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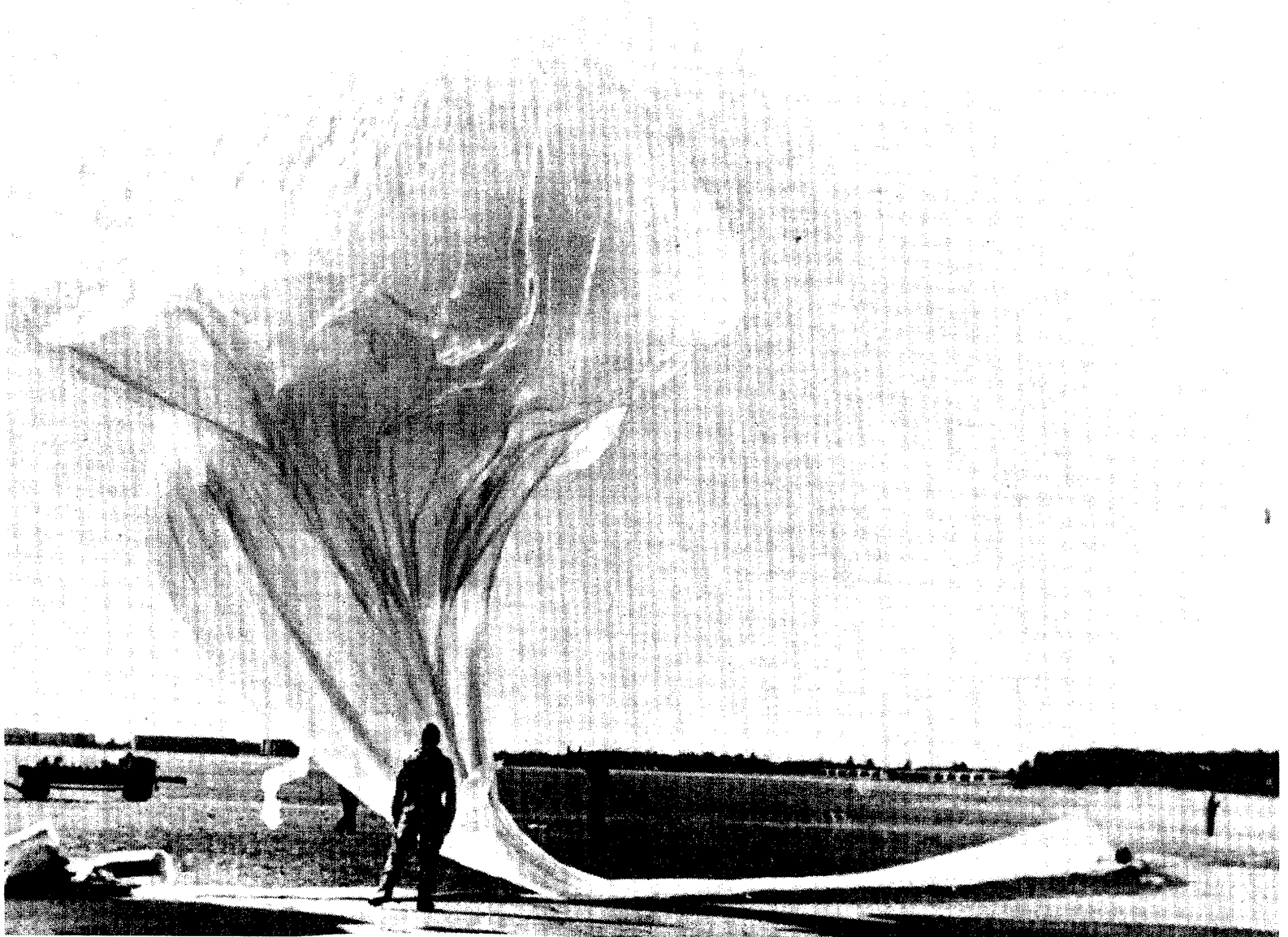
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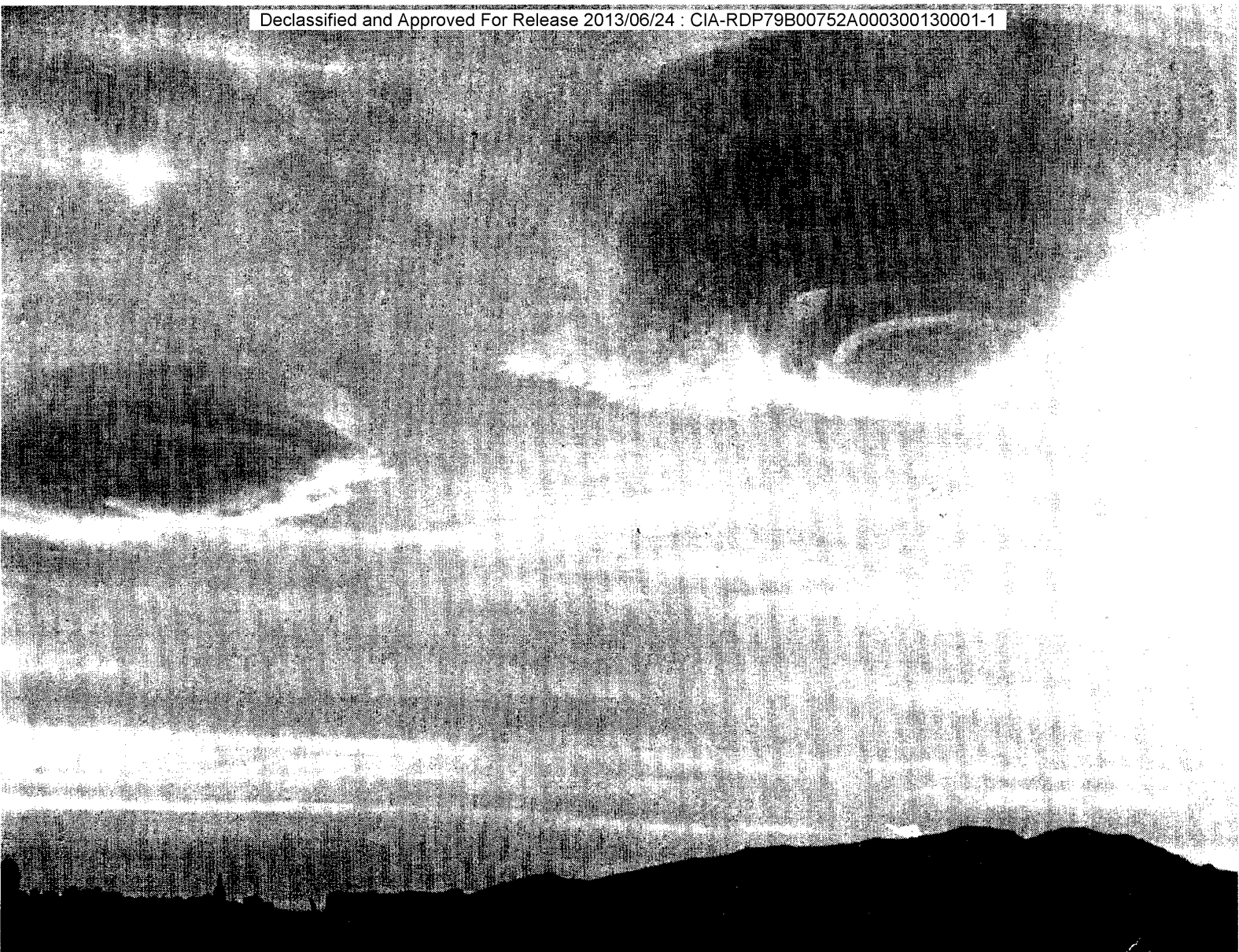
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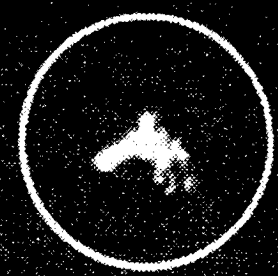
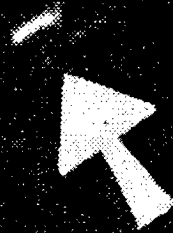
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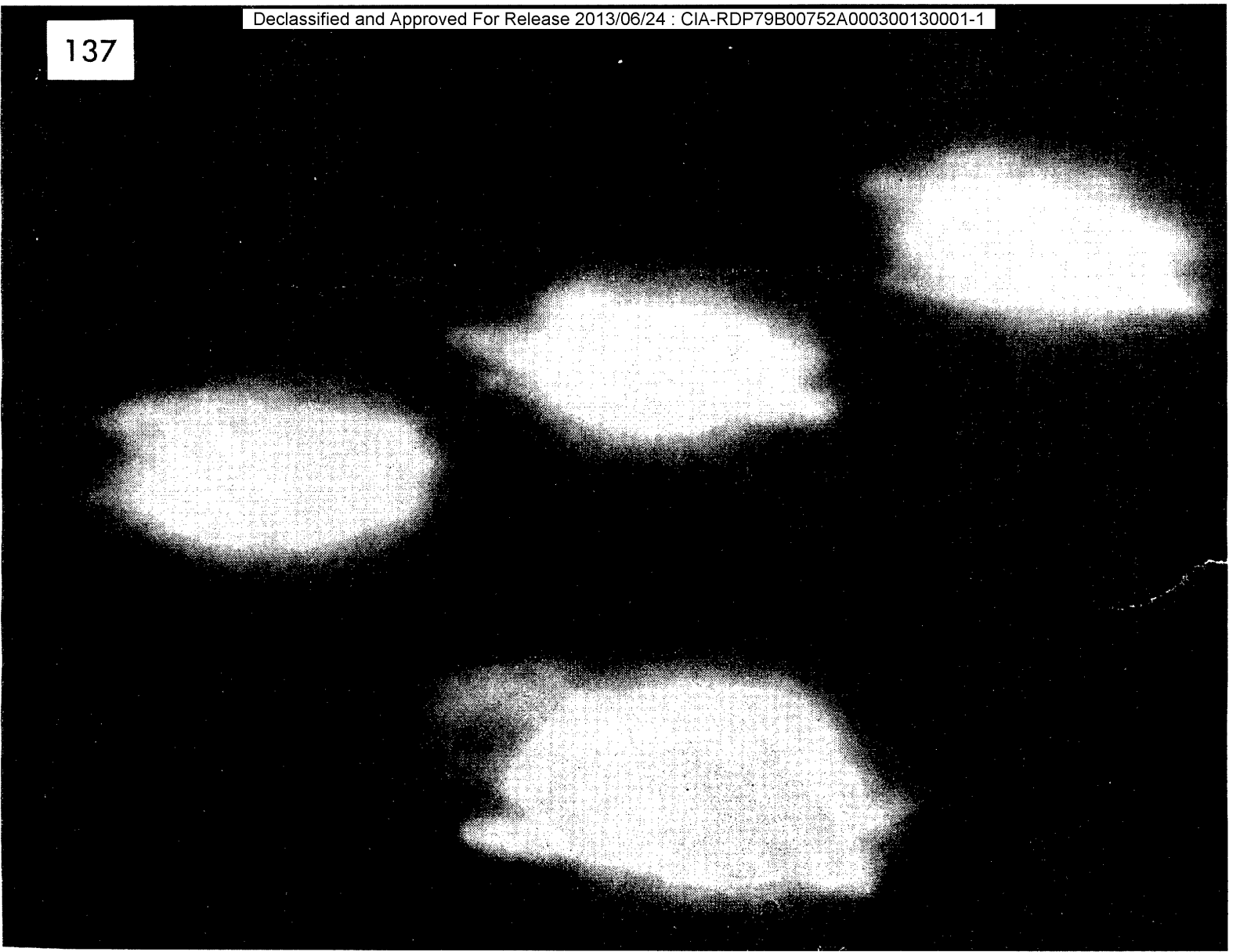
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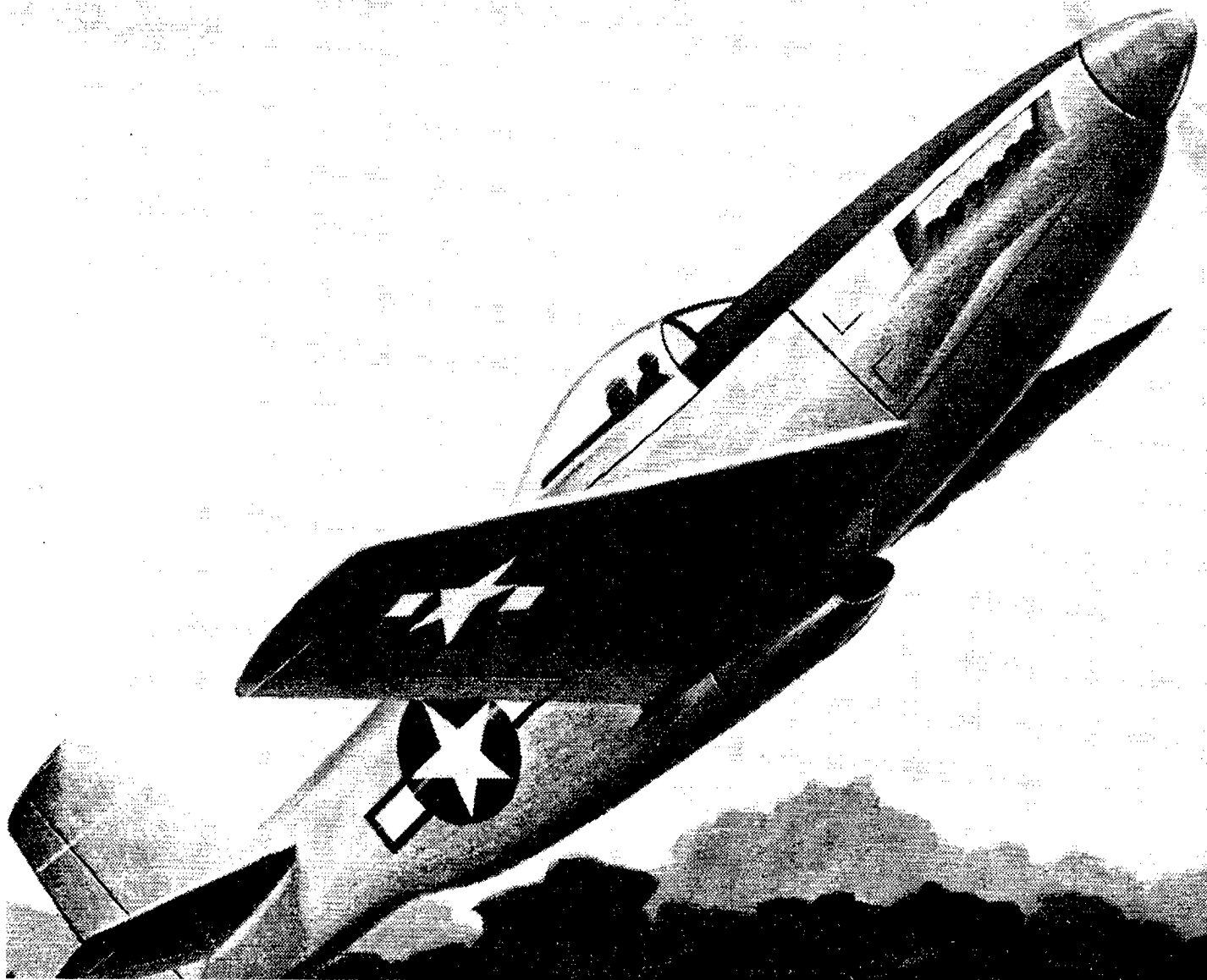




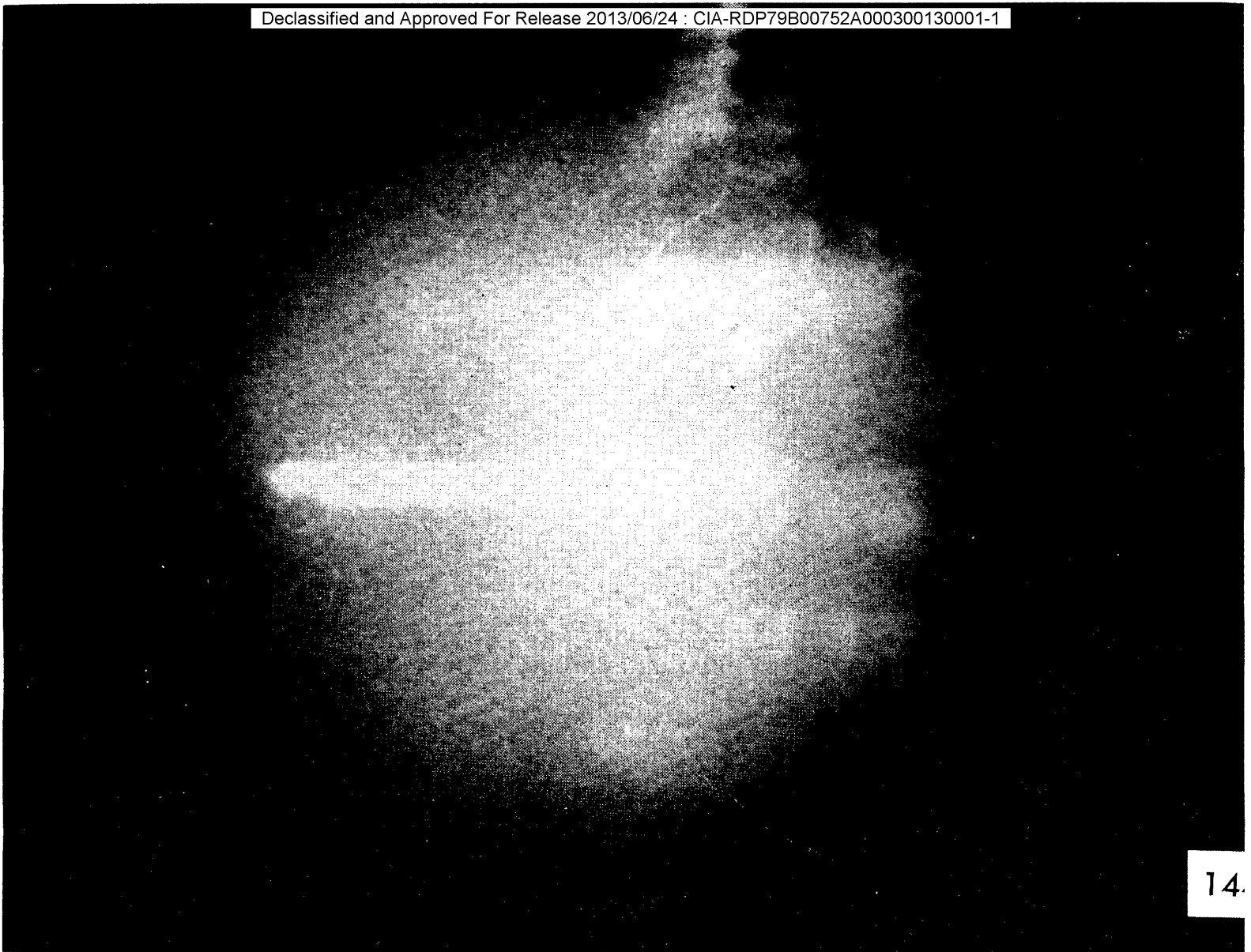
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SPACE, GRAVITY AND THE FLYING SAUCER

the Norwich Astronomical Society and the British Astronomical Association.

Norwich.

F. W. Potter

In a later article which appeared in the *Daily Mail*, 11th February 1954, written by J. Stubbs Walker, and headed 'Was it a "Saucer" they saw over Norwich?' Mr Walker tells us . . .

'Now, here is a strange thing about what the Potters saw and what Mr Potter drew. The whole of his description is very much like the much-questioned photographs of a flying saucer supposedly taken at short range by Mr George Adamski and published in his book *Flying Saucers Have Landed*, except for the vital fact that Mr Potter drew what he saw in his refracting telescope, *which reverses the image*.

'His flying saucer was not flying the same way up as those of Mr Adamski, and no amount of arguing will make him change his mind. Mr Potter had previously seen a representation of the Adamski saucer and was consequently aware

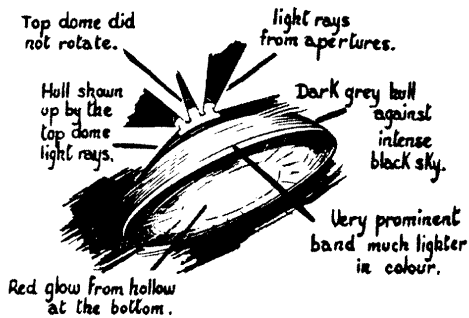


Fig. 1 This drawing, reproduced by courtesy of the "Eastern Evening News," was copied by a member of that paper's staff from a sketch made by Mr. F. W. Potter immediately after he had sighted the object he describes.

MIRAGE OR FACT

that what he saw might be expected to be flying way up.'

At first hearing this description would seem to the issue, but it so happens that it strengthens the theory outlined in this book.

Is there any point in further argument? Are we that eight people independently of each other places, suffered the same hallucination at the time? Are we then to convince ourselves that the report or can we reason that most people who take an interest in telescopes and astronomy are not the type to be taken in by hoaxes? Was this a case of misinterpretation of the phenomena? Is it not stretching the imagination far for us to believe that at least eight people 'th saw the same vehicle with the same significant detail? When are people going to climb down to earth and see the object with their own eyes? It is a sense attitude, because if they insist on star-gazing it is going to get very draughty for them when the flying saucer is made known.

As this little book goes to press, it would seem that the subject has started to blow already, for information has been released regarding the Canadian Government's interest towards flying saucers. They at least consider them real enough to spend money on, for they have a saucer-detecting station at Shirleys Bay, ten miles from Ottawa, comprising a laboratory packed with instruments and a team of experts engaged upon a twenty-four hour watch.

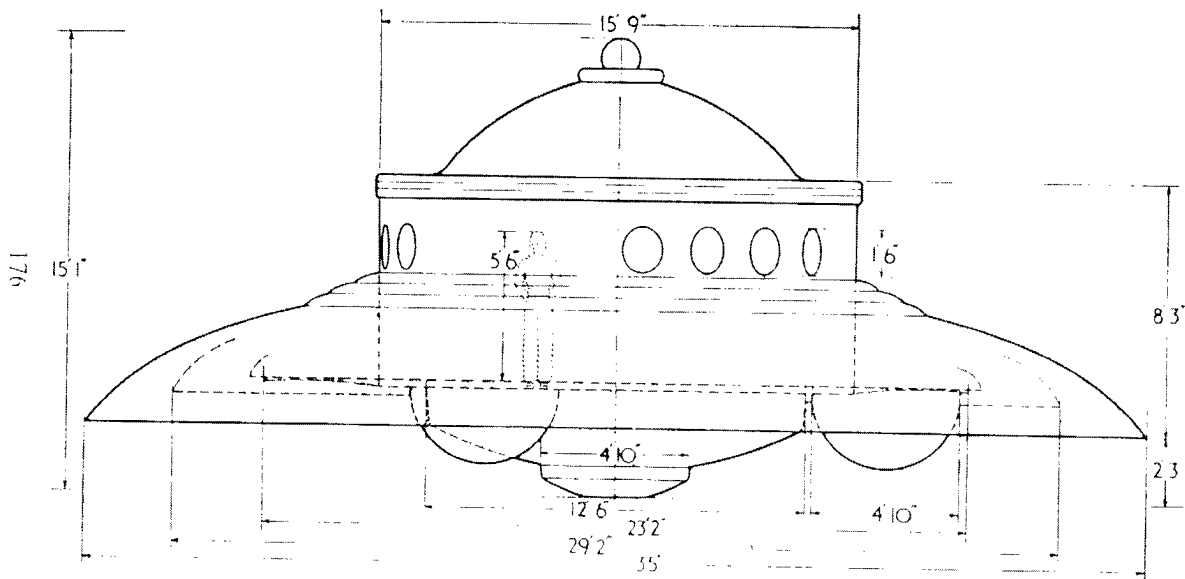


Fig. 15b Major dimensions of flying saucer, obtained by analysis of the Adamski photographs

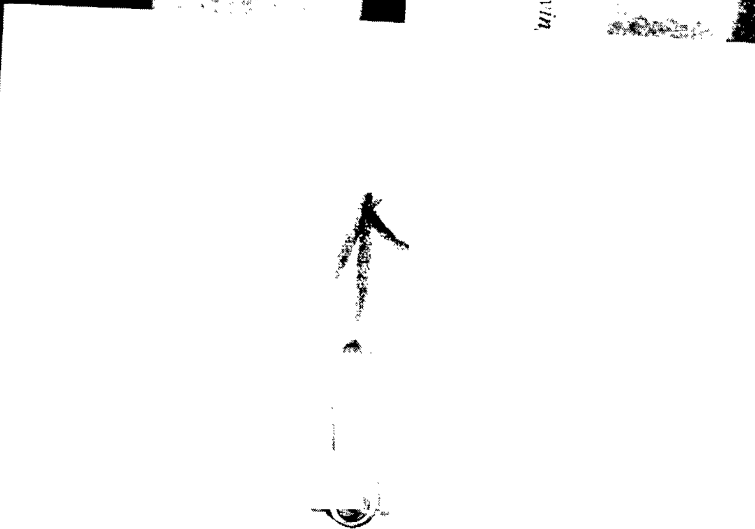
Plate 3 Saucer showing Catherine Effect



Plate 2 Brazilian Flyin



Planet News



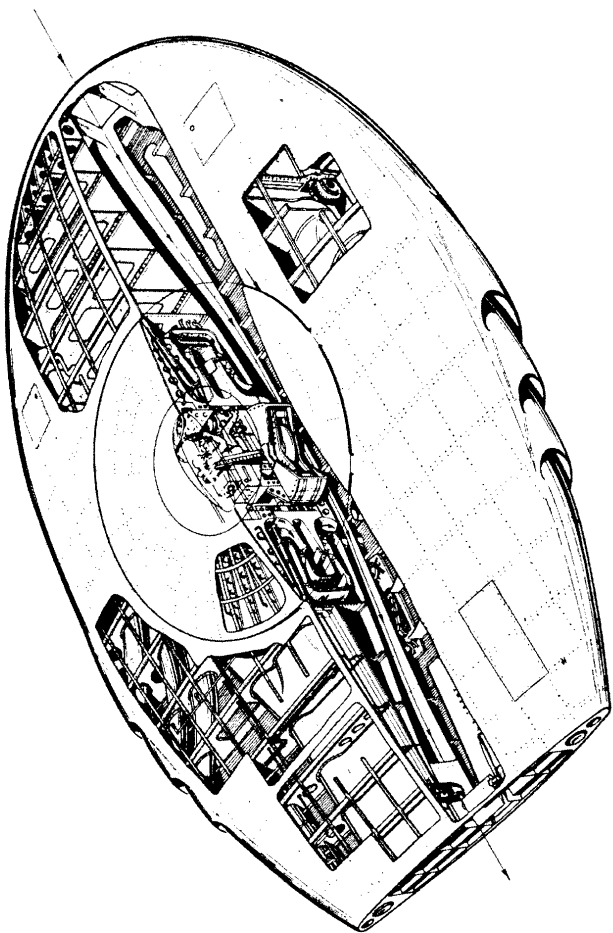


Plate 1 Author's impression of the A.V. Roe Project

#### AERODYNAMICS OF THE DISC

exhaust ports. Air is drawn in the leading edge intakes and a large proportion of it is fed to the combustion system in the usual way; the remainder by-passes the engine and mixes with the exhaust, which leaves via guide or central vanes in the exhaust ports.

It is said that the aircraft will be capable of speeds up to 1,500 miles per hour, while it is also claimed that 180 degree turns will be possible 'without a change of attitude', though what is meant by the latter is not at all clear.

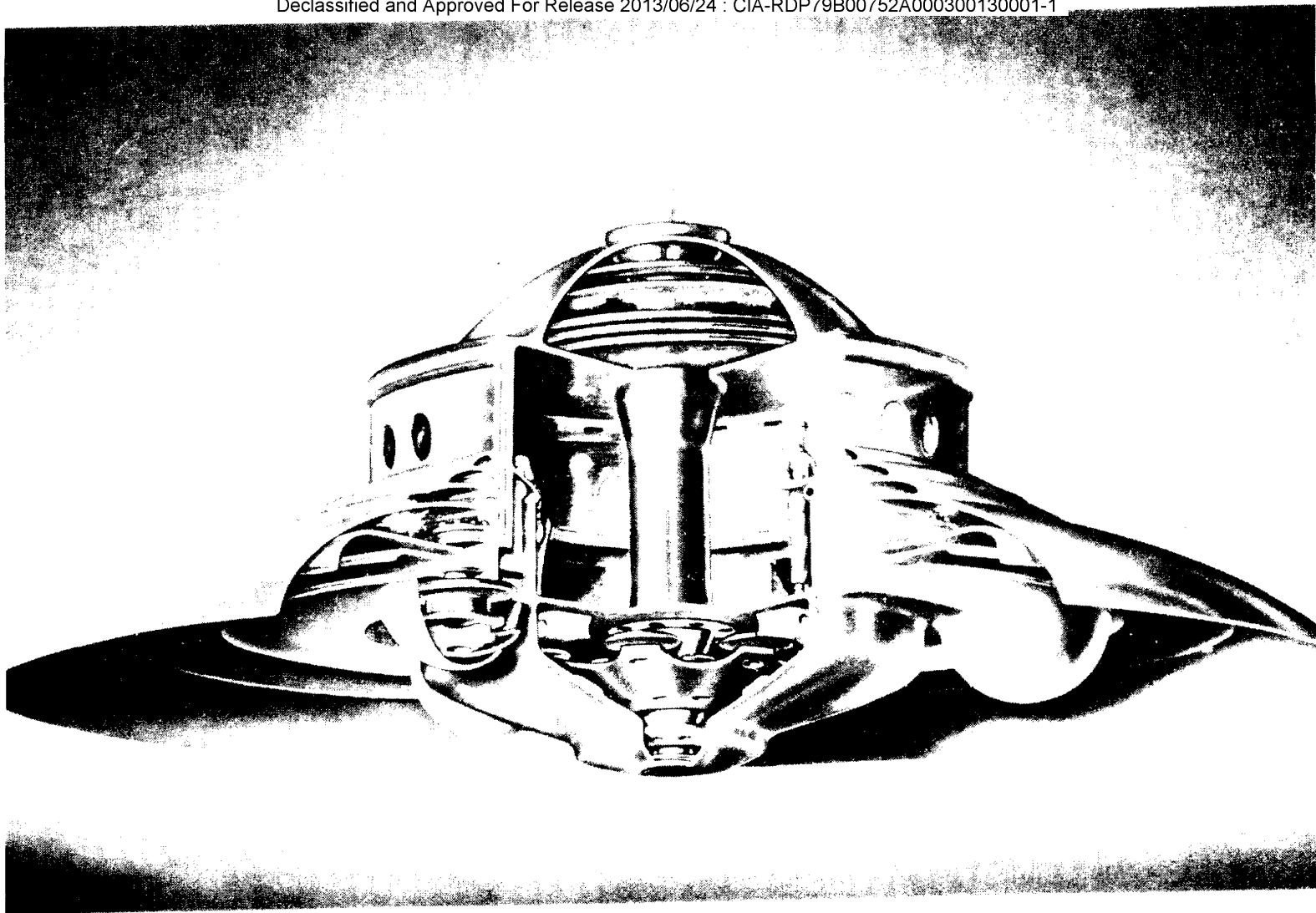
Neither is it clear how the rotating power plant will give gyroscopic stability in normal flight, yet fail to pull the aircraft to pieces through gyroscopic couples in high speed aerobatic manoeuvres. In fact it is the ability of the real flying saucer to execute such acute manoeuvres while rotating about its axis, that helps to put it outside the school of aerodynamics and, for that matter, Newtonian mechanics.

It is extremely likely that we are not the only nation interested in the flying disc design. Russia is no doubt doing her share in the mad race to get there first. Saucers recently skimmed the rooftops in Belgrade and it was suggested that they were experimental models made by the Yugoslav Air Force. These miniature saucers are said to be forty inches in diameter, to weigh about four pounds, with a top speed of thirty-one miles per hour and to be radio controlled.

Doctor W. F. Hilton, Armstrong Whitworth's chief aerodynamist, when giving a lecture to the British Interplanetary Society at Birmingham (1952-3 session), on the difficulties of bringing a returning space ship down to earth, said: 'That a space ship returning from an interplanetary flight would enter the earth's upper atmosphere at a speed equivalent to a Mach No. of 35 and would be burned up in a few minutes in those conditions'. One method to overcome this is for the craft to approach the earth at an angle, thereby skimming the upper atmosphere. In such a contact it would pick up all the heat it could withstand and then fly off into outer



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*Author's impression of a sectional view of a Scout Ship*

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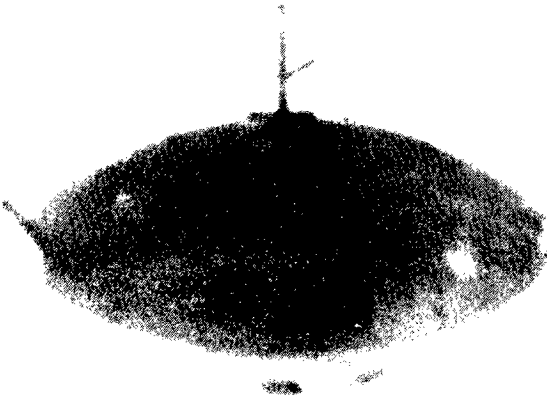
It was in view for nearly four minutes and in that time it travelled from south-west to south-east. Mrs. Potter supported her husband's statements. When interviewed later they both denied that what they had seen was a meteor or a weather-balloon. Mr. Potter is an experienced amateur astronomer and a member of the British Astronomical Association and of the Norwich Astronomical Society. Other Norwich residents came forward with statements corroborating Mr. Potter's report that something strange had been seen in the sky on that particular night. Their descriptions, however, were not as detailed as that of Mr. Potter who immediately drew what he had seen and submitted it to the editor of the *Eastern Evening News*. This drawing, with one of Adamski's photographs, were reproduced in the paper side by side and the resemblance is very striking indeed. In fact, the structure of the two objects would appear to be identical except for the fact that the three "globes" which hang from Adamski's saucer appear to be missing. These "globes" were said by Adamski to be landing-gear and retractable: as Mr. Potter's saucer was seen in flight the absence of these three appendages can, in the circumstances, be taken as further confirmation of George Adamski's story.

The only major point of difference is curious. Mr. Potter firmly holds to his opinion that as he was viewing the object through a refracting telescope the image was reversed. Mr. Potter therefore claims that he saw a saucer like the one photographed by Adamski, though *upside-down*.

When these facts were brought to my attention I felt that the sceptics would not be able to resist the weight of this evidence. Apart, however, from the *Observer*, which printed a letter from Mr. Potter and reproduced his drawing, this sighting was practically ignored by the national Press. Some months later, the *Daily Mail* did refer to the matter at length in a series of articles on flying saucers, but, at the time, the significance of the Norwich sighting was overlooked by the British public. Although the matter cannot be unknown to the Astronomer Royal and other pundits, they chose to ignore this incident altogether. At the risk of being repetitious, let it be stated



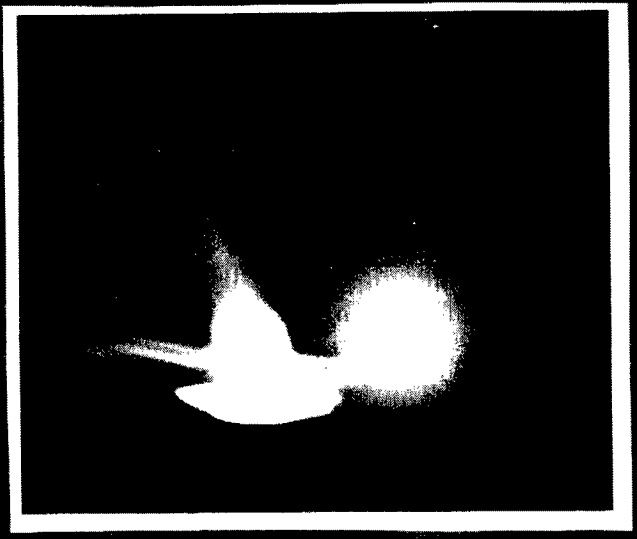
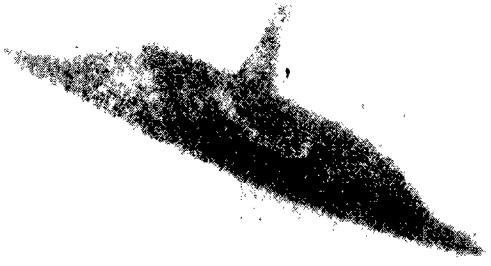
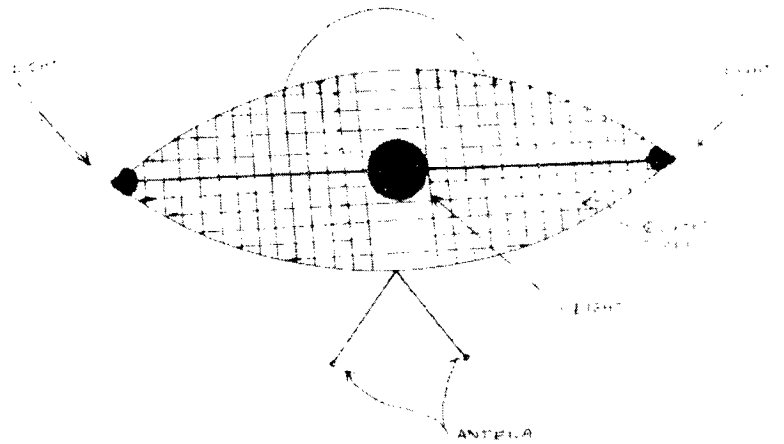
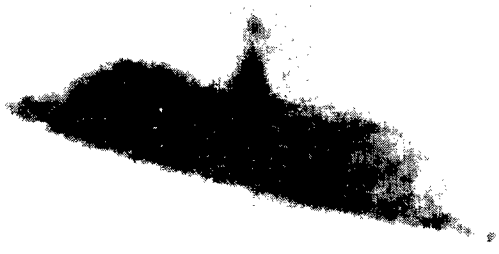
The first of two photographs which Cedric Allingham took at approximately 3.45 p.m., on 18th February, 1954, near Lossiemouth, as the Saucer was descending. The landing gear is clearly discernible to the lower left of the picture.



UFO IN FLIGHT?—A CBS television news program carried this picture of a suspected unidentified flying object last night. It was made by Deputy Sheriff David Fitz-

patrick, of Wachtenow County, Mich. using a Minox camera mounted on a tripod, with a 1/1000-sec. exposure on 90° film at F3.5.

*The pictures below show saucers of marked similarity. The UFO at bottom was photographed in 1950 in Oregon, and its near-twin was filmed four years later in France.*





once again that the Norwich saucer could not have been a meteor, a balloon, a cobweb, ionised air, a soap bubble or any of the other conventionalisations which have been trotted out over the years. That is, if the evidence of the Potters is to be believed.

What if their evidence is not to be believed? That their character is good, I can myself testify, for I have personally investigated the matter. Mr. Potter runs a window-cleaning business in the city and is well known locally. Nothing against his character is known, nor has it been assailed even by those who are most reluctant to believe in flying saucers. However, let us assume, for the moment, that the Potters fabricated their story. With what motive? As far as I can discover Mr. Potter has not made a penny out of his sighting. He may, for all I know, have lectured on his experience and I believe he has once or twice been invited to broadcast. The rewards must have been trifling. He has, I understand, received a number of letters abusing him, so the notoriety he has achieved has not all been pleasant. Besides, it was not until several months later that his story was taken up to any great extent. The evidence in favour of Mr. Potter is quite considerable. He refuses to call the object he saw a "flying saucer" and he and his wife now say somewhat pectulantly, "We didn't want to see a flying saucer anyway!" I think it incontestable that the Potters believe that they saw what they claim to have seen. There is no evidence whatsoever of any ulterior motive.

An alternative possibility has been suggested and should be considered carefully. In fact, two suggestions have been made. One is that because Mr. Potter's brother had, three weeks prior to the 7th October sighting, reported unidentified lights in the sky, the Potters would, therefore, be on the look-out for something and were, in fact, predisposed to see a something in the sky. The other suggestion is that as Adamski's photograph had appeared in the papers the week before the Norwich incident, the Potters had been induced to see a similar object. To the unthinking this may sound plausible, but do people really behave like this in real life? And why pick on the Potters? The Adamski photograph had, in all conscience, been widely



A Flying Saucer, taken by Juan Coll and José Antonio Baena near Malaga on 2nd November, 1954, reproduced in the Spanish evening paper *Madrid*.

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Flying Saucer photographed by Stephen Darbishire at Coniston, Lancashire, at 11 a.m., on 15th February, 1954.

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## FLYING SAUCERS AND COMMON SENSE

I timed the Saucer for seventeen minutes while the *Lodestar* kept to its course. Twice it rose vertically to a final height of 40,000 feet, then it moved east toward the coast at a terrific speed.

"There was a large fin-like object attached to the rear, although it wasn't clearly defined. There was no apparent propelling power when the Saucer moved. There were definitely no vapour trails."

Captain Bicknell immediately after landing at Mombasa prepared an affidavit, which Merrifield and his seven men and two women passengers signed.

One passenger, Captain H. B. Fussell, a Newport, Monmouthshire, sports dealer, who had a pair of powerful binoculars said: "Through the glasses the object appeared bullet-shaped. Its colour was whitish-silver with three vertical black bands down the side. For ten minutes it remained stationary, then it suddenly rose vertically by 5,000 feet.

"Again it became stationary, and then a minute later it rose again and moved laterally away at a great speed, probably 400 m.p.h."

Captain Fussell said that Dr. Uner Liddel's balloon theory did not fit what he saw. "Suppose it was a balloon—how could a balloon both hover motionless and move at 400 m.p.h. in the same weather conditions?" he asked.

"I emphatically reject the theory. The object was definitely metallic."

A radio officer named Overstreet from the American freighter *Robin Mowbray*, who was another passenger, said: "I wouldn't swear but through the binoculars I thought I could identify a row of circular windows."

Charles J. Vernon, also American, and purse-bearer of the *Robin Mowbray*, said: "The object must have been immense, two or three times the size of the largest passenger plane."

Three separate attempts to photograph the object were made from the plane. Captain Fussell snapped it with his miniature camera. Mr. Overstreet shot 30 feet of colour film with a telescopic lens on his cine camera, and Mr. Vernon also tried to snap it.

After landing, Captain Fussell developed his film in the presence of a newspaper reporter and a commercial

## THE LULL

photographer, who certify that the film was not faked or retouched.

Three exposures were blank, but the fourth showed a small black object.

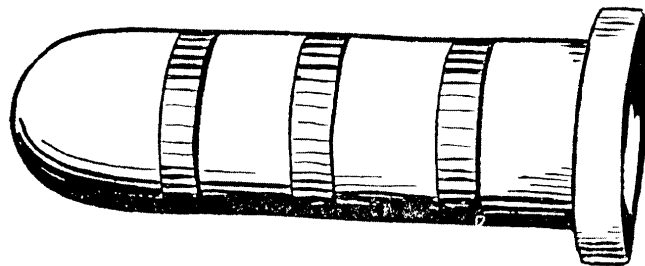
Mr. Vernon's film showed nothing, and Mr. Overstreet's colour-film has not been developed.

During the night after the Saucer was reported, two unexplained flashes lit Mombasa.

Captain Bicknell was born in Exeter and lived in London before joining East Africa Airways in 1948.

Radio Operator Merrifield's parents live at Ellison Gardens, Southall, Middlesex.

A week later, on 4th March, 1951, *The Sunday Dispatch* referred again to this sighting and reproduced a sketch of the mysterious object, as under:



The newspaper made the following comments:

Flying in a cloudless sky over Mount Kilimanjaro, in Tanganyika, Captain Jack Bicknell, pilot of a passenger plane bound for Mombasa, saw through binoculars "a metallic, bullet-shaped object which must have been more than 200 feet long". The *Sunday Dispatch* last week gave a detailed report of this Flying Saucer sighting, the most authentic so far recorded.

When he brought the plane down, Captain Bicknell drew a sketch of what he had seen.

The diagram above was prepared from Captain Bicknell's sketch and shows the "large object attached to the rear".

not very important in itself, perhaps, was the following report that appeared in the *Sheffield Telegraph* of 24th April, 1953, some five months before the Adamski photographs had been made public:

### BOYS WATCHED "FLYING SAUCER" FOR 25 MINUTES

AND ONE COULDN'T SLEEP

What was it that three Sheffield youths, Terry Platts, Brian Davies and Allan Green, all aged 16, saw in the evening sky?

Allan's father's verdict was: "A reflection from a steel furnace probably."

Terry's father looked at his boy's bicycle to see if he had fallen off and cracked his head.

Brian's father wasn't so sure. He interviewed the boys separately and then wrote to the *Sheffield Telegraph*.

Yes, a flying saucer! But their description was: "like two plates put together".

The boys, who all live in Newman Road, Wincobank, are not given to telling fanciful tales, according to their parents.

It was Monday evening and they were watching some pheasants in a field from Greasborough Road at about 7.30. They saw what they at first thought was an aeroplane with the sun shining on it—until they noticed there was no sun. It was a dull evening.

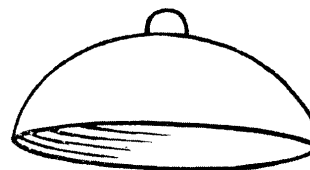
The boys say the object, over Rawmash way, gradually came nearer. It moved at a fast speed but sometimes would remain stationary for several seconds. On these occasions, a reddish glow coming from behind it would cease.

The boys agree the object was always a long way off, but they say they got the impression it was very big.

They watched it, they say, for twenty-five minutes.

Said Brian's stepfather, Mr. George Moverley, last night: "I'm convinced the boys aren't kidding. My son was too full of it for that. One boy says he couldn't sleep for thinking of it, although his father ridiculed him."

I have seen a letter from Mr. George Moverley, Brian Davies's stepfather who made the comment that the sketch in the *Sheffield Telegraph* did not actually conform with the boys' description. This was re-drawn as under:



It will be seen that in outline it resembles the object that Adamski has photographed. Even stranger events were to happen later when the book had been published, but the cutting and the letter were in my possession before anybody outside my office had seen the Adamski photographs. An extract from Mr. Moverley's letter may prove of interest:

In regard to your letter received last Saturday, I am sending cuttings to show the interest caused by my son's and his friends' observation of the "flying saucer".

The "saucer" was observed for at least twenty-five minutes in good light and, on close questioning, their accounts coincided on every main point. The newspaper account seems to have formed a wrong impression as to the speed. The point that seemed to strike them was how *slow* it could fly. It could dive and hang suspended in the air! Stop and start at will! What power of propulsion do we know of that could allow an object of such shape to perform so.

For most of the time it appeared on edge, but towards the end of the observation it banked and went away, and they were able to observe its circular shape.

On moving, it left a long trail of flame ending in black smoke that stopped when the aircraft stopped.

While the book was being printed, Mr. J. N. Mansour of Jetex Limited, the firm that makes model aircraft and the fuel for their propulsion, visited George Adamski and

FLYING SAUCERS ON THE ATTACK

make one wonder—as Mr. Arnold himself has said: whether there be any strange connection between these weird and mysterious amphibious spheres and the vast dumps of furnace slag found on ocean-floors. If there is, then these flying discs may dump and jettison metal elsewhere than in uninhabited islands!

What was the line taken by the U.S. military authorities?

A military intelligence officer called on Mr. Arnold and took away from him every piece of metal he had from Maury Island. Mr. Arnold had planned to make a cigarette ash-tray from the metal. The military man took Mr. Arnold to a smelter's works and pointed out tons of material that, he said, "was exactly like the fragments. It is only smelter's slag that you found in Maury Island," said the officer, smiling.

He did not explain how that could be when there is no smelter's works in this very sparsely populated island, nor is it used as a dumping place. Further, no reference was made to the curious sixteen constituents of this metal from Maury Island. If what the officer alleged had been true, then smelter's slag must be a most amazing alloy, not to say a shocking waste of valuable metal on the part of any smelter knowing his business.

The absurd 'subterfuge' of the officer was a pointer to the official attitude higher up in the U.S. Air Force. On April 27, 1949—two years later, when the circumstances would not be so fresh in people's minds—Project Saucer's experts administered the knock-out blow:

"Chrisman and Dahl, under questioning, broke and admitted that the fragments were really unusual rock formations found on Maury Island, and had no connection with the 'flying discs'. They admitted telling the Chicago magazine that the fragments 'could have been remnants of the discs', in order to increase the sale value of their story. During the investigation, Dahl's wife consistently urged him to admit that the entire affair was a hoax, and it is carried as such in Project Saucer's files."

It is likely that Chrisman and Dahl had been badly 'grilled' by the investigators, and warned that their jobs in the Coast



A Flying Saucer photographed over Brazil.

Photo: Black Star.



## FLYING SAUCERS ON THE ATTACK

at night, air-liner of U.S. airline, over Arkansas, was like "a Chinese coolie's hat", and had ports spaced round rim; moon-like discs, speed immense, flew over Jordan, Israel, Italy, Caribbean, Cyprus, Rio de Janeiro, Abyssinia, Chile, Colombia (S.A.), and Las Vegas, U.S.; five saucers like full moons, with wakes of fire, pass over Italy, at immense speed; a saucer over Heidelberg, Germany

An astounding demonstration, like a mimic battle of aerial fleets, was 'arranged' by fleets of saucers, in March 1950!

At Farmington, in New Mexico, is a population of some 5,500 people who get their living out of oil. On March 18, 1950, more than half the population were looking up to the skies in amazement, and some fright. All the staff of reporters of the town's newspaper turned out with the editor, and a number of pilots, waiting to take off on passenger flights. They saw "hundreds of strange objects" flying around like English rooks in autumn in a congress dance. Some of the objects flashed away at a speed which a man with a theodolite calculated to be more than 1,000 miles an hour. The things seemed to be gleaming silver in colour. They were high up in the skies for more than one hour. Then, about 11.30 a.m., they vanished, only to reappear in the afternoon. It seemed as if the strange machines were looking for something, which they could not find! No sounds came from them, and no exhaust gases were seen jetting from them. They seemed about 15 miles up in the skies. Everybody, including local newspapers, thought they were 'space ships'. Observers, who reported that the day was calm and sunny, said that these objects seemed to be flying in group formations.

April 2-28, 1950 sightings were world-wide (early in the month, Boulder, Calif., Observatory saw 32 gigantic eruptions of hydrogen gas, in the sun):

"Flying banana groups" photographed over Texas; three women at Whitby, Yorks, see two pure white, revolving hoops, one inside the other, with two rods emitting a dazzling light, very high in the sky; crowds block streets in Buenos Aires, watching, at noon, antics of a stationary white 'plativolo' (saucer), with white film on rim; shepherds in Hautes Pyrenées, France, watch red



This is one of the cigar-shaped Flying Saucers, said to be hostile. Here it is shown releasing two satellite discs. Photographed by Miss Belle Malles, over Hawthorne, Calif., U.S.A.

*Photo by courtesy of Miss B. Malles, Hawthorne, U.S.A.*

## FLYING SAUCERS ON THE ATTACK

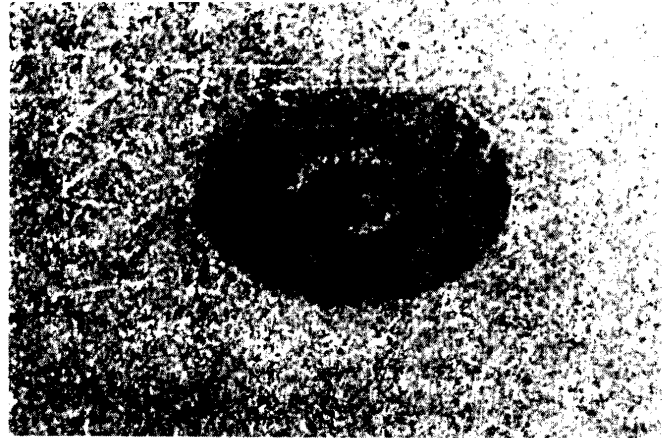
peared, at what was calculated to be 35 miles high in the sky, a strange blue cloud that rolled and belled forth like a monstrous dragon *in extremis*! Two hours later, there appeared a B.29 bomber which circled round the area of the cloud till sunset.

There is, however, no confirmation of the reports of two other B.29 pilots that, before the appalling explosion, they had seen a long, cylindrical, shining metal projectile with a shiny nose, and a terrific burst of flame at its rear end. This amazing 'projectile' was said to have had the prodigious length of *ten miles* and to have travelled at 1,800 miles an hour! Truly, an incredible story! Oddly enough, between the two blasts, very high in the sky, a streak of smoke punctuated by a jelly roll of gases, or steam, which blossomed into another curious roll, suggested *rocket-blasts*, but not from any terrestrial firing range. No; possibly from a *rocket-type* of mysterious space ship of non-terrestrial origin!

Had some mysterious cosmic visitant met with a terrible accident?

Whatever this phenomenon was, there came reports that it travelled *erratically before the explosions*, and in a way no meteor would do. A pilot, flying at 12,500 feet, said that the explosion seemed to come from the ground. Yet no fragments were found on the ground! He was flying over Walla Walla when he saw a blue-green ball come across the nose of his plane, so near that he feared a crash. But the strange ball ascended straight on up and vanished. Twenty minutes later, when his plane was midway between Baker, Idaho, and La Grande, he saw another ball of blue fire, travelling *horizontally*. He said that in all the war years when he had travelled the Burma road, he had never been so frightened, and he had been used to dangerous missions. At about this time, two other pilots, in the air above Burley, Idaho—this state seems to hold some attraction for these amazing visitants!—saw a brilliant blue-green light travelling horizontally, with a bright sea-green tail. It was some four miles away. It very definitely shot up into space.

Another singular feature about these explosions is that they



Photograph of a Flying Saucer taken in Brazil. The lower side appears to be twice the size of a D.C. 111 aeroplane.

Photo: Black Star



Photograph of a Flying Saucer over Brazil. This looks like an aeroplane facing the camera, but it is a Flying Saucer taken sideways. It first attracted the attention of the photographer because it moved sideways

Photo: Black Star

## FLYING SAUCERS ON THE ATTACK

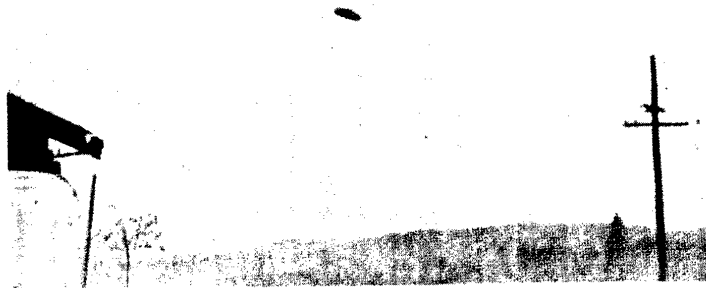
"At 7 p.m. on 20 September, 1676, a strange spectacle—a meteor?—was seen in Northamptonshire, Gloucestershire, Worcestershire, Somerset, Kent, Hampshire, Essex, and London, and in many other parts of England at the same time. It passed very near the earth. It appeared in the dusk, with a sudden light like that of noonday, so that the smallest pin or straw could be seen on the ground. Above in the air was seen, at no great apparent distance, a long appearance of fiery sort, like a long arm with a great knob at the end. As it vanished, it seemed to break into small fires or sparks, like rockets."

Next year, in May, 1677, the famous astronomer, Edmund Halley, Savilian professor of geometry at Oxford University, reported observing a "great light in the sky all over southern England, many miles high". Later, on 31 July, 1708, from 9 to 10 p.m., a similar apparition, thought to be 50 miles high, passed over Sheerness, and the 'Buoy at the Nore', Suffolk, and London. It moved "with incredible speed, and was very bright. It seemed to vanish and left a pale white light behind it. There were no hissing sounds and no explosion".

Ten years later, in 1686, strange reports came from Gottfried Kirch, a German astronomer at Leipzig. I translate from his Latin:

"On 9 July, 1686, at 1.30 a.m., a burning globe furnished with a tail, appeared apparently  $8\frac{1}{2}$  degrees from Aquarius, and remained immovable for one-eighth of an hour. Its diameter was about half that of the moon. It emitted so much light that at first one could read without a candle. Afterwards, it vanished in its place, but very gradually. This phenomenon was also seen by others at the same time, and especially by Schlazius, at a city eleven miles away in Germany, from Leipzig. The time was about midnight, and the altitude about 60 degrees from the southern horizon. It seemed about 30 miles high in the sky, and darted obliquely downwards, where it left two globules to be seen only with an optic tube (telescope).—Note that a similar phenomenon was seen at Leipzig, on 22 March, 1680, and also at Hamburg, at 3 a.m., when it seemed 40 miles high, in the NNE."

Halley had received another report of a similar phenome-



A very bright, noiseless object photographed by Paul Trent over McMinnville, Oregon, U.S.A., in 1950. Its speed was very high, as the blurring on the photograph indicates. The object appears to have a superstructure.

Photo by courtesy of Mr. P. Trent, McMinnville, U.S.A.

## FLYING SAUCERS ON THE ATTACK

highway, and it was the intention of the Government of Peru to build irrigation works which would wholly or partially obliterate these very ancient remains. The place is called the mesa de Nasca.

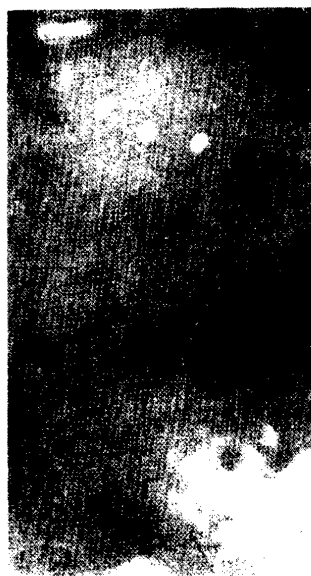
There are remains of ancient stone buildings that may have been observatories, and there are long processional roads and avenues. It has been theorised that these amazing monuments may be associated with lunar and solar cults, or with the periodicity of Venus, Jupiter, Mercury and the Pleiades.

But one enigmatic glyph is particularly striking. It is half a mile long, points about due geographical north, and resembles a long, straight rod round which are wound spirals, whose amplitude rises to a peak and then symmetrically decreases, much like a graph on a clock-work, or electrical recording instrument. It ends in a series of concentric circles of the whorled type, very like the winder on a fisherman's rod. One suggestive feature characterises the roads, lines and glyphs in this vast enclosure: they are or were *visible only from the air*, and, indeed, are not visible in all lights. They were found by a pilot of a plane passing over the mesa in a run to the north. They raise a startling and sensational query: were they not merely signals to the planets, or the sun, but *indications to an interplanetary space ship where to land?*

The old Irish manuscripts have some very singular and quite unexplained references to 'ships seen in the air', and called 'demon ships'.

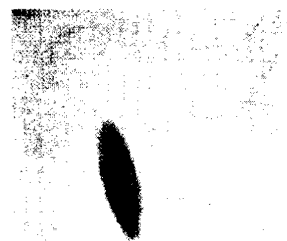
The *Speculum Regali in Konungs-Skuggsjá*, as also the *Reliquae Antiquae* tell queer stories of the visit of 'demon ships' over the skies of old Ireland. In the *Speculum Regali*, the story, related to the dim and shadowy past of old Eire's heroes and fighting kings, is as follows:

"There happened in the borough of Cloera, one Sunday, while the people were at Mass, a marvel. In this town is a church to the memory of St. Kinarus (Ciaran?). It befell that an anchor was dropped from the sky, with a rope attached to it, and one of the flukes caught in the arch above the church door. The people rushed out of the church and saw in the sky a ship with men on board,



Objects flying in formation at a tremendous speed, and at an altitude of 12,000 feet. Photographed from his car by Mr. J. J. Jansson near Morristown, New Jersey, U.S.A.

*Photo by courtesy of Mr. J. J. Jansson.*



Photograph of a slow moving object, which looked glassy in the sky, but on the film appeared dark. Taken by Robert Kirk near Chicago, U.S.A.

*Photo by courtesy of Mr. R. Kirk, Chicago.*

## FLYING SAUCERS ON THE ATTACK

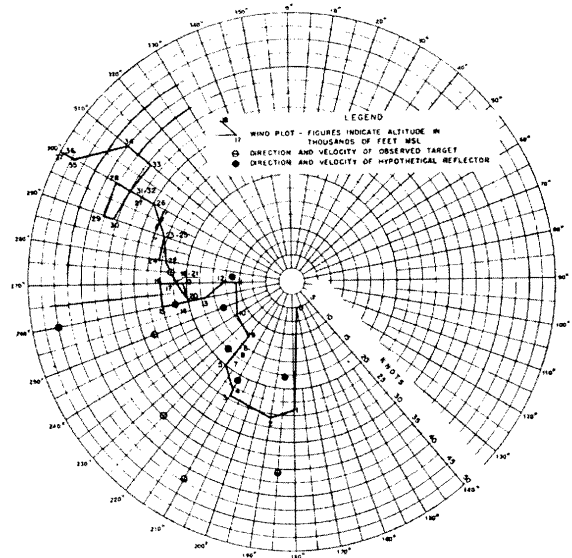
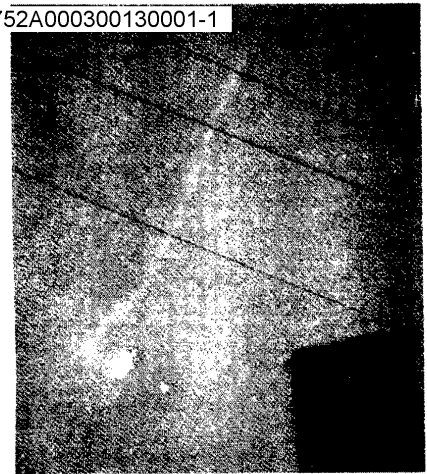
desk-sergeant, Vern Bennell, that it looked as if a saucer had swooped down on him with the intention of abducting him! The man was Sid Eubank, employé of a sales department of a photo studio, at Wichita, Kansas, aged 50, Eubank told the sergeant:

"I was almost swept from my feet on the highway, last night, when a huge flying saucer swooped down at terrific speed and stood directly over me, on U.S. highway, No. 81, between Bison and Waukomis, south of here, Enid, Okla. The object appeared suddenly out of the night and the tremendous pressure it exerted threw my automobile off the road. It was a huge round ball and stood right over me. Then it completely reversed direction, vanishing in a few seconds in the west." (*Oklahoma newspapers.*)

One wonders how many cases of mysterious disappearances of men and women, in 1948-1952, might be explained as "TAKEN ABOARD A FLYING SAUCER MET IN A LONELY PLACE"? Fantastic as the suggestion sounds, it is by no means impossible. I would draw attention to the remarkable observation made by the U.S. merchant steamer, "Gaines Mills", at 7.50 p.m., on Wednesday, December 5, 1945, when five U.S. Navy "Avenger" type torpedo bomber 'planes, went out from the Naval Air station of Fort Lauderdale, Fla., on a routine flight. Fourteen men were in these bombers and no one, from that day to this, knows what became of them, or their 'planes, after they had flashed a radio message that they were 200 miles out at sea off Miami, to the north-east. The sea was combed by U.S. warships and and the air by Navy 'planes. The five bombers were of a very buoyant type and carried efficient life rafts. To add to the already baffling mystery, one of these rescue 'planes, a big Martin bomber, with a crew of 13, also vanished without trace, while hunting for the missing five "Avengers".

Now, at 7.50 p.m., on the same Wednesday night, Dec. 5, 1945, the ss. "Gaines Mills" radioed that she had seen an explosion high up in the sky, and, yet, in the next morning, neither searching 'planes, nor warships, rushed to the spot, found any trace of wreckage, or oil in the sea.

Object observed by two witnesses, moving over Upper Gornal, Staffs. After crossing the face of the crescent moon, it remained stationary for about ten minutes. Photo by courtesy of the Flying Saucer Club.



Officially "unidentified objects", denoted by black circles, tracked on the radarscope at Washington D.C. Airport on the night of August 15th, 1952.

Reproduction of an official diagram.

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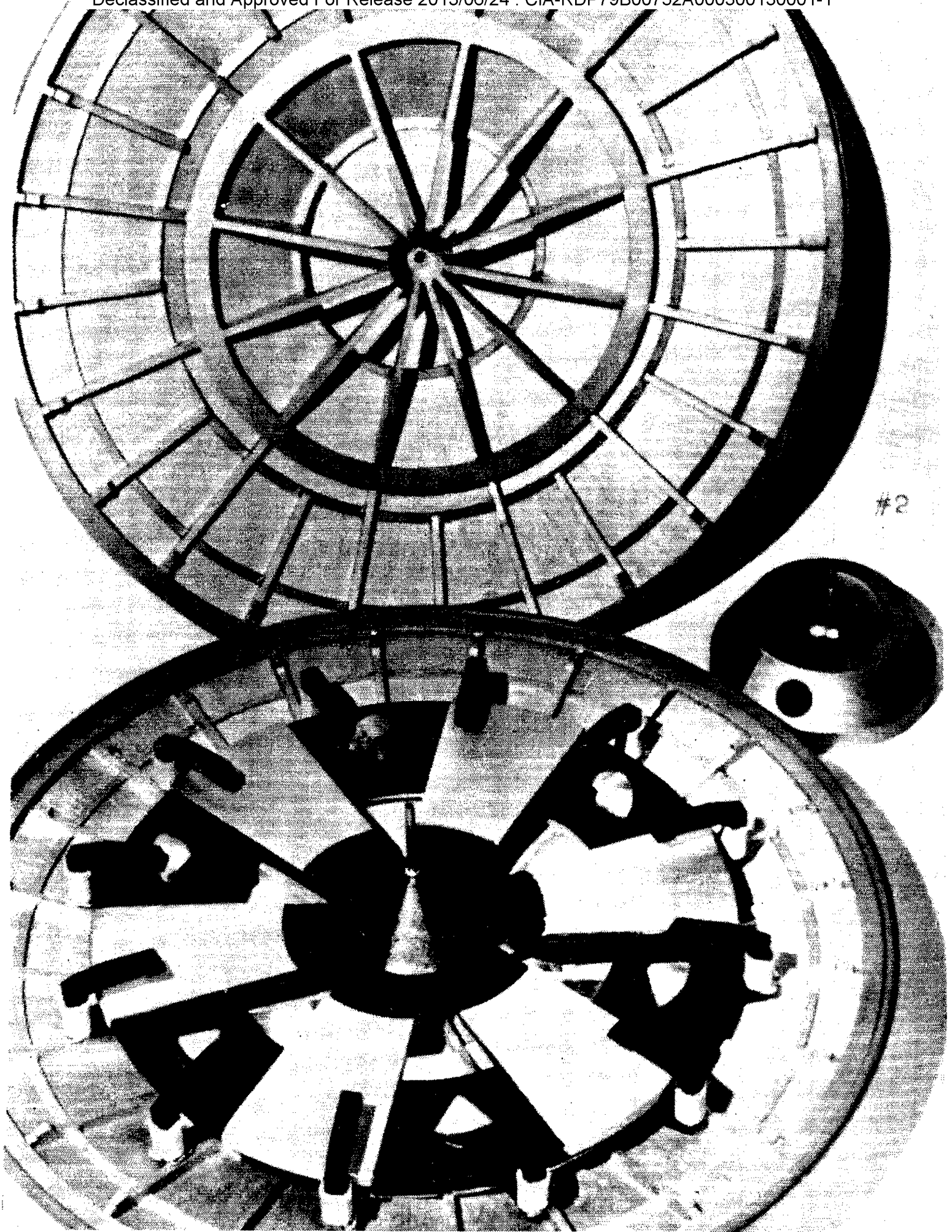
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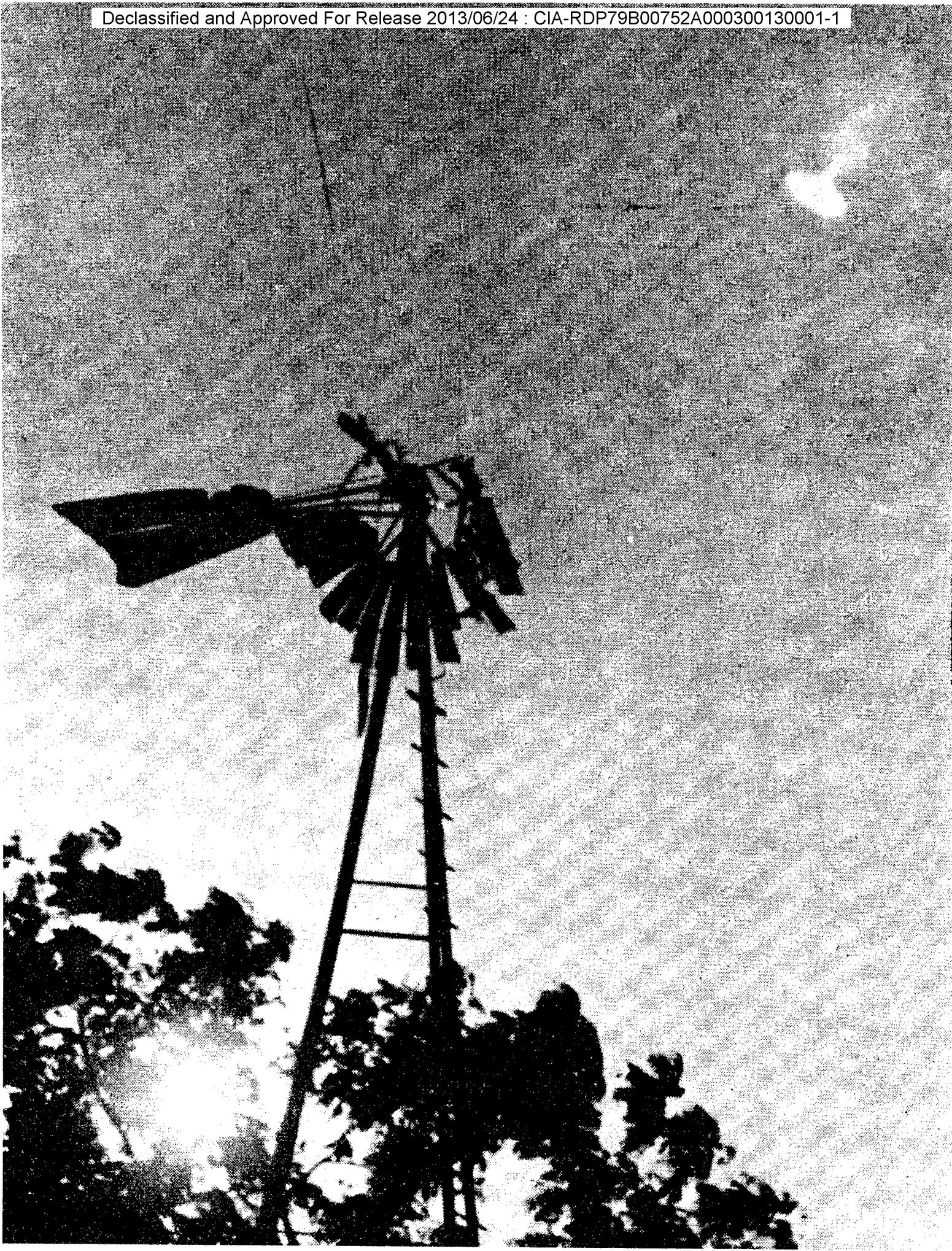


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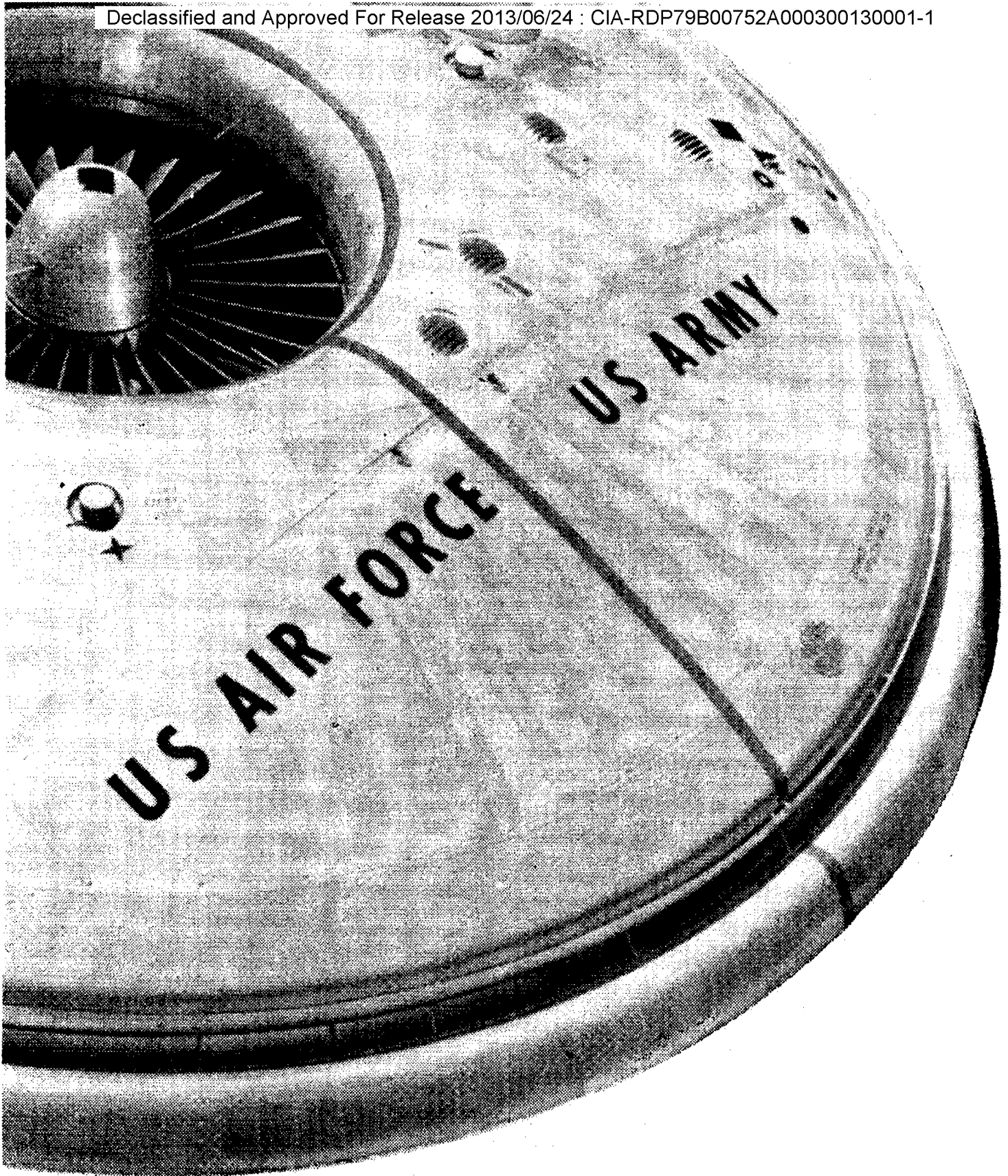




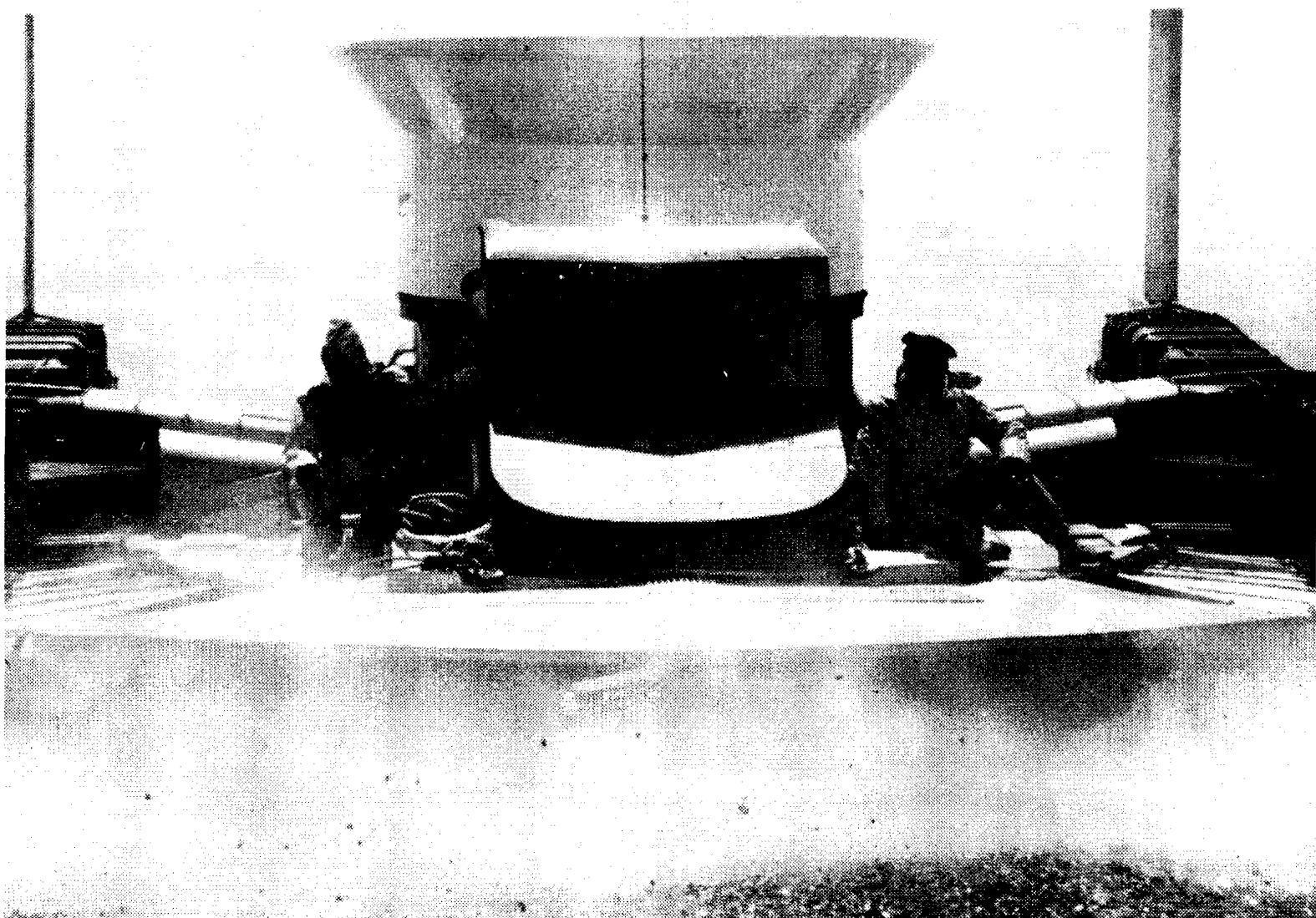
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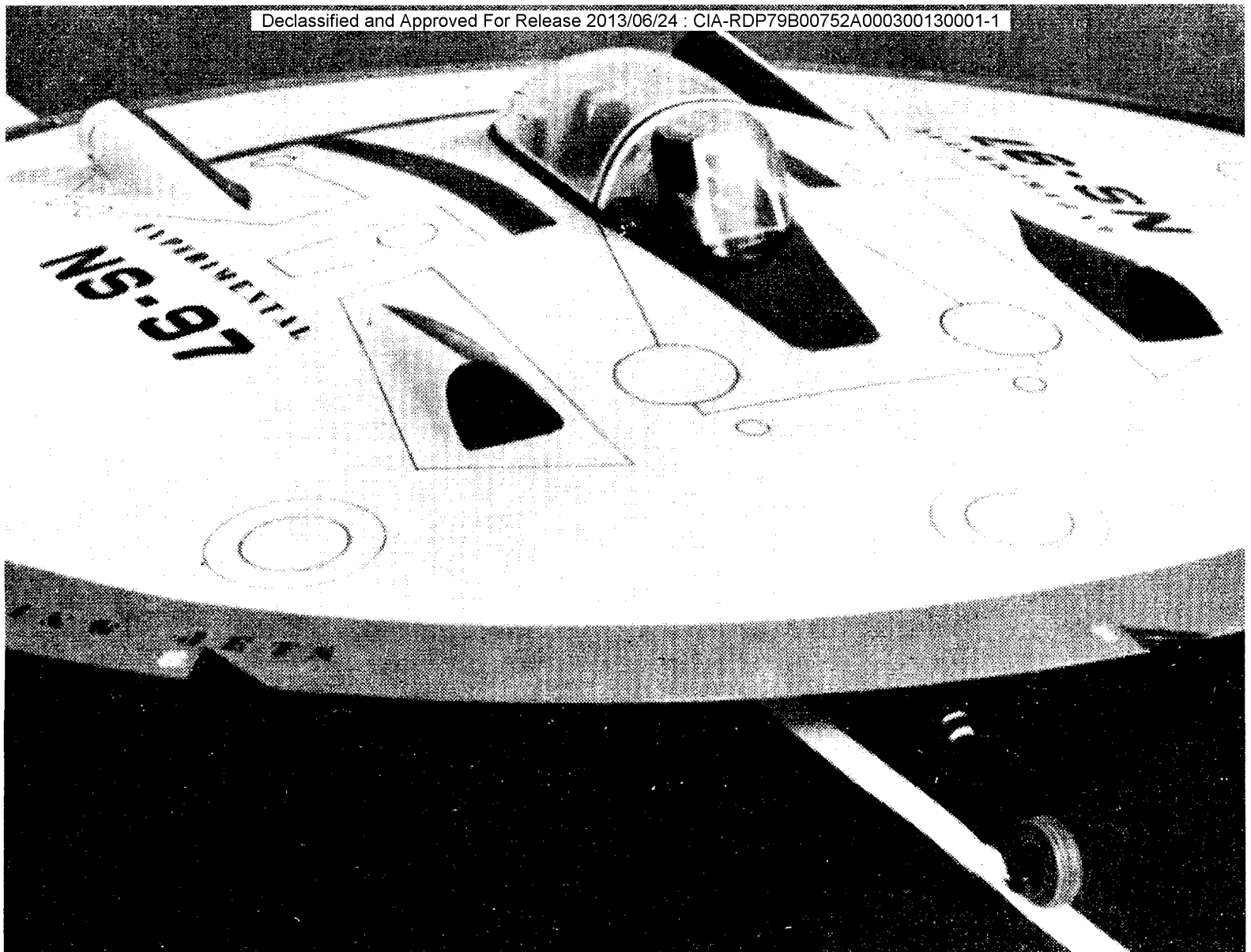
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