

A Soviet scientist who was at the briefing revealed that the cosmonauts actually tried to communicate with the aliens, using a flashlight to send Morse Code messages. But they got no response.

Finally, one cosmonaut flashed some *numbers* in Morse code — and the aliens responded by flashing some numbers of their own. Russian mathematicians on Earth soon realised that the figures they had been exchanging were related by a complex series of formulas.

“Clearly, at least in mathematics, we speak the same language”, said the Soviet scientists.

ALIENS WALK IN SPACE.

On day three, the aliens took several Space-walks, the scientist continued. What amazed the two Soviet cosmonauts was that the aliens -measuring about 6 ft. 6 inches in height- were wearing no space suits.

“They floated untethered, far away from their ship, and had no discernible breathing apparatus”, he said.

After four days, the aliens finally left, said the Soviet engineer. And the cosmonauts caught their departure on film.

“The silver sphere began retreating into the distance, growing smaller and smaller, taking its time”, said the engineer, who saw the film.

“It was as though the ship was saying a friendly cosmic farewell: ‘So long, new friends’.” ■

A “VALENTICH TYPE” OF CASE OFF PUERTO RICO

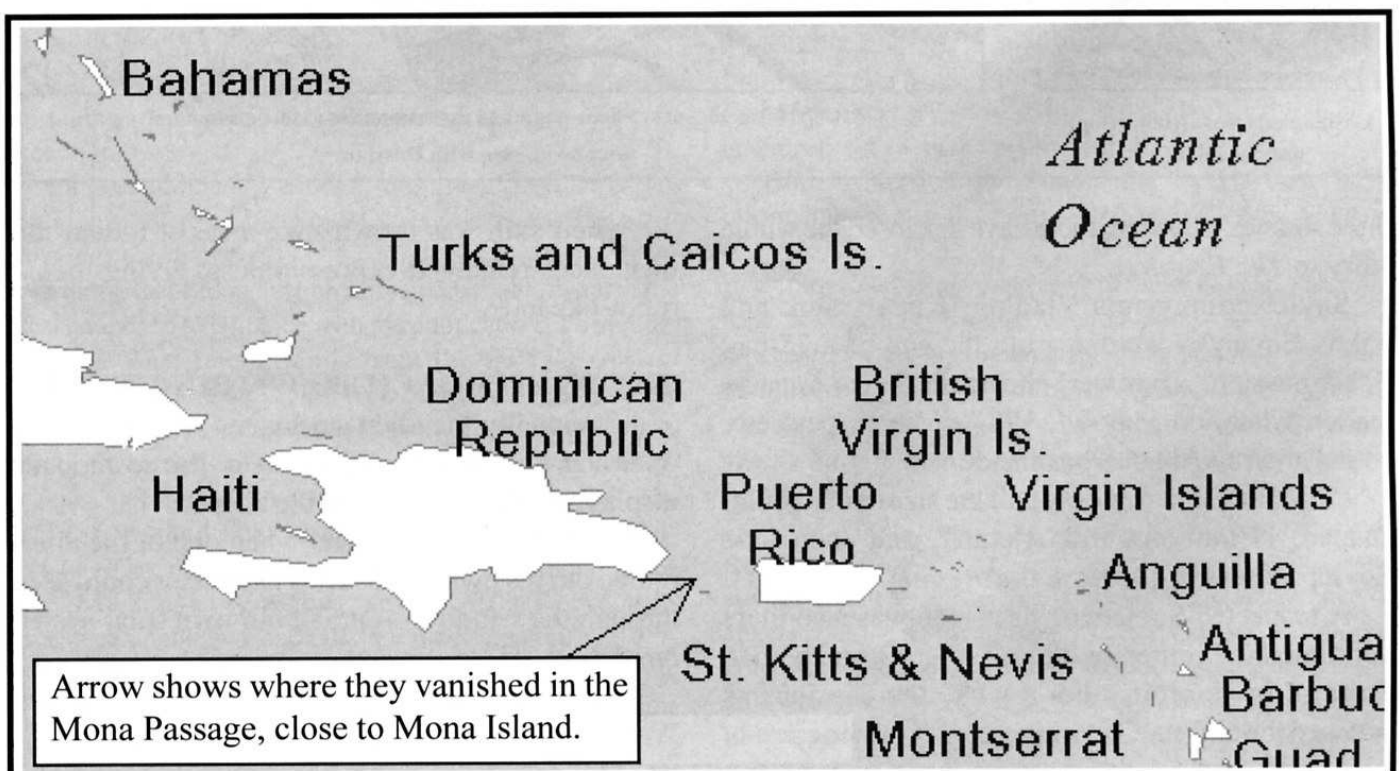
© By JORGE MARTÍN, Editor of *EVIDENCIA OVNI*,
(Puerto Rico), and *FSR* Consultant.

[I have translated from Spanish, and out of *EVIDENCIA OVNI* No. 3, 1994, only the second half of Jorge Martín’s article entitled *DESAPARECIDO EN EL AIRE* (*VANISHED INTO THIN AIR*).

For the first part is simply an account in Spanish of the amazingly similar (and very well-known in the English-speaking world) mystery of the disappearance of the Australian flier Frederick Valentich over Bass Strait, Australia, on October 21, 1978. This already has an extensive bibliography in English. Lengthy and detailed accounts are known throughout the English-speaking world. We can mention in particular

Bill Chalker’s two articles on it in *FSR* (*The Missing Cessna and the UFO*, in *FSR* 24/5, and *The Valentich Affair Re-examined*, in *FSR* 30/2); Dr. Richard Haines’ masterly book on it, *Melbourne Episode: Case Study of a Missing Pilot*, published in 1987 by the L.D.A. Press, Los Altos, California, USA; and, more latterly, the summary of the case given by Paul Norman in the December 1996 number of the *Australian UFO Bulletin*, December 1996.

I have of course no knowledge as to whether the Valentich case has ever been discussed yet in any of the Spanish journals of Ufology. G.C.]



THE DISAPPEARANCE OF SANTOS AND TORRES OFF PUERTO RICO. As we have already indicated, the case which we now report below presented great similarities with that of Frederick Valentich on the other side of the world two years earlier.

On the evening of June 28, 1980, José Alberto Pagán Santos, a young Puertorican pilot aged 22, living at Manatí on the Island of Puerto Rico, and his friend José Luis Maldonado Torres, from Morovis, were flying back to Puerto Rico from the Dominican Republic in Pagán's light plane. (See map.)

The two young fellows had been on a pleasure trip, and at 7.50 pm., as they were flying back home over the Strait of La Mona (an arm of the sea between the Dominican Republic and the Island of Puerto Rico) things started to happen. They were returning earlier than had been their original intention.

In view of the highly ambiguous statements which were subsequently put out about this case, we decided to embark on a closer examination of it. (On previous occasions we had noticed that the authorities tended to display this same sort of 'ambiguity' whenever 'UFOs' were involved. And we had already noticed the similarity with the Valentich case in Australia, two years earlier.)

We contacted José Alberto Pagán's father, Sr. José Pagán, himself a Lieutenant in the Puerto Rican Police, and Assistant Chief of the aerial division of the Police. And himself also a pilot.

Lt. Pagán consequently took an active part in the joint search and investigation, lasting two weeks, and carried out by the authorities of Haiti, Dominican Republic, and Puerto Rico.

As soon as we contacted Pagán Senior, our suspicions began to be confirmed. He revealed to us that when he returned home after the final discontinuation of the search, he was contacted by the well-known Puertorican psychologist Carlos Busquets, who told him that he - Busquets - had a close friend working in the F.A.A. (Federal Aviation Agency) at Isla Verde (near San Juan, the capital of Puerto Rico) and that this friend had informed him that the F.A.A. had in their possession a tape-recording of his son's messages ... and that in the course of these messages one could clearly hear that a UFO was being mentioned.

Lt. Pagán went off with Carlos Busquets to the F.A.A. and demanded that he be permitted to listen to the tape. The Federal Authorities at first refused to comply but finally, in deference to his own position as a police officer, permitted him to hear it.

The tape made a profound impression on Lt. Pagán, because it confirmed that the two young men had reported that a strange flying object was harassing them and blocking them off from their course towards San Juan. After three messages, the communication had ceased, and the plane and the two young men had vanished.

The U.S. Federal Authorities at the F.A.A. in

Isla Verde refused to let Lt. Pagán have a copy of the tape, and requested him not to speak about the affair.

Later, when we were discussing this case in a programme put out by the Tinita Reyes radio station, I was contacted by a confidential source inside the F.A.A. at Isla Verde, who said that he had knowledge of this case and possessed important proof of it. We thereupon arranged a meeting, during which he told us what had happened.

According to this source, (a high official of the F.A.A. whose name we cannot reveal here because of the need to prevent him from suffering possible reprisals), things had gone as follows:

"José Alberto Pagán and his friend Maldonado were flying in a *Eur-Coupe* plane registered in 1947 and bearing the identification number N3808-H.

"Pagán was piloting it.

"Suddenly they put out a "*Mayday*" call for help, addressed to the Aerial Transit Control Centre in Isla Verde airport at San Juan.

"For some unknown reason Isla Verde were unable to receive these messages from the *Eur-Coupe*.

"At that moment, an aircraft of the Spanish Air Line IBERIA, flight no. 976, bound from the Dominican Republic for Madrid, picked up the message of the two young fliers and contacted them and served as a link to put them in touch with Isla Verde. As a result, the F.A.A.'s tower up on top of El Yunque Mountain in Rio Grande Region (Eastern part of the Island of Puerto Rico), *did* now receive their calls, and passed them on to the Administration Headquarters at Isla Verde.

"There was thus an interchange between the two young fliers, the captain of the IBERIA commercial jet aircraft, and the F.A.A. Isla Verde Headquarters.

"Right at the end, the two young fliers, highly alarmed, report that the strange object is closing in on them, that they have made a 300 degree turn in order to try to escape from "it" and return to the Dominican Republic, in view of the fact that it would not let them head for Puerto Rico.

"After that, a strange noise was heard, like something metallic.... and all contact with the *Eur-Coupe* was lost.

"The Iberia Air Line had sent the young fliers a signal telling them to contact Isla Verde on other frequencies - but there was no answer. Nothing. They had vanished, and nothing more was ever known about them.

"When this happened, they were at more or less 35 miles to the WNW of Aguadilla, a town on the extreme NW tip of Puerto Rico. In fact, to be absolutely exact, we would say that the *Eur-Coupe* was 35 miles to the north of the little island of Mona, which lies right in the middle of the Strait of La Mona, half-way between the Dominican Republic and Puerto Rico Island".

Thus ends the information from our confidential high source inside the F.A.A.

This source also provided us with a copy of the original tape (now lying in the F.A.A. offices at Isla Verde) containing the *Mayday!* calls and the messages exchanged between Pagán and the Iberia air-liner, and we now have this copy of the tape in our personal archives.

Likewise, *another* confidential source sent us a copy of an official document from the Department of Transport of the USA and FAA Administration, giving an *official transcription* of the texts of the messages exchanged.

The original of the document in question is in English, appears to be signed by a federal investigative agent of the FAA, named Russell F. Walker. (See full text below).

**WHAT THE YOUNG FLIERS SAID:
THE TEXT OF THE MESSAGES.**

0003:00GMT N3808-H: (Pagán's plane) : MAYDAY! MAYDAY!" Air-Coupe ocho cero eight zero zero Hotel. We can see a strange object in our course. We are lost. MAYDAY, MAYDAY.

0003:25 GMT N3808-H: MAYDAY, MAYDAY. We are lost. We found a strange object in our course.

0003:35 GMT IB976 Station calling MAYDAY MAYDAY, Iberia nine seven six, Iberia nine seven six, go ahead.

0003:45 GMT N3808-H Ah, we are going from Santo Domingo to, ah, San Juan International but we found, ah, a weird object in our course that made us change course about three different times. We got it right now in front of us at one o'clock. Our heading is zero seven zero degrees. Our altitude one thousand six hundred at zero seven degrees.... our VORs got lost off frequency.

0004:15 GMT IB976 Station calling one zero one five MAYDAY MAYDAY, Iberia nine seven six go ahead.

004:20 GMT N3808-H: MAYDAY! MAYDAY! This is Air Coupe (error for Eur-Coupe) three eight zero eight Hotel in flight from Santo Domingo to San Juan Puerto Rico we have a very weird object in front of us that made us lose course... Our present heading is one thirty degrees at one thousand five hundred feet, sir.

0004: GMT N3808H We lost signal off of Aguadilla VOR

0005:00 GMT IB976 Ah station calling Mayday station calling Mayday San Juan request to Ah SQUAWK one one zero zero one one zero zero.

0005:10 GMT N3808H We do not have transponder sir, we do not have transponder.**0005:25 GMT IB976** Station transmitting mayday. San Juan request you transmit one one zero zero.

0005:35 GMT N3808H We do not have transponder sir, we do not have transponder.

0005:40 GMT IB976 OK which is your call sign and estimate position

0005:45 GMT N3808-H Right now we are supposed to be at about thirty five miles from the coast of Puerto Rico but we have something weird in front of us that makes us lose course all the time. I change our course a second (unintelligible) our present heading right now is three hundred we are right again in the same stuff sir

0006:30 GMT IB976 Station transmitting Mayday station transmitting Mayday Iberia nine seven six San Juan requests you to call one three four three or one three five seven say again frequency one three four three or one three five seven do you copy

0007:10 GMT IB 976 Station transmitting Mayday call San Juan one three four three or one three five seven call San Juan Center one three four point three or one three five point seven.

**THE TRANSCRIPTION CERTIFICATE:
DEPARTMENT OF TRANSPORT FEDERAL AVIATION
ADMINISTRATION.**

Date:

In reply CERAP T: RO20 San Juan CERAP
refer to RFD 1, Box 29A, Loiza St.
Sta. San Juan, Puerto Rico
00914

OBJECT: Transcription concerning the accident of N3808H, an Air-Coupe, on June 28, 1980.

FROM: EPDS, San Juan CERAP

TO: This transcription covers the time period from June 28, 1980, 2358:00 GMT to June 29, 1980, 0012:00 GMT.

Agencies Making Transmissions *Abbreviation*

Aircraft November 3808H N3808H

Iberia Airlines Flight 976 IBN 976

I HEREBY CERTIFY that the following is a true transcription of the recorded conversation pertaining to the subject accident. (signed)
RUSSELL F. WALKER

Just as the Australians had done in the case of Frederick Valentich, the Puertorican authorities juggled around with several *possible explanations*. Obviously, at the time, the contents of the tape holding the message of Pagán and Maldonado were not known. For their own very great convenience, the F.A.A. were keeping it all hidden. One of the theories that they put around was based on the possibility that Pagán Junior had had little flying experience, so that he could have gone off course and run out of fuel.

Similarly, they suggested that the *Eur-Coupe* aircraft, being a 1947 model, could have run into mechanical difficulties and blown up.

But the father, Police Lt. Pagán, himself a qualified pilot, was quick to deny all these "explanations". He said: "My son was already a well experienced pilot and it wasn't the first time that he had flown to the Dominican Republic and then back home again. **Furthermore, the aircraft was in perfect condition. I myself was responsible for the constant maintenance of the plane, and I had only recently taken out the old engine and put in a new one. The entire aircraft was in perfect working order, and the best proof of this is that at no moment during the messages did they ever say that the aircraft had anything wrong with it.** So, as we can see, while themselves perfectly aware of what the young fliers had said about the presence of the weird object and how it was harrassing them, the Puertorican authorities were quite prepared to put out all these various "theories" via the media.

**THEY ALSO BELIEVED IN THE
EXISTENCE OF UFOs.**

The father, Police Lt. Pagán, just like Guido

Valentich, the father of Frederick Valentich, commented as follows:

“My son believed in the reality of the UFO phenomenon, and he had already seen several things of that sort, and so have I. I don’t know of course whether or not he *was* abducted by one of those objects, but what we do know is that one of them was in some way or other involved in what happened. If that was so, I hope that one day he will return to us. I don’t know - it’s just a sort of presentiment - and it has helped to console my wife and myself a bit. I hope they will both return.”

SOME COMMENTS ON THE CASE BY JORGE MARTÍN.

Just as in the case of the Australian Valentich, these young Puerto Ricans vanish over a neck of the sea after having reported that a UFO was harassing them and preventing them escaping and proceeding on their way to Puerto Rico. **In order to avoid a collision with the UFO they were repeatedly obliged to go off course and to head more or less towards the North-West, specifically towards the sea area called La Hoya de San Juan (The San Juan Trench) where the deepest point of the entire Atlantic Ocean is located.**

And of course we are reminded of other similar cases of planes, with civilian or military pilots, who also vanished in the air-space above this maritime region to the west of Puerto Rico:-

1. In 1964, south of Cabo Rojo, an aircraft of the Puerto Rican National Air Guard, piloted by an officer, William Torres González, vanished. Various eyewitnesses declare that, before disappearing over the waters, his aircraft “was pursued by a big red fiery ball”.

2. In 1968 came the disappearance of an *F-104*, also of the Puerto Rican Air National Guard, and piloted by an American, Marvin Marks, and also over this same arm of the sea. Marvin Marks’s jet vanished before the astounded eyes of two other military pilots who were taking part in an exercise with him. The radar operators who, from the land, were watching his flight as part of the exercise, assert that the spot on the radar representing his jet suddenly vanished off the screen.

3. Another similar incident was that of a young man named Victor Arrubarrena who, with his plane, inexplicably vanished over La Mona Strait.

4. This very same area of sea to the north of the island of La Mona (west from Puerto Rico) was also the scene of another event, when the Puerto Rican legislator Luis Muñoz Arjona and other members - like himself - of the Commission on Natural Resources set up by the Chamber of Representatives (i.e. the Parliament) of the Free Associated State of Puerto Rico, were eyewitnesses of powerful bright beams of light coming up out of the sea there, and also saw a luminous UFO which harassed them when they were returning to Puerto Rico from the Island of La Mona in a small aircraft. That was in the year 1977, and it was in fact one of the reasons that prompted this same legislator, Luis Muñoz Arjona, together with other Representatives, including Antonio

Fas Alzamora and Freddie Valentín, to submit a Resolution urging that the Puerto Rico Legislature should investigate the question of UFO sightings over their Island.

But the Resolution got no further, and was defeated by the more conservative elements in the Legislature as well as by powerful political pressure from sectors of the Puerto Rican State Government and of the U.S. Federal Government.

In our archives we have also got several other similar cases of civilian or military pilots who fortunately *did not vanish*, but who were indeed eyewitnesses to the close presence of UFOs in the nearby air-space and had some impressive experiences. The Federal Authorities forbade these people to discuss with anyone what they had seen, and threatened to bring charges against them and - inter alia - to rescind their pilots’ licences should they not comply.

In future issues of EVIDENCIA OVNI we shall, as exclusive features, publish some of these cases.

On the other hand we would like to mention that, although we do thank our ‘Sources’ (mentioned above) for their collaboration in so kindly giving us a copy of the tape with young Pagán’s messages, and also a copy of the official transcript of the same, it is our impression, on analyzing the transcript, that this transcript has itself been edited. **The silence gaps during the conversation between the young men in the Eur-Coupe and the Captain of the Iberia jet are at times just too long.**

So we have the feeling that, just as happened in the Valentich case, our two young fliers said far more than appears on the tape and in the transcript. It is very possible that the Authorities edited out certain parts of the message which were ‘very explicit’ about what Pagán and Maldonado Torres were saying about the UFO that was harassing them.

Maybe one day we shall finally learn what did happen to both Valentich and to the occupants of the Puerto Rican Eur-Coupe, as well as all the other pilots who have vanished from our skies in similar circumstances. But, on the basis of our own experience so far in this sort of case, we think the wait might be very, very, long! JORGE MARTÍN.■

NOTE BY EDITOR OF FSR.

In connection with the important article given above I would urge FSR readers to study very carefully all our recent reports from Venezuela, Brazil, and Puerto Rico about UFO harassment of all these territories, and ***of the possible existence nearby of alien bases in the sea.***

See in particular our reports on:

- (a) *Puerto Rico and ‘chupacabras’* (FSR 41/1).
- (b) *E.T. Vampires in Brazil, and Underwater UFO Base off Venezuela* (both in FSR 41/2).

(c) *Vampire Chupacabras in Puerto Rico and UFOs and Deaths of Animals in Puerto Rico* (both in FSR 41/3).

NOTE PARTICULARLY THAT THE NORTH-EASTERN SECTION OF THE CARIBBEAN SEA, WHERE PUERTO RICO LIES, CONTAINS MANY OF THE VERY DEEPEST OCEAN TROUGHS TO BE FOUND ON THIS PLANET, RANGING FROM 18,000 FT TO 24,000 FT. THE SAN JUAN TRENCH, TOWARDS WHICH THE UFO SEEMS TO HAVE BEEN ENTICING THE TWO YOUNG PILOTS, IS ONE OF THE VERY DEEPEST OF THESE "HOLES". IS THIS WHERE ONE OF THE PRINCIPAL UFO BASES LIES?

WITH REGARD TO THE REJECTION, SO LONG AGO AS 1977, OF A REQUEST FOR AN OFFICIAL UFO ENQUIRY IN PUERTO RICO, NOTE ALSO, FROM WHAT I HAVE SHOWN ALREADY IN FSR 41/3, THAT THE EXISTENCE OF THE "CHUPACABRA" ON THE ISLAND OF PUERTO RICO WAS ALREADY KNOWN TO THE AUTHORITIES AS EARLY AS 1975, (SEE IN PARTICULAR MY EDITORIAL IN FSR 41/3.)

NOTE ALSO THAT THE CHAMBER OF REPRESENTATIVES' NEW RESOLUTION (1995) CALLING FOR A GOVERNMENTAL INVESTIGATION OF THE "CHUPACABRA" (SEE FSR 41/3, PAGES 12 and 13) INCLUDED A DEMAND FOR AN OFFICIAL REPLY "WITHIN 45 DAYS".

HAS ANYBODY HEARD ANY MORE ABOUT THAT GOVERNMENT ENQUIRY CALLED FOR IN NOVEMBER 1995? **THE "45 DAYS" EXPIRED LONG AGO!**

HOW IS IT THAT WE STILL HEAR NO MORE ABOUT THIS?

JORGE MARTÍN! WHAT DO YOU YOURSELF HAVE TO TELL US ABOUT ALL THIS? AND, BY THE WAY, HAVE YOU TOLD YOUR OWN PEOPLE YET ABOUT WHAT WE DISCOVERED CONCERNING "CHUPACABRA" REPORTS FROM PUERTO RICO TO FLYING SAUCER REVIEW SO LONG AS TWENTY - AND MORE- YEARS AGO? G.C.■

THE 1977 PARLIAMENTARY RESOLUTION CALLING FOR A PUERTORICAN INVESTIGATION OF UFOs, WHICH WAS REJECTED

Translation from Spanish
(Introductory passages only): G.C.

FREE ASSOCIATED STATE OF
PUERTO RICO.
Eighth Legislative Assembly,
First Ordinary Session.

CHAMBER OF REPRESENTATIVES
R de La C 151, 17 March, 1977.

Presented by Representatives Fas Alzamora, Muñoz Arjona, Valentín Acevedo, and Rodríguez Roberto. Referred to the Commission of Internal Affairs.

RESOLUTION.

To create a Special Commission to investigate the alleged appearances of "UFOs", unidentified flying objects, over Puerto Rico, and all matters related thereto.

EXPOSITION OF MOTIVES.

During recent years a number of reports have been made public about supposed apparitions of "UFOs", unidentified flying objects, over Puerto Rico. While it is a fact that a few private investigations of this subject were launched, it is also a fact that the people of Puerto Rico have never been given any final and concrete knowledge as to whether the claimed apparitions of the "UFOs" are mere rumours or are real.

The people of Puerto Rico have the right to a thoroughgoing knowledge about this particular question. Consequently the Chamber of Representatives of Puerto Rico has the obligation to echo the clamour of the citizenry and to investigate everything whatsoever relating to the matter of "UFOs" over Puerto Rico which has become a matter of such concern in our "Island of Enchantment".

BE IT THEREFORE RESOLVED BY THE
CHAMBER OF REPRESENTATIVES OF PUERTO
RICO THAT:-

1. Section 1. - A special Commission
2. of seven (7) representatives be created, four (4) of them belonging to the majority party
3. and three (3) belonging to the minority party, in order that....

A RECENT BRITISH CASE OF PLANE AND PASSENGERS LOST NEAR CUBA.

From *The Daily Telegraph*, 6th October 1998.

City traders disappear in plane near Cuba.

By Ben Fenton

FOUR London business men are missing, presumed drowned, after the light aircraft they had rented to fly around the Bahamas disappeared close to Cuban air space between Haiti and Jamaica.

The family of Paul Baxter, 26, the pilot, believes that he may have run into problems with weather and entered into the Cuban-controlled zone. In 1996 the Cubans shot

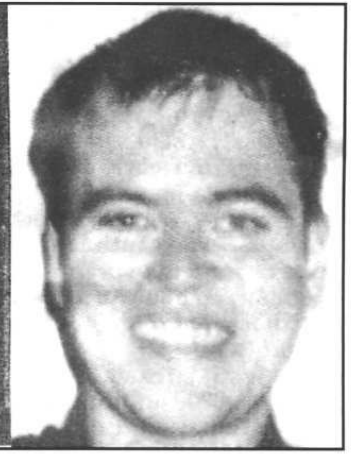


Paul Baxter

Paul Hooper



Cliff Cotze



Conrad Dobinson.

down two light aircraft in similar circumstances.

There is confusion and conflicting information over the last known moments of the Piper Archer aircraft which carried Mr Baxter, Conrad Dobinson, 27, Paul Hooper, 29, an Australian, and Cliff Cotze, a South African.

There is no evidence of a Mayday signal or any report of engine trouble, suggesting a sudden end to the flight.

Mr Baxter's brother, Stephen, said last night that he had obtained a copy of the taped conversation between his brother and air traffic controllers in Haiti, which suggested that the last-reported position they had for the plane was wrong by at least 30 miles.

This would not only have led the air and sea-search conducted by the US Coastguard to the wrong starting point, but it would also have meant that, if Mr Baxter had turned North to avoid storms, he would have violated the Cuban protected area.

Mr Baxter, a stockbroker originally from Huddersfield, was apparently in breach of a rental agreement he signed with Discovery Aviation of Titusville, Florida, on Aug 11, because it limited flights to America and the Bahamas.

But on Aug 18, he took the Piper Archer III PA 28-181 from Mathew Town on the Bahamian island of Great Inagua, with the apparent intention of flying to Kingston, Jamaica.

They never arrived. The aircraft's last reported position, according to air traffic controllers in Port-au-Prince at 11.48

pm was 15 miles west of the South-west tip of Haiti.

There was no further trace of the plane, and it was reported overdue by Kingston air traffic control four hours later. Four US Coast Guard aircraft and a 270ft cutter searched until the following evening, but found nothing.

The families of the two Britons did not know they were missing until 10 days later, and an enquiry is believed to be underway at the Foreign Office to discover how this delay occurred.

One possibility being considered by the families is that they wandered into Cuban air space.

Stephen Baxter, Mr Baxter's brother, said: "It is pure speculation, but is based on all the strangely negative and contradictory replies we have been getting from the authorities who took part in this matter. There is a lot of doubt about whether the last reported position is accurate."

A transcript of the conversation shows Mr Baxter struggling to find a reference point that the Haitian tower is asking him for. It is clear that the Haitians thought he could be 30 miles closer to Jamaica than he was.

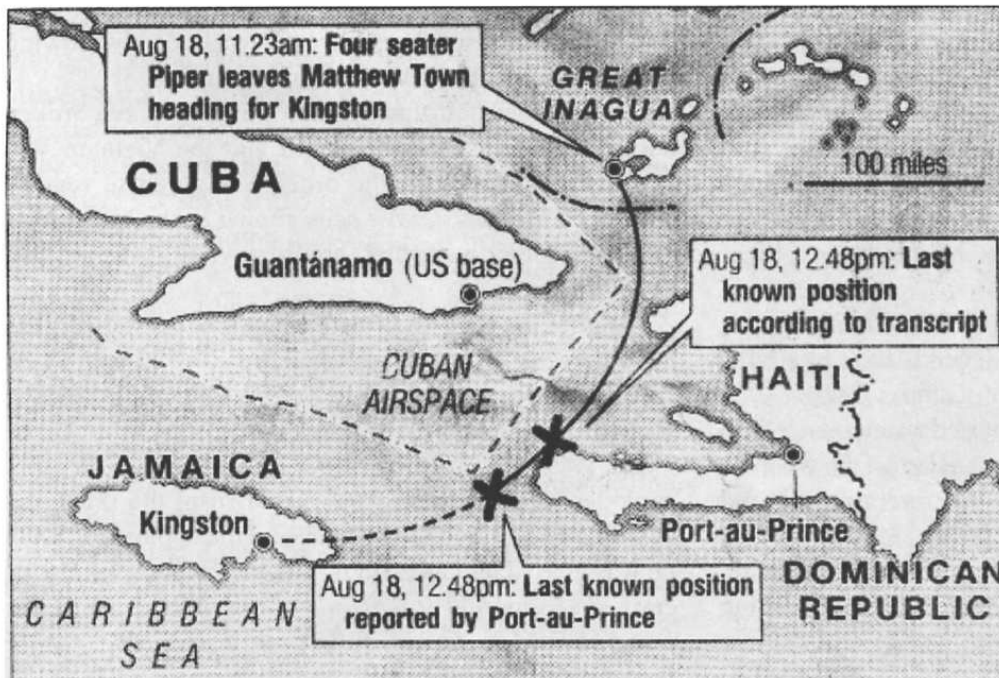
Fay Dobinson, of Wolviston, near Middlesborough, whose son is a Liverpool University graduate, said: "Checks have been made with Cuba and they say they have no knowledge of the plane.

"That theory is just one of 101 and we don't think it very likely at all. We were very upset that we still have not been told officially that our son is missing, and we were only told by a flatmate."

The route the men would have had to fly to avoid hostile Cuban air space in both Cuba and Haiti would have meant a journey of 330 miles.

The maximum range of the Piper Archer they were flying is 632 miles, so the aircraft would have been unable to return to its point of origin.

The men had rented the plane for a three-week "island-hopping" holiday. Mr Dobinson, an assistant plastics trader in the City, Mr Hooper and Mr Cotze, who were both accountants, shared a flat in Soho. ■



"A.U.T.E.C." - TOP SECRET OFFICIAL U.S. NAVAL CONTACT WITH UFOs. © By Dr. Michael Preisinger (UFONACHRICHTEN, GERMANY)

(Précis translation from German. G.C.) UFO-NACHRICHTEN, Sept/Oct.1998

[NOTE BY EDITOR OF UFO-NACHRICHTEN, WERNER L. FORSTER.

Reports about the U.S. Navy's AUTEK BASE (ATLANTIC UNDERSEA TESTING AND EVALUATION CENTRE) continue to appear. Have Ufologists been on the wrong scent hitherto in constantly assuming that the wreckage of crashed UFOs was all in the hands of the U.S. Air Force? Fresh pieces of information actually go further than that - *suggesting even that there is already official contact!* This two-part report will, on the one hand, shed light on the picture hitherto, and at the same time describe the actual present status of our research.]

PART I: UFOs SEEN NEAR "AUTEK".

For those who have not yet read
"THE BERMUDA PUZZLE SOLVED"*

I will first give a résumé of the situation. On the island of Andros, in the Bahamas, lying between Nassau and Florida, the U.S. Navy has a strictly guarded secret submarine research centre, Andros being chosen owing to the great sea-depth immediately right off its east coast (a straight drop of more than 2,000m to the ocean bed).

Tourists and other visitors are more or less non-existent and hardly anybody ever seems to know exactly how big the secret Base is. But recently there have been enough rumours and reports to make it reasonable to believe that, via this Base, official contacts with visitors from other worlds or other dimensions actually are taking place!

In his book Charles Berlitz wrote: "In quantity, the reports of UFO sightings over the Florida/Bahamas region far exceed those from other areas of the world. Many reliable eyewitnesses have seen the UFOs, both in the air and the clear ocean water. They have been seen disappearing down into the sea and emerging from it, and the high index of sightings in this region suggests that the UFOs are indeed connected with the mishaps to people in the area, and that they are also abducting ships and aircraft there, and that this has been going on for generations past". (re-translation.G.C.)

THE EARLIEST UFO REPORTS.

Quite a lot of local "spooky" legends look like UFO reports. (Too tenuous to translate, I think. G.C.)

In the 1940s Marva Collins reported an encounter with presumed "ghosts" on the Exuma Islands, in which a farmer named John Rolle was left unconscious and covered with small injuries.

In September 1968 two brothers, Fred and Hezekiah, while walking home one night, heard a "long, howling noise" and shortly afterwards saw "six dwarves sitting under a tree".

In 1957, a week before Christmas, a 10-metre fishing boat was returning to Freeport when all its electrical apparatus suddenly failed, the compass swung wildly, and the boat lay dead in the water for several hours. A dark mass with three lights hung above them. When it departed, all electrical systems were working again.

In 1963 a U.S. Navy report mentioned an "underwater object" travelling near the Bahamas at about 270 km.p.h. *It was observed from 15 naval ships.* Four days later it appeared again and was tracked at a depth of 6,000 m. After five days of activity the thing was gone.

In August 1969 and again in October 1969, Captain Don Delmonico, when travelling from Miami to the Great Isaac Light north of Bimini, saw, on both occasions at the same time - 1600 hrs - a greyish-white cigar-shaped craft beneath the surface of the clear Atlantic water. It was 45-60 m. in length, smooth, with no visible steering devices and no visible portholes, and travelling at "90 to 100 m.p.h. at the very least". At first it was coming straight towards his ship and seemed to be about to surface, but at once it dived and passed under him, no turbulence or wake from it being detectable. (Shades of Jules Verne's Captain Nemo and his "Nautilus" in "Twenty Thousand Miles Under the Sea"!).

Also in 1969, an unknown object was seen in the air by the crew aboard a U.S. naval vessel. (Naturally not reported officially, but it was later revealed by crew members). The details of the case are as follows:

Robert P. Reilly, of the crew of the rocket-carrying destroyer *U.S. DLG-27*, said his ship was returning to the U.S.A. from the U.S. Naval Base at Guantanamo in Cuba, and at about 23.45 hrs., when close to Bahaman waters, they saw, and at an estimated distance of some 17 to 23 kms, on the horizon to their starboard and over the Bahamas, a large shining sphere that was steadily growing in size. The entire crew were dumbfounded.

At first they felt that nuclear war must have broken out (it was the Cold War period and the Vietnam War was also still on), and the order was given to reverse course. (*Which must have been shown in the ship's log*). Then the sphere vanished, before anyone had managed to get a photo of it.

At once the well-known cover-up process started. The log book was "made secure", and the 70 - 100 men of the crew were strictly ordered to keep their mouths shut. It was only years later that Reilly spoke of the affair.

In 1971 a Lockheed *Super-Constellation* air-liner exploded near Great Inagua. Bob Brush, the pilot of a nearby *DC-6* passenger airliner, saw the explosion. Later he was able to handle a flight-manual from the exploded craft, *and saw that it was full of tiny holes.* *The UFO researcher M.K. Jessup, reporting on this case, recalls the identical feature of the mass of small holes in the*