

They also know that the landing received quite widespread publicity in the USA and here in Europe. In sum, they know that the Socorro case is one that they can't laugh away. No talk of Ford hub-caps or high-flying geese or low-flying planets this time.

I suggest that just as there are officials in the United States who take a deep interest in the Socorro landing, so too there are officials here in Britain who take a deep interest in the Burgh Marsh Landing.

And the same reasons underlie their interest. Those reasons relate to atomic energy. There are atomic installations near Socorro and near Burgh Marsh. Homo So-called Sap. is tinkering. Does he really know what he is doing? Is it not apparent that, even though he, poor fool, may not know, others, somewhere, do?

ADDITIONAL NOTE -G.C. June 20, 2001.

For years past we have heard persistent rumours and suggestions that around about the same time period, that is possibly on June 4 or 5, 1964 (or even on precisely the very **same** date, i.e. May 24, 1964), at the secret Woomera Base (31°05 S, 136°50 E) in the state of South Australia, British scientists were launching a *Blue Streak* rocket, when a similar entity -or entities- was or were seen near the Base, and, according to at least one story, **photographed!**

Whether any of this was true I have of course no way of knowing. If there was any truth in it, could **that** be the reason why the "Men from the Ministry" got so excited about the photo, and so anxious to grill Mr Templeton -who, by the way, seemed to still be well and "going strong" when I last heard from him, maybe a year or so ago.■

ANOTHER GIANT UFO OVER THE YUKON.

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UFO * BC for the Canadian Yukon Territory, and FSR Consultant.

[In an e.mail dated August 22, 2000, Martin Jasek sends us this further extraordinary report, dated July 19, from the Yukon. The eyewitness is a woman whose identity is not at present being divulged, and who, for the purpose of this report, signs her name as "Cindy". -EDITOR]

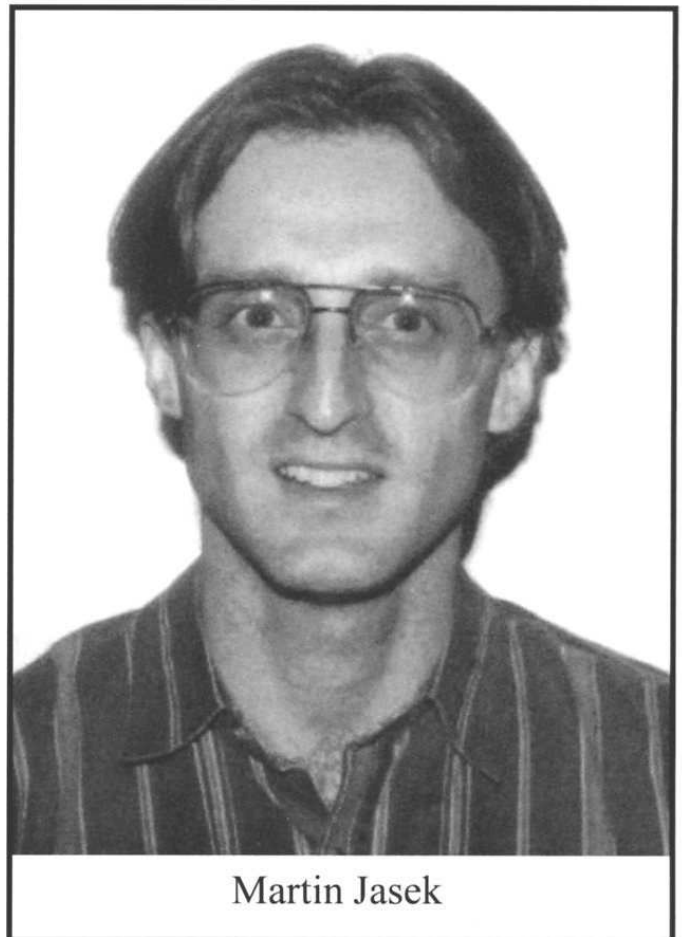
Dear Martin, I am a former resident of Juneau, Alaska, and when there I spent a lot of time in visits to Whitehorse [Capital of the Canadian Yukon. -G.C.] and was a very close friend of Don Brannigan, the then Mayor of Whitehorse... My job was serving as the Legislative Liaison between the Governor of Alaska and the Yukon authorities. I am well educated, and I am not given to flights of fancy.

It was in the fall of -I think- 1985, and I was driving to Whitehorse and Atlin. It was near the time when they were getting ready to close the Alaska/Yukon border-crossing for the winter, so it must have been in mid-October. Normally I would have gone by air, but this time I was going by road because I intended to stay for a few weeks.

I had disembarked from the ferry at Skagway at about 6.30 pm, and I started my drive shortly before darkness fell. I was seemingly the only motorist on the Highway, and I was not quite sure where I was because I had never driven that road to Atlin by myself.

The road surface was very bad and greasy, and I could only go at about 15 m.p.h. By now it was pitch-dark, and in several hours of driving I had not seen a single other car. I was completely alone in the wilderness, and beginning to get a bit scared, as I thought I was lost.

As I passed along the section known as the Tagish Loop (see map) I came round a bend and there, hanging in the sky, was the biggest UFO I had ever seen. It was simply massive. I was stunned. I stopped the car, and the next thing that I remember after that was getting into it again (though I don't recall having got out of it!) and then it seems I was instructed to follow a small light that



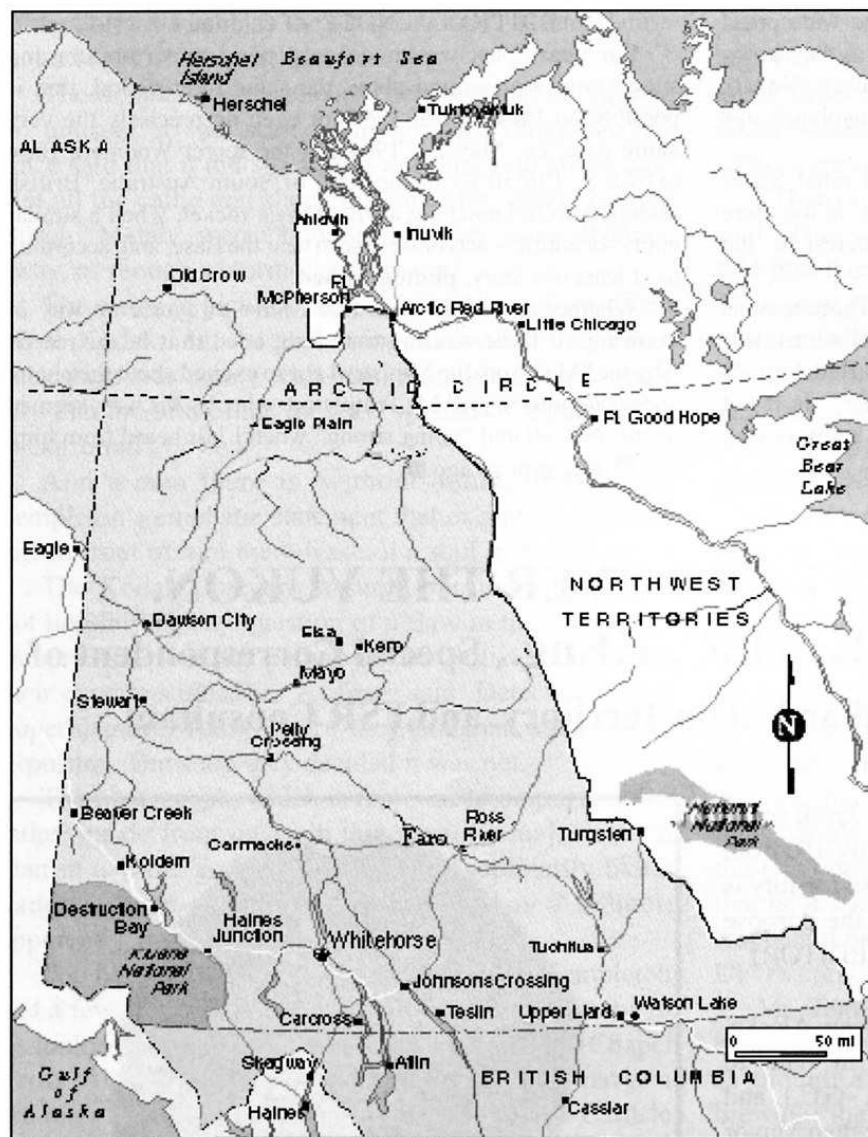
Martin Jasek

was hovering about 100 ft. ahead of my car and at about 30 ft. above the ground. And I followed that little light all the way to Atlin - just like a beacon guiding me along.

I reached Atlin at about 3.00 am. -a journey that should have taken 2 - 3 hours had taken me six hours.

The building in which I was going to stay was unlocked, the lights were all on, and my bed was even already turned down for me. I thankfully crawled into it and fell asleep.

But next morning I discovered that the caretaker of that building had not known that I was coming, and had not unlocked the doors or fixed the bed or turned on the lights for me.



THE MYSTERY -TO THIS MINUTE- is -WHO DID?

I told Mayor Don Brannigan about it, and he was as puzzled as I was. That building at Atlin in which I had spent the night was owned by him, but he had forgotten to tell the caretaker that I was coming and that he was to give me a key when I got there, or leave a key outside. So they had left the building locked, and with no lights on in it.

Oh the mysteries of it all, and how "they" seem to look after us in their own fashion!

A few days later, I read in my paper that the pilots of a JAPAN AIR flight * had reported seeing a mother-ship that was several miles wide - and in that same vicinity. There is massive UFO activity going on up there, and I am very happy that someone is finally documenting it "They" seem to choose areas that are not heavily populated. When I was in the Andes, in Peru, I recall that there was massive UFO activity there too.

(This one, incidentally, was my only UFO sighting in the Yukon. I had numerous sightings in Alaska). Sincerely "CINDY"

Dear Cindy, Thank you for your awe-inspiring UFO account. Wow! I also had the good fortune to meet Mayor Don Brannigan, and I actually did a one-hour radio show on UFOs with him, here in Whitehorse. It was a memorable event. It was Mayor Brannigan himself who gave us the first lead on the *Tagish Lake UFO photo* ** which was eventually uncovered thanks to him.

To accompany your own account when we publish it,

it would be great if you would also do a sketch of the massive UFO for us? Yours, Martin Jasek.

Dear Martin, You are welcome to use my account if it will help you. As to the Tagish Lake photo, I saw something very similar to that one winter night in Juneau [South Alaska. G.C.] - probably in 1985.

I lived near to downtown there, right on the water. My front windows overlooked the channel towards Douglas Island. As I looked towards one of the mountain peaks, I saw what looked like the lights on a ski-run, but I knew that in fact the ski-resort was *behind* that mountain and could not be seen from my windows. Next I thought that it might be cars up there on the mountain, but there wasn't a road there.

There were at least a dozen of the lights, stair-stepping down the mountain, looking like white Christmas lights strung on the mountain in a somewhat circular pattern, spiralling downwards. Like the way one would string lights on a tree. It was quite pretty. I only saw that formation that one night. Another night I saw a saucer skimming the channel and then going under the water.

Night after night I saw one light perched on top of Mount Jumbo, on Douglas Island. It would arrive there at

about 8.00 p.m. in the winter, and leave at about 9.00 or 10.00 pm. It would simply disappear to a pinpoint and be gone. At first I thought it was a star, but stars do not appear on the under side of the clouds which are a constant feature at Juneau. Also it was random - sometimes it was there and sometimes it was not. It was not stationary. It wobbled in its position. And it did not move with the rest of the stars and planets. It was always in the same place, and did not seem to move, except when I was in my car, and then it seemed to follow us.

I was not the only witness to this. My daughter and my best friend saw these lights too. Sincerely, "CINDY"

P.S. I heard Stanton Friedman speak in Anchorage, about ten years ago. Most interesting!

NOTES BY EDITOR, FSR.

Cindy does not appear to have supplied a sketch yet.

* We know of course that the date of the Japanese encounter was November 17, 1986. (See my full report on it, *SAVED BY JUPITER!*, in FSR 32/2, February 1987. See also Martin Jasek's own account of the next huge craft over the Yukon, in our last issue (FSR 45/2).

So it is evident that this lady's experience was *not* as she felt - in the fall of 1985 but in the fall of 1986 **and, in fact, as she says, only a few days after the Japanese case. So was it the same huge craft in both these cases? And, indeed, was it not in all probability the same giant craft that appears**

once more in Martin Jasek's latest case of December 11, 1996, as described by him in our last issue, FSR 45/3?

* * See Martin Jasek's report of the UFOs seen over Lake Tagish, in FSR 43/3 (Autumn 1998). This was his first report for FSR.

Altogether this makes a total of three huge craft seen over Alaska and the Yukon (1985, 1986, 1996). As the lady witness does not give any details other than that it was very big, we are using on our front cover one of Martin Jasek's artist's impressions.■

CONFIRMATION OF AN IMPORTANT U.S. NAVAL SIGHTING. BY GORDON CREIGHTON.

Five years ago (in FSR 40/3, autumn 1995) we gave Mr. Chester C. Grusinski's account of the day when, in 1958, serving aboard the American aircraft-carrier *Franklin D. Roosevelt*, he and many other U.S. Navy men observed the close approach of a huge 'cigar-shaped' UFO during their cruise off the American Naval Base at Guantanamo on the island of Cuba. Shapes of beings - not human - were seen inside the UFO.

Since that night Mr. Gusinski, now of Clinton Township, Michigan, has never ceased in his efforts to find other witnesses of that episode for - as he said in his report - there were *at least 25 other men on the flight deck* with him who *must have seen it*.

As Grusinski told us, CIA men immediately came aboard, and a massive cover-up started, with all crewmen who had knowledge of the sighting or who talked about it being immediately transferred out of the *Franklin D. Roosevelt* and allocated to other ships or jobs in the Navy.

According to an interesting and lengthy report by John Baugham now published in a journal named *The Broad Top Bulletin*, dated December 26, 2000, (evidently this is an old comrades' association journal for those who served on the American carriers) one such witness who has come forward to confirm Grusinski's statements is Harry A. Jordan, now of Omaha NE, who served aboard the U.S.S. *F.D.R.* from 1962 to 1965.

Throughout the years since 1958, Grusinski, as he has already told us, continued his research, and had discovered that the *F.D.R.* had been involved in a second UFO incident in 1956, and in yet further incidents in the 1960s.

The *F.D.R.* was finally decommissioned in 1977. Later, via the Freedom of Information Act, Grusinski secured a copy of the ship's deck logs for 1958 and 1959. And, he says, he found that "*a lot of information was blackened out*".

Here is Harry Jordan's continuation of the story, as given in Lucius Farish's Newscipping service, in a letter from him to Grusinski in August last. Jordan it seems, just like Grusinski, had been searching ever since 1958 to contact other ex-crew members who had witnessed the same incident, and he had found Grusinski's name on a posting on a Canadian website.

Jordan's statement to Grusinski reads:-

"In late 1963, aboard the *F.D.R.*, during my mid-watch on radar, off the coast of Sardinia in the Mediterranean, I detected a very large UFO. *I was subsequently told in no uncertain terms to keep my mouth shut for 20 years.*

"In summer 1998 I gave the Senate Intelligence Committee an affidavit concerning that experience.

During that particular cruise there were several photographers aboard to document the NATO Naval Operations in which we were engaged, and they were present on the ship on the night in question."

(The complete text of Jordan's statement can be downloaded by going to www.majesticdocuments.com/witnesses/jordan.html).

From 1961 to 1965 Jordan served in the Operations Intelligence Division on three other U.S. warships as an expert on display, analysis, reporting, and recording of radar, radio and electronic emission data, and for this he had received extensive training at the Naval Station, Newport, Rhode Island. So, clearly he *was a specialist*.

Whilst aboard the *F.D.R.* he had served on two cruises in the Mediterranean, between 1962 and 1964. After discharge from active duty he then worked as an instructor at Jones Point Naval Reserve, Alexandria, VA, on the use of navigational equipment particular to radar intelligence, and thus he was an expert in this field too. He had served as a recognition expert on detecting surface or air objects at as far away as 300 miles. He had trained both enlisted men and naval officers.

JORDAN'S TESTIMONY BEFORE A U.S. SENATE UFO HEARING (SUMMER 1998).

Here is Jordan's first-hand account at the Hearing:-

"Late one night in the fall of 1963, while operating off the coast of Sardinia at approximately 0200 hrs. Zulu Time, I was standing mid-watch on a SPA-8 repeater and height-finding equipment. My JFF box was enabled, and in the process of challenging an aerial contact approaching the ship from a bearing of 012 degrees relative to our course.

"The aerial contact was detected at 600 miles according to the calibration rings on my scope. I made several adjustments to the calibration settings because I didn't believe I could detect such a contact at that distance. The aerial contact was at a height of 80,00 ft., then dropped in about 20 seconds to 65,000ft. where the contact then hovered for about 10 minutes.

"During this period the watch-officer awoke the Division Commander and informed him of our situation. U.S. Naval Task Forces operating in the Mediterranean in those days were being subjected to frequent fly-overs by Russian *Bear* aircraft with electronic warfare capability. It was my job to stay alert for such a scenario.

"The Division Commander came into CIC, observed the radar returns, expedited his own ECM scan of the contact, and then informed the orderly standing watch at the Captain's stateroom. The Captain was apprised of