

A Conflict in our skies?

FSR Comment. It has come to the attention of FSR that Timothy Good has compiled a new book called "Need To Know UFOs, The Military And Intelligence," it catalogues many historic accounts of aircraft interceptions with UFOs. As ufologists we should be far more discerning as to the true level of threat that exists when our pilots confront 'unknowns'. Many times, well meaning researchers have glibly stated that UFOs represent no threat to us, if they had meant to harm us they would have done it by now. These researchers are only correct if they have been in full and direct receipt of all the relevant information, this frequently does not preside in the kind of reports that reach the

UFO media stage today. The age of open reporting of aerial engagements with UFOs has long gone. New aerial clashes with UFOs are an ultra-sensitive world defence issue and those who draw attention or break new case evidence do so at great risk to their personal liberty, hence the good reports tail off once we reach the 1980s. We will start by reviewing a fine article by Stanton Friedman in the May 2006 issue of The Mufon UFO Journal. We are grateful to Stanton Friedman, Dwight Connelly and Mufon UFO journal for reproducing this article in FSR.

Zapped Planes.

Stanton T. Friedman.

Some people responded strongly to some of the things in Frank Feschino's important book (First Edition) The Braxton County Monster: Coverup of the Flatwoods Monster Revealed, which came out in 2004. I had written the foreword and epilogue. There were two areas of concern, one being the implication from the PR material that there had been dogfights between UFOs and military interceptors. The other was my comment in the epilogue that I had heard of six different cases in which planes had apparently been zapped by UFOs they were trying to attack.

Frank and I, with significant help from Dr David Rudiak and Barry Greenwood, dug out substantiating information that frankly surprised us all. One was the fact that orders had been issued in 1952 for military planes to shoot down UFOs if they didn't land when instructed to do so. Flatwoods took place on Sept.12, 1952, on which date there were a host of UFO sightings and close encounters, especially with the F-94C fighters which were newly equipped with air-to-air missiles rather than just machine guns.

As I noted in my MUFON 2005 paper "Government UFO Lies," there was even a comment by Gen. Roger Ramey (of Roswell fame), but now a major general, that planes had been scrambled hundreds of times after UFOs. So much for the notion that UFOs are not a threat to national security. In other words, the notion of UFOs demolishing or disintegrating planes doesn't seem strange if our planes were attacking the UFOs. One critic wanted signed sworn statements and full investigative reports of the destroyed planes, which of course, not surprisingly, I don't have. But I think it may help if I discuss the events I heard about.

The first story I heard was at a college in McMinnville, OR. A college employee, retired from the military, had asked if he could talk to me privately before my lecture "Flying saucers are real." This was many years ago. My lecture had been well publicized. He knew I wasn't going to laugh, and that I had worked under security+

IA (Informant A) was operating military radar in Kalispell, MT, in the early 1950's when word was received from a Canadian installation to the north that a UFO was heading their way. It was picked up on radar. A fighter plane which was in the area was vectored towards it, and the flight of both was monitored on the radar. The military knew its altitude, speed and direction. The two blips came together and the plane disappeared. No trace was ever found. IA told me that word went out then not to shoot at UFOs, but take gun camera pictures. IA had a need to know for trajectories and activities of

uncorrelated targets because he would be in touch with the radar facility in the direction towards which the UFO was going. Clearly if there had been an attacking force from the Soviet Union, such personnel would be of extreme importance for defence purposes. Another informant called after a radio show and noted that when he was stationed in Canada as part of the Dew Line system that was a case in which two planes went after an UNKNOWN, but only one came back. After a lecture I gave in Stevens Institute of Technology in Hoboken, NJ, one of my contacts quietly told me that his brother had been based at a Navel Air base in Corsicana, TX, when one of several planes that had been sent up to chase a UFO disappeared. Shortly afterwards it had been posted that the crew had suddenly been shipped to the Vietnam. Not long after it had been noted that they had supposedly been killed in combat over the ocean and were lost.

A case that fits right into the 1952 framework was reported to me privately after I had been on the radio talking about the well known sightings over Washington DC, in the summer of 1952. A retired military person told me that jets were being scrambled from Andrews Air Force Base for the next year after that (not just in July), and that in one instance two went up but only one came back. The pilot was in shock and kept saying that "he went straight up." Weeks later a cover story was put out that the missing plane had gone down at sea and the crew could not be found.

The notion that such plane losses could not be covered up easily is put to rest by noting that in 2001 the US governments convened a number of families together to award medals in the name of 166 US military crewmen who had been involved in reconnaissance near the Soviet Union, China and North Korea, mostly in the 1948-1960 time frame. Their planes were attacked by Soviet forces, with some crew members having apparently bailed out and been taken prisoner and others killed during the incidents. There had been no public recognition of these events at the time. Apparently it was also true the Soviet reconnaissance planes venturing too close to North America and Europe had also been destroyed. All families had been lied to.

Another individual contacted me after a radio broadcast and told of observing out west as two UFOs approached a military airplane which suddenly disappeared. This was in beautiful clear skies, seen from a fine vantage point. The case which really got to me was described to me in 1977 by a former military man; after I agreed to keep his name secret he told me his story.

He was based in 1967 at the Boca Chica (near Key west, FL) National Security Agency listening post which was the closest one to Cuba. All listeners were trilingual (English, Spanish and Russian, since Russians were pretty much in charge) It is dull and routine work most of time until one day they picked up communication from the Cuban Air Defence Command about an unknown approaching from the northwest at a speed of around mach one and at an elevation of 10,000 meters. Two MIG-21 jets were scrambled. The report back was that it was a spherical object with no appendages. It was told to leave Cuban airspace. There was no change in its path. Ground controllers then instructed the pilot to shoot down the intruder.

The pilot radioed that his missiles were armed, and that he had a radar lock on. Then there was a shrieking over the airwaves from the wingman that the lead plane had just disintegrated. The UFO then went straight up to 30,000 meters and headed southeast at mach several. The NSA outfit sent in their transcript of the conversation with the usual timeline and translated words. They were then told to send in the original tape (a very unusual request) and to list the enemy plane loss cause as "equipment malfunction."

I asked my informant to type out the story, but not to put his name on it and eventually, gave a copy to the late Bob Pratt, a affine journalist. He in turn passed it on to Robert Todd, who had filed hundreds of FOIA requests. Robert, not known for his tact, wrote a number of letters and after getting nothing useful, threatened to write to the Cuban government. He was then visited and threatened by the FBI. He also had a call from the Air Force legal office telling him to lock up the information because it was classified. He agreed to put it in a filing cabinet.

Robert told Bob Platt, who informed me. Since I was the only one who knew the informant's name, I was quite concerned. My wife was visiting her family back east and there I was in California with my two younger children. Nothing happened. Later, Len Stringfield gave me the name of another former NSA guy who had been at the same location and verified the event. A description of this story is given in the book Clear Intent by Larry Fawcett and Barry Greenwood. Ironically, a Miami newspaper had already mentioned the event as a result of a Florida college lecture I had given. I guess the clipping service hadn't picked up the story.

Frank Feschino and I then collected a great deal of information about a multitude of crashes of military planes in 1952, including the three cases in which pilots, each with more than 100 combat missions in Korea, had returned to the USA and later crashed. Words like "disintegrated" and "disappeared" showed up often. There were also many crashes in Europe. At the National Archives, I found that aircraft accident reports were often "missing" and incomplete. It seems clear to us that only the very tip of the iceberg of attempted military intercepts of UFOs (intercepts of our planes by UFOs) has been made public.

One case in the 1950s involved a naval aviator who scrambled from a base in the south-eastern USA and vectored towards a UFO by military radar controllers. While he was at 20,000 feet, it rose up ahead of him and produced a very bright light which illuminated his cockpit. He squeezed the trigger on his guns. Nothing happened! Apparently the plane had not been loaded with ammunition. He was interrogated by the military officers and civilians for hours. The pilot and I agreed that probably the only reason he is alive is that the guns weren't loaded.

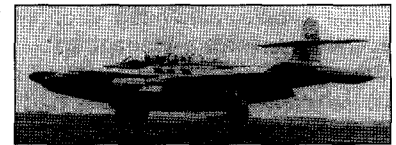
Certainly if I have heard of half a a dozen cases, there have to be many more. Persons who know of any such events are asked to contact me at 001 877 457 0232 or by email fsphys@rogers.cpm or USPS at POB 958, Houlton, ME 04730-0958. Names will not be used without permission.

Taken from <http://www.nicap.org/kinross3.html>

Donald Keyhoe - UFO researcher, ex-Marine and director of the National Investigations Committee on Aerial Phenomena (NICAP) - an early advocate of the concept that UFOs were extraterrestrial spacecraft visiting Earth on reconnaissance and sampling missions, was particularly intrigued with cases where aircraft interacted with the objects.

He was especially fascinated with one 1953 case, describing it in several articles and books. Here is one of the most detailed versions:

One of the strangest cases on record occurred in 1953. Though it has received considerable publicity, some of the follow-up



developments are not generally known. On the night of November 23, 1953, an F-89 all-weather interceptor was scrambled at Kinross AFB, to check on a UFO flying over the Soo Locks. The jet had a crew of two - Lt. Felix Moncla, the pilot, and Lt. R. R. Wilson, the radar observer. Guided by an AF GCI (Ground Control Intercept) radar station, Moncla followed the unknown machine out over Lake Superior, flying at 500 miles an hour. Minutes later, a GCI controller was startled to see the blips of the jet and the UFO suddenly merge on the radar-scope. Whatever had happened, one thing was certain: The F-89 and the UFO were locked together. As the combined blip went off the scope, the controller hurriedly radioed Search and Rescue.

Moncla and Wilson might have bailed out before the collision. Both had life jackets and self-inflating life rafts - even in the cold water they could survive for a while. All night, U.S. and Canadian search planes with flares circled low over the area. At daylight, a score of boats joined the hunt, as the pilots crisscrossed the lake for a hundred miles. But no trace was found of the airmen, the jet or the UFO. The search was still on when Truax AFB gave the Associated Press this official release: "The plane was followed by radar until it merged with an object 70 miles off Keweenaw Point in upper Michigan." In view of AF secrecy this was a surprising admission. The statement appeared in an early edition of the Chicago Tribune, headed JET, TWO ABOARD, VANISHES OVER LAKE SUPERIOR. (Photocopy in author's possession.) Then AF Headquarters killed the story. Denying the jet had merged with anything, the AF said that radar operators had misread the scope. The reported UFO, it stated, had been an off course Canadian airliner which the F-89 had intercepted and identified. After this, the AF speculated, the pilot evidently had been stricken with vertigo and the jet had crashed in the lake. The Canadian airlines quickly denied any flights in the area. Expert pilots also hit at the AF explanation.... As customary, the AF sent two officers to the families of the lost airmen to give them official messages of sympathy. According to letters which a relative of Moncla sent me, here is what followed. Explaining the accident, the AF representative told Moncla's widow that the pilot had flown too low while identifying the supposed Canadian airliner and had crashed in the lake. By some headquarters mix-up, a second AF officer was sent to offer condolences to the Moncla family. When Moncla's widow asked if her husband's body might be recovered the officer

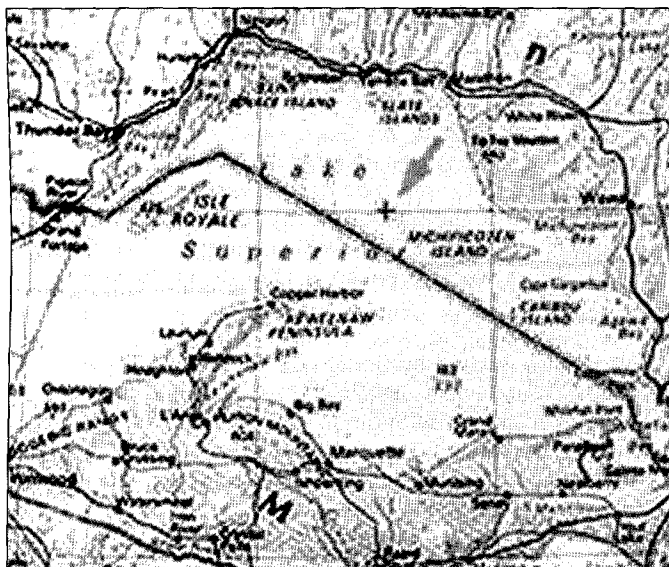
said there was no chance – the jet had exploded at a high altitude, destroying the plane and its occupants.- *Aliens From Space* (1973)

A brief note on the poor service history of the aircraft.

Northrop F-98C Scorpion all-weather jet interceptors, which were the first US jet fighter specifically designed to carry radar and operate in night or bad-weather conditions. The F-89 had suffered serious development problems, including a fleet-wide grounding in late 1952. At the time of the incidents, less than 40 were permitted by Air Defense Command to stand alert on operational ADC missions.

Taken from
<http://www.subversiveelement.com/SubversiveElement.html>

by John Crawford



"...I'd like to fill in the gaps in the UFO "anomaly" incident over Lake Superior in 1953. I was stationed in Battle Creek Michigan at a radar AC&W (Air Craft Control and Warning) and was on duty when the incident took place. When we were notified of the "bogey" to the north of us, we increased our radar range. We spotted the target, which was stationary, by a bright blip on the screen over the east end of the lake. Two F-89"C" interceptors were heading west from Kinross AFB. One of the F-89's had to abort the flight because of mechanical problem. The pilot, aborting, asked the other pilot if he wanted to return home or wait for another wingman. He (Moncla) said "Negative" to both and continued to intercept. I was watching it unfold and was able to monitor the transmissions from the air craft to his ground controller. The transmission was something like this:

The first report from the pilot "No Joy" (No Contact) on the scope he was closing in on the bogey. As he got closer he announced (slight static) "I have an eyeball on the target, am going in for a closer look." (More static) Each time he transmitted the static became more and more unintelligible, the static louder each time he transmitted. As his air - craft converged with the target, there came steadier and louder static each time he transmitted until they merged. Then all was silent. From my position the now merged blip started northwest for a short time and then disappeared. The strangest thing about the incident was the closer he got to the bogey; the fewer words were heard due to the increase in static. The static was present only when he transmitted. A word here and there was heard - as the targets merged there was a long blast of

static. His last transmission?"

We now turn to an earlier time with a vintage unpublished article from our FSR archive; it dates from 1974, and features the qualified opinion of a man who claimed to be an official air crash investigator for the Argentine Air Force. Pedro Romaniuk analysed the perceived wisdom in suspected cases of aircraft destruction by UFOs. This man would have had expert knowledge on how to readily differentiate between conventional and un-conventional scenarios in the classic aviation destruction cases that litter our UFO history. He attempts to pin down the definitive evidence that mark these other crashes out as something other than conventional. There is no substitute for authoritative writers who are prepared to face the ultimate possibility that otherworldly craft exist and that they may indeed have brought down our aircraft.

Some Comments on Aerial Encounters with UFOs – The Thomas Mantell Case and Others.

Pedro Romaniuk

Translated by Jane Thomas 1974.

In order to augment this report, I will for the first time allow myself to cite my personal experience within the Argentine Air Force, where I spent the major part of my life. I have been flying since 1942 as a professor of advanced flying (nocturnal, instrumental and twin engine). I have also flown as a maintenance and plane testing pilot, always in the Argentine Air Force, and complementing these years as a commander of a non-regular international airline for seven years. For the last 8 years (this was written in 1974) I have been involved in the public investigation of accidents; I have been acting as an official investigator for the Board of Investigation for Accidents involving the Argentine Air Force.

There have been several cases of encounters and contacts with extraterrestrial flying objects and beings coming to Earth from worlds older and more advanced than ours. Among them there is one encounter that merits special attention in view of its importance as one of the earliest incidents, and also because of the impact it caused in the history of extraterrestrial science. That is the case of Capt. Charles T Mantell, a veteran and experienced pilot who had fought throughout the Second World War.

At 1.15pm on January 7th 1948 in Kentucky, USA, this incident took place near the Godman Air Force Base in the vicinity of Fort Knox. Thousands of people were leaving their offices for lunch when they saw a huge metallic object smoothly crossing the clear sky. They reported this sighting to the police and the Godman base. The commanding officer in charge, Guy F Hix, ordered three Mustang F-51 fighters that were flying under the command of Capt. Mantell to pursue and investigate what he was personally seeing through his binoculars, described as an aerial object hovering in the air and flying erratically.

The time was 2.45pm. Mantell reported the following to Hix in the Godham tower:

'I've sighted the thing. It's above me. I'll try to close in. Now it's in front of me, it looks metallic and its size is tremendous. It's making my speed (500 kph)... I'm closing in to have a better look. I am already 5000 meters high and the thing is still climbing.'

The other two F-51s abandoned the chase, since nobody had any oxygen. At 3.15pm Mantell informed the tower:

'I can't close in, the thing is still climbing. At 6000 meters I'll give up and return to base because I have no oxygen'.

This was the last contact with Mantel and approximately at 4pm the wreck of the F-51 was found spread over an area three square kilometres wide.

Conclusions From The Investigation Based of The Facts As They Were Published

- 1 There is no evidence that the plane could have been subject to the attack of a disintegrating ray (or something similar). Since the maximum speed at which a Mustang F-51 could fly was 575kph; if it had been flying at that velocity, such a ray would have destroyed it partially or completely and on falling from almost 6000 meters the wreckage would have spread over an area of more than 150 or 200 square kilometres
- 2 The above is proof it was destroyed whilst in flight and not by a direct head on collision with the flying object since at 575 kph it would have been mostly reduced to a flat mass of about 50 to 80 cm thick and no wreckage would have been found spread out. (The same could have happened in the case of a collision with a magnetic or force field).

In this regard, some cases have occurred in our country, Argentina, such as that of Eugenie Douglas in Isia Verde, Cordoba Province, when on October 12, 1962, he shot from a distance of 3 to 4 meters, several times against two humanoid beings. At that time the bullets were found turned into 'coins' 3 to 4 mm thick.

On July 27, 1968 in Olarraria, Buenos Aires province, a patrol from the city's regiment under the command of an officer, also shot at beings that had descended from a flying object. Again on this occasion the bullets were found flat as coins after hitting something several meters ahead of the place where the beings were. A loud crack was heard and a spark was seen, indicating that something similar to a magnetic field was protecting them from attack. From this it can be deduced that should the airplanes have collided with a probable magnetic field, the same would have occurred if it had hit the flying object itself.

- 3 Something else that undoubtedly happened was due to the long time Mantell had already been flying that day, from before 2.45 pm until after 3.45pm (00.20 hrs. has to be added to each of the above), that is, around 2.10 hrs at elevations of about 4000 to almost 6000 meters, it is almost sure that the pilots were flying under the effects of Anoxia. This is an acute illness, which consists of disorders of vision, the psyche, palpitations, respiration and fainting. Above more than 5000 meters elevation there is the risk of another medical phenomenon called Aerial Embolism. This is due to the very small quantity of carbon monoxide in the blood at that elevation which cannot maintain the normal state of the respiratory system, paralysing the pilot, provoking loss of vision, breathlessness and fainting and possible long-term brain damage.

My colleagues and I have experienced this when crossing the Andes. There is heaviness and a lack of mental and physical reaction. One can imagine what flying at 6000 meters without oxygen would have done to Mantell. I also note that he served the full six years of WWII, something that flying instructors notice in long experienced pilots during re-adjustment flights is war psychosis, turning them into irresponsible rather than courageous pilots.

- 4 The almost certain cause of Captain Mantell's death was the destruction of his plane in flight, when exceeding the maximum permissible limits, probably due to fainting or even death while flying at 575 km an hour to observe the object at close range. This pre-occupation accompanied by war psychosis and lack of oxygen caused his suicidal bid to fly at 6000 meters without oxygen. My experience of almost 10,000 flight hours from 1942-1973 enable me to present this opinion.

A similar case happened on May 25th 1954, during the initial flight tests of an aircraft containing a strange cannon piloted by a pilot called Ward for the U.S. Air Force (somebody mentioned an atomic cannon, or an emitter of an intense electron heat beam). Suddenly, the ground radar detected a formation of several flying objects over the jet that was also observed by Ward who tried to close in. At 5000 meters he was informed that he was nearing them. Radio communication was suddenly lost, something unusual as VHF is clearer the higher one flies and the weather was clear at the time. No more news reached the tower and an immediate search for the lost plane was initiated. It was found later that night, destroyed with the pilots body still inside. An account obtained from a U.S. pilot in Los Angeles in a personal communication and an account in the book 'J'ai Voyage en Soucoupe Volante,' by Gaston Lanormand in 1955 suggested that the pilot had endeavoured to signal to the UFO crew members visible at the windows that they should land, they flashed a ray of light at him; the pilot replied with the cannon. This event occurred in the time before general orders were given not to fire on unidentified flying objects.

Another case is cited by Renato De Silva ('No Espacio Nao Estamos,' Sao Paulo, Brazil in 1966) when two fighters escorting a third belonging to the Russian Air Force Reconnaissance left their Vladivostok base. They were observed by witnesses including a Japanese merchant ship being followed several minutes later by a huge flying disc. The planes began to circle around the disc until suddenly one of the fighters began to use its guns. This apparently didn't damage the object, and in view of this failing the pilot continued circling the disc in ever tighter circles until his plane clearly stopped in mid-air as if an unknown force had paralysed it. It vibrated intensely then exploded, the shining debris of the aircraft falling against the sunlight. The disc flew abruptly upwards and disappeared.

Through my thirty years flying experience as a pilot, a technician and an investigator; I will endeavour to explain this phenomenon. A fighter plane and its pilot from whatever country he may be from will automatically prepare his armament against a possible enemy when he closes on a strange object he does not recognise; since this is what his mental training advises him to do. This is even more acute when a pilot has previously already taken part in combat. This is even the case when foreign passenger planes stray into controlled airspace; they are forced to land under escort. It is logical that this procedure when applied to extra-terrestrial craft has caused several of these accidents, in view that these objects must perceive their independent right to defend themselves when under direct threat of attack.

With regard to the collision theory I have put forward, that is, the plane striking something it cannot see or detect around a flying disc as in the Mantell, Ward and Russian cases (with perhaps many more unpublished incidents) a magnetic force field or similar. I have personally verified this when I held a bullet from a Smith & Wesson 38 which now looked like a one peso coin with several small points in front after hitting an apparent extra-terrestrial force field generated at ground level.

It is hypothesised that this extended 8 to 10 meters around the target. Now think of the oblique collision of a plane flying at 575kph with one of these fields generated in the air. A force field generated 2500 – 3000 meters wide. Picture a wing of an aircraft obliquely grazing against this field and the aircraft being torn apart by the forces and scattered across 2 or 3 square kilometres as in the Mantell case. This is my personal opinion as dictated by my personal experiences; these intelligences that visit us will readily defend themselves against our perceived attacks as would we if we visited another world and encountered aerial craft attacking us or training their electronic devices upon us.

Two Further extraordinary reports that suggest lethal aerial collisions with an unknown energy field.

18/01/1943 Fiji Islands, S. Pacific Ocean. 07:15AM. Crew contingents of 2 US Naval vessels see reconnaissance plane fly into something invisible.

A gentleman, who described himself as a former U. S. Army infantry officer during World War II, described an incident that he personally witnessed while aboard the USS "Sea Witch," which was anchored in the Fiji Islands at the time. He described that the accompanying navy vessel, the heavy cruiser, "Chicago," was in the habit of launching a reconnaissance biplane most mornings, to perform surveillance of the surrounding area. On the morning in question, the plane was lifted off the heavy cruiser, and was launched. As the plane was returning to land, the witness, together with approximately 25 other witnesses aboard his vessel, were stunned as the aircraft appeared to fly into an object, which was invisible to the witnesses, and crash in a ball of tangled metal. The pilot and observer were killed in the collision, and no recovery effort was mounted. The witness reports that the aircraft, which had been at an altitude of approximately "200 yards," he recounted, simply stopped flying in an instant, and fell vertically into the ocean as a ball of wreckage.

ALABAMA CESSNA SHOT DOWN BY A UFO?

UFO ROUNDUP Vol 9 No.17 April 28th, 2004

Federal investigators said a single-engine plane hit an 'unknown object' at 3,000 feet (900 meters) before it crashed in a swampy area near Mobile, Alabama (population 198,915) on October 23, 2002, killing a veteran pilot. The pilot, Thomas J. Preziose, 54, of Mobile, had reported sighting a FedEx DC-10 near his flight. But the National Transportation Safety Board (NTSB) investigators found that the FedEx aircraft wasn't damaged, and the object that hit the small plane remains a mystery.

In a report this week, the NTSB said there were unidentified red marks on the severely damaged nose and front belly of the crashed Cessna, but tests failed to find the source of the red streaks. The crash occurred minutes after Preziose took off from (Mobile's) Downtown Airport to deliver business documents to Montgomery, Alabama's state capital. NTSB spokesman Keith Holloway told the Mobile Register that agency officials don't know of any other accident that we have in our files that states collision with an unknown object. A full NTSB analysis of the crash is expected within a few months, said Holloway.

It's just a great thing that this kind of thing didn't happen to an airliner with a bunch of people on it,' said Don Godwin, a veteran pilot and chief executive officer of Mid-Atlantic Freight,

which owned the plane.

"Preziose was working for Mid-Atlantic Freight, under contract with the delivery company DHL Worldwide Express, and had flown this one route numerous times. An air traffic controller at Mobile Regional Airport apparently gave incorrect positions to Preziose about the location of a DC-10 in his area, according to the report. An FAA official at Mobile Regional Airport said Tuesday, April 13, 2004, "he wasn't aware of any equipment malfunction. The report says the Mobile Regional controller alerted Preziose, flying at 3,000 feet (900 meters), to the presence of the DC-10, which was 7 miles (11 kilometres) straight in front of him, flying at 4,000 feet (1,200 meters). Preziose acknowledged it. A minute later, the controller told Preziose the DC-10 had crossed the smaller plane's path and remained at 4,000 feet, the report says.

"Roger, I've got him above me right now," Preziose replied, apparently confirming he saw the FedEx plane. But, moments later, the report states, he came back on the air, saying "I needed to deviate...I needed to deviate...I needed to deviate...I needed.."

Based on the best radar information they could find, investigators concluded the Cessna never crossed paths with the DC-10, contrary to what the air traffic controller had told Preziose. The report states while the DC-10 was said to be crossing his path, it was still 2 miles away (3.2 kilometers). Mobile lawyer Greg Breedlove said his firm has been retained by Preziose's family and is examining several possibilities, including that the Cessna simply got caught in turbulence caused by the FedEx plane. The Cessna wreckage was found in shallow waters about a mile north of the Mobile Causeway. Its Pratt & Whitney engine block was split in two, the report says. 'That's a big deal,' said Godwin, who believes the Cessna was shattered by a collision in flight. 'That airplane could fall out of the sky and hit concrete, and it's unlikely it would've broken the engine in half like that.

Along with failing to find the source of the red streaks, investigators were also unable to identify the source of 'a small piece of what appeared to be black anodized aluminium, which was embedded in the left wing' near the (Cessna's) fuselage, the report states.

(See the Mobile, Ala. Register for April 14, 2004, "NTSB: Unknown object downed Cessna in swamp. Many thanks to Robert Fischer for this newspaper article.)

FSR Comment, We must remember the alien visitor's perspective in these cases.

We must consider the trepidation with which an alien visitor might view the occupants of this planet if we go by accounts that they have been on hand to observe the inferno of our warfare at close quarters. A letter from Fred Walker, an FSR reader in 1994, describes a massive "Adamski" cigar sighted over Hamburg during the bomber offensive in the last week of July 1943. The witness, a German chemist claimed he was on an incline looking down on Hamburg where he observed British Pathfinders dropping their markers who were followed by the main force of several hundred heavy bombers ready to flatten the city. He was stunned to see at a tremendous height above them a huge craft which looked like a flaming cigar, a mother-craft. In his own words, "that big fellow was having a grandstand view of all that was going on below."

Why this Nespolo photo series is of the utmost importance to ufology.

FSR Comment: Bridging the detection gap. The original radio wave and EMF detectors of the first UFO age were a brave attempt to bridge the detection gap. More recent ideas include civilian radar detection devices such as FM radar advocated by Peter Davenport of NUFORC. The innovative use of infrared and far-red spectrum cameras in Mexico has shown hidden objects over Mexico City. The use of Doppler radar to pick up possible local UFO humidity and air saturation anomalies in the vicinity of UFOs as featured in issue 50/3.

These nine photographs taken at Nespolo were taken on a conventional film loaded SLR camera. The refraction spectrum was captured on photographs both inside and outside the witness's vehicle as well as being seen with the naked eye by the witness. This was no artefact on the emulsion, or internal camera reflection; this was an aura clearly associated with a daylight aerial object.

The object itself was highly anomalous in that it intermittently blinked in and out of vision, a phenomenon that synchronised with disappearance of the coloured rings. This case is indeed a wake up call for us to look towards light interferometers and camera technology, which can filter images to detect spectral changes like these, likely to be emitted by authentic UFOs. There may be varying density changes involving rings of water vapour around many UFO fields; these rings may be the constant we are looking for. Perhaps even for detecting unseen craft over our cities.

We should be looking at professions not necessarily associated with ufology who have long endeavoured in the development of modified technology to identify hidden spectral emissions. We should emulate their systems already in use to make us capable of catching this hypothetical hidden emission spectrum. Whether it comes from the pioneering work of British health researcher Harry Oldfield on the human aura, project Hesseldein in Norway or from liquid crystal research, the daily processing of images and spectra by astronomers, physicists, or any other professional group that have developed applications for the analysis of light spectra of this kind - we need to harness an effective capture system for UFO field emission data.

If we could filter hundreds of images of spectra like these from authentic UFOs and compare them against other normal samples of spectra from our own terrestrial aircraft as controls, the debate between conventional and unconventional objects would end overnight. Remember, we are in the age of the repeater witness and UFO hotspots that would make this possible.

The question is how would the authorities react to civilian groups successfully bridging the detection gap? If they were streaming verifiable research evidence as unequivocal as the images at Nespolo would our leaders perceive this as a threat to pull down the pillars of their temple? Perhaps a bold and innovative technology will one day sweep away the inertia that measures our progress in decades.

Our gratitude to Roberto Pinnotti. For this remarkable series of photographs from Nespolo from UFO Notiziario (Oct 2004).

Trevor James Constable on photographing anomalies concealed within hidden spectra.

In a communication to Gordon Creighton in 2002, TJC states: Young friends in California have found that utilizing my cunning trick of shooting film or tape through an 18A filter, which absorbs visible light and would not permit ordinary photography or videotaping, opens an intriguing can of peas. Access is thus provided to a sort of 'reverse spectrum' where amazing colour is recorded on film, including saucers approaching and departing from airliners aloft. Very intriguing and the whole scenario has limitless potential.

A 'VERTICAL' RAINBOW
PERTH, W. Australia, Monday.
A FARMER at Harvey, 100 miles south of Perth, claims he saw a "vertical" rainbow after an unidentified flying object flew over his land. Mr. Lyall Jones, 58, said he saw a glowing red and orange object low in the sky for about seven minutes. The rainbow lasted for five minutes after the object disappeared. —Evening News Reporter.

Monday 26/07/65 in the London Evening News this small report described the Nespolo phenomenon perhaps seen from a different angle of perspective. The late Bernard Finch, a long standing FSR team member, saw the cutting was unusual and noted next to it: Obviously the object had just given off a vapour or produced condensation of some sort (i.e. water

vapour from the air). Couldn't the temperature be lowered due to the fact the object contains a liquid that works on the process of superconductivity? (**FSR Comment: this was a very shrewd comment indeed considering the era of our knowledge of superconductivity was still many decades away).**

MAILBOX

More Woomer

Another Witness to evidence that alien objects were monitoring Woomera test ranges in the early 1960s. Name withheld.

After reading FSR 50/4 and the article concerning alien interference in the 1958 missile tests in Woomera, I was reminded of an occasion in 1964 when my boyfriend who also worked as an apprentice in radar telemetry at Woomera came home very uneasy and flustered. He told me that if he didn't talk he would go barmy. He said that he had picked up some very strange sounds during a test firing, an ultra-sophisticated signal that had its own unique language which he said were definitely not ours. He described it as alien telemetry following the path of our missile test. Soon after our return to the UK from Australia, we had a low level sighting of three flying cigar craft as we walked along the country lanes next to our place of work one evening. Each cigar was twenty foot long, flew silently at very low altitude and produced gushing smoke from its base. There was an orange light at the front and a white light at the back. We were very shocked. It was evident that our missile launch facilities were of acute interest to someone during this time.