

too (the witness in the first case which I have recorded above) has had the desire — since his own experience — to read serious books on the UFO theme. Nor do we think that this fact in any way gives ground for doubting his statements. Both

these men maintained strict secrecy for ten years about their sightings, and only “opened up” to the investigating specialist when given prior assurance that their testimonies would be used solely for the purpose of scientific study of the UFO question.

GEORGE ADAMSKI STILL CASTS HIS SHADOW

Thoughts prompted by an interesting report from Peru

Gordon Creighton

WE are indebted to Captain Jorge Milberg of Lima, Peru, formerly with the Panagra Air Line, who has forwarded to us, through his old friend Derek Dempster,* a recent press account of a remarkable sighting.

This took place on October 19, 1973, when a Peruvian engineer named Hugo Luyo Vega allegedly photographed, with a Polaroid camera, an unidentified hovering object which appears to have been identical in all respects with the ‘Venusian scout-ship’ allegedly photographed at Palomar Gardens, California, on December 13, 1952, by the unfortunate and possibly much maligned George Adamski.

Captain Jorge Milberg states that he has a friend who knows the Peruvian engineer. There is consequently a possibility that a fuller report, and copies of the photograph, will in due course be secured for *Flying Saucer Review*, and we have asked Captain Milberg if he can help.

According to the account which we have, published in the October 23, 1973, edition of the Lima newspaper *El Comercio*, Friday, October 19, 1973, is a date that Senor Hugo Luyo Vega is not likely to forget. The time was about 3.00 p.m., and he was driving on the Peruvian Central Highway towards Lima, accompanied by a business client from Matucana. The client had just bought some mandarin oranges from a road-side stall, and now suggested that they take a little break for a few minutes and enjoy some of the mandarins.

Then, in the words of Hugo Luyo Vega: “We saw the flying saucer, just a few metres from us. My breathing grew faster. Neither of us spoke a word. A whole string of ideas raced through my mind. I managed to keep calm and ~~ran to the car and~~ and ran to the car and got out my camera. And I just did the best I could to secure a picture of it.”

He managed to get only the one photograph.

His story goes on: “At first the saucer was moving very slowly. But then it began to climb and was quickly out of sight in the sky, and this is why I was unable to get more than one picture.

“For a moment I didn’t actually think that the

picture would come out all right, for I don’t consider myself all that good as a photographer, and I was greatly surprised when I saw that it had come out. All the photo showed was the thing’s shape, but at any rate this little bit of evidence is enough to prove that it was a real ‘UFO’ and not an invention of my mind.”

Sr. Vega explained that when they first caught sight of the saucer it was “at eye-level.” The place was at approximately kilometer 54 on the Peruvian Central Highway, La Carretera Central. As he described it to the newspaper reporter: “The UFO appeared above the river Rimac and over the tremendous ravine. It was travelling very slowly, and my client and I just stood there enraptured by the sight.”

Description of the UFO

Sr. Vega described the saucer as follows:

“It was of the colour of burnished silver. The upper part looked like a cupola. At its apex there was a steady blue light,¹ and below that there was the shape of a turret with small windows, which we could see perfectly. Beneath that, the saucer terminated in a big platform about ten metres² in diameter, and, in the centre underneath, it had a cone with a very powerful dark red pulsating glow.”³

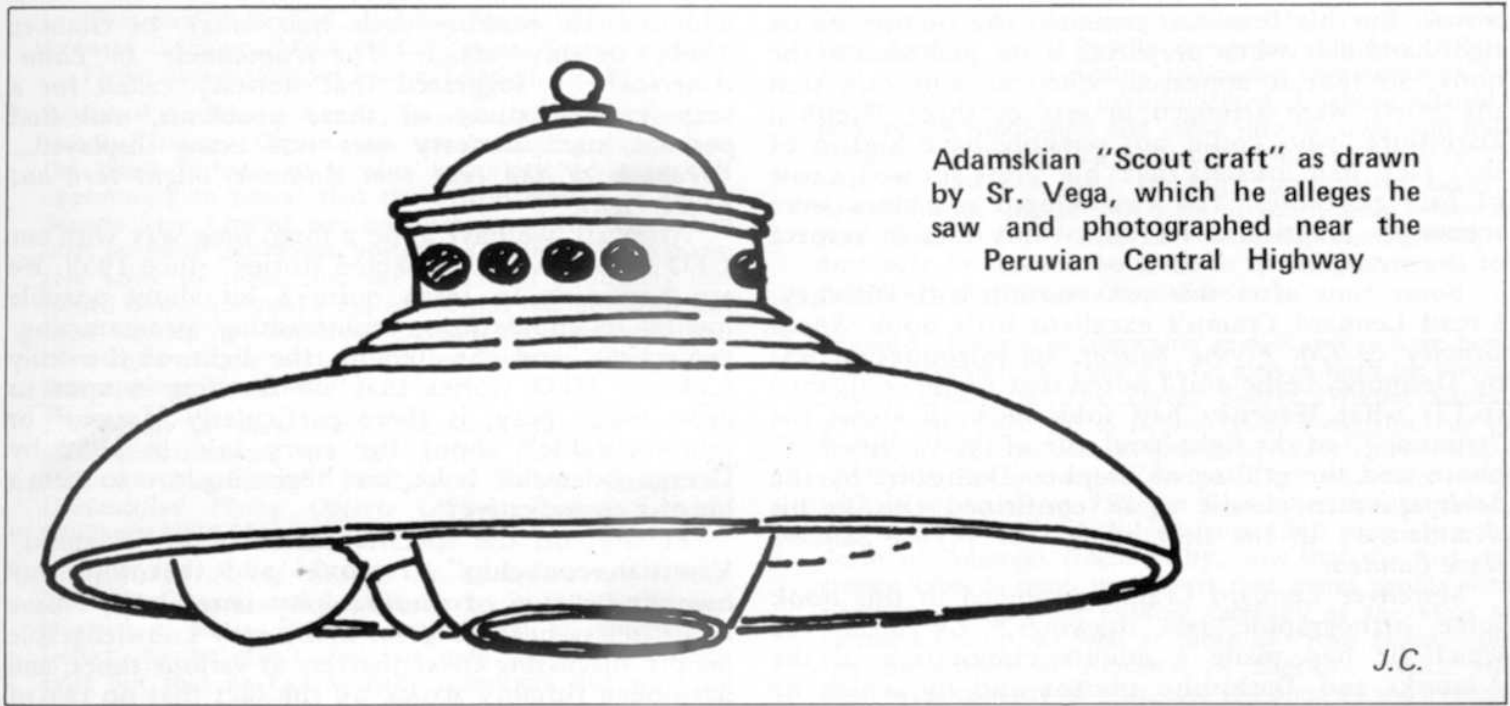
It took the two men some twenty minutes to recover from their astonishment, and even then they remained there discussing the affair for some time still before driving on.

Sr. Vega was reserved with the press on the matter of the identity of his companion. His concluding words were: “He is a wealthy man who prefers no publicity.”

The accompanying sketch was done for the newspaper by Sr. Vega. As can be seen, it displays the typical “Adamskian” bell-shaped “scout-ship.” It will also be noted that the sketch shows the portholes of the craft seemingly distributed in fours, and thereby hangs a tale which is not without interest and which may be unfamiliar to many readers, so I relate it again now.

It will be recalled that, some fourteen months after Adamski claimed to have photographed his “scout-ship” over Palomar Gardens, a thirteen-year-

* Mr. Dempster was first Editor of *Flying Saucer Review* in 1955/56.



Adamskian "Scout craft" as drawn by Sr. Vega, which he alleges he saw and photographed near the Peruvian Central Highway

J.C.

old English boy named Stephen Darbishire, the son of a doctor, produced two strikingly similar photos which he said he had taken on a hill above Coniston Water (Lancashire) in the Lake District, at 11.00 a.m. on the morning of February 15, 1954. He and his eight-year-old cousin Adrian Myer, had gone up to the top of Coniston Old Man (2,575 ft.), taking their simple, cheap little camera, in the hope of getting some bird pictures, for their hobby was ornithology. And there, hovering very briefly near the ground, they said they had seen this object, of which Stephen secured two snapshots, not very good ones, but sufficient at any rate to indicate the shape and size. According to Stephen, the thing had a silvery or glassy appearance, "like metal or plastic which light goes through but which you can't see through." At first it was directly in the sun's rays, and very bright. But as it began to rise, clouds cut off the direct sunlight, so that the boys were now able to see it more distinctly. "It was a solid, metal-like thing, with a dome, portholes, and three bumps or landing domes underneath. In the centre the underneath was darker and pointed like a cone... There was what looked like a hatch on top of the cabin dome."⁴

When Stephen Darbishire was being "grilled" by four journalists a few days later, it was evident that they were extremely anxious to induce him to change his mind or contradict himself on some small detail. They failed. They also tried to get him to admit that he had read the Leslie/Adamski book *Flying Saucers Have Landed* (first edition, London, September 1953).⁵ This he denied, as did his parents. But Stephen readily agreed that he *had* seen a reproduction of the Adamski "scout-ship" photo, which was published in the London magazine *Illustrated* of September 30, 1953. With devastating small-boy-logic, however, he argued that what he had seen and what Adamski claimed to have seen *were not the same sort of object at all*. Pressed to explain, he said that the reproduction in *Illustrated* had

shown an object with "three portholes in a row," whereas what he had seen "had *four* portholes in a row." As the object had shot downwards and almost brushed the earth it had indeed seemed to have the ports in threes, for this was the number that they first saw. But then the object rotated, and they perceived that there were four portholes set close together, not three.

The following year, 1955, saw the launching of FSR. I had just returned to Britain after many years of absence. I had seen a UFO over a Chinese city in 1941; in New Orleans I had noted (and extracted) the heavily censored American press reports of "foo fighters" seen during the Allied aerial attacks on Germany (December 1944),⁶ and, while in Brazil between 1948 and 1951 I had noted some of the first press reports there. So, not surprisingly, I became a reader of FSR right from issue No. 1, and before long I had met the then Editor, Derek Dempster, and also Waveney Girvan, then a director.

Waveney Girvan's post in the business world was that of managing director of Werner Laurie Ltd., publishers, of 1 Doughty Street, London, W.C.1. — the firm which had taken the gamble and been the first to publish the Leslie/Adamski book *Flying Saucers Have Landed*. (That they did so was purely through the advice of Girvan, who had already arrived, quite independently, at the conviction that there must be some element of truth behind the snowballing mass of UFO reports.)⁷

On one of our occasional midday meetings in 1955 (usually these took place in the charming Victorian *décor* of the famous "stage personalities pub," *The Salisbury*, in St. Martin's Lane, London W.C.2) Waveney told me an interesting thing about the Adamski "scout-ship" photos and the Darbishire photos. He said that, when he had received it from Adamski, the large close-up snap of the craft (frontispiece in the original edition of 1953, and photo no. 1 in Desmond Leslie's new and enlarged edition of 1970)⁸ did in fact show four portholes in

a row. But his firm had trimmed the picture on its right-hand side when preparing it for inclusion in the book, so that it appeared, when it came out, that the ports were arranged in sets of three. Stephen Darbishire, who could not possibly have known of that fact, had insisted that "his" craft showed a row of four portholes. The two alleged machines were seemingly identical after all, at any rate in respect of the arrangement of their portholes!

Some time after this conversation with Waveney, I read Leonard Cramp's excellent little book, *Space, Gravity & The Flying Saucer*. Its introduction was by Desmond Leslie and I noted that Leslie confirmed (p.17) what Waveney had told me both about the "trimming" of the right-hand side of the "scout-ship" photo and the grilling of Stephen Darbishire by the newspapermen. Leslie again confirmed this in his commentary in the new edition of *Flying Saucers Have Landed*.

Moreover Leonard Cramp produced in this book some orthographic test drawings,⁹ by means of which he had made a minute comparison of the Adamski and Darbishire photos and by which he demonstrated conclusively that, whatever the objects in question might be, they were at any rate quite certainly completely identical as regards their dimensions. Either Adamski had staged an extraordinarily well organized hoax extending from California to the English Lake District, or a thirteen-year-old boy had done so. Either way, the hoax theory was beginning to look a bit thin.

Nor, I must repeat, are these the only known "UFO" photographs in which the Adamski type of "scout-ship" appears. There have been quite a number of such photographs, their credentials generally no better and no worse than those of the rest. One such photo, which I recall particularly, I found in an illustrated Italian magazine of the spring or summer of 1963. The accompanying article was about an American Army officer named Madeira, and the object photographed by him was allegedly a landed saucer which he had seen one day, standing on or beside a main road in a Central American republic (I think Costa Rica). I could detect no difference between the object allegedly shown and the object in the Adamski photo. The Italian press was bursting with many remarkable UFO reports in 1963, and I translated a great many of them for FSR, including this one. However it was not used by Waveney, then Editor of the journal, and one can only speculate as to why he did not print it,¹⁰ for he was strongly convinced that George Adamski was no liar or hoaxer and this photo was in Adamski's favour.

The arrival of the Vega report from Peru suggests that we might perhaps be wise to prepare for a scrupulous re-think about Adamski's photos and about his story. For, over the years since 1952, there has not only been, as I have just pointed out, a steady dribble of reports and even photos of the "bell-shaped Venusian scout-ship" type of craft but — horror of horrors for the sceptic — even of precisely such tall, fair, long-haired, benevolent men as Adamski had been rash enough to describe (and at a date when no men in America or Europe were yet

addicted to wearing their hair long). In October 1966, in my article *The Humanoids In Latin America*¹¹ I suggested that honesty called for a very careful study of these problems, and that perhaps such honesty was not being displayed... "because of the fear that Adamski might turn out to be right."

After all, we have gone a long, long way with our UFO reports and "contactee stories" since 1952. We are beginning to learn quite a lot about possible mental manipulations, brainwashing, programming, projection, and the like. In the light of the truly fantastic UFO stories that are flooding in upon us now, what, pray, is there particularly "far-out" or "unacceptable" about the story told in 1952 by George Adamski? Is he, not beginning now to seem a bit of a conservative?

Finally, on the specific matter of the "Adamski" Venusian scout-ship", I would add that while my own knowledge of photography is minimal, I have nevertheless heard a great many very knowledgeable people discussing these matters at various times, and have been forcibly struck by the fact that no two of them ever seemed to be in agreement as to precisely what the pesky thing was that George had snapped. Among the small collection which I made of these "explanations," I find that impeccable authorities have, *inter alia*, ruled it to be:

1. A type of lamp used in hospital operating theatres in the U.S.A.,
2. A tobacco-curer,
3. A chicken-incubator.

That the mystery object can have served three such disparate purposes I am somehow loth to accept. As time passes, I find myself more and more inclined to think that it may far more probably have been precisely what George Adamski said it was... a "flying saucer," — whatever that may be.

Notes & References

- 2 Adamski said that his "scout-ship" looked like a translucent glass bell and that on the very top of it had "...a round ball that looked like a heavy lens of some kind. And it glowed." Numerous other UFO reports feature a flashing light, not always blue, on top of the craft.
- 2 "Around ten metres" is a very common estimate in accounts of those who claim to have had close sightings of UFOs. George Adamski thought the craft he saw was "about twenty feet," but said he had been too dazed by the whole experience to take a very careful note of its exact size.
- 3 Adamski mentions no glow or light from below, but his photo shows precisely the same sort of "cone" as we see in Sr. Vega's sketch. Moreover many other eyewitnesses have spoken of just such a cone, and a number of other photographs show it clearly or show some indication of it. Furthermore, the Adamski photo and the Vega sketch agree entirely upon the "ring of gears or heavy coil built into and encircling the side wall at the base of this domed top", the pronounced "ring" surrounding the cabin just above the portholes; the flange; and the "half-lowered three-ball landing-gear." And there may be still other similarities which I have missed.
- 4 See Waveney Girvan: *Flying Saucers and Commonsense*

- (Frederick Muller Ltd., London, March 1955).
Leonard G. Cramp, MSIA, MBIS: *Space, Gravity and the Flying Saucer* (Werner Laurie, London, 1954).
- 5 Published by Werner Laurie, London, of which firm, as stated, Waveney Girvan was the managing director at the time. Perhaps it is also important to take this opportunity to repeat that the British edition of *Flying Saucers have Landed* was the first anywhere. There had been no prior "American bestselling edition," as so many folk seem to think, for the American publishers had turned down Adamski's ms, and it was not until this had been wedded to Desmond Leslie's ms, and both had been tightened up and edited by Waveney Girvan that they appeared in print.
 - 6 For details of these early "personal glimpses" of the UFO phenomenon, see my article *Foo Fighters*, in FSR for March/April 1962, and Robert Chapman's *Unidentified Flying Objects* (Arthur Barker. London 1969, pp. 152-153).
 - 7 On p.10 of *Flying Saucers & Commonsense* (1955) Waveney Girvan stated that, early in 1953, he had received a letter from a man living at Weymouth, Dorset, to the effect that not only did flying saucers exist but that he had actually communicated with the pilot of one which had landed on the Downs behind that town. The pilot had told him that "they were visiting the earth because they had become alarmed by the state of affairs into which our politicians had allowed us to drift," a piece of perspicacity in which we can only concur, over twenty years later. Waveney Girvan continued: "When I read this letter, I pondered for some time and then, impulsively, tore it up and threw it into the waste-paper basket. I took the writer of the letter for a crank or a madman. About a month later the Adamski manuscript and photographs were on my desk, and I suddenly remembered the Weymouth letter — too late. If this book should chance to be read by that man in Weymouth — I have forgotten his name — will he please accept my apologies for my 'will-not-to-believe' and hasten to get in touch with me again?"
(So far as we know, he never did.—G.C.)
 - 8 Desmond Leslie & George Adamski: *Flying Saucers have Landed*, (pub. Neville Spearman, London, 1970). This new edition contains additional commentaries by Desmond Leslie. As I have indicated, I believe Adamski may yet be vindicated and come into his own, and that everyone interested in our subject might therefore do well to read this book carefully, particularly Leslie's *commentaries*. His present view of the Adamski story is very close to views that have been expressed in FSR, — especially as regards the possible nature and origin of Adamski's mysterious "Venusians."
 - 9 Leonard Cramp's orthographic test drawings have been widely reproduced. They can be seen in both his books, *Space, Gravity & The Flying Saucer* (Werner Laurie, 1954), and *Piece for a Jigsaw* (pub. Somerton, Isle of Wight, 1966), and also in Desmond Leslie's new edition of *Flying Saucers have Landed*. They were also dealt with in an article in FSR for September/October 1963, and again in FSR for July/August 1965 soon after the death of Adamski. (Incidentally, now that the fuel and energy crisis is upon us, I trust that many people with scientific training are looking carefully at the ideas of Leonard Cramp, as well as those of "Rho Sigma," the German author of *Research in Shackles*, which was dealt with recently in FSR, and the ideas of the Frenchman Leplantier and of our own colleague Professor R.H.B. Winder, all of whom have pondered long and deeply upon the problems of UFO propulsion.)
 - 10 I cannot get at my file copy of the translation, which lies buried under a vast pile of papers in a spare room. So far as I now recall, the original Italian press-clipping, with the reproduction of Madeira's alleged photograph, went with the top copy of my translation to Waveney Girvan, and we do not know what became of it. (After the death of Waveney Girvan in October 1964, extraordinarily little was salvaged from the FSR records in his home.)
 - 11 In *The Humanoids*, FSR Special Issue No. 1, October 1966; republished in an augmented edition by Neville Spearman Ltd., London W.C.1 in 1969. See pages 86-87.

PRELIMINARY CATALOGUE OF TYPE I CASES IN ARGENTINA — PART 5 (Concluded)

Prof. Oscar A. Uriondo

Translated from the Spanish by Gordon Creighton

This section concludes the sub-class A3 which appeared in *FSR Case Histories Supplement 17*. The remaining sub-classifications will be published in *Flying Saucer Review* as and when space permits.

14. (119). 1968, June 29; San Luiz del Palmer While driving along National Highway No. 5, Eduardo Sánchez Aguilar, Pablo Pastor Ortega and Damián Vega saw a circular flattened object which emitted a vivid orange light. As it passed at a close distance from their car, it shook the car violently and the gears went into reverse, the car moving backwards.

La Croñica, Buenos Aires, July 4, 1968, and Creighton: *A New South American Wave* (case 15), in FSR, September/October 1968.

15. (124). 1968. July 2; Sierra Chica (Buenos Aires). 23.15 hrs.

A party of five people (including a sergeant from the local police force) observed a light zigzagging slowly across a field straight towards them, at a height of only a few metres. Terrified, they threw themselves to the ground. The UFO accelerated, shot up vertically, and vanished in the distance.

La Razón, Buenos Aires, July 4, 1968, and Creighton: *The Remarkable Affair of Oscar Iriart*, case 19 in: *A New South American Wave*, FSR, September/October 1968.

16. (127). 1968, July 7; Cuesta de las Vacas (San Juan). Night.

Driving in his car, with six members of his family, business-