, I claim that the USAF would not run 12-15 large two-bladed helicopters close together at night. There would inevitably be an accident, witness Iran.....These machines are very large (50 to 100 feet in size) they are very, very noisy and the down draft (propwash) is very strong and noticeable especially in the winter time. It seems absolutely incredible that the USAF would run a dozen or more of these things without running lights at night in close formation."

COMMENT: First, let us dispel with the notion that the helicopters and the strange craft involved in the Cash-Landrum sighting were in any way connected with the Air Force. Unfortunately, UFO researchers have too long been indoctrinated (purposely?) with the idea that if there is any action taken against UFOs, it would be taken by the Air Force. Not so. The Army and Navy are more likely candidates, if just from the standpoint that they are more efficient and thorough. We must take into consideration, however, that the Chinooks are operated only by the Marines and Army, there is an Army base nearby with Chinooks in residence, and Colonel Sarran of the Attorney General's office verified this, although he is satisfied that the Army personnel at Fort Hood were telling the truth when they said they weren't involved. I am not.

The helicopters *did* make noise; this is an established fact. As for the prop-wash, again, we do not know how close the women were to the aircraft. Schuessler says 100 feet, but they could have been hundreds of feet away, and the prop-wash would not be especially evident.

The last remark in the letter from our informant says: "I claim that the big secret is that there is another air force (UFO) that has the complete run of this planet, any time, any place, and their technology is so superior that nothing can be done about it by any earthling".

COMMENT: I am tempted to suspect collusion

between Schuessler and the writer of this letter, for a news clips received at APRO Headquarters quotes Schuessler as expressing his opinion that there is a crack helicopter group in this country which can go any place at any time. This may be so (see the article on Mutilations) but I do not think that helicopter group is necessarily connected with the Cash-Landrum case in any way. They are two entirely separate problems

The writer of this letter also mentions mutilations, which we have dealt with elsewhere. I suspect that we are not through with the debate on this subject, and will certainly keep the readers informed as more material is available.

NIGHT LIGHTS - STRANGE EFFECT

August 12, 1981, Anderson, INDIANA - Rupert and Reba Pring sat in their car in a field hoping to get some pictures of a meteor shower. Instead, their camera recorded pictures of strange lights darting through the sky.

Mr. Pring recalled that he first noticed unusual lights in the sky during the exposure of the 7th frame at about 2:15 a.m. When he got out of the car to advance the film, the two lights moved to the north side of the car and appeared to be hovering above, as if watching them. The lights then moved to the other side of the car.

More unusual than the lights was the feeling Pring experienced outside the car. "Something hit me on the head and on the shoulders like a hot, wet blanket. It was like a magnetic force. It's a very, very uncomfortable feeling. I was frozen there. Then they took off. Zoom, they just disappeared at terrific speed," he said.

The color pictures illustrated the unusual tracing of lights in the dark blue sky. The lights appear white, although Pring saw them outlined in blue. The tracings of the stars are also pictured but Pring did not photograph any meteors.

ANCIENT CHINESE UFOS

February 2, 1982 - Beijing (AP) - A Chinese scholar says things resembling today's UFOs were mentioned in Chinese books as long as 364 years ago. Ke Yang, of Lanzhou University, quoted 6 passages from books of the Ming (1368-1644) and Ching (1644-1911)

dynasties that gave definite dates and places for sightings of UFOs.

One mentioned the sighting on an "incense-color" (deep yellow-brown) spinning object in the summer of 1618 that plunged into 2 ponds, rolled up the water and then flew away. The descriptions included a few traces of superstition, Ke acknowledged, but generally were fairly meticulous, vivid, objective and scientific.

OBJECT, ENTITY SEEN BY BOYS

December 29, 1981, Onsted, MICHIGAN - Two boys were playing in a snow fort when they heard and saw a lighted object fly overhead and assumed it was an airplane. The boys continued to play in the fort for a while in spite of the darkened sky of a winter evening. They decided to slide down a small hill nearby, but as they did so their play was interrupted by the approach of a small, human-like figure 3 to 4 feet high.

"It floated over the fence and came toward us," recalled one of the boys. The other boy, assuming it to be a small black man, called out a derogatory name and took off running. The boy closer to the being was "stunned" and unable to move. Finally, he broke away and ran to the top of the hill.

The boys stopped to see if they were being followed, saw the creature coming and turned and ran into the house. The being stopped at a fence at the edge of the yard, opened a diamond-shaped, ruby colored part of its face and emitted a moaning sound. It spun around like a top and lights shone below and above the shadowy shape.

One boy described the being as having a head the size of a small grapefruit, having no legs and no facial features except for the diamond shape. The second boy, who was closer, agreed with the head and diamond shape but thought that it had green wrinkled skin, legs but no arms.

The boy who was at the top of the hill during the encounter said he saw a "green smog" some distance away from the creature. The smog seemed to contain a figure like a gas mask and also some shapes. Two of the shapes were green and one was gray, but one was a shape he had never seen before.

When the boys drew pictures (in separate rooms) of the lighted flying object, the drawings revealed a saucer shaped craft with red lights emanating from the bottom and green lights shining from the top. One boy also recalled a series of lights across the horizontal diameter of the vehicle "bleeping blue, green and red on and off."

After the incident, one of the boys had recurrent

nightmares for a month. The other has been sleeping in his sleeping bag, his B-B gun by his side, with the light on. He has also complained of blurred peripheral vision.

OBJECTS ON RADAR VIEWED BY POLICE

February 20, 1982, Hot Springs, ARKANSAS - Betty O'Neal was awakened by pranksters in her driveway at 1:39 a.m. From her window, O'Neal spotted an object over the mountains with red, blue, orange and green lights. She called the sheriff's office and a car was dispatched.

Sheriff's deputies stopped their car and watched an object move to the south, southwest toward a second object. Both objects then took a southerly turn and went in a southerly direction. They were larger than an airplane, according to the officers.

When the patrol car later stopped in a clearing, the officers observed a third object considerably larger than the first two. As they drove to South Percy Rd. and Hwy. 70 west, they made yet another sighting of a fourth object just northeast of the third one. The lights were very large and clearly discernible. The deputies met Arkansas state troopers Jerry Chancellor and Ray Coston and they all watched the objects until 3:30 a.m.

Officers made contact with the FAA in Little Rock and it was confirmed by men there that two unidentified objects were sighted on their radar. They also stated that they had no scheduled air traffic in their area at that hour.

AUSTRALIAN A. F. UFO REPORT FILES

(Editor's note: As part of APRO's ongoing policy of presenting to our membership and readers an overview of the UFO picture on a world scale, we present Representative Bill Chalker's exclusive coverage of the contents of the Royal Australian Air Force's UFO files, originally published in OMEGA Science Digest for September - October, 1982.)

Mention UFOs and there's usually talk of "cover-ups" and official intransigence. At last, with the release of RAAF sightings and inquiries, we can be told the truth.

By BILL CHALKER

APRO Representative for Australia

For almost 30 years, the Royal Australian Air Force

(RAAF) has been "the official, governmental examiner" of reports of UFO sightings in Australia. As such the RAAF UFO files represent the only substantive record of official Australian government involvement in the UFO controversy. Until recently no outside review of these files was ever permitted.

From January this year, I have been allowed a detailed review of the RAAF UFO files. This was the first time that a civilian researcher has been afforded that sort of direct access. I was permitted a completely open review.

The only restriction was that I was asked to sign an "undertaking to preserve confidentiality". Since the majority of people reported their sightings in confidence to the RAAF, such a restriction is a reasonable one. The only names of witnesses mentioned here are those whose names and sightings are a matter of public record, their experiences having been covered in the national media.

USN OFFICER OBSERVATION

About their examination of UFO reports, the RAAF claims that "nothing that has arisen from that 3 or 4 per cent of unexplained cases gives any firm support for the belief that interlopers from other places in this world or outside it have been visiting us," yet provocative events remain. Consider this case:

At about 1915 hours, on Thursday, October 25, 1973, Lt Commander M--- (USN) was driving south along Murat Road, from the restricted United States Naval Communications Station at North West Cape, Western Australia, to the support township of Exmouth, when he observed "a long black, airborne object". It was estimated to be at a distance of 8km in the west and at an altitude of about 700 meters.

The officer indicated in a written statement that "After about 20-25 seconds the craft accelerated at unbelievable speed and disappeared to the north." He concluded, "...I saw something beyond all doubt in my mind."

The Lt Commander's observation was confirmed with a sighting of the same object, by USN Fire Captain, Bill ---, who was at the time moving towards the Officer's Club on the base. He saw "a large black object, which at first I took to be a small cloud formation, due west of Area 'B' (location of a high frequency transmitter) in the vicinity of Mount Athol." The Fire Captain, stood watching the hovering object for several minutes.

"The object was completely stationary except for a halo around the centre, which appeared to be either revolving or pulsating. After watching it for approximately four minutes, it suddenly took off at tremendous speed and disappeared in a northerly direction, in a few seconds. I consider this object to have been approximately 30 feet in diameter, hovering at 1000 feet over the hills due west of the base...No lights appeared on at any time..."

This instance is only one among those which I have

now been able to examine in RAAF UFO sighting report files (some 49 in number) covering the sightings from 1955 to 1981. Further files have been examined, which are of the enquiry type, and further file searches are underway to locate any other appropriate holdings.

In the main, two types of files have been maintained by the RAAF/Department of Defence:

(1.) "Unidentified Flying Objects - Reports of Sightings."

(2.) "UFOs - Enquiries from members of the public and Flying Saucer organizations."

In the main, the RAAF UFO investigations have served their publicly stated purposes. That is, they may have allayed possible fear and alarm by the general public by providing in most cases what they saw as reasonable "possible causes" or investigations of reported sightings. Their investigations have ostensibly satisfied the government that there is no apparent defence implication, although reports like that from North West Cape in 1973 would perhaps cause us to think otherwise.

Defence implications are certainly apparent in another report - of unidentified "aircraft" sightings over Woomera prohibited airspace during late 1971. A Department of Supply letter to the Director of Air Force Intelligence, dated January 7, 1972, stated that "this sighting appears to be sufficiently authenticated, yet there is no official knowledge of any military or civil aircraft that could have intruded into the Woomera air space. It is therefore now a matter of speculation that some foreign aircraft passed through a Restricted Flying Area on December 20, 1971, without the knowledge of the appropriate authorities and this is cause for concern."

EARLY 1940s SIGHTINGS

The Directorate of Air Force Intelligence considered such an intrusion as most unlikely, and suggested that a more plausible explanation was re-entering space debris, even though it was impossible to confirm that possibility!

My research indicates that extraordinary violations of our national airspace, beyond known enemy activity, were apparently occurring before even the RAAF started its own study. The following two accounts were reported to civilian sources.

Late one afternoon, during the summer of 1942, an RAAF pilot was flying patrol off the Tasman Peninsula, after fishermen had reported seeing mysterious lights on the sea at night in Bass Strait. At 5:50 pm, "a singular airfoil of glistening bronze colour" came out of a cloud bank. The pilot estimated it was around 150 feet (50 metres) long and about 50 feet (15 metres) in diameter. It appeared to have a dome on top which reflected sunlight. The object flew parallel with the plane for some minutes, before abruptly turning away, at "a hell of a pace". It

turned again and dived straight into the ocean, throwing up "a regular whirlpool of waves". The object vanished as if it had submerged like a submarine.

At about 2:30 am, one night during February 1944, a Beaufort bomber flying at about 235 mph (375 kph), at 4500 feet (1350 metres), over Bass Strait, gained a most unusual aerial companion. A "dark shadow" appeared alongside the plane and kept pace with it, at a distance of only some 100 to 150 feet (about 50 metres). The object appeared to have a flickering light and flame belching from its rear end. Only about 15 feet (5 metres) of the rear end of the "shadow" was visible to the bomber crew, apparently due to "reflection of light from exhaust".

The strange object stayed with the bomber for some 18 to 20 minutes, during which time all radio and direction-finding instruments refused to function. It finally accelerated away from the plane, at approximately three times the speed of the bomber. Upon landing the pilot reported the incident to his base superiors, but he claimed he was only laughed at. This alleged reaction seems extraordinary in retrospect, since Beauforts figured heavily in the large number of military planes that went "missing" (presumed lost) in Bass Strait (8 out of 17) during the war years. No enemy action was apparently ever confirmed in Bass Strait during World War II.

1950s BROUGHT CHANGES

Early in the 1950s, both the Department of Civil Aviation (DCA) and the RAAF examined UFO reports. Cabinet arbitrated in 1952 that such matters were more appropriately in the domain of intelligence. However the lines of Bureaucracy were not well drawn and things were further complicated in 1953, when the deputy director of DCA in Papua New Guinea, Mr. Tom Drury, took a movie film of a UFO (more details of this later). 1954 opened with an extraordinary wave of reports in Victoria - Australia's first major UFO wave. The DCA actively solicited reports, until the RAAF stepped up its investigations. UFO files were initially classified "SECRET", which in part reflected the military/intelligence ethic and the sensitivities peculiar to the period. Bear in mind that during 1954 the Petrov affair took centre stage. Diplomatic ties with Russia were severed by May of that year and were not restored until 1959. Anything that seemingly violated our national security in what seemed such a provocative manner, would have been subject to intense and sometimes clandestine attention from intelligence services.

One incident that occurred on August 31, 1954, crystallised such considerations. A Naval Sea Fury aircraft was travelling at 220 knots at 5000 metres over Goulburn, NSW, when two strange lights with vague shapes underneath them, suddenly approached. The pilot reported his company to Nowra Naval Air Station, which immediately confirmed the encounter on radar,

The lights flashed past the plane "spinning at fantastic speed".

The incident was reportedly subject to a heavy security ban, with details apparently classified "TOP SECRET". Details leaked out to the media during December, 1954. At the time it was revealed that the then Minister for Navy, Mr. Francis, had apparently not been advised of the incident. The Minister of Air of the day, now Sir William McMahan, contracted the RAAF to formally examine UFO reports in the same year.

While the RAAF investigations remain the only known official study of UFOs, with all its perhaps understandable bureaucratic and military trappings, the scientific investigation of UFOs takes second place to the resolution of any defence and/or political implications. Since nearly three decades of involvement have apparently led the RAAF to the conviction that there is a limited defence content and that the majority of reports are misidentifications of prosaic phenomena, such investigations have taken on a low priority.

The aspect to suffer first is the effort to establish whether something really interesting is at the heart of the small residue of cases referred to as "unknown" or "unidentified". Instead, for the RAAF, they remain just that - "unknown". The fact that these "unknowns" are relatively few in number is probably convincing enough evidence for the RAAF that perhaps such cases are ultimately resolvable, but the problem of possible nil return for effort expended, argues against their detailed investigation.

However, the quality of investigations in both prosaic and significant reports has drawn criticism, perhaps none more pointed than that of Dr. Claude Poher. He led France's first major official UFO research group - GEPAN - under the auspices of the French equivalent to NASA. In 1976 he addressed this response to the RAAF's UFO investigations, after the Department of Defence had sent him some of their Annual Summaries of UFOs:

"May I suggest, for transmission to personnel responsible for this work, that some of the 'possible causes' mentioned in these summaries are not acceptable . . ."

Dr. Poher gave an example of an innocuous observation at Wickham, NSW, in April 4, 1975, of a "silver object about the size of a cricket ball", which the "summary" lists as Venus for the "possible cause". Poher concluded:

"... for April 4, '75, the planet was under the horizon so the cause Venus is ridiculous. There are many other impossibilities like this in the papers you sent me. I think one should avoid publication of these documents without a careful check by specialists of the different scientific disciplines involved, so as not to have one day a journalist or a scientist holding the services of the Australian Department of Defence up to ridicule."

(Conclusion in Next Issue)

PRESS REPORTS

By Joe and Doris Graziano

January 4, 1982 - Hillsborough, NORTH CAROLINA

At about 9:15 p.m., Antionette Woods noticed a bright light in the eastern sky and called to her husband, Preston. He came to the door and looked, but could not figure out what was giving off the bright light. He and his son got in the car and traveled three quarters of a mile down the road and came to the spot beneath the lights.

As woods and his son looked up, they saw 4 bright lights, 2 white, 1 red and 1 green. One very bright white light was on the front of the diamond-shaped object and the blinking red and green lights were on the sides. The object seemed to be about 50 feet across and hovered about 1,000 feet up. Woods said there was what looked to be a row of windows around the bottom.

After watching the object for approximately one minute, it slowly began to move off to the west, gradually picking up speed, and was soon out of sight. "It looked like the big light went out and it started moving west," Woods said. The only sound he heard was a low whirring noise as the object began to move.

January 31, 1982 Simpsonville, SOUTH CAROLINA
Camelia DeGraw was reading just before midnight when the room started filling with light. She went to the window and looked out and saw a bright light, bigger than the moon, above the trees.

She awakened her son and her cousin, Ann Jones, and all three watched as the big bright light drew closer. Camelia went outside to watch, and described the object as a whole circle with only the bottom half lit. It made no sound and after about 15 minutes "just sort of went sideways and disappeared."

February 2, 1982, Windsor, VERMONT - Police Sgt. Richard Polland spotted a "Bright, yellow cylindrical object" in the sky over a ridge near the river at 6:15 p.m. He notified his office and learned that officer David LaPlante was also watching it. They watched the object for 4 to 5 minutes when it suddenly shrunk down to the size of a star and sped away.

A few minutes later Polland saw 2 bright lights over the same area. "They were maneuvering around. One trailed the other, came up beside it and then went under it. Then one took off to the west and the other to the south," Polland said. A short time later the two objects repeated the process.

Thomas Murphy also spotted the lights from his home and said, "I've never seen an airplane or a helicopter move that fast." The local police received 4 or 5 calls from other residents who said they saw the mysterious lights.

March 3, 1982, Big Spring, ARKANSAS - Police received a call from a nurse at 1:57 a.m. reporting that she and several other nurses at the hospital watched a glowing object with flashing lights hover on the horizon. Officers armed with binoculars watched the mysterious object hover west of town for 45 minutes.

It was described as white at the center with green and white lights flashing around it. It did not look like an airplane and did not seem to be moving. The department also received calls from two other residents who reported seeing the object.

May 9, 1982, Laporte, COLORADO - Around 9 a.m., Eddie and Dorothy Robinson saw a silver object on the ground in a meadow about ½ mile from their house. The object had a "pod-shaped bottom" about 4 to 5 feet in length. They said it took off, sounding something like a propeller-driven airplane, and disappeared from view. Larimer County sheriff's officers searched the meadow but could find no physical evidence of a craft having been there.

June 9, 1982, Eugene, OREGON - At 11 p.m., Twyla Sauers and her husband walked out to their car and noticed a "bright star". They were driving away when they saw two "bright vivid orange lights" moving slowly and steadily across the sky. Another couple also the lights from a different area.

An hour earlier, at 10 p.m., Al Cole was going home from downtown when he saw a "fireball that was the most beautiful thing I've ever seen in my life, and I've seen a lot of them." Cole, who used to build "perfect mirrors" for telescopes, said it was the size of the thing that caught him this time. "It was big...with this long tail that stretched out behind it — it must have been 100 miles long," he said.

Bill Suggs, director of the Lane Education Service District Planetarium, didn't see the fireball, but said it sounded like "a very large meteor." No explanation was offered for the two orange lights seen later.

June 15, 1982, Olympia, WASHINGTON - Dennis Bailey and Tracy Schey were traveling on Ranier Rd. in their car early in the morning when they spotted some lights above and in front of them. The men stopped the car and turned off the headlights to watch the phenomenon.

Bailey said the object had two large lights, one on top, the other on the bottom, but with many more smaller flashing lights. It was about twice the size of a jumbo jet and made a noise closely resembling a hum. The craft was described by Bailey as square and reminded him of a "lighted oil derrick."

A Tempo Lake woman said she saw a bright object "darting back and forth" at about 3 a.m. She said it was too far away to discern separate lights but said it "kind of flipped" and shot 4 or 5 times across the sky.

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