

National Investigations Committee on Aerial Phenomena (NICAP)

Appears to be a fairly loose structure but rather efficient. Stuart Nixon (background in investigative journalism) is currently Executive Director. He along with John Acuff and Charles Miller (backgrounds unknown) make up the organizations Editorial Review Board which is responsible for policy, including the newsletter, ~~xxxx~~ press and other media relations, as well as special ~~xxxxxx~~ reports and ~~xx~~ programs.

This board ~~xxxx~~ relies heavily on both a loosely ~~xxx~~ structured advisory group and a fairly well developed and well placed ~~xx~~ network of investigators. The advisory group is made up of experts in ~~xxx~~ many disciplines including physics, astronomy, anthropology, medicine and psychology. This group also includes some ex-CIA and Defense Intelligence types who advise on investigative techniques and NICAP / Government relations. There does not seem to be any logical or systematic program by which these advisors are chosen, but rather ~~xx~~ the procedure seems to be to simply offer one's services to the organization through either Nixon or the Review Board. Often the advisors ~~xxx~~ simply joined NICAP (a rather easy task since all it takes is a specified membership ~~xxxx~~ fee) found something out about the organization, and then made their qualifications ~~xxx~~ known to the Review Board.

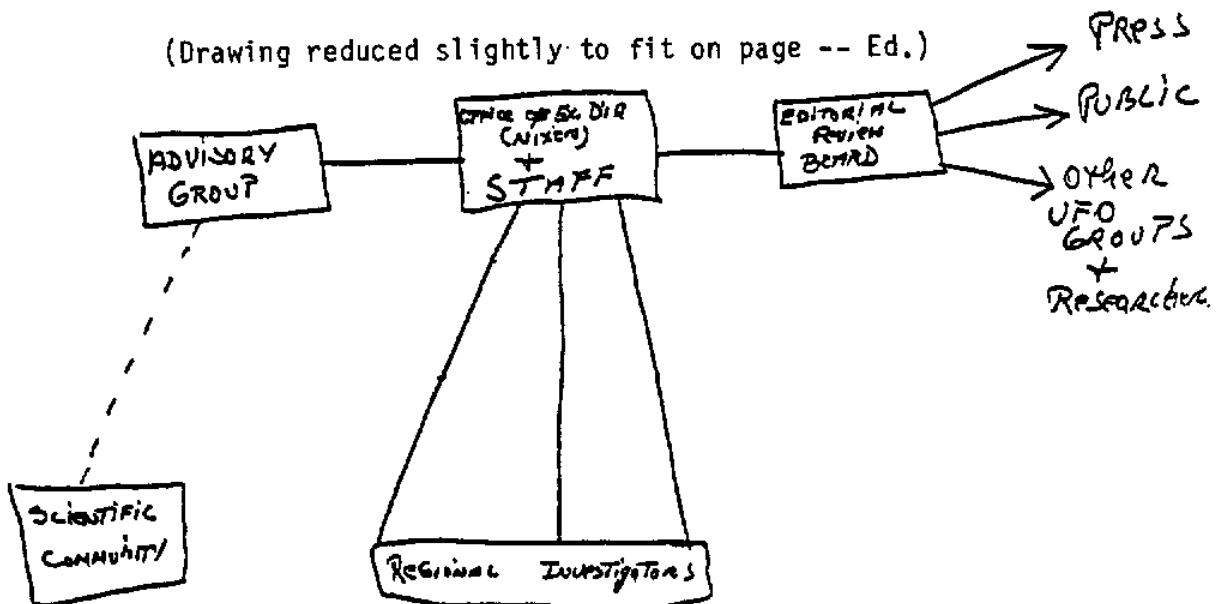
The ~~xx~~ system of investigators is a good one. Nixon has divided the country into regions and has established "investigators" in each of the regions. Any member of NICAP is encouraged to ~~xxxxxxx~~ request a form by which one can apply for this position. The requirements for the position ~~xxxxxxx~~ include a minimum age of 25, formal training or experience in some branch of science, or other specialized background applicable to systematic collection of information, the ability to cover an area of at least 50 miles in diameter ~~xx~~ or one hour of driving time. As of a few months ago some 35 investigators were located throughout the country, with NICAP in the process of establishing even more. A breakdown of their backgrounds looked like the following: 7 PhDs, 2MAs or MS, 23 BAs or BS, 1AA and 2 with college training but no degrees. Occupationally they included 4 physical scientists, 13 engineers, 3 college profs, 13 specialists, including doctor, technician, computer programmer and businessman. Five of the 35 are pilots. Also ~~xxxxxx~~ utilized as "legmen" for the investigators are investigator ~~xxxx~~ assistants. All investigators carry ~~ixx~~ credentials ~~xx~~ identifying them as investigators for NICAP.

NICAP currently operates on a \$40,000 yr. budget and has 3,500 dues paying members. Both the membership and the budget may be expected to increase ~~substantially~~ substantially due to the recent UFO flap.

A computer project codenamed "Project Access" is currently in the mill. An effort is being made to develop some sort of pattern analysis out of the 15,000 or more raw reports reportedly in NICAP's files. This apparently will take the following form:

1. event- including time, place, terrain, weather, speed, color, ~~ix~~ shape and other information
2. principals-including data on all witnesses and others involved in reports such as bio data, medical info and psychological aspects
3. investigation- including evaluation of reports and special notes from the regional investigator on witness discrepancy in testimony etc...

The following is apparently the ~~an~~ organizational structure and relationships within NICAP:



Memorandum

TO : Chief, Contact Division
 Attn: [REDACTED]

72-65
 DATE: 25 January 1965

FROM : Chief, [REDACTED]

SUBJECT: National Investigation Committee on Aerial Phenomena (NICAP)
 Case [REDACTED]

1. This confirms [REDACTED] conversation 19 January 1965, at which time various samples and reports on UFO sightings procured from NICAP were given to [REDACTED] for transmittal to OSI. The information was desired by OSI to assist them in the preparation of a paper for [REDACTED] on UFO's.
2. In accordance with [REDACTED] request, we met on 19 January 1965 with Mr. Richard Harris Hall, Acting Director of NICAP. Though Major William Kehoe, founder of NICAP, is still listed as Director of the organization, we gather that he is present on the premises at 1536 Connecticut Avenue, N. W., only infrequently.
3. The material which was given to us on loan by Mr. Hall is representative of the type of information available at NICAP. Their past and present correspondence from all over the US relative to UFO sightings is voluminous. They have slack periods, as was the case in December 1964, thus there were no "Investigators" reports immediately available for the month of December. NICAP has active Committees scattered throughout the US. Investigators active with these committees call upon the sources of reported UFO sightings to obtain first hand, eye witness accounts of the sightings. A printed form, prepared by the Air Force for NICAP's use, is utilized during the interview, and submitted to NICAP headquarters along with the source's eye witness account as told to the investigator. It was our understanding that copies of these reports go directly to various Air Force bases. There apparently is a strong feeling on the part of NICAP officials, i.e., Kehoe and Hall, that the Air Force tends to downgrade the importance of UFO sightings because they (the Air Force) does not care to have too much made of the sightings by the US press. We were told by Mr. Hall that there have been instances where the Air Force has attempted to intimidate witnesses and get them to sign false statements relative to UFO sightings.

APPROVED FOR RELEASE
 DATE 16 Nov 72

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4. The most recent UFO sighting of considerable interest to NICAP was the series of pick-ups of UFO's on the radar screen of the Patuxent Naval Air Station between 1500 and 1530 on 19 December 1964. This incident was reported in the press as a single sighting, a UFO approaching Patuxent at speeds up to 3800 miles per hour. The Air Force a day or so later stated in the press that the blip was caused by faulty radar equipment. Actually, according to Hall, who talked with an unidentified person close to the situation, there were three separate sightings:

- (a) Two UFO's about 10 miles apart, southeast of Patuxent, approaching at a high rate of speed, disappeared from the screen;
- (b) A single UFO picked up 39 miles southeast of Patuxent, altitude estimated somewhere between three thousand and 25 thousand feet, approaching base at estimated speed of six thousand miles per hour. UFO lost from screen about 10 miles out;
- (c) A single UFO eight miles northeast of Patuxent, approaching at high rate of speed, made 160° turn, and dropped off the screen.

The Federal Aviation Agency (FAA) station at Salisbury, Maryland, was contacted to determine if any reported UFO's; a radio operator had received a message from a US Coast Guard ship reporting "visual objects sighted" in same locale at approximately the same time of day. Hall did give us the name of one of the radar operators at Patuxent--a Chief Pinkerton.

5. There was another UFO sighting reported in the area by the Washington Post within the last week or 10 days. Several men watching from the windows of the old Munitions Building on Constitution Avenue watched several UFO's on the horizon traveling at high rates of speed. They have promised to fill out NICAP's sighting questionnaire, which Hall says we are welcome to see when available.

6. [REDACTED] informed us that she is requesting a security clearance on Mr. Hall predicated upon biographic information provided by [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

NICAP CASES

CASE	DATE	LOCATION
N 51	16 Mar 50	Dallas, Texas
N 52	17 Mar 50	Farmington, N.Mex.
N 53	18 Mar 50	Nr. Bradford, Ill.
(54) ^{UI}	20 Mar 50	Nr. Little Rock, Ark.
N 55	26 Mar 50	Reno, Nevada
N 56	26 Mar 50	Nr. Washington, D.C.
(57)	9 Apr 50	Shelby, N.C. <i>case #4</i>
N 58	24 Apr 50	Balearic Islands
(59) ^{1/10/50}	27 Apr 50	White Sands, N. Mex. <i>PHOTOS feathers</i>
N 60	27 Apr 50	Goshen, Ind.
N 61	11 May 50	McMinnville, Oregon
N 62	20 May 50	Flagstaff, Ariz.
N 63	29 May 50	Nr. Washington, D.C.
(64)	29 May 50	White Sands, N.Mex. <i>(Nolan photos 26 MAY?)</i>
N 65	12 Jun 50	California
N 66	21 Jun 50	Hamilton AFB, Calif.
N 67	24 Jun 50	California desert
(68)	30 Jun 50	Nr. Kingman, Kansas <i>case no. 51</i>
N 69	July 50	Cincinnati, Ohio
N 70	11 Jul 50	Osceola, Ark.
(71) ^{1/1}	15 Aug 50	Great Falls, Mont. <i>ALABAMA PHOTOS</i>
N 72	3 Oct 50	Pomona, Calif.
N 73	5 Oct 50	San Fernando, Calif.
N 74	27 Nov 50	Huron, S.D.
N 75	27 Nov 50	Evansville, Wisc.
N 76	Dec 50	Nr. Cheyenne, Wyo.
N 77	27 Dec 50	Bradford, Ill.
(78) ^{1/1}	16 Jan 51	Nr. Artesia, N. Mex.
(79) ^{1/1}	20 Jan 51	Nr. Sioux City, Iowa
N 80	14 Feb 51	Alamogordo, N.Mex.
(81) ^{INSUFF DATA}	19 Feb 51	Kenya, Africa
N 82	22 May 51	Nr. Dodge City, Kansas <i>poss. case w/ case #8 so Hyfoll, Mont</i>
N 83	1 Jun 51	Dayton, Ohio
N 84	14 Jul 51	Nr. White Sands, N. Mex.
N 85	23 Jul 51	March Field, Calif.
N 86	Summer 51	Augusta, Ga.
N 87	August 51	Central, N.Mex.
N 88	3 Aug 51	Nr. Pinckney, Mich.
N 89	11 Aug 51	Portland, Ore.
(90) ^{1/1}	25 Aug 51	Lubbock, Texas
(91)	26 Aug 51	Washington State. <i>Larson AFB, on 26th</i>
(92) ^{1/1}	10 Sep 51	Nr. Sandy Hook, N.J.
(93) ^{1/1}	23 Sep 51	Nr. March AFB, Calif.
(94) ^{1/1}	Fall 51	Korea <i>18 OCT 51</i>
(95) ^{1/1}	9 Oct 51	Terre Haute, Indiana
(96) ^{1/1}	10-11 Oct 51	Nr. Minneapolis, Minn.
N 97	7 Nov 51	Lake Superior
N 98	9 Nov 51	N.Mex.
N 99	10 Nov 51	Albuquerque, N.M.
N 100	1952	London, Ont., Canada

(56A) ^{1/1} 30 Mar 50 - Selma, Alabama

TENTATIVE SECRET
FORWARD TO [unclear]

TENTATIVE SECRET
FORWARD TO MAJCOM

NICAP CASES

87650321

CASE	DATE	LOCATION
101	20 Jan 52	Fairchild AFB, Wash.
102	21 Jan 52	Mitchel AFB, N.Y.
103	22 Jan 52	North Alaska Radar outpost
104	29 Jan 52	Wonsan, Korea
105	20 Feb 52	Greenfield, Mass.
106	10 Mar 52	Oakland, Calif.
107	29 Mar 52	Nr. Misawa, Japan
108	29 Mar 52	Butler, Missouri
109	8 Apr 52	Nr. Big Pines, Calif.
110	17 Apr 52	Nellis AFB, Nevada
111	23 Apr 52	Watertown, Mass.
112	May 52	Barra da Tijuca, Brazil
113	8 May 52	Atlantic Ocean off Jacksonville, FL
114	13 May 52	National City, Calif.
115	June 52	Tombstone, Ariz.
116	1 Jun 52	Los Angeles, Calif.
117	13 Jun 52	Le Bourget, France (airport)
118	18 Jun 52	California
119	19 Jun 52	Goose Bay, Labrador
120	Summer 52	MacDill AFB, Florida 23 JULY 52
121	1 Jul 52	Boston, Mass.
122	1 Jul 52	Fort Monmouth, N.J.
123	2 Jul 52	Tremonton, Utah
124	10 Jul 52	Nr. Korea
125	12 Jul 52	Chicago, Ill.
126	13 Jul 52	Nr. Washington, D.C. <i>George Washington</i>
127	14 Jul 52	Newport News, Virginia
128	16 Jul 52	Hampton, Va.
129	16 Jul 52	Salem, Mass. <i>Rock</i>
130	18 Jul 52	Nr. Denver, Colo.
131	18 Jul 52	Patrick AFB, Florida
132	19 Jul 52	Porto Maldo, Peru
133	19/20 Jul 52	Washington, D.C.
134	23 Jul 52	Braintree, Mass.
135	23 Jul 52	Culver City, Calif.
136	24 Jul 52	Nr. Carson Sink, Nevada
137	26 Jul 52	California - <i>William</i> <i>cont #22</i>
138	26/27 Jul 52	Washington, D.C. <i>cont #13</i>
139	27 Jul 52	Ann Arbor, Mich.
140	27 Jul 52	Manhattan Beach, Calif.
141	28 Jul 52	Wisconsin-Minnesota
142	29 Jul 52	Miami, Florida
143	1 Aug 52	Nr. Yaak, Montana
144	1 Aug 52	Sharonville, Ohio
145	1 Aug 52	Albuquerque, N. M.
146	3 Aug 52	Hamilton AFB, Calif.
147	15 Aug 52	Haneda AFB, Japan
148	5 Aug 52	Baltimore, Md.
149	6/7 Aug 52	Kerkrade, Holland
150	13 Aug 52	Tucson, Ariz.

132A U/I 22 JULY 52 ULVADE, TEXAS
 132B U/I 23 JULY 52 SOUTH BEND, INDIANA VISUAL
 142B 29 JULY 52 PORT HURON ANCHORAGE (CAFEA)

TENTATIVE SECRET 3
FORWARD TO MAJCOM

TENTATIVE SECRET
FORWARD TO MAJCOM

NICAP CASES

89654221

CASE DATE LOCATION

CASE	DATE	LOCATION
N201	23 May 53	Union of S. Africa
N202	9 Jul 53	Columbus, Ohio
N203	24 Jul 53	Mt. Vernon, Ohio
N204	31 Jul 53	Port Clinton, Ohio
N205	Summer 53	Yaak, Montana
N206	1 Aug 53	Toledo, Ohio
(207)	9 Aug 53	Moscow, Idaho
(208)	12 Aug 53	Rapid City, S.D.
N209	14 Aug 53	Columbus, Ohio
N210	15 Aug 53	Crestline, Ohio
N211	21 Aug 53	Maumee, Ohio
N212	23 Aug 53	Columbus, Ohio
(213)	31 Aug 53	Port Moresby, New Guinea
N214	7 Sep 53	Cleveland, Ohio
N215	7 Sep 53	Vandalia, Ohio
N216	11-13 Sep 53	Chiloquin, Ore.
N217	24 Sep 53	Bexley (Columbus), Ohio
N218	18 Oct 53	English Channel
N219	30 Oct 53	Mt. Vernon, Ohio
N220	3 Nov 53	London, England
N221	14 Nov 53	Nr. Toledo, Ohio
N222	23 Nov 53	Kinross AFB, Michigan <i>no CASE</i>
N223	13 Dec 53	Central Ohio
N224	16 Dec 53	Toledo, Ohio
(225)	17 Dec 53	Sweden
N226	1954	Dayton, Ohio
(227)	1 Jan 54	Australia <i>INCONSISTANT DATA</i>
N228	4 Jan 54	Quantico, Va.
N229	March 54	Rouen, France
N230	24 Mar 54	Baltimore, Md.
N231	24 Mar 54	Florida
N232	16 Apr 54	Grand Canyon, Ariz.
N233	26 Apr 54	Newburyport, Mass.
N234	10 May 54	Northern Sweden
N235	13 May 54	Washington, D. C.
N236	14 May 54	Nr. Dallas, Texas
N237	15 May 54	Vienna, Austria
(238)	24 May 54	Dayton, Ohio (<i>RICHMOND, INDIANA</i>)
N239	30 May 54	Bainbridge, N. Y.
(240)	1 Jun 54	Nr. Boston, Mass.
N241	11 Jun 54	Nr. Baltimore, Md.
(242)	23 Jun 54	Columbus-Vandalia, Ohio
N243	26 Jun 54	Idaho Falls, Idaho
(244)	30 Jun 54	Mobile, Alabama
N245	30 Jun 54	Nr. Oslo, Norway
(246)	30 Jun 54	Nr. Goose Bay, Labrador <i>Nars</i>
N247	3 Jul 54	Albuquerque, N. M.
N248	8 Jul 54	Lancashire, England
N249	11 Jul 54	Hunterdon, Pa.
N250	28 Jul 54	North Atlantic

TENTATIVE SECRET
FORWARD TO MAJCOM

TENTATIVE SECRET
 FORWARD TO MAJCOM

CASE	DATE	LOCATION
N 251	28 Aug 54	Oklahoma City, Okla.
N 252	Aug. or Sep 54	New York State
253	7 Sep 54	Origny, France <i>Stamp Date</i>
N 254	9 Sep 54	Nelson, N.Z.
N 255	15 Sep 54	Bihar, India
N 256	16 Sep 54	Nr. Roanoke, Va.
257 B	17 Sep 54	Rome, Italy
N 258	19 Sep 54	Danane, French West Africa
N 259	20 Sep 54	Cuyahoga Falls, Ohio
N 260	Oct 54	Cherry Valley, N.Y.
N 261	3 Oct 54	Nr. Waben, France
N 262	4 Oct 54	North Weald, Essex, England
N 263	7 Oct 54	Isles-sur-Suippes, France
264	22 Oct 54	Marysville, Ohio
N 265	24 Oct 54	Porto Alegre, Brazil
N 266	25 Oct 54	Belgrade, Yugoslavia
N 267	28 Oct 54	Rome, Italy
N 268	Fall 54	Korea
N 269	5 Nov 54	Lookout Point, N.Z.
270 B	12 Nov 54	Louisville, Ky.
N 271	21 Nov 54	Rio de Janeiro, Brazil
N 272	25 Nov 54	Cordoba, Argentina
N 273	26 Nov 54	Matasquan, N. J.
274	26 Nov 54	Millville, N. J. <i>Stamp Date</i>
N 275	3 Dec 54	Wilmington, N. C.
276 mi. rose	8 Dec 54	North East, Pa.
277 ukn	7 Dec 54	Uppington, Cape Province, So. Africa
N 278	15 Dec 54	Nr. Nowra, Australia.
N 279	19 Dec 54	Vienna, Austria
N 280	20 Dec 54	Pontiac, Mich.
? 281	54 or 55	Coos Bay, Oregon
282	1955	Virginia, nr. Washington, D.C.
N 283	2 Jan 55	Nr. Punta San Juan, Venezuela
N 284	2 Feb 55	Nr. Merida, Venezuela
N 285	11 Feb 55	Miami to New York
N 286	22 Apr 55	Tintinara, Australia
287	3-9 Apr 55	New Mexico, northern Calif.
288 low	25 May 55	Alexandra Park, London, England
N 289	16 Jun 55	Eastern U.S.
N 290	17 Jun 55	Nr. Adelaide, Australia.
291	9 Jul 55	Santa Catalina Channel, Calif.
292	17 Jul 55	Canton, Ohio
N 293	26 Jul 55	Lasham, Hants, England
N 294	26 Jul 55	Washington, D. C.
N 295	29 Jul 55	Cincinnati, Ohio
N 296	6 Aug 55	Cincinnati, Ohio
N 297	21 Aug 55	Chalmette, La.
N 298	23 Aug 55	Cincinnati, Ohio
N 299	28 Aug 55	Yonkers, N. Y.
N 300	2 Oct 55	Akron and Alliance, Ohio

TENTATIVE SECRET
 FORWARD TO MAJCOM

TENTATIVE SECRET
FOR... JCOM
NICAP CASES

5 7 6 5 4 3 2

CASE	DATE	LOCATION
N301	28 Oct 55	Galloway, England
N302	31 Oct 55	Nr. Auckland, N. Z.
N303	1 Nov 55	Mojave Desert, Calif. <i>Lakehead</i>
(304)	2 Nov 55	Williston, Fla.
N305	5 Nov 55	Cleveland, Ohio
N306	9 Nov 55	Philadelphia, Pa.
N307	14 Nov 55	San Bernardino Mts., Calif.
(308)	20 Nov 55	Oak Ridge, Tenn. <i>Lake City</i>
N309	23 Nov 55	Spirit Lake, Iowa
N310	6 Dec 55	Ashfield & Greenfield, Mass.
N311	11 Dec 55	Nr. Jacksonville, Fla.
N312	29 Dec 55	New Britain, Conn.
? 313	1956	North Atlantic
N314	17 Jan 56	Orangeville, Canada
N315	22 Jan 56	Gulf of Mex, nr. New Orleans
(316)	17 Feb 56	Paris, France <i>ROSS 18 FEB ONLY AFB</i>
317	5 Mar 56	Honolulu, Hawaii
(318)	8 Apr 56	Nr. Schenectady, N. Y. <i>VENUS</i>
N319	27 Jun 56	Trieste, Italy
N320	19 Jul 56	Hutchinson, Kansas
N321	19 Jul 56	Wide area, mapped by Wichita <u>Eag</u>
N322	19 Jul 56	Phoenix, Ariz.
N323	29 Jul 56	Pasadena, Calif.
N324	Aug 56	Boulder City, Nevada
N325	8 Aug 56	Hartford, Connecticut
N326	11 Aug 56	West Redding, Conn.
N327	14 Aug 56	West Hartford, Conn.
N328	19 Aug 56	Newington, Conn.
N329	20 Aug 56	Citrus Heights, Calif.
N330	21 Aug 56	Wyoming-Montana
N331	4 Sep 56	Copenhagen, Denmark
(332)	6 Sep 56	Pasadena, Calif.
N333	11 Sep 56	Baltic Sea
N334	Early Nov 56	Malibu, Calif.
N335	8 Nov 56	Miami, Florida
N336	14 Nov 56	Nr. Mobile, Alabama
N337	19 Nov 56	Frankfurt, Germany
N338	24/25 Nov 56	Nr. Pierre, South Dakota
(339)	Dec 56	Far East <i>below / take Tg to</i>
N340	27 Dec 56	Los Angeles, Calif.
N341	21 Jan 57	APO Army base
N342	24 Jan 57	Indiana
(343)	13 Feb 57	Burbank, California
N344	8 Mar 57	Nr. Houston, Texas
(345)	Mar 57	Nr. San Juan, Puerto Rico
(346)	23 Mar 57	Long Beach, California
N347	29 Mar 57	Off East Coast, Florida
N348	4 Apr 57	Wigtownshire, Scotland
N349	12 May 57	Moab, Utah
N350	15 Jun 57	Lancashire, England

(343A) 27 Feb 57 Ellington AFB, Texas A/C

TENTATIVE SECRET
FORWARD TO RAJCOM

174
Hawaii
Sept

CASE	DATE	LOCATION
N 351	18 Jun 57	Jackson, Mississippi
N 352	18 Jun 57	Pacific Ocean, 150 mi. off San Fra
N 353	30 Jun 57	Belo Horizonte, Brazil
N 354	Jul 57	Azusa, Calif.
N 355	1 Jul 57	Avon, Mass.
N 356	4 Jul 57	Nr. Campos, Brazil
N 357	9 Jul 57	Hamilton, Ont., Canada
N 358	31 Jul 57	Calistoga, California
N 359	1 Aug 57	Toronto, Ontario, Canada
N 360	14 Aug 57	Nr. Joinville, Brazil
(361)	15 Aug 57	Woodland Hills, California
N 362	20 Aug 57	Fujisawa City, Japan
N 362	17 Sep 57	Ft. Devens, Mass.
N 364	26 Sep 57	Paris, France
N 365	7 Oct 57	Cape Canaveral, Fla.
N 366	8 Oct 57	Bua Province, Fiji Islands
N 367	8 Oct 57	Nr. Boston, Mass.
N 368	15 Oct 57	Fountain County, Indiana
N 369	16 Oct 57	Australia
N 370	21 Oct (or 29) 57	Nr. London, England
N 371	22 Oct 57	Pittsburgh, Pa.
N 372	23 Oct 57	Kent, England
(373)	2 Nov 57	Levelland, Texas
(374)	3 Nov 57	White Sands, N.M. <i>Monterey</i>
(375)	4 Nov 57	Alamogordo, N. M.
N 376	4 Nov 57	Elmwood Park, Illinois
(377)	5 Nov 57	Gulf of Mexico, off New Orleans
N 378	5 Nov 57	Keesler AFB, Miss.
N 379	5 Nov 57	East St. Louis, Illinois
N 380	5 Nov 57	Haverhill, Mass.
(381)	5 Nov 57	Long Beach, California <i>Wings</i>
N 382	6 Nov 57	Nr. Danville, Ill.
(383)	6 Nov 57	Nr. Atlanta, Ga.
(384)	6 Nov 57	Montville, Ohio
N 385	7 Nov 57	Lake Charles, Louisiana
N 386	10 Nov 57	Hammond, Indiana
N 387	11 Nov 57	Nr. Los Angeles, California
N 388	11 Nov 57	San Fernando Valley, Calif.
N 389	15 Nov 57	Carthage, Tenn.
390	22 Nov 57	Canutillo, Texas
N 391	12 Dec 57	Chatham, Windsor area, Canada
392	Dec 57	Pacific Ocean
(393)	1 Dec 57	Los Angeles, Calif.
(394)	12 Dec 57	Tokyo, Japan
N 395	16 Dec 57	Old Saybrook, Conn.
N 396	3 Jan 58	Hawaii.
N 397	9 Jan 58	Marion, Illinois
(398)	16 Jan 58	Trindade Isle, Brazil
399	30 Jan 58	Lima, Peru
? 400	2 Feb 58	N.S.W., Australia

TENTATIVE
FORWARD TO
NICAP CASES

CASE	DATE	LOCATION
✓ 401	9 Feb 58	Troy, Michigan
✓ 402	3 Mar 58	Nr. Marshall, Texas
✓ 403	8 Mar 58	Korea
✓ 404	20 Mar 58	Henrietta, Missouri
✓ 405	2 Apr 58	Columbus, Ohio
✓ 406	4 Apr 58	Santa Monica, Calif.
✓ 407	7 Apr 58	Newport Beach, California
✓ 408	9 Apr 58	Cleveland, Ohio
✓ 409	11 Apr 58	Johannesburg, S. Africa
✓ 410	14 Apr 58	Albuquerque, N. Mex.
✓ 411	5 May 58	San Carlos, Uruguay <i>Swift Date</i>
✓ 412	17 May 58	Ft. Lauderdale, Florida
✓ 413	25 May 58	Kirchberg, Hunsruck, Germany
✓ 414	27 May 58	Bahia State Coast, Brazil
✓ 415	4 Jun 58	Sarasota, Florida
✓ 416	23 Jun 58	Nr. England AFB, Louisiana
✓ 417	17 Jul 58	Chitose AFB, Japan
✓ 418	26 Jul 58	Durango, Colorado
✓ 419	Summer 58	Air Force Base. SW U.S.
✓ 420	11 Aug 58	Chautauqua Lake, N. Y.
✓ 421	17 Aug 58	Kansas City, Kansas
✓ 422	24 Aug 58	Westwood, N. J.
✓ 423	7 Sep 58	Mission, Kansas
✓ 424	8 Sep 58	Offutt AFB, Omaha, Nebraska
✓ 425	21 Sep 58	Sheffield Lake, Ohio
✓ 426	2 Oct 58	Nr. Blairstown, New Jersey
✓ 427	3 Oct 58	Nr. Rossville, Ind.
✓ 428	7 Oct 58	Nantucket, Mass.
✓ 429	12 Oct 58	Aurora, Illinois
✓ 430	26 Oct 58	Baltimore, Maryland
✓ 431	26 Oct 58	Lafayette, Indiana
✓ 432	Nov 58	Dewline radar
✓ 433	5 Nov 58	Conway, N. H.
✓ 434	20 Dec 58	Dunellen, New Jersey
✓ 435	1 Jan 59	Newport Beach, Calif.
✓ 436	8 Jan 59	Nr. Walworth, Wisconsin
✓ 437	13 Jan 59	Pymatuning Lake, Penna.
✓ 438	23 Jan 59	Panama
✓ 439	4 Feb 59	Gulf of Mexico
✓ 440	9 Feb 59	Imperial Beach, California
✓ 441	24 Feb 59	Pennsylvania <i>Revel o PR</i>
✓ 442	26 Feb 59	London, England
✓ 443	3 Apr 59	Ocoee, Florida
✓ 444	12 Apr 59	Montreal, Canada <i>SEARCH WGS 815</i>
✓ 445	14 May 59	Des Moines, Iowa
✓ 446	3 Jun 59	Nr. Bloomington, Indiana
✓ 447	11 Jun 59	Henderson, Nevada
✓ 448	27 Jun 59	New Guinea <i>ASTRO BODIES</i>
✓ 449	8 Jul 59	Columbus, Indiana
450	8 Jul 59	Near Columbus, Indiana

19 Nov. ?
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TENTATIVE
FORWARD TO
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NICAP CASES

LOCATION

CASE	DATE	LOCATION
451	11 Jul 59	Pacific Ocean 900miNE of Hawaii
N452	12 Jul 59	Nr. Ridgecrest, California
N453	13 Jul 59	Blenheim, N. Z.
N454	14 Jul 59	Pampulha, Belo Horizonte, Minas Gerais Sta
N455	24 Aug 59	Nr. Emmitsburg, Md.
456	7 Sep 59	Wallingford, Ky.
457	24 Sep 59	Redmond, Oregon WAWW
N458	7 Oct 59	Nr. Forrest City, Arkansas
N459	20 Oct 59	Key West, Florida
N460	28 Oct 59	Valparaiso, Chile
(?) 461	1960	Cincinnati, Ohio
N462	3 Feb 60	Intervale, New Haven
N463	5/6 Feb 60	Hollywood, California
464	14 Feb 60	Nome, Alaska
N465	16 Feb 60	Laguna Beach, California
466	4 Mar 60	Dubuque, Iowa
N467	25 Apr 60	Plymouth, N. H.
N468	4 May 60	Sarasota, Florida
N469	18 May 60	Wellington, N. Z.
N470	22 May 60	Majorca Isle, Mediterranean Sea
N471	24 May 60	Ocumare del Tuy, Venezuela
N472	8 Jun 60	New York City
N473	1 Jul 60	Nr Leefe, Wyoming
N474	2 Jul 60	Nr Maiquetia, Venezuela
N475	24 Jul 60	Portville, New York
476	13 Aug 60	Red Bluff, California
N477	16 Aug 60	Oak Forest, Illinois
N478	25 Aug 60	GRUMMAN RETROGRADE SATELLITE
N479	26 Aug 60	Mesa, Arizona
N480	4 Sep 60	Lexington, Kentucky
N481	5 Sep 60	Sonoma County, California
N482	15 Sep 60	Carrizales, Venezuela
N483	28 Sep 60	Arlington, Texas
N484	3 Oct 60	TAKANWA
N485	9 Oct 60	Longpoint, Illinois
N486	27 Oct 60	Lexington, Kentucky
N487	24 Nov 60	Ohio
N488	Jan 61	Missile Base
489	20 Jan 61	Benjamin, Texas
N490	22 Jan 61	Eglin AFB, Florida
491	27 Feb 61	Maine
N492	7 Feb 61	Kennebunkport, Maine
N493	28 Feb 61	Nr Lakeville, Mass
N494	16 Mar 61	Antarctica
N495	9 Apr 61	Kingsville, Texas
N496	May 61	Union Mills, Indiana
N497	19 May 61	Long Beach, California
498	20 May 61	Tyndall AFB, Florida <i>Venus Colon WX</i>
N499	25 May 61	Shepperton, Middlesex, England
N500	29 May 61	Newark, Ohio

SECRET
FORWARD TO MAJCOM

TENTATIVE SECRET
FORWARD TO MAJCOM

NICAP CASES

CASE	DATE	LOCATION
N501	4 Jun 61	Blue Ridge Summit, Pa
N502	19 Jun 61	Exeter, England
(503)	4 Jul 61	Akron, Ohio
(504)	5 Jul 61	Akron, Ohio <i>Galena</i>
N505	24 Jul 61	Ilha Grande, Brazil
N506	17 Aug 61	Stillwater, Minn
(507)	→ 13 Sep 61	Crawfordsville, Indiana <i>NASA</i>
(508)	19-20 Sep 61	Nr N Woodstock, N H <i>and despatches</i>
(509)	21 Sep 61	Pacific Ocean, nr Wake Island
(510)	→ 2 Oct 61	Salt Lake City, Utah <i>Sun Day</i>
N511	12 Oct 61	Indianapolis, Indiana
N512	21 Oct 61	Nr Datil, N Mexico
N513	30 Oct 61	Ligonier, Pa
N514	22 Nov 61	Nr Grafton, N Dakota
N515	29 Jan 62	Eastern Holland
N516	9 Feb 62	Ashton Clinton, Beds, England
N517	11 Feb 62	Parque del Este, Caracas, Venezur
N518	24-25 Apr 62	Philadelphia, Pa
N519	30 Apr 62	
(520)	May 62	Argentina (MAY-JULY)
N521	18 May 62	Pompano Beach, Florida
N522	20 May 62	Defiance, Ohio
N523	21 May 62	England
(524) u/l	26 May 62	Westfield, Mass
(525) u/l	27 May 62	Palmer, Alaska
(526) u/l	30 Jun 62	Richmond, Va
N527	10 Jul 62	New Iberia, Louisiana
(528) u/l	17 Jul 62	X-15 Flight (29 APR 62) <i>chase pla</i>
(529) u/l	30 Jul 62	Ocean Springs, Miss
(530)	→ 2 Aug 62	Liberal, Kansas <i>1. water 2 Jupiter</i>
N531	8 Sep 62	Floresta, Argentine
(532) u/l	15-28 Sep 62	Northeast New Jersey
(533) u/l	18 Sep 62	Northeast Ohio
N534	3 Oct 62	Chicago, Ill
N535	25 Oct 62	Delta, Colorado
(536) u/l	19 Nov 62	Tampa, Florida (17 NOV)
537	12 Dec 62	Amagasaki City, Japan
(538)	21 Dec 62	Angel Falls, Venezuela
N539	22 Dec 62	Buenos Aires, Argentina
N540	24 Jan 63	Lexington, Ky
(541)	→ 5 Feb 63	Nr Washington, D C <i>STAR</i>
N542	15 Feb 63	SE of Melbourne, Australia
(543)	11 Mar 63	Oahu, Hawaii <i>MISSILE</i>
N544	11 Mar 63	El Sobrante, California
N545	12 Mar 63	Paine, Chile
N546	21 May 63	Nr Mt Gambier, Australia
N547	23 May 63	Sunnyvale, California
N548	16 Jun 63	Palmerston, North City, N Z
(549)	18 Jun 63	Niagara Falls, New York
N550	19 Jun 63	Burlington, Mass

TENTATIVE SECRET
FORWARD TO MAJCOM

TE:
FORNICAP CASES

8765032

CASE	DATE	LOCATION
N/551	21 Jun 63	Chicago, Illinois
N/552	26 Jun 63	Pine Crest, Calif
(553)	26 Jun 63	Rockland, Mass
N/554	18 Jul 63	Sunnyvale, Calif
N/555	20 Jul 63	Springfield, Ill
N/556	1 Aug 63	Garston, Herts., England
N/557	4 Aug 63	Wayne County, Illinois
(558)	7 Aug 63	Nr Fairfield, Illinois
N/559	9 Aug 63	Mount Vernon, Illinois
N/560	6 Aug 63	Sanford, Florida
N/561	13 Aug 63	Honolulu, Hawaii
N/562	13 Aug 63	Nr Ellsworth, Maine
N/563	18 Aug 63	Ft Kent, Maine
(564)	14 Sep 63	Susanville, Calif
N/565	20 Sep 63	Huntsville, Arkansas
N/566	26 Sep 63	Sunnyvale, Calif
N/567	4 Oct 63	East Hartland, Conn
(568)	23 Oct 63	Meridian, Idaho
N/569	31 Oct 63	Daylston, Victoria, Australia
N/570	3 Nov 63	Corona, New York
(571)	12 Nov 63	Port Huron, Michigan
(572)	14 Nov 63	Carson City, Nevada
N/573	20 Nov 63	Neche, N D
N/574	2 Dec 63	Grand Rapids, Michigan
N/575	5 Dec 63	Nr Carrasco, Uruguay

TENTATIVE SECRET
FORWARD TO MAJCOM

Old Copy

ELECTRO-MAGNETIC EFFECTS
ASSOCIATED WITH
UNIDENTIFIED FLYING OBJECTS (UFOs)

By

Washington, D. C., Subcommittee
of the
National Investigations Committee
on Aerial Phenomena (NICAP)
1536 Connecticut Avenue, N. W.
Washington 6, D. C.

* * * * *

June 1960

FOREWORD

Publication of this booklet has been sponsored by NICAP members and supporters in the Cleveland-Akron, Ohio, area whose financial assistance made possible this first printing. We are particularly indebted to:

Cleveland Ufology Project, Cleveland, Ohio
and
The Unidentified Flying Objects Research
Committee, Akron, Ohio

Individuals of both groups also made personal donations to the printing fund.

The first printing (250) copies is being distributed free of charge to members of Congress, scientists and newsmen. Because of the limited supply, extra copies will not be available to NICAP members or members of other UFO organizations, but a summary will appear in the NICAP magazine.

If enough interest is generated by this report, a second printing may be arranged to make it available to all interested parties at cost price -- to cover printing, postage and handling -- on the basis of advance orders.

The National Investigations Committee on Aerial Phenomena (NICAP) is a non-profit, fact-finding organization incorporated in the District of Columbia. Associate membership, at \$5.00 per year, includes a membership card, the bi-monthly UFO INVESTIGATOR magazine, and occasional special bulletins.

NICAP welcomes new information on UFOs in general, and any additional information about associated electro-magnetic effects.

-- Editor

INTRODUCTION

During October and November, 1957 a new rash of unidentified flying object (UFO) reports broke out in the United States and other countries. The frequency of the reports was so great that the stories were widely reported on the news-wires, making headlines around the country. In the United States the reports seemed to be concentrated in the southwest and midwest. A feature of these sightings was that, in case after case, automobiles were reported to have stalled in the presence of the UFOs. Other "electro-magnetic" effects (E-M), such as the failure of lights, also were reported.

The former Chief of the Air Force UFO Investigation, Capt. Edward J. Ruppelt, asked to comment on the 1957 reports, stated: "During my tenure with Project Blue Book we had reports of radiation and induction fields in connection with UFOs, however the information was sketchy and we were never able to pin it down." Ruppelt characterized the 1957 electro-magnetic cases as "a whole new dimension to the UFO investigation."

On November 9, 1957, while these reports were still being made, the following story was put on the Associated Press newswire:

"Washington, Nov. 9 (AP) -- A device capable of disrupting the operation of motor vehicles or other mechanical equipment is one of the things the Armed Forces would like to see developed.

"But Lenoard Hardland, Chief Engineer of the National Inventors Council, said today in response to an inquiry that he does not know of any research in this country aimed at producing a device that could stall automobiles or cause radios to fade.

"Such happenings have been reported in the last several days in the Southwest in connection with the reported sighting of a mysterious object in the skies."

Since 1947 similar E-M effects have occurred in the presence of UFOs in at least the following countries: France, England, Italy, Norway, Argentina, Brazil, Peru, Venezuela, Canada and Australia. Also in the new states of Hawaii and Alaska. The implication of these reports is that, whatever UFOs may be, they appear to affect electrical circuits under certain conditions. There is no absolute proof, but the repeated association of this effect with plainly visible unidentifiable aerial objects can leave little doubt that it is valid to say the UFOs caused the effects. Any other interpretation would imply a chain of coincidences of such magnitude that it would be more incredible than accepting the fact of car-stalling UFOs.

The purpose of this booklet is to explore this one aspect of the UFO mystery: Electro-magnetic effects which occurred at the same time a UFO was seen. The study was undertaken by a Subcommittee of the National Investigations Committee on Aerial Phenomena (NICAP), which obtained help and advice from many sources during the course of its investigation. We are grateful to Mr. C. W. Fitch, Cleveland, Ohio, for a detailed report submitted to us, portions of which have been incorporated into this report. The study would not have been possible without the data uncovered by serious investigators and UFO organizations in the past several years, including: Aime Michel, France; J. Escobar Faria, Brazil; A.P.R.O., New Mexico; C.S.I., New York; and Max B. Miller, California.

The Subcommittee convened for the first time on July 30, 1959. Not having a uniform body of data, our first task was to assemble as many reports of E-M effects as possible. This required a search of the UFO literature, cross-checking of sources, and verification of the factual accuracy of news reports whenever possible. The Subcommittee sought first-hand testimony in important cases. However, probably due to the controversial nature of the subject, it was not often possible to obtain the full cooperation of witnesses.

From the resulting chronology the more detailed reports and the well-verified ones which appeared to provide significant clues, were selected for special study. All cases which fit our definition of an E-M report are listed in the main chronology. Other borderline reports which have some characteristics of E-M cases are listed in a secondary chronology.

This booklet contains a digest of the data examined by the Subcommittee, maps illustrating the scope of the phenomenon, and summary reports of significant features. Conclusions are, of necessity, sketchy; however, the Subcommittee felt that a pilot study of this sort would be valuable in calling attention to the E-M phenomenon, point out fruitful lines of investigation, and suggesting means of acquiring better data.

If this report helps to point out the need for a more complete and scientific investigation of UFOs in general, and provokes some thought on the subject, the Subcommittee will feel that its efforts have been well worthwhile.

Richard Lechaux, Chairman
Tom Shelton (Research Analyst)
Jack Brotzman (Electronic Scientist)
Jim Stowell (Research Analyst)
Eli Bernzweig (Attorney)
Richard Hall (Editor)

Washington, D. C., June, 1960.

Sighting 'Shakes' Scientists

Some of the nation's top scientists are "pretty shook up" about the mysterious flying objects sighted in New Mexico and West Texas skies this week, said Charles Capen Wednesday night.

Capen, connected with several scientific projects at White Sands Proving Ground, N. M., and the Physical Sciences Laboratory at New Mexico A&M, said, "This is something that hasn't happened before."

"The scientists have heard the cry 'wolf' so much they don't get excited easily, but some of the top scientists are pretty shook up "about this thing."

Capen said the subject of the objects was "pretty hushed up" at White Sands Wednesday, although they had been the principal topic of conversation earlier in the week.

"They just weren't talking about it today," he said. "The topic of conversation has switched back to Sputnik II and the possible launching of a Russian lunar rocket."

He said instruments had been set up by White Sands Proving Ground and the Las Cruces Astronomical Society in hopes of catching a glimpse of a rocket if one was launched during the lunar eclipse early Thursday.

If a rocket was launched, Capen said the cameras possibly would catch a silhouette of the rocket or a flash of color going toward the moon.

MANY SEE VENUS

Many El Pasoans thought they saw one of the mysterious flying objects Wednesday night. But it was identified as the planet Venus.

Venus, according to Capen, is closer to earth than usual during this time of year.

"The planet appears in the west, near the horizon," he said, "and haze in the atmosphere could give it a redish color. The planet will move closer to the earth until the first week in December, when it will be bright enough to cast a shadow."

"This sort of thing happens quite often, but people weren't aware of it until they began watching the sky for the satellites and flying saucers."

The first mysterious object sighted was near Levelland, Texas, early last Sunday, where autos were stalled in the vicinity of the object. More cars were stalled near Grogrande, N. M., Monday, when an object of similar descrip-

Nov. 4, 1957
**Mystery Object Starts
Autos In West Texas**

Levelland, Texas. (AP) — West Texans puzzled Sunday over accounts of a mystery object, big and ablaze with light, dozens told of seeing in the sky and several said they found in roadways.

Observers told newsmen of at least five instances in which the engines of cars approaching the phantom object Saturday night and early Sunday were unaccountably stalled, but restarted as the phenomenon rose into the air.

Sheriff Weir Clem, who said he observed the brilliant light but didn't get a close view, reported one witness fainted from fright.

Police Patrolman A. J. Fowler, on duty in Levelland as reports poured in from startled residents, said at least 15 persons told of getting a good look and dozens sighted what appeared to be flashes of light.

"They seemed to agree that this something was 200 feet long, shaped like an egg and was lit up like it was on fire—but looked more like neon lights," Fowler related.

"They said it was about 200 feet in the air, and when it got close car motors and lights would go off. Everybody who called was very excited."

There also were reports of an unexplained light in the sky far across the state between Sherman and McKinney, and two men said pulsating green flashes streaked between clouds near Odessa, about 130 miles south of here in West Texas.

Experts Ordered To Start Probe of Lights in Southwest

Air Defense Command To Have Trained Men Take Over Inquiry, Report to Intelligence

By the Associated Press 1957

WASHINGTON, Nov. 5 — The Air Force said today it has assigned trained investigators to look into the flurry of reported sightings of strange flying objects.

The radar network of the Air Defense Command is keeping watch, the Air Force said, but it has reported no radar sightings.

An Air Force spokesman said the investigation has been entrusted to persons specifically qualified for such work.

These investigators work under the Air Defense Command, which has headquarters at Colorado Springs, Colo., and report to the Air Technical Intelligence Center.

The latest report on flying objects came from the Coast Guard cutter Sebago, which radioed that it spotted a brilliant object in the sky this morning about 200 miles south of the Mississippi River.

"Planet" Circled Ship

The unidentified object was first sighted at 5:10 AM, the Coast Guard said. Radar contact with the object was retained intermittently from 5:10 AM to 5:37 AM, with the object visible to the naked eye for 16 minutes beginning at 5:21 AM.

The report from the Sebago, on duty in the Gulf of Mexico, said the object "resembled a brilliant planet" and was traveling at a high speed.

The "planet" moved in concentric circles around the ship, according to the report, and was last tracked 175 miles from the vessel. At that time, it was headed northward toward the Louisiana Coast.

The Coast Guard in New Orleans said it is alerting ships to keep a watch for the object, whose whirling flight covered at least 175 miles during the 27 minutes it was tracked by the Sebago.

Weird 'Thing' to Be Probed by Air Force

1957
More Phantoms Seen
in Virginia, Chicago

WASHINGTON, Nov. 4 (AP) — The Air Force today undertook an investigation of a huge, strangely lighted mystery object reported to have flashed over West Texas.

Reports of strange flying objects have been popping up for years, but this one had the support of a variety of witnesses, including a sheriff and one of his deputies.

It impressed the Air Force sufficiently to call for at least a preliminary investigation.

"We don't investigate all of them, after all," an Air Force spokesman said.

A most unusual thing about the object reported Saturday and Sunday was that witnesses said their car engines stopped and their lights went out when they drove near it.

It was variously described as a burning mass, a big light, and an egg-shaped object 200 feet long.

Meanwhile, there were reports on strange things opening in the skies over Chicago and over the Virginia-North Carolina border.

Three policemen and a fireman in Chicago's suburban Elmwood Park said they saw a peculiar round glowing thing in the early morning sky today. They said their car lights appeared to dim as they kept the prowler car spotlight focused on the thing.

At Martinsville, Va., Mrs. Ruby Hairston said she and her family saw a strange red glare last night while driving to Bassett, Va., from Philpott Lake on the Carolina border.

"It faded from bright red to a pale amber pink, then brightened again," she said.

Mrs. Robert Moudy of Covington, Ind., told newsmen her husband had seen "a thing" in the sky Oct. 15. She said her husband told only her about it and they did not mention it to anyone else because they feared ridicule.

Mrs. Moudy said her husband related the engine of his car-like went dead when the object — flat, oval shaped, about 200 feet long with what appeared to be a large ball of fire in the center — whirled over a farm near Westport, Ind. Her husband said the object made a screaming noise "like an auto tire squealing on a fast take-off."

NOVEMBER "FLAP" 1957

Half the Size of Auto

In North Louisiana, four persons told state police they sighted a bright object about half the size of an automobile rising from the ground near Monroe Monday night.

And in Lubbock, Tex., a missile engineer reported seeing a "brilliant colored egg-shaped object" which he said stalled cars in New Mexico Monday.

Witnesses say a mystery object skipped about the countryside near Lubbock and near scientific military bases in New Mexico over the weekend. The reported objects startled citizens, peace officers and servicemen, but apparently left no concrete trace.

"As Bright as the Sun"

James Stokes, 45, an engineer from the Air Force missile-development center at Holloman Air Force Base, Alamogordo, N. M., told news director Terry Clark of KALG, Alamogordo, that ten autos were stopped Monday on an isolated desert highway, U. S. 54, between White Sands Proving Grounds and Alamogordo.

CHRONOLOGY

Cases included in this chronology represent reports in which a distinct UFO, either a plainly visible object or light source (not diffuse or intermittent flashes of light), was observed at the same time and place that a definite electro-magnetic effect (E-M) such as a car stalling occurred.

In most cases the same witness or group of witnesses both saw the UFO and experienced the E-M effect. In a few cases, however, those who experienced an E-M effect did not see any UFO, but separate witnesses nearby did. The latter were only included if it could be determined that the UFO was seen in the same locality and at approximately the same time. These cases will be denoted by an asterisk (*).

1. Aug. 28, 1945: nr Iwo Jima. C-46 had engine trouble, lost altitude. Three UFOs observed from plane at same time.
2. June 24, 1947: Cascade Mts., Oregon. Compass needle waved wildly.
3. Fall 1949: New Mexico. Music on car radio blanked out by static (as UFO passed low over car).
- (*) 4. Jan. 9, 1953: Kerrville, Texas. Odd "roaring" interference on radio (as UFO circled town.)
5. Jan. 29, 1954: nr Santa Ana, Calif. Car radio quit and motor missed (as UFO passed low over car).
6. June 21, 1954: Ridgeway, Ont., Canada. Car motor quit (as UFO crossed highway ahead of car).
7. Aug. 30, 1954: Porto Alegre, Brazil. House lights failed.
8. Sept. 18, 1954: New Mexico. Strange green fireball; radio, TV and airport radio interference.
9. Oct. 7, 1954: St.-Jean-d'Asse, France. Car motor and headlights failed (UFO in sky above road).
10. Oct. 9, 1954: Cuisy (Seine-et-Marne), France. Car motor and headlights failed.
11. Oct. 11, 1954: Fronfrede (Loire), France. Car motor and headlights failed (as UFO crossed road ahead below cloud cover).
12. Oct. 11, 1954: Clamecy (Nievre), France. Car motor and headlights failed; passengers felt shock and paralysis. (UFO in meadow next to road.)
13. Oct. 11, 1954: Chateauf-neuf-sur-Charente, France. Car motor and headlights failed. (Two UFOs at low altitude ahead of car.)
14. Oct. 14, 1954: nr Broesses-Thillot, Saone-et-Loire, France. Motorcycle stalled.

15. Oct. 16, 1954: Bailloulet (Seine-Inferieure), France. (Four UFOs at low altitude ahead of car; one descended toward road.) Shock and paralysis felt, car motor and headlights failed.
16. Oct. 18, 1954: Coheix (Puy-de-Dome), France. Driver of light truck felt half paralyzed, motor began missing. (UFO in nearby field.)
17. Oct. 20, 1954: Schirmeck, France. Autoist felt paralyzed, motor stalled, heat felt. (UFO on road.)
18. Oct. 21, 1954: nr La Rochelle, France. Motorist and child felt shock and heat, motor and headlights failed (then luminous UFO became visible ahead of car).
19. Oct. 27, 1954: nr Linzeux, France. Headlights and motor failed, two passengers felt "electric shock." (UFO passed ahead of car.)
20. Nov. 14, 1954: Forli, Italy. Conventional and Diesel tractors driving side by side; conventional stalled, Diesel did not.
21. Dec. 5, 1954: North East, Pa. House radio "pulsated" (as UFO observed over lake).
22. Feb. 2, 1955: nr Valera, Venezuela. Commercial airliner enroute from Barquisimeto; radio went dead both at Valera and Barquisimeto (as pilot started to report UFO sighting).
23. Apr. 6, 1955: New Mexico. Three unusual green fireballs; heavy radio and TV disturbances.
24. June 26, 1955: Washington, D. C. National Airport ceiling lights went out as UFO approached. UFO caught in searchlight beam, searchlight went out.
25. Aug. 25, 1955: Bedford, Indiana. House lights dimmed and brightened (as hovering UFO pulsated).
- (*) 26. May 1, 1956: Tokyo, Japan. TV distortion.
27. October 1956: Oslo, Norway. Autoist felt "prickly sensation," wristwatch magnetized (according to jeweler). (UFO flew in front of car and hovered over road.)
28. Nov. 16, 1956: Lemmon, S.D. Railroad phones, automatic block system "mysteriously dead," Western Union service disrupted.
29. December 1956: Far East. Visual and radar sighting of UFO by jet pilot, radar jammed by strong interference. Pilot switched frequency, eliminated interference for 10 seconds; then weaker interference on second frequency.
30. Apr. 14, 1957: Vins-sur-Caraney, France. Metal signs magnetized. Fifteen degree deviation of compass noted only in immediate area of sighting.
- (*) 31. Apr. 19, 1957: Maiquetia, Venezuela. Airliner enroute to Maiqueta sighted UFO. Strange radio signals received at Maiquetia Airport at same time.

32. May 31, 1957: Kent, England. Airliner suffered radio failure during UFO sighting. Normal functions returned when UFO left.
33. Aug. 14, 1957: nr Joinville, Brazil. Airliner cabin lights dimmed and engine sputtered during UFO sighting.
34. Oct. 15, 1957: Covington, Indiana. Combine engine failed.
35. Oct. 30, 1957: Casper, Wyoming. Car motor kept stalling as motorist tried to turn around (to avoid UFO on road).
36. Oct. 31, 1957: Lumberton, N.C. Car motor failed.
37. Nov. 2, 1957: nr Seminole, Texas. Car motor and headlights failed. (UFO on road.)
38. Nov. 2 or 3, 1957: Amarillo, Texas. Car motor failed. (UFO on road.)
39. Nov. 2-3, 1957: Levelland, Texas, Series. Four instances of car motor and lights failing. Many witnesses sighted egg-shaped UFO on or near the ground.
40. Nov. 3, 1957: nr Calgary, Alberta, Canada. Car motor missed, headlights flickered (as UFO arced over car).
41. Nov. 3-4, 1957: Ararangua, Brazil. Airliner ADF (direction finder), right generator, and transmitter-receiver burnt during UFO sighting.
42. Nov. 4, 1957: Elmwood Park, Illinois. Squad car lights and spotlight dimmed (as police pursued low-flying UFO).
43. Nov. 4, 1957: Toronto, Ont., Canada. TV interference (audio). (Viewers called out by neighbors to see UFO.)
44. Nov. 4, 1957: Orogrande, N.M. Car motor stalled, radio failed, heat felt. (James Stokes, White Sands engineer.)
45. Nov. 4, 1957: Kodiak, Alaska. A "steady dit-dit-dit" interference on police radio (during UFO sighting).
- (* 46. Nov. 5, 1957: Hedley, Texas. Farmer saw UFO. Neighbor reported TV cut off at same time.
47. Nov. 5, 1957: Hobbs, N.M. Speeding car, motor failed, lights went out (as UFO swooped over car).
- (* 48. Nov. 5, 1957: Ringwood, Illinois. UFO followed car returning to town. TV sets in Ringwood dimmed, finally lost both picture and sound during same time period.
49. Nov. 5, 1957: S. Springfield, Ohio. Car and cab stalled.
50. Nov. 5, 1957: Pell City, Alabama. Car motor stalled (as driver attempted to approach UFO hovering low over ground).
51. Nov. 5 or 6, 1957: Sao Vicente, Brazil. Itaipu Fort electrical system failed, sentries felt heat (as UFO approached and hovered).

52. Nov. 6, 1957: Houston, Texas. Car motor stalled, radio blanked with static.
53. Nov. 6, 1957: Santa Fe, N.M. Car motor failed, car clock and wrist-watch stopped (as UFO passed low over car).
54. Nov. 6, 1957: Danville, Illinois. Police chased UFO. Unable to notify headquarters "because their radio went mysteriously dead."
55. Nov. 6, 1957: nr Ottawa, Ont., Canada. Battery radio and portable short wave radio failed; then single tone signal heard one short wave frequency. (UFO had been hovering below overcast. Radios worked normally after UFO left.)
56. Nov. 6, 1957: Toronto, Ont., Canada. Interference on TV (audio), just before viewer was called out by neighbors to see UFO.
- (* 57. Nov. 6, 1957: Montville, Ohio. Woman's TV blurred. Next day found automobile pockmarked. Night of Olden Moore report of UFO on ground about one-half mile from woman's home.
58. Nov. 7, 1957: Lake Charles, La. Car motor sputtered and failed (as UFO hovered low overhead).
59. Nov. 7, 1957: nr Orogrande, N.M. Automobile travelling about 60 m.p.h. Speedometer wavered wildly between 60 and 110. (UFO sighted few minutes later. Car was 1954 Mercury, with magnetic speedometer.)
60. Nov. 9, 1957: nr White Oaks, N.M. Car lights failed.
61. Nov. 10, 1957: Hammond, Indiana. Loud beeping caused radio interference (as police chased UFO). Motorist reported radio failure, TV blackout in city.
- (* 62. Nov. 12, 1957: Rumney, N.H. Car motor and lights failed. (Ground Observer Corps reported UFO at same time.)
63. Nov. 14, 1957: Hazelton, Pa. TV disrupted.
64. Nov. 14, 1957: Tamaroa, Illinois. Power failed for 10 minutes in a four mile area (just after hovering UFO flashed).
65. Nov. 15, 1957: Cachoeira, Brazil. Several car motors failed (as drivers attempted to approach UFO on ground).
66. Nov. 25, 1957: Mogi Mirim, Brazil. All city lights failed (as three UFOs passed overhead).
67. Dec. 3, 1957: nr Ellensburg, Wash. Truck motor "almost stopped," but caught again. (Police confirmed UFO sighting.)
68. Dec. 3, 1957: Cobalt, Ont., Canada. Radio static (as several UFOs seen over area).
69. Dec. 18, 1957: Sarasota, Fla. TV interference.
70. Jan. 13, 1958: Casino, N.S.W., Australia. Interference on car radio (as UFO followed car).

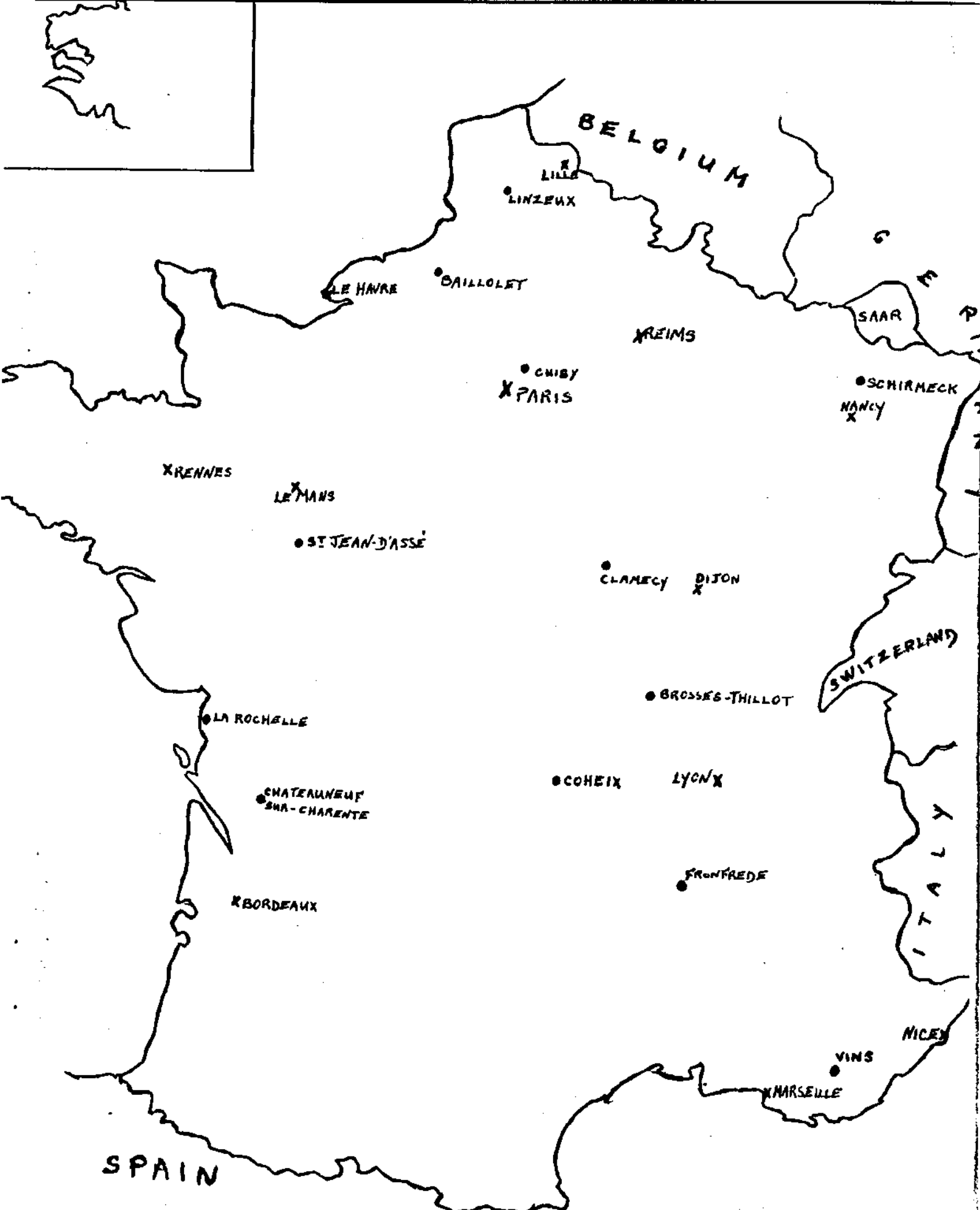
71. Jan. 30, 1958: nr Lima, Peru. Truck, bus, and car passengers felt shock; motors of all three vehicles failed. (UFO descended and hovered.)
72. Aug. 3, 1958: Rome, Italy. Car radio failed; city lights failed.
73. Aug. 31, 1958: La Verde, Argentina. Piper aircraft engine increased its revolutions abnormally (during UFO sighting). Engine normal after UFO left.
74. Oct. 26, 1958: Baltimore, Md. Car motor and headlights failed, two passengers felt heat. (UFO hovering over bridge ahead of car.)
75. Jan. 13, 1959: Greenville, Pa. Truck motor, lights and radio failed (as UFO hovered over truck).
76. Jan. 13, 1959: Bygholm, Denmark. Car motor failed (as UFO passed over car). Headlights and spotlight worked.
77. Feb. 25, 1959: Hobbs, N.M. Signals on car radio, steady succession of two dots and a dash (as UFO passed).
78. June 22, 1959: Salta, Argentina. City lights failed.
79. Aug. 13, 1959: Freeport, Texas. Car motor and headlights failed (as UFO crossed road ahead at low altitude).
80. Oct. 22, 1959: Cumberland, Md. Car motor, headlights, and radio failed (as UFO hovered low over road ahead).
81. Jan. 18, 1960: nr Lakota, N.D. Car lights dimmed (as UFO descended toward field about a mile off highway).

Secondary Cases

These borderline cases have some characteristics in common with those on the main chronology. In each case a definite E-M effect was reported. In seven of the nine cases some aerial phenomenon did coincide with the E-M effect (i.e., flashes of light, glows, etc.). In the other two cases distinct UFOs were seen, but it could not be determined that they coincided with the E-M effects reported nearby.

- (a) July 20, 1952: Cumberland, Md. Engineer reported unusual type of TV interference. Occurred within a few hours of the famous Washington UFO sightings all over the D.C.-Virginia area, including radar trackings by C.A.A.
- (b) Jan. 21, 1957: Bristol, England. TV pictures disrupted and noise heard on audio; same time as fiery light in sky with rays running through it.
- (c) Jan. 27, 1957: Glendora, Calif. Unexplained power failure. Two UFOs reported same night in general area.
- (d) May 7, 1957: New York City. TV disrupted, citizens complained about low-flying "aircraft." Commercial test plane blamed, but Air Force reported several unidentified blips on radar.

- (e) Sept. 1, 1957: LeMars, Iowa. Car motor and headlights failed (as flash of light seen in sky).
- (f) Nov. 2 or 3, 1957: Las Cruces, N.M. Car motor and headlights failed twice (as UFO skeptic saw flashes of light in the sky). Blamed on "static atmosphere."
- (g) Nov. 28, 1957: Hakalau, Hawaii. Car motor failed, driver felt numb (as bright flash of light seen in sky about 20 feet above highway ahead of car).
- (h) Dec. 1, 1957: Ann Arbor, Michigan. Telephone lines affected by odd noise in Detroit (as numerous red lights observed in sky).
- (i) Dec. 7, 1959: Bangor, Maine. Airport runway lights went out. (Airliner circling over field reported unexplained blinding glow around plane.)



DISTRIBUTION OF E-M CASES IN FRANCE

• E-M Case

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DISTRIBUTION
OF
E-M CASES
IN
SOUTH AMERICA

Statistics Based on the 81 Cases in the Main Chronology

TABLE I.	EQUIPMENT AFFECTED
Ground Vehicles.....	49
(Automobiles 43, Others 6)	
Radio, TV (excluding automobile radios).....	16
Aircraft.....	7
(Engines 2, engines & lights 1, radio 3, radar 1)	
Building Lights.....	7
Other.....	<u>2</u>
	81

TABLE II.	AUTOMOBILES (43 cases)
	DEVICE AFFECTED
Motor Only.....	12
Radio Only.....	7
Lights Only.....	3
Motor & Lights.....	15
Motor & Radio.....	3
Motor, Radio & Lights.....	1
Other.....	<u>2</u>
	43

Motor : 31 cases
 Lights: 19 cases
 Radio : 13 cases

A NOTE ON THE QUESTION OF CAUSE AND EFFECT

One of the better examples of electro-magnetic (E-M) effects apparently caused by a UFO is the case of the sightings near Levelland, Texas, November 2-3, 1957. In a period of about three hours, the sheriff's office in Levelland received dozens of calls from excited people who had seen flashing lights in the sky. In addition, more than 15 calls were received from people who had actually seen a distinct UFO, and all 15 descriptions were remarkably similar.

Four of the fifteen also reported that the motors and lights of the car or truck they were riding in at the time had failed at the approach of the UFO. When the UFO retreated, the lights came back on and the engines could be started again. Patrolman A. J. Fowler said: "They seemed to agree that this something was 200 feet long, shaped like an egg and was lit up like it was on fire -- but looked more like neon lights." Coincidence and hallucination must be ruled out when more than 15 people at different locations but in the same general area give identical descriptions of something which they have just seen. The four who reported engine and light failure also described their experiences in the same way. There can be little doubt that a UFO was seen and did cause engines and lights to fail.

A direct cause and effect relationship is also apparent in the following cases: 15, 18, 25, 29, 64, 65 and 75.

ENGINE-FAILURE CASES

This study comprises twenty-seven cases of the failure of engines during UFO sightings in the United States, France, Italy, South America and Hawaii.

It is interesting to note that not only automobiles and trucks were affected, but also the electrical systems of a motorcycle and a tractor. Also worthy of mention is the fact that a Diesel tractor driving alongside a conventional tractor with electrical ignition was not affected while the conventional tractor was stalled.

Studying these occurrences also refutes the skeptic's explanation that some people, seeing something which they fail to recognize right away, become nervous and are the very cause themselves of the stalled engine. In nine cases, the engine stalled and the drivers did not spot the UFO until the vehicle had come to a dead stop. Some puzzled drivers only sighted the strange appearance in the sky as they raised the hood to inspect the motor of their stalled vehicle.

From these twenty-seven cases there seems to be a definite sequence to the disturbances of the electrical systems of vehicles: First the motor stops, then the headlights go out. In a few of these cases where the car was equipped with a radio playing at the time of the UFO appearance, the radio was the first to show signs of disturbance either by emitting static or by fading.

In many of these instances the UFO appeared to be at a low altitude and quite near, though its performance was not uniform. Altitudes of the UFOs, unfortunately seldom reported with much accuracy, were estimated to be from 0 (sitting on the ground) to approximately 200 feet. Distance of the stalled driver from the UFO also is very approximate since many reports do not give the vaguest estimate of distance. The estimates given in these cases ranged from 100 feet to 2 miles away, either straight ahead of the car or off to one side.

In all these instances as the UFO vanished in the distance either straight away or angling up, the lights came back on, engines started easily, and radios resumed playing. Oddly enough in a few instances the batteries were steaming, apparently having been short -circuited somehow.

FAILURE OF AUTOMOBILE HEADLIGHTS & OTHER LIGHTS

This study is based on 26 instances of the failure of lights during the sighting of a UFO. Twenty-one of these were automobile lights. In nineteen instances the engines failed at the same time, and in two instances only the lights were affected. The lights failed a few seconds before any UFO was sighted in seven cases and a few seconds after a UFO was sighted in ten cases. The other light failures occurred simultaneously with UFO sightings.

The UFOs associated with the instances of light failure sometimes were seen to have a definite shape, and sometimes appeared only as a source of light. The usual shape reported was elliptical or circular.

In seventeen cases colors were mentioned:

blue.....	2
green.....	3
white.....	3
red.....	5
orange-yellow.....	3
multi-colored.....	1

In eleven of the twenty-six cases of light failure, the associated UFO was reported to be either on or near the ground (estimated altitudes of 300 feet or less).

A particularly interesting case of house lights being affected happened in Bedford, Indiana, August 25, 1955. Two women driving home neared one of their houses in which the living room lights had been left on. A UFO, white with a black streak through the center, was seen hovering near the house. As the UFO pulsed, the house lights dimmed and brightened in unison with the glow of the UFO. The frightened women drove back down town to wait for their husbands, and when they returned together the UFO was gone.

An intriguing aspect of the light failure cases, which cropped up in at least two instances, was the failure of searchlights or spotlights after they were shone on the UFO.

RADIO-TELEVISION INTERFERENCE

Of 23 cases studied, 17 involved radio interference and 6 involved TV interference. In one instance both the radio of a police patrol car and the TV sets in the area were affected by static and blackouts.

The types of interference were of four basic kinds:

- (1) Instrument went dead.
- (2) Signals picked up.
- (3) Static heard.
- (4) Volume diminished and increased.

In many of the TV cases the words "TV interference" are used and it is not stated specifically whether the video, audio or both were affected. The radio cases are generally more specific as to the type of interference.

In all of these cases the UFO was generally described as being low -- from a few feet above the ground to an estimated 50 feet altitude; also very close to the affected vehicle or building, the range being estimated from "just a few feet" to 100 feet away. Unfortunately, many reports are vague or incomplete in respect to these figures, and when estimates are ventured they must be accepted as approximations since the size of the UFO is unknown.

As for the performance of the UFO at the time of the disturbance, it varied from "jet speed" to "hovering." Some instances of swooping down and upward curves, as well as level flight, were reported. In two cases sounds were reported: One described as an explosion, the other as like "a car engine racing."

The shape of the associated UFOs is problematic because of the lack of information in these reports. Some descriptions mentioned were: egg-like, star-like, globe, disc, saucer, oval; and others were only light sources.

One case (No. 55) is interesting because the campers in Canada had an ordinary battery-powered portable radio which went dead, whereas their portable short wave radio received a rapidly modulated single tone signal on one frequency only. This is similar to the PAA radio system case (No. 31) in Venezuela in which Morse-like signals were received on one interference-free frequency. In the latter case the signals were accompanied by slight "explosions." After a stop of 40 seconds, different signals were received, interrupted by a sound like an aircraft travelling at great speed. In both instances the equipment was good and the people were well versed in radio. (The Canadian campers were ham radio operators.) Also, in Texas, station KEVT heard odd "roaring" static going up and down the scale during a UFO sighting (No. 4).

PHYSIOLOGICAL EFFECTS

Several of the witnesses who experienced an E-M effect as a UFO was seen nearby also felt something akin to an electric shock frequently accompanied by heat. With a few exceptions noted below, this occurred mostly to motorists inside their vehicles at the same time that their headlights and motors were affected. In a few cases the motorists reported that they felt paralyzed. The paralysis, shock, and/or heat was often felt before the UFO was seen and before the witnesses had any reason to think that anything unusual was going on; thus these effects can not be attributed to fear or other psychological causes.

On November 5, 1957, in one of the few cases of this type not involving motorists, two sentries at Itaipu Fort on the east coast of Brazil felt suffocating heat from a UFO which approached the fort causing the whole electrical system of the fort to fail. A psychological cause is also ruled out in this case since the sentries actually suffered severe physical burns.

In one instance a motorist experienced both shock and heat after stepping out of his car to look at a UFO. A policeman in Williston, Florida, November 2, 1955, climbed out of his car to investigate a low-flying UFO and saw it pass about 150 feet over his head. At that moment he felt heat and an odd stinging sensation which he had never before experienced. He described it as similar to the numbness felt when a foot "goes to sleep," tingling all over.

Eight other cases all involved motorists driving along the highway. Six of these took place in France during the month of October 1954. Two others, very similar to the French cases, were in Peru, January 1958, and Hawaii, November 1957. The latter two were reported before the publication of Aime Michel's book listing the 1954 French cases.

In a typical case (No. 18) a man with his 3-year old son was driving along at night when he suddenly felt an "electric shock" over his whole body along with increasing heat. The child apparently felt it too because he began crying. The motor failed and the headlights went out. Only then did a UFO become visible -- a brightly lighted object ahead of the car which soon climbed rapidly away. As soon as the UFO left, everything returned to normal.

An exceptional case (g) involved a man driving home alone early in the evening. Suddenly his engine began missing, and then he saw a bright flash of light about 20 feet above the highway ahead of the car. The motor failed and the headlights went out. The car's momentum carried it forward to about the spot where the light had been, at which point the man felt "numb" and couldn't move for several minutes. Then, he said, the car started up again by itself while still in high gear (he had not touched the starter), the lights came back on and the car began to move slowly. Frightened, the man did not stop to investigate and hurried home.

There was no clear-cut pattern to the physical description of the UFOs seen when "shocks" were felt. Most of the cases occurred at night and the UFOs appeared as luminous globular objects whose exact shape could not be determined. The colors most frequently mentioned were red and orange.

One definite pattern was found in the performance of the related UFOs when the "shocks" were felt. In nearly every case the UFOs (1) had just moved to a position low above the road ahead of the car, or (2) were actually on the road or next to it ahead of the car. In one such case (No. 15) one UFO from a formation of four was seen to zig-zag down toward the road ahead of the car. When about 100 yards away from the descending UFO, the motorist felt a "shock" and his motor and lights failed. No light could be seen from the UFO, which had apparently landed, and the man sat in the dark unable to move. Then the headlights came back on, and in their beam the amazed motorist saw the UFO skimming away low over the ground. From these cases it appears that "shocks" are felt only during exceptionally close approaches.

The data are too skimpy to allow any firm conclusions about the forces involved in cases of "electric shock," except that the same forces which have apparently affected electrical circuits in automobiles and other vehicles and devices can, at closer range, cause physiological effects on the human body. It should be noted in passing that, in many cases not involving electro-magnetic effects on vehicles and devices, witnesses standing in the open have suffered mild skin burns and symptoms of radiation sickness after being exposed to a UFO low above their heads.

No serious after-effects have been reported in any of the cases involving a "shock," but the two sentries in the Brazilian Itaipu Fort incident did suffer serious burns in a closely similar case.

PERFORMANCE

In order to determine the general performance characteristics of the UFOs during the occurrence of E-M effects, the cases of engine failure (37) were taken as a sample. Many of the cases were reported only sketchily and produced little data of value, but some possibly significant features can be noted on the basis of this sample.

The colors reported were fairly evenly distributed across the spectrum, with a slight predominance on the red end of the spectrum. In cases where the UFO changed colors or showed more than one color, each color reported was listed separately. Usually, however, there was one predominant color.

Components of Motion

Hovering: The UFOs were reported to have hovered in at least 11 cases.

Landings: The UFOs were reported to have been on the ground in at least 11 cases.

Vertical Motion: The UFOs were reported to have moved vertically in at least 13 cases.

Of the various categories considered, these three showed a significant frequency. Other categories were: Circled or maneuvered, passed (without stopping or maneuvering), continuous straight line flight, arced, turned. In 6 cases turns were mentioned; fourth in frequency of the components considered.

Distance And Altitude

Altitude was estimated more often than distance. In about 3/4 of the cases in which an estimate of altitude was given, the UFOs were said to be below 250 feet. All estimates of distance placed the UFOs less than 500 feet away.

LIMITATIONS OF DATA

Throughout its study of the E-M phenomenon, the Subcommittee has been acutely aware of the limitations of the data under consideration. It found many reports to be sketchy and incomplete, and discovered gaps of time during which no E-M cases apparently were reported. The gaps, however, are believed to be directly related to the lack of investigation and inadequacy of news reporting at certain times. Ridicule by the press and various officials has led to periods of sparse news coverage, though UFOs were still reported to NICAP and other organizations.

In its search of the literature on E-M reports, the Subcommittee was only able to find eight cases which occurred before the rash of E-M cases in France during 1954. Only four of these were reported at the time they occurred. One of these was the June 24, 1947, sighting in Portland, Oregon, by prospector Fred Johnson. Johnson reported that the dial of his compass was agitated as 5 or 6 disc-shaped objects flew overhead flashing in the sun. It is interesting that this early E-M case occurred on the same day as the famous UFO sighting by private pilot Kenneth Arnold, which resulted in the coining of the term "flying saucer."

Since 1954, recorded E-M cases have been numerous. The French engineer Aime Michel, in his book "Flying Saucers and the Straight Line Mystery," has documented 12 instances of E-M effects experienced in Europe during the Fall of 1954. Eleven of these were in France during the month of October. (See Chronology.)

Between Fall 1954 and the next comparable period in late 1957, thirteen cases were found. It is probably significant that there was very little UFO publicity in this period, after the Air Force wrote off UFOs in an official report early in 1955.

Then in late 1957 a sudden rush of UFO reports from responsible witnesses was carried on the press wires. Personnel at White Sands Proving Grounds, the crew of the Coast Guard cutter Sebago in the Gulf of Mexico, airline pilots in Louisiana and Nebraska, and many others reported UFOs. The press coverage which resulted from this interesting batch of sightings, the most thorough since 1952, led to the reporting of hundreds of UFOs within about two months. While the relatively straightforward reporting continued, many E-M cases were recorded. Three E-M cases in October, then 30 E-M cases in November 1957 alone! (See Chronology.)

After a few more E-M reports in December 1957, UFO publicity once again died down. Since January 1958, only twelve E-M cases are known to the Subcommittee. However, the reports that continue to trickle in even during periods of poor news coverage are sufficient to suggest that the E-M phenomenon has been continual throughout the 13 years since the term "flying saucer" became a part of our vocabulary.

Because the data are not as complete as we should like, we are not able to state positively that E-M effects are a standard feature of UFO reports. However, the fact that the two periods in which most E-M cases are known (1954 and 1957) correspond to two periods in which UFOs were well-reported strongly suggests that other E-M cases have gone unreported in other periods due to ridicule or a generally unfavorable press. It is important to note that if Aime Michel

had not personally investigated the 1954 cases and published them in a book, they would be completely unknown in the U.S. today.

The evidence of E-M effects, sketchy though it may be, is sufficient to warrant a more thorough investigation of UFOs, and an attempt to learn more about the E-M phenomenon through deliberate instrumentation for that purpose.

If the following report in the "For the Record" column of NATIONAL REVIEW, February 13, 1960 is accurate, the need for investigation of the E-M phenomenon takes on new importance:

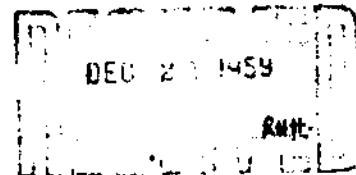
"Investigators sifting wrecks of recently crashed commercial airliners stumped by the eerie and unexplained total failure of all electronic equipment on the ill-fated craft."

APPENDIX B

DEPARTMENT OF THE AIR FORCE
WASHINGTON

OFFICE OF THE SECRETARY

21 December 1959



Dear Mr. Hall:

The Air Force has not conducted a special study of the cases of car stallings and other electrical influences attributed to UFO's.

In cases where car stallings were reported, this information, of course, was taken into consideration before the final evaluation was made.

Actually the number of cases involving car stallings is negligible.

Sincerely,

LAWRENCE J. TACKER
Major, USAF
Public Information Division
Office of Information

Mr. Richard Hall.
National Investigating Committee
on Aerial Phenomena
1536 Connecticut Avenue, N. W.
Washington 6, D. C.

AURORA AND GEOMAGNETIC STORMS

One explanation that has been advanced for E-M effects is that they must be related to solar activity and resulting disturbances of the earth's magnetic field.

The International Geophysical Year (IGY) world warning system, to enable an extensive study of the results of solar activity, was in operation during the last quarter of 1957 when 36 E-M cases occurred. The following information is taken from IGY Bulletin No. 10, April 1958, published by the National Academy of Sciences:

"During the first three months of the IGY (July, August, September, 1957 -- Ed.), 14 periods of Alerts and 4 SWI (Special World Intervals) were declared by AGIWARN, the IGY World Warning Agency ... During the next three-month period (October, November, December, 1957 -- Ed.), solar activity was in general lower; only six periods of Alert, totalling 23 days, and two SWI, totalling four days, were declared. One of the SWI was unsuccessful in that no major solar disturbance with associated terrestrial effects followed. During the other SWI a short but relatively severe geomagnetic disturbance took place...

1957

Oct. 14 Alert #11 starts
 Oct. 20 Alert #11 finishes
 Oct. 21 Alert #12 starts
 Oct. 22 SWI #6 starts
 Oct. 23 Alert #12 finishes
 SWI #6 finishes
 Nov. 12 Alert #13 starts
 Nov. 15 Alert #13 finishes
 Nov. 24 Alert #14 starts
 Nov. 26 SWI #7 starts
 Moderate magnetic storm starts
 Nov. 27 Magnetic storm finishes
 Alert #14 finishes
 SWI #7 finishes
 Dec. 15 Alert #15 starts
 Dec. 21 Alert #15 finishes
 Dec. 26 Alert #16 starts
 Dec. 29 Alert #16 finishes."

Thus, it is seen that solar activity was at a minimum during one of the major outbreaks of UFO sightings and associated electro-magnetic effects. Geomagnetic disturbances therefore appear to be an unsatisfactory explanation for many E-M cases, or UFO sightings in general.

Aurora

The following information on aurora is taken from IGY Bulletin No. 12, June 1958:

"Auroras are the visible manifestation, in the earth's atmosphere, of a group of phenomena resulting from disturbances in the sun's interior and surface layers. They mark the paths within the atmosphere of the streams of solar particles ejected by eruptions on the sun... The best times of the year for auroral

observations are Spring and Fall. During March and September, in particular, auroras are at an annual maximum of frequency and intensity...In latitudes below 40 degrees N, where auroras are rare, observations are made primarily on nights when geomagnetic disturbances are expected, i.e., during Alerts and SWI...Four months of Weather Bureau observations indicate that auroral motions are greatest at about midnight, and are predominantly from west to east."

Since it has already been shown that there were no geomagnetic disturbances during most of the Fall 1957 E-M sightings, and many of these E-M sightings occurred in Texas and New Mexico (well below 40 degrees N), auroral effects fail to account for the E-M phenomenon satisfactorily, except possibly in a very few cases of radio noise and disruption of communication at other times. Certainly no such explanation is adequate at any time for cases of motor and headlight failures which have been directly associated with the presence of an unidentified object nearby in the atmosphere.

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