

that the personnel of the Puerto Rico Natural Resources Department had no part in the investigations going on in the secret laboratory - only the Federals (i.e. U.S.A. personnel, were doing that!)

Via other channels we also learned that in the Corazón area, in Guayama, an animal had been caught that seemed to be a monstrous genetic mutation of what was once a big lizard or other reptile. (*The eyewitnesses were told that it was only a "caimán" i.e. an alligator. But they were also requested not to tell anybody about what they had seen!*).

And we also heard that in 1982, in the Forest of the Caribe National Park (i.e. in El Yunque) in the east of the Island, a small creature of the Yeti type had been captured by personnel from NASA. **All these specimens had been taken to the alleged secret laboratory for study. If this is so - and we have no reason for doubting it - then the United States authorities do know that something very important is happening here in Puerto Rico in connection with all this business!**

In fact it has come to the knowledge of the author of this article that a large proportion of the entire human resources of the U.S. Military and Intelligence communities specializing in the investigation of the UFO business have been transferred from the USA to the Island of Puerto Rico to work on what they call **"THE HOTTEST SITUATION AT PRESENT IN**

CONNECTION WITH 'E.T.' BUSINESS".

Contrary to what many folk may think, the principal centre of operations of this highly classified and highly secret personnel is *not* in the U.S. Naval Base at Roosevelt Roads (on the E. coast of the Island. G.C.), nor is it in any other military emplacement, but in some offices in the centre of Hato Rey. But this information, related as it would have to be to what we are here discussing in this article, will be dealt with at greater length in another issue of our Review in the near future. So please watch out for it!. J.M.

BIBLIOGRAPHY.

1. Newspaper *El Vocero*, 7,13, and 14 March, 1975
2. Newspaper *El Vocero*, March 29, 1975.
3. Article by Jorge Martín: Los OVNI's y "Criaturas Imposibles" 'En Puerto Rico. *Están Relacionados?* (The UFOs and "Impossible Creatures" in Puerto Rico - Are they connected?), 1994.

*ADDITIONAL NOTE BY EDITOR OF FSR.

For our original report on the "serpent-bird of Gurabo, see, in FSR 36/4 (1991), my translation of Magdalena del Amo-Freixedo's article of June 1991, CURRENT HAPPENINGS ON PUERTO RICO. In it can be found further details about how Señor Ortiz captured the "serpent-bird", and how it was snatched away from his wife!■

UFOS "AS BIG AS A BATTLESHIP" BY GORDON CREIGHTON.

If you glance through the bound volumes of Flying Saucer Review since Spring 1955 you will find that the phrase "as big as a battleship" has been employed a surprising number of times, and that in quite a lot of the cases the eyewitnesses, frequently numerous, were serving British personnel in the Radar and Observation branches of the Royal Air Force, who sent in to FSR private confidential reports of what they had seen -no names revealed.

An interesting recent case - and one which owing to the difficulty of getting everything of note into FSR we have not yet chronicled - was revealed early in June 1999 during a Space Symposium (!) at the R.A.F. Staff College, Cranwell.

Speaking there, a senior R.A.F. officer said that the latest Phased Army Radar at the former "Cold War Listening Post" at Fylingdales in North Yorkshire had been picking up some "very interesting mysterious craft". He said: "What we have seen are not weapons. They are *craft* of which we have no technical knowledge. We know their shapes, speeds, and heights, but cannot explain what they are."

This most spectacular case related to a machine spotted by Fylingdales and also by the Dutch Air Force, at 28,000 ft above the North Sea. Describing it as "the size of a battleship", he said that it had zigzagged

around at up to 24,000 m.p.h. for 15 minutes - "as if it wanted to be spotted".

Another tape display showed a group of 12 oval objects seemingly changing shape, to the amazement of the observers.

This most important big thing, at 28,000 ft over the North Sea, was seen on February 3, 1999, and reported by the pilot of a private charter flight from Linköping in Sweden to Luton in England. This chartered plane was a *Bae 146* jet, owned by Debonair Air Line, Luton. The pilot said he was some 58 miles off the coast of Denmark, when his cockpit was "immersed in an incandescent light".

According to a CAA spokesman, the pilot "saw an unidentified bright light below his aircraft. The area was illuminated for ten seconds." Pilots in three other aircraft reported seeing the UFO, *either moving at high speed or static. (!)* And the spokesman concluded: "As far as we are concerned, the matter is closed".

But the Civil Aviation Authority and the British Ministry of Defence both confirmed that they were aware of the alleged sighting, while both denying that they were investigating it. The CAA spokesman said: "This may sound silly - but it is a matter for the M.O.D." And the M.O.D. commented: "Our people have been looking for it but we are not investigating."

(One UFO investigator remarked: "WELL - THEY WOULD SAY THAT - WOULDN'T THEY!")

The Debonair Air Line office at Luton refused to name the pilot. They said: "He is on four days leave. He definitely saw a big red light".

However, -and this is very interesting- the press reports seem to agree that the UFO, tubular, was "silver-coloured and long and pencil-thin, with square windows along the fuselage".

And this is precisely the type of tubular UFO that has very often been reported, just as the square windows have often been reported. One of the press reports (Express, London, April 27, 1999) mentions that "at one stage, the UFO came to an abrupt halt before accelerating past the jet plane at thousands of miles an hour" (!).

It is evident that not all the press reports mention the shape of the UFO, its row of square windows, and its extraordinary behaviour in halting and the accelerating to a speed of thousands of miles an hour. **Instead, they prefer to keep referring to "the great red light", or "the incandescent light".**

A spokesman for the British Ministry of Defence insisted that there were no military aircraft in the area. He said: "We saw nothing".

A spokesman for the British Pilots' Association (6,000 members) said: "We get reports of this nature from our members but they are few and far between. In the past 10 years or so I would say that there have been around six cases (!) of UFOs being sighted. Many pilots are reluctant to make such claims because it tends to lay them open to ridicule. So when they do go as far as making a report we do expect it to be given credence".

NO WONDER THE PILOTS DON'T REPORT THEIR CASES!

The number of private and commercial pilots from around the entire world who *admit* to having seen UFOs is - so we are told - 3,500! That is certainly not the total figure of pilots who have seen or encountered UFOs.

According to the last reports seen, Mr. Toke Havnstrup, President of Scandinavian UFO Information, had expressed a definite intention to investigate this case of the UFO over the North Sea.

PRESS REPORTS SEEN.

Daily Mail April 27, 1999

Express April 27, 1999

Express April 28, 1999

Scotsman April 28 1999

NOTE BY EDITOR, FSR.

O.K! So what about this little item of thirty years ago?:
Reprint from FSR Vol. 5 No. 2 (March/April 1959) page 13.

SECRECY OVER FLYING SAUCERS ANGERS PILOTS:

UFOS TRACKED BY RADAR ALL OVER USA.

Commercial aviation pilots are incensed over the secrecy of the U.S. Air Force on flying saucers, states the *Newark Star Ledger* (newspaper), which has published a report that the Civil Aeronautics Administration (CAA) has been tracking unidentified flying objects by radar in all parts of the United States.

A group of 50 commercial pilots who fly into Newark, one of the busiest air-freight and passenger centres in the world, told reporter John Lester that the Air Force's policy of secrecy is just plain silly.

Every one of the 50 pilots had reported to the Air Force having seen at least one UFO. Each pilot had been subjected to Air Force questioning and then told, in effect, that he had seen a mirage. Then, to cap it off, he was warned that, if he told anyone else what he had seen he might face up to 10 years in prison for revealing military secrets!

The pilots said this policy makes no sense. If the UFOs are mirages, as the Air Force claims, then why all the secrecy? And why does the CAA bother to track them by radar!

"They are very strict about requiring us to report the mysterious objects and then they are downright insulting in telling us that we haven't really seen anything!", say the pilots. G.C.

A few years later, as I recall, we published in FSR another, similar, protest, also from the pilots flying in and out of Newark, saying that, if their senses and their faculties of perception are so dangerously defective as the authorities suggest, how then does it come about that these pilots can be permitted to go on exercising their arduous and heavily responsible tasks as pilots! (This report not yet located in bound set of FSR volumes). G.C.■

WHO'S MONKEYING WITH COLONEL CORSO'S BOOK? BY GORDON CREIGHTON.

It will be recalled that, in our article on Colonel Corso on page 15 of FSR 43/3 (Autumn 1998), we mentioned that, immediately after his return from his important high post in the Allied Military Government of Italy, the Colonel had been posted to the Military Intelligence School, and was at Fort Riley in Kansas.

And he goes on to tell us (page 23 of the first edition of his book, July 1997) that after the UFO crash at Roswell on or about July 4, 1947, the debris was recovered by the US Army and shipped off to Fort Bliss, Texas, then the

Headquarters of the 8th Army Air Force (**at that date the Americans had no separate Air Force**), and from Fort Bliss some other debris went off by trucks to Wright-Patterson Air Field, Ohio.

The trucks with this second portion of the debris made a night halt at Fort Riley, in Kansas, where as indicated above, Colonel Corso was already stationed.

The Colonel goes on to describe (page 32 of the original edition) how, on the night of Sunday, July 6, 1947, he