

had information about a landing which took place on the Downs in Southern England. (Unfortunately, he never published it and, so far as I know, all details of it are now lost.)

So, as stated above, *Flying Saucers Have Landed*, which became a best-seller, was first published here in Britain, in 1953, and it was a best-seller because Girvan had whipped it into a good shape and re-written the second half of it (Adamski's) and because Girvan had a hunch that it would be a success. And here is another thing that I intend to place firmly on record: we always hear the critics nattering away about "what a lot of money Adamski made." Yes, forsooth. He did make quite a lot of money on that book.

BUT WHAT THE NATTERERS DON'T KNOW — AND WHAT WAVENEY GIRVAN TOLD ME — WAS THAT ADAMSKI IN THE USA, HAVING FAILED TO FIND A PUBLISHER, HAD READ SOMETHING IN A NEWSPAPER ONE DAY ABOUT DESMOND LESLIE, A RELATIVE OF WINSTON CHURCHILL OF ENGLAND, WHO HAD ALSO WRITTEN A BOOK ABOUT FLYING SAUCERS. GIRVAN TOLD ME THAT ADAMSKI HAD THEREFORE SENT HIS OWN MANUSCRIPT TO DESMOND LESLIE AND OFFERED IT TO HIM FREE, SAYING THAT HE DID NOT WANT ANY PAYMENT. THE CRITICS AND NATTERERS DON'T LIKE TO HEAR THIS, OF COURSE, BECAUSE IT FITS IN SO BADLY WITH THE PICTURE THAT THEY WISH TO PROPAGATE OF ADAMSKI AS A GRASPING CROOK OUT FOR ALL HE COULD GET.

So, if "*Flying Saucers Have Landed*" was first published in London (first edition: September 1953), we must certainly assume that by 1954 very large numbers of Norwegians would at least have heard of the Adamski story or have read extracts or discussions of it in their own newspapers and, since virtually everyone in Norway knows English anyway, many of them would have already read it. (I tried to ascertain through Mr Lidstrøm in 1981 whether there was in fact ever a *Norwegian edition* of the book. It seems to me most unlikely that there was not a Norwegian edition, but to this day I am still unable to get a firm answer from anybody on this point. Another strong possibility is that there might have been a *Danish translation* of it?)

Anyway, the two young women are extremely unlikely not to have heard of Adamski — that seems certain.

But here is a problem! If, as the critics will assure us, they had both "boned up well" on Adamski, how

then does it come about that, although many features in their account of the *pilot* are *identical* with the features as described by Adamski, when they come to describe the UFO it is not Adamski's "hat-shaped or bell-shaped craft", but a contraption "*like two giant pot-lids placed together*", and with a central flange or rim set around it?

Why, if they are apeing Adamski, don't they also ape his type of craft?

AND, AN EVEN MORE CRUCIAL POINT, IF THEY ARE FAKING, WHY DO THEY PICK ON "TWO GIANT POT-LIDS PLACED TOGETHER WITH A FLANGE OR RIM" — which, in fact, is precisely another well-known type of craft (certainly not well known in 1954) but well known today from UFO sighting reports from every part of our world?

Incidentally, just two months later (October 21, 1954), at Ranton in England, Mrs Jessie Roestenberg and her two sons were to observe, hovering just above the roof of their house, a *disc-shaped craft* containing two men who seem to have much the same features as those of the men described by the Norwegian women and also by Adamski.

If there is any truth in the idea of the existence of a pleasant looking, friendly, "man-sized" and very "human"-looking type of being who is patently not from this world, then I suggest that a very good case can be made out for arguing that this type of being employs at least two types of small craft, one a thing shaped like a bell or a "Mexican hat", some 30 ft. or so wide (the "Adamski" scout), and the other a smaller vehicle, some 10 or 12 ft. wide, and shaped like a "pair of soup-plates set face to face", with a central flange or rim.

Undoubtedly the Mosjøen case is fascinating. "*Fascinating*" is also the only word that one can think of applying to the lovely story about the American Air Force officer desperately trying to put people off the scent by saying the women had "seen little men", and the reason they thought they had seen "little men" was that some American helicopter pilots (more than one of them, you notice, in this story) were so afflicted by dysentery that the women had come upon them while they were in the unfortunate position of relieving themselves among the blueberries!

So far as I myself am concerned, however, I must confess that nothing in the whole Mosjøen business fascinates me half so much as the other (unbelievably limited) characters who pop up in our story — dear old Uncle Halvdan Jacobsen, the marine engineering expert; County Councillor Andersen, obsessed with his local sports facilities and his housing estate; the

(continued on page 12)

ON THE UFO TRAIL (CONTINUED)

© By Paul B. Norman, Vice-President, Victorian UFO Research Society; FSR Consultant

We are again indebted to Mr Paul Norman, who has been good enough to send us this further report on the Nullarbor Desert Case of January 20, 1988. (See FSR 33/2 and 33/4). — EDITOR

DURING the weekend of July 23-24, 1988, I was at Ceduna, South Australia, where the police officer who had first interviewed the Knowles family was compiling a report for the South Australian Police Department concerning the family's experience. The Ceduna station was the first police office to receive a report directly from the family (who had driven past two stations, one at Eucla, Western Australia, and the other at Penang, South Australia. The Eucla station is

well hidden behind small trees in the vicinity). At that stage, after the experience, the Knowles family were still all in a state of shock, trying to come to terms with what had happened. The full sequence of events was not clarified until later, after hypnotic sessions with a doctor in Melbourne, and at this present stage there are still difficulties to be overcome before the experience can be fully understood. However, the police officer gave me a copy of the story *as first re-*

lated to him on the same day of the occurrence, January 20th, 1988.

The Tests on the Car's Wheels

During my visits to his office, the main interest of the police officer was in the Philips Laboratory's analysis of dust samples vacuumed up from the Knowles' vehicle, and in the Channel 7 Adelaide TV VIDEO documented tests showing that the wheels of the Ford *Telstar* will spin at 200 KMH when jacked off the ground. This had been a major problem for the police and others, who knew that the car will not travel at that speed on the ground. It appears that the driver did not know that the car was in the air until it dropped, bursting the right rear tyre. He thought he was speeding that fast to get away from under the object. He said the speedometer was at full scale.

Other Witnesses Found

After continuing on from Ceduna to the Nullarbor, I found other people who had experienced interference difficulties during close approaches by UFOs. One man was a driver who, when travelling eastwards along the same stretch of highway near Mundrabilla, had seen what he at first thought was a truck with one headlight approaching from the opposite direction. But the light was emitting far too powerful a beam to be a headlight. At the same time, his own headlights dimmed, and his CB radio commenced to "squeal", and a lot of static was making his radio inoperative. When he got to the point where he estimated the light had been, there was nothing there. It had faded out completely.

Bus Driver's Story

A bus driver related to me another sighting which had occurred within two weeks after the Knowles Family incident, along the same area, near Mundrabilla. He was heading west along that same highway when he noticed an oblong object just ahead and to his right, at about a 45 degree angle from the ground. The time was before dark, and all his passengers saw the "thing", described by them as silver in colour. The driver had not reported the affair at that time, because he did not want to get into the limelight of ridicule.

Car Overturned

Another man came forward to tell me that he had stopped at a location in the same area as Mundrabilla, where a car had gone off the road and overturned and the driver of this car had told him that he had been trying to dodge a UFO when he ran off the road and turned over. That incident had happened about one year before the Knowles encounter.

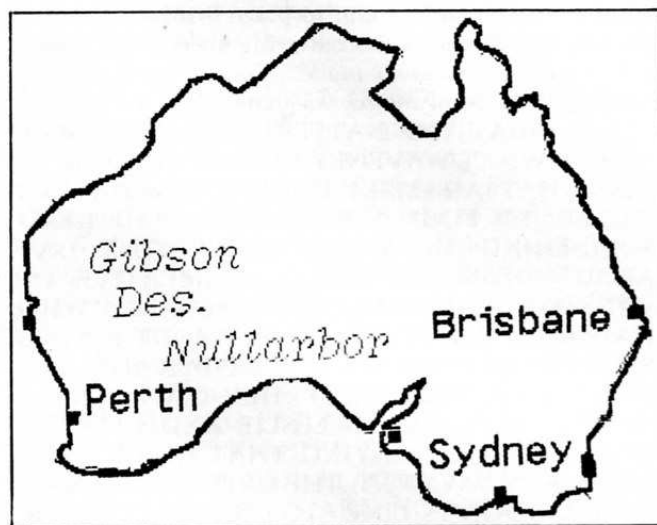
The Tuna Fishing Boat

On the same night as the Knowles encounter, the tuna fishing boat *Monika* was buzzed by a strange light. The report of this was confirmed by the police at Port Lincoln, home of the Australian Bluefin Fleet. The captain was requested to report to the police station when the *Monika* arrived in port, but due to the ridicule already being dished out by the armchair debunkers, the captain declined.

However, I did speak to the owner of the *Monika*, who confirmed that two members of the crew had observed a similar light to what was observed by the

Knowles. But he said that the media had themselves added the part of the report saying that the ship's crew had experienced "dust", as the Knowles had, and also had added the story that, like the Knowles, they had experienced a strange slowing-down of their own voices.

However, one witness from another tuna boat of the same fleet did respond to the police request for information, and a copy of his report to them was given to me by a policeman at the Ceduna office.



Further Meeting with the Knowles

On the evening of August 2, I arrived in Perth, Western Australia, for another visit with the Knowles family, including — this time — Mr Knowles, who had of course not been accompanying them on their trip to Melbourne. By now, six months after their frightening ordeal, I found that Mrs Knowles and her sons had settled down to the routines of a normal life, but were still eager for more information and for the results of tests, so that they might have a better understanding of their experience.

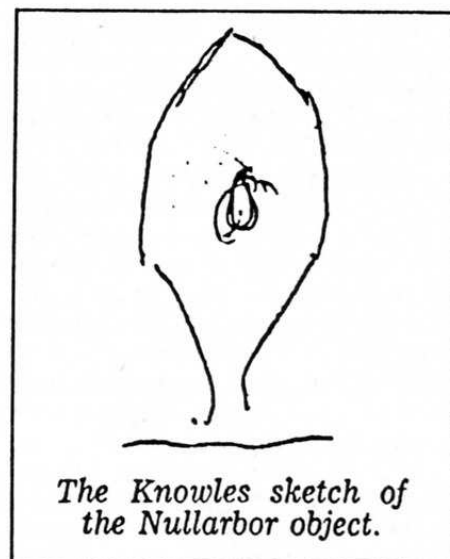
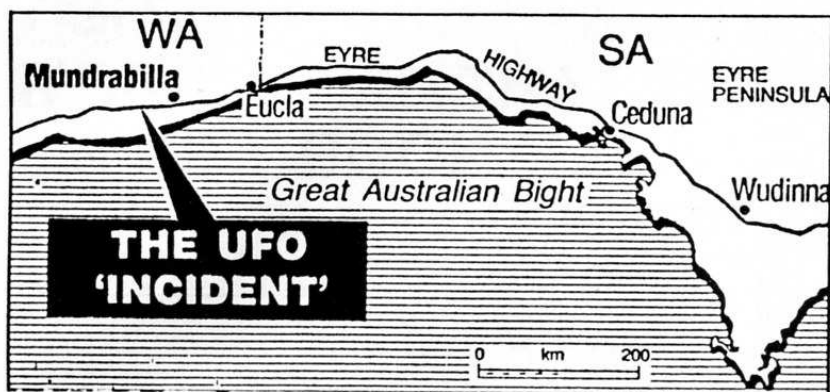
All the members of the family expressed appreciation for the help they had received from the Committee of the Victorian UFO Research Society (VUFORS) — the only people — other than their own relatives — who had demonstrated concern for the Knowles' welfare.

While in Melbourne the Knowles had received independent medical care and psychiatric examinations, including hypnosis, to sort out the sequence of events during their running encounter with the unknown object. There were certain aspects which caused us some anxiety; one was the swelling of Mrs Knowles' hand. Others were the general reaction of the family, and the patchy loss of hair from one of the dogs. Our concern stemmed of course from our knowledge of other cases where close encounters had caused similar symptoms of illness.

Mistreatment by the Media

During this August visit to the Knowles, they mentioned to me several examples of their mistreatment by members of the media, and by individuals interested only in making money out of their predicament.

During the course of events following the UFO episode, their car had been repossessed, and sold at auction. They had requested previously that I drive the car from Adelaide, when returning myself to Melbourne, after tests on it had been completed. At that time the Knowles were visiting their relatives there. They considered that the vehicle was a "jinx" after the



The Knowles sketch of the Nullarbor object.

frightening experience, and they wanted to sell it. In addition I was wanting to drive the car to Melbourne, where the Ford Motor Company was interested in conducting other tests on it.

Misinformed

However, about one hour before I was due to leave Adelaide, on February 4, 1988, a man knocked on the door of my hotel room to tell me *that the owner of the car had given him authority to keep the vehicle in Adelaide for an exhibition. After I had arrived back in Melbourne I learned that the whole family had been told that I "did not want to drive the car to Melbourne". During my August visit to Perth (Western Australia) I learned additional details about the transaction: an authority had not been signed until February 10th, six days after my return to Melbourne from Adelaide.*

Further Mistreatment

The Knowles family mentioned to me several other examples, illustrating how they had been *mistreated*. Their hopes had been encouraged initially by promises by people who said that they would look for possibilities of television commercials in Australia or in other overseas markets, and by talk of making a documentary film dealing with the UFO encounter. Another idea was that the vehicle would be placed on

exhibition, and all expertise would be used to promote and market the car to its fullest advantage. The agent said that all this would be costing him a considerable amount of time and money, with outlay like phone calls, faxing, staff, telegrams, and travelling to make the necessary arrangements for the transport of the vehicle. The Knowles family was to receive 65% of the profits, *nett*.

The promises were altogether different from the reality experienced by the Knowles family. Their total losses amounted to nearly A\$20,000. Most of their money had been tied up in the car. Then there was the cost of six weeks away from their home in Perth — which was four weeks longer than they had planned to be away. Finally, on top of all that, there was the cost of the airline tickets to fly back to Perth.

They had been relying on the money promised by the agent.

They had all these troubles, in addition to all the ridicule dished out by the de-bunkers and reinforced by comments from individuals of the Australian scientific community who don't know enough about documented UFO cases to even ask sensible questions, let alone deal with the problem of how to account for what happened to the Knowles family. All this made their position even more uncomfortable.

Meanwhile, the research on this important case continues.

OBITUARIES

Major Donald Edward Keyhoe, U.S. Marine Corps, Ret'd.

By Gordon Creighton

DONALD Keyhoe, the undisputed doyen of UFO research, departed from this world on November 29, 1988, in Virginia, at the age of 91.

As Director of NICAP (The National Investigations Committee on Aerial Phenomena*), which he established, he was active from 1956 to 1969, during which time most of his energies went into attempting to persuade the U.S. Air Force to "investigate UFO sightings". (As we all know, such investigation was already in progress on an intensive scale throughout the United States and in other countries too, but of course the U.S. Air Force was not the body involved in it. Their job was simply to serve as a "front" and to "take

the garbage." After a while they — quite understandably — got tired of playing the "Aunt Sally" role. Hence the *Condon Report* — irreverently known nowadays as the "*Condom Report*" because it was so full of holes.)

In an article published in the *Washington Post* in 1966, Major Keyhoe said: "We want the Air Force merely to end its secrecy on sightings and stop ridiculing competent witnesses". He went on to say that his goal was to get the U.S. Air Force simply to support his Committee's contention that UFOs exist. NICAP eventually went bankrupt in 1969 (the same year in which the *Condon Report* appeared).