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It probably wasn't more than 30 feet deep. The lights did not throw any reflection up to the structure and had no reflective properties at all. Even the ground below was not lit up by any light. With as bright as these lights were and how close it was to the ground, I couldn't understand why nothing was lit up? This flying triangle was large about the size of a 747 or so. The ends of the triangle were blunted, they were not sharp. The object made no noise as it hovered over crop fields and woods. The craft was staying stock-still. I watched the object for two more minutes and it never moved. The only motion was the orange light blinking in the middle of the three other lights." Thanks to www.UFOCenter.com.

Illinois - LAKE IN THE HILLS: A network computer engineer for 20 and his chemist wife witnessed a triangular shaped object moving across the sky on August 20, 2004, from 10:25 to 10:27 PM. At first glance it looked like three lights heading south. Then the flying triangle flew right over their heads at a low altitude and its length was longer than three large commercial aircraft. The witness looked at the flying triangle (this object) through Tasco mini binoculars. The object had three lights with one located on each corner. The object tilted toward the west and then leveled off. The witness grew up in Elk Grove Village with a commercial flight path over the top of my parents' home since I was two years old. The witness states, "This was something that I have never seen before and my wife agrees that this was the strangest object we have ever seen. The object only stayed in sight

for three minutes and completely vanished right in front of us in the partly cloudy sky." www.hbccufo.com

FT: 'No mistaking it' - ex Marine Corps employee
BROOKPARK, USA: "Driving home from work on 4 West at approx. 11:45 PM, on September 22, 2004, I was talking on the phone and looked up at a bright light that caught my attention. I was driving west just passing Ridge Rd. and saw the triangle in a banking maneuver that was quite clearly back dropped against the sky, and I saw the VERY bright lights at each point with a subtle, somewhat pulsating red light in the center. It was straight-ahead and only a couple miles up. I was too far away to get out of the craft to notice whether anybody else was also observing it. It banked to the south and traveled at a relatively slow rate, while I was able to keep watching it out the window.

"I could make out the low, thin profile and the lights beneath it. As I was still viewing it, I passed a tree line at the same elevation obscuring the view, and as I cleared the tree line, it was no longer visible. I have seen this Triangle type before in the late 80s on my way home from Connecticut, where it was amazingly low over the highway traveling at an exceedingly slow speed. The entire highway was apparently watching it as well, as we were creeping along and there was no place to pull over for those people stopped on the side of the highway. Last night's sighting wasn't quite as dramatic, but having been in the Marine Corps, there was no mistaking it for a conventional aircraft or other natural phenomenon."

Major case revisited

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"This Navy sighting was dynamite" - Major Donald E. Keyhoe

From the NICAP records, by Major Donald E. Keyhoe

It was early in '59 when I learned of this hidden report - a startling encounter with a UFO (Unidentified Flying Object). The lead came in a brief message from Admiral Delmer S. Fahrney, former Navy missile chief, whom I had known for years: FSR 49-3, AUTUMN 2004

"Captain James Taylor, USN, Ret., has an important UFO sighting made by a naval pilot and his crew. Call him at Spacetrionics, Inc., in Washington, District 7-9481."

That night, when Captain Taylor gave me this dramatic Navy report, I could see why it had never been released to the public. Later, Admiral Fahrney and I met at the Army-Navy Club and discussed the details. Fahrney knew, as well as I did, of other hidden UFO cases - some of them highly significant. But this one stood out in importance.

It had happened in 1956. Cruising at 19,000 feet, a Navy R7V-2 transport - a four-engine Super-Constellation - was flying west across the Atlantic Ocean. The next stop was Gander, Newfoundland. Final destination, Naval Air Station, Patuxent, Maryland.

The night was clear, visibility unlimited. In the senior pilot's seat, Commander George Benton was checking the dim-lit instruments. At thirty-four, Benton had a decade of Navy flying behind him. He had made two Atlantic crossings more than two hundred times. Back in the cabin were two extra Navy air crews, en route home from foreign duty. Most of these men were asleep. Including Benton's regular and relief crews, there were nearly 30 airmen-pilots, navigators and flight engineers aboard the Constellation.

As Commander Benton finished his cockpit check, he glanced out at the stars. Then he leaned forward, puzzled. A few minutes before, the sea below had been dark. Now there was a cluster of lights, like a village, about twenty-five miles ahead.

Benton looked over at his co-pilot, Lieutenant Peter Mooney. "What do you make of those lights?" Mooney peered down, startled.

"Looks like a small town!"

"That's what I thought." Benton quickly called the navigator, Lieutenant Alfred C. Erdman. "We must be watching

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off course. There's land down there."
"It can't be land." Erdman hurried forward from his map table. "That last star sight shows---" He broke off, staring down at the clustered lights. "Well?" said Benton. "They must be ships," said Erdman. "Maybe a rendezvous for some special operation."

Giant flying saucers

"They don't look like ships," said Benton. He called Radioman John Wiggins. No word of any unusual ship movements, Wiggins reported. And no signals from the location of the lights. If they were ships, they were keeping radio silence. "Wake up those other crews," Benton told Erdman. "Maybe somebody can dope it out."

In a few moments, two or three airmen crowded into the cockpit. Benton cut off the automatic pilot, banked to give them and the men in the cabin a better view.

As the transport began to circle, the strange lights abruptly dimmed. Then several colored rings appeared, began to spread out. One, Benton noticed, seemed to be growing in size. Behind him, someone gave an exclamation. Benton took another look. That luminous ring wasn't on the surface-- it was something rushing up toward the transport.

"What the devil is it?" said Mooney. "Don't know," muttered Benton. He rolled the Constellation out of its turn to start a full-power climb. Then he saw it was useless. The luminous ring could catch them in seconds.

The glow, he now saw, came from the rim of some large, round object. It reached their altitude, swiftly took shape as a giant disc-shaped machine.

Dwarfing the Constellation, it raced in toward them. "It's going to hit us!" said Erdman. Benton had known normal fear, but this was nightmare. Numbed, he waited for the crash.

Suddenly the giant disc tilted. Its speed sharply reduced, it angled on past the port wing. The commander let out his breath. He looked at Mooney's white face, saw the others' stunned expressions. Watching out the port window, he cautiously started to bank. He stopped as he saw the disc.

It had swung around, was drawing abreast, pacing them at about one hundred yards. For a moment he had a clear glimpse of the monster. Its sheer bulk was amazing; its diameter was three to four times the Constellation's wing span. At least thirty feet thick at the center, it was like a gigantic dish inverted on top of another. Seen at this distance, the glow along the rim was blurred and uneven. Whether it was an electrical effect, a series of jet exhausts or light from openings in the rim, Benton could not tell. But the glow was bright enough to show the disc's curving surface, giving a hint of dully reflecting metal.

Though Benton saw no signs of life, he had a feeling they were being observed. Fighting an impulse to dive away, he held to a straight course. Gradually, the strange machine pulled ahead. Tilting its massive shape upward, it quickly accelerated and was lost against the stars.

Commander Benton reached for his microphone, called Gander Airport and identified himself. "You show any other traffic out here?" he asked the tower. "We had something on the scope near you," Gander told him. "But we couldn't get an answer."

"We saw it," Benton said grimly. "It was no aircraft."

He gave the tower a concise report, and back at Gander teletype messages were rushed to the U.S. Air Defense Command, the Commanding Officer, Eastern Sea Frontier, the Director of Air Force Intelligence and the Air Technical Intelligence Center.

When the Constellation landed at Gander, Air Force Intelligence officers met the transport. From the start, it was plain they accepted the giant disc sighting as fact. For two hours, Benton and the rest were carefully interrogated, separately and together: How close did the object come? What was its size . . . estimated rate of climb . . . any electrical interference noted . . . what happened to the other luminous rings?

From the answers to scores of questions, the majority opinion emerged. The flying disc was between 350 and 400 feet in diameter, and apparently metallic. No interference with ignition noted; instruments not observed and radio not operating during this brief period. Time for the giant disc to climb to the transport's altitude, between five and eight seconds, indicated speed between 1,400 and 2,200 knots; the disc had accelerated above this speed on departure.

Not all the men in the cabin had seen the luminous rings. Of those who had, most were watching the huge disc approach and did not see the "rings" disappear. If they, too, were flying discs, in a rendezvous as some suggested, they apparently had raced off while the other one was checking on the Constellation.

At one point, an Intelligence captain asked Benton if he had seen any indication of life aboard the disc.

"Intelligently controlled"

"No, but it was intelligently controlled, that's certain. Benton looked at him closely. "That size, it would hardly be remote-controlled, would it?" "I couldn't say," replied the Air Force man. Nor would he tell what the Gander Airport radar had shown about the disc's speed and maneuvers. "What's behind all this?" demanded Mooney. "Up to now, I believed the Air Force. You people say there aren't any flying saucer---" "Sorry, I can't answer any questions," said the captain. "Why not? After a scare like that, we've got a right to know what's going on." The Intelligence officer shook his head. "I can't answer any questions," he repeated.

As quickly as possible, Intelligence reports with full details were flashed to the four Defense commanders already notified, with an extra message for the Director of Naval Intelligence. After the Constellation reached Patuxent, the air crews were interviewed again, by a Navy order. Each man made a written report, with his opinion of what he had seen.

Five days later, Commander Benton had a phone call

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from a scientist in a high government agency. "I'm informed you had a close-up UFO sighting. I'd like to see you."

Benton checked, found the man was cleared by the Navy. Next day, the scientist appeared, showed his credentials, listened intently to Benton's report. Then he unlocked a dispatch case and took out some photographs.

"Was it like any of these?" At the third picture, Benton stopped him. "That's it!" He looked sharply at the scien-

tist. "Somebody must know the answers, if you've got photographs of the things." The other man took the pictures. "I'm sorry, Commander." He closed his dispatch case and left.

At the time when I (Donald Keyhoe) learned of this case, I had served for two years as Director of the National Investigations Committee on Aerial Phenomena.

THE UNACKNOWLEDGED THREAT OF SECRET AND COVERT OPERATIONS BY THE US Government and the Military/Industrial Complex

FSR 49-3, AUTUMN 2004

Email sent September 30th, 2004 11:54 pm. Subject: "Important information for the election." Steven Greer, MD

Since the end of the Second World War, the US military industrial complex has secretly sponsored at great public cost the R&D of new technologies for energy generation, air and outer space flight, futuristic weaponry and other mostly military ends, which have not been made available for the common good. Yet today's environmental and economic emergencies dictate that the accumulated know-how be used for the benefit of mankind in its peaceful applications.

"[There] exists a shadowy Government with its own Air Force, its own Navy, its own fundraising mechanism, and the ability to pursue its own ideas of the national interest, free from all checks and balances, and free from the law itself." Senator Daniel K Inouye.

"In the councils of Government, we must guard against the acquisition of unwarranted influence, whether sought or unsought, by the Military Industrial Complex.. The potential for the disastrous rise of misplaced power exists, and will persist. We must never let the weight of this combination endanger our liberties or democratic processes. We should take nothing for granted. Only an alert and knowledgeable citizenry can compel the proper meshing of the huge industrial and military machinery of defense with our peaceful methods and goals so that security and liberty may prosper together. President Dwight Eisenhower, January 1961

The above address by two-term Republican US President and five-star Army General Dwight Eisenhower was issued as a prescient warning when he left office in 1961. Many have wondered why such a conservative, pro-military president would issue such a warning. We now know why. The Disclosure Project, an NGO based in the United States, has identified several hundred military, intelligence and corporate witnesses to illegal and extra-constitutional projects that have suppressed information and prevented public access to technologies which could provide a definitive

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replacement for oil, coal, nuclear power and other conventional energy sources. These technologies have been both acquired and developed by military and industrial interests in the US, UK and other countries that have repeatedly lied to or withheld this information from legally constituted authorities and the public. This information has the potential to completely transform the present state of the world in the areas of technology, energy production, propulsion, the environment and geopolitical issues related to oil and energy supplies. In short, a sustainable, non-polluting and affluent civilisation could be created by the wise application of these technologies, and many of the most pressing challenges facing the world community could have been avoided if it had not been for the deliberate suppression of technological knowledge. While "national security concerns" have been invoked as reasons for such secrecy, in reality the policy is driven by the resolve to maintain the current "status quo" based on the pre-eminence of oil, fossil fuels and related special interests.

By the time President Eisenhower left, a transformation had occurred in the structure of Western military, intelligence and corporate programmes. The urgent pressure of the nuclear arms race and the Cold War with the Soviets had created an atmosphere of extreme secrecy, dwarfing the secret infrastructure surrounding the Manhattan Project that built the atomic bomb during the Second World War. The fate of the free world was at stake, and no expense was spared to create the means to advance technologies within the dark womb of secrecy. A culture evolved that required such secrecy for national survival and the "need-to-know-only" requirements of such programmes were further reinforced by the well-known espionage scandals of that era, including that of the Rosenbergs.

However, such a culture of generally regarded justifiable secrecy also created opportunities for abuse with