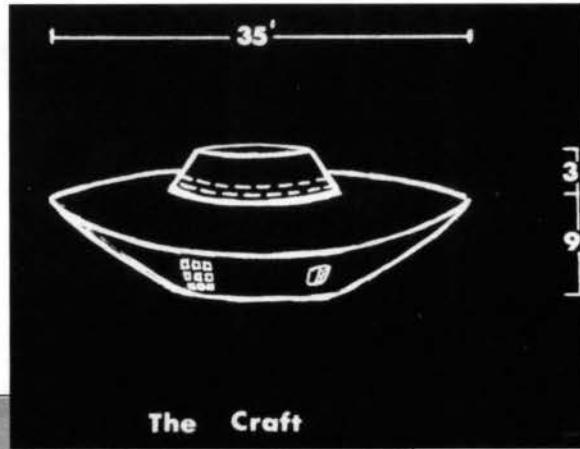


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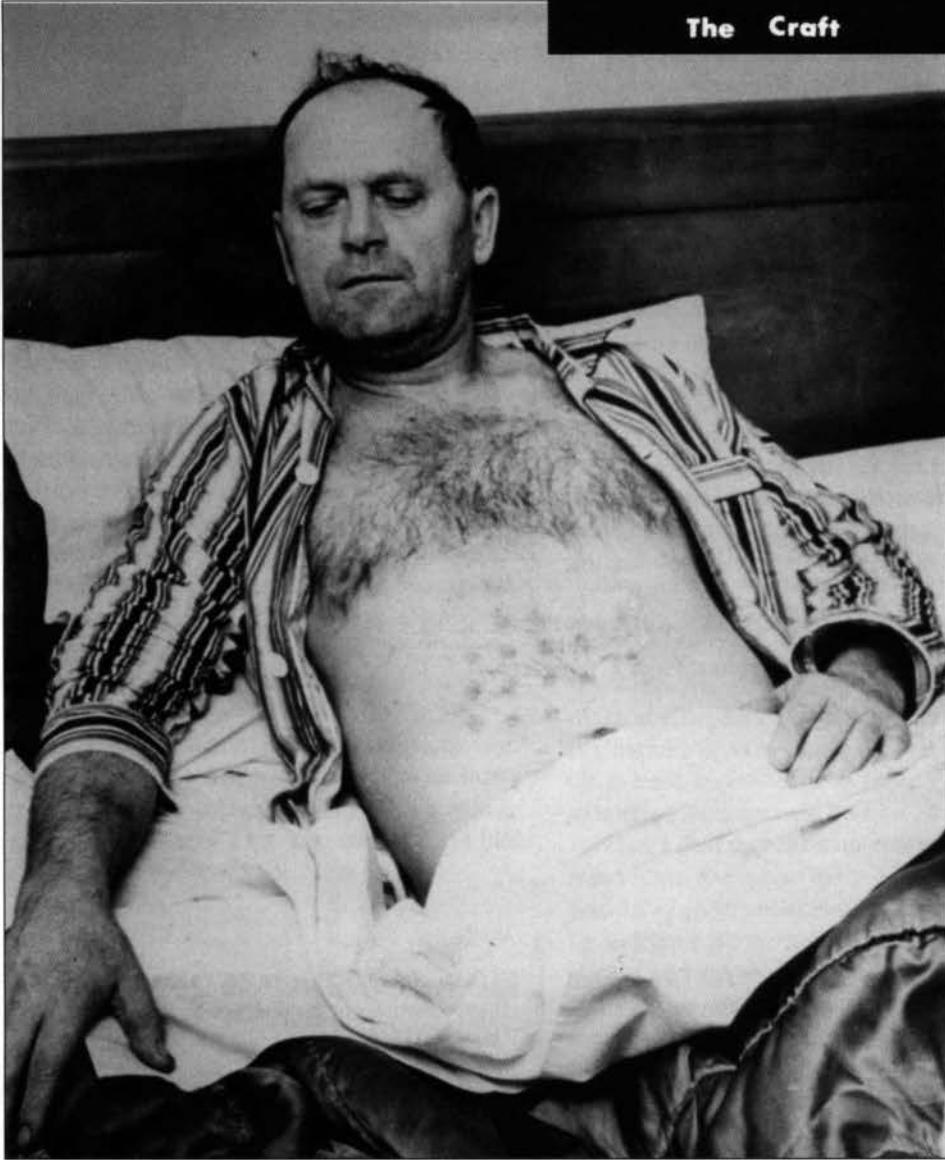
International UFO Reporter

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Stefan Michalak (below) was prospecting near Falcon Lake, Manitoba, on May 20, 1967, when he spotted two objects descending, one of which landed near him. He claims to have burned his hand while attempting to examine "colourful glass" found around the object and seen a grid-like exhaust vent that expelled gas that burned his clothing and his abdomen.



The Craft



UFOs IN CANADA

INTERNATIONAL

UFO

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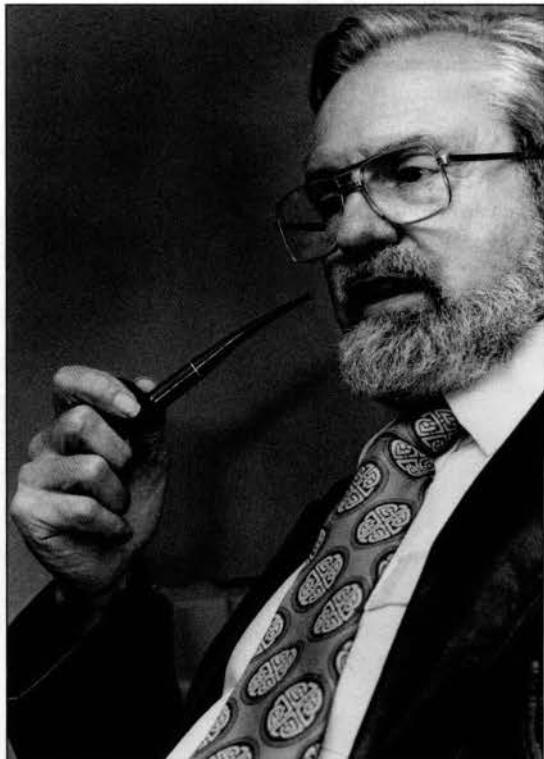
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CAN UFOS CAUSE PHYSIOLOGICAL EFFECTS? PART 2

BY MICHAEL D. SWORDS

In part one of this report on 150 cases of physiological effects from close encounters, we had an opportunity to look into the more straightforward facts associated with this category. In this second part, we probe deeper into the mystery to see if something more hidden is going on.

ARE BEAMS IMPORTANT?

One might assume that in the paralysis cases there are many light beams present. That is not the case. There are 59 cases with witness paralysis but only 14 seemingly involve a ray or beam directed at the witness. Seven others have the paralyzed witness "engulfed in light." At least another 14 cases have no light effect at all.

This situation reminds me greatly of one of the things I noticed on a much smaller study of vehicle interference reports (but using much stronger cases). There was no doubt that vehicle interference was happening, but it seemed to occur without regard to shape or color of the craft, shape or color of any beam, or whether there was any beam at all. The only honest conclusion that I could reach was that all the UFO elements were misdirection or mere display. Whatever *really* was interfering with car engines was something else that we do not see.

Some of the beam-plus-paralysis cases are spectacular, but I have to say, given the absence of beams in so many incidents, that the "beams" probably don't have anything to do with the physical effect on the witnesses. I don't like that conclusion any more than you do.

UFO SOUNDS

There are many cases with sound. In fact, there are many more than one typically sees elsewhere in the UFO case database. Altogether I classified 68 cases as having some type of sound (about 42%), a far greater percentage than I expected, although perhaps, as Mark Rodeghier believes, not as surprising given how near the UFO often is to the witness. Still I remain surprised, as the classic report of the

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silent moving or hovering disk has been a ufological staple from the beginning.

The sounds are not all alike, but they do have a common characteristic of being very soft. There are a few roars or something similar, but they are an extreme minority. The sounds are also either low- or high-pitched, but not both. The most frequent description is of a "hum." If I add a few motor or transformer-like sounds to these, the total is 19 reports. Another common sound is a "buzz," which if we add "white noise"-like sounds to these gives a total of 14 reports. A third group could be a "whistle," "whine," or something else of high pitch. There are 13 reports here. A fourth category could be vibrations and low pitched sounds, with 9 cases. A scatter of other noises was reported, of which only "whirr/purr" makes a small pile (5 cases).

Once again, we have the confusing unpatterned array of a puppet-master. All of which continues to buttress my (distasteful and somewhat depressing) hypothesis that we are *not* really perceiving elements of the technology behind it all.

RADIATION?

If we take the word "radiation" to mean *harmful* radiation of the nuclear, x-ray, or gamma-ray variety, then the answer is that there is no evidence for that in any of these cases. Or at least, no evidence as far as any commonplace effect of such radiation would be on a witness.

Let's deal upfront with one incident that may come to mind here. Everyone loves the Cash-Landrum case, and justifiably so. John Schuessler conducted thorough research on it. That case is, though, not even in my files for CE2p events, and therefore not part of this survey.

The reason is unpopular with many and therefore hard for most of the UFO community to swallow. I don't believe that Cash-Landrum was a UFO case. I absolutely believe that it was a real incident, and I absolutely believe that all the radiation-like sequelae suffered by the witnesses were real. But it looks to me like human (radical, yes) technology. I have heard and read about the heroic efforts to track down the military helicopter fleet that accompanied the flame-spouting device, and I am in awe of the hard work. I remain

completely unconvinced that they were in fact something other than human-piloted, in all probability military, craft escorting a seriously malfunctioning piece of technology that was blundering about, partially out of control. Believe me, I realize that this opinion is not welcome, but many of the case elements are outliers as far as the UFO files are concerned.

Because I do not have Cash-Landrum in my set, my own interest shifts to this question: Are there any cases with a sign of radiation effects?

The answer is yes, there are at least three, including Alcalde, New Mexico (1958), Falcon Lake, Manitoba (1967), and Winnipeg, Manitoba (1967). These are also powerful cases. There may, therefore, be a small signal of dangerous radiation in this type of case.

Alcalde is a nearly unknown blockbuster. On February 17, 1958, Flora Evans and Bernice McIntosh were driving toward Santa Fe just north of Alcalde at about eight in the evening. There was a "burst of luminosity" that lit up the entire Rio Grande valley. They stopped the car and observed a flat-bottomed disk they estimated to be about 15 feet in diameter. The UFO was a light orange in color. It rapidly increased its luminosity to a painful, brilliant white. The object then moved very slowly away. They were temporarily blinded, which diminished over about a minute's time. That is what McIntosh remembered.

Evans, who was driving, recalled the earlier illumination that passed like pulses or waves overhead while illuminating the area. The disk encounter, shortly thereafter, she remembers as being just before she stopped the car, not just after. She didn't receive quite the blast of it that McIntosh did. Both women thought that this might have been associated with some kind of detonation, but no sound was heard despite the nearness of the disk.

The women attempted to make a report to the state police, but the office was closed. Driving home, they called the Weather Bureau, which told them that several pilots had reported the brilliant luminosity. These pilots reported this at 8:15 p.m., and one of the women's watches was found to have stopped at that same time. Both witnesses felt exhausted,

and McIntosh stayed at the Evans home in Albuquerque, too tired to go the rest of the way to Los Lunas.

The aftermath events are complex and the account in the *A.P.R.O. Bulletin* is confused, I believe, and untrustworthy. Fortunately, about a decade later, Jim McDonald interviewed both ladies separately and in much greater detail. I will use his notes, even though the story remains complicated even then.

The day following their exposure to the flashes and object, McIntosh was nauseous and vomiting and had an irritating ("hot") rash all over her body. Evans did not yet show any sequelae, but she was concerned and contacted her doctor, who happened to work with Lovelace Clinic in Albuquerque. The doctor told her by phone not to worry about being exposed to any nuclear radiation or explosion of a weapon because he "was sure nothing went off that day."

She was still concerned though, and the next day met McIntosh and an acquaintance, Paul Boyett, who taught science and mathematics in Los Lunas, where he had access to a Geiger counter. He got the instrument out and found that both women were showing a high count, with the highest readings from the backs of their necks just below their hair. McIntosh also had a high reading in one palm. (This was despite having washed since the incident.)

Now alarmed and also starting to exhibit some reddish skin, Evans notified her doctor, and both women got a checkup at Lovelace. This exam also found the high radiation levels, areas of skin reddening, and a low white blood cell count in both women. The doctors behaved secretly about these results and refused to discuss them, while the women were subjected to a barrage of questions from several doctors. Also peculiar was that all this treatment was free, although Evans did have access to the clinic through her doctor.

McIntosh's symptoms, originally much more irritating, subsided substantially, although both women experienced swelling in their lower legs, and both gained serious weight (some 50 pounds) over the next few months. Evans's sequelae seem to have gotten worse, and whereas one type of headache that she often suffered from never occurred again, it was replaced by a different and much more severe one that lasted six months. She also complained of vision problems.

Somehow their story reached the press, perhaps due to the friend with the Geiger counter. The story then alarmed another friend, the owner of a film-processing shop who had been asked to develop a roll of film that the women had taken earlier in their trip. The roll came out entirely fogged. It had been sitting in the camera in the back seat of their car during the experience. When the owner read the news, she put two and two together and decided that she had been handling irradiated film and was not happy about it. (Subsequent use of the camera produced only normal photographs, by the way.)

About one week after the incident, Air Force personnel visited Evans and the Navy visited McIntosh. The Naval personnel said they were from Sandia

Albuquerque Tribune, Albuquerque, New Mexico, Thursday, February 20, 1958

Geiger Count Is High

Radiation Tests Are Taken By Women Who Saw Flashes

By the Associated Press

Two women who said they saw unexplained bright flashes of light Monday evening and Tuesday said they received apparent light skin burns were scheduled to undergo laboratory tests for radiation today.

An arrangement was made at a radiation laboratory for Mrs. Leroy Evans of Albuquerque and Mrs. Fred McIntosh of Los Lunas. This was done for a preliminary and informal check with a Geiger counter registered apparent increased radioactivity which so far has not been explained.

Mrs. Evans was reluctant to discuss the matter further because, she said, "all sorts of silly people would think I'm crazy."

Oval Shaped

But, the 52-year-old, dark-haired woman, who said they saw "bright, star-shaped object about as big as an automobile, oval shaped," as the two drove on U.S. 66 north of Espanola.

Brilliant Flashes

They saw two successive brilliant flashes of light "which lit the sky like daylight,"

Boycott stressed that he does not consider himself an expert or qualified to state an opinion on the matter, but the tentative checks were at least interesting enough to warrant the women's undergoing examination.

The test on Mrs. Evans' background level on the Geiger counter was from 40 to 70 counts per minute, he said. The counter registered up to 1600 to 1700 counts per minute when exposed to either Mrs. Evans or Mrs. McIntosh, he said. He contrasted repeated checks with three other women present failed to send the counter up past 60. He was unable to get any reaction from their autographs.

Uncovered Portions

Mrs. Evans said the uncovered portions of her skin were the ones which were apparently burned, while those covered by clothing did not show any damage.

Dr. Martin Fleck of the Biology Department at the University of New Mexico, when asked about the possibilities of a contamination, which reported that only a detailed examination could show whether there was any significance to it.

He said the type of radioactivity involved must be determined to determine an occurrence and emphasized that he knew nothing personally of this case.

Mrs. Evans

IUR ♦ 34:1

Base, and took McIntosh back to the encounter spot and to the winter cabin on Taos Mountain they had just stayed in, making all sorts of Geiger counter sweeps. They said they found nothing. The Air Force investigators took the car to an air base, apparently Kirtland, for their own radiation sweep. Both women were told that it would be better if they didn't talk about any of this to anyone but each other and family.

All rather spectacular. But hidden in the details of this case are *major* mysteries.

Mystery #1: How in the world could the Lovelace Clinic detect high radiation levels on the two women unless some radioactive material remained somehow on their skin (or more weirdly, beneath it)? And why did Lovelace not treat them with a thorough scrubbing of some kind?

Mystery #2: Some of the burned or reddened areas on both women were on their kneecaps and on the back of their lower legs. They never left the car and their legs were well below the line of sight of the windows.

Mystery #3: Evans had reddened areas of skin that closely matched the hemlines of her dress sleeves and neckline. But she had been wearing a heavy coat over the top of the dress during the drive.

Mystery #4: On the driver's back, almost directly in the middle, was a reddened area shaped like a triangle.

You are all beginning to nod your heads. Also hidden in the narrative is the statement of surprise that it took them so long to make the drive home (four hours for a two hour trip). Uh oh.

Remember that this was 1958. No abductions had yet been reported. I am no fan of the CE4s with rare exceptions, such as the Hill case, Buff Ledge, and a few more. *This* case, however, rather strongly pulls you in. The thought of two hours of unremembered time with an on-board period, creating the "impossible" skin-reddening locations, was not dreamt of by the witnesses, APRO, or McDonald.

But you wonder whether some persons at Lovelace might already have been thinking of this possibility? At this point I am in full flight from my usual conservative approach to these things, and please toss this last conjecture into the wastebasket if it suits you. But could Lovelace, implicated in these things as far back as the alleged bodies in the Roswell crash, have known or suspected that there might be on-board incidents? One wonders if they knew about the mysterious Don Piccard occurrence that happened in the New Mexico area, probably a bit earlier? One wonders what they might have really thought about higher radiation counts at the neck or the palm of the hand? Well, before I lose all touch with reality, I'll let this go. Suffice it to say that this would hardly count as any garden variety "radiation effects" CE2p case.

Perhaps I have gone on too long about this case. But it seems a significant one.

The other two possible radiation-effects cases are Falcon Lake and Winnipeg, both in Manitoba in 1967, which by itself is a little bit creepy. Fortunately for our nerves, one was in May and the other in October. Falcon Lake is the very famous Michalak case (see the article by Chris Rutkowski in

this issue), where the amateur prospector got close enough to touch the metallic object and was scalded by the emission of hot gas from a vent. Michalak had many associated physical effects over a long period of time (nausea, vomiting, headache, burns, weight loss, and a drop in white blood cell count). Extensive testing at the Mayo Clinic placed these findings beyond doubt, whatever their ultimate cause.

The case from Winnipeg has the witnesses seeing a brilliant red "light formation" pulsing in a field. Just after it lifted off and flew, they experienced severe headaches, leg pains, and a "copper" taste in their mouths. Medical examination showed dehydration and a drop in white blood cells.

What these cases mean or imply about the phenomenon isn't at all obvious. They are in fact wildly different in almost every way one might try to compare, particularly the type of craft, light phenomena, and distance to the observer. The primary thing which makes one think of radiation (of a nuclear, gamma, or x-ray type) is the drop in white blood cell count. Do UFOs cause radiation damage? You can't tell it from this small set of cases.

WHY PARALYSIS?

Many other things might be squeezed out of these files, but we'll pass on that for the moment. A thought on the signature CE2p phenomenon still itches at me, though. Why are any witnesses paralyzed at all? What's in it for ET? I find it hard

Table 1. Foundational paralysis cases

Location	Date
Quarouble, France	Sept. 10, 1954
Near Quarouble, France	Sept. 12–13, 1954
Cenon-sur-Vienne, France	Sept. 17, 1954
Templeton, Mass.	Late June 1966
Leominster, Mass.	March 8, 1967
Summerdale, Pa.	June 13, 1967
Templeton, Mass.	Feb. 27, 1968
Jabreilles-les-Bordes, France	July 25, 1970
Near Lomé, Togo	March 29, 1974
Elmwood, Wis.	April 22, 1976
Cotile Lake, La.	June 17, 1977

Table 2. Probably strong supportive cases

Location	Date
Langenhoe, U.K.	Sept. 19, 1965
East Liverpool, Ohio	Aug. 19, 1966
Texas Creek, Colo.	Aug. 27, 1967
Hemliden Hill, Sweden	March 12, 1968
Imjärvi, Finland	Jan. 7, 1970
Castañuelo, Aracena, Spain	Dec. 1970
St. Kilda, Vict., Australia	1974
Talavera la Real Air Base, Spain	Nov. 12, 1976
Livingston, Scotland, U.K.	Nov. 9, 1979
Foxborough, Mass.	Dec. 5, 1980

to believe (after we've gotten beyond our early simplistic views about these things) that they are at all concerned about us or even our projectile-firing guns (which enter into few cases, anyway). So why do it?

I admit to being flummoxed by this seeming inconsistency in behavior and motives. The paralysis might seem, at the simplest level, to stop a witness from getting any closer to the technology. But in classic cases such as Cotile Lake (see Part 1), the witnesses weren't going to be able to fly up and investigate the thing in the air. Or perhaps the paralysis, freezing the human physical system somewhat, simplifies the display environment. Maybe it makes us more susceptible to something else (mind reading?). I'll not go into abductions here because many paralysis cases have solid timelines, and some incidents (Leominster, Texas Creek) feature unparalyzed observers. You will doubtless have better ideas than I do, but this is totally mysterious to me at present.

Table 3. Foundational “burn-like” skin cases

Location	Date
Orogrande, N. Mex.	Nov. 4, 1957
Merom, Ind.	Nov. 6, 1957
Baden, Pa.	Aug. 13, 1965
Kerman, Calif.	May 13, 1978
Piastów, Poland	May 22, 1979
Chelyabinsk, Russia	Dec. 24–25, 1989

Table 4. Probably strong supportive cases **

Location	Date
Madison, Ohio *	Nov. 10, 1957
Hobbs, N. Mex.	June 2, 1964
Tallulah Falls, Ga.	July 7, 1964
Minatare, Nebr.	Before Mar. 26, 1967

* Witness had “hot rash” that might be closely related to this category.

** A January 28, 1976, case in Bolton, U.K., may be in this category.

The second signature of the CE2p also leaves questions. Not only do we not know how or why the sunburn cases happen, but if this is merely radiation from the UFO, why don't we see a greater effect? To translate: If, say, intense microwaves are spherically radiating everywhere from the UFO, shouldn't we occasionally notice more of the environment affected? Maybe not, as it may be just so finely tuned. Or perhaps we've been too dense to look for other effects. Or possibly that source is more directional than it appears.

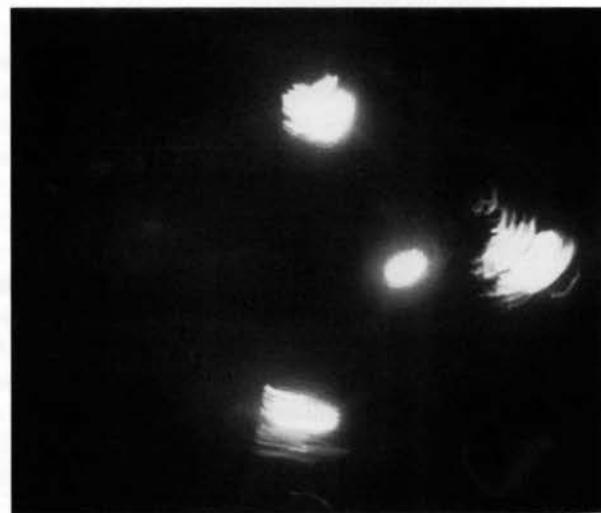
What would *that* signify? This is way out on a limb, and I've sawed off too many already in this article, but ever since I've begun to look at the high-strangeness reports, the less-than-firm conclusion has been nagging at me that these guys are playing games with space. What they do seems often to be fully here in our space-time, but then again, not really. Sometimes it seems like they are peering out of a window, at

other times emitting radiation that our eyes can see but that doesn't illuminate the ground, and at other times like part of what they do is here but another part is there. Now and again it would seem as if the Oz Effect has something to do with this. But before my ufologist's card is taken away from me, I'll stop any more musings and speculations.

I'll bring this article to a close. If they ever give us future chances to research CE2ps, we need to do a more thorough job. We must do Richard Haines-quality positional and geometric interrogation and measuring. We must get to the sites and search more cleverly for wider, subtler effects. And we need to ask better questions of ourselves: If it's this, then what else might we want to look for? It's time to throw out our simplistic view of slightly more advanced metal machines flying in straight lines and behaving according to our own capabilities of physical manipulation of the environment. Perhaps we require a serious workshop think-tank on these matters. I might even show up for that myself. ♦

CLASSIC BELGIAN PHOTO A FAKE?

This summer, just weeks before the History Channel aired a documentary on Leslie Kean's book, *UFOs: Generals, Pilots, and Government Officials Go on the Record* (Harmony Books, 2010), Patrick Marechal emerged to announce he had hoaxed the April 4, 1990, Petit-Rechain, Belgium, photo using a Styrofoam model.



Kean responds: “One friend of his from the factory has been interviewed by one investigator, who stated that he helped make the model. He was not present when the picture was taken. This corroborating witness is the only evidence Marechal has produced to back up his claim of a hoax. Working against him are a number of points. For now, we have to operate under the assumption that the photo was faked. However, this is not a simple situation. Patrick Marechal is a liar, either then or now, so his evidence must be discarded. But this does not affect the hundreds of sightings that were reported during the Belgian wave of 1990.”—*The UFO Chronicles*, Sept. 15, 19; www rtl.be/videos/video/344699.aspx.

THE COLD, HARD FACTS ABOUT UFOS IN CANADA

BY CHRIS RUTKOWSKI

Polls have shown that about 10% of all North Americans believe they have seen UFOs. While for the most part this is in reference to the United States, this percentage includes Canada as well (although Mexico has not been part of such polls to date). So for Canada, this works out to about 3.4 million witnesses of UFOs, given that Canada's population is about 34 million.

However, as in any study of UFO-related demographics, the number of witnesses does not translate well into the number of UFO reports received or on file. It's been suggested by many researchers that approximately one in 10 UFO witnesses actually reports his or her sighting, and even that is probably an overestimate. Many people who see an odd object in the sky they cannot identify may think they will be laughed at or ostracized if they tell someone what they observed, and the fraction of reporters to observers could actually be closer to 1/100.

If so, this might mean we should have records for about 34,000 Canadian UFO reports. And we do.

Before we go any further, let's review some Canadian geography. Canada is the second largest country in the world by area, about half the size of Russia (the United States is a close third). However, Canada's population is only one-tenth that of the United States. This is because Canada has one of the lowest population densities in the entire world, only about three people per square kilometer. In fact, most Canadian citizens live within about 100 kilometers of the United States.

These demographics are important because it means that most of Canada is composed of vast, uninhabited regions. And that means if aliens are visiting northern Canada, few people will have opportunities to see them, much less report them.

To see this in more detail, consider Manitoba, one of Canada's 10 provinces. It has a population of about 1.2

million but an area three times that of Great Britain, which has 50 times as many people, who are much more evenly distributed.

What does this mean for ufology? Well, most of Manitoba's population lives in Winnipeg, its capital, which is in the far southern part of the province. Most UFO investigators and witnesses in Manitoba have lived or live in that city. Even if a UFO was sighted and reported by a witness in a town or village 500 kilometers away (well within the confines of the province), the chances of the case being investigated in-person would be almost nil. That is, if an investigator were to hear about the sighting at all.

In reality, there are less than a dozen active UFO investigators in Canada at this time, a number that hasn't changed in about 50 years. This works out to approximately one per province, or one investigator to be responsible for an average of one million square kilometers. In short, it's an impossible situation.

But now the good news. Those ufologists who are still investigating or have contributed to Canadian ufology in past years have left a legacy of perseverance and meticulousness. It has been estimated that about 25,000 Canadian UFO reports have been cataloged by ufologists in the "Great White North." This is very close to the predicted/expected number of UFO reports based on statistical studies.

Since 1989, Ufology Research of Manitoba has been working with active Canadian UFO researchers to locate, collect, study, and analyze UFO reports across the vast country. It has been a major project, one that would have been impossible without the cooperation of selfless and dedicated individuals. The result has been a 20-year longitudinal study of UFOs in Canada, capping two decades of annual surveys of UFO cases across the nation (often reported on in *JUR*). And not only were reports received from UFO investigators and groups, but also from government sources such as Transport Canada (the equivalent of the American FAA), police, and military files. The fact that official files have been part of this study shows that disclosure is nothing new in Canada and has been the norm for many years.

A 20-year longitudinal study looked at 8,601 UFO sightings reported in Canada between 1989 and 2008. Reports

Chris Rutkowski is a Canadian science writer and educator, with a background in astronomy and a passion for teaching science concepts to children and adults. Since the mid-1970s, he also has been studying reports of UFOs and writing about his investigations and research. His most recent book is The Big Book of UFOs (2010).

had been filed by witnesses with government and military agencies, police, civilian UFO groups, and, more recently, UFO websites.

During those two decades, the number of reported UFO sightings increased from 141 to more than 1,000 per year, although this was more likely due to easier data collection than by alien invasion. The increase in the number of UFO reports during the 20 years from 1989 to 2008 could be due to a variety of reasons, including: more UFOs are present and physically observable by witnesses; more secret or classified military exercises and overflights are occurring over populated areas; more people are unaware of the nature of conventional or natural objects in the sky; more people are taking the time to observe their surroundings; more people are able to report their sightings with easier access to the internet and portable technology; or even that the downturn in the economy is leading to an increased desire by some people to look skyward for assistance.

Of the hundreds of UFO cases, only a small fraction—about 14%—were labeled as unexplained after review by investigators. Only about 1% were “high quality unknowns” that were both unexplained and had above-average levels of investigation and documentation.

More UFOs were reported from provinces with higher populations, such as Ontario and British Columbia, although every province and territory was represented in the study.

Reports included thousands of sightings of starlike lights maneuvering oddly in the night sky to a case where dozens of people saw a huge, lantern-shaped object flying slowly over a lake in the Yukon.

Ufology Research’s analyses of the Canadian data also found such details as: most UFO sightings have two witnesses, most UFOs are white in color, and the typical UFO sighting lasts an average of 17 minutes. Sightings of “flying saucers” were comparatively rare, with reports of triangles and spheres much more common, although most sightings are of point sources of distant lights moving in the night sky.

There were 1,004 UFO sightings reported in Canada in 2008, nearly three each day. This was an all-time record high number of reports in one year. Almost half of all UFO sightings were of simple lights in the sky and, in addition to disc-shaped objects witnesses also reported triangles, spheres, and boomerangs.

The study concluded that people continue to report observing unusual objects in the sky, and some of these objects do not have obvious explanations. Many witnesses are pilots, police, and other individuals with reasonably good observing capabilities and good judgment. However, despite popular notions of aliens and UFOs, there is still no incontrovertible evidence that some UFO cases involve extraterrestrial contact. Although numbers of UFO reports alone don’t prove that aliens or UFOs are real, the volume of cases and the persistence of UFO sightings over time suggest a need for further examination of the phenomenon by social, medical and/or physical scientists. (The study can be downloaded at www.tinyurl.com/canadaUFO.)

SIGNIFICANT CANADIAN CASES

Canada may be able to lay claim to where the world’s first official photograph of a UFO was taken. On July 10, 1947, at about 5:30 p.m., two Pan American Airways mechanics and a third witness were driving up a mountain road six miles south of Harmon Field, an American Army Air Forces Base near Stephenville, Newfoundland.

The witnesses reported seeing a silver, disc-shaped object flying overhead at an estimated altitude of about 10,000 feet. The object was flying in a horizontal arc over the base and towards the north-northeast. Its size was comparable to a C-54 transport plane. As it flew over, it left behind a bluish-black trail about 15 miles long. One of the witnesses had a camera with him and managed to take two Kodachrome pictures of the trail. Copies of these photos were found in the official Project Blue Book files. Although very poor reproductions, they nevertheless show the odd smoke trail in the sky (below). Weather records confirmed there were scattered clouds between 8,000 to 10,000 feet that supported the original altitude estimate.



This case was investigated by Army Air Forces Intelligence and was of particular concern because of a perceived threat from Soviet reconnaissance. If this was the case, then it was obvious that in order to spy on the U.S., flights from the U.S.S.R. would have to pass over Canada. Air Force Brig. Gen. George F. Schulgen, then chief of the Air Intelligence Requirements Division in the Office of the Assistant Chief of Staff, A-2 (Intelligence), ordered officers at Wright Field in Dayton to go to Harmon Field to assess the situation and report directly to the Pentagon. The Wright T-2 report noted:

The bluish black trail seems to indicate ordinary combustion from a turbo jet engine, athodyd motor, or some combination of these types of power plants. The absence of noise and apparent dissolving of the clouds to form a clear path indicates a relatively large mass flow of a rectangular cross-section containing a considerable amount of heat.

Investigators did not consider the possibility that a meteor or fireball had made the trail, even though this ex-

planation was noted as the official conclusion on the case file in Blue Book. However, Blue Book documents showed that the Pentagon was still focused on a Soviet connection. As noted in a report on the case,

Wright Field investigators spoke with the commander of Harmon Field and others to make sure that no British or Canadian aircraft had been in the area at the time. And since they knew no American aircraft were to blame, they privately concluded something of "foreign origin" made that curious split in the clouds over Newfoundland.

Another Canadian case of significant interest is the Shag Harbour incident of 1967, which took place just off the shore of Nova Scotia. Most readers of UFO literature are familiar with the story of the Roswell UFO crash. Many are unaware, however, of Shag Harbour, Canada's own "Roswell." Even in Canada, the story was largely unknown until researchers Chris Styles and Don Ledger began tracking down details in about 1990. What they discovered is that something was seen by many witnesses to fall from the sky late one night in 1967, and this fall was documented by not only the Royal Canadian Mounted Police, but also the military. This actually makes it the only officially documented crash of a UFO in North America, since Roswell has not been so documented by the American government.

The incident began during the evening of October 4, 1967. The first reports came in from southeastern Quebec shortly after 7:00 p.m. Atlantic Time, when pilots of an Air Canada airliner saw a large, brightly lit, rectangular object

thought to be at an altitude of about 12,000 feet, trailed by several smaller lights. Then an explosion seemed to occur near the UFO and the smaller lights began to veer away. The airline crew watched the display for several minutes until it moved out of sight. Within 30 minutes, witnesses on the ground reported seeing lights moving from the northeast to the southwest.

At about 9:00 p.m., the crew of a fishing boat near Sambro, Nova Scotia, saw several red lights over the water and also detected objects on their shipboard radar. They reported the objects to the Canadian Coast Guard and the RCMP, who asked them to file a formal report when they returned to port.

More witnesses again reported odd lights in the sky around 10:00 p.m., including writer Chris Styles, who saw something strange over Halifax Harbour himself. He saw an orange, glowing, disc-shaped object moving over the water, and he ran to get a better look. He could see it was a 50-foot-diameter orange ball, making no sound as it passed overhead.

Styles wasn't the only witness in the area at that time. Others also reported seeing the orange ball drifting in a southeasterly direction. Around 10:30 p.m., professional photographer Will Eisnor in Lunenburg took photos of three lights in the sky in a triangular formation. Around 11:00 p.m., southwest of Weymouth, a police officer and two game wardens observed a fireball just above the treeline.

But about half an hour later, the UFO reached Shag Harbour. Five people watched as a bright light fell from the

~~SECRET~~

V-2000-4 (D.Ops) -
6 October, 1967.

See DS

OFO REPORT
LOWER WOOD HARBOUR NS

1. On 05 October 1967 at 2345 hours, local RCMP Corporal WHICKY from Barrington Passage NS and six other witnesses sighted a large flying object. This object, in the time interval of approximately five minutes, flew down to the water surface, floated and sank.

2. The flying object was described as being in excess of 60 feet in diameter and carried four white lights spaced hexagonally at a distance of 15 feet. The object, flying in an easterly direction when first sighted, descended rapidly to the water and produced a bright flash on impact. One light remained on the surface for considerable time but sank before a boat could reach it.

3. The Rescues Co-ordination Centre conducted preliminary investigation and discounted the possibilities that the sighting was produced by an aircraft, flares, floats, or any other known objects.

4. Maritime Command were asked, on 05 Oct., to conduct an investigation into the sighting. At the present time one Officer and a diving team of three men are on the scene aided by Coast Guard cutter LHM.

W. W. Turner
Colonel
Director Operations

Mr. Reid S/L
2-2900

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sky and impacted the ocean, only about 200 feet offshore. They could see an object floating on the surface of the harbor where the light had gone down. Because they thought it was a crashed plane, they contacted the RCMP, which immediately dispatched officers to the scene. The RCMP notified the Canadian Air Force, which in turn alerted the Rescue Coordination Centre in Halifax.

On shore, three RCMP officers watched a yellow light apparently floating on the water. One of the officers had actually seen the light flying overhead before it fell and completely supported the civilian witnesses' story. Using powerful binoculars, they could see what appeared to be "yellow foam" surrounding the light on the water. The police roused some local fishermen from their sleep and conscripted them to set out in their boats to attempt a rescue.

By the time the boats could reach the spot on the harbor, the light had sunk beneath the waves. Those in the boat did find a thick, yellow trail of foam floating on top of the surface, estimated to be about 80 feet wide and a half-mile in length. Bubbles could be seen coming to the surface and the smell of sulfur was carried throughout the area. By 12:30 a.m., a Canadian Coast Guard boat arrived and assisted with the search, which was called off at 4:00 a.m.

The next morning, a Canadian Navy dive team arrived to continue the search. The official search continued through to Monday, when it was finally called off. Officially, it was reported that nothing had been found, but rumors circulated throughout the area that something, or at least pieces of something, were recovered and sent to a Naval base in Dartmouth. One witness stated he saw divers dragging aluminum-like material out of the water.

An Air Force memorandum dated October 6, 1967, noted that: "The Rescue Coordination Centre conducted preliminary investigation and discounted the possibilities that the sighting was produced by an aircraft, flares, floats, or any other known objects."

However, in the early 1990s, as Chris Styles continued to investigate the Shag Harbour case, he found several witnesses of what apparently was a second crash that same night! Some were former military personnel who said they had seen American naval exercises and operations not in Shag Harbour, but in Shelburne Harbour, about 30 miles northeast. Their claims supported an underwater operation to recover an object that may have initially entered the water at Shag Harbour but then traveled while submerged to the second location. It was reported that a barge was brought into the bay for loading anything discovered underwater.

Officially, nothing was recovered, and when the Condon Committee considered the case (number 34 in its report), it noted: "No further investigation by the project was considered justifiable, particularly in view of the immediate and thorough search that had been carried out by the RCMP and the Maritime Command." Curiously, the Committee did not attempt to offer any explanation for the incident.

In 2001, Ledger and Styles published their findings in their book *Dark Object*.

FALCON LAKE

One of the most incredible Canadian UFO encounters ever reported occurred earlier that same year, on May 20, 1967, in a heavily forested and rocky area near Falcon Lake, Manitoba. Amateur prospector Stefan Michalak left his motel at 5:30 that morning and headed north into the bush. By 9:00 a.m., traveling under a bright, cloudless sky, he had found a quartz vein near a marshy area, close to a small stream. At 11:00 a.m. he had lunch, then went back to his examination of the quartz formation. At 12:15 p.m., with the sun high and clouds gathering in the west, Michalak was startled by the cackling of a gaggle of geese nearby, obviously disturbed by something. He looked up and was surprised to see two cigar shaped objects with "bumps" on them, at about 45 degrees in elevation, descending and glowing red. As they approached, they were resolved to be disc-shaped, with domes on top. Suddenly, the furthest one of the pair stopped in mid-flight, while the other drew nearer and appeared to land on a large, flat rock which was later determined to be about 160 feet away. The one in the air hovered for a short while then departed, changing from red to orange to gray as it flew into the west, where it disappeared in the clouds.

Turning his attention back to the craft on the ground, Michalak saw that it, too, was turning from red to gray until it finally was the color of "hot stainless steel," surrounded by a golden glow. He was kneeling on a rock as he observed the object, wearing dark welding goggles to protect his eyes from rock chips. Despite this, he was dazzled by a brilliant purple light that flooded out of openings in the upper part of the craft. For the next half hour, he stayed near the rock, making a sketch of the object as it radiated waves of warm air radiating from the craft, along with the "smell of sulfur." He also heard the whirring of a fast electric motor, and a hissing, as if air were being expelled or taken in by the craft.

Then an iris-like door opened in the side of the craft, revealing some lights inside. Michalak approached to within 60 feet of the craft and heard two human-like voices, one with a higher pitch than the other. He was now convinced that the object was an American experimental craft, and walked closer to it, asking, "Okay, Yankee boys, having trouble? Come on out and we'll see what we can do about it." The voices suddenly stopped, and Michalak thought it might have been a secret Soviet craft rather than an American one, so being multilingual, asked in Russian, "Do you speak Russian?" Still, the voices were silent, so he decided to try greetings in German, Italian, French, and Ukrainian, then once again in English.

There still was no response, so Michalak walked closer to the craft, ending up directly in front of the open portal. He saw that the surface of the craft was highly polished, and appeared like colored glass with light reflecting off it, and made "silvery spectra" out of the sunlight. Poking his head into the opening, he saw a "maze" of small lights on what appeared to be a panel, and beams of light running in horizontal and diagonal patterns. There was also a group of

(continued on page 22)

REMEMBERING BUDD HOPKINS

BY JEROME CLARK

Budd Hopkins died in his Manhattan residence on Sunday, August 21, 2011, surrounded by those who loved him, including his daughter Grace and his companion Leslie Kean. But these were only some of those who loved him; there were many, and they were spread throughout the country and the world. He had been ailing for some time, the victim of a variety of afflictions, almost any one of which could have killed him eventually, but the proximate cause was complications of cancer.

Budd—because he was a friend, I am unable to call him “Hopkins”—had a rich and varied life outside ufology and its notorious subdiscipline abduction research. It’s told well in his memoir with the self-explanatory title *Art, Life and UFOs* (Anomalist Books, 2009). In the realm of UFO study we knew him, naturally, as the pioneer of abduction inquiry, the man who had made that thorny subject all but synonymous with UFOs in the minds of many.

Elsewhere, Budd was, as the *New York Times* noted in its August 24 obituary, “a distinguished Abstract Expressionist artist.” His paintings and sculptures can be found in the Metropolitan Museum of Art, the Museum of Modern Art, the British Museum, and elsewhere. Budd knew as friends and acquaintances many of his generation’s revered East Coast cultural figures—other artists, writers, actors, academics, musicians, and more—and he lived comfortably and productively in that world. Warm, personable, immensely talented, Budd could have stayed there forever.

His August 1964 sighting of a daylight disc near Truro, Massachusetts, changed all that. Over time, ufology grew to consume a significant portion of Budd’s life. His investigation of the so-called Stonehenge incident, a multiply attested CE3 in New Jersey in January 1975, pushed him into the role of activist and, through a widely read article in the *Village Voice*, public presence in the UFO controversy. Soon, he was meeting persons who had experienced unexplained memory lapses during UFO encounters. Hypnotic regressions conducted by psychologists and psychiatrists whom Budd was able to enlist commenced. Eventually, after an extended



Budd Hopkins

period of training, he conducted the hypnosis sessions himself, something of which his critics would make much.

His popular, influential books *Missing Time* (1981) and *Intruders* (1987) outlined and defined the abduction phenomenon in a fashion that others elsewhere replicated, thus negating—at least to those who cared enough to pay attention—the notion that the uncanny phenomenon and its curious nuances were ultimately traceable to Budd. I for one knew better. As a naive abduction investigator in the 1970s, I had stumbled upon some of the same elements years before I had any idea what a Budd Hopkins might be.

Predictably, Budd’s findings fanned a firestorm of dispute and polemic. A great many people preferred their explanations facile, and so we heard that abductees are liars and lunatics, or perhaps sincere souls misled by sinister abduction “gurus” (the late debunker Philip J. Klass’s favorite term of opprobrium), namely Budd and colleague David M. Jacobs, who sought power at the expense of vulnerable individuals who should have been conferring with psychiatrists. That this was—and remains—untrue in any demonstrable sense seemed to be beside the point.

In due course it became nearly impossible to separate nasty attacks on Budd from rational consideration of the larger, nonpersonal issues related to a phenomenon that manifestly had some kind of independent existence, however defined. It did not matter that the abductees—intelligent, independent-minded individuals (not, in other words, the slack-jawed cultists of skeptics’ folklore) who knew and interacted with Budd—could be counted among his most passionate defenders. So were the scientific and medical professionals in his circle, the ones possessing up-close, personal, and professional knowledge of the dynamics.

No episode matched in ugliness the one sparked by Budd’s work on a fantastic and complex abduction episode reported by, among others, a New York woman known pseudonymously as Linda Cortile. The details comprise the content of Budd’s third book, *Witnessed: The True Story of the Brooklyn Bridge Abductions* (1996); Greg Sandow’s richly informed analysis of the explosive controversy surrounding it can be read in the Spring and Summer 1997 issues of *IUR*. To those drawn into it, some of us targeted for no other reason than our association with Budd, it marked a nadir

Jerome Clark, an editor of IUR, is author, most recently, of Hidden Realms, Lost Civilizations, and Beings from Other Worlds (Visible Ink Press, 2010).

even by the dismal standards of inflamed UFO debate, and a sorry example of how eager some ufologists are to eat their own. Sadly, toward the end of his life, someone formerly in Budd's private life sought to revisit the discredited charges and gathered a tiny but noisy band of followers before fading away—albeit not before pronouncing the bizarre charge that Budd's friends were only pretending that he was gravely ill.

In fact, as all but his most obsessed enemies have acknowledged, Budd, if no more perfect than the rest of us, was sincerely concerned for the well being of the abductees who came his way. Often, abductees are suffering, traumatized people, and as Budd recorded and documented their experiences, just as vitally he provided them with the tools and support to go on with their lives. His critics notwithstanding, Budd—right or wrong—was neither credulous nor uncritical; it was just that his considerable experience persuaded him that shattering, otherworldly forces had intruded into the affairs of otherwise ordinary people, sometimes with effects indistinguishable from more conventionally generated post-traumatic stress disorder. That was a diagnosis proposed, too, by some mental-health professionals who studied Budd's informants.

In common with others immersed in these matters, Budd considered abductions to be integral to the larger UFO phenomenon. He held that such experiences are far more widespread than we know or maybe *can* know; moreover, they consist of literal events (which is to say what appearances imply: kidnappings by humanoid aliens in spacecraft). While this is certainly an arguable position, it is not the only inference a reasonable observer might draw. If my own views of the phenomenon eventually diverged from Budd's, I am

yet certain that Budd mapped the geography of a strange new world with reasonable accuracy. Whatever the final explanation turns out to be, in other words, the thing to be explained will look pretty much like the thing Budd described. From everything we can discern about it, that thing transcends current knowledge. Budd showed that it is there, but how do we define “there”? That is the question all who take up the pursuit in Budd's absence will have to address.

Elliott Budd Hopkins was born on June 15, 1931, in Wheeling, West Virginia, and grew up with a brother and a sister in a conservative, middle-class household. Budd vividly related his coming of age in his memoir, recalling, too, his move to New York City in the early 1950s and the many adventures that ensued. In the days since Budd's death, I have returned to *Art, Life and UFOs*, and I am pleased to discover it is indeed the marvel I recall from my first reading. Budd knew how to live, and he knew how to write.

On meeting him in the mid-1980s, I quickly found that beyond ufology, we had a range of interests in common, not least a shared politics, a wide curiosity, and a sense of the absurd in the quotidian. I stayed at his place in Chelsea on those occasions, not frequent enough, when circumstances took me to New York City. Each time, I looked forward eagerly to his company. He was a world-class raconteur, a larger than life human being, a beloved and irreplaceable friend.

In departing it, he left a hole in the world. I struggle with the numbed realization that I will never see him again, never again hear one of his outsized tales, never again roar with laughter in his presence. Just as his place in the history of ufology is assured, so is his place in the hearts of the many who had the happy fortune to know him. ♦

STUART APPELLE

BY MARK RODEGHIER AND DON C. DONDERI

Stuart Appelle, CUFOS board member, passed away very suddenly on June 27, 2011, at his home in Rochester, New York, at the age of 65. Stuart was the picture of good health, and worked hard to stay in shape, and he had no history of serious illness, so his family, friends, and colleagues—both in academia and ufology—were truly shocked by his passing.

Stuart was a committed academic who, in the midst of a successful teaching career, took on dual roles, going into administration and becoming a dean at the State University of New York at Brockport. Only a small number of academics have combined a full university career with a serious interest and involvement in anomalous phenomena, so that put Stuart into rather an elite and distinguished group. The

study of UFOs has generally been shunned and ridiculed by academics and elites, along with the media, so every academic in good standing who swam against the tide and argued for the serious study of the phenomenon was a rebuke to the critics. We did and do need more Stuart Appelles in the field.

Stuart could manage these dual roles because he had the right attitude toward the UFO subject, taking a serious and detailed approach to the study of UFOs (and everything else he did). We lived many miles apart, and I only saw him in person at CUFOS board meetings and the odd conference here and there, but I had many, many phone calls and email exchanges over his 20-year tenure with CUFOS. What I came to appreciate was his meticulous attention to the analysis and presentation of ideas and data, first evinced when he and I

worked with David Gotlieb on the *Ethics Code for Abduction Experience Investigation and Treatment*, an outcome of the abduction conference at MIT in the early 1990s. Language was crucial to Stuart, and it was worth the time to get it right and state things precisely.

Stuart began his interest in UFOs as a young man, and joined NICAP during his university education, which culminated in a Ph.D. in psychology from George Washington University. Like many of us, he did case investigations as an entrée to the field, but he found his focal point in UFO studies with the enigmatic abduction phenomenon. Among his work, the greatest contribution may well be his superb scholarly examination of the evidence for, and theories about, the abduction phenomenon ("The Abduction Experience: A Critical Evaluation of Theory and Evidence," *Journal of UFO Studies*, new series, vol. 6). It has not been surpassed today, 15 years later, in scope and detail, and it is the place I always tell someone to start reading seriously on the subject. What Stuart so conclusively demonstrated is that no set of explanations suffice for abduction reports, which remain mysterious and a general puzzle, one we are still no closer to unraveling.

Stuart's most important service to the work of CUFOS was his role as editor of the *Journal of UFO Studies*, following the very successful editorship of Michael Swords. I worked with him in my duties as associate editor, and I was impressed with his fairness and willingness to give even sometimes outlandish ideas and papers a full and meticulous hearing.

At CUFOS meetings, Stuart employed his dry wit, which fit in well with the CUFOS crowd, as we never take UFOs so seriously that we can't laugh at the subject or ourselves. He was a real contributor to the lively discussions we had at CUFOS, and ongoing interchange of ideas and their critique between colleagues is absolutely essential in any field of study worth the name. Stuart had a trait that I've observed before in some other serious UFO researchers: He could be extremely critical and skeptical and hard-headed about a case or bit of evidence, but still show real enthusiasm for other cases where I might have judged the evidence to be no better. This makes some real sense because with UFOs, as with other profound anomalies, we aren't always certain of the appropriate weight to give to various pieces of evidence. Long-time colleagues can disagree (even with an earlier version of themselves), and people can find something congenial based on their experience, training, background, and other more elusive influences.

On a more personal note, what I also remember so well about Stuart is his eagerness to be going home to his beloved wife Joan and two children as I often drove him to O'Hare Airport. He led a grounded, full life, with family a priority, another lasting legacy to all those who knew and worked with him.

Stuart's mindset was a natural fit with the ethos and

goals of CUFOS, and so it was inevitable, I suppose, that he joined us and stayed involved for so long. I didn't dream that association would end so finally, and abruptly, this past June. We shall miss him and his scholarly contributions, yet feel fortunate that he accomplished what he did.—*Mark Rodeghier, scientific director of the J. Allen Hynek Center for UFO Studies*



Stuart Appelle

Stuart Appelle was central in the world of UFO science and scholarship. He was an academic scientist and administrator; an experimental psychologist who was also dean of the School of Science and Mathematics at the State University of New York at Brockport. He was an established scientist with recognized contributions to his field who brought his research expertise to bear on the study of UFOs and abductions. He both contributed to knowledge and raised the "seriousness quotient" of the UFO phenomenon because he made it a part of his normal professional life. He achieved for himself what we can only hope to encourage among people in general: an intelligent interest in the ubiquitous evidence about the presence of extraterrestrial life in our terrestrial world. Stuart's interest was more than intelligent; it was professional and committed. As a researcher and as editor of the *Journal of UFO Studies* for the Center for UFO Studies, Stuart made permanent contributions to the field that will be read, cited, and appreciated long after his far-too-short life. Stuart has become part of our immortal and valuable past, but that is small consolation for the loss of Stuart as a living friend and colleague.

I worked with Stuart and Budd Hopkins over the past few years on a project that has been presented in poster form at national psychological conventions.¹ Stuart and I also presented debate-style symposia on UFOs and abductions before large audiences of research psychologists at the Association for Psychological Science conventions in 2008 and 2010. (Budd was part of the 2010 symposium.)² So I knew Stuart as a totally competent organizer and speaker who had a straightforward, data-driven, low-key approach to the evidence, and who, both on and off the podium, had a reserve of good nature and wry humor that characterized his interactions with skeptical and committed colleagues alike. I will miss Stuart, and the UFO community will miss Stuart. His scientific competence, communication skills, and public presence will be missed both in our field and among his academic colleagues at SUNY Brockport. His friends and family will miss him most.

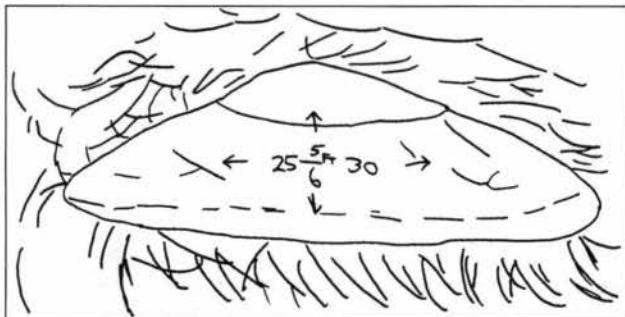
It is sad to write a goodbye for someone who is younger than me and who neither I nor anyone else had any reason to think would not be a part of our collegial world for years to come. It is even sadder for Stuart's family. I can only say to Joan Sussman and Stuart's children that if it is any consolation, he leaves two things behind for his professional colleagues. The first is a hole in our hearts, and the second is

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AN UPDATE ON VEHICLE INTERFERENCE REPORTS, PART 2

BY HERBERT S. TAYLOR

On October 15, 1966, Jerry H. Simons, a 22-year-old forester, had been camping out at Split Rock Pond, New Jersey, a few miles south of Newfoundland in the northeast section of the state. It was between 4:30 and 5:00 a.m. "I was traveling north on [Split Rock] road and noticed a very outstanding glow in the rear-view mirror. I thought at first that my brake light was stuck because it was a very dull glow at the time I first noticed it." Simons then perceived the glow, which was orange-red, become brighter. "I stopped my car and lowered my window. I stuck my head out to get a clear view of the rear of my car. What I saw took me completely unawares and scared the living hell out of me. I've never been so startled in my life. It was something I could not understand. At first glance it seemed to be nothing but a huge glowing light, but then I noticed a very distinct outline of what appeared to be some sort of a solid body."



Simons at first did not believe what he was seeing, but when it was apparent that the object was indeed "very real, it was then that I decided to get out on the main road as fast as I could get my car over the cow path. The object was directly in back and above me and followed my car along the road." He estimated the object to be approximately 25–30 feet wide and 5 or 6 feet high. His diagram showed a flat-bottomed and somewhat domed object.

Simons then noticed that his car began to act abnormally. "The worst that could have happened in my frame of mind happened. Without any warning, all of the electrical equip-

Herbert S. Taylor has long been active in serious UFO research and has a deep and abiding interest that goes back some 60 years. He lives in Port Jefferson Station, New York.

ment quit working. My headlights, dashlights, and engine quit. I don't believe I have ever been so frustrated in my life. I noticed that this object was directly over my car. Then it fell back and I could go on. Three times this happened, and three times my car refused to give any electrical response until this object either moved to the rear or to one side of the car." He said that all he could do was "lock my doors and hope." He estimated the car engine was unresponsive for less than a minute, and when the lights came back on he was able to restart it. The glow from the object lit up the ground to the right and left of the car. "The only times the glow was very distinctive in front of the car was when it [the car] went dead and then it was all around me."

As Simons turned onto Charlottesville Road, he could see by the glow around the car that the object was still with him. "The last good look I got of it was just before reaching the dam, when it was so bright in my mirror." The whole incident had lasted at least 10 minutes.

While reporting the incident at the Reservoir Office, Simons had parked his car and turned the engine off. When he came out again, the car engine had apparently started spontaneously. Later examination of the electrical system offered no explanation, but several weeks later, as he was driving the car, the engine inexplicably exploded.

Simons also suffered a recurring illness that came upon him a short time after the event. It was characterized by fatigue, anorexia, generalized soreness, weakness of muscles, chills, and a loss of 35 pounds. This illness extended over a three-month period. Because of its severity, Simons was finally hospitalized. No exact cause was ever determined. Eventually, he fully recovered.

Sources: Thorough investigation by Berthold E. Schwarz, assistant attending psychiatrist, Montclair (N.J.) Community Hospital; Berthold Eric Schwarz, "UFOs: Delusion or Dilemma," *Medical Times* 96 (October 1968): 967–981; Donald E. Keyhoe and Gordon I. R. Lore Jr., eds., *UFOs: A New Look* (Washington, D.C.: NICAP, 1969).

Note that the incident just described occurred in October 1966, or during the period covered by Mark Rodeghier's seminal work on Vehicle Interference (VI) reports. Titled *UFO Reports Involving Vehicle Interference*, it was published in October 1981 by the Center for UFO Studies. Devoted to covering VI reports during the approximately 30-year

period previous to its publication, this document provided short, summary accounts of 441 published incidents then proceeded to discuss and analyze them in detail. In my view it is one of the best works on this particular aspect of the UFO phenomenon and it retains that ranking to this day.

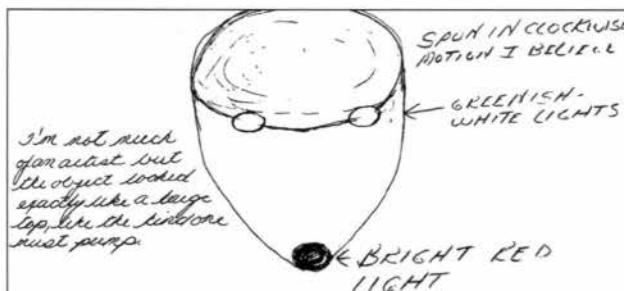
Despite Rodeghier's extensive literature search that turned up hundreds of reports, it was not all-inclusive (nor was it meant to be or could be, as he essentially stated) and so my more recent follow-up search of the literature resulted in the discovery of an additional 180–190 VI occurrences that occurred during this 30-year period (some of which were published after Rodeghier's monograph appeared). Therefore, part 2 of this article is intended to summarize these previously overlooked reports.

There is one notable difference between the reports cited by Rodeghier and those listed here. I made the decision to be more selective in compiling my VI listing, whereas Rodeghier's grouping was meant to be more inclusive. My listing contains only those reports where there is some type of interference to the engine, regardless of anything else (Rodeghier's work contains 279 such reports). This was done to eliminate cases where a faulty battery (as with flickering headlights) or transient static (on the radio) might be the cause. The interference with a vehicle's engine considerably increases the chances of a UFO/VI connection, and therefore the likelihood that a genuine anomalous event occurred.

Let us take a look at some of the better reports that took place during this 30-year period.

1. This report occurred on August 18, 1965, and the two witnesses (both college students) were driving on Indiana State Road 37, about three miles south of Noblesville, Indiana, at 9:50 p.m. It was foggy, with a low cloud ceiling. The moon and stars were not visible. In the words of witness Michael S. Henry, we have the following:

The object appeared in northeast. It had a large red light and two greenish-white lights in a triangle formation. All I could see from this distance was the triangle of lights, then it swooped in a very graceful appearing manner, above the car. The radio & ignition went dead. Then the object was very, very distinct. Looked exactly like a top, with a large, gray cone and a flat or slightly domed top. The two greenish white lights were on the rim of the top but remained stationary. The top was the same color as the cone and spun in a clockwise motion, I believe, and spun very fast. When the object hovered over the car the red light pulsed; when it moved it remained one



bright color of red. There was no noise. Both Charlotte and I were shaking & scared. It hovered over the car for about 1–2 minutes. Then a bolt of light radiated from the object much like electricity out of a light socket and in a split second the object looked like it was 20 miles away. It then stopped for a second, the red light pulsed then it shot completely out of sight. . . . This was absolutely not a weather balloon, plane, star, comet, or illusion. It was definitely not an unidentified flying object. . . [It] was a "flying saucer" in the true sense.

Source: NICAP case files.

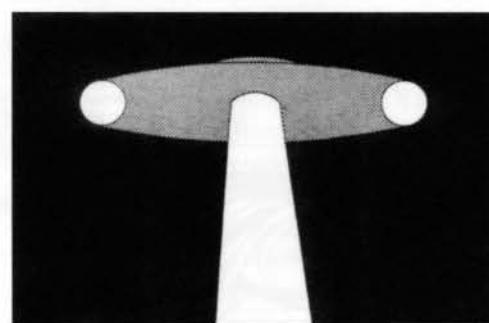
2. This next report occurred on August 13, 1970, at a point some 8–10 kilometers north of Haderslev, Denmark. The witness was police officer Evald Hansen Maarup, who was driving home in his police car. Maarup stated:

I was driving alone in my patrol car on Thursday at approximately 10:50 p.m. Suddenly the car was surrounded by a bright bluish-white light, and at the same time the car engine stopped. The lights of the car also disappeared, even the light of the ignition. I drove aside the road and stopped. The bright neon-like light outside was so dazzling, that I could see nothing. With my arm hiding my eyes—to protect them against the light—I succeeded in groping my way to the radio. When I got the microphone and tried to call the station, it appeared that the radio was just as "dead" as any of the electric installations in the car.

The temperature inside the car was increasing and it became pleasantly hot . . . it could be compared to the heat you feel when you drive against the sun on a summer day. After a while the light was rising. It was a conical light with a diameter of 4–5 meters. When I was bending forwards and looking up, I could see that the light cone ended at the bottom of a big gray thing. Not a sound was heard from the thing.



Evald Maarup



After a few seconds the light was drawn into the thing. It is difficult to explain how; the light was not extinguished, but the bottom of the light was rising, so that it became dark under the cone. It took about 5 minutes for the light to be drawn up. I stepped out of the car and saw, how the last remnant of the light cone disappeared into the bottom of the thing in a hole with a diameter of [not] quite a meter.

When the light had disappeared into the thing, this started moving. In a few seconds it vanished vertically in the air. Or accelerated strongly—still without a sound. When the object moved away, all lights in the electric system of the car returned. I tried to start and it started quite normally, just as I again was able to get in touch with the station. I reported to the station what I had experienced.

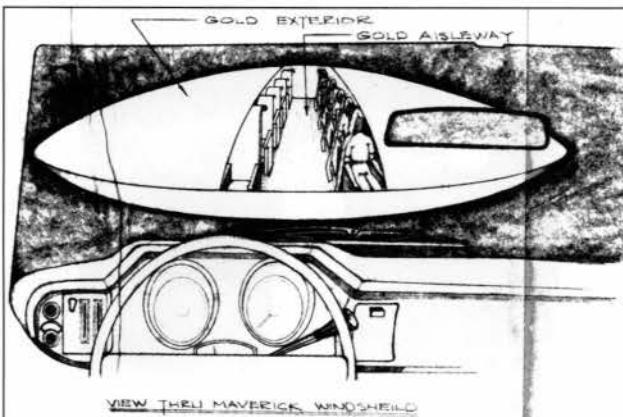
If I should describe the thing, I can only say that it was circular and about 10 meters in diameter seen from my position obliquely from below. . . . The object had two extensions or domes at the underside. There were about one and one-half meters in diameter. When I saw the thing through the windscreen, I will estimate it was so near as 20 meters away from me.

The car was an almost brand-new Ford Zodiac (6-cylinder engine) and was in good shape. It had no technical problems either before or after the incident.

Sources: *UFO-Nyt* 1970, no. 5; 1974, no. 6; *SUFOI Newsletter*, August 1975.

3. On January 8, 1974, John E. Justice left the Ohio Masonic Home in Springfield, Ohio, to go home after his night's work as a part-time night building attendant. It was a few minutes after 3:00 a.m. on a chilly, clear night, with the stars and moon clearly visible. His car started normally, and as drove on the ground's long driveway (about 200 yards), the headlights suddenly dimmed, and then the engine died. Within seconds, Justice observed a display of aerial lights descending a short distance in front of and above his car. The lights blinking fast were of many brilliant colors (yellow, orange, red, purple, blue, green) "like a rainbow."

Suddenly the colored lights blinked out and were replaced by a blinding "steady white light" about six feet ahead of, and about three feet above the car. The area of light was about six feet in diameter and oval-shaped, and it appeared to be coming from the interior of the object. The



brilliance of the lighted "room" precluded the observation of any exterior body or appendages; therefore, the size of the overall object is unknown. No portholes or windows were observed. "The whole thing looked like it was made of plain glass." Justice observed the oval light as "bright as day." Near the object "everything was lit up . . . you could

see everything." Inside the car the light was also intense.

Justice described the interior of the lighted room as gold-colored. He observed a golden aisle on what he approximated to be the center of the floor. From his viewpoint, he could see five occupants who were seated on the left-hand side of the room in a straight row. They were in high-back seats (about a foot higher than their heads), each seat a different color—red, blue, green, yellow, and orange. The garments of each occupant were identical in color to the seat, and these garments were described as gowns or capes with short sleeves down to the forearm. Each occupant had long beautiful brown hair that touched the floor. This might have been why Justice could not see any facial features. In regard to their height he stated, "They were small. Maybe just three or four feet tall."

The departure of the object was sudden, "moving up and away at an angle . . . very fast." On its ascent, the lighted interior blinked out and the colored lights, blinking fast, reappeared. After the object disappeared and he recovered from his state of shock, Justice stated that the car engine started without difficulty.

The next day, Justice first called Wright-Patterson AFB to report his strange encounter. They showed no interest. He then called the Clark County Sheriff's Office. They showed no interest either.

What might be a related factor to what Justice encountered occurred several hours earlier during the latter hours of January 7. The Ohio Masonic Home's maintenance man, Ray Fields, experienced repeated failure of his pager radio over a period of several hours in the area of the home. However, whenever he returned to the power house one-half mile away, his pager radio functioned normally. Even replacing the batteries failed to resolve the problem. Fields stated that no similar problem with his radio had ever occurred, either before or since that evening.

Source: Investigation by Leonard H. Stringfield.

4. This next report occurred on September 21, 1974, near Knutby, Uppsala County, Sweden. The primary witness was an officer of high rank in the Swedish army, so he preferred confidentiality for himself and his family. Along with his wife and two children, they were driving in their Audi at approximately 10:00 p.m. when they spotted a blinding light ahead of them. First thinking that it might be another car approaching them, or possibly a helicopter, they soon saw that it was neither. It was then about 900 meters away. The primary witness then stated the following.

The strange flying vehicle approached us slowly from a clearing to our right, at an altitude of about 10 meters. At the same moment my engine started to cut out and vibrate. About 100 meters further on, the car stopped completely and the headlights died out. The car radio also went dead. . . . The flying object passed the roadway ahead of us (distance now about 200 meters). It was still at some 10 meters altitude, but then seemed to land to the left of the road, some 75 meters from the roadway.

The landing took place in front of a stack of fire logs. A large area was lit up by the blinding, green-shimmering light from the object.

After winding down the side windows:

Now we could hear a sound like that which comes from a swarm of bees. . . My son handed me a pair of binoculars we keep in the back seat. The flying object's intense, green-shimmering corona gradually dimmed and consequently the size of the area—a radius of some 300 meters—which was bathed in a green luminescence, decreased. . . Through our 7x50 binoculars I clearly made out an egg-shaped structure some 10 meters long and a few meters high. The object, which by now was intensely white, had a smooth surface with no projections of any kind. Several times I tried to start the engine by turning the key, but it wouldn't work. . .

After a few minutes, I left the car. The object seemed to rest, or hover, immediately above the . . . surface. I was just rounding the car intending to open the bonnet . . . when we heard a deafening roar. Believing there was a hazard of an explosion, I threw myself down behind the car and cried to my family, "Take cover." They promptly complied and took cover beside him.

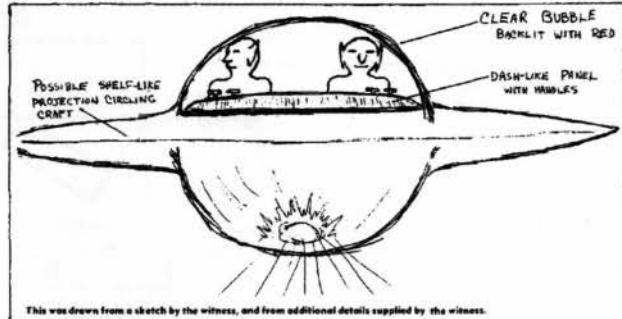
The object took off slowly like a VTOL aircraft and with a rocking motion. Once again it took on its green-shimmering color and the surroundings were lit up. It wobbled slightly and flew off slowly, altitude now some 30 meters, to the same direction as it had come from when we first saw it. It flew with a wave-like motion a few hundred meters, emitting a low, droning sound like the sound of a swarm of bees. A few seconds later it accelerated to an unbelievable speed and disappeared in a thousandth of a second.

. . . Shaken by what we had seen, we entered the car and we immediately noted the music playing from the radio. The radio worked and, as I turned the starter key, our car started and there was nothing wrong with our headlights.

This case was investigated the next day, which makes it more likely that the reported details are accurate. The family reported experiencing slight headaches and some diarrhea, starting about 30 hours after the incident, symptoms that lasted for three days.

Source: Boris Jungkvist, "Swedish Army Officer Experiences Landing and EM Effects," *AFU Newsletter*, no. 17.

5. On May 3, 1975, Alois Olenick, 48, was driving westbound on Mogford Road south of San Antonio, Texas, in his 1959 Chevy pickup, at approximately 9:15 p.m. Olenick noticed a strange amber-colored object "rise rapidly upward" from a grove of trees about 900 yards into the pasture adjoining the road. The object then approached his vehicle "at a terrific rate of speed, losing altitude" as it closed on the pickup. During this rapid approach, the primary light on the front of the object changed from amber to a "bright, cherry red," becoming most intense during the close encounter.



"When the craft got directly over the top of my pickup, my lights went completely out and my engine was dead." As the object hung in place above the pickup, Olenick saw a globular shape with two roughly conical protrusions that may have constituted a shelflike projection encircling the transparent upper section. The bottom of the object was "highly polished metal" that cast a reddish glow, possibly as a result of reflection from the primary red light. Olenick stated that the hovering phase of the encounter, during which he clearly observed two occupants, was on the order of only 10–20 seconds.

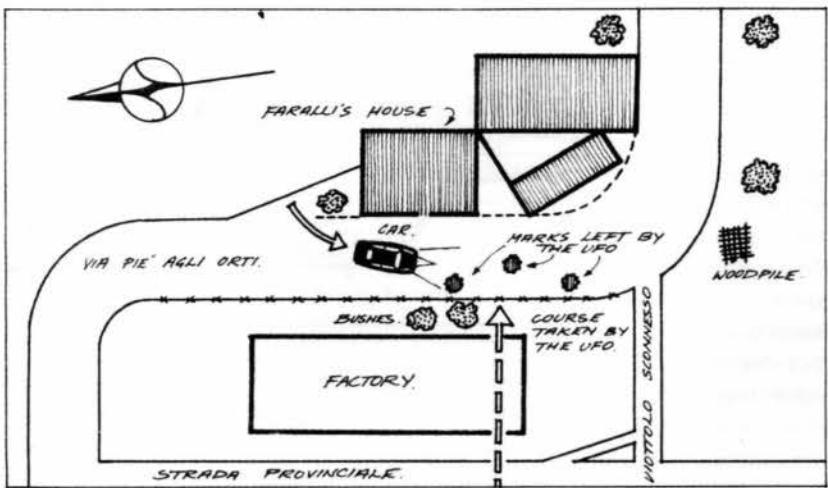
During this time, however, the object was tipped at an estimated 37°–40° slant and oriented so that one of the occupants was directly in Olenick's line of sight. The transparent upper portion through which they were seen also seemed to be backlit with a diffuse reddish light, making details of the occupant's features quite plain. "One of the occupants, the one farthest away from me, appeared to be the pilot and had his hands on what looked like controls. He was looking up and away from me. The other occupant looked directly at me, a side view right at my windshield, and appeared to be observing me. . . . They couldn't have been big men, probably not over 5 feet tall. They were bald, with long prominent ears, and a long nose. Their eyes did not appear very plainly, they just looked like slits." Their skin "appeared to me to look sort of like sharkskin, sort of a gray color." They had a wiry, firm build. He never got a look at their hands.

"There was no motor noise during the time it was over my truck, just a whirring (shriek) of wind. It was very loud; it sounded to me like a cyclone, and I've been in a lot of storms. I did not hear any engines whatsoever, no whir as from engines."

Olenick said he saw the bottom of the object as it "took off straight up. There was a terrible thrust that buffeted my pickup and then it vanished almost instantly. It was just like turning off a light bulb. It happened instantly."

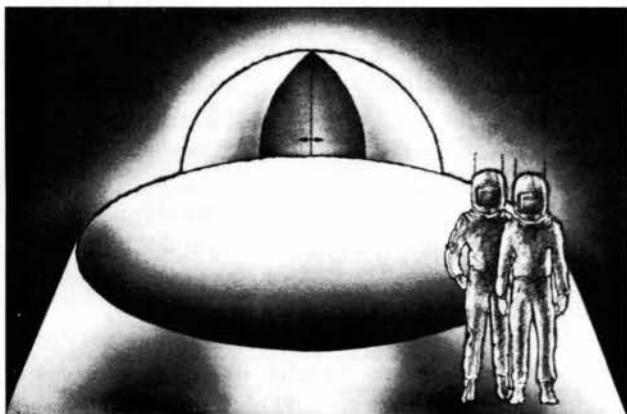
Several additional details are worth noting. Olenick noticed a "very . . . severe odor, like burning copper or electrical wiring," when the UFO hovered over his truck. The odor persisted in his truck long after the incident. He also suffered some eyestrain after the sighting and wore sun glasses to protect his eyes for a time.

Source: Gary Gruber, "Two Occupants in Craft," *Skylook*, no. 99 (February 1976): 3–4.



6. On September 17, 1978, at Torrita di Siena, Italy, hairdresser Rivo Faralli, 25, heard an explosion like a rifle shot while eating dinner. Around 8:00 p.m., he went to visit his mother, Santina, and found her in the company of a neighbor, Signora Ultimina Boscagli, and her 12-year-old son, Riccardo. Faralli's mother had also heard the noise on the other side of town, accompanied by a room-filling flash of light. Her TV and lights went out. Both Boscaglis had seen an illuminated circular object in the sky, red on the bottom, orange on top. Faralli laughed off the incident and headed back home.

At 9:00 p.m., while driving home, the engine and lights on Faralli's Fiat 127 died. He felt paralyzed as he watched a domed disc, with the same colors as the object seen by Signora Boscagli and Riccardo, come near and float down inches above the ground. The dome opened upward slowly and two beings emerged, 3½ feet tall. They approached the car by floating four inches off the ground. The two small beings wore green one-piece suits; their helmets had clear visors and two small spiraling antennas. Their faces looked like green-skinned skulls through the visors, with large deep eye sockets.



Paralyzed yet conscious, Faralli watched the beings make a full circle around the car without noise or gesture. They returned to the object, giving Faralli one last look. The object rose vertically several yards, seemingly propelled by

three red, orange, and blue-colored beams, and shot off horizontally. One account had Faralli hear a thunderclap and see a flash as the object disappeared. The car then reportedly started on its own. Faralli returned home, pale and shaken. He couldn't recount the event to his wife for an hour, and couldn't eat or sleep well for days.

The following day, he went back to the street where it all took place, the Via Piè agli Orti, and found three burn marks in the unpaved road of 20 inches in diameter. Digging into the ground with his hands, he found the earth carbonized to a depth of 8 inches. Samples of the trace area were taken to the Euratom labs at Ispra. It was

determined that the road material had been burned by a temperature less than 500° C., and not by a bonfire or common hydrocarbon fuels.

The Carabinieri (Italian police) inquired into the matter, and deemed Faralli to be a "serious and reliable person." He suffered no physical problems except for some burning in his eyes. He feels that there is something totally personal within him that has changed, but he can't express what.

Sources: Roberto Pinotti, "Landing, EM Effects, and Entities at Torrita di Siena," *Flying Saucer Review* 25, no. 4 (July/August 1979): 3–6; *IUR* 4, no. 3 (September/October 1979): 15–16.

OTHER NOTABLE REPORTS

Though with fewer details, and frequently not subjected to any in-depth investigation (if any at all), in this section we review other nonetheless notable reports that occurred during the period covered by Rodeghier's 1981 work, but not included in it. They are listed in chronological order.

November 6, 1954, near La Coruña, Galicia, Spain, 10:40 p.m. At a place called Curva del Obispo (42 kilometers from La Coruña), the driver of a car said the engine stalled and the lights went out. He then saw a large glowing red object near the road. After a while the object went upwards with a "soft explosion." It was later found that at the exact time of the incident, the radio set at the radio-telegraph station in La Coruña had been affected by the worst interference and static noise ever experienced.

Fall 1957, southern New Mexico, night. A young sergeant stationed at Holloman AFB was driving on U.S. Route 54 when he noted a light that ascended and descended out of sight near the ground off to the west. Shortly, he came to a road leading off into the sagebrush, and, his curiosity aroused, he turned onto it and drove some distance. Suddenly his engine stopped and the lights went out. Off the road a few yards, partially hidden at times by small mesquite-covered hillocks, was a disc-shaped glowing object that appeared to lower itself into a depression in the ground, only to reappear minutes later, and repeat the maneuver. When the

object descended out of sight, the sergeant's engine would start and his lights come back on. Somewhat alarmed with the situation, he turned his car around while the object was obscured, and left the area. Because the object was seen in the vicinity of a classified range installation, he reported the incident, asking for an explanation. The officer with whom he discussed the event told him that White Sands was conducting "electro-magnetic" experiments in the area.

November 9, 1957, Sacramento, California, 12:15 a.m. A man stated that while driving his car, the engine and headlights failed. He glanced up and saw an elongated egg-shaped object that seemed to have delta-shaped wings. It was 150–200 feet long, and approximately 40–50 feet wide. The wings came back to about 30 feet from the rear of the fuselage. He could see where the wings appeared to be welded to the fuselage. The object had a bright bluish hue, and left a bluish fluorescent trail that seemed to be coming out of the rail. The incident lasted 2–3 minutes. Note that this was an official Blue Book report which was dismissed as "mass suggestion plus the sighting of an aircraft," caused by the Levelland, Texas, "excitement."

March 28, 1966, Fayetteville, Tennessee, 8:00 p.m. A man driving at about 60 mph encountered a large lighted object only one meter above the road on a hilltop. As it flew off, the car engine and headlights died. The object was oval-shaped, seven meters long, dark gray in color, and had about 30 lights along its periphery. The light bulbs in the car's headlights had to be replaced after the incident.

May 1, 1967, Peeltree, West Virginia, night. While driving, a man's car engine failed. He then saw a 40-foot-long elliptical object that emerged from behind a shed and hovered 15 feet from his car. The object tilted toward the car at about a 30-degree angle. Static was heard on the radio, and the dashboard temperature gauge went off the dial. The driver felt an intense wave of heat when he put his head out of the window, and his hands burned when he touched the horn rim and dashboard. He also reported headaches and partial loss of vision.

July 5, 1967, Murray Bridge, South Australia. Clear night with a thick fog. Witness experienced interference on his car radio, which became a high-pitched whine. He turned the radio off. Within 100–150 yards the engine stopped by itself. The ignition was on, but the warning lights on the dash came on. Looking up, he saw a distinct break in the fog with stars visible. A "large dark shadow" was seen at a height of 20 feet. The shadow seemed 120 feet thick. Above this shadow was a grayish-blue glow. The top of the shadow appeared convex. He stopped the car and got out to look, but the shadow and light had gone. The two banks of fog came together. The witness returned to the car, tried the ignition, and switched on the radio and there was no interference. Note that this was an official RAAF case.

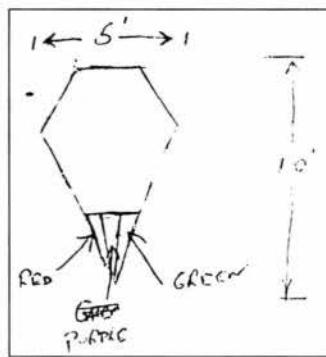
1971, Honiton, Devon, England. A motorist returning home heard a crackling noise from the car engine and found that it was losing power. The engine then failed completely, and the car came to a halt. He got out and checked the en-

gine, finding nothing wrong, but was unable to restart the car. He heard a loud swishing sound from a field adjacent to the road, and then saw a silvery domed disc which passed overhead, and with a light shining down underneath it. The object hovered over the ground not far away, and he watched as it moved around in a pattern, also making a loud humming sound. It then moved away at speed, disappearing in about ten seconds. On returning to the car, the driver found that the engine started instantly with no problem. The total duration was about 10 minutes.

April 1, 1972, between Cacuso and Lucala, Angola. 11:00 p.m. Two students were driving from Vila Luso (modern Luena) when suddenly their vehicle's engine and lights failed. Batteries and fuses were checked and found to be normal. Two bright lights were seen. Shortly afterwards, a whistling noise was heard coming from an object about 40 meters away. It was about 40 meters across, partly lit up, and with three feet (legs) hanging from it. The object soon lifted to a height of about 12 meters, where it hovered briefly, retracted its legs, whistled again, and turned on edge as it moved away. As soon as the object left, the vehicle's lights came back on and the engine returned to normal.

September 25, 1972, near Anderstorp, Sweden, 1:00–1:30 a.m. The witness was driving his Opel car at 40 kph. The weather was rainy with strong winds. As the witness stated, "the car radio stopped working and I switched to the cassette recorder. Two to three minutes later . . . a very bright light appeared from behind the car, covering the entire vehicle in light at the same time as all electrical equipment in the car [ceased] to work; the headlights went out, the window wipers stopped and the tape recorder went silent. Even the engine stopped. I did not see any object, just the blue-white light streaming down in a circle of 25 meters around the car. I was terrified beyond words and thought that I was going to die. The light continued to shine for around five minutes and I felt a strange sensation of being watched, but never dared to look outside and I locked the doors. The temperature [rose] inside the car. I just stared down at the floor of the car. As suddenly as it had appeared, the light was gone and all electricity in the car came back on again. The car started at the same time as I could smell a strong odor of ammonia or ether. After that I could not see anything more of the phenomenon and continued home at a very high speed, still terrified."

November 30, 1972, Murray Bridge, South Australia, 11:15 p.m. Motor mechanic Maxwell was out testing his vehicle when upon coming over a rise in the road, the engine and lights of his car went out. They came back on, but rose and fell in intensity several times. He decided to stop the car. To his left he saw a



"diamond-shape with the top cut off" sitting on the ground 45 meters away in a paddock. His car radio went "funny," making a noise like a "computer on TV," a constant rhythm. He tried the ignition key but nothing happened; not even the oil light came on. He tried the wipers and electric air horn, but they didn't work either. He locked all the doors, rolled up the windows, and just sat there for the next 45 minutes. After this time, the object left and he found that he could restart the car. An inspection of the car next day revealed no cause for the electrical problems.

December 3, 1972, Hinojos, Huelva, Spain, 11:30 p.m. Four witnesses saw a fiery, square-shaped object that was flying close to the ground, lighting up the surrounding terrain. The headlights in two cars died. The car with the gasoline-powered engine also stalled, but the diesel-powered engine of the other car kept running.

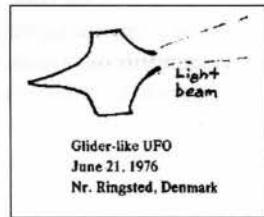
May 18, 1973, Spiaggia di Miliscola, Naples, Italy. Two men saw a bright dish with a dome, at a distance of 50 meters over the sea. It hovered at a height of 3 meters, and then moved closer. Car engine and lights failed, and the engine could not be restarted. The dome was bright like a white-neon light, and a red light was rotating all around it. After 3–4 minutes, the object lifted off, and the car could be restarted. The men felt something like an electrostatic field over their hair, especially on the legs.

1974, Quakers Hill, New South Wales, Australia, 12:30 a.m. The weather was clear and pleasant. "My sister and myself were driving along Hamilton Road . . . when the car I was driving suddenly shook violently then completely stopped. Nothing worked, not even the radio; the motor just stopped. I was scared something was really wrong with the car. I started to get out of the car to get my babies out of the back seat when something made me look up. That's when I observed this massive circular disc-shaped object; it didn't seem to be much higher than the power pole. It was surrounded completely by lights and had a dome in the middle on the top. We watched it slowly move over the dairy adjacent to the road. There was no sound. Then it seemed to stop then shoot up into the air. I was actually standing under this thing, it was a gun-metal gray in color and the size of half a football field. Once the object shot up into the air, my car started with no problems."

September 26, 1974, north Zealand, Denmark. Between 9:30 and 10:00 p.m., more than 100 people witnessed unusual objects and lights in the sky. Weather conditions were clear with good visibility and a light wind. At 10:00 p.m., a car driver was suddenly surrounded by a dazzling red light that illuminated the area. The engine, lights, and radio failed. After several attempts the driver was able to restart the engine and turn on the lights. A cone of white neon light came down towards the car. A bumping noise and a sound like broken glass was heard on the roof, and then a 30-centimeter-long spurt of flame appeared from the car radio. The engine and lights failed again, and the radio faded out. After about six seconds, a distinct "click" was heard, and everything worked normally again. A check showed the car and radio undamaged.

October 18, 1975, near Helena, Montana. About 12:30 a.m., John Struble was driving his truck in the area of Flesher Pass, about 25 miles northwest of Helena. He noticed an object pass over his truck from the rear, and then stop and hover about "100 yards ahead and 50 feet off the ground." The object was "shaped like large dinner plate with a large soup bowl upside down on top and small one right side up on bottom." It was "50 feet diameter and 30 feet high." As the object did this, it directed a very bright light at him from the bottom, causing the engine and lights to go out. The object stayed there for five minutes before moving away. It made a noise like a big jet, then shot straight up into the sky and moved away to the east at an incredible speed. When the object disappeared, the engine and lights came back on. His mechanical watch had stopped for five minutes.

June 21, 1976, Ringsted, Zealand, Denmark, 12:40 a.m. Police officer Brandt-Jensen saw a bright blue-white light cross the road behind him, and he thought it might be an airplane in trouble trying to land on the road. He sped up to 150 kph toward a crossroad where he could pull off the highway. The object caught up to within 50–75 meters and its light struck the car. As it did, the engine and lights went out. The road was illuminated, and he guided the coasting vehicle onto the shoulder. He got out and caught a glimpse of the object as it disappeared behind local terrain. It resembled a glider with a ray of light coming from it that swung back and forth as it passed his car. It made a slight whistling sound like a glider makes, and appeared to be about 15 meters long. (An almost identical VI incident occurred the previous day in the same general area.)



Glider-like UFO
June 21, 1976
Nr. Ringsted, Denmark

October 7, 1978, San Cataldo, Sicily, Italy. A woman and her 13-year-old nephew were driving in a car when it suffered a tire puncture. Once the tire was repaired, the car could not be started again. Above it, about 15 meters high, they saw a silver object resembling a plate turned upside down, about 20 meters in diameter. It emitted a strong light, and at the bottom had kind of a transparent door through which was seen three or four shadows that passed behind it. The object quickly left with a humming sound. The object was seen for 5 to 10 minutes.

SOME FINAL OBSERVATIONS

In putting part 2 of this article together, I wanted to make some general comparisons between the additional VI reports that I uncovered with those listed in Rodeghier's 1981 work. Note again that I located over 180 additional reports compared to the 441 in Rodeghier's study. Both compilations involve reports that occurred during the extremely active, more or less 30-year time frame from 1950 to 1980. Would these additional reports compare well with those of Rodeghier or not (with the understanding that I had included only those with definite engine interference)? Without even attempting

to duplicate the meticulous and careful analysis employed by Rodeghier, it became manifestly clear there was little, if any, difference between the two sets of VI reports. Those more recently found in the literature were of a markedly similar nature to those previously discovered. In other words, whatever the originating source for both sets of reports, they were one and the same. For the record, it should be noted that the total number of known VI reports of all types that occurred during this period is somewhere in the vicinity of 700, or somewhere fewer than 25 per year, although the distribution varies widely over time. And I suspect that there are many more out there waiting to be found.

Some brief concluding observations are in order concerning the time of day when these additional VI reports took place. In general, they are quite similar, not only to those in Rodeghier's work, but with the UFO phenomenon as a whole. Despite nearly one-third of these either having no specific time cited or simply occurring "at night," about half of all the reports occurred between 8:00 p.m. to 2:00 a.m. A smaller grouping took place between 2:00 to 6:00 a.m. Only a bare handful of reports occurred between 6:00 a.m. and 6:00 p.m. Simply put, very few VI reports occurred during hours of daylight. This fascinating pattern, which has been identified for the UFO phenomenon as a whole by Jacques Vallee as the Law of the Times, is thus further reinforced.

CONCLUDING REPORT

I will conclude, as I did in part 1 of this article, with another intriguing VI report. The primary witness to this dramatic incident was college student Kenneth Flack, who on August 26, 1967, was driving between Salida and Cañon City, Colorado. At a point about six-tenths of a mile west of Texas Creek, he moved to pass a car and a camper-trailer when his engine and lights failed. Because he had power steering, he had difficulty in pulling his car to the side of the road; the power had failed, too. The car and trailer were also pulling over, as they had experienced the same electrical failure.

Upon stopping, Flack immediately noticed a large object in a field off to his left, perhaps 300–400 yards away. The full moonlight illuminated the thing, which was football-shaped and silver-gray in color. Beneath the main body of the object there was a flat base, and from it protruded three stiltlike legs. He could not discern anything connecting the main object and the base. Angry because of what had occurred to his car, Flack headed toward the object to identify it if possible. As he neared it, he realized that it was huge, "as big as a house." As he approached it, the end or pointed section of the main body began to swivel on the base until it pointed toward him. He then started to walk away from it. "All of a sudden a bright light hit me and I started to move my hands up." After that Flack could remember nothing until hands lifted him gently from the ground, and began to lead him back. When the light struck him, Flack said he felt like "icicles were hitting me."

What had happened to him after he saw the light? The

missing details were supplied by the woman from the car and the couple from the camper-trailer. They had gotten out of their vehicles and watched what had occurred. When the light had erupted from the nose of the thing, they told Flack later, he had become enveloped in a bluish-white glow from head to foot, and stood rooted to the spot with his hands halfway up to his face. The object stayed in the same position for about five minutes, then left the ground; the legs folded into the base, and it went over the hill in the direction of Denver. As soon as it had disappeared from sight, Flack slumped to the ground and the lighted area around his body was gone. They then hurried to his side, lifted him to his feet, and guided him back to the vehicles.

Flack said that the only sensation when he regained consciousness was that of extreme cold. The man who had been driving the camper drove Flack's car into town, and the man's wife drove the camper (with Flack in it, bundled in blankets) to Flack's dormitory in Pueblo. The woman in the car went on her way. Flack further said that he slept all the way into town, and did not really warm up until the next day.

Source: Extensive investigation conducted by the Colorado Section of APRO; Coral E. Lorenzen, *The Shadow of the Unknown* (New York: Signet, 1970), pp. 138–139. ♦

ARGENTINA CREATES UFO COMMISSION

The Argentinean Air Force announced December 29, 2010, that it was in the process of creating an official commission to investigate UFO reports in the country. Capt. Mariano Mohaupt, a press spokesman of the AAF, told the Agence France-Presse that "the Commission of Investigation of Aerospace Phenomena is in the process of being formed." The military officer added the AAF already has some pilot cases that have not been explained, but that "now it will deal with this issue in a formal and professional manner that contributes to its own mission of controlling our airspace."

The commission will be formed by an interdisciplinary team composed of meteorologists, air traffic controllers, pilots, and radar experts and will receive reports of UFO sightings from the public. "There are many reports that are later clarified as not unconventional phenomena," Capt. Mohaupt told the AFP. The AFP story spread like wildfire throughout the Latin American press, appearing on all the websites of major newspapers, TV, and radio stations.

"The commission will contribute to the mission of the air force, which is precisely to provide security in our air space and therefore has an interest in knowing any phenomenon that occurs there," Mohaupt said. He also added that this commission responds to "the interest of the people," which has been on the rise in Argentina, as well as in the rest of the world, in recent months.—*Open Minds Magazine*, Dec. 30, 2010.

CANADIAN CASES—*continued from page 10*

lights flashing in a random sequence.

He stepped back from the craft and suddenly three panels slid over the opening, sealing it totally to the outside. Unexpectedly, the craft rotated to the right, and he was now facing a line of grille or exhaust vent that he had seen earlier to his left. A blast of hot gas shot onto his chest, setting his shirt and undershirt on fire and making him gag. Instinctively, he tore off his burning garments and threw them to the ground, looking up just in time to see the craft depart like the first and felt a rush of air as it ascended. Michalak saw that some moss had been set burning by his shirts, and so he stamped it out. He went back over to the landing site and immediately felt nauseous and got a bad headache.



The landing spot (above) looked as if it had been swept clean, but piled up in a circle 15 feet in diameter was a collection of pine needles, dirt, and leaves. As he looked around, his headache became worse and he became nauseated. He was so ill from the burns and the gases effects, he decided to head back to his motel and seek medical attention. He staggered back through the forest towards civilization. He managed to reach his motel and arranged for transportation to a hospital in Winnipeg, where he could be treated for his exposure.

In Winnipeg, he told his tale of what happened and was interviewed by newspapers, TV, radio, and, eventually, UFO investigators. He was interviewed by the RCAF and RCMP. He led officials to the site, where the Department of Health and Welfare detected such high levels of radiation that they considered cordoning off the area for a short while.

Initially, the Canadian government refused to release investigation reports from the case, although a large file on the case does exist for public inspection now in the files of the National Research Council and in the National Archives in Ottawa. This case, too, found its way into the Condon Report (case number 22), which labeled the incident as "Unknown," but its conclusions included the puzzling statement: "... if [the case] were physically real, it would show the existence of alien flying vehicles in our environment."

Investigations revealed that some level of radiation was

found at the site where Michalak said he had his experience. As well, he did exhibit some very unusual ailments, including reported weight loss, peculiar burns on his chest and stomach, charred hair, an odd rash, and recurrent dizziness. Some UFO investigators have said he had met alien beings; some say he stumbled upon a secret government or military craft. Skeptics have proposed the only other explanation that would explain many of the facts: a hoax.

Yet Michalak was extremely ill after his encounter. He spent a great deal of his own money travelling to the Mayo Clinic (as it was not covered on his medical insurance) and was exposed to a lot of ridicule. The results of the tests were negative; the physicians could find no explanation for Michalak's symptoms, and the psychiatrists could find nothing in his background that would account for such a bizarre tale. If it was a hoax, it is the most contrived on record, involving radiation, "contaminated" soil, medical examinations, and a flurry of interrogation by government officials at many levels.

THE YUKON CASE

Now for a case of a different sort. It was December 11, 1996, in the Yukon. Around 7:00 p.m., four people were traveling near the town of Carmacks when they saw lights in the northwest above some nearby hills. When they pulled off the highway to get a better look, they saw the lights were on a large object moving across the sky. It had several large orange lights in an oval pattern and dozens of smaller white lights on the main body. The huge object covered an estimated 60 to 90 degrees of sky, and moved ponderously across their view, vanishing suddenly after 10 minutes.

At the same time, another family was in their Carmacks home watching television, all facing a large window with a view to the northeast. They all saw a row of lights slowly moving over trees to the northeast. Three young children believed that it was Santa Claus coming early.

The silent object, thought to be about 100 feet across, had four large red and yellow lights in a row, with smaller orange and green lights trailing. As it made its way east, its lights went out one by one and it was lost to sight after about five minutes.

Another witness driving near Carmacks saw a bright white light over Fox Lake. He watched it during his 10-mile trip along the lake, noting some cars parked at a campground halfway along. When he reached the northern end of the lake, he noted the light seemed to be on a large object and was partly illuminating its curved surface. He lost sight of the object briefly but then saw three rows of rectangular lights slowly moving over the crest of a hill on the east side of the highway away from the lake.

Meanwhile, a trapper was working his trapline about nine miles east at around the same time as the Fox Lake sightings. He was looking west when he saw a row of lights moving over the hills in the distance. He realized they were on an object so huge he had to turn his head from side to

side to look at all of it. He estimated the craft was 3/4 of a mile across and about 800 feet above the trees. It stopped about 1,000 feet away, blocking out the stars, and he could see the row of lights was made up of 100 individual rectangular "windows." Above these, in the middle of the craft were seven white or yellow rectangular lights, and a beam of white light was projected from the bottom of the object, playing upon the ground in front of him. The object made no noise and was in view for about four minutes before it moved behind trees to the east, where it vanished.

At about 8:30 pm, four students at Yukon Community College in Pelly Crossing saw a horizontal row of yellow lights in the northwest moving to the northeast. The silent lights seemed to be on a slow-moving object, about the same size as a large aircraft. They all watched the object for about three minutes until it was lost to sight behind a hill.

Canadian ufologist Martin Jasek was able to locate 36 witnesses to this remarkable event and received second-hand information about many other witnesses of the object across the Yukon and Northwest Territories that night. He sorted through the testimonies, calculated distances, directions and a timeline in order to piece together what he believed happened that night. He checked with airports and military bases, but was told that no activity was in the area at the time of the sightings.

Jasek considered a dozen possible explanations, ranging from hoaxes and hallucinations to satellite reentries and military aircraft. He rejected all of these, giving sensible and logical reasons for his judgment, showing all of them "did not adequately explain the data." He concluded in his widely circulated report:

The sightings of a giant UFO in the Yukon Territory on December 11th, 1996 by at least 31 people were most likely a product of non-human intelligence and a technology far beyond current scientific knowledge reported by mainstream science.

What would happen if the president of the United States was on Air Force One when a UFO flew by the aircraft? One can only imagine the media frenzy should the story ever emerge. An equivalent to this scenario actually happened to the Prime Minister of Canada on a flight over Alberta in 2004, and few media have even noted it at all.

On March 21, 2004, a brilliant fireball was seen by witnesses on the ground and in the air, including observers on the private jet carrying the Right Honourable Paul Martin, then Prime Minister of Canada. The bright, unidentified object was reported to air traffic controllers in Edmonton while the Canadian version of Air Force One was flying near Canadian Forces Base Suffield at 7:56 p.m. local time.

The report on the incident, made available to Ufology Research through Transport Canada, noted that pilots of three aircraft, including two commercial airliners and the government jet, all reported seeing "a very bright light falling from the sky, with smoke trailing." In addition, pilots of several other aircraft flying near Wetaskiwin, Alberta, also

reported seeing the object. One of these pilots was said to have described it as "the brightest fireball he'd ever seen."

Admittedly, we do not know if the Prime Minister was advised of the sighting by his pilot, or in fact was also a witness to the event, but it is at least significant that his personal pilot saw and officially reported the object. From the description of the object and its behavior, it is likely it was a piece of cometary debris impacting the Earth's atmosphere, a typical bolide. However, it is interesting that a head of state was noted on an official UFO sighting report.

The studies by Ufology Research on Canadian UFO cases can be found at survey.canadianuforeport.com. Ufology Research can be contacted at canadianuforeport@hotmail.com. ♦

STUART APPELLE—continued from page 13

a legacy of good humor, critical thinking, competence, and results that will be remembered and appreciated for years to come.—*Don C. Donderi, research psychologist recently retired from McGill University in Montreal, Quebec*

NOTES

1. Stuart Appelle, Don C. Donderi, J. Bellissimo, and Budd Hopkins, "Common Symbols Are Remembered by People Self-Reporting Alien Abductions," poster session, Association for Psychological Science, San Francisco, California, May 24, 2009; Tamara Lagrandeur, Don C. Donderi, Stuart Appelle, and Budd Hopkins, "Self-Reported Alien Abductees Remember Consistent Sets of Symbols," poster session, Association for Psychological Science, Chicago, Illinois, May 13, 2008.

2. Don C. Donderi (chair), Stuart Appelle, Susan Clancy, Budd Hopkins, and Roger Pitman, "Alien Abductions: Normal Science or Revolutionary Science?" symposium, Association for Psychological Science, Boston, Massachusetts, May 30, 2010; Don C. Donderi (chair), Stuart Appelle, Richard McNally, and Leonard Newman, "The Abduction Experience: False Memory or More?" symposium, Association for Psychological Science, Chicago, Illinois, May 28, 2008. ♦

BOB GIRARD

Robert Girard, for many years the owner of Arcturus Book Service, died on August 12. He had been a longtime friend of the Center for UFO Studies, supplying many of its book and journal needs since the 1980s.

His wife, Monica, faces many unpaid debts and it is doubtful whether she can continue the business at this point. Girard was a free thinker and an innovative bookseller who filled an important niche in supplying UFO literature to collectors and researchers. He will be sorely missed.—*George M. Eberhart*

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