

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.

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.

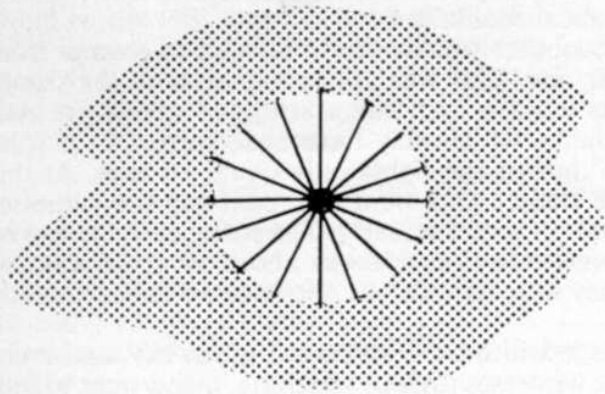
A circular object was seen towards the East, in the direction of the Old Town, with the Voirons in the background, at a height corresponding to that of the ridge of the Voirons. The diameter of the object was estimated as three times the apparent size of St. Peter's Cathedral seen from St. Jean. The 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.

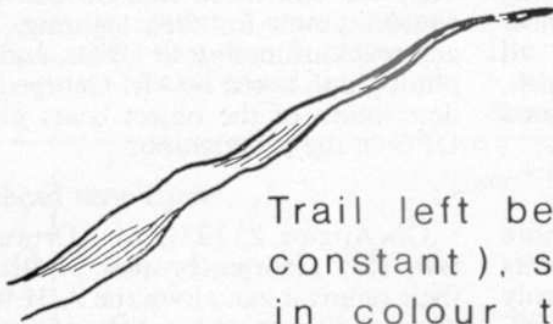
The object was first seen over St. Peter's Cathedral,

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



Luminous zone irradiated by central spot. (cold light, like central disc).



Body of elongated shape darker than sky

Trail left behind (diameter nearly constant), several levels (lighter in colour than the sky).

line which moved away along an axis parallel to the line of vision of the observer. At the extremity of the trail a spot was seen, darker than the sky, of more or less elongated shape, moving away from the witness relatively slowly.

The estimated duration of the movement of this object was 5 to 6 seconds. The observer is categorical on one point: it was not a civil or military aircraft (no normal aircraft signal lights, or starboard or port lights, were seen) because at that distance, keeping in mind the cloud ceiling, aircraft lights would certainly be visible; also the object was not in the controlled zone or channel used by aircraft in landings or take-offs, or "stacking" positions of Geneva Airport. No perceptible noise was heard.

The witness, then thinking that all was over, moved [his eyes, we presume—EDITOR] perpendicularly to the axis of vision of the observed trail. An intense coloration of a portion of the sky then attracted his attention again, and he saw this time, in a totally different direction from the previous two sightings (this time towards the Swiss border of the lake, or the Jura), the same phenomenon as at the beginning of his observations, moving at slow speed in a N.N.E. direction, lasting 4 to 5 seconds at most, then disappearing once and for all!

* * *

Meteorological conditions at the time of the sighting:

Light cloud covering; no rainfall, mist or fog. Definition in aeronautical terms: CAVOK. Temperature +13°C., Dew point +11°C.

Complementary meteorological information relative to the sighting:

7.50 p.m. (G.M.T.). Wind 350°—2 knots; CAVOK; (visibility > 10 km., clouds not below 5,000ft.). Tem-

perature +15°C.; Dew point +11°C. Pressure: QNH 1022 mb.; QFE 972.6 mb.

8.20 p.m. (G.M.T.). Wind 280°—2 knots; CAVOK. Temperature: identical to that at 7.50 p.m.

9.50 p.m. (G.M.T.). Temperature +13°C.; Dew point +11°C.

11.50 p.m. (G.M.T.). Temperature +12°C.; Dew point +11°C.

(The above meteorological information was received from the meteorological station of Geneva Airport.)

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I have personally spoken to the witness about his sighting, and I think his description of what he saw is to be trusted. He knows very little about UFOs.

SOMETHING TO LOOK FOWARD TO . . .

Items already selected for the May/June 1972 issue of *Flying Saucer Review* include:

UFOs and History: a programme of possible research

by Aimé Michel

UFOs with Multiple Beams of Light

by Gordon Creighton

Unidentified Submarine Object off Papua

by The Revd. Norman E. G. Cruttwell

Are Psychic People more likely to see UFOs?

Charles Jones reports a remarkable UFO and Occupant

by Janet Bord

A Family and UFOs

Leslie Harris

Our contributor is Secretary of a small investigatory and research group operating in the Bournemouth area.*

AS a follow-up to my previous article [see FSR Case Histories No. 7, October 1971—EDITOR] concerning the photograph taken by Mr. Brian George, I have now prepared reports of several UFO experiences, all involving the families of Druce and George, and which, I feel, indicate a "singling-out" of these inter-related families.

Canford Heath

About two years ago (I could not determine a more precise date) Brian George was out shooting rabbits one night on Canford Heath, Poole, Dorset. Suddenly he saw two lights descending towards him. One was red, the other green, and so close together as to appear to be touching. It is conceivable that they were carried by some object, but the lights only were visible.

Mr. George's first impression was that he was watching an aircraft, but as the lights (which were not flashing) continued to descend at a 45° angle, getting closer all the time, and as no sound at all could be heard, Mr. George became uneasy. When the lights eventually disappeared behind a clump of trees about 500-600 yards away, and therefore seemed to have landed, Mr. George became extremely scared, and hastily left the place, without attempting to investigate further.

Mr. George made another sighting about a year later, this time in broad daylight (1.30 p.m.) whilst accompanied by his wife, Sallie.

UFO over Poole Hospital

They were driving towards Poole along Longfleet Road, when they saw, above Poole Hospital, in the southern sky, a long, bright, white light, which Mr. George described as "rocket-shaped". It was climbing steeply, and disappeared into the sun's glare, only to reappear a few moments later. Mr. George, however, was obliged to concentrate on his driving, and the object was not seen again.

Mr. Druce's mother and sister watched a hovering saucer on the night of Saturday, July 31, 1971. Mr. Druce's sister, Jenny, first saw the UFO from the lounge window just after 11.00 p.m. She drew her mother's attention to it, and they both went outside for a better look.

Spinning-top UFO

The object was brilliant white, and approximately the shape of an old-fashioned child's spinning top. It was very large, and at an elevation of about 75°. During the considerable time that it was under observation, it moved to the right, and appeared to lose altitude.

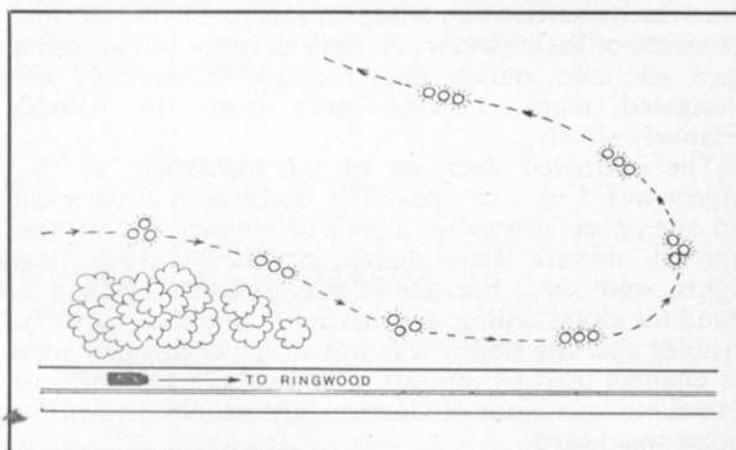
After this, the object remained stationary, apart from a slight vertical oscillation.

Then, another smaller UFO seemed to emerge from the larger one. This was about a quarter of the size of the larger object, and was a string of about five red-orange lights, which may have been carried by a solid object, although the lights only could be seen. At this point the street lights went out, enabling the witnesses to see the UFOs more clearly. The string of lights moved quite slowly away, and it was about 10 or 15 minutes before they were out of sight. No sound was heard at any time.

The large white UFO remained in the sky, and eventually the witnesses tired of watching it, and went to bed. They are convinced that no conventional explanation could account for their sighting. Neither woman had any previous interest in UFOs, and knew nothing of the photograph taken by Mr. George. In spite of this, their description of the object bears great similarity to the UFO in the photograph.

New Forest incident

On August 2, 1971, Mr. Druce and his brother-in-law, Roy George (brother of Brian), were driving in their removal van along the A.31 towards Ringwood at about 9.50 p.m., when they noticed, to their left, three brilliant white lights approaching. These lights were



Sighting of August 2, 1971

about the size of an old penny at arm's length, and flew in very close formation. For most of the sighting they were arranged in a straight line, but occasionally the formation changed slightly. The witnesses' impression was that the lights were fixed to a circular object, although the intense glare prevented any structure being seen.

As the lights (UFO) swooped close to the removal van, Roy George, who was at the wheel, instinctively slowed down, intending to stop. The UFO also slowed down, whereupon Mr. Druce, in some alarm, yelled to his brother-in-law to speed up again. As the van gathered speed, the UFO followed suit.

Mr. Druce estimates the closest approach of the UFO to be something around 100 yards, and as it slowly moved away ahead of them it reached a distance of about 600-700 yards. Its altitude was about 150-200 yards.

* The "Bournemouth Cosmic Research Group" of 120 River Way, Christchurch, Hampshire BH23 2QT.