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AN ENCYCLOPAEDIA
OF FLYING SAUCERS
THE HIGHEST CLASSIFICATION FOR THIS DOCUMENT
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Other writings by
Vernon Bowen

Children's Books

THE LAZY BEAVER
THE WONDERFUL ADVENTURES OF TING LING
SNOW FOR CHRISTMAS
THE EMPEROR'S WHITE HORSES
(All published by David McKay Co.)
Records (Collaborations)

THE LITTLE TUNE THAT RAN AWAY (DECCA)
LITTLE TOMMY TINKLE (SIMON & SCHUSTER GIANT GOLDEN RECORD)

ABOUT THE AUTHOR

(FOR THE INFORMATION OF USAF, NOT A BOOK JACKET)

Vernon Bowen is an advertising copywriter and supervisor. At present writing, he is copy supervisor on Frigidaire, Division of General Motors, for Dancer-Fitzgerald--Sample, 347 Madison Avenue, New York City.

Formerly, for ten years, he was with the Geyer Agency, now Geyer, Morey, Madden and Ballard. While there, he wrote and supervised copy on Kelvinator, Division of American Motors Corporation. And while there, he originated and wrote the Rambler cartoon campaign which has been credited, in part, with taking Rambler from a poor fourth into a strong position of contender with the "Big Three"--and in helping to raise ~~#####~~ American Motors stock from a low of 5 3/4 to a high of 99 1/2.

In his spare time, Vernon Bowen has also written free-lance material. All of his published writings are in books or phonograph records for children.

One of his children's books was a Junior Literary Guild selection. Three of them are now used to some extent for remedial reading in certain public schools.

His last book, The Emperor's White Horses, the story of what happened to the famous Lipizzaners of the Spanish Riding School, Vienna, was double-checked by those who participated in the saving of the horses: Colonel Alois Podhajsky, Director, The Spanish Riding School, Hoffburg, Vienna; Mr.

Charles R. Codman, Col. ret., (deceased), who was the aide of the late General George S. Patton, Jr., U.S. Army, and who was present at the special performance given for General Patton and his spear-head armored division at Hostau; Mr. R.F. Perry, Col., ret., Alexandria, Va., who visited with members of the Spanish Riding School in Czechoslovakia; and Mr. Charles H. Reed, Col., ret., Richmond Virginia, who really spearheaded the saving of the Spanish Riding School and its horses while on his mission of persuading the head of German Intelligence to turn over to the U.S. the many truckloads of ~~#####~~ documents buried on the Czech-Austrian border--documents which are still secret today.

Vernon Bowen is about as American as the Ohio dirt he came from. One of his ancestresses, by family tradition, was Pocahontas. Another ancestor, of this same strain, was John ~~#####~~ Perrot, later Parrot, who rode into Harrodsburg with Daniel Boone to colonize Kentucky. His grandfather

His paternal grandfather served with Fremont in Missouri.

Bowen went to the public school in his native village of Newtown, Ohio, to Eastern High School in Cincinnati, Ohio, and to Marietta College, Marietta, Ohio. He was graduated from Marietta in 1927, Cum Laude, Phi Beta Kappa. He is a member of Alpha Sigma Phi college fraternity, as is his son, who is in Marietta now. He is also a member of his fraternity's honorary fraternity, Delta Beta Zeta, the original name of the fraternity when it was founded at Yale.

At present, Vernon Bowen is a deacon in First Congregational Church of Greenwich, Old Greenwich Connecticut,

Chairman of the church's Public Relations Committee, originator of the church's monthly illustrated news letter, writer of the church's special book on fund-raising, and the writer of Marietta College's bluebook for fund-raising, ~~with~~ which has been credited with the raising of a substantial number of dollars over the years.

Long interested in education, in ~~the Boy Scout~~ Boy Scouting, and in modern methods of teaching, Vernon Bowen lives with his wife in a house that looks out over Greenwich Cove and the striper grounds where he hopes to be out this summer, fishing.

other oddities reported here. I wasn't present at any of them. I do not know whether they happened or not. I can only report on what public record stated that people claimed they saw.

I can vouch for the fact that I found everything included here in the public record, that I read every newspaper article, magazine article, and book which I quote.

Remember, as you read this book, that it was started thirteen years ago. It reflects, in its beginnings, a certain amount of the incredulity that was reflected in all publications at the first "sightings."

Since then, a great deal has happened.

We are now conditioned to the idea that, before very long, as time goes, Man will be exploring outer space. There are still difficulties. But we take it for granted.

We have made tremendous advances in knowledge in the past thirteen years. And, as old knowledge and old concepts crumble, as Man stands poised to penetrate the innermost secrets of the Cosmos, the progress of the past will seem as nothing, compared to the age that lies ahead.

May you enjoy reading this book, as much as I have enjoyed putting it together. *It is the work of a chronicler, not a fictioneer*

Vernon Bowen

Old Greenwich, Conn.
March, 1960

~~CONFIDENTIAL~~

This was written in 1954.

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Today, TOP SECRET/MAJIC ancient history

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CHAPTER XIV

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The Other Side of the Coin

Now, let's turn the coin over and take a good, long look at its other side.

We have seen that there is considerable evidence to indicate that flying saucers are from outer space. Although no, one to date, so far as is known, has publicly exhibited a saucer, fragments of a saucer, or a "little man from Mars," the evidence still exists. It cannot be frowned down by a long state. And, although no one has yet collected the \$100,000.00 reward offered by The Saturday Review of Literature, or the 10 million francs (\$28,000) offered by an inhabitant of Locronan, France, or the equally inviting offer by the French government for a "man from Mars," this does not disprove the theory of space visitors.

In addition to evidence that saucers are extraterrestrial, there is also a great deal of evidence to show that they are perfectly natural aerial phenomena, explainable by astronomers, meteorologists and physicists in terms of known objects, reflections, air lenses, etc.

There is also plenty of evidence to indicate that saucers are Air Force balloons, night photography flares, canopy reflections and other well-known objects or mirages.

Furthermore, there is evidence to show that there might be a certain amount of literary charlatanism, if not downright fraud, in the saucer phenomenon. Although the possibility that the whole saucer "scare" is a hoax seems the most remote possibility of all.

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Now, what evidence is there to show that, incredible though it may be, that saucers are actually none of these things—but new, secret, and utterly fantastic guided or piloted missiles or craft that are made right here on earth?

There is considerable evidence to support this belief.

And perhaps this is really the one and the only correct explanation of flying saucers. Perhaps Henry J. Taylor, Billy Rose, and some other commentators were right when they said, quite early in the game, that flying saucers are secret weapons. The only trouble was, they said they were U.S. weapons. Such may not have been the case at all. But certainly, the Taylor "expose" was the one thing that drew instant, emphatic and universal denial by every branch of the armed services, with even a spokesman for the President considering it important enough to issue ^a White House denial. There has been no such overwhelming denial of the extraterrestrial theory—there has even been semi-encouragement of this theory all along by the Air Force— although on one occasion a press conference was held following Major Keyhoe's article in TRUE that claimed saucers were from outer space, and there was another denial when President Eisenhower said, in late 1954, that he had been told that saucers were not from outer space. ?

But, when it was said that saucers were U.S. secret warcraft, there was instant, overwhelming denial.

Yet there is evidence that saucers may be a new and different type of earth craft.

This evidence is not secret. It has been published to millions of people in newspapers and magazines. This writer has had no access to TOP SECRET/MAJIC classified information of any kind. There is absolutely nothing here that

does not come from a public record. That is, nothing here that the Intelligence Headquarters of Russia, England, Italy, Spain, Sweden, Yugoslavia and every other country of any consequence of the face of the globe does not know-- or could easily acquire by the most amateurish of efforts.

There are no secrets here in this phase of the questioning of the nature of saucers. If there were secrets, they have long since been revealed and given away.

But no writer, to this author's knowledge, has ever brought together the bits of this part of the jig-saw puzzle. Yet they are very significant bits and merit the consideration of anyone trying to understand the mystery of the saucers.

Let's try to put some of the bits together:

Practically all writers on the subject of saucers have discounted the possibility that the saucers have their home nests right here on earth for three or four reasons--and, at first sight, these are very good reasons indeed. Among these are:

1. The extremely high speed.
2. The seemingly impossible manuevering and the matter of G-pull--the pull of the earth's gravity--on any occupant or occupants.
3. The lack of sound in objects flying faster than sound. The motors of conventional planes roar, or their jets sound like giant blowtorches in the sky. And when a plane of conventional design passes through the sound barrier, it causes a noise like a clap of thunder. Many saucers observed were not seen even when they came from a stationary position or a slow speed into speeds that would take them through the

sonic barrier.

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4. Glow. Many reporters of saucers described them as glowing, either with a greenish-blue glare on the inside, or with completely glowing exterior--reddish, orange, yellow, or other shades of the spectrum.

Now, how about these points? Do they absolutely eliminate the possibility that saucers may be earth craft, after all? Most writers, citing these points, have dismissed the possibilities, ~~with an airy wave of the hand.~~ But let's take the points, one by one, and analyse them.

1. Speed. Conventional craft, using a principle of "boring through" air, or being forced through air, can get red hot, have metals creep, can fall apart or burn to a crisp from friction. However, by utilizing the principle of "Coanda's Effect," with the object flying in a partial vacuum of its own making, this problem could be overcome. In the opinion of Professor Henri Coanda, discoverer of the effect, as given to Art Buchwald, it would be overcome. In many observations of extremely high speeds in saucers, the most extreme speeds were not observed in the dense, lower layers of our atmosphere, but at higher altitudes, far, far above the earth. And a great many observations of saucers have indicated that they rise in a series of "stairsteps," and achieve greatest velocity only after gaining the upper reaches of the atmosphere where density, air resistance and friction would be much less.

And on this subject of speed it is well to remember that speeds seemingly impossible to earth craft in 1947, when the first saucers were widely reported, seem terribly old-fashioned today. In 1947, men were trying to break the speed of sound--and secretly had succeeded. But this speed of something over 700 mph became old hat in

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just six years, when Maj. Charles E. Yeager, in December, 1953, flew

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a plane of conventional design at more than 1,600 mph, or something more than two and one-half times the speed of sound.

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And by May, 1953, scientists at Langley Field, Virginia, were reporting that they were doing research on guided missiles that might reach the speed of 15,000 mph. The scientists pointed out that then (1953) they were flying missiles at speeds of 3,000 mph from Wallops Island, Virginia. By August, 1956, we were supposed to launch man-made moons which would attain a speed of 18,000 miles per hour. Speed, and speed alone—even the fantastic higher speeds reported in saucers—would not seem to rule out completely the possibility that saucers are earth-made.

2. Maneuverability and G-pull on occupant. A great deal of ~~nonsense~~ has been written about the impossibility of having anything human survive the mad maneuvers observed in saucers: acute-angled turns with no slackening in speed; high-speed circling of two discs in the air, as if they were "changing their batteries;" tremendous acceleration from practically zero to thousands of miles an hour; abrupt reverses in direction.

But do all these things rule out the possibility that saucers might be man-made?

*the saucers
not get out*

Not at all. First, they might be unmanned missiles--especially the tiny saucers that have been reported. Next, new things are coming to light about G-pull and the amount a human can survive, about "weightlessness", about other factors that may enter into the picture.

For instance, in the magazine Flying, March, 1951, p. 34, First Lieutenant Hugh F. McLaurin, USAF, answered the following questions: "What would happen if a jet fighter plane and suddenly catapulted into the sky at 13,000 mph? Would you explode? Would you sweat

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blood? Would you be killed by acceleration or by pressure change?

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The answers are all no. Lt. McLaurin knew. He went through such a speed in a simulated test and survived.

Again, on G-pull, Major Donald E. Keyhoe, writing in TRUE, December, 1952, wrote: "By applying thrust in an ^Pposite direction, abruptly reversing thrust, an object can be halted in seconds. Tests made with a G-sled by the Air Force has shown that, for a fraction of a second, human beings can take a force of 45 G's and survive."

Maybe Major Keyhoe was a little premature in his announcement of this fact, but as proof of it, USAF, on December 27, 1954, announced that one of its officers, [Lt. Col. John P. Stapp] had gone from a record land speed of 632 mph to a dead stop in 1 1/2 seconds without ill effects.

This quick stop was made at Holloman Air Development Center at Alamogordo, New Mexico. In the test, Col. Stapp was strapped to a 2,000-pound rocket sled. ^b The only ill effects he suffered were a few blood blisters from dust particles in the air and two black eyes, caused by his eyeballs being thrown forward against his eyelids during the deceleration period.

In stopping, Col. Stapp withstood a pressure equal to 35 G's. His "weight" was more than three tons.

On the evening of December 28, 1954, there appeared in The New York World Telegram & Sun a writeup of an interview with Col. Stapp, made on the 27th, in which the colonel said that he expected to travel at 1,200 mph on the sled, ^{This would be} nearly twice as fast, with proportionate step-up in G-pressure, ^{with a violent stop.}

Can man withstand the violent manuevers and sudden decelerations observed in flying saucers?

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What do you think?

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Another factor sometimes overlooked by writers on flying saucers is the phenomenon of weightlessness. If you don't weigh anything, ie., if you have a condition of zero gravity, you can't very well be slammed around by violent manuevers in the air. Some writers have, however, pointed out that extraterrestrial craft, using some form of magnetic propulsion, might create their own gravitational fields and thus be free of gravitational pull from the earth. Maybe it is not as complicated as all that. In TRUE for July, 1954, writer Don Dwiggins described weightlessness as experienced in a two-seater plane flown by Maj. Edward J. Rackham, USAF acceptance pilot at Lockheed's Van Nuys, California, plant. They went up to ~~only~~ 20,000 feet and then went into a ballistic curve. The result was weightlessness. Mr. Dwiggins photographed a pack of cigarettes floating free in the cabin of the plane.

If weightlessness can be achieved with a ballistic curve, perhaps it can be achieved in some other, but fairly easy way. And such weightlessness might permit violent manuevering, such as has been noted in flying saucers, by ~~human pilots~~.

But, if you will read further on the subject of weightlessness, you will find that this phenomenon presents grave hazards to the airman. LIFE Magazine, in an article in its December 6, 1954, issue, pointed out that weightlessness is a highly unpleasant sensation. No airman has been able to stand it for more than 45 seconds. It produces severe disorientation. It dislocates all sense of direction. It produces nausea, nervous distress, loss of ability to co-ordinate, inability to guide the complex machinery of today's flying craft.

So one argument negates the other here.

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3. The ~~lack of sound~~ **TOP SECRET/MAJIC** in objects moving faster than sound.

Here, again, let us refer to the new principle of flight, the "Coanda Effect." If a craft is flying in a partial vacuum, not pushing and compressing the air in front of it, or "boiling through" it, conceivably it might be possible to glide through the atmosphere and pass through the sound barrier without the "clap of thunder" made by conventional planes. As for the lack of sound: issuing from the vehicle itself--motor, engine, turbine, jet--if there exists some new and little publicized principle of flight, plus some new and unpublicized method of propulsion--magnetic, anti-gravitational, atomic--it might be possible to achieve soundlessness or near soundlessness.

4. Glow. This is one to really stump the experts, in trying to explain saucers as completely terrestrial craft. But certain atomic, radioactive materials glow with the same kind of blue-green glare noted in some saucer interiors. But how a crew could be protected from gamma rays emanating from such materials poses an unanswerable question. As to glowing exteriors--Major Keyhoe had written at some length, theorizing that the glow of extraterrestrial space craft could come from varying degrees of heat caused by friction--from practically white-hot to red-hot, to orange-hot, to yellow-hot, going from highest speeds to the lowest, and glow caused by Coanda effect. Perhaps this same principle would hold true of earth-made craft, as well as extraterrestrial vehicles. As to the question of materials which could withstand these heats--present rocket speeds, as published in newspapers--are above 4,000 mph. Such speeds must cause temperatures that make rockets glow--like saucers.

Bring up to date

All this may be very thin evidence that saucers could be earth craft. But **TOP SECRET/MAJIC** a lot of evidence

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used in support of ~~the existing~~ **TOP SECRET/MAJIC** thought. And there is a great deal of other evidence that is factual, not based upon pure supposition and theory.

For instance, Professor Coanda discovered his new principle of flight back in 1937. This principle, described previously, in essence is that if you curve a jet of air, or many jets of air, you ^{can} create an artificial cyclone, with the tremendous lift of a cyclone, and can lift and maneuver an many-tonned object. because you create a vacuum ^{above} ~~within~~ the whirling blasts of the jets.

Here is a note that may fit:

In The Washington Daily News for May 14, 1949, was a copyrighted story that the flying discs were of Spanish-Nazi origin. The author held the view that the discs were very real, and that they were of a new "gyroscopic" design.

Here is another note that also fits somewhere into the picture: On May 22, 1952, there died in Rome, Italy, Giuseppe Belluzo, seventy-six, Italian scientist and former cabinet member. To quote from an article about him in The New York Herald Tribune:

"Mr. Belluzo, who was Minister of National Economy and Minister of Public Instruction during the Fascist regime of Benito Mussolini, was also an authority on cannon and projectiles and a firm believer in flying discs.

"In a newspaper article in 1950, he said that models for flying discs had been drawn in Germany and Italy at about the same time in 1942, and were shown to both Mussolini and Hitler.

"There is nothing supernatural or Martian about flying discs," Mr. **TOP SECRET/MAJIC** Belluzo said. "But they are simply rational

