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An international journal devoted to the study of Unidentified Flying Objects and their Occupants.

STILL "ALIVE AND KICKING"

THERE are continued and very distinct signs that the general interest in "our subject" is picking up again, and the quantity of material now "in the pipeline" for publication in our Journal is truly phenomenal. And we thank our friends everywhere who are in the main responsible for this.

One notable feature is the great increase in the number of items reaching us from overseas, and parallel with this has come the considerable rise in the number of our Consultants and Correspondents. Sadly we have had to record, during the last five years, the loss by death of four irreplaceable members of the team, and the names of Hynek, Gibbs-Smith, Cade, and Hennell are no longer on our Mast-Head. But nevertheless we perceive on all sides a marked desire to stand up solidly, particularly against the Mendacious Brigade of the Media and Officialdom, and to close the ranks. Many old bridges have been repaired by us, and many new ones constructed. Forty-six new names have been added on this page, and there are still more to come.

We see far less run-of-the-mill short reports of fly-overs, lights-in-the sky, and so on, and we have dropped the former *World-Round-Up Section*, because it was frankly very tiresome to prepare while, as we suspect, pretty boring to most folk. Prior to the days when the Russians had their first *sputnik* up there, any curious or astonishing craft or phenomenon must surely be — we thought — "alien", but that is hardly so today, for our skies are crammed with mankind's own ironmongery, and we are less interested now in odd reports of the old sort, and more interested in general trends, signs of motivation, patterns of behaviour, and so on. As for Lists and Catalogues, some will continue to find their principal pleasure in that direction, while others may feel that, even if we go on cataloguing

until we are blue in the face, we still will not have learned anything thereby. And there, of course, looms the Big Problem. For, as Dr Allen Hynek once remarked, "If the FLOOR of THEIR Science is too much higher than the CEILING of OUR Science, how can we hope to know much?"

SAVED BY JUPITER

Gordon Creighton

At the end of last year word leaked out that, soon after sundown on November 17, 1986, the three-man crew of a Japan Air Lines *Boeing 747* cargo flight had had an unusual encounter over Alaska. The pilot, Captain Kenju Terauchi (one of JAL's most experienced, with 29 years of service and an enormous number of flying hours) was taking a load of new Beaujolais wine from Paris to Tokyo via Iceland and Alaska when, as he reported to the U.S. Federal Aviation Administration on landing at Anchorage, Alaska, he and his co-pilot and his flight-engineer observed the lights of what seemed to be one very large unidentified object and two smaller ones, which followed them for 400 miles, vanishing only just before they put down at Anchorage. Having reported the sighting by radio, Captain Terauchi was instructed to descend from 35,000 ft. to 31,000 ft. and make a 360-degree circle, but he said this made no difference as the objects were not shaken off. Terauchi said the weather had been fine and clear at the time and they were cruising at 525 knots and had just crossed from Canadian airspace to Alaskan in the region just northeast of Fort Yukon, when they perceived three lights which seemed to be about eight miles ahead of them. They were stalked for about 32 minutes and the lights had "stayed close to them". According to the ground flight controller at Anchorage the large unknown object had come to within five miles of them. The large object showed clearly on Terauchi's own on-board weather radar, but the two smaller objects had not shown on it and had only been observed visually.

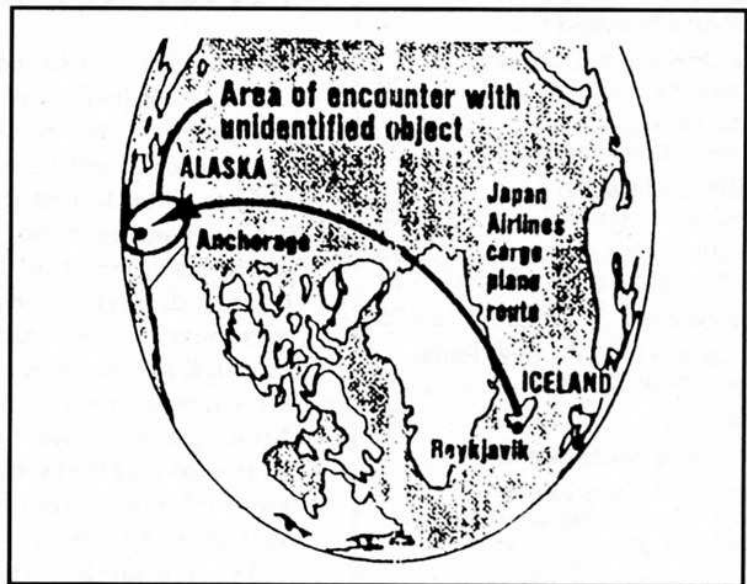
"Of Extra-terrestrial Origin"

Captain Terauchi said he was quite unable to explain the affair "but speculated that they had seen something of extra-terrestrial origin and of a more advanced technology. He said he was amazed that the objects moved so quickly and stopped suddenly, calling them 'two small ships and the mother ship'." (Report published in *The Times*, London, January 6, 1987.)

Wide Press-Coverage

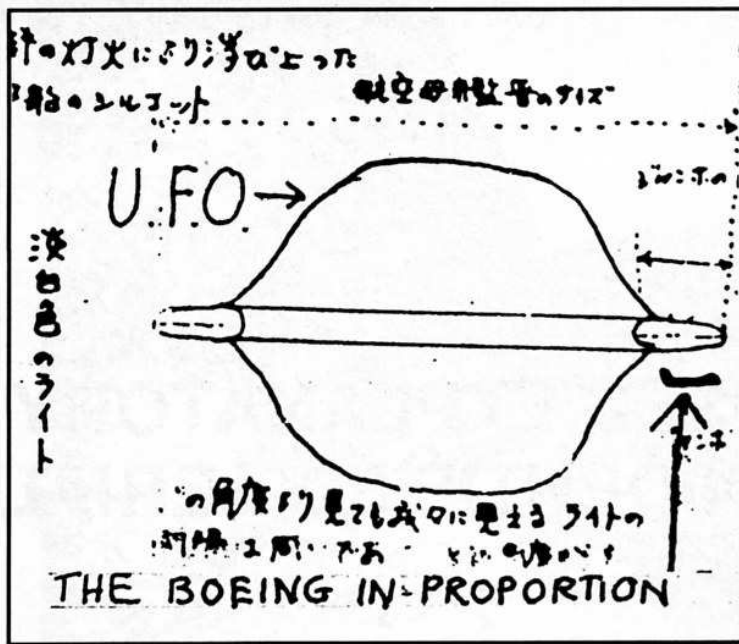
Between December 30, 1986, and January 14, 1987, this cat was well and truly "out of the bag", and the

affair got reported remarkably widely in the American and British press. According to the American weekly, *Newsweek* (January 12) and several Californian newspapers, Terauchi had told the American FAA authorities that the large craft "was very big — two times bigger than an aircraft-carrier". He sketched it as "a huge, dark, walnut-shaped globe with a wide, flat rim, and bulges above and below". Californian newspapers quoted Paul Steucke, the FAA spokesman at Anchorage, as having said that Terauchi had described it as "having a diameter of perhaps two aircraft-carriers placed end to end". Those who have FSR Volume 5, No. 1 (January/February 1959) should look at the pictures on page 3, of the huge craft of this identical shape which was photographed by the Brazilian naval photographer Barauna aboard the Brazilian naval training ship *Almirante Saldanha* on January 16, 1958, when that vessel was near the Island of Trindade (a rocky uninhabited islet off the Brazilian coast — not Trinidad in the British West Indies).



Coloured Lights — But No Red One

The evening sky over Alaska was completely clear when Captain Terauchi and crew first spotted the three lights ahead of them, at a distance of, as they thought, some eight miles or so. According to FAA spokesman Paul Steucke, Terauchi said "these three lights were respectively yellow, amber, and green. But



The Pilot's sketch.

there was no red light among them — this being the international colour for aircraft beacons”.

What is perhaps the most interesting aspect of the whole affair is that, according to the account published in various Californian newspapers, Paul Steucke also admitted on January 4 that the Federal Aviation Administration “had looked at the case about six weeks earlier” (i.e. at about the time of the occurrence) . . . “but since then we’ve gotten a lot of public interest, so we went back and re-interviewed the pilot.”)

So they had hoped to hush it up, but unfortunately for them one of the Japanese crew talked, and the cat was now out of the bag, and was proving to be quite an embarrassment until a good excuse could be found for it.

Paul Steucke said (*Newsweek*, January 12) that both U.S. Air Force flight controllers and civilian controllers “had reported briefly seeing echoes of what might have been another aircraft near the JAL machine. but when the radar tapes covering the period were re-played by the FAA investigators, the reported echoes could not be found.”

In conclusion, Steucke said: “It’s a mystery . . . but, really . . . we have nothing here to investigate. The controller saw what he saw . . . As for what it could have been, on the extreme side it could have been the proverbial ‘unknown object’, or possibly a military aircraft from the United States, Canada, or some foreign country.”

And, he added, “The U.S. Air Force is now attributing the supposed radar sightings to ‘clutter’.”

Terauchi's Second Sighting

Then — oh horror of horrors — a week later (*Daily Express*, London, January 14, 1987) Captain Terauchi was reporting a *second close encounter!* He told FAA

officials that on the morning of Sunday, January 11, when flying from London to Anchorage, he had again seen strange lights, which approached his jet liner from in front and passed beneath it, re-appearing at the rear.

“Ice-Crystals”?

By January 14, however, officialdom seemed to have the situation well under control again. According to the *Daily Express*, of that date, the American experts were saying that this second sighting by Terauchi was “caused by light reflected from ice-crystals below the aircraft”.

(If my memory is not at fault, it must be about fifteen years since we last heard of a UFO that was “ice crystals”.)

Thank God, then, as we thought at the time, for “ice crystals”, and for “clutter”, faithful old stand-bys, both of them!

Solved At Last

But, in the end, it looks as if the last and best word has come of course from Mr Philip Klass, one of the USA’s two top experts on the non-existence of UFOs. And the authoritative *London Times* (January 29, 1987) has disposed of the whole pesky problem with the following neat little item:—

BY JUPITER

New York (AP). — A Japan Air Lines pilot who claimed to have seen an unidentified flying object alongside his aircraft last November actually saw an unusually bright image of the planet Jupiter and possibly Mars, according to Mr Philip Klass, an investigator of UFO claims.

Fuller Reports From Consultants Awaited

Two of FSR’s Consultants, the NASA scientist Dr Richard F. Haines, PhD., of California, and former Japanese *Kamikazi* pilot Yusuke Matsumura, have already sent us *preliminary* reports on this case, but we must await the fuller accounts that both have promised before we say more on the case.

Meanwhile, can we not all heave a sigh of relief and cry “THANK GOD FOR JUPITER!” *Have we not all felt, for years past, that Venus was being badly over-worked?* Time after time we have seen poor old Venus called in to do the job. Not so long ago, I recall, it was Venus when *two* large bright globes were seen sailing over Greece. And, as readers can see for themselves from our latest Russian report which we publish on page 12, it was poor old Venus away back there in 1912 and 1913! We are all sure that a little rest for

her will be very welcome. Who isn't deeply grateful to Comrade Klass for having thought of Jupiter in the nick of time!

Over Trindade Island January 16, 1958 ▶

AFTERTHOUGHT: We can commend Jupiter's interest in an excellent wine, and confirm that the current lot of *Beaujolais nouveau* definitely seems to be a cut above the usual.

A REVIEW OF PROPOSED EXPLANATORY HYPOTHESES FOR UNIDENTIFIED AERIAL PHENOMENA

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How Creative Man Can Be To Conceal His Ignorance

(Dedicated, at the express request of the Author, to the Memory of his Friend and Mentor, Dr. J. Allen Hynek, April 10, 1986.)

Introduction

A large number of explanations for directly sensed (i.e., not recorded automatically) unidentified aerial phenomena (also called unidentified flying objects, UFO) have been given over the years. Most explanations reflect the personal biases as well as the educational and cultural backgrounds of the authors. It is instructive to review these hypotheses in order to ensure that all reasonable theories have been considered. Alleged photographic, radar, or other instrumented data collection is not dealt with.

This paper presents the most prominent UFO hypotheses which may be broken down into a number of different categories. The simplest breakdown is:

Terrestrial	Extraterrestrial
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According to this breakdown, the stimulus for reports of unidentified aerial phenomena may be traced to earthly or outer space origins. There are many variations within each category. Another breakdown merely adds sub-categories to the above two.

Terrestrial	Extraterrestrial
Human Origin/ Natural Origin	Humanoid Origin/ Natural Origin

Of course the *natural origin* category may well be the same in both cases and would be addressed by such academic disciplines as earth sciences, physics, engineering, astronomy, or astrophysics. The *terrestrial — human origin* category would be addressed by the behavioral scientist (Haines, 1979), psychiatrist, military expert, and/or (government) security expert. However, there is now no specific scientific field avail-

able for studying the *extraterrestrial — humanoid origin* category. This raises some fundamental problems, since a growing number of UFO reports involve extraterrestrial (E.T.) humanoid creatures associated with the aerial phenomena (cf. Bowen, 1969).

In the following section a listing of explanatory hypotheses is given which breaks down existing UFO hypotheses into even smaller sub-categories.

UFO Explanatory Hypotheses

A. Man-Made Objects

1. Aircraft
2. Balloons
3. Fireworks
4. Flares
5. Kites
6. Missiles and rocket tests
7. Models (research or hoaxes)
8. Orbital satellites
9. Parachutes
10. Radar chaff (reflections)
11. Secret (flying) weapons

B. Man-Caused Luminous or Reflective Events (innocent act or deliberate hoax)

1. Low earth atmosphere tests (e.g., Barium release tests)
2. Laser beams on clouds, fog, rain, airborne objects (reflections)
3. Lights (all kinds) on tall structures (e.g., water tanks)