

ground were and all in all said, to be convinced that what we had shown them are ships of extraterrestrial origin they needed more positive proof or evidence. One person came up with the scout being a volkwagen, you know how they have to make jokes. But we were treated very nice and in respect, — one person said to Ingrid, you have something there, — meaning the films —

"I could see that they had much knowledge, but could not give themselves away. They did not ridicule us, nor the films, nor the whole UFO idea. I did not go to NASA to convince them, but to consult them."

He added:

"This meeting with NASA was a different matter altogether than the Senate Space committee 2 years ago with Madeleine and Ingrid, where they received more "Hell" than anything else —"

UNQUOTE.

On March 20th, Fred sent me a photostat letter from the UFO spokesman at the Pentagon in Washington D.C. (see back pages)

"DEPARTMENT OF THE AIR FORCE
Washington 20330

Office Of The Secretary

Mar 17 1967

Dear Mr. Steckling:

Your letter concerning your unidentified flying object (UFO) film finally reached my office — — Office of Information for Project Blue Book, the Air Force UFO program.

The Air Force would be very interested in reviewing your film. If you would get in touch with me at the Pentagon, we will arrange a showing for any Monday which is convenient for you. My number is 0 — — — — or 0 — — — —.

Thank you for offering to show your film; I am looking forward to hearing from you.

Sincerely

signed. George P. Freeman, Jr.
Lt. Colonel, USAF.
Chief, Civil Branch
Community Relations Division
Office of Information.

Mr. Fred Steckling,

Alexandria, Virginia 22312."

UNQUOTE.

Fred wrote of the visit:

"Our Pentagon visit was Monday March 20th at 2 p.m. at Colonel Freeman's office. — Madeleine came along — Several high commission officers reviewed the Sept. 7th film three times, and Colonel Freeman stated: "This is the best film I've seen yet." and "I have never seen anything like this before." He told me to inform the UFO investigation committee in Colorado — (the new University of Colorado

UFO investigation study, — R.C.) — and send them some pictures.

"Madeleine's and G.A.'s films were already known to them — from T.V. — and no comment was made on them. They seemed to know all three of us — Ingrid was there — they gave this impression.

"The Colonel said: "What about the scoutships we are supposed to have in Dayton?" so we answered, "What about and how about it?" They did not confirm anything or otherwise. But here too we were treated respectfully, and returned the same to them —"

UNQUOTE.

Later, I received a fuller description of events.

"When I took the film September 7th, we were between Mannheim and Frankfurt traveling North. The time was about 11.45 a.m., no clouds, about seventy degrees, Fahrenheit. Although power-lines and trees were flying by, while I took the film, If there was a station it surely swished by so fast that it was impossible to make out any signs, etc. In this case you have to take my word for it. I was already before alerted of the Brothers before the film, and became aware of a group of 10 to 12 cigarette shaped objects high in the sky (12 o'clock up.) I jumped back to grab the camera, a 8 mm Revere, 30 mm powerzoom, Chicago build and opened the window all the way to eliminate any reflections and started filming. All in all, 6 groups of ten to twelve spacecraft appeared one after another and moved along the sky like Dolphins in the water, as an example. Appearing and disappearing, the armada traveled to about 9 o'clock (position) and disappeared completely, giving me the **privilege** to take about 23 feet of Kodak color film.

"There were quite some people on the train, some of them looking out of their windows, becoming aware of the objects. As we could see they all had big question-marks on their faces. They had never seen anything like this before. I might add, there was no fear on their faces. Ingrid and myself also Glenn, we could hardly believe it, ever to be presented with such an opportunity of taking that many ships on film and all at once. We stood on the window, Ingrid saying only, "oh, my God" and our every hair was standing up at this wonderful sight. We will never forget this experience and are surely grateful for it. —"

UNQUOTE.

I wrote to Fred, asking him if I could use his pictures and correspondence in UFO CONTACT. He wrote back:

"You can go ahead and use what you feel is right concerning my visit to NASA and the pictures —

"As you know, my work in this cause has no connections in pleasing my Ego, and therefore it does not matter to me if my name is used or not. Important is the work, not us. —

"We all know George Adamski has given much to this world in knowledge and information and I feel

At that time the Air Force termed the Heflin picture a hoax.

The "Bluebook" report said Heflin's photo did not correspond to his description of the round, saucer-like object.

But since then the Air Force has commissioned the independent study by the University of Colorado at Boulder.

From: "San Francisco Chronicle",
Friday, March 10, 1967.

Credit: Theodore Gray Hullett, San Francisco,
California, U.S.A.

☆

Two PCs spot a »saucers«

Two policemen saw an oval-shaped object flash through the sky yesterday. The officers said the saucer-like object flew over Strood, Kent, at about 1,000 feet — and had a tail of blue and silvery stars. Later there was a similar report from Sevenoaks. (Kent.)

Police at Rochester said: "The authorities have been told."

From: "Daily Sketch", London, March 25th, 1967.

☆

»The flying saucer that Andrew saw in Stamford Sky«

Andrew, the eight-year-old son of Mr. and Mrs. T. H. Hyde, of 59 Scotgate, Stamford, claims to have seen a "flying saucer" over Stamford on Tuesday, Aug. 2. He was in his back garden at the time, and this is how he sketched and described what he saw:

"I saw this object in the sky twice this morning between about half-past ten and a quarter to eleven. It was going very quickly above the clouds. The first time I saw it, it was travelling in a N. W. direction, and then about ten minutes later it came back.

"It was then going in a S. E. direction, and it made no sound, the shape was round, with black circles looking like ship's port-holes round the middle. There were little things looking like landing wheels on the bottom.

"There was a cloud of yellow stuff coming out of the back and there was a ring round the middle of the object."

UNQUOTE.

From: A Stamford paper, Lincs. England.
August 1966.

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*A friend is a person who knows all about you — and still likes you.* Elbert Hubbard.  
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Literature

»Piece for a jig-saw«

By LEONARD G. CRAMP., M.S.I.A. A.R.Ae.S.
author of "Space, Gravity and the Flying Saucer."

Here is a book about "flying saucers" which can be of immense interest to both the »converted" and to the "open-minded", to the lay-person looking for more corroboration to back up his beliefs in the reality of visiting space-ships, and to the technically-minded man who may well be rather surprised at the wealth of detail of a highly technical nature included in this work.

Leonard Cramp, who for many years has worked in both aerodynamics and, more recently, with the new design principles of the Hovercraft, has succeeded in writing a book understood, by any person of normal intelligence who can read the English language.

"Piece For A Jig-saw" does, in truth, offer a piece — a very large piece — of that enigmatic jig-saw puzzle which has undulated and returned along 180 degrees through head-lines of the world's press for the past 20 years. Cramp himself has worked on material for this book for over half that time. It is 12 years since he submitted to the public "Space, Gravity and the Flying Saucer"; — this book is a natural and elevating follow-up.

Written in a style which is as open and as lacking in pomposity as the author himself, one finds a pattern developing from each chapter to the next, as he takes us from his brief but concise "background material" of orthodox aerodynamics, curves into a high trajectory through the experimental X-15 and the family of rockets, and into the deep blue. One is almost shocked to find with what ease Cramp brings us down — not in a capsule supported by great billowing parachutes, but gently landing in a field, any field, ready for instant take-off to a far-off hovering mother-ship.

At least, the mother-ship is there by implication, because Mr. Cramp, as he says, having "set myself the task of discovering the truth as an engineer", arrives, after a volume full of investigation and experimentation, at the last chapter which is entitled: "Vindication Of A Scout Ship."

The last paragraph of the second from last chapter might well sum up a very large part of the UFO story. It also sums up the author, a man who succeeded in forming a large group of UFO enthusiasts from a very hard core of technology, men who **know**