



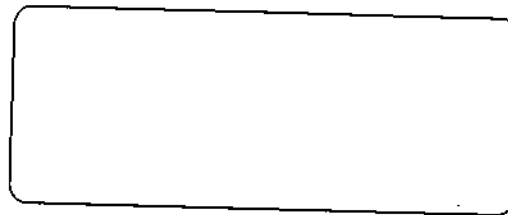
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"We tell it as it is"

SKYLOOK

The UFO Monthly

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March 1975

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MUTUAL UFO NETWORK, INC.



Was this Peugeot somehow transported by a UFO in Rhodesia? Two witnesses say it was. Read their account

and draw your own conclusions. The story begins on page 3.

"We tell it as it is"

SKYLOOK

The UFO Monthly
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Rhodesian experience described

Strange journey

Date of sighting: May 31, 1974 (2:30 a.m. to 7:30 a.m.)

Location of sighting: Rhodesia.

Witnesses: Peter, 24, and his wife Frances, 21.

Investigated by: Carl Van Vlierden, MUFON representative from South Africa.

Written by: Dwight Connelly, SKY-LOOK editor with assistance from Joseph M. Brill, International Coordinator.

Multiple effects described by couple

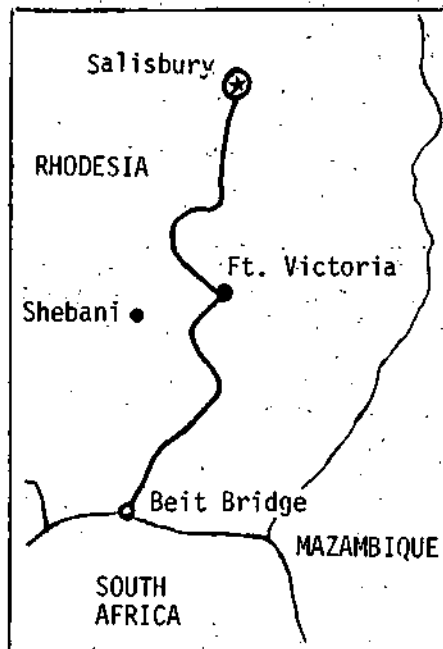
Peter and Frances, traveling from Salisbury, Rhodesia, to their home in Durban, South Africa, on the night of May 30-31, reported that in a five-hour period between 2:30 a.m. and 7:30 a.m. one or both observed two UFOs, experienced effects on their car's lighting system, felt the "loss of control" of the auto's steering, observed "occupants," got a look at the interior of a UFO, and experienced the mysterious transportation of their auto over a distance of many miles.

Some of these experiences came to light only after Peter was later hypnotized by a medical doctor.

The first hint of what was to come was the observation by both Peter and Frances of a "person" alongside the road, 10 kilometers (6 miles) south of Umvuma, Rhodesia, about 2:30 a.m.

Frances said she at first thought it was a policeman, and she was concerned because Peter was exceeding the speed limit. The "person" had something "like a box" or a "walkie-talkie" in his hand, she said.

Peter said he did not think it was a policeman because it was too "metallic." Both witnesses agreed that the suit worn by the person shined. "It



didn't look natural," said Frances. She looked back as soon as the "person" was passed, but saw nothing.

About ten seconds later, Frances says she saw a light which she thought must be a house at the top of a hill. "I commented on the fact that someone must be up late," she recalled. "Then I thought it must be a communications tower, as the light was a lot higher. Then it started to revolve like a lighthouse." It was "revolving" on and off, she said.

The light, which was on the passenger side, seemed to keep pace with the auto. "It looked very, very close," according to Frances, but the distance was impossible to determine because the size was not known.

Frances described the light as being "very bright, almost blue in its brightness." She could not determine either the size or the shape.

Peter commented that the auto's lights seemed to be fading, and Frances noted this also. Then the lights appeared to go out completely. The auto

was going about 140 kilometers per hour (90 m.p.h.) when the lights had begun to dim (including the interior dash lights).

The car's ignition did not seem to be affected, and the radio continued to play. The car was running smoothly, going "like a bomb," according to Peter.

"There was an immense light around the car," explained Peter, and he was able to see without his car lights, which, as noted, had gone out completely. The light surrounding the car was described as a "bluish daylight-type neon bulb, bright enough to cast shadows."

The car became very cold, according to the witnesses, so they turned on the car's heater which seemed to operate normally. However, the car still did not warm up, so the couple put on heavier clothing and wrapped themselves in blankets. Still the car was cold.

"I've traveled that area many, many times," said Peter, "and I've never experienced cold like that. The interior of the car just turned into a refrigerator." He remarked that the temperature had dropped "very, very quickly."

No control over auto

Peter also discovered that he had no control over the car. "I couldn't stop the car," he said. "I had no power over braking. I put my foot on the brake and it went in the normal distance, but had no effect." Even when he took his foot off the accelerator, he said, the car continued its speed.

Peter related that he likewise "had no power over steering, and no power over handling of the car." Frances said she

Editor's Note

This report may be considered a bit "far out" in terms of what the witnesses allegedly experienced, and SKYLOOK takes no position one way or the other as to whether the account is true.

We do feel, however, that it has enough merit to be printed. We feel this way for the following reasons:

(1) The investigator of the case has proven to be careful and reliable in the past, and he says, "I get a good impression of the witnesses, and Peter was certainly in a deep trance. I see no reason why they should say anything about their experience but the truth as THEY experienced it."

(2) This is a two-witness sighting, and therefore more likely to be reliable than a single-witness report, even though the two are man and wife and even though only one could be successfully hypnotized.

(3) The added dimension of hypnosis, while not conclusive, does provide one type of additional evidence.

(4) There have been other reports with certain similarities to this case.

At the same time it must be noted that there are many unanswered questions regarding this case, and some aspects of it seem incongruent and/or illogical.

The account is as accurate and complete as we can make it at this point. The witnesses have asked that their last names not be used, but we do have their full names and addresses on file.

"noticed nothing. Of course the car was under perfect control. It was like automatic pilot." Peter concluded that he could have "gotten into the back seat" and the car's control would not have been affected.

African bus abandoned

The couple now noticed what they considered a very unusual sight alongside the road. An African bus was on the side of the road with all its lights on, including the interior lights, but there was no sign of anyone. The bus, with all its doors open, was sitting in front of an African trading post.

"There should have been people there," said Frances, "but there was not a soul in sight." Peter explained that it appeared that everyone had gotten off the bus to eat, "but they normally don't. They sit in there cooped up like chickens. They take all their goods with them. They even use the bus for a toilet. Nobody gets off."

Frances agreed: "Normally the bus would be piled high with chickens and bicycles and suitcases, but there wasn't anything."

Having observed what was for them one unusual vehicle, they saw a second "mysterious" bus only 7 to 10 kilometers farther down the road. The first bus had been facing in the direction the couple were traveling, but the second bus was facing toward them. There was no store or other building near the second bus, but it likewise showed no sign of life.

"They weren't even parked in the lay-by, and they get hefty fines if they are found by the side of the road not parked in a lay-by," Frances explains. "It's a danger to traffic. No bus driver will park on the

side of the road if he can possibly help it." Peter added, "If he's broken down, he puts up his triangles."

It was now possible to ascertain that the UFO was oval in shape, and it seemed to be either casting a beam of light to the horizon or receiving a beam which was cast from the horizon. It was "a very definite light source," according to Frances. The car was still surrounded by the bright light, the witnesses reported.

As they entered the outskirts of Ft. Victoria, Rhodesia, the object "just shot down and vanished over the horizon, like a shooting star." Peter now regained normal control of the auto.

It was 4:30 a.m. by the car clock when they stopped at Ft. Victoria for fuel, and the auto took the normal amount of gasoline. The native attendant was the only person they had seen since observing the shiny "person" with the "walkie-talkie" alongside the road two hours earlier.

Lights operate after stop

The attendant said he noticed that something was wrong with their lights as they came into Ft. Victoria. However, when the lights were switched back on after the stop, they seemed to work normally again.

The native attendant also expressed surprise that the couple were dressed so warmly and that they had wrapped themselves in blankets. Frances remarked to the attendant that it was cold, and he replied, "Is it?" The attendant was dressed in shorts.

The couple went to the rest room, repacked the car, and Peter checked the car's wiring. He found nothing wrong with the Peugeot 404 sedan. After about an hour at Ft. Victoria, where

they saw no person other than the attendant, they continued their journey towards Beit Bridge and Durban, South Africa.

About 10 or 12 kilometers (6 to 8 miles) beyond Ft. Victoria the couple again saw the UFO, but there was also another one above them. The one above seemed to be either smaller or higher than the one on the left side.

"It appeared suddenly as a pin prick of light above us," said Frances. The car lights were still working normally, but the blue neon-like light was also above them again.

He again loses control of car

Once again, however, Peter had no control over the auto, which was moving at "an impossible speed." From 120 kilometers per hour (80 m.p.h.) outside Ft. Victoria, the speedometer showed 130, 140, 170, "then off the top of the scale," which was 190 (120 m.p.h.) according to Peter.

There was very little engine noise, he said, and little wind noise or sensation of speed, leading him to conclude that the speedometer cable had broken. Frances said she was not aware of the speed of the auto.

Peter also noticed that they were traveling through what appeared to be a swampy area, even though there are no swamps in that part of Rhodesia. "It is very dry in that area," explained Peter, "but on this occasion it looked very wet and the vegetation looked very lush." The road itself was quite dry.

Frances said she was not as aware of the wetness of the area, because she was looking more upward than outward, but she noted that there were trees and lush tropical vegetation, even though the area is normally dry, with only an odd tree here and there. She also not-

iced water weeds.

Investigator Carl van Vliet-den said that his sources agreed that there were no swamps in that area, which is very dry.

The couple also noticed that the normal sounds, such as crickets and locusts, were not to be heard. "It was as though someone had switched the sound off." They saw no animals or other signs of life.

The radio was still on, and the original radio program of jazz from Lourenco Marques, Mozambique, had been coming in well. However, at about 5:45 a.m., the radio quit receiving. "There was nothing," said Frances.

About 6:15 a.m., when daylight began to replace the night, Frances says she fell asleep. Peter had just turned the headlights off. Frances recalls that there was "no pink tinge of breaking dawn. It just gradually got lighter and lighter." Although this was a time when many animals were normally seen, none was observed.

Peter feels hypnotized

About the time Frances said she went to sleep, Peter said he began to feel hypnotized by the dots or "solid stream" of the center line marking on the road.

He said it was "like the initial stages when one prepares himself for astro travel." (Peter says he began "astro traveling" when he was 14, but quit when he was about 19 because Frances did not like for him to do it.) "It was exactly the same sensation as when one is parting from one's own soul," said Peter in describing his feelings after Frances went to sleep.

At about 7 a.m., or 45 minutes after Frances said she fell asleep, they arrived at Beit Bridge on the South Afri-

can border. Peter had again regained control of the car about 3 kilometers (2 miles) outside Beit Bridge. He noted that he had no recollection of having seen the sun until they reached Beit Bridge.

They were surprised to discover that the journey had taken about an hour less than anticipated. They had, in fact, traveled 288 kilometers (180 miles) in 1 hour and 45 minutes, or at an average speed of about 100 m.p.h.

They were even more surprised to discover that their gas tank was still nearly full when they tried to fill it at Beit Bridge. The auto took only 2 liters (2 quarts) of gas, or about 22 cents (South African) worth, despite the fact they had traveled 180 miles since filling the tank.

In checking the odometer to determine the mileage recorded, they found that it had registered only 17 kilometers (10 miles) from Ft. Victoria to Beit Bridge instead of the actual distance of 288 kilometers (180 miles).

When they arrived at the South Africa border check point at Beit Bridge they noticed that a clock on a tower indicated the time as 8:30 a.m., whereas the time indicated by the auto's clock and the witnesses' watches was 7:15. A wall clock inside the customs office also showed 8:30.

The men in the customs office turned on the radio to check the time, and it was found that the time was 7:15, and that the two clocks at the border were indeed incorrect.

The customs men did not know how long the clocks had been incorrect, since Peter and Frances were the only persons to have crossed the border up to that time.

The couple noted that had they made the trip in the expected amount of time, it would indeed have been 8:30 when they arrived, instead of 7:15.

The two objects had been

visible when the couple arrived at Beit Bridge, but Peter and Frances had not pointed them out to the two men on duty at the border. Frances says the objects appeared "metallic" in the daylight, as when an airplane reflects the sun. The two objects had "gone up together" and were now very small.

The couple went inside the customs office, and when they emerged from the office the objects could no longer be seen.

Since the reported experience, both witnesses say they have experienced changes in themselves.

Frances, who was previously known for her "photographic memory," now has difficulty remembering simple things. She says her memory is "very poor," and Peter says, "She has become the dumb blonde."

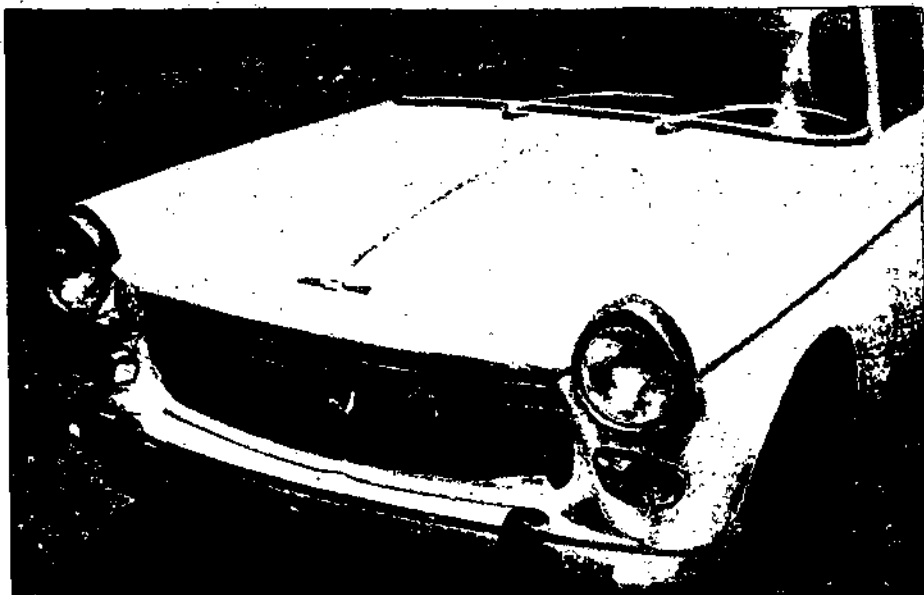
Frances experiences prophetic dreams

Frances also has had five dreams since the sighting which she considers prophetic. She could not remember three of the dreams, when queried by Investigator van Vlierden on Dec. 1, but she did relate two.

One concerned the completely unexpected separation of a recently-married couple, and the other concerned a dream that she would be given 10 rand to spend as she pleased (she received the 10 rand the very next day as a surprise gift at the office where she works as a secretary).

Peter, who says he had had the ability to use mental telepathy since he was 14, seemingly lost his ability as a result of the experience.

The auto has likewise apparently been affected by the experience. The tires, which are "cheap recaps," were placed on the car in Rhodesia as a temporary measure until such time as regular tires could be purchased in South Africa



The tires on Peter and Frances' Peugeot reportedly refuse to wear out.

(Peter explained that tires were much cheaper in South Africa than in Rhodesia).

However, the tires refuse to wear out, according to Peter. "They're just not wearing," he says. "We've done 7,000 kilometers (nearly 44,000 miles) on those tires and there's just no wear."

Peter says he has even taken the car out on bad roads and tried to "rip off" the retreads without success. He asserts that they are "as good as new" after eight months of wear.

Peter and Frances also report that the car has quit using oil. They previously added oil once a month.

On the negative side, Peter reports trouble with the car's starter, alternator, bearings, rotors, coil, lights, indicators, and carbon leads. He said that "a majority of the transmission" had to be replaced.

No check was made on the auto for possible radioactivity or magnetism.

The preceding account was based on an interview by Investigator van Vlierden of Peter and Frances in their home in Durban, South Africa, on Dec. 1, 1974, as well as on MUFON report forms which they filled out on Nov. 28, 1974.

The following is based on a

hypnotic session conducted by Dr. Paul Obertik, a medical doctor, on Dec. 3, 1974, at the suggestion of Investigator van Vlierden. The doctor was selected by the investigator, who was present during the session.

While Peter proved to be an apparently good subject for hypnosis, Frances did not, so her brief session is not included.

Readers should be aware that the following account is taken from an audio tape of the session, and that it was sometimes difficult to ascertain what was said. Neither van Vlierden nor Dr. Obertik have had an opportunity to check this account for accuracy.

The account of Peter's experience, as brought out in the hypnotic session, began about 12 kilometers (8 miles) outside Ft. Victoria. A UFO, about 300 yards above the auto, sent down a beam of light into the car in which Peter and Frances were riding.

This "gave the car a mind of its own," according to Peter. There were voices coming from the radio at one point telling him what to do. Impulses were being sent through the car radio.

"I tried to fight it," said

Peter. He says a "simulated screen" was placed in front of the windshield and side windows of the car--from where he did not know. The simulated scenes were "from somewhere else."

'Not on the road at all' during entire journey

The auto was off the highway, and "the entire journey was made off the tar," according to Peter. "We went in a dead straight line. We were not on the road at all." He said they did not touch the road again until about 3 kilometers (2 miles) before reaching Beit Bridge.

Peter says his wife "fell asleep, or was put to sleep" by the radio, "which was the voices," so she cannot remember this part of the journey.

A form (humanoid?) was beamed into the back seat of the car, and sat there the entire journey. Asked what the form looked like, Peter replied that he had been told by the form that he would see what he wanted to see. "In and around and at itself. If I wanted it to look like a duck, it would look like a duck. If I wanted it to look like a monster, it would look like a monster."

Under further probing by Dr. Obertik, Peter said that the beings were physical and had "the same basic forms as humans." He explained that they had a "large trunk, neck, hairless, two legs, two arms." Peter said they had "no form of reproduction organs," and that he did not know how they reproduced.

He described them as "multi's," but did not explain what that meant. He did say that the beings were "identical in size, shape, weight, color, looks."

Peter said "they took about seven seconds to find out that I had communicated with the past, that I had control over my mind to be able to give my-

self post-hypnotic suggestions. They erased this, or tried to erase this, so I wouldn't be able to be hypnotized, and tell what happened inside the motor-car. I just can't remember. They are very, very clever."

He said the beings do experience death, but he does not know how long they live in Earth time. Peter said the beings come from an "outer galaxy," but they did not say precisely where. When asked if the beings could travel faster than the speed of light, Peter said, "They travel by time, not light."

He reports that the beings are friendly toward Earthlings, but do not want to make contact because "there are too many people who wouldn't understand them."

Asked if the beings could make people understand them, Peter explained that to make people understand "would change the whole world, and they don't want to do that."

Asked if the beings believe in God, Peter replied, "No Gods."

Peter said he never went inside the UFO, but he could see "up the beam" how things were inside.

The "machine" had three

levels, he said. The bottom level was the power unit. The second level included the living quarters, the engineering wing, and the communications. The third, or top, level included the cockpit, the flight deck, and the inter-astro control center.

He said the entire unit was linked by two vacuum shafts. To use these shafts, one placed oneself in the tube and was deposited on the level indicated. He said that transportation inside the craft was by vacuum "suckles."

The craft was 80 to 90 feet across, and about 60 feet high, according to Peter. He said there was a "stabilizer unit" in the "laboratory section" to simulate Earth, where any humans taken aboard the craft could be placed to have their surroundings completely simulated. Peter said this section was "just empty space," but that, through suggestion, the person would see what the person wanted to see.

In explaining the propulsion system, Peter said that thrust on the horizontal plane was from the outer edge of the craft, and that up and down movement was by direct up or down thrust.

Peter explains previous sighting

Peter told Investigator Carl van Vlierden that he had experienced an earlier sighting of a UFO in July of 1964 while driving a van outside Shabani, Rhodesia, about 60 miles west of Peter and Frances' 1974 experience.

He said he was driving the van, and that his father was a passenger. Peter said he came around a bend and saw the saucer in the middle of the dusty road about four feet off the ground.

He said he had to brake in order to avoid a collision, but that the saucer, which was only 20 or 30 feet away, took off

rapidly.

Peter said the object, which was a metallic gray, threw red and black dust into the air as it took off. The dust was so hot, he said, that it was baked into the white paint of the van.

The van had a load of electric tuning equipment, according to Peter, and "every diode and valve had to be replaced."

Looking back on this sighting, Peter said, "I realize that this is a very long time ago, but, as I said, it could have something to do with the fact that on the most recent occasion we were picked."

Rhodesia and ?

Case similarities

INTENSIVE COLD

The temperature drop (interior of auto becoming cold) reported in the Rhodesia case (Peter and Frances) seems unusual, but such a phenomenon is apparently not without parallel.

On Sept. 24, 1974, Michael Byatt and Mrs. Pamela Williams were driving between Bridgport and Malden Newton, England, when the engine of their car began to lose power and the lights dimmed.

"All of a sudden it became intensely cold," Mr. Byatt told a reporter from the Dorset EVENING ECHO. "I did not lose my lights altogether. There seemed to be an eerie presence."

He said he observed a yellow-blue light in the sky in the form of an ellipse. A registered gliding instructor and senior NCO in the Air Training Corps, Byatt said he could not identify the light with any known flying object.

TELEPORTATION/TRANSPORTATION

The lifting of vehicles by alleged UFO's or other unexplained forces, as in the Peter and Frances case, is not uncommon. SKYL00K has reported such cases in the past, but some interesting cases not previously reported have been located by International Coordinator Joe Brill:

The first case reportedly occurred in the early or middle part of July, 1969, in the southern tip of Brazil, near Floianopolis. Four businessmen (names available) were riding from Nova Hamburgo in a "Kombi" bus when they observed a "flying saucer" at low altitude as they rounded a curve in the road.

A beam of light reportedly emerged from the saucer and projected itself onto the bus, impairing the electrical system of the bus, including its lights. Then the bus was lifted into the air, seemingly by a powerful magnet located in the base of the saucer.

Following a "marvelous flight" which terrified the men, the bus was placed softly upon another section of the road.

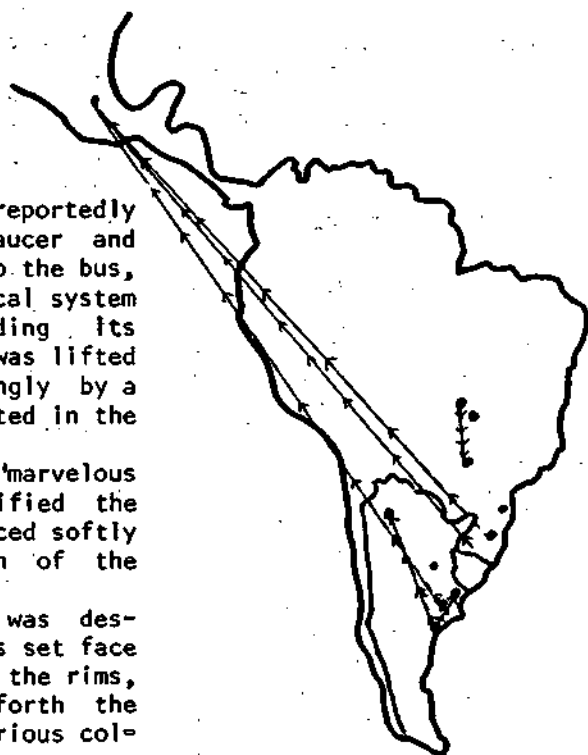
The saucer, which was described as two basins set face to face and joined at the rims, was still shooting forth the beam of light in various colors. The men said the saucer stopped a second vehicle, a loaded truck with a license plate issued from the city of Biguacu.

The second case, even more bizarre, reportedly took place in early May, 1968, in Argentina, about 100 miles south of Buenos Aires.

According to newspaper reports from Buenos Aires and Cordoba, as well as an account in FLYING SAUCER REVIEW, a well-known Buenos Aires attorney, Dr. Gerardo Vidal, and his wife were traveling from the town of Chascomus just before midnight to Maipu, about 93 miles to the south.

They were being preceded on National Route 2 by another couple (names not known) in another auto. According to Dr. Vidal's account, he and his wife were leaving the suburbs of Chascomus when a "dense fog" suddenly appeared in front of them. From that moment, they were unable to account for the next 48 hours.

In the meantime, the couple preceding the Vidal auto had



backtracked in an effort to locate Dr. and Mrs. Vidal, but they were unsuccessful.

When the Vidals "came to," it was daylight and the car (a Peugeot 403) was parked, with them still inside, in an unknown lane. Unhurt, but with neck pains and a feeling that they had slept for many hours, they got out of the car.

The surface of the car was burned, as though with a blowtorch, but it was in perfect operating condition. Their watches had stopped.

After inquiry, the Vidals discovered they were no longer in Argentina, but in Mexico--4,000 miles from where they had encountered the "fog." Dr. Vidal found the Argentine Consulate in Mexico City and phoned relatives (the Rapallini family) in Maipu to inform them of their whereabouts.

According to FSR, the Vidal's car "was sent off to the United States for scientific study, and it was arranged that he would receive another car of the same make in replacement of

it." No additional information is given concerning who conducted the investigation, or its results.

The Vidals then took a plane back to Buenos Aires, where Mrs. Vidal was taken to a private clinic for treatment of a nervous disorder.

On the same night the Vidals disappeared, a man (identity unknown) was reportedly treated at the Maipu Hospital after exposure to "a strange fog" on National Route 2 which had left him badly shaken and feeling ill.

No hypnosis was conducted on either Mr. or Mrs. Vidal, so far as SKYLOOK is aware.

Mrs. Vidal reportedly died in 1969, a victim of leukemia.

The third case also involves a "white cloud" or fog, and this one allegedly took place in 1968 or 1969.

Sr. Marcilo Ferraz and his wife were driving south from San Paulo, Brazil, when they encountered a "white cloud" near the Uruguay border. They passed out, and woke up in Mexico.

Both reportedly suffered traumatic shock. The husband allegedly consulted a doctor a few weeks later and was told he had a brain tumor. Shortly after that, he reportedly shot himself.

The fourth case also involves a "white cloud" or fog, but only a single witness, an 11-year-old girl.

On Aug. 4, 1968, Graciela del Lourdes, who lived in a suburb of Cordoba, Argentina, was looking out the front door of her home when "a white cloud, like mist" appeared on the front path and gradually came toward her, she said.

"I could no longer see the other houses, and I couldn't move, or call out to Mummy," she explained. Then she found herself "on a square where there were lots of people," later identified as the Plaza Espana in Cordoba.

After walking for awhile,

the girl began to cry, and then sought aid at a house in the Tenth Police District (her home was in the Eleventh Police District).

Following the experience, the girl said she felt an intense cold which made her shiver.

A fifth case, for which there are very few details, suggests that in 1968 a newly-married Brazilian couple had stopped their Volkswagen in the state of Rio Grande do Sul, Brazil, for a rest. They were suddenly overcome by drowsiness. When they came to, they and their VW were in Mexico.

A sixth case, also with few details, also allegedly occurred in Rio Grande do Sul, Brazil in 1968. Two young men were in a Jeep when they ran into white fog near Porto Alegre. They passed out, and when they awoke they also found themselves in Mexico.

A seventh case, also with spotty detail, reportedly involved two persons (names unknown) traveling on the President Dutra Motorway (Brazil) who were transported to an unnamed town in the U. S. which is near the Mexican border. According to the newspaper DIARIO de NOTICIAS in Rio de Janeiro (Jan. 15, 1969), the car "bore marks made by the hooks of the transporting vehicle."

An eighth case involves not a motor vehicle, but a horse--although the horse apparently was not moved. On the night of April 20, 1969, Sr. Dolor Roque was allegedly riding his horse near Itaucu, Brazil, on his way to a pharmacy, when he "saw some lights" and lost consciousness.

When he awoke at dawn he found himself, without the horse, on some rocks on the bank of the river Paranaiba at Itumbiara, 250 miles from Itaucu (about 150 miles as the crow flies). He took a bus back home, where he found a worried family and his horse,

which apparently had come home by itself.

A ninth case likewise involves no motor vehicle. According to the newspaper LA RAZON in Buenos Aires, a 28-year-old man by the name of Carlos Alberto Diaz claims to have been blinded by a beam of light which came into his room in the city of Bahia Blanca, Argentina, in the early morning hours of Jan. 5, 1975.

He said he was "not able to move a muscle," and that "something like a strong wind raised me up through the air" into the interior of "a spherical chamber not provided with any furniture and whose walls seemed to be made of translucent plastic material."

The young man claims that three small humanoids then proceeded to climb on him and take samples of his hair by pulling it from his head, "without my feeling any pain."

Diaz passed out, and when he awoke he found himself in Buenos Aires, and it was daylight. With him was a newspaper he had bought in Bahia Blanca, as well as a duffel bag containing his work clothes. His watch had stopped at 3:50 a.m. He had apparently been transported a distance of about 300 miles.

International Coordinator Joe Brill is attempting to obtain additional information on this most recent case.

A WORD OF CAUTION

SKYLOOK readers are cautioned that most of the above cases lack significant details, and investigations have ranged from hardly adequate to zero. The cases are included to indicate possible patterns, but none has been evaluated by MUFON or SKYLOOK.

The possibility of suggestibility on the part of witnesses in this area of Brazil and Argentina cannot be ruled out, especially in view of the fact that so many reports of this nature have been publicized by the press in that general area.

La Spezie, Italy

Did ball of fire leave traces?

Date of Sighting: July 4, 1973.
Location: La Spezie, Italy (population: 200,000)
Submitted by: Joe Brill, International Coordinator.

By Dr. Marco Mariani
MUFON Representative for Italy

On July 4, 1973, at 2200 hrs. (10 p.m.) several persons (men and women) watched a luminous great "ball of fire," which was round and reddish, come down from the sky at about 80 degrees with the ground toward the wires of an electric power line, and then level to some tens of meters from the soil, fly over the hills and down two valleys (up and down following the ground elevations), and then disappear out of sight just behind the top of the last hill. It did this very slowly.

Some fifteen minutes later, the "ball of fire" rose up from behind the top of the same hill, at the same site, into the sky. Then it turned to the right abruptly and disappeared out of sight.

Just behind the top of that hill (where the UFO had been seen to go down and later rose) there are four strange prints in a wild area. They are about the same size and you can see the "plaster cast" of the clearest print, but no one had seen the UFO on the ground (the supposed landing area is out of sight from all the houses, in a remote place, about on the top of that hill, just behind it).

The witnesses were sure that the "ball of fire" was under intelligent control because it appeared to fly following the slopes and contours of the hills and valleys. No newspaper reported this sighting, but one of the witnesses called me by telephone.



The cast from imprint "B." Note the broken tiles in the bottom of the print (cast is upside down).

THE LOCALITY

(a) Location of the witnesses: Ponzano Magra Inferiore is a group of 15 to 20 houses sixteen kilometers east of La Spezia. The witnesses were sitting in the open air to refresh themselves. The surroundings are wooded hills.

(b) The site of the UFO landing: Near the top of the hill and all around are wild wooded hills and ravines. About 100 meters from the site there is a pylon of an electric power line (130,000 volts). One of the

largest electric power plants in Europe is located in La Spezia.

THE LANDING SITE

Mr. Stelio Asso of La Spezia, my friend and director of a good local association (GORU), went there the next day with two other "ufologists."

The landing site is very strange: in the right side of the little gravel road (a mule track, with no traffic of course) there is a deep valley and the lorries of the factory

St. Louis group plans Piedmont trip

The regular monthly meeting of the UFO Study Group of Greater St. Louis on Feb. 9 featured a demonstration of a UFO detector by Forest Crawford, a report by investigators Frank Brown and David Lewis on a possible cow mutilation, and a tape recording of an alleged spaceguide presented by Joe Krull.

Brown announced that a field trip to Piedmont, Mo., is being planned for the weekend of April 18-20. The purpose of the trip is to survey the UFO situation in southeastern Missouri.

Approximately 80 persons attended the meeting, according to reporter David A. Schroth.

"Ceramica Vaccari" (a factory producing small paving tiles) year by year had discharged into the ravine tons of bad paving tiles and the upper surface of the heap is about horizontal, something like a "floor" about thirty meters long and fifteen meters wide, just over the ravine.

This place is called by the farmers "La Nuda" (The Naked) because this is the only ground without trees ("La Nuda" is about one hundred meters in diameter): for instance, only there could you land a helicopter.

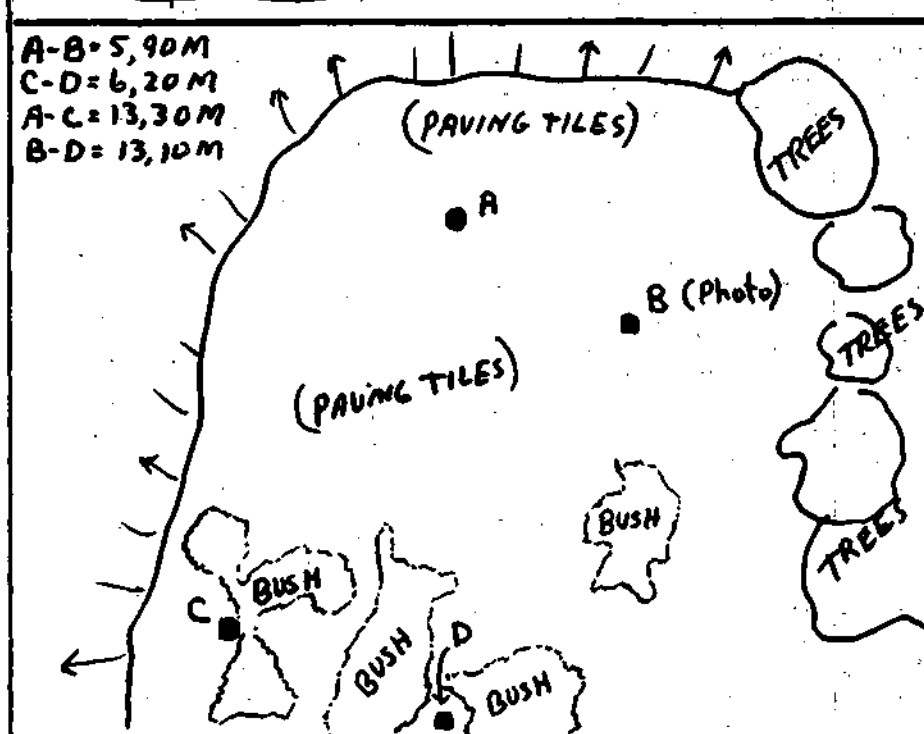
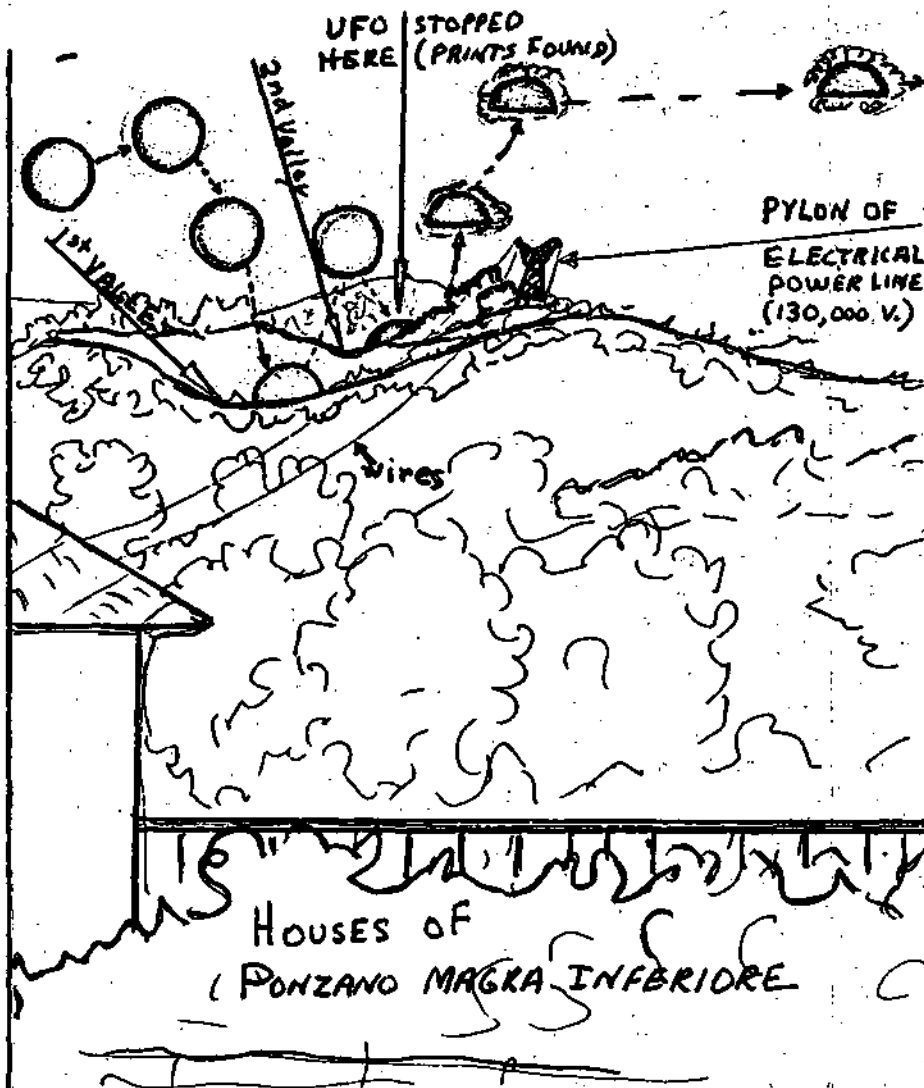
One month after the sighting I went there for the first time. I interviewed the witnesses (good, reliable people), and Mr. Stello Asso showed me two strange round prints that he had already discovered in the "floor" of the paving tiles (A and B prints on the map) and he could not explain why they were in such a wild and solitary site such as this.

No boys would go there to play and in the prints the paving tiles were broken. "If a UFO landed here," said Mr. Asso, "why do we find only two prints?"

Speaking with the witnesses about the "apparent size" of the "ball" I had realized that the UFO could be one of great size, more than twenty meters (60 feet) in diameter. A big "landing gear," I said to myself, so that I checked in the surroundings in quest of other prints.

I found C and D (see map) hidden among the bushes (these prints have the same size.) Print D is in a steep slope of about 70-80 centimeters lower than A, B and C.

A, B, C are 40 centimeters across at "floor" level and 22 centimeters deep. D is 30 centimeters across at ground level and only 15 centimeters deep. A, B, and C prints are in the paving tile "floor," but D print is in the ground at a slightly lower level.



Gibsonia, Pa.

UFO, creature sightings reported

By Stan Gordon

Reports of not only UFO's, but sightings of various types of creatures near Gibsonia, Pa., have been keeping Pennsylvania Center For UFO Research investigators busy since July, 1974, when the reports began.

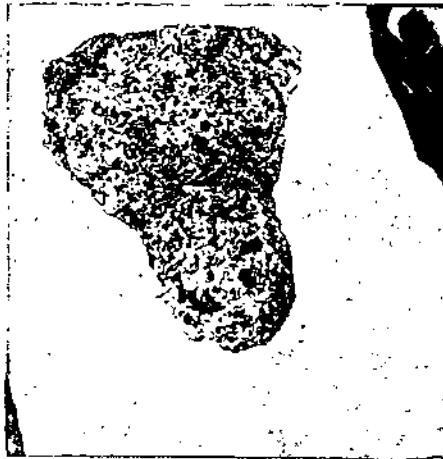
Beginning in July, sightings of Bigfoot-like creatures were originating from a trailer court in the area. A creature was seen looking into the window of a trailer at a female resident. The woman described it as being 7½ to 8 feet tall, and having very large glowing green eyes.

Several days later, several claw marks were found in a screen which were too high for a cat to have done. Other residents of the trailer park reported to police that there was a prowler in the area. One resident, who refuses to talk, returned to his mobile home to find the door knob pulled off.

One interesting note is that one family who had trouble with the mystery prowler reported that on two occasions their young children had nightmares about UFO's, and during one of these instances when the child awoke, the father looked outside and saw a UFO hovering nearby.

PCFUFOR investigators searched an abandoned tunnel in the area of the creature sightings, and came across several three-toed footprints, 14 inches in length from the heel to toe. The toes were ¾" deep into the soil and there were three inches between the toes. There were a large number of pigeon feathers in the immediate area of the prints. Some of the feathers still had fatty tissue upon them.

Also about the same time this activity was occurring, just a short distance down the road a large UFO reportedly dived down on a gas station. The owner of



Cast of one of several three-toed prints found.

the station and an employee described the object as about 80 feet long, oblong in shape, with a dark dome. A number of revolving lights were seen around the outside structure.

One customer reportedly was so scared by the sight that he ran into the rest room and locked the door. The object came out of the N.E. and dived to within 300 feet of the ground. It then climbed in altitude and was out of sight in a matter of seconds. There was no sound from the object, according to witnesses.

There were other reports in the area of lights in the sky, as well as low-level observations in the weeks to follow.

Then, in September, even stranger reports were being made by local residents. There had been several encounters with a tall human-like figure dressed in a silver metallic suit.

The first incident involved a young couple who were driving down a back road when the figure was seen on the side of the road. They reported that the figure raised his hand, and the lights of the car went out and the vehicle stopped. The figure then approached the car and flashed a bright light which seemed to emit from a cube-

shaped device at the two young people. The couple, after the experience, ran into a local establishment to report the event.

About an hour and a half later, a man in a truck reported a similar event. Several other incidents of this nature occurred during September.

By far the strangest story of all occurred about 8:30 p.m. on Dec. 30 near the Turnpike Bridge. A lone woman driver was returning home from work when in front of her car she saw what was described as "a metallic spider."

She said the thing was about two feet in diameter, 12 inches in height, and that there definitely were joints, like spider legs, which she believes were eight in number. The top section was glowing when hit with her headlights, but the bottom half was dark. The legs appeared to be metallic, rather than organic, in structure.

The driver was going too fast when she came across the "thing" and she ran over it in her Volkswagen. She heard no sound, and felt no impact when this occurred. When she arrived home she was quite hysterical, according to her husband. He returned to the spot a short time after the incident occurred, but was unable to find anything.

As you have probably noticed, the names of the above witnesses have been omitted, due to the fact that they have asked to remain anonymous because of the unusual nature of the events. The names and addresses, however, are on file with the PCFUFOR.

1973 — Year of the Humanoids

by Dave Webb

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Stan Gordon, director of the Pennsylvania Center for UFO Research (PCFUFOR), displays some of the equipment the Center has available.

Pa. UFO group changes name

The Westmoreland County UFO Study Group, 6 Oakhill Drive, Greensburg, PA., 15601, has changed its name to the Pennsylvania Center for UFO Research to reflect the group's expansion, according to Director Stan Gordon.

Organized in September, 1970, the organization will serve as a state-wide 24-hour clearing house for Pennsylvania and bordering states.

Gordon, MUFON state director for Pennsylvania and a member of the SKYLOOK staff, says the group will continue to work closely with MUFON and the Center for UFO Studies.

The assistant director of the Pennsylvania organization will be George Lutz, a former Air Force pilot and a retired major in the Air Force Reserve.

The organization is specialized in its makeup, Gordon explains, since most of its membership is made up of scientists, engineers, technicians, teachers, medical people, and other trained individuals with a background useful in UFO field investigations.

The organization is composed

completely of volunteers, and all equipment and materials are either donated or purchased by individuals within the group (and on loan to the Center). Presently the center maintains its own radiological lab, as well as various types of portable radiation detection gear.

"A number of professional labs are on call for analytical examinations of organic or inorganic materials that we receive involving UFO related encounters," says Gordon. Various other types of equipment, such as portable video tape equipment, remote controlled TV systems and a two-way radio system have been put into use to better document the phenomenon as it occurs.

Within a short time, subcommittees of specially trained investigators will be set up in various sections of the state to handle investigations of a local nature. Any Pennsylvania MUFON member wishing to become more active in statewide UFO investigations may apply for membership by writing to the PCFUFOR.

Pennsylvanians report 300 sightings

By Stan Gordon

The year 1974 brought over 300 UFO sightings to the Keystone State. A breakdown of the types of sightings has not yet been completed; however, besides lights in the sky, there were low level chases, physical damage cases, occupant and creature sightings, and near landings.

At this time, a general study of the reports indicates that approximately 95% have a natural explanation. But sightings of unexplained aerial phenomena continue to persist. Already several dozen UFO sightings have been reported in 1975.

On Jan. 2, at 1 p.m., several women observed a bright silver circle moving through the sky near McKeesport. That same evening numerous residents near Irwin and Jeanette reported observing a large circular dark object with rotating lights on the bottom.

On Jan. 10, several UFO sightings were reported in Westmoreland, Indiana, and Allegheny counties. The first report was from a doctor and his nurse who observed a bright white circular object with a red light on the right side. The object made a high whine, and moved in a circular motion. The doctor had been a UFO skeptic until seeing this.

Near Bethel Park in the Pittsburgh area, witnesses observed a bright round white light with four streams of smoke at the bottom that was moving fast across the sky.

Then on the evening of Jan. 31, police departments in various sections of the Pittsburgh area were receiving UFO reports. Most of the reports were of a solid blue luminous disc that moved horizontally across the sky at a fast rate.



UFO's Behind the Iron Curtain

By Joe Brill

On Dec. 3, 1967, at 1500 hrs (Moscow Time) the eyewitnesses of a flight of a UFO were the 20 crew members of an IL-18 plane, aircraft number 75898, in the vicinity of the city of Vorkuta. Included among the witnesses were the pilot and co-pilot, comrades Volkov and Berezhnoy, and the flight engineer, Y.N. Golubenko.

In the written report submitted through proper channels, they report that at an altitude of nine kilometers (about 29,000 ft.), they observed the fly-by of a luminous disc at an altitude of about twenty-five kilometers (about 81,000 ft.) with conical radiation directed toward the earth, which illuminated a considerable section of the terrain under conditions of total polar night, and two side arched glows; the speed of the disc, according to their estimates, was five thousand kilometers per hour (about 3,100 m.p.h.).

The indicated disc was observed at the same time by the crew of an IL-14 airplane, aircraft number 4105, which flew by in the same area, and was also observed from the ground stations in the area.

The following statement was signed by A. I. Lisitsyn, co-worker of the State Scientific Research Institute of Civil Aviation:

"On Dec. 3, 1967, all of us --participants in a test flight on a IL-18 aircraft of the State Scientific Institute of Civil Aviation--witnessed an interesting phenomenon.

"Taking off from Khatanga airfield at 1310 hours (Moscow Time), we came out on the Khatanga-Noril'sk line. It was al-

EDITOR'S NOTE: This is the second of a copyrighted series of articles which International Coordinator Joe Brill will prepare from the unpublished manuscript of Soviet UFO expert Felix Y. Zigel, assistant professor at the Moscow Aviation Institute.



Soviet Ilyushin IL-18

ready night in this area. We passed Noril'sk and turned toward Cape Kamennyy point.

"On approaching Cape Kamennyy, a bright luminous point which looked like an airplane with its lights on appeared ahead of us on our course. The commander decided to turn to the right. The time was 1504 hrs. and the flight altitude was 9000 meters.

"After two or three minutes, we noticed that this source of light was moving toward us and its light recalled the light of a mercury street lamp in its coloring, but was several times more powerful. The intensity of the light was so great that the ground was illuminated over the entire horizon.

"As it drew closer to us, it became noticeable. The impression was created that an entire wall of light was divided into several light cones with the bases at the ground and the apexes at the source of luminescence.

"When the course angle of this illuminant equalled approximately 270° - 280° --that is, it practically came up to us--it was quickly extinguished in three seconds, and these bright cones continued to shine independently for several more seconds and then were extinguished slowly.

"After the extinguishing of the source of light, it was possible to observe the rapid movement of a barely noticeable luminous point against the background of the starry sky. All of this took about ten minutes and during this time the crew maintained communication with the dispatcher service of Cape Kamennyy and Vorkuta. They also observed this mysterious luminous object but they had no idea what it was. Communication was excellent throughout the observation and no atmospheric interference was observed.

"Several minutes after this light had disappeared, the sky in the west near the horizon turned crimson with the gradual transition to light yellow with altitude and then, in the northern portion of the sky, we saw a weak aurora polaris which continued for about five or ten minutes. The glow of the sky in the west was observed for at least an hour. We were lost in conjecture for a long time concerning the nature of the strange source of light, but we just could not come up with any explanation for it.

"The remaining portion of the flight continued normally and at 1925 hrs. we landed in Moscow."

REMARK: a detailed report on this case is available in

the State Scientific Research Institute of Civil Aviation (Moscow, Sherant'yevsky Airport). Below we present telegrams received by the Main Administration of the Hydrometeorological Services of the USSR.

These telegrams which were offered to us by the State Committee on Science and Technology of the Council of Ministers USSR have a direct relation to the above report:

Transmission 64 Amderma 93 178 3 1835 - Extremely Urgent - Moscow 715 Glavimet - Main Administration of the Hydrometeorological Service --- for Matveyevka ---- (this telegram was sent from the polar station at Tallbenkhi) ----" 3 November - In the vicinity of our station we observed the following phenomenon on a course from west to east on which an object, in the form of a luminous sphere, flew in a direction opposite to the air current at an angle of 80-90 degrees, which was light blue in color. The phenomenon began at 1420 hours (Moscow Time) and then at 1430 hours the sphere was blanketed by a cloud. A red fireball was



Dr. Felix Y. Zigel

detached from it which fell to the ground at a distance of approximately 40-50 kilometers from the station. No sound effects were detected in this instance. At 1435 hours the light blue sphere disappeared at the limits of our visibility. An absolutely similar phenomenon was observed today, Dec. 3, from 1503 to 1510 hours, also with the detachment of a red fireball which fell to the ground." Signed: Amosov

Transmission from polar station at Antipayuty: - "On 3 November and 3 December the collective of this station observed the fly-by of a satellite or some other object. The time of the November fly-by was 1425 hours and the December fly-by was 1507 hours. The fly-by was on a west to east course. The unknown object left a strongly illuminated horizon behind it to the zenith. After crossing the zenith the object remained in the form of a small star. A body separated from the sphere in the form of a red sphere which fell to earth." Signed: APS Kondratenko 839

Transmission 35 Seyakha 553 193 1 1630 - Moscow Only - 2 post Amderma Nikitenko Moscow Academy of Science - Copy Moscow 715 for Matveyevka -: "On Dec. 3 at 1503 hours (Moscow Time) the personnel of the Seyakha polar station noticed the following phenomenon. At the

time indicated above, a moving body appeared in a westerly direction ten to fifteen degrees above the horizon whose brightness was considerably greater than that of a first magnitude star. Further direction of movement occurred from west to southeast with considerable increase in speed and size of the body itself. Upon attaining an angle of thirty degrees above the horizon the body appeared to be cone shaped with beams disposed behind. The glowing of the tail was very intensive for brightness, and the gamut of color resembled an aurora Polaris. In contrast to the external appearance of a comet flying by, the above mentioned body had a luminous tail of more spatial dimensions on the order of forty to forty-five degrees from the horizon (the glow extended almost to the very horizon). After the body passed through its apogee, the luminous tail was separated from it, and the tail continued to maintain brightness and color for one or two minutes. The body itself continued to move to the horizon, and its brightness gradually diminished right down to a light orange color. The observation continued from 1503 hours to 1510 hours, after which the body became invisible." Signed: Chief of the station, Kostusenko

Transmission from polar station at Arkhangelsk - unnumbered - Storm - Moscow - weather forecaster at Khoseda-Khard: "At 1501 (Moscow Time) a fireball appeared in the west, from behind the horizon, moving to the east at a great altitude. It left a red fiery trace behind it. At Khoseda-Khard a smaller sphere separated from the main body emitting a beam to the ground level which disappeared shortly. The main sphere continued to move to the east, leaving a fiery trace behind it. It disappeared at 1510 hours. The glow in the west disappeared at 1610 hours." Signed: Antipov

Denmark photo

Dr. J. Allen Hynek told a group in St. Louis, Mo., on Jan. 23 that his first impression of the two color photos taken at Odense, Denmark, on June 22, 1974, was that they were fakes.

He said, however, that photographic experts at the Center for UFO Studies could not prove this to be the case. Even so, Hynek cautioned that this is not equivalent to concluding that the photos are genuine.

International Coordinator Joe Brill and SKYLOOK are still attempting to communicate with three witnesses (besides the photographer) who allegedly saw the UFO. Details of the photos appear in the December and February issues of SKYLOOK (reported by David Schroth).

Additional details on occupant case

EDITOR'S NOTE: Additional details concerning the alleged observation of UFOs and occupants by Maximiliano Iglesias Sanchez, of Salamanca, Spain, on March 21-22 have been obtained through the efforts of International Coordinator Joe Brill and MUFON Representative for Spain Pere Redon. Translation was by Dr. Willard P. Armstrong.

BACKGROUND

This case was described in detail in a story by Pere Redon and Joan Crexells in the December, 1974, SKYLOOK, page 3 through 7.

Maximiliano Iglesias Sanchez, a truck driver, was driving a truck between the village of Horcajo de Montemayor and Lagunilla about 2:15 or 2:30 a.m. on March 21 when he observed a very strong white light on the highway.

He eventually saw that something was resting on the highway. At this point his lights went out and the truck engine died. The light from the object was now less intense, and he observed a metallic "ship" (UFO) on the road, and another hovering nearby.

From the right of the object on the ground, two "beings" appeared. But they returned to the object, and it rose into the air. Maxi started the truck and everything, including the lights, worked. He drove past the landing site, stopped about 500-600 feet down the road, looked back, then went home.

That same day at about 11:15 p.m., he was returning over the same route when he again saw a bright light at the same location as previously.

There were three lighted objects on the ground, and he observed four "beings." The four appeared to see Maxi, and began

walking toward him. He ran from the truck, which had experienced failure of engine and lights, followed by the beings.

Maxi jumped into a drainage ditch and hid successfully.

After the beings had quit searching, he walked away from the area, but returned a short time later to the truck. He could not get the engine to respond, but he again attracted the attention of the beings.

This time they returned to the "ship" and it lifted from the road. Now he was able to start the truck, so he turned on the lights and "buzzed out of there."

However, he stopped about 600 feet down the road and returned to see what the beings were doing. He saw that they were using two tools--one in the form of a capital T and the other shaped like a large horseshoe--to work on an earthen embankment of the highway.

After observing about three minutes his fear became stronger than his curiosity, so he returned to the truck, started it, and left the area.

ADDITIONAL INFORMATION

Additional research on the case has been done by D. Vicente Rico Gil, of Bejar, a staff member at the Administration of Justice. The witness, Maxi Iglesias, had left for military duty, so he was not available. However, other information was obtained.

THE WITNESS

It was determined that Maxi had lived in the home of the owner of the truck, D. Aquilino, and came and went without any particular notice.

On the morning following his chase by the "beings," several persons, including the owner of the truck, the civil

guard, and neighbors living near where the truck was parked observed him wearing coveralls covered with dried mud. Only D. Aquilino was told how the coveralls became soiled.

THE TRUCK

The truck is of the "Avia" make with a diesel engine. A new battery had been installed only a few weeks before the sightings. Following the sightings the battery was taken to a garage (the Roger shop in Bejar), where it was determined that it had been completely discharged.

THE OBJECTS ("SHIPS")

The two objects of the first sighting and the three of the second were identical, except for a variation in luminosity. The landing pods were drawn out from the central point on the bottom of the objects, and had the form of tripods. Their length was estimated to be 18 inches.

The interiors of the objects were not in view during either observation, and the witness could not tell how the beings entered or left the objects.

THE TERRAIN

Investigator D. Vicente Rico visited the site some weeks after the sighting in the company of D. Valeriano Garcia Guijo, a resident of Horcajo de Montemayor, who is a truck driver very familiar with the area.

It was established that the site was at number 7 kilometers between hectometers 2 and 3 of highway 135 from Bejar to Sotoserrano. The site is thus 1 kilometer (six-tenths of a mile) from Valdehijaderos in the direction of Sotoserrano, and 3 kilometers (2 miles) from

Horcajo de Montemayor in the direction of Bejar.

The area is made up of pastures and woodlands, with very little land in cultivation. The production of cattle is the major source of income.

POSSIBLE CORROBORATION

D. Valeriano Garcia said that on the night or early morning of the sightings (March 22) the family and friends of a deceased resident of Horcajo de Montemayor were waiting for other friends and relatives to arrive from Barcelona.

While looking toward the road they saw "a great illumination" about 3 kilometers away in the direction of Valdehijaderos (this estimate of distance, if accurate, would place the light at the site of the alleged observations).

Corrections for February SKYLOOK

Three corrections have been received from authors concerning articles in the February, 1975, SKYLOOK:

Len Stringfield advises us that the creature case (Cove-dale area, Western Cincinnati) reported on pages 3-6 (and in the listing of humanoid reports received by Bloecher and Webb, page 7) took place on Oct. 21, 1973, not on Oct. 12.

Stringfield also advises that the reference to the size of the shield in the above article (first column, page 4) should read: By Mrs. Heitfield's estimate, the object or shield was approximately 7 feet in diameter. (Not 15 feet)

Ernest Berger advises us that the next to last paragraph in the Bavarian Alps case (pages 8-11) should read: Geological maps do indicate major tectonic faults running through the flap area....

Recapping and commenting

By Richard Hall

(This column is directed towards articles appearing in the January, 1975, edition of SKYLOOK).

The two Tasmanian UFO cases in September, 1974, involving effects on automobiles and their drivers are instructive in many ways.

Both cry for follow-up, and suggest the possible need for a MUFON committee to bulldog selected cases that have a high potential for yielding technical data and technological clues.

The first (9-16) includes E-M effects (total), vibratory noise, electrical shock, and an odorous gas--an impressive array despite the lack of a clear-cut associated UFO (only light in the sky).

Immediate examination of the car by a mechanic is reported, and later a thorough garage examination. Numbness, welts, etc., reported by the witness were checked by a doctor. One hopes TUFOIC (the Tasmanian group) obtained statements from all these people.

Since all this happened abruptly on a bridge, some data on the bridge should be obtained.

The second case (9-22) involved a very clear-cut UFO, apparently close by, yet the only E-M effect on the car was a radio noise. The woman's straightened hair and the removal of dust and dirt from the front of the car are suggestive of static electricity.

In neither case is the year and make of car and data on the motors and electrical systems given. Detailed investigation and study of a few dozen cases like this--with physical and

physiological effects whose dynamics can be explored after the fact--would be worth far more than thousands of fly-by reports.

I agree wholeheartedly with Stan Gordon's appeal for multi-discipline research, but confess to being baffled by his logic in decrying "the problem of disbelief" by UFOlogists. Are Bigfoot-like creatures being seen in conjunction with UFOs? Let's have the data. A list of cases by date and location where this link is made, based on direct observational evidence, would form a basis for discussion on the merits of the data.

I think some colleagues are skeptical that such a link is being assumed, and question the validity of using it as a point of departure until compelling evidence is assembled.

There are always a few reports floating around in which UFOs are linked with everything from blobs to cyclopean monsters, but they do not constitute anything approaching a fact that we must accept.

Stan does report a few UFO-creature cases in his 1974 MUFON symposium article, but they are buried among creature-non-UFO cases, which may be part of the problem. Ample reports exist of creatures and of UFOs; but how many exist of creatures WITH UFOs, and how well-substantiated are they?

PSI (Project Starlight International), whose instrumentation program seems extremely worthwhile, now claims to have received a light signal from a UFO transmitting the inverse of Pi (i.e., about .3 or 3/10).

It is not obvious how such a signal could be sent--or received. The article was a news report rather than a technical report from PSI, but that needs explaining.



In Others' Words

By Lucius Farish

The latest NATIONAL ENQUIRER articles on UFOs have appeared in the Jan. 28 (October sightings in Syracuse, N.Y.), Feb. 4 (actor Glenn Ford's sighting), and Feb. 11 (Wisconsin sightings by police) issues.

NATIONAL TATTLER for Jan. 26 featured the psychic impressions of Page Bryant, with regard to the Bermuda Triangle area and UFO involvement in the Triangle phenomena. The TATTLER's Feb. 2 issue contained four "stills" from the Santa Catalina UFO film, plus an article dealing with the film's analysis. Precision Monitoring Systems of San Diego, Calif. and their work with magnetometer UFO detectors rated space in TATTLER's Feb. 9 issue. The Feb. 16 issue featured a rehash article on Uri Geller's claimed contacts with Ufonauts.

Recent sightings and a photo from Warminster, England, plus psychics' impressions of UFOs, constituted a two-page spread in the Jan. 25 issue of NATIONAL STAR.

SAGA'S 1975 UFO ANNUAL is now on sale. This consists of reprinted material from the four 1974 issues of SAGA'S UFO REPORT, plus one new article and a couple of new columns. Then, there is the SAGA ANNUAL, containing one UFO article (a reprint of Keel's N.C. Ufonaut story, originally published in SAGA several years ago). Next, there's the March issue of SAGA which has an excerpt from the forthcoming book by Weverbergh & Hobana, UFO'S FROM BEHIND THE IRON CURTAIN. This concerns the 1908 explosion of "what-ever-it-was" over Siberia. And, finally, by the time you read this, it should be about time for the Spring issue of SAGA'S UFO REPORT.

A condensation of Charles Berlitz's THE BERMUDA TRIANGLE can be found in the March issue

of ARGOSY.

Dave Webb's 1973--YEAR OF THE HUMANIDS is an excellent survey of the reports involving UFO occupants which took place during the 1973 flap. If you're a data-gatherer, Webb provides charts, graphs, comparisons with previous flaps, etc. If you just like to read Ufonaut accounts for entertainment (or fascination), you won't be disappointed either. Comprehensive reports of this type are sorely needed in UFO research and it is always a pleasure to see one so completely done. The booklet may be ordered from MUFON for \$3.00.

If books dealing with astronomical mysteries intrigue you, I think you'll like Richard Baum's book, THE PLANETS: SOME MYTHS AND REALITIES. Baum discusses a variety of subjects which have provoked controversy in astronomical circles for many years. Does the Moon have its own satellite(s)? Are there 23-mile-high mountains on Venus? Do the planets Neptune and Uranus have ring systems like those of Saturn? These are a few of the topics covered. Even though the book contains no direct references to UFOs (naturally!), there are accounts of anomalous observations which were attributed to stars, planets, comets, etc., but which really sound far more like UFOs. At any rate, Baum presents the data and you can draw your own conclusions. The book is available from Halsted Press - John Wiley & Sons, Inc. 605 Third Ave. - N.Y., N.Y. 10016 for \$8.95.

Erich von Daniken's fourth book, IN SEARCH OF ANCIENT GODS, does not contain much new material, text-wise, but the sub-title--"My Pictorial Evidence for the Impossible"--summarizes the book's intent. This is a beautiful collection

of photos--both in color and black-and-white--depicting many of the places and bits of evidence which von Daniken has set forth in his three previous books. In the space of 244 pages, you will find a total of 374 photographs. Von Daniken's basic theme must surely be familiar to everyone by now, so this volume provides a good chance to thumb through the pictures at random. A beautifully-done book, and rather a bargain at \$8.95. The publisher is G. P. Putnam's Sons - 200 Madison Ave. - N.Y., N.Y. 10016

Eric & Craig Umland's MYSTERY OF THE ANCIENTS must surely rank as one of the most unusual and speculative books to be published in some time. The authors contend that those people of mystery, the Mayas, were extraterrestrial colonists. They cite various sources to back up their beliefs, but the entire concept is built on a rather skimpy framework of "evidence." Agreed, there are several enigmas associated with the Mayas and the Umland brothers do cite some references which are quite intriguing, but I'm afraid their overall theory will not be taken very seriously by either Ufologists, believers in "ancient astronauts" or by authorities on the Mayan civilization. It is refreshing to see original thinking, but it must be supported by solid evidence. The book is published by Walker & Co. - 720 Fifth Ave. - N.Y., N.Y. 10019; the price is \$7.95.

Since Duncan Lunan announced his theory in 1973 that an interstellar space probe might be in orbit within the Earth-Moon system, quite a lot of discussion has centered around this topic. A recent paperback by two British scientific writers, Jack Stoneley and A. T. Lawton, contains some interesting dis-



Director's Message

By Walt Andrus

February 9 and 12 were memorable days for your director and his wife, Jeanne, when they drove to Tulsa, Ok., and Joplin, Mo., to not only present slide lectures, but to meet with the members of MUFON-affiliated UFO study groups in both cities.

On Sunday afternoon, it was my pleasure to speak in the new public library at the Tulsa Civic Center to a capacity crowd arranged by Kay and Joe Dapolito; Dwight Dauben, MUFON consultant; and William L. Irby, Oklahoma state director.

Our public relations exposure was excellent via both the Tulsa WORLD and Tulsa TRIBUNE newspapers. It was our pleasure to appear on both KTUL Channel 8 (Guy Achley) and KTEW Channel 2 television and participate in radio shows on stations KXXO, KVOO (Dave Ervin), and KRMG (Watson Jelks) during our Tulsa visit.

At 10 a.m. on Feb. 12 we presented our slide lecture entitled "UFO's--A Scientific

cussions of the Lunan theories, possible space visitations, the von Daniken theory, UFOs, etc. In IS ANYONE OUT THERE?, Stoneley & Lawton suggest that the long delayed radio echoes which formed the basis for Lunan's theory can be explained by natural means, rather than being signals from an extraterrestrial probe. The material on UFOs is inadequate and erroneous at times, reflecting the authors' apparent unfamiliarity with the UFO evidence. However, some new information on the Chinese (not Tibetan) "stone discs" is included, and this makes very interesting reading. The price is \$1.25 from Warner Paperback Library - 75 Rockefeller Plaza - N. Y., N. Y. 10019.

Reality" at Missouri Southern State College in Joplin, MO., to a standing room audience of nearly one thousand students and interested people from the community.

Television stations KHUI Channel 16 and KODE Channel 12 (Bob Phillips) in Joplin interviewed your director for the 6 and 10 p.m. news programs. John Bryan of KDMO and KRCK radio in Carthage, Mo., and Bob James of Joplin radio KQYX did in-depth interviews for continuing daily programs on UFO's for the following week.

Wednesday evening the same lecture was presented to the Metropolitan Dinner Club at a Joplin country club. Both Joplin appearances were arranged by Julie S. Hughes, associate professor of history at Missouri Southern State College. In addition to Prof. Hughes, the following people were gracious hosts during our visit: Mr. and Mrs. Bob Ryan; Mr. and Mrs. George Koch; and Mr. and Mrs. Doyle Herrin.

This was also the occasion to announce to the public that George Koch has been appointed state-section director for Jasper, Barton, Newton, McDonald, Lawrence and Barry counties, and that Doyle Herrin will serve as assistant state-section director for southwestern Missouri. George and Linda Koch reside at 115 Gum Road, Carl Junction, MO. 64834, telephone AC 417 623-6881, and Doyle and Marilyn Herrin live at 105 S. Ball Street, Webb City, Mo. 64870, telephone AC 417 673-2670.

John Schuessler has approved the appointment of Lawrence D. Kissinger, 501 Heather Lane, Friendswood, Texas 77546, telephone AC 713 482-6702, as state-section director for the

southern half of Harris and all of Galveston County. (This includes the south side of Houston.)

Robert Stinson, state director for Michigan, has selected William Mendez, 36 Arizona, Rochester, Mich. 48063, telephone AC 313 651-3395, as state-section director for Oakland, Macomb, Lapeer, and St. Clair counties. Bill is director of the "UFO Studies Center" of Oakland Community College in Auburn Heights, Mich., where he teaches.

Herbert "Bud" Kaesel, a former colleague of Frank Edwards, now living at Route 5, Salem Road, Mt. Vernon, Ill. 62864, telephone AC 618 242-4182, has volunteered to serve as state-section director for Jefferson County. He is also the director of the Mt. Vernon UFO Study Group.

Miss Vicki Ann Hinson, 724 Main #1B, Texarkana, Texas 77501, telephone AC 214 792-3525, has accepted the position of state-section director for Bowie County. She has had previous law enforcement experience and is now employed as a public information officer.

Stan Gordon has announced the appointment of Charles E. Lessig, Jr., 1343 Mineral Spring Road, Reading, Penn. 19602, as state-section director for Berks and Schuylkill counties in Pennsylvania. Charles is an employment counselor having his B.A. in sociology.

Three talented gentlemen have volunteered their expertise as consultants to MUFON this month.

Dr. Leo V. DiCara, 617 Watersedge Drive, Ann Arbor, Mich. 48105, Telephone AC 313 769-8188, will serve in a dual role as consultant in physi-

ology and psychology and as a field investigator. Dr. DiCara is a research-psychologist by profession and comes highly recommended by Raymond E. Fowler.

Michael K. Schutz, Ph. D., 1723 Coronado Ave., Las Vegas, Nev. 89109, Telephone AC 702 735-4823, will serve as a consultant in sociology and as a field investigator. Mike is one of only three people in the United States who have earned their doctorates in a UFO-related field.

Vernon Leslie, Ph.D., R.R. 1, Honesdale, Pa. 18431, telephone AC 717 253-5214, will serve MUFON as a consultant in archaeology. Dr. Leslie is a retired teacher and writer.

Des Moines, Iowa, is the location, and July 5 and 6 are the dates for MUFON's "Sixth Annual UFO Symposium," hosted by the Mid-Iowa UFOlogists.

This is the largest and finest scientific UFO Symposium of this nature being presented annually anywhere in the World. Plan your vacations to attend this educational and exciting conference. Des Moines has fine interstate highways leading from all directions, outstanding airline service, and good bus service.

We are pleased to announce that Dr. Jacques Vallee is preparing a paper entitled "Research Proposals" for inclusion in the 1975 MUFON Proceedings. Dr. Vallee is, of course, an outstanding authority on the UFO phenomenon, and we shall all be looking forward to reading this published paper.

The success of the MUFON meeting with UFO study groups in Tulsa, Okla., and Joplin, Mo., to create greater interest and activity in the local metropolitan community lends further motivation to expanding these meetings to include several states.

The first of this series is scheduled for Saturday, March 29, 1975, at the Holiday Inn in

Astronomy Notes

By Mark Herbstritt

April Sky

Mercury--is too close to the sun for observation this month, superior conjunction being on the 18th.

Venus--is high in the west at sunset and sets in the northwest about three hours later.

Mars--is in Aquarius. It rises about two hours before the sun and is in the southeast at sunrise.

Jupiter--can be seen very low in the east before sunrise.

Saturn--is in Gemini. It is past the meridian at sunset and sets before midnight.

The Lyrid meteor shower reaches maximum on April 22.

Marion, Ill., to cover Southern Illinois and parts of Kentucky, Missouri, Indiana, and Arkansas. (For details, see a separate article in this issue of SKYLOOK.)

Bill Pitts, MUFON state-section director for the counties around Fort Smith, Ark., has proposed a similar meeting for September or October to be held in Northwest Arkansas, which would be convenient to interested people in Southern Kansas, Missouri, Oklahoma, and Arkansas. Watch future issues of SKYLOOK for details.

The Alan Landsburg Production on UFO's entitled "The Outer Space Connection" is now being shown in theatres in your locality. This is the same company that produced the outstanding films "Search for Ancient Astronauts" and "In Search of Ancient Mysteries" for television. MUFON provided the film made by Bill Fisher in Moline, Ill., for this production.

Southern Illinois conference planned

MUFON is very proud to announce the first of a series of regional UFO conferences to not only educate our field investigators network, but as a public awareness program for interested people and the news media.

This conference will be of a similar caliber to our national symposiums, but will be of a shorter time period, making it possible for the majority of participants to commute on the same day.

It will be held Saturday, March 29, 1975, from 10 a.m. CDT to 5 p.m. in the ballroom of the Holiday Inn in Marion, Ill.

Bill Salus, MUFON state-section director for the counties in Southeastern Illinois, and program director for TV Station WSL Channel 3 in Harrisburg, will host this affair.

The speakers will include Dr. Harley Rutledge, who heads the Department of Physics at Southeast Missouri State University in Cape Girardeau, Mo., speaking on "Project Identification: Review of Two Years of Scientific Field Study in Southeast Missouri."

Clarence Dargie, MUFON state-section director from O'Fallon, Ill., will give his slide-illustrated lecture titled "UFO's: A Scientific Reality".

A workshop will be conducted on how to organize a UFO Study Group in your local community and the methods and techniques for training field investigators to interview and investigate UFO sighting reports. Other state directors, state-section directors and consultants attending will join the speakers for a question and answer period at the conclusion of the meeting.

Since this is intended to be a "low budget affair," the only charge will be \$4.75 (includes tax and tip) for the noon luncheon at the Holiday Inn.