

area where the surface was scorched, the other from beyond the burnt ground. These samples, plus some blackened gravel picked up by Rivo Faralli the following day, were subjected to chemical analysis by CUN consultants in the Euratom laboratories of Ispra. Analyses of radioactivity, of fluorescence and "X and (at the carbon dirration (by combustion at 1100°C with current of oxygen and measuring of the carbon dioxide))* were undertaken. Unfortunately the results weren't very conclusive and showed neither magnetization nor much radioactivity, other

than minute traces above the lower limit imposed by the testing equipment: the possible active residues may have been diluted by rain water. No abnormal element or compound was found; for the analysis the samples were subjected to a temperature not exceeding 500°C.

* [As it is not clear what he means, I have left this passage in Sig. Verga's translation — and, I suspect, rearrangement — exactly as given in his manuscript — CB]

ANOTHER CEIII REPORT FROM ITALY

With some observations on the Torrita Di Siena case

Maurizio Verga

From a text supplied in English. Subedited by Charles Bowen

THANKS to some unusual characteristics the Torrita di Siena CE III case is a very interesting one. For example, there were the EM effects on Sig. Rivo Faralli's car: did the emanations from the UFO "absorb" the current delivered by the dynamo and the car battery;† was anything emitted which affected the distributor, plugs or coil as far as the running of the engine was concerned? What is strange is the report that the ignition allegedly was reactivated of its own volition and that, having been left in gear, the car started to move forward of its own accord as the UFO departed.

As far as the witness is concerned, the report seems to be reliable. Then there is the consideration that shortly before the strange encounter a bright object, the apparent size of which was less than that of the full moon, was seen in the same area. Again, three days earlier, a Signor Viero Foianesi saw in that same district, another bright flying object. A similar case took place on December 18, 1962, at 2.20 a.m. in Milan, an incident which was reported in *Il Corriere della Sera* for December 19, 1962.

Colle del Castello CE III

The Torrita di Siena case wasn't the sole CE III case in Italy in 1978 — as FSR readers will no doubt be aware — and one of the other reports came from Colle del Castello, near San Donato di Tagliacozzo in the province of L'Aquila. At time of writing, this incident which occurred on November 14, 1978,

at about 5.00 a.m., has only been sketchily reported, and my sources are daily newspapers, particularly *Il Messaggero* of November 15, 1978. Here are the details I have collected so far:—

The witness was a Signor Giuseppi di Giovanni, a married man of serious nature aged 51, who was tending the cattle — and at the moment in question, searching for a cow which had strayed — when suddenly he saw a circular object of an estimated diameter of 5 metres, and height 1.50 metres. He said it looked like "a brown shoe-polish box," with some small windows, lying in a field.

Sig. di Giovanni approached the strange object and looked inside (presumably through one of the ports—CB) where he saw 6 or 7 "people" of human aspect. They were very small, wore green overalls, and were smiling like children — which reminds one of the Cennina landing of 1954. Two of the entities were "women," like dolls. While the "women" were blondes, the "men" were dark haired, and gave the appearance of being much older than the "women." The witness was suddenly overtaken by fear and hid himself behind a bush. He rubbed his eyes but the object "was still there." Then he closed his eyes for a minute or so, but when he re-opened them the strange object was gone.

The preceding case, that of Torrita di Siena, that of Sturmo,¹ and those of Etna (July 4, 1978) and

† [Did the witness's Fiat 127 have a dynamo or an alternator? — C.B.]

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Vegliaenza, in Ferrara (August 14, 1951) which I have described briefly in *Flying Saucer Review*² are but five of the total of more than 40 Italian CE III reports. With the exception of these and of **Villa Santina** of August 14, 1947³ (some doubts about that case), **Cennina** of November 1, 1954,⁴ **Parravicino d'Erba** of October 14, 1954⁵ and **Abbate Guazzone** of April 24, 1950⁶ major sightings and encounters in Italy are not well-known in international ufological circles.* Accordingly I am researching and preparing a catalogue of Italian observations of entities associated with unidentified flying objects. This will be quite detailed, with witnesses' sketches, and a statistical and analytical part, and when completed I trust it will be considered for publication by FSR.

* [After a recent meeting in London between Dr. Roberto Pinotti, Edoardo Russo, Gordon Creighton and myself, it is our intention at FSR to continue to make good this omission in forthcoming issues, a process already started with the help of our old Italian friends, and our new young colleague Maurizio Verga - CB]

Notes

1. See "Seven scared witnesses and a Humanoid" in FSR Vol.25, No.1 (Jan.-Feb. 1979).
2. See FSR Vol.24, No.6, page 24: "Two Entity reports from Italy."
3. See *The Humanoids* Ed. Charles Bowen; Neville Spearman Ltd., London (1969); currently in paperback by Futura Publications Ltd., London.
4. S. Conti: "The Cennina landing of 1954" in FSR Vol.18, No.5 (Sept.-Oct. 1972).
5. J. Vallée: *Passport to Magonia*; Henry Regnery Co. of Chicago 1969.
6. See FSR Vol.9, No.2 (March-April 1963).

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CLOSE ENCOUNTERS OF AN UNTHINKABLE AND INADMISSIBLE KIND

Gordon Creighton

THE very first issue of FSR (Spring 1955, Vol. 1, No. 1) carried on its third page an extraordinary report that had come from a man who today is well known in the world of broadcasting and television on both sides of the Atlantic. Because few readers today possess or have access to FSR No. 1, I am here reproducing the report, which appeared under the heading "Star Puzzled" in full:—

"Broadcasts reporting a flying saucer crash picked up on his car radio as he drove across America have baffled stage and radio star Hughie Green since June 1947.

"He was driving alone from Hollywood to Philadelphia for a business appointment and was tuned in to broadcasting stations most of the time ... 'because it's a long and boring trip.'

"But let Mr. Green take up the story.

" 'About 250 miles out of Philadelphia,' he said, 'a commentator interrupted the programme to announce that a flying saucer had crashed in New Mexico, and that the Army were moving in to investigate.

" 'Later the programme was interrupted again, and quite a few details were given.

" 'Several newsflashes about the incident, from various radio stations, followed. The last I heard was just before reaching Philadelphia. The announcer promised further bulletins. None followed.

" 'When I got to Philadelphia I bought all the newspapers I could lay my hands on. But not one carried the story. And questions at the radio stations just drew a blank. It's mystified me ever since.'

"This is not the first time the story has been heard. But it is the first time someone who actually listened in to the transmissions has been interviewed.

"The question arising from Hughie Green's account is: 'Do the Americans have a flying saucer in their possession?'

"Reports from America suggest that the U.S.A.F. has more than one! One — or parts of one — at Wright Patterson Field, the American Farnborough, and another at Edwards Air Force Base, the U.S. equivalent of the Ministry of Supply's experimental station at Boscombe Down.

"Flying Saucer enthusiasts all over the world believe there is some truth in the story, but that it is being as carefully guarded as any atomic or military

secret for fear of causing public panic.

"In London the Air Ministry persists in not having a clue about flying saucers. And the indications are that they would give a lot to know what they really are."

Such, then, was the intriguing Hughie Green story. It only remains for me to add that, if my memory is not at fault, Mr. Green had himself been an officer in the Royal Air Force, and so may well have been especially intrigued by the UFOs because either he or some of his friends in the Service had "seen things" themselves during World War II, or had heard rumours about other colleagues who had done so.

(FSR's first Editor, who was responsible for the selection of this extraordinarily interesting report, was of course Derek Dempster, himself also a former pilot in the Royal Air Force.)

* * * * *

Let us move on now to the third issue of FSR (July/August 1955) where we find, on page 6, another fascinating story, which I also reproduce in full. This account appeared under the heading "UFO crash in Britain?"

"Has a flying-saucer crashed in Britain? This story cabled to America through the *International News Service's* London office by Dorothy Kilgallen, a staff-correspondent on the *New York Journal-American*, indicates that one has, and that it has been examined by British scientists and airmen. Here is the account, reproduced from the *Los Angeles Examiner*:

" 'London, May 22: I can report today on a story which is positively spooky, not to mention chilling. British scientists and airmen, after examining the wreckage of one mysterious flying ship, are convinced these strange aerial objects are not optical illusions or Soviet inventions, but are flying saucers which originate on another planet.

" 'The source of my information is a British official of Cabinet rank who prefers to remain unidentified. 'We believe,' he said 'on the basis of our enquiry thus far, that the saucers are staffed by small men — probably under four feet tall. It's frightening, but there is no denying that the flying saucers come from another planet.'

" 'This official quoted scientists as saying a flying ship of this type could not have possibly been constructed on earth. The British Government, I learned,