

JUST



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Editor: Barry Greenwood

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EDITORIAL

I have had a number of comments regarding the recent enclosures to Just Cause mailings, titled "Cowflop Quarterly." CQ is a publication of Robert Todd, a long-time researcher of government UFO matters and valuable advisor to CAUS since Just Cause began. It presents an alternative viewpoint to the standard thinking which goes on in the UFO community. It is, as one can clearly see, quite critical of UFO claims and reflects an unhappiness with the current state of affairs within UFOlogy. Just Cause has lamented this fact as well since the MJ-12 days of about eight years ago. This editor was once as enthused about the possibilities for progress in UFO research as the most ardent boosters are today. It is now a chore to be excited about current events, as problem-riddled as they are today. CAUS has resorted to historical research in an effort to reconstruct the base for what now exists to see what went wrong. Many new things are coming to light. Cowflop Quarterly explores these historical matters too, with the impact of a firecracker under one's seat! Perhaps that's what's needed to set things straight.

A CLARIFICATION

In the last number of Just Cause, June 1995, the GAO was unjustly criticized for not having mentioned the Vandenberg desk logs in their report. In a small extract of the log that I have, a July 7, 1947 entry discusses a downed flying disc in the newspapers when in fact a more complete version mailed to me shows it to be a hoaxed Texas disc rather than one from Roswell. Vandenberg's logs indicated no discussion of Roswell during the period. Apologies to the GAO. Moral: Never read things quickly!

FULL AIR FORCE ROSWELL REPORT NOW AVAILABLE

The Government Printing Office has published the complete Air Force report on the Roswell incident. Titled, "The Roswell Report: Fact vs Fiction in the New Mexico Desert," the release is a massive, telephone book-sized tome consisting largely of attachments to the original Air Force report released in September 1994.

It is a remarkable situation that the government is going to the trouble of publishing such things. This document rivals the published version of the Condon Report in size but it is only on one case! It dispels any notion that the Air Force effort was superficial in scope, whether or not one agrees with the conclusion that Project Mogul was responsible for the Roswell debris. Remember that the Air Force was looking for hard evidence for the Roswell incident. One criticism of the Air Force investigation was that they did not interview the key witnesses claiming that the Roswell object was a spaceship. Extensive interviews are already on the record for these witnesses and were available to the Air Force. None offered hard evidence for an alien conclusion. However, the potential for hard evidence did exist for the Project Mogul suggestion from individuals not extensively interviewed by the UFO community to that time, people who were involved in Mogul activities. They provided a great deal of interesting background on those times. No smoking gun conclusions but a reasonable doubt existed about aliens being the answer. In the absence of alien evidence, the Air Force opted for Mogul. Talk is not going to prove extraterrestrials.

"The Roswell Report" is a must for anyone interested in government studies of UFOs.

Write: Superintendent of Documents; Mail Stop: SSOP; Washington, D.C. 20402.

PROJECT 1947 CONTINUES

Currently, through the efforts of Jan Aldrich, over 3300 newspapers have been scanned for stories on the 1947 UFO wave. Aldrich is preparing for another expedition into the southern states in coming months. Unfortunately, due to the withdrawal of a substantial amount of funding for future searches, Aldrich's efforts will slow down significantly by the beginning of 1996, with a fair number of areas yet to be covered.

Parties interested in seeing this project brought further along should contact Aldrich at: Box 391; Canterbury, Ct. 06331.

This is the greatest search effort ever conducted by a small number of people on a UFO wave. It would be a shame to see it hampered by political wranglings and lack of funds. Aldrich's work can be supplemented, even accelerated, by person's in selected areas who can conduct searches in newspapers or vertical files. Aldrich has comprehensive knowledge of where such holdings exist to aid potential researchers.

NEW EARLY AIRSHIP FLAP DISCOVERED

As historical research continues into the pre-Arnold years for examples of strange aerial phenomena, a new airship flap has become evident during April 1917 in central New England.

The flap began with the appearance of a mystery airplane on April 14th, flying west over the bridge connecting Portsmouth, New Hampshire to Kittery, Maine. The aircraft was said to have been traveling down the Piscataqua River between two and three AM and its sound alerted three guards from the "L" Company of the Sixth Massachusetts National Guard (The reason for the guard being that the U.S. had recently entered World War I and concern existed that German saboteurs were operating in the area.).

As the object was visually detected circling high and as it appeared to descend toward the bridge, the guard at Post 1, upon the suggestion of the corporal on duty, opened fire. The aircraft immediately reversed course and moved up the river (Manchester, N.H. Union, 4-14-17).

Because the incident occurred near one of the most important naval facilities on the Atlantic coast (the Portsmouth Naval Shipyard), a general alert was sent through military channels to determine the source of the aircraft.

Apparently the vehicle was not a figment of someone's imagination because reports of it having been seen just prior to the Portsmouth overflight soon filtered in. Twenty miles inland, at Rochester, New Hampshire, sightings of a "strange airplane" were reported (Manchester Union, 4-14-17).

Between 1:00 and 1:15 AM, Night Officer Ferdinand Sylvain was patrolling his beat and heard the purr of a motor overhead. The noise was loud enough to cause dogs to bark and thus a number of citizens were awakened by the commotion. The object was never seen by Sylvain but he was certain that it was an aerial vehicle heading south towards Portsmouth (Portsmouth, N.H. Herald, 4-14).

One who did see it was James Walker, a motorman on the Dover Rochester and Somerworth Street railway. Walker alerted his passengers to the aircraft, which was flying high and heading north. He said it appeared at first like a toy balloon surrounded by a circle of smoke. He stopped the car and paused for several seconds for a clearer view. Walker then was convinced it was an aeroplane circling at great height and belching dense smoke from either side and the rear. It disappeared into heavy clouds (Foster's Daily Democrat, Dover, N.H., 4-14).

On the same day that the reports of the Portsmouth aircraft appeared, the Foster's Daily Democrat reported that a mystery aircraft was heard on April 12th by a number of Dover, N.H. residents at 1 AM. The witnesses did not report the April 12th incident at first because their impression was that the whirring noise was perhaps attributed to the flapping of wings from a flock of geese. When the reports of the Portsmouth visitor were published, all of the residents became convinced that an aircraft had visited the area.

Milton, N.H. residents then reported seeing "an airship" for two to three nights prior to April 17th, flying over Milton at 8:00 PM (Rochester, N.H. Courier, 4-20).

Again on the 14th residents of Manchester, N.H. reported a "mysterious airplane" circling for more than half an hour over the outskirts of East Manchester just before 10:00 PM. Some heard the distinct noise of a whirring propeller for stretches of ten minutes, louder at times than others, suggesting a circling maneuver. One witness, Mr. J.M. Bennett, said he could easily see the object during this time from the corner of Valley and Cypress Streets. He thought that the machine was more "covered in" than the average flying machine. Another resident, Mrs. Clara Huse, declared that her family could hear the "unmistakable whir of an airship" (Manchester, N.H. Union, 4-17).

Portsmouth was visited again by the airship on April 16th. A half dozen guards on different bridges reported a machine circling the property of the Colonial Paper Company three times at about 11:20 PM. The guards reported the mysterious machine to the naval station, with the government stating that the report would be checked (Portsmouth Herald, 4-17)(Boston American, 4-17).

The mystery airplane visited Barnstead, N.H. on the 17th with residents calling naval authorities about an overflight at 10:00 PM. Coast Guard stations reported that the craft had been seen earlier in the evening elsewhere (Lowell, Ma. Sun, 4-18).

Reports continued into the 18th. A Dover, N.H. man, Fred White, saw a mystery airplane at 5:15 AM while on his way to work. He was alerted to the vehicle by a noise he described as like the "continuous discharge

Dover (NH)
Democrat
April 17, 1917

AIR SHIP NO MAN'S HAND BUILT.

It may be admitted that in times of great public excitement people are given over to hallucinations. Eccentricities are magnified. The past is full of examples. Witchcraft for nearly two centuries pressed like a nightmare on the people of Europe, and followed the Pilgrim Fathers to America.

Now that we are at war, the subject is invested with a weird interest. Our nerves are taut. Peculiar hallucinations abound. Our visual impressions deceive us. The aphorism "seeing is believing," expresses the idea. We refuse to discredit our eyes.

An ocular spectre has been troubling the inhabitants of Portsmouth, Dover and Rochester. The phantom in this case is a huge air-plane, which glides up and down the Piscataqua and Cocheco on moonless nights. Men in spiked helmets are thought to be managing this machine. Some believe it to be a warning. The nerves of many along the rivers are giving away.

There is an inclination in some circles to connect the air visitor with recent burglaries. The marvelous case with which the perpetrator eludes detection is cited in evidence. Believers in this theory are not few in number, but common belief is that old Henry Tufts has come back, clothed in a new body but otherwise the same old terror of Dover households. But, a lack-a-day, the biography of old Henry, printed in Dover, 1807, 12 mo. has disappeared from the Public Library, and we can follow the parallel no farther. A copy of the book would now be worth \$25.

Perhaps the most extraordinary fact in regard to the spook airplane remains to be stated. Though reported at different times and places, no person is known to have seen the thing twice. A worthy medical man avers that there is a class of sensations in which the impression, while appearing to be made by an external object, is really due to some internal cause. Then we take leave of considerations of this sort, and turn to stories floating about southern New Hampshire.

A Portsmouth guardsman, is reported as follows: "It was an actual thing. At considerable height it swam in the upper air. I was astonished at its size. While I was looking there came the well known slat, slat of a motor. As it started to move up the river, I let go a shot." A well known resident at tide-water says: "It appeared to be cutting wide rings in the semi-darkness. There was nothing uncanny about it. This man dreamed before morning, that he was chased by a platoon of how-legged Tontons. A Washington street woman states, that "the other night" she heard a noise overhead like a continued flapping of wings. The sound was so distinct she woke her husband, and asked if wild geese flew over at this season.

Of late, Dover people are called stargazers. Did you ever hear anything like that? But the people of Dover don't care. They are so set in their principles, and so jealous of their reputation for being wide-awake, so appreciative of themselves, a little flour like that doesn't hurt a bit. What Dover really wants and pants for, is to see an air battle. A neighboring city says: "Dover thinks it wants a swimming pool, but what it really needs is some chloride of lime." This is silly jealousy as well as unkind.

A man whose nerves can be relied on when making the trip to Dover, tells the following story of a recent return homeward: "It was well beyond the suburban bed time, when I came to the Whittier bridge. A tone faint and soft in the air made me look up. My eyes fastened on a moving object that I at once recognized as an air ship. At the top was a diadem of stars. Something hazy hung beneath."

Many people have contracted spine complaints from constantly looking up. That is not all. The clerks in the Ten Cent store are demoralized with calls for telescopes. Some fears are expressed, that if one of the air plane crew should fall overboard, he might cripple a member of the night watch. This is a nut for the mayor to mash his thumbs with. We are a trusting and child-like people, and so may be in more danger than folks of surrounding towns.

Boston American
April 13, 1917

FIRE TWICE AT STRANGE AVIATOR

Portsmouth, N. H., April 13.—Corporal Davis, a Massachusetts guardsman, on sentry duty at a strategic point near here, fired two shots today at an aeroplane which came, flying high and swiftly, apparently from the sea and bent to a course northward in the general direction of Dover.

The aviator paid no attention to the shots. On the possibility that the aeroplane had come from the Portsmouth Navy Yard, news of the aerial intruder was immediately telephoned to the yard. Reply was received that no government war machine was flying from the navy yard.

The elimination of government machines from the case increased the mystery as to the identity and purpose of the aviator.

On recent nights the police have reported hearing the whirr of an aeroplane motor from above, as though a machine was being driven at a fast rate over the city. But in the darkness none of the police had been able to decypher the machine itself.

But Corporal Davis was able to see this aeroplane, the time being after 3 a. m.

There is much speculation whether there is any mischief brewing in this night-flying by an unknown aviator.

of a pistol." It was very high and moving rapidly along the Cocheco River, disappearing in the direction of Gonic, N.H. (Manchester Union 4-19).

Other reports on the 18th were received from York Beach, Maine and Hampton N.H. by officials at the Portsmouth Naval Shipyard on the heels of calls of sightings in the vicinity of the shipyard itself. Naval officers said that no government aircraft had been in the vicinity and that while they were impressed with the sincerity of the persons filing the reports, they could not account for the source of the vehicle (Manchester Union, 4-20).

Sightings spread further into Maine on April 20th. Franklin Webb and two companions were driving home from Yarmouth when they saw an airplane between Freeport and Brunswick (Haverhill, Ma. Gazette, 4-20).

The Laconia, N.H. Democrat (4-20) reported that a flying machine had been seen sailing over the area during the past week. One witness said that the machine carried two green lights.

Residents of North Conway, N.H. reported mysterious lights near Kearsarge mountain on the 24th. The lights rose and fell in long curves as if an aviator was maneuvering around the summit (Manchester Union, 4-26).

Charles Churchill, proprietor of the Brookfield, N.H. Stock Farm, reported an aircraft at 12:30 AM, April 30th. Awakened by the noise of a whirring motor, Churchill arose to see an airplane circling Tumble Down Dick mountain. A small light could be seen, seemingly signaling towards Portsmouth. It remained in the area for 15 minutes before moving off towards Ossipee, N.H. (Portsmouth Herald, 5-1).

An hour earlier reports from Wolfeboro, N.H. on Lake Winnepesaukee of aircraft noise but no visual sighting were received. (Manchester Union, 5-1).

Other scattered reports were evident in 1917. On March 24th, A.H. Foster, a resident of Rollinsford, N.H., reported an aircraft soaring over the southeast section of town at 11:00 PM. The object first caught Foster's attention by its noise, then he caught sight of it by the interrupted trail of fire from its exhaust. It could be seen above some low-hanging rain clouds (Foster's Daily Democrat, 3-24).

In July, residents of Haverhill, Massachusetts were startled by the appearance of a mysterious airplane on the 8th. It passed over the city towards Salem, N.H. shortly after 9:00 PM. It returned a half-hour later speeding towards Portsmouth. Police headquarters was deluged for an hour with calls about the visitor. One man said that as the object passed near Crystal Lake in Haverhill, he could hear a sound like the crack of a high-powered rifle (Manchester Union, 7-9).

Another New Hampshire report on August 11th came from a woman at the Franklin Depot train station, who could see the searchlight of an airship high in the air. No noise could be discerned. Other people at the depot saw the same thing, described as large and flying north along the Merrimac River.

There was no lack of possible explanations for the mystery aircraft. The Boston Herald (4-14) expressed the fears of many that the aviator was German and that he was flying out of a secret base near Gonic, N.H. The thinking was that since sightings were reported near Gonic and that the thick woods around the town could hide a cache of bombs, this was a likely area to look for an answer.

The Concord, N.H. Monitor (4-18) reported that there wasn't a clue as to whether the aviator was an amateur or an enemy. No evidence of overt hostile activity was apparent and night flying had been prohibited due to the war. Captain William Howard, commandant of the Portsmouth Shipyard, said (Manchester Union, 4-20) of the aviator that, "It may be stated off-

MYSTERY AIRCRAFT CAUSES EXCITEMENT IN AYERS VILLAGE

Visions of an enemy air raid gave Haverhill the greatest war scare it has had since the opening of hostilities with Germany, Sunday night, when a mysterious aeroplane was sighted hovering over Ayers Village, five miles from the centre, in the direction of Rockingham Park, N. H., where the U. S. army engineer corps has a training camp.

That an aircraft of some description was actually seen there seems no doubt, for the story has been told by half a dozen persons residing in the vicinity of the village that they positively saw the searchlight of the machine beaming among the clouds, while some say that explosions, resembling the whirling of a motor, were heard.

Following discovery of the strange craft the greatest excitement was caused. After circling around over the village for 15 minutes the machine disappeared as suddenly as it had come and no further trace of it has been discovered. Not the slightest explanation of the case has been discovered nor has there been anything to account for the presence of the machine. The case tallied with similar reports that have been made in various parts of New England, where strange aircraft had been sighted during the night.

Sydney Welch, who lives on Liberty street, a mile from Ayers Village centre, was one of the first to discover the airplane. He was preparing to retire shortly after 10 o'clock when he saw the light moving across the sky. The light continued to circle back and forth and occasionally a muffled explosion was heard, indicating that an aeroplane was making observations above the village. Welch immediately telephoned to police headquarters and notified Capt. Marcus A. Sullivan of his discovery.

Because Rockingham park, the Engineer corps' training camp, is only a few miles from where the airplane was sighted and the actions of the machine indicated that the pilot was making observations, Captain Sullivan immediately communicated with the commanding officer at the training camp and informed him to be on the lookout for the craft. The captain also notified Captain John D. Hardy of Co. F.

When warning was received from the police, guards were posted about the park and a close watch kept throughout the night but no further evidence of the airplane was found.

After warning the training camp Captain Sullivan sent Sergeant Charles D. Jones and Officer William H. Foren to Ayers Village in the police auto to investigate the report and attempt to discover further traces of the aircraft. When the officers arrived in the village the aeroplane had disappeared but Sergeant Jones interviewed Welch, who reiterated his previous report to Captain

Sullivan and declared that he was certain that he had seen an aeroplane.

The family of Charles Wright, who live on Liberty street, also told the policemen of having seen the searchlight in the sky, while Welch's daughters, Hannah and Viola, who were at a camp at Crystal lake, said that besides seeing the light they had heard a shot.

Later, Atty. Michael R. Sullivan told the police that he had also seen the mysterious searchlight. Atty. Sullivan has been investigating the disappearance of Miss Lyle W. Sanderson, and was at the home of the Sanderson family on Tal-muth avenue.

He was on the piazza of the house, preparing to take a car downtown, when, he says, he saw the strange light high up in the sky and travelling in the direction of Rosemont. He called the attention of Miss Crockett to the light, but thought nothing more of it, believing that it might have been the reflection of a trolley car searchlight, until he learned of the discovery of the light above Ayers Village.

*Haverhill Ma
Gazette*

July 9, 1917

*Boston Post
April 14, 1917*

SEEK STRANGE N. H. AVIATOR

**Fired On at Portsmouth;
Navy Men Ask Facts**

PORTSMOUTH, N. H., April 13.—Commandant William L. Howard of the Portsmouth Navy Yard today asked the co-operation of the press in checking up on a report by National Guardsmen, stationed on a bridge near here, that they had fired on an airplane which flew over the city last night. It was essential, Commandant Howard said, to determine whether the craft was operated by an American aviator. Every effort was being made to trace the machine, he said, and persons having any information of its movements were requested to communicate with local naval officials.

*Boston Post
April 21, 1917*

SAY THEY DISTINCTLY SAW AN AIRPLANE

BRUNSWICK, Me., April 20.—Franklin C. Webb today reported that he and two other persons distinctly saw an airplane between Freeport and Brunswick last night while they were returning from Yarmouth by automobile. Residents of Bath, it is recalled, reported that they saw an airplane several weeks ago between Bath and Brunswick.

*Boston Post
April 20, 1917*

OFFICER'S AIR FLIGHT STARTS EXCITEMENT

Lieutenant Godfrey L. Cabot, flying in his hydroplane over the vicinity of Cohasset yesterday, caused all kinds of reports to come to the Charlestown navy yard. For some little time Lieutenant E. G. Blakeslee, in command of the radio, was busy calling up the wireless stations along the coast, making inquiries about the "mysterious" machine. Marblehead station finally reported that Lieutenant Cabot was flying in that vicinity, and the yard officers rested easy.

icially and emphatically that he is not in the government service."

The Manchester Union (4-20) reported that an aviator, flying out of a base at the foot of Uncanoonus mountain within the last four months, conducted trial flights and studied atmospheric conditions in New Hampshire, sometimes within eight miles of Manchester. The flyer was known however to locals and due to the fact that a local supply firm was unable to obtain crucial parts for the aircraft, he had not been in the area since early January.

The Union again reported (4-26) that a "small party of strangers" had been seen in the area east of Kearsarge mountain, the location of mysterious light sightings on the 25th, fueling speculation that a secret airplane base was somewhere nearby.

The Union (4-16) reflected back upon apparent reports in 1915 of a mystery plane seen several times near Lake Winnepesaukee and having come from the direction of the Ossipee mountains. While the U.S. was not at war then, the thought at the time was that inhabitants of a secret German base might have been spying on Canada, which was at war via its relationship with Britain.

Substantiation for this appeared in the New York Times (7-26-15) which reported on the widespread perception that northern New England was infested with German spies. It said that at least one sighting of an aircraft with a searchlight was reported near the Canadian border. A wireless radio base was said to have been found in the Maine woods near Canada, a site owned by Germans. "Suspicious" Germans were also said to have arrived in northern New Hampshire and Vermont towns.

Readers of Just Cause might also recall discussion of New York/Canada border overflights by mysterious aircraft on February 14, 1915, (see Just Cause, June 1992, page 5). Here too concerns were rife that Germans were launching intrusions into Canada from secret bases in the U.S. If all this were true about German secret bases in the U.S. it is a remarkably little-known bit of U.S. history. Imagine a major foreign military power having a clandestine base(s) within U.S. borders, launching operations against us and our neighbors!

If this is not true, then who was creating these aerial scares? There does not seem to be evidence so far that particular domestic or foreign aviators were responsible for the mystery aircraft of either 1915 or 1917.

Were they mistakes? The editor of the Dover, N.H. Foster's Daily Democrat (4-17) felt that the incidents were due to "hallucinations." War hysteria was rampant at the time and alarm at the slightest innocuous event was quite pronounced. The Boston Post (4-22) reported that an early morning lightning flash and subsequent thunder clap caused hoardes of citizens to call police believing that the Germans were conducting a naval bombardment of Boston.

Further alarm was created (Brockton, Ma. Enterprise, 4-18) by reports of loud noises being heard off of the Massachusetts coast, leading to the belief that a major naval battle was underway. When contacted though, naval officials could not confirm such an event. A later call to the Charlestown Navy Yard in Boston (Enterprise, 4-21) revealed that a man blasting tree stumps for several days to make room for a golf course in Scituate, Mass. was likely responsible for the noises.

The Lowell, Ma. Sun (4-18) asked, "Did an Airplane Pass Over Lowell Early Sunday Morning?" Residents near the Lowell/Chelmsford, Massachusetts border reported seeing an aircraft sweeping the sky shortly after 1:00 AM on April 16th in the midst of the flap. The object carried a searchlight on it which revealed the outlines of the vehicle. Unfortunately, for those who thought that they had seen the mysterious aviator, the truth was that they had seen a telephone repairman on top of a pole with a spotlight to

illuminate his work area. As in any UFO flurry, many reports are explainable with enough information.

Mistakes and misobservations aside, it seems that something unusual was being seen in the skies over New England in 1917, much akin to the airship observations of 1896, 1897, the New England flap of 1909, the British and New Zealand outbreaks of 1909, and the South African airships of 1914, which have been reported in UFO annals. Aliens? Not likely but certainly there is something here to tantalize those aviation buffs interested in the mysteries of early flight. And UFOlogy has another airship flap to add to the pre-Arnold folklore.

RESEARCH NOTES

---Do any of Just Cause's British readers have contemporary accounts of the famous "Angel of Mons" reports during World War I? For those unfamiliar with this, during a British retreat from Mons, France due to a German onslaught, numerous sightings of a peculiar light phenomena were reported by British troops. One of the accounts from August 28, 1914, said (London, Ont. Free Press, Oct. 6, 1915), "A lance-corporal, subsequently wounded and now in an English hospital, told his nurse of his experience on or about August 28; he declares that he saw in midair 'a strange light,' which became brighter until he could discern three shapes, one in the center having what looked like outspread wings; the other two were not so large, but were quite plainly distinct from the center one. They appeared to have a long, loose-hanging garment of golden tint, and they were above the German line facing us. Other men, he asserts, saw the vision. In other narratives the luminous cloud is always mentioned, and it is said in one that bright objects seemed to be moving in the cloud. The moment it appeared the German onslaught received a check. The horses could be seen rearing and plunging, and ceased to advance."

The reports have been interpreted as either an apparition of the Virgin Mary, UFOs, or both, depending on who is doing the reporting. But being that it is an early report of a peculiar aerial phenomena of sorts, it would be interesting to know whether there are any more detailed, objective accounts of what had happened in the press of the day, or whether or not official British military records exist of the sighting reports.

This editor recalls the affair being dramatized for a 1950s TV series called, "One Step Beyond," with the usual semi-fictionalization that goes with such productions. But based upon what is available, I have to think that more concrete records are sitting in a British government archive somewhere, or that someone has already researched this possibility. It is becoming increasingly evident that the World War I period is not exactly lacking in stories of aerial phenomena, aside from the usual stories one would expect from wartime activities. I plan to check further into this area.

---I would like to thank Paul Hughes of Greenfield, New Hampshire for the initial leads on the 1917 New England flap. In the process of doing research into his hometown history, Hughes has volunteered to search for any peculiar UFO-type stories he may run across in the early 20th century. Such leads can develop into big stories, as one can see from this issue.

---A FOIA request has been filed with the Federal Communications Commission in relation to records available on the October 30, 1938 "War of the Worlds" radio panic, plus other radio panics subsequent to this which have been reported periodically over the years. I have reason to believe that these incidents have had a much more profound effect upon government UFO policies in the early years than anyone realizes. This will be explored in a future issue of Just Cause.