



Editor CHARLES BOWEN

Consultants

GORDON CREIGHTON, MA, FRAI, FRGS, FRAS

C. MAXWELL CADE, AlnstP, FRAS, AFRAeS, CEng, FIEE, FIERE

BERNARD E. FINCH, MRCS, LRCP, DCh, FBIS

R. H. B. WINDER, BSc, CEng, FIMech E JONATHAN M. CAPLAN, MA

I. GRATTAN-GUINNESS, MA, MSc, PhD, DSc PERCY HENNELL, FIBP

JANET BORD, COLIN BORD

Overseas J. ALLEN HYNEK, PhD, AIME MICHEL, BERTHOLD E. SCHWARZ, MD

Secretarial Assistant JENNY RANGLES

An international journal devoted to the study of Unidentified Flying Objects

Volume 27, No.4
(published January 1982)

CONTENTS

Commercial Jet Crew sights unidentified object — Part 1
Dr Richard F. Haines3

M.I.B. activity reported from Victoria B.C.
Dr P. M. H. Edwards7

Dr Felix Zigel' and the development of ufology in Russia — Part 2
Gordon Creighton 13

FSR Bookshelf — 12
Janet & Colin Bord 19

Unusual observations from Spanish submarines
Juan J. Benitez 21

Mail Bag 22

World Round-up 25

Dinosaurs — Not Humanoids?
Dr Bernard E. Finch 26

Close Encounters with animal effects
Bill Gibbons & Jenny Randles 28

Book Review (of MUFON-CES publication)
Gordon Creighton iii

A note on Onilson Paterno
Gordon Creighton iii

© Flying Saucer Review

Contributions appearing in this magazine do not necessarily reflect its policy and are published without prejudice

For subscription details and address please see foot of, page ii of cover

CHARLES H. GIBBS-SMITH

WITH feelings of immense loss we inform our readers of the death of our dear friend and colleague, Charles Harvard Gibbs-Smith, aviation historian and Keeper Emeritus of the Victoria and Albert Museum, at Westminster Hospital on the evening of Thursday, December 3rd, 1981. He was 72.

Educated at Westminster School and at his family university, Harvard, in the United States, where he was a Research Fellow and Master of Arts, he joined the Victoria and Albert Museum as an Assistant Keeper in 1932, and held responsibility for photographic collections and exhibitions. During the World War II days of 1939 to 1945, he was seconded to the Ministry of Information, where he was appointed Director of the Photographic Division; he was also involved in work on aircraft recognition, publishing books on the subject, and instructing the Royal Observer Corps. This work stimulated his interest in aviation, and from that grew his special interest in the history of flying.

When he returned to the Victoria and Albert Museum he was at first involved in public relations, and eventually became Keeper of Extension Services. In his spare time he developed his researches into the history of flying, and wrote a number of books on the subject for the Science Museum. By the 1960s he was widely acknowledged as the world's leading authority on the history of aviation, to which subject he had brought high standards of historical accuracy, a deep understanding, and immense vigour in separating the germ of truth from the fictional chaff. He was the biographer of the Wright Brothers, whose pre-eminence he championed vigorously in the face of persistent opposition. In 1960 his great work *The Aeroplane: an Historical Survey* was greeted as a classic and, according to one American authority "... as quite the finest survey history of the aeroplane that has yet been compiled anywhere in the world." His special interest was flying, from its beginnings until 1910, when aeroplanes began to be "mass produced," so it was not surprising that as his researches continued, and as new material was unearthed, *The Aeroplane* would have to be re-written: the new work appeared in 1970 as *Aviation: an Historical Survey from its Origins to the end of World War II*, with, later, a companion volume *Early Aviation History: Studies and Problems*.

In 1962 his work received recognition when he was made an Honorary Companion by the Royal Aeronautical Society.

He retired from the Victoria and Albert Museum in 1971, but his historical researches continued apace. In 1976 he accepted a Research Fellowship at the Science Museum.

Perhaps the climax of his career came in 1978, when the Smithsonian Institution appointed him first Lindbergh Professor of Aerospace History at the National Air and Space Museum in Washington D.C.



Charles Gibbs-Smith in Washington, D.C., in 1979.

Charles Gibbs-Smith nurtured many other interests, and not least among these was the lively enthusiasm which he developed for the study of UFO reports, and in later years he ventured further into other realms of parapsychology. It was at the invitation of the late Waveney Givran in September 1960 that he joined the board of our Company, and so began his long association with FLYING SAUCER REVIEW. For

many years thereafter his homes were venues for our Board meetings — which he usually chaired — and for other occasions, and the social “get-togethers” of what Allen Hynek has always delighted in calling “The Gang.” He was always generous in his advice and guidance to the editor of this journal, and colleagues. He made valuable contributions to the pages of FLYING SAUCER REVIEW, notably “The Cappoquin Sighting,” his study of the reported observation and photograph of a UFO by Miss Jacqueline Wingfield near Cappoquin, Co. Waterford, Ireland, on December 26, 1965. (A letter of his about this same affair was published in *The Times*, with, *uniquely* for that newspaper, a reproduction of the photograph). In July 1966 the full weight of his authority as aeronautical historian was brought to bear in a statement about the 1897 (UFO) wave of “airship” reports: “. . . no form of dirigible (i.e. a gasbag propelled by an airscrew) or heavier-than-air flying machine was flying — or indeed *could* fly — at that time in America,” and in 1968 there was another photographic case reviewed in “The St. Leonards Sighting.” Perhaps his most telling contribution was “A Question of Integrity” (see FSR Vol. 16, No. 4) in which he poured scorn on the U.S. Air Force-sponsored University of Colorado study of UFOs: “The entire integrity of the Condon Report was shattered long before it was even written, when in 1966 the Low memorandum [*the notorious “trick” memorandum by Project Co-ordinator Robert J. Low*] was composed. Whatever intrinsic merits the completed report might possess were ineradicably tainted in advance by what was revealed in the Low document. . . .” Indeed he was always forcible in his declamations against any hint of official cover-up, and particularly so in his radio and television appearances.

After his year in Washington “C.G-S” returned to his Fellowship at the Science Museum in 1980, but now his health took a turn for the worse, and his vigor and drive sadly declined. His last communication with us was to ask his secretary to telephone Gordon Creighton and say he would be unable to attend FSR’s December Board meeting. We shall all miss him terribly.

C.B.

COMMERCIAL JET CREW SIGHTS UNIDENTIFIED OBJECT — Part 1

Richard F. Haines

CASE SUMMARY: Flight XXX of a major United States air carrier was flying from San Francisco to John F. Kennedy airport in New York. At 4.45 p.m. local time the wide body L1011 aircraft was at 37,000 feet altitude under autopilot control. Its indicated airspeed was 275 knots, the true airspeed was 490 knots and its actual (calculated) ground speed was 540 knots which indicates the presence of a 50 knot tail wind.

Upon reaching a point about 80 n. miles from a radio navigation beacon named "Badger" (BAE) which is near Milwaukee, on airway J-34, the sky ahead and above was clear, calm, and blue. Below the aircraft was a fairly continuous cloud deck which obscured part of the lake's surface. The shore line of Michigan was clearly visible except for some haze. The flight crew was relaxing while also keeping watch outside the aircraft. Figure 1 shows the captain sitting almost as he said he sat when he first caught sight of the smooth, silvery disc ahead and to the upper side of his aircraft's flightpath. (See pages 4/5 for Figs. 1-4).

Captain P.S. noticed the apparently round metallic-appearing object suddenly, very near where he was looking. He remarked that it "...splashed into view full size." It was like it "...tore through the atmosphere ... like the atmosphere opened up."¹

The shiny disc seemed to shift toward the lower right slightly as the pilot sat forward about 12 inches in his seat to get a better look. A photograph taken from the first officer's eye position of the captain in this second viewing position is shown in Figure 2. As the object continued to move more rapidly to the left downward along a smooth arcing path, he leaned farther forward yet until his chin was within about eight inches from the glare shield (shown in Figure 3) with his hands touching the glare shield. When in this viewing position he saw the object roll (relative to its path of motion) so that it could be seen from the side. It appeared to be about ten times wider than thick. Six evenly spaced, jet black, round "portholes" were

Date of Sighting: July 4, 1981
Time of Sighting: 20.45 GMT (16.45 CDST)
Location of Sighting: South central Lake Michigan
Duration of Sighting: Approx. 5 seconds
Number of UFOs: one
Number of Witnesses: two

seen along its edge. Then as it continued to pass the aircraft to the left, the captain leaned so far forward that his right cheek touched the top of the glare shield; he was looking 90° to the left from straight ahead at this point. Then an extremely bright reflection of sunlight seemed to come from the top left-hand end of the flattened disc. It lasted only a fraction of a second as the object slid out of sight behind the window post.

Quickly the captain leaned back in his seat again moving his head through an approximate distance of 20 inches and turning farther to his left to see the object almost centered in his left quarter window. Figure 4 shows the captain's head and body position at this point in the sighting. He is seen pointing to the approximate location where the object disappeared from view, apparently travelling radially away from the aircraft (perhaps) in a shallow climb.

As soon as the object disappeared the captain turned toward the first officer, who was already turned to his extreme left to talk with the flight engineer, and said, "Did you just see anything?" The first officer replied, "Yes, a very bright light flash."² The flight engineer did not see the object.

Additional Facts

The flight leg on which the aircraft was flying during this sighting was between BAE (Milwaukee, Wisconsin) and SVM "Salem" near Detroit, Michigan. A copy of the computerized flight plan for this flight is

A NASA scientist, Dr. Haines has contributed several articles to the pages of *Flying Saucer Review*, and we are pleased to add to the list this excellent report of a recent observation from a commercial aircraft over the United States. Dr. Haines, who is a member of the Center for UFO Studies founded by Dr. J. Allen Hynek, writes that he has recently concluded spectral analyses of the Valentich (Australian pilot missing with his aircraft after UFO encounter) voice-ATC tape. A paper on this is due to appear in *The Journal of UFO Studies*. His published works include his book *Observing UFOs*, and an anthology, edited by him, entitled *UFO Phenomena and the Behavioral Scientist*.

EDITOR