

MORE ON THE NULLARBOR DESERT CASE

In the *Stop Press-Latest Reports* section of FSR 33/1 and in special articles by FSR Consultants Pat Delgado and Paul Norman in FSR 33/2, we chronicled the affair of the Knowles family and their alarming experience in the Australian Outback on January 20 of this year.

Several of the first press clippings which we saw on the case seemed to suggest that the roof-rack and the family's entire baggage had been removed by the UFO when it attempted to lift their car. But in an interim air-mail letter mailed to us on August 3 last, Mr Paul Norman told us that this part of the story is nonsense since *the car did not have a roof-rack, and consequently had no baggage up above.* (From what we have learned later from Mr Norman, it seems that, in the United States, the dedicated UFO-debunker Philip Klass had meanwhile enjoyed quite a field-day, broadcasting the splendid "explanation" that it was in fact *the roof-rack itself* that had caused the damage, and that the Knowles family were simply telling this fabricated "UFO story" in order to collect insurance money!)

Now, as Mr Norman tells us, it seems that there NEVER WAS a roof-rack!

We have since received the two following further reports on the Nullarbor Case from Mr Paul Norman, and we have great pleasure in reproducing them for our readers. EDITOR

I. ON THE UFO TRAIL. By Paul Norman, FSR Consultant, © 1988.

(This article has also appeared in *The Australian UFO Bulletin* for September 1988. The journal is the organ of the Victoria UFO Research Society, of Moorabbin, Victoria; President Judith M. Magee, Vice-President Paul Norman; and the article is now reproduced in FSR at the suggestion of Mr Norman himself, and we hereby express to him our thanks.)

ON 3rd of July, 1988, I returned to Australia from the United States after receiving a report on dust samples taken from the Knowles family 1984 *Ford Telstar*. Due to briefings with the VUFORS Committee and the necessity to catch up with accumulated correspondence, I was delayed until 22nd of July before going to the Nullarbor Plain and other areas in Western Australia. Priority for this trip was, of course, due to the fact that the Knowles experience has emerged as the most outstanding mystery case in Australia.

The highlight of my journey was, without doubt, a visit with a resident of Norsman, who was in the Nullarbor area at the time of the event and had a report of his own experience concerning that particular encounter including a sighting of his own. Not only did this key contact provide me with accommodation and hospitality in his home, but he spent several hours driving me to the spot where the car had skidded and over several kilometres around the area. He reported that soon after daylight, he noticed a short fiber-like substance scattered in spots along the bitumen highway for about a kilometre from where the car stopped. At that time he did not realize that the material had a connection with the UFO. He picked up some of the fibers which crumbled between his fingers into a powder similar to graphite only much lighter. So light in fact that the wind was already blowing it away. Being intrigued by the incident and hearing more details from other people he returned to the spot a second time, only to find that the wind had blown the fibers away.

A few days later this man began to suffer an illness similar to that of Faye Knowles, who had previously touched an object on top of her car, and her arm was covered with the dust. But his symptoms were more severe than those of Mrs. Knowles, and he was later admitted to hospital. He did not report this mysterious experience, because he thought he would be ridiculed. However, efforts are now being made to determine whether or not the illness was related to the dust.

It now appears that dust samples vacuumed from inside the Knowles car are the only samples to remain intact from contamination. Sufficient dust was vacuumed from inside the car after it reached Adelaide, for several laboratory tests. One set of samples



was given to Dr. Richard F. Haines, a retired NASA scientist. Dr. Haines submitted the samples to a high-technique, state-of-the-art laboratory in the United States. Two other laboratories are also checking on the material. The apparatus being used is a scanning electron microscope with an EDAX analyser and ECON detector. Some of the particles are magnified 5,000 times. The samples are composed of oxygen, carbon, calcium, silicon and potassium. The analyst mentioned that atomic element 85 (*astatine*) was also possible.

The mention of possible *astatine* has aroused my curiosity since I have suspected some sort of temporary radiation that would have disappeared by the time the car had reached South Australia, where it was checked for radiation and found to be negative.

Astatine is a radio-active chemical element that has no stable isotopes. It is the natural element 85 At. Astatine was *synthetically* produced in 1940, at the University of California, when three scientists bombarded bismuth with accelerated alpha particles (helium nuclei to yield astatine and neutrons.) After the reaction it has a half life of only 7 to 8 hours before decaying.

Prior to the arrival of the Knowles' car in South Australia, the encounter was being treated seriously until after the debunkers got into the act and made their first debunking attempts. The first samples alleged to have been analysed were done by employees of the Australian Mineral Development Laboratories (AMDL) in Adelaide. The statement released from AMDL was that "The dust was mostly iron oxide consistent with residue from worn brake linings." The large amount of the dust was ignored.

The AMDL report was being distributed both in Australia and abroad as if it were God's gift to the sceptics. Apparently the first analysts did not realize that the affair would be taken further afield. Whether the AMDL report was an attempt to cover up, or

The Coyne Case

there was some other reason, I am not prepared to state. The opinion of other analysts is that the dust from the brakes had been mixed with dust from other parts of the car. Naturally the result would show predominantly brake-dust. VUFORS' own samples were kept separately and analysed accordingly.

With comments being made by dedicated debunkers from various sources, such as "The family was mesmerized by a light in the sky" or "had been driving all night, dozed off and had overturned the car", or "UFO experiences are made during dozing-off state or while awakening." (dreamtime ufology), it was urgent that Ufologists should begin investigations. *The facts are: dreams do not leave holes in the ground. Dreams do not lift motor cars off the road. Nor do dreams lift helicopters hundreds of feet in the air as experienced by Larry Coyne and his crew while flying over Ohio, during 1973.* These facts were some of the reasons that prompted my colleague John Auchettl and myself to go to Adelaide and check out the car at first hand. After our tests on the car were televised, we understand that some of the sceptics made adjustments to their original comments, and the case was again being treated seriously.

Meanwhile, all over the world, UFO organizations and publications were receiving inaccurate reams of newspaper accounts and stories taken from these inaccurate newspaper clippings. One of the most amusing stories was about the "roof-rack". What happened to the roof-rack? Even Philip Klass, the foremost dedicated UFO debunker in the United States (Klass is the US counterpart of the Australian sceptic) broadcast that the roof-rack had caused the damage, and that the family was telling the UFO story to collect insurance money. *So much for the so-called scientific investigation of Philip Klass! There never was a roof-rack!* As this article goes to press this interesting case is still under investigation.

II. PAUL NORMAN'S EDITORIAL IN THE AUSTRALIAN UFO BULLETIN (SEPTEMBER 1988).

(Now also reproduced in FSR at the suggestion of Mr Norman.)

WHILE the scientific community introduces one debunking attempt after another, all contradicting, and none satisfactory with regard to the UFO Phenomenon, yet another encounter has occurred which indicates that the mysterious objects have a strong gravitational force or similar capability.

On 20th January, 1988 the Knowles family car, a 1984 *Ford Telstar*, was lifted temporarily from the bitumen highway as the family was crossing the Nullarbor Plain just west of Mundrabilla, in Western Australia.

As the UFO tugged at the roof to lift the car the occupants apparently did not realize they were off the ground until the object lost its grip, and the car dropped, landing on its rear right wheel and bursting the tyre. In fact, the driver thought he was speeding at 200 kilometres p.h. to get from under the object.

There is reason to believe that this was an abduction attempt that failed. There is no doubt that a 1984 *Ford Telstar* cannot travel at that speed on the ground. There is no doubt that the same car can spin its wheels at 200 kilometres when off the ground, as proven by a test conducted by VUFORS investigator John Auchettl on 1st February, when the front wheels were jacked off the ground and the speedometer accelerated to full scale (200 kilometres), as documented by *Channel 7 VIDEO* in Adelaide.

On 18th October, 1973, another such encounter took place when a four-man crew aboard an Army helicopter was flying at 2,500 feet over Ohio, in the United States, when the crew chief spotted a light which he at first thought was on a radio tower beacon. But to his surprise the light was approaching the flight path of the helicopter on a collision course. As the UFO came closer the captain, Larry Coyne, saw that it was cigar-shaped and metallic. When the captain thought the object would collide with him he put the controls into descent position. When the helicopter reached an elevation of 1700 feet, Coyne looked up and saw that the UFO was overhead. He looked back at his altimeter and saw that he was being pulled up. The helicopter went from 1700 feet to 3500 feet in a matter of seconds, with the controls still set in the descent position. At 3500 feet Coyne regained control of his aircraft and flew on to his destination.

The Valentich Case

Australia's most outstanding UFO case is of course the Frederick Valentich encounter of 21st October, 1978. VUFORS members and subscribers are familiar with this incident as the details have been told time and time again. In addition, Mr. Guido Valentich, the pilot's father, is a VUFORS member and attends our public meetings where those present have the privilege of discussing the case with him and with members who investigated the incident. While we do not know what happened after the mystery sound interrupted radio transmission between Frederick Valentich and Melbourne Flight Service, such experiences as the above mentioned cases lead us to wonder if the Valentich case was not a successful abduction. Was the sound heard that of the UFO latching onto the *Cessna 172* aircraft? Anyway, Larry Coyne and his crew got back to tell about it, and Frederick Valentich did not.

The Rosedale Case

Many other cases are recorded where cars have been lifted from the ground and aircraft have either gone up, down or disintegrated during encounters with unidentified flying objects. Then there are the incidents concerning gravitational or similar effects that do not seem to make sense, such as the White Acres physical trace incident which occurred between 1 and 2 a.m. on 30th September, 1980, near Rosedale in eastern Victoria, Australia.

The witness, George Blackwell, was awakened by the noise of his horse galloping around the paddock and a commotion among his cattle. When he went outside to investigate, he saw what he at first thought to be an aircraft about to crash. But to his surprise, the object levelled off above the ground and flew within 300 feet past his house before flying on to a water tank three-quarters of a mile away. George watched the object hover over the tank and then settle to the ground 100 feet from the tank. He then considered the possibility that a helicopter might be making an attempt to rustle his cattle. He then jumped on his motor-cycle and sped to the scene.

When within a short distance of the object he could see that it was no known aircraft. By the light of the full moon, he could tell the craft was bell-shaped. The main body was orange-coloured with a white dome on top. As the UFO gave off a blast of heat and began to rise slowly in the air, he noted a large circular rim that resembled a huge inner-tube under the bottom.

This rim receded in width as the craft ascended. The witness noted objects falling from the craft as it flew away. The 10,000 gallon concrete water tank had been kept full in case the regular supply failed. When examined after daylight, only one foot of water was left in the tank. Algae were sticking to the sides of the tank all the way to the top.

Rocks Drawn to UFO

Rocks which had been thrown up against the tank to be out of the way from mowers had been drawn by force in a path from the tank to a circle left on the ground where the object had landed. Smaller rocks seen falling from the UFO as it flew away were found

on the ground directly below the flight path.

Perhaps the purpose of the UFO was to secure water? But the force that pulled the rocks from the tank does not appear to have served any useful purpose, unless the problem was in the UFO's control system which, after drawing water out of the tank, was not properly switched off. There is also a possibility that the UFO was disabled in some way, such as "filters" or other apparatus being blocked with algae from the tank? If this is a correct assumption, then the ufonauts may be subject to failures. Or are they merely performing tricks "to induce thinkability" and/or confusion into the developing mentality of the human race?

THE CALVARY OF THE KNOWLES FAMILY

Gordon Creighton

"These people are going through hell".
— Colin Norris of I.U.F.S.R. (Australia).

As we all know, it is quite normal for the eyewitness or victim of a UFO encounter to be crucified by the media and by public in general, and this has been especially so in the case of the Knowles family. It is also very much in keeping with what we know about the average Australian. Superficially very tolerant and inclined to extremely "laissez faire" attitudes in general, he can become even more hostile and more cruel than most other humans when confronted suddenly with the unknown and the incomprehensible, and he can then become a rabid persecutor, for, deep down, he has a strong herd-allegiance, and is a great conformist.

In the case of the Knowles family, they are furious at the way in which they have been treated by the Police, the hospitals, the doctors, the Press and Media — in a word by *everybody*. The Police, says Mrs Knowles, just treated them as "*another lot of cranks*".

On the day following the incident (which was on January 20, 1988) the whole Knowles family *felt extremely unwell*. They were finding it impossible to sleep, and could not eat. Said Mrs Knowles: "We went to one hospital (this was probably in Melbourne. — G.C.) and they made fun of us. They can make you feel like a real fool at times. They slam questions at you, and you have to know (the answer) straight out, or else they call you a liar.¹ You get upset and you get angry."

One of the interviewers who had the Knowles on television said that the "little green men" in UFO stories "always go for corn farmers in Iowa but never for a Nobel Peace Prize winner or a military genius."

The Knowles family were particularly infuriated by one newspaper headline which read: "DOCTOR TREATS UFO FAMILY". As Mrs Knowles' younger sister Belinda, resident in Melbourne, said: "That's *our* family. The family that had an encounter with the UFO. *Not* the UFO family. *They're not aliens!*" "No" — added Patrick, the eldest of the three Knowles sons, "*But they make you feel like one*"...

On the day following their harrowing experience, the Channel 7 TV Network (after thoughtfully securing a three-month monopoly on the television rights to the Knowles story) took the family back to the scene of their encounter on the Eyre Highway across the Nullarbor Plain, and shot some videotape of them there. The videotape shows Mrs Faye Knowles talking to two men who had driven up in a car and ques-

tioned her. She has explained: "I was talking to *American Police*... They were up there on the next day. They stopped me and asked me all about it, and they said they believed me, what happened to us. They knew we were coming over, and what had happened." Sean, her second son, aged 20, went on: "But they have Australian police uniforms on, and they are in an Australian police car." "Yes" — replied Mrs Knowles — "But they had American accents. It's weird. I thought they were country coppers!"

There is said to be a huge American defence installation at Nurrangar, near Woomera, and not far off there is also Maralinga, where the British Government tested its nuclear weapons in the 1950s. And there are also other secret installations. All in this huge, wild, Australian "Out-Back".

Disturbing and persistent rumours from the United States suggest that, during the 1960s or maybe even earlier, the sinister small aliens induced — or more likely *coerced* — the U.S. Government to turn a blind eye to the wholesale cattle mutilations (over 10,000 beasts) and the establishment of a great alien underground base beneath an Indian Reservation in a wild and formidably inaccessible region of New Mexico, near Dulcie. The same rumours tell of some sort of *collaboration* with the aliens — in return, of course, for "advanced technical aid and information". This would mean that U.S. military personnel might be actually present in an alien base. (The latest reports suggest that the "deal" has "gone sour", and that a shoot-out has taken place, with great loss of American lives.)

Well now — if there is co-operation with aliens in New Mexico — may there not also be other bases elsewhere in the world where such collaboration occurs? (We have already seen hints of it here in England, at the American Air Force Base near Rendlesham Forest.)

And, extending our speculation still further, might there also be American-alien collaboration at some huge base in the Australian "Out-Back", and near the scene of the Nullarbor Desert case? If so, this could account for the presence of *American Armed Forces* personnel in *Australian disguise*.

As for the "thing" that terrified the Knowles family, we still have no idea what it was. It might have been an alien machine from this secret American-cum-Alien base out in the Australian wilderness. Or it might have been a new secret weapon under develop-

ment by the Americans *WITH ALIEN AID*.

Would such a theory account for the following story, which has reached us and has no doubt received very wide publicity. (In our case it came via a New Zealand publication.)

The story is as follows:-

"A man who does not wish to be named, who has lived and worked at service stations across the Nullarbor, believes that the origin of the craft that terrified the Knowles family is far more earthly but perhaps no less sinister than some people think. He points out that the Nullarbor is close to several high-security areas — Maralinga, where the British tested nuclear weapons in the 1950s, and Nurrangar, near Woomera, where there is a major U.S. defence base — a focus of controversy for many years past. The man is curious about Forrest Airfield, which is 80 kms. from Mundrabilla. He asks: "Why is Forrest Airfield so much 'off-limits'? We see U2 spy-planes flying in and out of there all the time. Train-loads of water and aviation turbine fuel are transported to a town called Cook, which has a population of only 200 people. They can't use two and a half trainloads of water a week!"

Out at sea, says this man, 22 kms. from where the Knowles incident took place, there are ships moored 5 kms. offshore with all their lights on. (They are not mother-ships for trawlers, he says, because there are no trawlers about all the time.)

"I don't believe in little green men with aerials sticking out of their ears", says this man. But what he *does* believe is that the military and scientific community are testing a new propulsion system that involves electro-magnetic rotation. "In other words — a flying saucer", he says. A theory like this, involving the military, is, he says, "the only logical explanation for a lot of things that have gone on. The Police come across electrical interference all the time", he says. "Radios blank out, and radar guns don't work". This man believes that the military are "meddling with ordinary, everyday people — like the Knowles family — as part of a psychological experiment to find out how far they can go before the populace is terrorized".² And, he adds, since the Knowles family's incident on the Nullarbor, "a very effective disinformation campaign has been operating".

We do not know where the truth lies in all this. But surely we have plenty of food for thought?

— And what about the Knowles' blue Ford Telstar car?

The last that we hear of it is in a report of February 1988 from Bonython Park, Adelaide, South Australia, where the car was on show in an open-air fun-fair. It was standing next to the section where the (inevitable in Australia!) sheep-shearing demonstrations were going on. One of the car's wheels, the tyre blown, rests on a chair. The sign on the placard on the car's roof reads "CAR PICKED UP BY UFO." The crowds mill around the car, silently, gawping. As one writer de-

scribes it, it is "as if they are in a museum or art gallery. The calm is shattered intermittently by the weird growlings of five camels which, linked together, troop along near the car, with children riding on their backs". (As FSR's readers no doubt all know, camels were introduced long ago into the parched heartland of Australia, and, in fact, I believe many have now "gone wild" — or "gone bush" — and are now breeding there.)

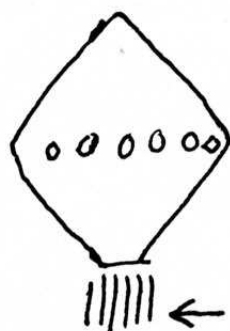
NOTES AND REFERENCES

(1) Just a few weeks before the Japanese attack against the West opened at Pearl Harbour (December 7, 1941), I was sent out of China to Australia for medical treatment, being exhausted by my wartime privations in the temporary Chinese wartime Capital in the Far West, reduced to a skeleton so that my bones made it impossible to lie down, and suffering from malaria and amoebic dysentery and a few other things. I take this opportunity to say that the many doctors and specialists whom I saw on Sydney's famous Macquarie Street (their equivalent of London's Harley Street) treated me royally and excellently, and soon had me restored to health. I have never encountered greater care or kindness or efficiency anywhere. But you do still run into a few real boors here and there in Australia, and I most particularly recall one Australian doctor — he was a Government employee — not a doctor in private practice, so I suppose he did not think it necessary to be polite. And I must place it on the record, remembering the way in which he greeted me, that he was the crudest and most swinish medico that I have ever encountered in a long life of encountering medicos on all five continents. So if the doctors who handled the Knowles family were anything like *him* — and I'll bet they *were* — then the Knowles have my total sympathy! As an example of what she got, Mrs Knowles relates that one of the Australian doctors at the hospital told her that he "practised his medicine here on Earth". And he gave her orange juice. A fine way forsooth in which to treat folk suffering from deep trauma. And it sounds certainly all of a piece with the way in which my particular "medical gentleman" had received me!

(2) The Knowles affair puts me very much in mind of the awful experiences undergone near Huffman, Texas, on the night of December 29, 1980, by Mrs Betty Cash, Mrs Vickie Landrum, and the latter's seven-year-old grandson, Colby Landrum. They suffered terrible burns and injuries from a large diamond-shaped object that swooped down upon their car. Since the U.S. Government denied that UFOs could exist, we understand that these unfortunate folk tried to secure redress from that Government on the ground that the terrible machine HAD therefore to be one of theirs! So far as we know, the U.S. Government refused to pay the bill. A comparison of the sketch, based on their descriptions, with the sketch given by the Knowles family, may be found conducive to reflection. Maybe, for example, the thing that burnt the Cash-Landrum party came from...Dulcie?

(Thanks and credit for material used in this report and received from FSR readers David Little of New Zealand; Graham Conway of British Columbia, Canada; and Joan Amos of Devonshire.)

G.C.



Huffman, Texas,
U.S.A. December
29, 1980. "A
diamond of
flame."

← bursts of fire



The
Nullarbor Plain
object, January
20, 1988

SANCTUS AGOBARDUS, ORA PRO NOBIS!

Some lessons from the 9th century abductions in France

Dr. Jacques Vallée, FSR Consultant ©

1. The Abduction Question

In these days of intense turmoil and speculation among American ufologists the problem of abduction reports has finally assumed the central position it deserves.

On one hand the skeptics like Mr. Klass brush aside any notion that the reported abductions might be real: since UFOs cannot exist, they argue, these reports must be coming from overheated imaginations or pure hoaxes, precipitated by the credulity of many investigators.

On the other hand experienced researchers like Dr. David Jacobs and Mr. Budd Hopkins are presenting evidence from their own hypnotic regressions of abductees. In their view the cases are not only real, but they represent a genuine indication that contact between mankind and an extraterrestrial civilization visiting us is entering a new phase. This new phase is characterized, they claim, by medical and genetic experimentation on unsuspecting human victims.

Many researchers of the field find themselves somewhere between these two extreme positions. Those who have followed the work of François Meheust, or my own *Passport to Magonia*, may acknowledge that the study of folklore is replete with accounts of abductions by objects coming from the sky, with stories of intermarriage with beings of light, and with theories about the genetic and racial motivations of the beings in question: If experimentation is going on, it must have been under way for a very long time.

The UFO community in the U.S. has generally discounted this information, arguing that folklore is too vague to be useful and that the parallel between our modern, technically-equipped ufonauts and the elves or the sylphs of old is so tenuous as to be irrelevant. In the words of Budd Hopkins it represents "an odd confluence of UFO case studies, free-wheeling speculation and folklore of obviously uncertain authenticity."

I submit that, on the contrary, it is extremely important to look for any historical antecedents to the reports we are studying today. The guidance we find in such accounts may help in resolving some of the research issues in modern ufology. It will be recalled that the very title of *Passport to Magonia*, which was published nearly 20 years ago, was inspired by an account in the French medieval archives. This account was attributed to Archbishop Agobard. It concerned a series of sightings of "cloudships" and the local speculation that these objects carried sorcerers from Magonia, a magical region situated somewhere between the earth and the sky.

There is nothing uncertain about the authenticity of the belief in Magonia.

In recent months I have spent some time in Lyons, France, to locate the original text of the Agobard statement. The purpose of this short article is to show that, far from being a simple rumour or a piece of fairy tale, the Magonia account is clearly established in history.

2. Who was Saint Agobard?

Agobard was born about 779 near Narbonne, came to Lyons at age 20, was ordained in 804, and suc-

ceeded Archbishop Leidrade when the latter retired to the Saint-Médard monastery in 814.

Archbishop Agobard was an enlightened, intelligent man who took an active role in the political feuds of his time: he became involved on Lothaire's side in his fight against his father, and even wrote a book supporting him. This cost him his position when Louis the Pious came back to power, but he was reinstated two years later, in 837.

As an early-day "rationalist", Saint Agobard has left no less than 22 books, including several treatises against superstitions and heretical beliefs, along with political pamphlets and volumes of poetry. The anonymous translator of his work entitled *De Grandine et Tonitruis* ("About Hail and Thunder") notes in his introduction:

All of his writings, whose style is consistently correct and often elegant, deserve the honor of being translated, for they make known to us the mores and customs of the first half of the ninth century, better than those of any other writer of the time.

In particular one must acknowledge that he fought the prejudices and superstitions of his time more strongly and with a higher sense of reason than anyone else. It is against one of these prejudices that he compiled "About Hail and Thunder".

The book was first partially translated from the Latin as a piece published in *L'Annuaire de Lyon* for 1837. The translation was then revised and reprinted as an essay, with very limited distribution, in 1841 (Lyon: Imprimerie de Dumoulin, Ronet et Sibuet, Quai St. Antoine). It is this volume I was able to study in the Lyons municipal library.

3. About Hail and Thunder

The main purpose of the "De Grandine et Tonitruis" is to debunk some popular misconceptions about the weather. In particular, the good Archbishop of Lyons fought against the idea that winds and storms were due to the influence of sorcerers (appropriately named "tempestaires" by the vulgar people): His main argument is that "Whoever takes away from God His admirable and terrible works, and attributes them to Man, is a false witness against God Himself."

It is in this context that he raises his voice against those who are insane enough to believe that there could be ships ("naves") flying through the clouds. To avoid any suggestion that I might have bent the meaning of the terms used in the original, and given the rarity of the book itself, I think it is important to put on record the key passages of the Latin text:

Plerosque autem vidimus et audivimus tanta dementia obrutos, tanta stultitia alienatos, ut credant et dicant: quandam esse regionem, quae dicatur MAGONIA, ex qua naves veniant in nubibus, in quibus fruges, quae grandinibus decidunt, et tempestatibus pereunt, vehantur in eandem regionem, ipsis videlicet nautis aereis dantibus pretia tempestariis, et accipientibus frumenta vel ceteras fruges.

Which our translator renders in the following terms:

We have seen and heard many people crazy enough and insane enough to believe and to state that there exists a certain region called MAGONIA, out of which ships come out and sail upon the