

# The Dzik Report: Los Angeles UFO

*Ann Druffel*

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CLEAR, cloudless blue skies are rare over Los Angeles, California. The smog and haze which mar the atmosphere of this nation's third largest city are present most days of the year.

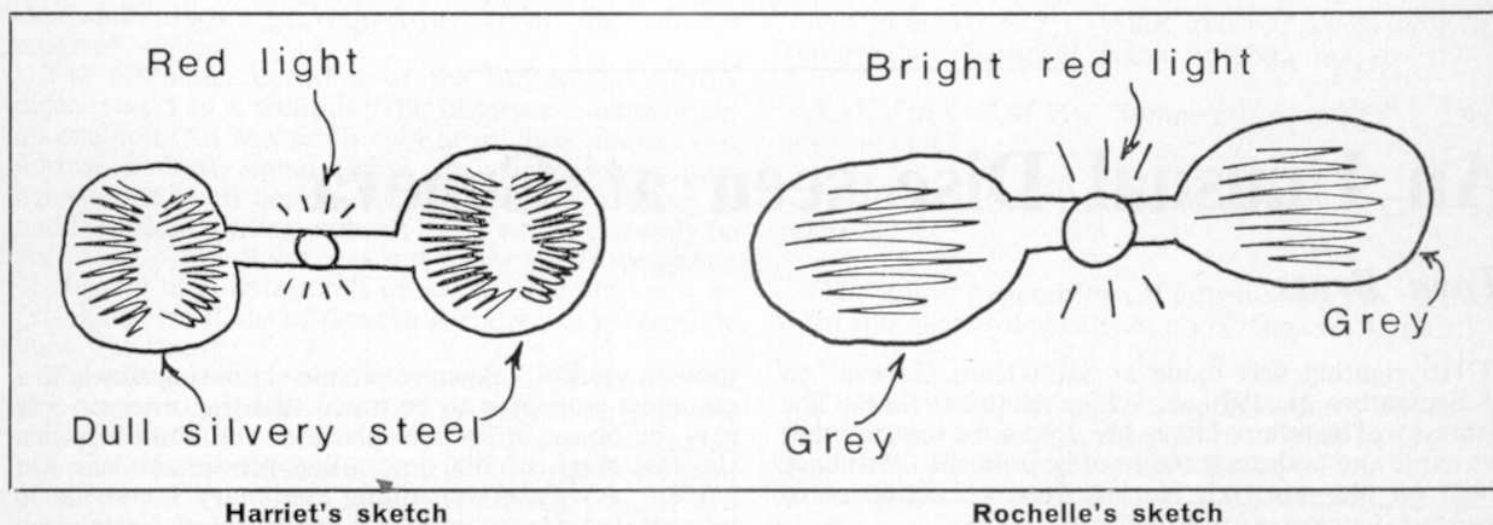
On October 16, 1968, however, north-easterly winds had blown the obscuring smog out over the Pacific Ocean. The sky early that day was generally cloudless, with better-than-average visibility over the city and nearby coastal valleys.

Harriet Dzik, then fourteen years of age, and her sister, Rochelle, then thirteen, were walking to school in a densely settled section of the city. They were looking at and enjoying the beautiful blue sky when, at 7.50 a.m., a large object caught Harriet's eye. She called her sister's attention to it.

The two girls stared at it. It was such an unusual shape and so large that the details were unmistakable. Both

motion. A high, whistling noise came from it, not very loud, but the sound became more audible as the object passed them at its nearest point. As it went off into the north-west, the noise became fainter and finally inaudible. The object disappeared into the distance: the estimated time of sighting, three minutes.

The Los Angeles International Airport is about seven miles from the girls' home and school. Both Harriet and Rochelle were familiar with the different types of planes which take off and land continually. A plane passed by at about the same time as the October 16 object, and Harriet compared its appearance with the unknown object. The metal of the plane seemed different from that of the object, in that it was more silvery and reflected light. She compared the object's size to about a dime at arm's length, or about two times larger than the full moon.



girls, having light prescription glasses, put them on, the better to see what was passing before their eyes.

The shape was definite—two round circles, dull steel in colour. The two circles were connected by a bar of the same colour, approximately as long as the diameter of each circle. On the bar was a large, red light. The entire object was solid-appearing and seemed to be made of metal. The object, circles and bar, was horizontal to their view.

It was first seen in the south, its edges clearly defined. It moved very smoothly, "a little faster than a blimp", slower than an aeroplane. To the girls, its height seemed higher than a blimp and lower than a plane. It followed a straight course, from the south when first seen towards the north-west, travelling in a smooth, gliding

Rochelle saw the two circles as more egg-shaped rather than round, as Harriet saw and later drew them. She described the object as "grey", but seemingly of some kind of metal and reflecting light faintly.

The object surprised and excited both young witnesses, because of its sharply defined shape and its closeness. Curious, they began to call public service institutions to try to find out what it was. They contacted the local newspapers, the police—six places in all, including the Air Force. Each time they were either not believed, or were met with disinterest. Finally, they called the Griffith Observatory in nearby Hollywood. There they were referred to NICAP's Los Angeles Subcommittee's UFO-reporting system, SKYNET, the same day as the sighting had occurred.

Both girls were interviewed by telephone. They gave the NICAP investigator the impression that they were reliable, poised, and mature for their ages. Each girl was interviewed separately. Both described the sighting in basically the same way, but choosing different terms to describe various aspects of the object's appearance. They returned completed sighting forms, and both included sketches of the object, drawn in coloured pencils (see reproductions of sketches accompanying this article).

Since the prevailing winds were north-easterly, the object was travelling counter to their direction. Therefore, it could not have been a balloon.

The Goodyear blimp, used for advertising and short passenger flights, is a familiar sight in Los Angeles skies. Since the object was much larger than any plane would have seemed, it was natural for the young witnesses to choose the "blimp" as a comparison in speaking of size, height, and speed.

A source close to the Los Angeles Police Department, on behalf of the NICAP Subcommittee, checked with the police in hopes of finding other reports from other witnesses on the Dzik object. No log reports were found, however, which would correlate with the sighting.

It was not until Michael M. Jaffe's article "Personal Observation While Motor Cycling in California", appeared in *Flying Saucer Review's Case Histories* (No. 5, June 1971), that any sighting has been published locally which seems to correlate the Dzik object. The shape of both the February 28, 1971, and the October 16, 1968,

objects seems identical. Mr. Jaffe saw the leading sphere as red, while the one following was blue or green. However, the Jaffe object was evidently being pursued by a small plane and was diving at approximately a 45° angle to the horizon when first seen. It was evidently travelling much faster than the Dzik object, and perhaps this added speed had something to do with the colours displayed. There has been some evidence published in UFO literature indicating colour changes at different rates of speed. Mr. Jaffe estimated the speed of his object at about 150 km.p.h., while the cruising speed of the Goodyear blimp, to which the object was compared, is 30-35 miles per hour.

The edges of the Jaffe object were "hazy", as was the linkage, whereas the Dzik object was clearly defined. This difference, too, might possibly be explained by the brilliant colours displayed, plus the added factor of speed.

The two sighting locations, Jaffe at Hayward, California, and Dzik at Los Angeles, California, are approximately 355 air miles apart, or 400 miles by highway. Although separated in distance and by a time differential of 28 months, the two sightings are striking in their similarities.

Three years later, the Dzik sisters are still intrigued by their sighting. They have given permission to publish an account in *Flying Saucer Review*. They remember with gratitude the fact that NICAP was willing, in contrast to other public service agencies, to take a full report and investigate the incident.

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## An Unusual Disc seen at Geneva

*Tova Bratt*

THE sighting was made at Saint-Jean, Geneva, on September 21, 1970, at 9.15 p.m. (local time). The witness will be referred to as Mr. J.A. as he requests that his name and address should not be published [We have them on file—EDITOR]. He has been an employee of Swissair, Geneva Airport, since the 1950s.

A circular object was seen towards the East, in the direction of the Old Town, with the Voirons in the background, at a height corresponding to that of the ridge of the Voirons. The diameter of the object was estimated as three times the apparent size of St. Peter's Cathedral seen from St. Jean. The central disc was of a cold, non-dazzling, pomegranate-red colour, the luminosity being uniform over the entire surface. A corona of the same hue surrounded the disc, and was twice its diameter.

The disc was divided by streaks radiating in completely regular fashion from the centre, and extending slightly beyond the circumference. No trace of movement was detected in the surface of the object which remained absolutely stable, without any perturbation.

The object was first seen over St. Peter's Cathedral,

moving vertically downwards and stabilising slowly to a complete stop (it is to be noted that the observer only saw the object in its final phase of stabilisation, when the last stage of the descending movement was just perceptible). After remaining stationary for 20 to 30 seconds the image suddenly disappeared completely, without any transition or any change in the aspect described previously.

During the sighting, Mr. J.A. leaned against a fence trying to persuade himself that what he saw was not a dream or an illusion. When it had vanished he scanned the part of the sky where the object had been seen. As his eyes became accustomed to the luminosity of the sky above the Old Town (the glare being due to dust in suspension in the air reflecting the light from street lamps and other nocturnal lights) he saw, a few seconds later, in the same direction that the object had been seen, a "trail" made visible by the particular coloration of the sky over the town, distinguished as a very light red coloration in not more than two places. The ascending trail was similar to that left by a jet plane, and there were several breaks in the trajectory of this