

SUBJECT: AERO CLUB IN THE MID 1850's
FILE: UFO2868

PART 1

Taken from KeelyNet BBS
Sponsored by Vanguard Sciences
PO BOX 1031
Mesquite, TX 75150

There are ABSOLUTELY NO RESTRICTIONS
on duplicating, publishing or distributing the
files on KeelyNet except where noted!

October 29, 1991

AERO1.ASC

We have been looking for tangible information on the
Aero Club of California as it existed in the mid 1850's for
years.
In a discussion with one of our users, Mr. Jim
Shaffer, he remembered that he had an article on that very
subject
and took the time to type it in and send it up.
Thank you JIM!!!
This EXCELLENT file shared with KeelyNet courtesy
of
Jim Shaffer.

Fate magazine has been in existence for many years and
covers
a wide range of subjects, much like KeelyNet.
If you might be interested in subscribing to this
interesting
journal, their mailing address, etc..is:

FATE
PO BOX 64383
St. Paul, Minnesota 55164-0383

from Fate, May 1973

Mystery Airships of the 1800's (Part 1 of 3)

Part One: "No form of dirigible or heavier-than-air machine was flying -- or could fly -- at this time." And yet...

By Jerome Clark and Loren Coleman

March 26, 1880 was a quiet Friday night in tiny Galisteo Junction, N. Mex. (now the town of Lamy). The train from nearby Santa Fe had come and gone and the railroad agent, his day's work finished, routinely locked up the depot and set out with a couple of friends for a short walk.

Suddenly they heard voices which seemed to be coming from the sky.

The men looked up to see an object, "monstrous in size," rapidly approaching from the west, flying so low that elegantly-drawn characters could be discerned on the outside of the peculiar vehicle. Inside, the occupants, who numbered 10 or so and looked like ordinary human beings, were laughing and shouting in an

Page 1

unfamiliar language and the men on the ground also heard music coming from the craft. The craft itself was "fish-shaped" -- like a cigar with a tail -- and it was driven by a huge "fan" or propeller.

As it passed overhead one of the occupants tossed some objects from the car. The depot agent and his friends recovered one item almost immediately, a beautiful flower with a slip of fine silk-like paper containing characters which reminded the men of designs they had seen on Japanese chests which held tea.

Soon thereafter the aerial machine ascended and sailed away toward the east at high speed.

The next morning searchers found a cup -- one of the items the witnesses had seen thrown out of the craft but had been unable to

locate in the darkness.

New Mexican_ reported, "It is of very peculiar workmanship," the _Santa Fe Daily this country."

The depot agent took the cup and the flower and put them on display.

Before the day was over, however, this physical evidence of the passage of the early unidentified object had vanished.

In the evening a mysterious gentleman identified only as a "collector of curiosities" appeared in town, examined the finds, suggested they were Asiatic in origin and offered such a large sum of money for them that the agent had no choice but to accept. The "collector" scooped up his purchases and never was seen again.

Vangard note.....

We found more on this interesting case in a doctoral dissertation by Mr. T. E. Bullard, published in 1982 under the name of "Mysteries in the Eye of the Beholder." Chapter X - Loose in an Airship - The Age of Phantom Dirigibles and Ghost Airplanes, 1880-1946.

Page 205

"Several precocious flying machines sailed the skies during 1880. In late March several citizens of the unlikely place of Galisteo Junction, New Mexico heard voices overheard and saw a fish-shaped balloon driven by a fan-like apparatus.

A cup and several other artifacts fell from the ship as it passed, but the next day a collector of curiosities, a man unknown in town, appeared and paid a large sum of money for the items.

The story ends on this note of mystery, BUT THE
FOLLOWING WEEK
another installment CLARIFIED THESE STRANGE
PROCEEDINGS.

A party of tourists which included a wealthy
young Chinaman
stopped in the vicinity and found the stranger
engaged in
archaeological work. The young man grew excited on
seeing the
articles dropped from the airship, because among
among them
was a note in his fiancée's hand, and he explained
that

Page 2

CHINESE EXPERIMENTS IN FLYING HAD AT LAST
SUCCEEDED, meaning
the airship which crossed the skies of Galisteo
Junction was
THE FIRST FLIGHT OF a CHINA-TO-AMERICA airline.

Of course the story of aviation does not begin on December
17, 1903,
the date of Orville Wright's 12-second aerial hop at
Kitty Hawk.
Long before that scientists and inventors had struggled
to unlock
the secrets of powered flight and to build what an
1897 issue of
Scientific American called the "true flying machine;
that is, one
which is hundreds of times heavier than the air upon which
it rests,
(and flies) by reason of its dynamic impact, and not by
the aid of
any balloon or gasbag whatsoever."

But nothing in the early history of flight tells us
what a huge
airborne cigar was doing over New Mexico in 1880,
especially as it
"appeared to be entirely under the control of the
occupants and...
guided by a large fan-like apparatus," and also could
ascend with
startling speed.

Its "monstrous size" and its propeller clearly
indicate it was
heavier than air, but such a flying machine didn't
then exist

according to British authority Charles H. Gibbs-Smith:
"Speaking as
an aeronautical historian who specializes in the
periods before
1910, I can say with certainty that the only airborne
vehicles,
carrying passengers, which could possibly have been seen
anywhere in
North America... were free-flying spherical balloons,
and it is
highly unlikely for these to be mistaken for anything
else. 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
this time in America."

Nevertheless, mysterious "airships" were seen in many
parts of the
world in the last half of the 19th Century and the early
years of
the 20th. And plans for the construction of such
craft were not
unknown.

In 1848 gold fever seized America. On January 24
a workman
discovered the precious metal in Sutter's millrace in
California's
Sacramento Valley. Within weeks the entire Pacific coast
knew about
it and a few months later "gold" was on the tongue
of every
easterner who ever dreamed of easy fortune.

Getting to those goldfields, however, was a problem, for
the inland
parts of the young nation were largely unsettled. A
unique solution
-- air travel -- came from "R. Porter & Company," a
firm which
listed its address as Room 40 of the Sun Building in New
York City.
In the latter part of 1848 the company distributed an
advertising
flyer in the eastern United States which promised more
than it ever
delivered.

Touting "THE BEST ROUTE TO THE CALIFORNIA GOLD!" the
flyer read in
part that the company was "making active
progress in the
construction of an 'Aerial Transport' for the express
purpose of
carrying passengers between New York and California.

"It is expected to put this machine in operation about the first of April, 1849, and the transport is expected to make a trip to the

Page 3

gold region and back in seven days..."

On the flyer the "aerial locomotive" is illustrated -- a huge cigar-shaped device, identified as a "gasbag," with a tail. Under it, attached with "sturdy material arrows can't puncture," is a similarly-shaped car with windows in its midsection.

"Snug gondola with benches for 50 or more passengers," the caption reads. From the top of the gondola stretches a long pipe which is identified as "a steam engine for controlled propulsion through sunny skies at 60 miles the hour."

Except for this pipe, entrepreneur Porter's vessel is almost a dead ringer for the type of "UFO" widely reported in the late 1800's and early 1900's which came to be called "the airship," although obviously there had to be more than one of them and they did not all look alike. But in the advertisement of an obscure company lie the first hints of a bizarre mystery which is staggering in its implications. *

* [We do not pretend to "solve" this mystery. What we offer instead are possibilities suggested by a wide range of often conflicting evidence complicated by the distance in time separating us from the events described (which makes firsthand investigation impossible in all but rare instances).]

During the 1850's mysterious "airships" regularly crossed the skies of Germany and just before that, probably in the year 1848, an enigmatic young German named C. A. A. Dellschau immigrated to the United States.

Dellschau's own testimony places him in Sonora, a California mining town, in the 1850's. Where he might have been in the decades after that is unknown. We do know, however, that about the turn of the century he married a widow and took up residence in Houston, Tex., where he lived in virtual seclusion. He had no friends; by all accounts his quarrelsome disposition kept everyone at a distance.

Dismissed as an eccentric by the few who knew him Dellschau devoted hours to the compilation of a series of scrapbooks filled with clippings, drawings and cryptic notations. He died in 1924 at the age of 92.

Were it not for a chance discovery many years later Dellschau's life would have gone unnoticed. But one day in May 1969 a UFOlogist named P. G. Navarro happened to stroll past an aviation exhibit at the University of St. Thomas in Houston. Two large scrapbooks (Dellschau's) caught his eye and he stopped to take a closer look.

* [In telephone conversations and by correspondence, Navarro himself has provided us with this information.]

He found that the scrapbooks contained old news stories and articles about attempts of various inventors to construct heavier-than-air flying machines. But these were not nearly so interesting as Dellschau's drawings of strange-looking, cumbersome vessels which he claimed *actually had been flown at one time*.

Navarro, his curiosity aroused, sought more of the scrapbooks and

Page 4

over a period of time acquired 10 more -- from such places as a junk shop in Houston and from a woman art collector who had been interested in Dellschau's strange drawings.

Navarro even talked with Dellschau's stepdaughter,
then an old
woman. Finally he set out to make sense of Dellschau's
notes which
had been penned in English, German and code. When he
had finished
he had reconstructed an incredible story.

One thing was obvious: Dellschau was of two minds about
what he was
doing. On one hand he wanted his "secrets" known; on
the other he
seemed afraid to speak directly. So he compromised and
wrote in a
fashion aimed to discourage all but the most determined
investigator
-- and even so his writings in the main only add to the
mystery.

He was writing for an audience -- if not one in his own
day, one in
some future period. He addressed potential readers thus:

"You will... Wonder Weaver... you will unriddle these
writings.

They are my stock of open knowledge. They...
will end like

all the others... with good intentions but too
weak-willed to
assign and put to work."

From the notes Navarro learned that in the 1850's
Dellschau and a
group of associates, about 60 in all, gathered in
Sonora, Calif.,
where they formed an "Aero Club" and constructed and
flew heavier-
than-air vehicles. They worked in an open field near
Columbia, a
small town near Sonora. (Today an airstrip covers the
field, the
only area in the predominantly hilly region where
planes can take
off and land safely.)

The club worked in secrecy and its members were not
permitted to
talk about their activities or to use the aircraft for
their own
purposes. One member who threatened to take his
machine to the
public in the hope of making a fortune died in an aerial
explosion -
- the victim, Dellschau hints, of murder.

Another, a "high educated mechanic" identified as Gustav
Freyer, was

called to account by the club for withholding new information.

Apparently this was no ordinary social group.

The "Aero Club" was a branch of a larger secret society whose initials Dellschau gives as "NYMZA." He says little about this society except to observe that in 1858 it was headed by a George Newell in Sonora.

Otherwise he alludes to orders from unnamed superiors who were overseeing the club's activities. These were not governmental

authorities, for Dellschau writes that an official who somehow learned of their work once approached club members and tried to persuade them to sell their inventions for use as weapons of war.

The unnamed superiors instructed the club to refuse the offer.

The club had a number of aircraft at its disposal, including among others August Schoetler's Aero Dora, Robert Nixon's Aero Rondo and George Newell's Aero Newell. However, from Dellschau's drawings it is hard to believe that anything resembling these machines ever could have flown.

Page 5

Navarro remarks, "The heavy body of the machines seems to be radically out of proportion to the gasbag or balloon which is supposed to lift the contraption. Considering the large amount of gas (usually hydrogen or helium) that is required to lift one of today's dirigibles or even a small blimp, it is inconceivable that the small quantity of gas used in Dellschau's airship would be sufficient to lift it."

But this wasn't ordinary gas. According to Dellschau it was a substance called "NB" which had the capacity to "negate weight."

Incredible as it may seem he is talking about antigravity.

Dellschau's notes have a curiously pessimistic tone. One strange paragraph reads, "We are all together in our graves. We get together in my house. We eat and drink and are joyful. We do mental work, but everybody is forlorn, as they feel they are fighting a losing battle. But little likelihood is there that fate shall bring forth the right man."

Dellschau wrote of the human race -- and even the planet Earth -- as if he stood apart from it. One peculiar paragraph of his oddly archaic German reads: "Your Christian love reaches for the Wanderplace, and wanders away from Earth. Planets there are enough where Christian love shall be as we say so nicely in the Book Selag."

A drawing elsewhere shows the figure of a devil opening a crack in the fabric of the sky above one of the "Aeros." The overall impression conveyed by his writings is that Dellschau was a man who knew secrets that would render him forever an outsider, isolated from the community of mankind.

Who was he? A spinner of tall tales? But to what end? If he is only that why did he spend years compiling the scrapbooks - devoting most of his waking hours to the task - on the slight chance that one day far in the future, long after his death, someone might be taken in?

On November 1, 1896, the Detroit Free Press reported that in the near future a New York inventor would construct and fly an "aerial torpedo boat." And on November 17 the Sacramento Bee reprinted a telegram the newspaper had received from a New York man who said he and some friends would board an airship of his invention and fly it to California. The trip, he said, would take no more than two days.

That very night all hell broke loose and the Great Airship Scare of

1896-97 was off and running.

The next day the _Bee_ led off a long article with this paragraph:

"Last evening between the hours of six and seven o'clock, in the year of our Lord eighteen hundred and ninety-six, a most startling exhibition was seen in the sky in this city of Sacramento.

People standing on the sidewalks at certain points in the city between the hours stated, saw coming through the sky over the housetops, what appeared to them to be merely an electric arc lamp propelled by some mysterious force.

Page 6

It came out of the east and sailed unevenly toward the southwest, dropping now nearer to the earth, and now suddenly rising into the air again as if the force that was whirling it through space was sensible of the dangers of collision with objects upon the earth..."

Hundreds of persons saw it. Those who got the closest look said the object was huge and cigar-shaped and had four large wings attached to an aluminum body. Some insisted they heard voices and raucous laughter emanating from the ship. A man identified as R. L. Lowry and a companion allegedly saw four men pushing the craft along the ground by its wheels. Lowry's friends asked them where they were going. "To San Francisco," they replied. "We hope to be there by midnight."

One J. H. Vogel, who was in the vicinity, confirmed the story and added that the vessel was "egg-shaped." The next afternoon an airship passed over Oak Park, Calif., leaving a trail of smoke and

soon San Francisco, Oakland and other cities and town in the north-
cantral part of California had their own stories in all the
newspapers.

Several persons now stepped forward to tell of earlier sightings.

One was a fruit rancher near Bowman, Placer County, who said he and
members of his family had watched an airship fly by at 100 miles an
hour in late October.

Even more remarkable was the statement of a man who claimed that in

August he and fellow hunters had tracked a wounded deer across

Tamalpais Mountain until they came to a clearing where six men were
working on an airship.

The most baffling part of the whole flap, which lasted well into

December 1896, was the role of "E. H. Benjamin," a dentist whose
name the newspapers always enclosed in quotation marks, as if they
had reason to doubt his identity.

It was either Benjamin or his uncle who that November approached

George D. Collins, a San Francisco lawyer, and asked him to
represent his interests in the patenting of an airship. He told the

incredulous Collins that he had come from Maine to California seven
years before in order to conduct his experiments without danger of
interruption.

Collins told reporters that his wealthy client (whom he never

identified) did his work near Oroville where Collins himself had
viewed the invention -- an enormous construction 150 feet long. "It

is built on the aeroplane system and has two canvas wings 18 feet
wide and rudder shaped like a bird's tail," the attorney said. "I
saw the thing ascend about 90 feet under perfect control."

On November 17, Collins went on, the airship had flown the 60 miles
between Oroville and Sacramento in 45 minutes. This was not the

first flight the inventor had made. For two weeks he had been flying in attempts to perfect the craft's navigational apparatus.

This led to the story in the Sacramento Bee for November 23, datelined Oroville: "The rumor that the airship which is alleged to have passed over Sacramento was constructed near this town seems to

Page 7

have a grain of truth in it. The parties who could give information if they would are extremely reticent. They give evasive answers or assert they know absolutely nothing about it.

"Not a single person that saw or knew of an airship being constructed near here can be found and yet there is a rumor that some man has been experimenting with different kinds of gas and testing those which are lighter than air. The experiments were made some miles east of the town and no one is able to give any names of the parties, who are evidently strangers and seeking to avoid publicity."

The San Francisco Call established that "Benjamin," a native of Carmel, Me., had been seen in the Orville area visiting a wealthy uncle and confiding to friends that he had invented something which would "revolutionize the world."

Several days into the controversy, the inventor dispensed with the services of lawyer Collins because he was talking too much. W. H. H. Hart, a former state attorney general and a highly respected man, took over Collins' job. In subsequent newspaper interviews Hart revealed that *two* airships existed, one in the east and the other in California. "I have been concerned in the eastern invention for some time personally," he said. "The idea is to consolidate both interests."

The western craft would be used as a weapon of war.
"From what I
have seen of it," Hart said, "I have not the least
doubt that it
will carry four men and 1,000 pounds of dynamite. I
am quite
convinced that two or three men could destroy the city of
Havana in
48 hours."

Hart thus represented both airship inventors, one in
California and
one in New Jersey. The former had Hart say, "...if the
Cubans would
give him \$10 million he would wipe out the Spanish
stronghold." This
was not the last time airships and Cuba* would be
mentioned in the
same breath, as we shall see.

* [In this period the then-new "yellow journalism" was
keeping
American public opinion aroused over Cuba's
desire for
independence. After the Cuban insurrection of
1895, public
sentiment was running high against Spain and the
mysterious
destruction of the U. S. S. Maine in Havana harbor on
February
15, 1898, triggered the Spanish-American war.]

Early in December 1896 a stranger appeared at a
business
establishment in Fresno, Calif., and inquired for a George
Jennings.
Covered with dust, the man looked as if he had
traveled a long
distance. When Jennings stepped out of a back room he
greeted the
visitor like an old friend. The two men engaged in
whispered
conversation and the persons standing nearby were
nonplussed to
overhear the word "airship" spoken more than once.

Later Jennings talked freely to a reporter for the
_Fresno Semi-
Weekly Expositor_, balking only at giving his friends'
name.

"It is true the airship is in Fresno County," he said.
"Just where
I do not know myself. It is also true that the man who
was in here
a short time ago is one of the inventors. He told me the
trip to

this country was involuntary upon the part of the men in the airship.

In other words the machine came itself and they couldn't stop it.

(I was told) that they were flying, as usual, around Contra Costa

County hills and rose to a height of about 1,000 feet. Suddenly the

airship struck a current of air and refused to answer to its

steering gear. It was borne rapidly southward against all efforts

to change its course until suddenly the current of air seemed to

lessen and the machine once more became manageable. The men aboard

at once descended and flew about looking for a hiding place, which

they at length found."

Jennings said he was sure that individuals in nearby Watertown and

Selma must have observed the craft as it limped through the county

in search of a "hiding place." Sure enough, the day before his

encounter with the aeronaut, the San Francisco Call had published

a letter from five Watertown men who said they had seen an enormous

airship nearly collide with a cornice on the city's post office

building the evening of November 20. The craft had an "intensely

brilliant" light and the witnesses could see human forms aboard.

The evening of December 5 Selma citizens were treated to the

unnerving spectacle of a low-flying brilliantly-illuminated object

sailing rapidly toward the southeast.

"The character of the witnesses is such as to leave no doubt that

they saw just what they described," the Selma Irrigator

editorialized.

After the first week of December the airships seemed to have

disappeared, the "inventors" were heard from no more and everything

returned to normal -- but not for long. The incredible
part was yet
to come.

Vangard note...

We are looking into the Dellschau manuscripts
and further
researches on this mysterious N.B. gas.

From the work of Walter Russell and his
development of the
Octave Periodic Progression of elements, there would
appear to
be somewhere on the order of 26 elements BELOW
HYDROGEN. This
is TOTALLY CONTRARY to any modern understanding of
chemistry.

As we understand it, the N.B. gas had incredible
lifting power
(not anti-gravity per se.). An apt analogy would be
that one
could fill a basketball with the N.B. gas, hold it in
your arms
and be carried off into the upper stratosphere.

When such an understanding is applied to the
majority of cases
of the airships, it is seen how they are identical
to ships on
water or submarines underwater. A simple change
in ballast
would determine the height to which the airship
would rise and
remain. Subject of course to wind.

When perusing the many fascinating reports from
this era, we
note several describing winged men flying through the
air.

Page 9

Some have the equivalent of a backpack for thrust,
some simply
the wings. N.B. could very well stand for Neutral
Buoyancy.

SHADES OF THE ROCKETEER!!!

Page 205 of Bullards book,

On July 28th, around 6 to 7 AM?, Two Louisville,
Kentucky men

resolved saw an object in the distance which drew nearer and
(Note into the appearance of a man surrounded by machinery.
no gasbag or canopy supported by one)

If the man slacked his efforts (he was peddling)
the machine dropped, but if he once again worked the treadles
(peddles) and wings HE ROSE AGAIN; but the machine seemed
under perfect control and executed a turn over the city.

(Remember when the comedian Gallagher built and flew
a bicycle type device suspended from a small dirigible.)

Page 206 of Bullards book,

BAT'S WINGS In September an object like a black-clad man WITH
AND FROGS LEGS FLAPPED over Coney Island.

Can we not here clearly see that the use of N.B.
gas could so balance or completely cancel one's weight that
flying in air would be analogous to swimming in water? Is this
not worth pursuing? It would turn our concept of air travel
completely upside down.

Ninety percent of the problem with air travel is
the extra power required to sustain lift. Propulsion is a
piece of cake in comparision. Imagine airships or flying suits
literally "floating" like boats on water.....

* THE U.F.O. BBS - <http://www.ufobbs.com/ufo> *

SUBJECT: AERO CLUB IN THE MID 1850's
FILE: UFO2869

Taken from KeelyNet BBS
Sponsored by Vanguard Sciences
PO BOX 1031
Mesquite, TX 75150

There are ABSOLUTELY NO RESTRICTIONS
on duplicating, publishing or distributing the
files on KeelyNet except where noted!

November 8, 1991

AERO2.ASC

This EXCELLENT file shared with KeelyNet courtesy
of
Jim Shaffer.

Fate magazine has been in existence for many years and
covers
a wide range of subjects, much like KeelyNet.
If you might be interested in subscribing to this
interesting
journal, their mailing address, etc..is:

FATE
PO BOX 64383
St. Paul, Minnesota 55164-0383

from Fate, June 1973

Mystery Airships of the 1800's (Part 2 of 3)

By Jerome Clark and Loren Coleman

The existence of the craft is beyond doubt, but what
powered them?

Who were the members of the secret "Aero Club"?

"The airship as a practical invention is believed to be
so nearly
ripe that a story of its appearance in the sky is not
necessarily to
be received with disrespect," _Harper's Weekly_
commented in its
April 24, 1897, issue...not unless you assumed that
thousands of
Americans had lost their senses, a discomfoting notion
which some

scientists, editors and skeptics seemed to embrace.

Prof. George Hough, a Northwestern University astronomer, assured everyone that the "airship" was nothing but the star Alpha Orionis as perceived by drunks, fools and hysterics. Most newspapers ridiculed reports of the airship, finally desisting only for fear of offending the growing numbers of readers who had seen the craft.

California's airship, reported in November 1896, was the first to receive widespread publicity but that same month an unidentified flying object passed through central Nebraska and sightings in the state continued until the following May. Delaware farmers saw airships as early as January 1897.

It took a sighting in Omaha involving hundreds of witnesses to put the airships back in the headlines, however. The low-flying object,

Page 1

a large bright light, "too big for a balloon," appeared on the night of March 29, 1897, and was visible for more than half an hour.

From then on America's skies were filled with airships. The reports came primarily from midwestern states and descriptions of the ships varied -- as these random examples show:

Everest, Kans., April 1 (_Kansas City Times_): "The basket or car seemed to be 25 to 30 feet long, shaped like an Indian canoe. Four light wings extended from the car; two wings were triangular. A large dark hulk was discernible immediately above the car and was generally supposed by the watchers to be an inflated gasbag."

Chicago, April 11 (_Chicago Times-Herald_): "The lower portions of the airship were thin and made of some light white metal like

aluminum. The upper portion was dark and long like a big cigar, pointed in front and with some kind of arrangement in the rear to which cables are attached."

Texas, April 16 (_New York Sun_): "...shaped like a Mexican cigar, large in the middle and small at both ends, with great wings resembling those of an enormous butterfly. It was brilliantly illuminated by the rays of two great searchlights and was sailing in a southeasterly direction with the velocity of wind, presenting a magnificent appearance."

Numerous persons reported seeing normal-looking men and women inside the ships. One of the most interesting "occupant" reports came from M. G. Sisson, postmaster at Greenfield, Ill.

On the afternoon of April 19, 1897, while walking his dog through the woods he spotted an airship 150 feet above him -- a phenomenon he found less unsettling than the sight of a woman standing on a deck on the bow of the craft netting pigeons. When she saw Sisson she quickly stepped inside and the craft flew off.

Later that day Thomas Bradburg of Hagaman, about nine miles east of Greenfield, found part of a letter supposedly dropped from the airship. On a printed letterhead of "Airship Co., Oakland Calif.," it read:

"We are having a delightful time and plenty to eat. Mollie's scheme for running down birds and catching them with a net works excellently; we feast daily upon pigeon pie.

"Since starting out we have greatly increased the velocity of the ship. The following figures will give some idea of the speed which we are now able to make: St. Louis, April 15, 8:30 P.M.; Chicago, same evening, 9:33; Kansas City, one hour and 40 minutes later."

Purportedly many such "messages" were released from airships and no doubt the majority were hoaxes. We mention the letter found by Bradburg because of its possible tie-in with Sisson's experience (whether Bradburg had heard Sisson's story before he "found" the letter is unanswerable) and because "Oakland, Calif." on the letterhead takes us back to the controversies of November 1896 as to the inventor's place of residence discussed in Part I of this article.

Page 2

The events of 1896, incredible as they were, are relatively uncomplicated compared to what happened in 1897. California's controversy concerned only one alleged inventor, the mysterious "E. H. Benjamin," but April 1897 produced an onslaught of conflicting claims involving a host of people -- stories which made it obvious that someone was lying. Sometimes it was the "witnesses," sometimes the newspapers and sometimes it may have been the airship occupants themselves.

Let us examine several "contact" claims of this period:

Springfield, Ill., April 15: Farmhands Adolph Winkle and John Hulle allegedly saw an airship land two miles outside the city and talked with its occupants, two men and a woman, who said they would "make a report to the government when Cuba* is declared free."

* [As we pointed out last month this period (1895-1897) spawned the Spanish-American War over the issue of Cuban independence.]

Harrisburg, Ark., April 21: At 1:00 A. M. a strange noise awakened a man identified as ex-Senator Harris and through his bedroom window he saw an airship descending to the ground. The occupants, two young men, a woman and an elderly man with a dark

waist-length beard, got out and helped themselves to a supply of fresh well water.

Overcome by curiosity, Harris went outside and engaged the old man in a long conversation, during which the latter claimed he had inherited the secret of antigravity from his late uncle. "Weight is no object to me," he said. "I suspend all gravity by placing a small wire around an object.

"I was making preparations to go over to Cuba and kill off the Spanish army if hostilities had not ceased," he went on, "but now my plans are changed and I may go to the aid of the Armenians." He would accomplish all this with a gun which would fire, he said "63,000 times per minute."

Vangard notes...

For those who have taken the time to study the work of John Worrell Keely (Patron of KeelyNet), one can see a definite tie-in with both of these amazing statements. We will not go into detail beyond the reference, since the information is freely available from the Keely section of this board.

The true seeker will STUDY and find out for himself. Keely died in 1898, a documented fact while the mention of this mysterious late uncle was given in 1897, one year after Keely's death.

After offering Harris a ride, which the ex-senator refused, the crew reentered their craft and disappeared into the night.

Stephensville, Tex., late April: Alerted by "prominent farmer" C. L. McIlhane that an airship had alighted in a field on his

delegation of farm three miles from town, a large
Stephensville's leading citizens (our source lists
all their names) set out to see for themselves.

They found a 60-foot cigar-shaped craft and its two
occupants, who gave their names as S. E. Tillman and A. E.
Dolbear. The pair explained that they were making an
experimental trip to test the ship for certain New York financiers.
Turning down requests from onlookers who wanted to examine the
craft, the aeronauts boarded the machine and sailed off.

Conroe, Tex. April 22-23: Around midnight four men,
one of them hotel proprietor G. L. Witherspoon, were playing
dominoes in the hotel restaurant when three strangers entered. They
said they had landed their airship not far away and come into
town for supper "by way of a change," then went on to
report they had flown from San Francisco en route to Cuba.

Witherspoon and his friends declined an offer to
examine the ship, suspecting they were the victims of a practical
joke. But about an hour later, after the visitors had left, a
brilliantly lighted airship passed over Conroe.

Chattanooga, Tenn., late April: Several Chattanooga
citizens reportedly encountered a landed airship "in the exact
shape of a shad, (a type of fish) minus head and tail,"
resting on a mountainside near the city. Its two occupants
were at work repairing it. One, who identified himself as
Prof. Charles Davidson, said they had left Sacramento a month
before and had spent the intervening time touring the country.

Jenny Lind, Ark., May 4: At 7:30 P. M. an airship
passed over

town. Three men leaped on their bicycles and pursued it until it landed near a spring next to a mountain. Its pilots, who introduced themselves as George Autzerlitz and Joseph Eddleman, talked with the three for a while, saying they subsisted on birds which they would overtake and capture in flight. Before leaving the aeronauts offered any one of them a free ride and ended up taking James Davis to Huntington, 15 miles away.

This story appeared in the St. Louis Post-Dispatch in the form of a letter from two Jenny Lind residents, who urged the paper to contact R. M. McDowell, general manager of the Western Coal and Mining Company in St. Louis. McDowell told the Post-Dispatch, "Yes, I know all those persons. I have extensive works at Jenny Lind. I don't understand the letter, though. It is very strange."

Hot Springs, Ark., May 6: John L. Sumpter, Jr., and John McLemore, police officers, testified in an affidavit that they had seen a 60-foot airship land that dark, rainy night. There were three occupants, a young man and woman and an older man with a long dark beard.

The latter approached the lawmen carrying a lantern while the young man filled a large sack with water and the woman stayed in the shadows, apparently hoping to remain unobserved. The old man said they would stop off at Nashville after traveling the country. The officers turned down an offer for a ride and then

Page 4

left on other business. When they returned 40 minutes later the ship was gone.

The Fort Smith Daily News Record noted that while Sumpter and

McLemore were subjected to a great deal of
ridicule "they,
however, most seriously maintain that it is absolutely
true, and
their earnestness is puzzling many, who, while unable
to accept
the story as a fact, yet see that the men are not
jesting."

Are these stories to be taken seriously? If they are
hoaxes, at
least they are not so obvious as many of the
tales that
circulated during the three months of the 1897
airship scare.

And the incidents detailed above have a certain
consistency.

Three of them note the presence of a lone young woman
with one
or two young men; two of them describe one airship
occupant as
an elderly man sporting a long dark beard.

In two others the occupants give Sacramento and San
Francisco as

the points of origin of their flights and another
mentions New

York. These cities figure prominently in the
November-December

1896 controversies as locations either where the craft
were seen

or where they were constructed. And the business of
the birds

in the Jenny Lind report is reminiscent of M. G.
Sisson's

Greenfield, Ill., sighting.

Even if every one of the stories is no more than a
figment of some

prankster's imagination, the fact remains that for the
most part

(the lesser part we shall examine shortly) the craft
were piloted

and PROBABLY BUILT BY HUMAN BEINGS -- as opposed to
the hairy

humanoids and golden-maned Venusians of modern
flying saucer

folklore. But who were the airship pilots and occupants?
And what

happened to their marvelous inventions?

While 1897 newspapers printed reams of speculation
about the

mysterious inventor's identity, little of the material
seems based

on anything more substantial than rumor and hearsay.
Amid all the

nonsense, however, are several bits and pieces which ring true. One of these is a statement by Max L. Hosmar, secretary of the Chicago Aeronautical Association and presumably a reliable man.

Speaking the day after a sighting on April 9, 1897, Hosmar told reporters "It was an airship. I know one of the three men who are in it. The ship is the customary inflated gas reservoir but the inventors have discovered the secret of practical propulsion. They can steer the vessel in any direction.

Word reached me several weeks ago that the craft had started from San Francisco and would stop here for the purpose of registration. The object of all the mystery is to arouse great interest in aerial navigation and demonstrate its practicability. The trip is to end in Washington."

Curiously enough, on the evening of April 15 an airship did appear in Washington, D. C. It reportedly approached the Washington Monument at an altitude of 600 feet, then sailed toward Georgetown and disappeared.

About 11:00 P. M. April 19 near Beaumont, Tex., a farmer and his son came upon an airship in a pasture. They found four men moving

Page 5

around the machine and one of them, who said his name was Wilson, asked for and received a supply of water from the farmer's well.

At Uvalde, Tex., 23 hours later Sheriff H. W. Baylor spoke briefly with the three-man crew of an airship which had alighted outside the town. One of them men gave his name as Wilson and said he was a native of Goshen, N. Y. Then he asked about a Captain Akers, whom he said he had known in Fort Worth in 1877 and understood he now lived in southern Texas. After getting water from Baylor's pump the

aeronauts entered their craft and took off.

A newspaper reporter located Captain Akers who said, "I can say that while living in Fort Worth in '76 and '77 I was well acquainted with a man by the name of Wilson from New York state and was on very friendly terms with him.

He was of a mechanical turn of mind and was then working on aerial navigation and something that would astonish the world. He was a finely educated man, then about 24 years of age, and seemed to have money with which to prosecute his investigations, devoting his whole time to them.

From conversations we had while in Fort Worth, I think that Mr. Wilson, having succeeded in constructing a practical airship, would probably hunt me up to show me that he was not so wild in his claims as I then supposed.

"I will say further that I have known Sheriff Baylor many years and know that any statement he may make can be relied on as exactly correct."

Another candidate for "airship inventor" is described in the _Omaha Globe-Democrat_ for April 10: "The indications are that John O. Prest of this county is the author of the mysterious machine.

Prest is a unique character, spending his time at his country residence near Omaha in experimenting with airships, constructing models and studying all the subjects incidental to the theories of applied mechanics along the line of providing a vessel that will propel itself through the air.

He has consumed the past 10 years in this way and the walls of his home are covered with drawings of queer-shaped things, some resembling gigantic birds, while others look like a big cigar, all

of which he says represent models of airships. He is a man of superior education. He came to Omaha from Germany 20 years ago and his lived the life of a recluse.

Mr. Preast refuses to admit that the ship reported in different sections of the state is his invention but... (it is known that) he told several persons that he would surprise the world with a working model in 1897... The two times in the past week that the light has been seen in Omaha it disappeared near Preast's home, hovering over the place and then appearing to go out."

The most interesting thing about this Mr. Preast is how much he reminds us of someone else -- the mysterious C. A. A. Dellschau. Both men were recluses, German immigrants, compulsive students of

Page 6

aviation who spent untold hours making drawings of odd-looking aircraft.

And who is "Wilson"? Could he be the "Wilson" of "Tosh Wilson and Co." to whom Dellschau refers in one of his scrapbooks? A wild guess, perhaps.

Germany is involved in the airship mystery because the objects first manifested there in the 1850's. Unfortunately we do not have access to the German reports -- but how odd it is that so many German names crop up in Dellschau's list of men supposedly involved with the "Aero Club" of Sonora, Calif., in the 1850's: August Schoetler, Jacob Mischer, Ernest Krause, Julius Koch, A. B. Kahn and many others.

Whatever the truth or untruth of Dellschau's jottings it seems likely that some kind of secret organization of aeronauts lived and worked in the United States and possibly Germany as well during the

19th Century. The mysterious "collector of curiosities" who showed up in Galisteo Junction, N. Mex., in 1880 the day after an airship had flown over, and stole away with the evidence it had left behind may have been associated with the organization.

It would have taken several dozen aeronauts to pilot the inestimable number of airships reported in different parts of the country in the 1896-97 flaps.

All of them presumably would have been involved with the society and sworn to secrecy, for no one ever stepped forward to answer the many questions raised by the sudden appearances of these airships. When aeronauts did speak up much of what they said was drivel, although there may have been some strains of truth.

Nevertheless, no one got a straight answer from an aeronaut about the airship's source of power. The words "gas" and "electricity" dot a number of accounts and once "antigravity" crops up.

Most airships carried both large gasbags and powerful searchlights but from eyewitness descriptions the craft seem to unwieldy that one wonders how they flew.

Maybe Dellschau's antigravity gas, "NB," is as good an explanation of their propulsion as we're likely to find.

* THE U.F.O. BBS - <http://www.ufobbs.com/ufo> *

SUBJECT: AERO CLUB IN THE MID 1850's
FILE: UFO2870

PART 3

Taken from KeelyNet BBS
Sponsored by Vanguard Sciences
PO BOX 1031
Mesquite, TX 75150

There are ABSOLUTELY NO RESTRICTIONS
on duplicating, publishing or distributing the
files on KeelyNet except where noted!

November 8, 1991

AERO2.ASC

This EXCELLENT file shared with KeelyNet courtesy
of
Jim Shaffer.

Fate magazine has been in existence for many years and
covers
a wide range of subjects, much like KeelyNet.

If you might be interested in subscribing to this
interesting
journal, their mailing address, etc..is:

FATE
PO BOX 64383
St. Paul, Minnesota 55164-0383

from Fate, June 1973

Mystery Airships of the 1800's (Part 3 of 3)

By Jerome Clark and Loren Coleman

Part Three: Technology of that time does not explain these
airships.

Were extraterrestrial intelligences involved?

An entirely different kind of story of an airship and its
occupants

was published in the _St. Louis Post-Dispatch_ for April
19, 1897,

in the form of a letter from W. H. Hopkins, a St.
Louis resident

whose job as general traveling agent for the Hartford
Steam Boiler

Inspection and Insurance Company had taken him to
Missouri that
week.

The incident he describes had occurred, he said, on April
16:

"...I was wandering through hills east of Springfield, Mo., and coming to the brow of a hill overlooking a small clearing in the valley a short distance below me I saw a sight that rooted me to the spot... I could not believe my eyes at first... There in the clearing rested a vessel similar in outline to the airship shown in the _Post-Dispatch_ a few days ago and said to have been taken in Illinois...

"Near the vessel was the most beautiful being I ever beheld. She was under medium size but of the most exquisite form and features such as would put to shame the forms as sculptured by the ancient Greeks. She was dressed in nature's garb (both were naked) and her golden hair, wavy and glossy, hung to her waist, unconfined except by a band of glistening

Page 1

jewels that bound it back from her forehead... She was plucking the little flowers that were just blossoming... with exclamations of delight in a language I could not understand.

Her voice was like low, silvery bells and her laughter rang out like their chimes. In one hand she carried a fan of curious design that she fanned herself vigorously with, though to me the air was not warm and I wore an overcoat.

"In the shade of the vessel lay a man of noble proportions and majestic countenance. His hair of dark auburn fell to his shoulders in wavy masses and his full beard... reached to his breast. He also was fanning himself... as if the heat oppressed him.

"After gazing for a while I moved forward and the woman, hearing the rustle of the leaves, looked around. A moment she stood looking at me with wonder and astonishment in her beautiful blue eyes, then with a shriek of fear she rushed to the man who sprang to his feet, threw his arm around her and glared at me in a threatening manner.

"I stopped and taking my handkerchief from my pocket waved it in the air. A few minutes we stood. I then spoke some words of apology for intruding but he seemed not to understand and replied in a threatening tone and words which I could not make out. I tried by signs to make him understand and finally he left her... and came toward me. I extended my hand. He looked at it a moment, astonishment in his dark-brown eyes, and finally he extended his own and touched mine.

I took his and carried it to my lips. I tried by signs to make them understand I meant no harm. Finally his face lighted up with pleasure and he turned and spoke to the woman. She came hesitatingly forward, her form undulating with exquisite grace. I took her hand and kissed it fervently. The color rose to her cheeks and she drew it hastily away.

"I asked them by signs where they came from but it was difficult to make them understand. Finally they seemed to do so and smiling, they gazed upwards for a moment, as if looking for some particular point, and then pointed upwards, pronouncing a word which to my imagination sounded like Mars.

"I pointed to the ship and expressed my wonder in my countenance. He took me by the hand and led me toward it.

There was a beautiful from which it vibrated. white light beautifully

In the side was a small door. I looked in. luxurious couch covered with robes of the most stuff and texture such as I had never seen before. From the ceiling was suspended a curious ball extended a strip of metal which he struck to make Instantly the ball was illuminated with a soft which lit up the whole interior... most decorated...

"At the stern was another large ball of metal, supported in a

Page 2

propeller to each metal that prow.

strong framework, and connected to the shaft of the at the stern was a similar mechanism attached propeller and smaller balls attached to a point of extended from each side of the vessel and from the

metal similar one and when with intense with a kind

And connected to each ball was a thin strip of to the one attached to the lamp. He struck each they vibrated the balls commenced to revolve rapidity and did not cease till he stopped them of brake.

arc light and at the the prow and on the

As they revolved intense lights, stronger than any I ever saw, shone out from the points at the sides prow, but they were different colors. The one at was an intense white light. On one side was green other red.

curiosity in at my gray greatest ideas and

"The two had been examining me with the greatest the meantime. They felt of my clothing, looked hair with surprise and examined my watch with the wonder. Signs are poor medium to exchange

therefore we could express but little.

"I pointed to the balls attached to the propellers. He gave each of the strips of metal a rap, those attached to the propellers under the vessel first. The balls began to revolve rapidly and I felt the vessel begin to rise... I sprang out and none too soon, for the vessel rose as lightly as a bird and shot away like an arrow...

The two stood laughing and waving their hands to me, she a vision of loveliness and he of manly vigor."

Incredible? Certainly. A skeptical Post-Dispatch reporter took the letter to Hopkins' employer, C. C. Gardner. After reading it carefully Gardner said, "That is Mr. Hopkins' handwriting and he is now in that territory. He was also at Springfield on the day named..." Asked if he believed Hopkins' story Gardner nodded vigorously.

"Indeed I do," he said. "Strange as it may seem I am compelled to believe it. Mr. Hopkins is not a romancer. He never courts notoriety.

What he writes he has seen and he believes it is his duty to make the facts public. He does not drink a drop. He has been connected with this company for a long time and is most reliable. What he writes you can publish as being absolutely true."

Other employees in the firm spoke just as highly of Hopkins. The reporter also searched out Hopkins' wife and two daughters. "It's the truth if he wrote it," Mrs. Hopkins affirmed, "and I believe every word. Mr. Hopkins is a member of the Maple Avenue M. E. Church and has many friends... He undoubtedly wishes to acquaint his friends with the marvel he has seen and so uses the Post-Dispatch as the medium of communication.

"Mr. Hopkins left home a week ago," she continued.
"Before he left
he ridiculed the idea of an airship having been seen. But
now I

Page 3

suppose he is convinced it is not a myth." The
other-worldly
overtones of this incident hardly can be denied and it
was not the
only bizarre occurrence of the period.

On the morning of April 15 a large airship moved
northward slowly
over Linn Grove, Iowa, and five men followed it about
four miles
into the country where it landed. But when the pursuers
got within
700 yards of the vessel it spread out four monstrous
wings and flew
away. As it rose its occupants tossed out two boulders
"of unknown
composition."

The witnesses said the entities within the craft had
the longest
beards they had ever seen and a news account of the
incident
mentions "two queer-looking persons... who made desperate
efforts to
conceal themselves."

The next day at Mount Vernon, Ill., the city's mayor
focused his
telescope on an "airship." What he saw was
something that
resembled, according to the Saginaw Courier-Herald,

"the body of a huge man swimming through the air
with an
electric light at his back."

It goes without saying that no theory which assumed
terrestrial
inventors were completely responsible for airship
manifestations is
going to account for a sighting like this one.

From the Houston Daily Post for April 28, 1897, comes
the weirdest
case of all: "Merkel, Tex., April 26 -- Some parties
returning from
church last night noticed a heavy object dragging along
with a rope
attached. They followed it until in crossing the
railroad, it
caught on a rail.

Looking up they saw what they supposed was the airship.
It was not
near enough to get an idea of the dimensions. A light
could be seen
protruding from several windows; one bright light in front
like the
headlight of a locomotive. After some 10 minutes a man
was seen
descending the rope; he came near enough to be plainly
seen.

He wore a light-blue sailor suit, was small in size.
He stopped
when he discovered parties at the anchor and cut the ropes
below him
and sailed off in a northeast direction. The anchor
is now on
exhibition at the blacksmith shop of Elliott and
Miller and is
attracting the attention of hundreds of people."

An ancient obscure Irish manuscript, Speculum Regali,
records
an incident that supposedly occurred in the year 956 A.
D.: "There
happened in the borough of Cloera, one Sunday while
people were at
mass, a marvel. In this town there is a church to the
memory of
St. Kinarus. It befell that a metal anchor was dropped
from the
sky, with a rope attached to it, and one of the sharp
flukes caught
in the wooden arch above the church door.

The people rushed out of the church and saw in the sky a
ship with
men on board, floating at the end of the anchor cable,
and they saw
a man leap overboard and pull himself down the cable to
the anchor
as if to unhook it.

"He appeared as if he were swimming in water."

Page 4

The folk rushed up and tried to seize him; but the
bishop forbade
the people to hold the man for fear it might kill him.
The man was
freed and hurried up the cable to the ship, where the
crew cut the
rope and the ship rose and sailed away out of sight. But
the anchor
is in the church as a testimony to this singular
occurrence."

And about 1200 A. D. an anchor plummeted out of the sky trailing a rope and got caught in a mound of stones near a church in Bristol, England. As a mob of churchgoers congregated at the scene, a "sailor" came skittering down the rope to free it.

According to Gervase of Tilbury's Otia Imperialia the crowd seized the intruder and "he suffocated by the mist of our moist atmosphere and expired." His unseen comrades cut the rope and left.

We do not pretend to understand why an incident of this nature should continually recur but its occurrence in the midst of the 1897 airship flap should prove conclusively that we are dealing with phenomena whose implications boggle the mind.

Something astonishing, even incomprehensible, was taking place in 19th-Century America. Whatever conclusions we draw from it are bound to be unbelievable and little more than informed guesses, for the gaps in the story are often greater than the substance.

Throughout history innumerable groups, societies and cults have organized -- sometimes secretly, sometimes not -- around an idea that in one way or another they were in contact with "higher beings" who taught them and oversaw their lives. Almost every religion assumes its adherents were and are guided in this manner -- so do cults of magicians, spiritualists, flying saucer contactees and many others.

Some gifted scientists and inventors have believed privately that non-human entities helped them in their work. In the 19th Century we believe man had neither the knowledge nor the means to build and fly heavier-than-air machines. We are equally sure that somebody was doing just that and according to most eyewitness reports, the pilots of the ships appeared to be ordinary mortals.

Even if we reject Dellschau's accounts as senile raving we still must confront the "impossible" fact of the existence of airships and human occupants.

Taking Dellschau seriously for the moment we might postulate that in both Germany and the United States, specifically in California and New York, a secret cult of brilliant scientists, technicians and inventors established contact with nonhuman agencies which told them how to construct aerial vessels but ordered them to keep the work under wraps. It is safe to assume the German and American branches were in communication and about 1848 some of the Germans immigrated to pool their efforts with those of the Americans.

Perhaps 1848 was the crucial year. Perhaps the eastern branch of the society had decided to market the airship -- with or without the approval of their "superiors." An advertisement appeared on the east coast proclaiming that "R. Porter & Company" soon would have ships for air travel.

Page 5

For some unknown reason nothing came of the plan but by the 1850's many of the Germans had set up shop near Sonora, Calif., with the Americans and they were to spend the next several years conducting some incredible experiments.

Dissension and dissatisfaction no doubt developed as the group came to realize they might never be allowed to give their "aeros" to the world. They may have hoped that someone -- Dellschau calls him "the right man" -- would arrive to defy the "superiors" and make the airship public property. (Not all that public, of course. The group stood to collect a fortune for their enterprise.)

While airships were seen over America from time to time in the years

before 1896, widespread sustained flights seem to have become necessary in that year, for whatever reason. To maintain secrecy in a period when airships for the first time would be observed widely the society agreed to plant a series of conflicting and therefore misleading claims. The ploy worked, of course.

The "superiors," the nonhuman entities, had their own ships but they took care not to be seen while their human agents captured the headlines. Conceivably the human beings were little more than pawns in some cosmic game.

The weirdest incidents -- those putting airships in a paranormal framework -- well may have been the important ones, while the more mundane sightings were designed only to distract attention while the nonhumans set about doing whatever they intended to accomplish.

If Dellschau was lying, then we must revise our theory only to exclude the German and Sonora, Calif., headquarters. The existence of a secret society in contact with nonhumans still can be inferred from other evidence.

To pursue our initial hypothesis to its conclusion, let us suppose that Dellschau retired to Houston late in the 19th Century, as in fact he did, depressed and discouraged because it looked as if the whole amazing business would remain a secret forever.

Still intimidated by the "superiors" and afraid to speak directly, nonetheless he determined to leave the world a series of clues in the hope that someday a "Wonder Weaver" would find them and sew the entire dazzling fabric together.

Too much to swallow, you say? But can you think of a better explanation?

Vangard note...

Let us suppose that early chemical researchers did not IN FACT find the lowest element in the Periodic Table, i.e. Hydrogen with an atomic number of 1 and a mass number of 1.008.

According to Walter Russell, the elements follow a harmonic Octave Progression. The chart he developed to illustrate this progression shows 26 elements with a mass LESS than Hydrogen.

We have made contact with both Pete Navarro and Jimmy Ward, the primary researchers into the Dellschau notebooks. Jimmy has

Page 6

confirmed that the mysterious N.B. gas was highly inflammable.

Airships using this substance to provide primary lift, posted signs within the ship warning occupants of the explosive nature of the N.B. gas. Smoking and any open flame could cause the craft to be blown out of the air.

If there are as many as 26 different gases with LESS MASS than Hydrogen, then these gases must necessarily be FAR LIGHTER THAN HYDROGEN, thus providing more lift per volume.

Again, following this train of thought, it can easily be seen how this gas could lift much heavier payloads with less gas. An analogy : If a basketball were filled with N.B. gas, one could grab the ball and be lifted into space.

Now, what if you took a pair of coveralls, sewed tubing into the material and filled it with this gas. You could so balance it against your natural weight that you could float like a balloon. Add wings or some form of thrust and you could fly quite freely in the open air.

Of course, a backpack, scooter or light airship could also be built using the gas for lift. Propulsion is easy to achieve while lift is more difficult. If wings or ailerons were used, then a forward thrust would cause the ship to lift proportional to velocity than the natural buoyancy of the N.B. gas.

The winged flying men as mentioned in the above article could thus be accounted for without the need for paranormal or extra-terrestrial speculations.

Jimmy Ward has courteously sent us several articles written by Pete Navarro and himself. These will be placed on KeelyNet in the AERO series, so pay attention class, they are most interesting and could lead to some really wild PRACTICAL APPLICATIONS.

* THE U.F.O. BBS - <http://www.ufobbs.com/ufo> *

SUBJECT: AERO CLUB IN THE MID 1850's
FILE: UFO2871

PART 4

Taken from KeelyNet BBS
Sponsored by Vanguard Sciences
PO BOX 1031
Mesquite, TX 75150

There are ABSOLUTELY NO RESTRICTIONS
on duplicating, publishing or distributing the
files on KeelyNet except where noted!

November 26, 1991

AERO4.ASC

This file shared with KeelyNet courtesy of Chuck
Henderson.

The source for this file is the February 1965 issue
of
Flying Saucers magazine, published and edited by
Ray Palmer. Flying Saucers magazine is now
out-of-print.

--
Flying Saucers magazine was, towards the end of the
'70s,
incorporated into Palmer Publication's SEARCH
magazine.
Then SEARCH magazine was sold to Owl Press.
If you might be interested in subscribing to this
interesting
journal, their mailing address, etc...is:

Owl Press
PO Box 81
Rosholt, WI 54473

Please mention that you found this on KeelyNet,
thanks.

--
from Flying Saucers, February 1965

1896 SKY SHOW

By Ted Rathbone

In November of 1896, the astonished citizenry up and
down the
Sacramento Valley of California were favored with a
manifestation
of scientific achievement the like of which was not to
gain public
notice again for three quarters of a century.

A "flying machine" whose origin is still in dispute,
maneuvered
purposefully and mysteriously from Oroville to San
Francisco,
and from Oakland to Sacramento, unrestrained by darkness,
rain,
wind, or the hue and cry of aroused observers.

The astute San Francisco Call ran a full front page on the 19th of November on the sightings. A couple of scooped rival newspapers questioned the veracity of the many reports, but only for a day.

As their offices became overrun with subscribers and others who "saw it with (their) own eyes," the two papers changed their minds, investigated, and were forced to take the story seriously. But none of the papers discovered anything at all about the history,

Page 1

workings, or the purpose of the strange craft. 1896 was no different from any other year in history in that unknown objects explored the skies of earth and been observed, wondered at, and reported; and in the thrust and squeeze of mortal progress, generally forgotten.

There was great talk at the time of the strange machine being of local invention, originating in the Table Mountain area above Oroville. This is so highly a proposition as to be called impossible, although the top of Table Mountain would certainly have provided a secluded and safe temporary landing site for an alien visitor from the sky.

Names were inevitably associated with the advent of the strange craft. There was a Dr. Benjamin who allegedly did the inventing. Then there was one George Collins, his attorney, who offered to the press a description of the sky machine although he obviously had not as yet seen the actual vehicle. But one is forced to question which came first, the advent or the association.

The sky vehicle which visited Northern California in 1896 employed the vertical maneuverability and hover ability of a present day helicopter, but without a sign of the ungainly and hungry rotor. It

swooped and soared over the roof tops of San Francisco and glided neatly and precisely over the mining shacks of Cherokee in Butte County, without benefit of wings.

The Collins story has the airship with crude, inept flappers. In all pictures, however, the background is rain swept and cloud torn, and although the craft was undoubtedly wingless, the 1896 outlook would most certainly have added wings in the recounting. To be sure, there were lighter-than-air craft in operation at the time on an experimental basis, but the movements of these were about as decisive and determined as the wanderings of the spider watching the treetops slip by below her as she clings to her strands of silken web.

Some of these pictures in which wings are shown not only have a stormy backdrop, but all pictures clearly delineate powerful searchlights. On this all witnesses agree, even to the extent that with the Sacramento (1896) observations some hundreds of citizens who gaped, open mouthed and startled, were partially and temporarily blinded by the brilliance of the "great lights" emanating from the sky object.

The ship obviously had access to a source of power incompatible with the heavy glass jar batteries and even heavier dynamos with which the world prided itself in that day.

It seems that November of 1896 in Northern California, there was manifestation of the same type of phenomena which startled Kenneth Arnold near Mt. Ranier in 1947. Call it or them what you will, but their existence cannot be denied.

The strange sky craft visited Oakland. On Monday the 23rd of November of that year when the bare electric bulb in the kitchen was still a novelty and a marvel, horses, buggies and spellbound people

mingled in the confusion and wonderment on dark streets as the "monster of the air" swung low over the housetops.

Page 2

It inspected building, street, and the startled life of the metropolis in the glare of its blinding light beams. And of course, the revealing lights were made still more dramatic as the unknown vehicle came down through the clouds of a rainy, stormy night to view the city.

Among the many reputable observers of the unknown machine were Oakland's Mayor Davies, and Mayor Sutro of San Francisco. Mayor Sutro witnessed the slow approach of the sky vehicle as it sailed toward the Golden Gate from somewhere above the Pacific Ocean.

He and his family and all the servants made their way hastily out onto the lawn at Sutro Heights Manor to watch the progress of the object coming in from the direction of the sea. This, too, was an evening visit, and San Franciscans hurriedly climbed ladders and stairs to get a roof top view as the light beams from the sky played about over their city.

The seals on Seal Rocks found themselves illuminated, causing them to protest with grunts and squeals and retreat into the water. The sky car cruised leisurely past the eminences of Twin Peaks, its bright rays passing lightly over the pines and rhododendron, and the formal gardens of the area.

Brakes on the cable cars were locked and destinations forgotten as passengers and crew piled off to wonder at this dark sky chariot with the bright lights which was passing through the sky above them.

One newspaper account said its "frame" was like "the body of a

bird," yet still no mention of anything even resembling wings as we know them. Undoubtedly because the ship had no wings, nor had any need of them.

At about 9:15 of that same evening, Van Ness Avenue was treated to a little longer display as the "glowing giant" hovered at about 400 feet above the thoroughfare while the people on the street looked. A few no doubt gazed in fear, others in boiling curiosity.

The next morning the city hall and all municipal offices were besieged by excited men and women, all demanding an explanation of just what it was they had seen the night before flying around over the city, shining its lights everywhere and scaring horses and people half out of their wits.

A special meeting of The Board of Supervisors was called to cope with the questions of the populace. In the matter of an unknown sky vehicle however, it is not known just what The Board's answers were, but we can be sure that in this instance they saw the limits of their supervision.

One 1896 newspaper cut shows the strangely familiar rounded outline of the ship inspecting St. Mary's College, Oakland. The shape of the object in the air is remindful of other, more recent phenomena which a government department have found highly unpalatable, and to whom the UFO and its viewing has become anathema and grounds for excommunication.

The illustration shows four air screws arranged around the lower rim of the oval, hanging from the underside, which would certainly be an

Page 3

unhandy place for them. The propellers can be nothing but the viewer's assumption that such were necessary for propulsion because the ship was flying and something had to make it fly.

But if whirling propellers were the motivation it would have required an eye faster than human to identify them and determine they had four blades. Notable in the description is the absence of any reference to a roar, whir, or sound of any sort coming from the strange machine, whereas in any propeller driven aircraft most of the noise heard on the ground comes from the blades churning the air.

The propellers go with the wings: ready answers for the unknown.

During this same time, over in Camptonville which lies a couple of ridges and a river to the west of Oroville, one of Camptonville's leading citizens, a Mr. Meek, reported on a landing made by, it is presumed, this same ship. The unknown craft settled to the earth on a level spot just out of town, whereupon five of the strongest and bravest of the town's young men ventured out to investigate.

There was no hostility from the only crew member they saw, but unfortunately conversation lagged because neither party understood the other.

No doubt there were many on those wet windy November evenings in Oakland and San Francisco who knew an unvoiced longing as they watched the departure of the strange craft heading out. Then as now, the new and wonderful possibilities of which they had been given a glimpse must have sent a surge to the hearts and inflamed the imaginations of many of those observers.

But the Spanish-American War was even then a-brewing, and the never neglected direction of public sentiment was under way. The excitement caused by the unknown visitor from the sky was crowded out by the induced fever of mundane strife and politics, and the

story then, as similar stories now, became officially forgotten.

If such effortless and manageable power were available as that demonstrated by the unknown vehicle, it is difficult to conceive of it being immune to exploitation. In fact, a powerful California Railroad Entity threw money and manpower into an effort to discover the origin and workings of the sky vehicle, but in vain.

The "in vain" is as conclusive proof as any of the unassailability of the secret of this ungravitating visitor from the sky. Or of it not being "local invention."

Besides the railroad, the government investigated also, thinking perhaps it was An Implement of Spanish Aggression. Here too, as with so many other authenticated UFO sightings, all they found was mystery, and no answers, but a lot of eyewitnesses.

Page 4

Vangard note...

The AERO series on KeelyNet has some people asking why we would "waste" our time on such old and "unproveable" information.

For those who choose to look beyond the blinders and with an "integrating" eye, there are many interesting leads and tie-ins with Keely (most publicly available on KeelyNet, others as we find time to place them on the system).

For starters, we are finding that there were apparently two main

(possibly three) groups working on aerial devices in the 1800's.

The Western group was based on the work of the German immigrants who founded the Aero Club (controlled or influenced by the mysterious NYMZA group from the East).

Someone in that group had discovered a (currently unknown) gas with incredible lifting power. We at Vanguard Sciences believe this gas to be a COMPONENT of hydrogen or more precisely a direct indication of elements with LESS MASS than hydrogen.

The Eastern group (Keely Country) had aerial devices and technologies using magnetic or neutral center principles as discovered by Keely and possibly others who might have been either in association with him or working independent of Keely.

Comments from the Western group indicate that attempts were made to join forces with the Eastern group since the Eastern group had the greatest potential for military uses.

The Western group was Pacificist to the extreme which forced secrecy and even death to members who even hinted of any desires to capitalize, release or otherwise promote their discoveries as a group.

Both the Eastern and Western groups DID NOT confine their researches to aerial technologies alone.

Unfortunately, because of the secrecy involved, much of the information is lost or intentionally destroyed to prevent its use for "negative" purposes.

There is a great possibility that the groups survived into modern times and might still be playing a part in many of the UFO-type phenomena that continues today.

If such is the case, that the groups did not die out but in fact continued to advance their researches, they could by this time be at a point in their developments which would make them appear to us as advanced beings.

Would it not be to this mysterious group or groups advantage to intentionally influence those working in such areas to create outlandish stories in order to help discredit the real researchers? And would you not also take the necessary steps to silence those coming too close to the truth?

Page 5

The Airships of 1897 have long been of interest to us here at Vanguard Sciences and was further accelerated by Wally Chariton's book "The Great Texas Airship Mystery." We had the privilege of meeting with Wally and discussing the subject.

Wally had never heard of Keely or his airship or aerial navigation experiments at that time. A recent call to Wally about the Dellschau notebooks was received excitedly and he wants to be kept abreast of what turns up.

At this point, we are looking into gas properties, Russell's Octave Periodic Table of the Elements and such diverse areas as diffusion, osmosis and catalysts.

Thanks to the sharing of information from people like Jim Shaffer, Jimmy Ward and Pete Navarro, this information will not be relegated to the wastebasket and might indeed lead to new discoveries.

We at Vanguard Sciences will continue to integrate and distribute what we find on the AEROS and other related subjects through KeelyNet.

Thanks for your support!

* THE U.F.O. BBS - <http://www.ufobbs.com/ufo> *

Page 6

SUBJECT: AERO CLUB IN THE MID 1850's
FILE: UFO2872

PART 5

Taken from KeelyNet BBS
Sponsored by Vanguard Sciences
PO BOX 1031
Mesquite, TX 75150

There are ABSOLUTELY NO RESTRICTIONS
on duplicating, publishing or distributing the
files on KeelyNet except where noted!

December 3, 1991

This file typed in and shared with KeelyNet
courtesy of
Chuck Henderson - KeelyNet Co/Sysop

The source for this file is the June 1970 issue
of Flying
Saucers magazine, published and edited by
Ray Palmer.

Flying Saucers magazine is now out-of-print.

Flying Saucers magazine was, towards the end of the
'70s,
incorporated into Palmer Publication's SEARCH
magazine.

Then SEARCH magazine was sold to OWL Press.

If you might be interested in subscribing to this
interesting
journal, their mailing address, etc....is:

OWL Press
PO Box 81
Rosholt, WI 54473

from Flying Saucers, June 1970

Did Pennington Build the 1897 U.S.A. Airship?

Reprinted from BUFORA Journal, British U.F.O. Resaerch
Association

170 Faversham Road, Kennington, Ashford, Kent

Speculation as to the origin of the 'Airship' reported
over the
central States of the U.S.A. in 1897 has resulted in many
theories
and at least one of these attributes the sightings to the
activities
of a peculiar antique U.F.O. I understand that the reason
that the
craft looked very much like the current airship
design already
flying in Europe is that the U.F.O. denizens wished to
present their
ship to the natives in a manner that would be
acceptable and
understandable. However the airship in question did not
seem to be
at all anxious to present itself, operating as it
did almost
exclusivly by night and skulking during daylight hours in
out of the
way places.

Before accepting such 'way out' theories it would seem
necessary to
exclude any possibility of the machine being the
production of some
far-sighted inventor with the ability, wealth and
resources to build

and fly such a machine and also keep the whole project secret.

Page 1

Witnesses of the airship were often men of excellent reputation for veracity and often crowds of onlookers were able to compare experiences.

The descriptions tallied to a remarkable degree. It seems clear also that some of the sightings of night flying objects were of quite a different category and to present day ufologists may be recognized as being the result of 'normal' U.F.O. activity.

From the reports still in existence it is possible to build up a very good idea of the type of dirigible involved and there is no doubt that in many respects it is similar to airships already built and flying in Europe particularly in France. In 1884 Renard and Krebs devised and built an electrically propelled airship called 'La France' which made a circular flight of five miles at its first appearance.

It would indeed have been strange if there had been no parallel activities in the U.S.A. at that time. Resources of material and money were there in abundance and among the fertile brains of a rapidly growing scientifically orientated community was there no person of sufficient genius engineering ability and wealth to take up the aerial challenge?

I believe there was and I believe that his name was Edward J. Pennington.

Pennington was born in Franklin, Indiana in 1858 and as a boy showed remarkable engineering aptitude and as he developed into manhood he displayed remarkable initiative, charm and persuasiveness. With these attributes it was not long before he was running his own

factory and at the age of twenty-three had patented a reciprocating head for planing machines, the first of a continuous stream of patents which flowed from his active brain until his death in 1911.

He was ruthless too and could exhibit considerable showmanship in order to further his own ideas. A characteristic of Pennington which in this context is significant was the secrecy he achieved to protect his projects and his habit of quietly dropping one idea in favor of another with little regard to the financial outcome.

By 1885 Pennington had acquired sufficient capital to set up the Standard Machine Works in Defiance, Ohio and two years later he created two further firms to make pulleys and wood-working machinery. A flood of Pennington patents were registered at this time at Fort Wayne.

There are rumors of a company capitalized at one million dollars in Oswego, Kansas and another at Cincinnati with factories to produce 'Freight Elevators'. (Could this phrase possibly have been a euphemism for load-carrying Airships?)

After a brief appearance at Edinburg, Illinois, where he collected some 50,000 dollars from the inhabitants for yet another 'pulley works' he came to rest at Mount Carmel, Illinois, in 1890.

Now things begin to develop...this new Company was actually a four cylinder radial engine..."for the propulsion of an aerial vessel".

Page 2

He also let it be known, that he was "readying a vessel to fly from Mount Carmel to New York".

In 1891 he exhibited a captive airship some thirty feet long and six feet in diameter. It flew in a circle propelled by an airscrew

turned electrically. The current was conveyed by
wires in the
tethering cable.

In 1893 he turned his attention to motor driven vehicles
and again a
spate of patents flooded from the Pennington brain.
Soon he was
making motor-cycles in Cleveland, Ohio and here he
invented the
first balloon tyre.

Such giddy progress was bound to meet with reverses and
due to his
dogmatic attitude and ruthless decisions he began to make
enemies:
yet his uncanny instinct for avoiding trouble kept him
from falling
foul of the law.

During 1894 he joined Thomas Kane who made kerosene
engines widely
used in dairies for milk separation. This event is most
important in
this thesis which will be evident later. Here, in
Racine on the
shores of lake Michigan they financed a really large
concern for the
development of petrol engines.

They patented among other things an 'electric igniter'
for petrol
driven engines which was really the first sparking plug,
in 1895.

In this year Pennington visited England and took
some of his
vehicles with him.

Exercising his well-known assurance and charm he persuaded
Henry J.

Lawson, a successful manufacturer of bicycles to purchase
patents to
the tune of a half a million dollars. He was still here in
1896 and

entered the Brighton Run. After an altercation with
Mons. Leon

Bollee his claim to have won the event was not disputed.
After this

he participated in the aerial demonstrations in the
U.S.A. late in
1896 and during 1897.

In December 1895 he had deposited with the American Patents
Office the

design for a full sized Airship. Many of the features of
this design

are so close to those described by witnesses of the aerial
ship seen

in 1896 and 1897 that on this evidence alone one would suspect that Pennington could have been responsible.

Basing the scale of the design on the size of the passenger seats the overall length of the ship would be about 140 ft. The keel beneath which provided accommodation for the crew and passengers, also housed large batteries and extended for 70 ft. with an equal amount of overhang of the envelope at each end. At the front end of the envelope a large airscrew about 50 ft. from tip to tip provided traction. At the rear an ample rudder and a horizontal fin allowed control of direction.

At the sides two horizontally disposed propellers furnished lateral 'trimming'. Along the top of the ship a high dorsal fin would help to prevent sideways drift and yawing at slow speeds. Altogether a very impressive aeronautical design for that period of time.

It is probable that the finished airship based on this plan would

Page 3

deviate in minor details. Perhaps laterally placed airscrews were found to give a better lift and control if suitably shaped.

Wings or large ailerons above the envelope would also help to provide lift if suitably angled. In 1895 during his motorcycle phase Pennington was heard to remark: "Suppose I have a cycle, screw driven, making a mile a minute...just suppose that...then suppose that I put aeroplanes on that machine...and they are under good control, what then?"

What then indeed, the Wright Brothers would have been forstalled by several years.

The sighting of the Airship on the ground in 1897 by Captain Hooten

at 6:00 p.m. on about 20th April is usually regarded as a true account of his experience which he recounted in the Little Rock, Arkansas, Gazette. He was, he said, out hunting near Homan when he heard the sound of 'pumping' like the noise of a Westinghouse locomotive brake.

Going in the direction of the sound he was amazed to behold "the famous airship" in an open space. A man wearing dark glasses was doing something at the rear of the ship. As he approached four other men appeared.

During the ensuing conversation there was no doubt in his mind that the crew were American. When the ship was ready, three large 'wheels' started to rotate on either side of the airship and with a hissing sound she took off. The 'aeroplanes' on top of the envelope sprang forward and the ship rapidly gained height and speed.

((For a more detailed account of this sighting please refer to the JULY / AUGUST 1966 issue of The Flying Saucer Review.))

The 'pumping noise' is of great significance. This noise is noted in at least three of the sightings. Twice it was referred to as being similar to that made by a milk separator. This is almost conclusive, it was Thomas Kane whom Pennington joined in 1894, who made the motors for these separators.

All witnesses agree that there were lights aboard in abundance with one very bright searchlight which was seen to dim as the airship accelerated.

One witness encountering the aeronaut grounded claims to have asked why he turned the light on and off so much. He replied, no doubt truthfully that it consumed a great deal of motive power. We are led to the conclusion that Pennington's ship was propelled by a petro-

electric, or diesel-electric system. A bank of large batteries would be charged by a motor driven dynamo and would then operate electric motors geared to the airscrew(s). This system was widely used for the propulsion of road vehicles in the early years of this century.

After a trip of some miles it might be necessary to land to recharge batteries. Such a propulsion system would be well within Pennington's capabilities at this time.

Page 4

The crew referred to by some witnesses included a woman, and it was customary for Pennington to take his wife on most of his exploits.

(He married three times but I cannot find record of any children.)

Also a bearded man.

I have a photograph of Pennington with one of his vehicles and here

he is accompanied by a man with a beard. Pennington himself was tall

and of good physique. He usually sported a rather long dark moustache.

The next evidence required toward proving that the ship was not only

terrestrial but Pennington's, is to plot the course of the airship

from recorded sightings during the 'voyages' of 1897 and to show

that its speed was within the capabilities of such an early craft

and that it operated in the vicinity of Pennington workshops.

Here I suggest the reader obtain a good large scale map of the

central States of America. Those included in the Encyclopedia

Britannica of 1911 are most useful being nearly contemporary.

Two series of sightings occurred in 1897.

EXPEDITION ONE.

Starting from Pennington's base at Oswego, Kansas, to Belleville, Kansas, to arrive March 25th, thence to Sioux City some 200 miles northward travelling at night. Making around 40 mph and in fair weather the six or so hours of darkness would make for an easy arrival by 28th March. Here the ship landed and charged batteries?

Turning southward an easy night run of 100 miles allowed late worshippers leaving church at Omaha, Nebraska to view the aerial visitor. Continuing via Lincoln and Beatrice on the southerly run arrival at Everest, Kansas on April 1st., another 100 miles apart. In fact Kansas City was reached quite early at 8:15.

Back to base at Oswego without serious mishap on about the 3rd. April?

After this there are three possibilities.

- a) Pennington flew to Racine on lake Michigan by April 9th keeping to out-of-the-way landing sites.
- b) The ship was partly dismantled and carried by rail in Pennington's closed rail cars to Racine.
- c) That Thomas Kane had another similar airship at Racine.

I would suggest (b) as being the most probable in the circumstances.

Pennington had the resources and the experience in moving large objects by rail from place to place, vide (as for example), his captive airship which was shown at exhibitions at Chicago and elsewhere.

EXPEDITION TWO.

The Airship would have taken the air on the evening of April 9th

1897 and leaving Racine some 60 miles from Chicago was seen first north of the city and then to south-east at 9:30p.m. passing over the lake.

Turning westward the ship would have reached the vicinity of Eldon in Iowa some 200 miles after five hours at around forty mph.

Spending the day of the 10th on the ground at some secluded spot the batteries would again be charged and ready for the take-off on the evening of April 10th. Then passing over Eldon westward to Ottumwa (10 miles) at 7:25 and 7:40 p.m. respectively, the ship is seen near Albia 25 miles further on at about 8:10 p.m.

This chain of sightings allows some estimation of the airship's speed-35 miles in 45 minutes which is better than 45 mph. Wind speed must be taken into account, but from the sighting reports the weather during this period seems to have been remarkably calm.

Steering now toward the north-west apparently en route for Racine, the ship would have passed near Mount Carroll but the date given for the airship over this city is April 9th. One must conclude that if this date is correct that the craft passed over this city on the westward leg of its journey before turning south-east toward Eldon. This is perfectly possible on the time schedule estimated.

However, and here one must speculate on Pennington's movements, it is not certain how the airship arrived at its next point at Yates Center, Kansas on April 19th. It could well have travelled at night over the next week or so southward which would be well within its 40 mph capabilities. Or it may have been once more despatched by rail.

At Yates Center there was the unfortunate incident of a young heifer becoming entangled in the mooring rope on takeoff. Then southeast

and a fairly long haul- 400 miles - to near Texarkana, but at 40 mph

only ten hours of darkness were necessary. Here the ship was obliged

to land on April 21st. to recharge batteries. In the evening when

all was ready for take-off the airship was spotted by one Captain J.

Hooten whose detailed report is well known.

Airborne again and travelling in a leisurely manner Hot Springs,

Arkansas was reached on May 6th. Once more the ship landed and was

encountered by the Law Officers, Constable Sumpter and Deputy

Sheriff McLemore. Both these gentlemen have sworn affidavits to

their evidence in which they tell of a bearded mechanic and a young woman.

There was also a young man who was engaged in filling a water bag.

They were informed that the ship was en route for Nashville,

Tennessee. This may well have been so, but I feel that it was not

long before it was once again safely in Oswego, Kansas with

Pennington highly satisfied with his aerial exploits. There is

little evidence of its re-appearance.

From the foregoing evidence it must be conceded that the itinerary

Page 6

followed by the 1897 airship was not particularly miraculous even

for a craft of that period, only it took place in America where

hitherto no such aerial exploits had been seen. No wonder then, that

the onlookers became scared and confused, suspecting the work of the

Devil. The only Devil responsible was in my opinion one eccentric,

brilliant inventor named Edward Joel Pennington.

Of course there are so many questions left unanswered. For instance

why did Pennington decide to drop the whole project just when fame

and fortune might seem to have been within his grasp? I would

suggest that he was clever enough to realize that his
airship,
though a very remarkable invention, had very severe
limitations
which could not readily be overcome.

There would be little prospect of increasing the
battery capacity
without making the ship larger and unwieldy. It was
obviously very
much a fine weather craft and he had been
extraordinarily lucky to
have had such a long spell of fine, calm weather for his
trials.

Also, he would have realized that until the internal
combustion
engine could be improved considerably in size and
reliability the
whole airship had better be shelved. The new and more
financially
rewarding field of the motor car must have seemed to
Pennington to
offer much better prospects of immediate financial
rewards. He must
also have known that there were aeronautical designers in
Europe who
had forged ahead in the airship field with whom he
could hardly
compete.

In the Motor Museum in Beaulieu, Hampshire there is a
very rare
vehicle. It is an 1896 Pennington motor-tricycle. It
is worth
looking at closely. The twin-cylinder, water cooled engine
functions
by fuel injection and the ignition system is remarkably
ingenious,
operating an early form of spark plug on each cylinder.

The wheels have wire spokes and furnished with wide tires
of modern
cross section. It is a really remarkable piece of
advanced
engineering for its time and marks its designer,
Pennington, as a
brilliant engineer of foresight and genius.

* THE U.F.O. BBS - <http://www.ufobbs.com/ufo> *

SUBJECT: AERO CLUB IN THE MID 1850's
FILE: UFO2873

PART 6

Taken from KeelyNet BBS
Sponsored by Vanguard Sciences
PO BOX 1031
Mesquite, TX 75150

There are ABSOLUTELY NO RESTRICTIONS
on duplicating, publishing or distributing the
files on KeelyNet except where noted!

December 1, 1991

Vanguard Sciences has made contact with Jimmy Ward and Pete Navarro as mentioned in the Fate article on the 1897 Airships (AERO1 through AERO3 on KeelyNet). Mr. Jimmy Ward has provided us with a series of papers written by both Pete and Jimmy several years ago. These papers are sourced from the original Dellschau notebooks with correlations and information provided by the authors.

We wish to thank Mr. Jimmy Ward and Mr. P.G. Navarro for graciously sharing their work with KeelyNet. If you have thoughts or ideas relating to the areas touched on in these papers, we invite your comments either through the Vanguard Sciences mailing address, uploaded to KeelyNet or you may write directly to Jimmy at :

Jimmy Ward
1511 Summer St.
Houston, TX 77007

In our attempts to integrate a wide range of studies, we at

Vanguard Sciences are of the opinion that the Airship inventors, particularly those Airships described by DELLSCHAU, discovered one of the many gases we believe to exist below Hydrogen. The N.B. gas would easily fit within the 26 anticipated gases having a mass number of less than 1.008, that of Hydrogen.

If we can rediscover how the gas was extracted from the atmosphere, it will open up entirely new avenues of transport. Note that Hydrogen is the MOST ABUNDANT element in the Universe. If Hydrogen is a composite of other elements as Keely found, then N.B. gas must be one of those elements and in greater abundance.

The Great Airship Inventors Fact and Fancy

In 1896, all up and down the Sacramento Valley of California, a blinding light was seen coming from an aerial object and playing on the ground below. The adverse weather appeared to have NO EFFECT on the object - it sailed majestically and smoothly along DESPITE the rain and wind, from Oroville to San Francisco and from Oakland to Sacramento. What was this strange object with the brilliant light?

Page 1

R. Boynton, editor of the Oroville Register, thought he might have the answer. A few years back, he recalled, there was a mining camp called Cherokee, at the top of Table Mountain, overlooking Oroville. Many of its workers were of Portuguese extraction. In the early 80s, he said, they worked the bluffs and celebrated big days with balloon ascensions. Huge blazing torches would be suspended beneath

the balloons on long ropes and they would float off over the valley,
making for quite a show.

The problem is that the torches would soon burn out and the people
were now reporting a light MUCH BRIGHTER than a torch and, besides,
it was A BEAM OF LIGHT that was reported shining down. To top it
all off, the mining had stopped and the Portuguese HAD LEFT THE AREA
SEVERAL YEARS BEFORE. Still, Table Mountain WOULD make an ideal
site for secret experiments and base of operations due to its rather
inaccessible location and yet nearness to a fair-sized town.

Much has been written about these mystery airships, but little real
research has been undertaken. Most writers have relied on other
writers and their own preconceived opinions and errors have been
compounded. The first sighting is usually given as "sometime during
the week of Thanksgiving", but REALLY occurred during the first week
in November, the story first appeared in the papers during
Thanksgiving week. There is a possibility of an even earlier
sighting.

On September 20, 1896, an astronomer named Swift noticed a light
about the magnitude of Venus at its brightest out over the Pacific
Ocean. It was about 1 degree from the setting sun and thought to be
a new comet. The next evening it was not there. Weeks later they
mystery light would be seen to go out over the ocean several times
and disappear or come in from the ocean and head inland.

There are differing versions of the first real sighting of the
craft, but the gist of the event is as follows:

As dusk was descending on San Francisco, His Honor, Mayor Sutro,
arrived at his mansion which was West of the city and overlooked
the ocean. A light was seen coming in from the direction of the

Pacific. It passed over Seal Rocks shining its beam on the seals, sending them complaining into the water.

One account quoted the witnesses as describing the craft as having a bright light fore and aft and a row of smaller lights along its side; however, this appears to have been an embellishment by the reporter because as it leisurely sailed over Twin Peaks, all that could be seen was a bright beam of light emitted by a dark and formless source. Cable cars stopped and the passengers and crew piled out to watch the wonder silently pass overhead. What was it? Where had it come from?

November 1, 1896, the Detroit Free Press reported that in the near future a New York inventor would construct and fly an "aerial torpedo boat." On November 17, 1896, a telegram was reported to have been received by the Sacramento Bee from a man in New York who claimed that he was about to fly to California along with some friends. He said the trip should take about two days. This might explain the later sightings, but what about the prior sightings? And there WERE earlier ones!

Page 2

One of the earliest man-made airship stories appeared in the Santa Fe Daily New Mexican of March 26, 1880. It told of an enormous airship that swept over this tiny town of Galisteo Junction. It was cigar shaped with a tail and was driven by a huge propellor. The occupants were described as inebriated and a couple of items were thrown overboard - a beautiful rose fastened with a slip of fine silk-like paper containing what was thought to have been "Oriental characters" and a cup "of very peculiar workmanship."

The next morning the items were on display at the railroad depot.

That evening a stranger appeared, pronounced them of Asian origin

and made the "owner" a financial deal he could not refuse. The man and objects then disappeared as would happen again and again in the future of UFOs.

The story of C.A.A. Dellschau and the Sonora Aero Club has been presented as the core of this series of articles. But they were not the only ones who laid claim to the invention of the earliest airships in the World. In "Milestones of the Air" there is reproduced a pair of stereo photos showing Frederick Marriott's "Avitor" airship/airplane combination, flown in California in 1869. While Marriott was not THE man behind the Airships nearly 30 years later, his ideas played a part in many later designs. And his "Avitor" bore a striking resemblance to many of these later ships. One major difference between the "Avitor" and the airships is that the "Avitor" utilized a football-shaped gas bag and the later ships were often described as MADE OF METAL or "Aluminum looking."

The famous Aurora, Texas, "spaceship" crash is a good example. While there is a good probability that this story was a hoax, it may have some basis in fact. The following story was told to the author and permission to tell it in print was given PROVIDED the names of the people involved were changed.

In 1888, a 15 year old boy was living with his widowed mother and sisters on a small farm near the now extinct town of Grundy, Texas. While working in the garden he heard what he thought was a clap of thunder. Before he could look up from his weeding, things began to fall around him, hard little pieces of metal, larger pieces and many heavy objects which struck the ground. He fled for cover in the house.

After things stopped falling, he went back outside and walked over to a large object on the ground, which moved, and proved to be a man. He was badly hurt, having fallen quite a distance to earth.

His mother and sisters arrived and helped him move the man into the house, out of the hot Texas sun.

The people at Grundy heard the noise and some men rode out from town

to investigate. At the farm they found out about the "man who fell from the sky." Some doubted, some laughed; yet they all had a look

at this man. And they told the mother and her children that the man

was not to be moved until the Sheriff could be summoned to the farm.

The Sheriff was not at Grundy and it would take a couple of days to

fetch him. The man regained consciousness that evening and he spoke

to them, but they could not understand his language. They offered

him food, but the only things he accepted were water and a piece of

Page 3

melon. A few hours later he died. The family was afraid to move

the body until the Sheriff came, so they wrapped him in a blanket

and left his body on the bed.

The Sheriff did not show up the next day, but several hundred people

from Grundy and the surrounding countryside did. The riders had

told everyone in sight about the man out at the farm and they came

in wagons, on horseback, and on foot to see him. The people

crowding in at the window flattened the garden and what people

didn't trample, the horses did. All day long people showed up,

needing water for their horses. They emptied the tank and pumped

the well dry.

When night fell, the family slipped the body out of the house and

buried it away from the house along with the things the man had with

him. The well went completely dry and, having no reserve water, no food left in the garden, and no money to have a new well dug, the family was forced into abandoning the farm.

This story may be considered a pure figment of the imagination, but several years later, in 1944, this teen-age boy, now an elderly man, told the story to some friends. Their faces must have shown doubt because he suddenly rose, left the house and returned a few minutes later with several pieces of metal, one he handed out for examination and the rest he placed on the wood stove.

The first piece was very light, about 1/2 inch thick and, roughly, 6" by 9", concave on one side, convex on the other. The edges looked like they had been "torn", with a crystal structure at right angles to the face. The metal was a silver-gray color. It could not be scratched with a file nor dented with a hammer, even on the edges.

The old man then took the pieces of metal from the stovetop with his bare hands and passed them around. It was heavier than the first piece and of smaller dimensions. It was a dark bluish color. And it was NOT hot, although it had laid on the stove top long enough to be VERY hot! Though of obvious different composition, this piece could not be scratched or dented either. When his friends commented that they must be pieces of some new metal for airplanes, the old man laughed and said he'd had those fragments since HE WAS A KID!

They were some of the pieces he had picked up when the man fell from the sky. He also said that many of those who had come by had also picked up pieces, but he did not know if any of them were still around. He DID know that there were still pieces to be found around the old farm.

(While the author has not personally visited the site nor knows

of its EXACT location, he was in contact with a gentleman who said he had found it in North Texas near the Panhandle. (Near Amarillo or Canyon, possibly...Vanguard)

There were no buildings there, only traces where they had once stood. He also found a few small pieces of shrapnel-like metal slightly buried in the soil. But before a full report could be made or the metal tested, he died in a traffic accident and his wife threw the fragments away along with his notes.

Page 4

Anyone who has information about strange fragments of metal from this area or is interested in pursuing this story personally, please contact me through KeelyNet (info at beginning of this file).)

As mentioned previously, the Grundy airship and the Aurora airship stories have a number of points in common. We may never know whether they are two different stories or one based on the other. With the 3-ring circus atmosphere at Aurora, the destruction caused by over-zealous "investigators", as well as the harassment of the citizens, it is no wonder people began to deny the event ever took place and claimed it was a hoax from the beginning!

But was it entirely a hoax? Could there have been some truth in it? Could there be a stranger's body buried somewhere in the cemetery?

Maybe not an Alien but A HUMAN BODY belonging to an airship inventor who spoke a language other than English? To prevent the same things from happening in the Grundy story, the names of the families involved and their present whereabouts have been withheld, pending

further investigation. The town of Grundy no longer exists and had not for many years, so no ones privacy will be invaded by divulging ITS name.

More down to Earth, so to speak, are the following stories :

The Galveston Daily News of April 29, 1897 reads:

"It may be that those people out west who for the last six months have been filling the papers with accounts of a mysterious airship which they have seen in the sky are not monumental liars after all. It is possible that experiments now being made by the U.S. Government with a view to producing a genuine air ship may be responsible for their visions.

"For several years the government has had in its employ a well-known aeronaut, who gets, it is said, a salary of \$10,000 a year, and constant work and experiment have been going on at Fort Logan, near Denver. A profound secrecy has been maintained as to what has been accomplished, even Army officers themselves only getting vague inklings of what is going on."

Somehow this sounds familiar in today's UFO world. Who this well-known aeronaut really was, was not divulged, but papers across the country listed dozens of POSSIBLE inventors of the mystery airships, among the many named included the following partial list :

California	George Jennings	- Fresno,
California	W. H. Warren	- Hayward,
California	John A. Horen	- San Jose,
Nebraska	Anton Pallardy	- Beatrice,

	H. John O. Prease	- Omaha, Nebraska
	Clinton A. Case (A.C. Clinton)	- Omaha, Nebraska
	Charles Clinton	- Dodge City,
Kansas		
	Harry Tibbs	- Louisville,
Kentucky		
	Edward J. Pennington	- Mount Carmel,
Illinois		
		Page 5
	C. Devonbaugh	- Vandalia,
Illinois		
	Valney Stewart	- Brule, Wisconsin

Other names tossed around included :

J. F. Calipha	George Francis Train
Prof. Charles Davidson	Albert Whipple

Three names are not included in the above lists :

C.A.A. Dellschau - the central character of this series of articles,
 Mr. Wilson - the pilot of an airship reported in the first of this series and his equally mysterious
 Dr. Benjamin "rich Uncle", and - and HIS uncle.

Early in November, 1896, a Bay Area attorney had received assurances from an inventor, who wished to remain anonymous, that the problems of air travel had been solved, George D. Collins let it leak out that the mystery craft seen over Sacramento and the surrounding countryside was the invention of his new client. He later stated that \$100,000 and five years had gone into perfecting the 150 foot machine and that he had been "favored with a demonstration at a secret location." By the 22nd, his home and office were overrun by reporters and just plain snoopers, pressing him for details.

Backed into a corner, Collins admitted that the craft was hidden in a barn in Berkeley during the daylight hours and that a Dr. Benjamin had something to do with the building of it. "Dr. Benjamin" turned out to be E. H. Benjamin of Ellis Street, a 34-year old bachelor,

dentist, and dabbler with inventions and recently from somewhere in Maine. He denied any knowledge of this ship. He did admit he had frequently visited an unnamed uncle at Oroville and that he had privately confided to friends that he had invented something which would revolutionise the world.

Government agents, detectives, reporters and railroad men were quick to swarm over Oroville especially when they heard Benjamin say that, if he HAD invented the craft, he wouldn't be so foolish as to admit it in public. The uncle was never found nor was any evidence that an airship had been built there as claimed.

Attorney Collins, hounded by reporters, the curious, and the outright cranks, changed his story completely and denied ever having ANY knowledge at all of the craft. The Patent Office in Washington, D.C., was flooded with inquiries about Collins application. Disclaimers were returned instead.

"Aluminum Benjamin", as he became known probably because several close witnesses claimed it looked "like aluminum", complained to the press that he had to move to escape the curious and that eating in public restaurants proved to be impossible because throngs would quickly gather to stare, giggle, and gesture at the windows of the establishment. He feared his mind would soon become unhinged. Benjamin finally fled the area leaving what personal effects he had behind in his apartment.

In the meantime, Collins had been fired for talking too much and slowly faded out of the picture. W. H. H. Hart now came forward

Page 6

claiming that HE was in secret communication with the inventor. Hart was a former State Attorney General, a bearded, distinguished

looking gentleman and one of the most respected men in California.

In the 1907 issue of the National Cyclopedia of American Biography,
it was stated that Hart was the discoverer of "the only mine in the world in which osmium is found in metal form...in large quantities." The metal was used chiefly in the manufacture of electric storage batteries. One of the chief features of these aircraft were their powerful SEARCHLIGHTS that could turn night into day from hundreds of feet above.

Hart also stated that while he knew very little about the airship
THERE, he had been concerned with its sister ship IN THE EAST for some time. He refused to say much about either ship and nothing about the inventors or where the ships were built or housed. Sightings became rare and with no NEW news, the story was dropped - unsolved!

Then in the April 12, 1897, issue of the Chicago Journal appeared a brief item. It stated that Oscar D. Booth of 158 South Peoria Street firmly believed the strange object seen was indeed an airship. It seems Mr. Booth was ready to build one himself and was merely waiting for the return of the Secretary of the Booth Flying Machine Company whose name, by the way, was E. H. BENJAMIN!

Coincidence? Coincidences abound in the story of the Great Airships. A few have been brought out in this article. Another in the following.

Several times and in different parts of the country witnesses have stated that they had met the captain/or crew of the local airship and had been informed the craft had been to THE MONTEZUMA MOUNTAINS.

In researching the Dellschau material, he, too, mentioned flying to

the MONTEZUMA MOUNTAINS, but no map could be found showing any such mountains. Finally, two old maps were found. One Mexican map shows a range of mountains in the southern part of California just below San Francisco that bear the label MONTEZUMA MOUNTAINS. (The exact peaks have not yet been identified with today's labelling.)

A second old map shows another Montezuma Mountains. This one in New York. It is now, ironically, a wild fowl preserve and is not too far from Goshen, New York, the alleged home of the mysterious "Mr. Wilson" and HIS uncle!

* THE U.F.O. BBS - <http://www.ufobbs.com/ufo> *

SUBJECT: AERO CLUB IN THE MID 1850's
FILE: UFO2874

PART 7

Taken from KeelyNet BBS
Sponsored by Vanguard Sciences
PO BOX 1031
Mesquite, TX 75150

There are ABSOLUTELY NO RESTRICTIONS
on duplicating, publishing or distributing the
files on KeelyNet except where noted!

February 15, 1992

This file courteously shared with KeelyNet through
the research efforts of Pete Navarro and Jimmy Ward.

If you might wish to correspond directly with Jimmy or
Pete, you may
do so at the following address:

Jimmy Ward
1511 Summer St.
Houston, TX 77007

NYMZA Aeros - The Airships of the 1850's

Have you heard of Schultz' Hydrowhir Auto, also known as
the "Cripel
Wagon"? If not, perhaps you have heard or read
somewhere about
Peter Mennis' "Aero Goosey"? How about Schoetler's
"Aero Dora",
which was built in 1858 and was destroyed in a fire
which consumed
the town of Columbia, California that same year?
Chances are you
never heard or read about any of the above or the
many other
"Aeros", or aircraft that were designed and actually built
and flown
by members of the Sonora Aero Club around the middle
of the last
century in California.

These aircraft were navigable airships, designed and built
at a time
when the only means of flight was the aerial balloon,
which lacked
maneuverability and was subject to the whims of the wind.

According to C.A.A. Dellschau, a member of the Sonora
Aero Club who
kept a secret record of all their activities and
experiments which
they carried out in the vicinity of Sonora and Columbia,
California
during the years 1850 to 1858, several of their airship
designs were
built and flight-tested in the area which is now an
airfield just
outside of the town of Columbia. It is conceivable
that these
aircraft may have flown over the region as far as the
giant redwoods
area of California for Dellschau states that one of
their airships
became accidentally entangled in the branches of a giant
California
redwood, resulting in the death of its pilot, who fell
from the Aero

and broke his neck.

Dellschau referred to this aircraft model as a "flying trap", perhaps because it contained a device that was hung underneath the carriage of the airship and served as a "ballancier". However, this

Page 1

device was dangerous, as it could easily get caught upon any tall tree or obstacle close to the ground.

It is very possible that these aircraft were the progenitors of the Mystery Airships that were observed flying over Oakland and other points in California and in the Southwestern part of the country in the 1890's.

What leads me to believe that there was connection between these aeros and the Mystery Airships is the fact that, although Dellschau was an avid collector of news stories dealing with airships or anything aeronautical; not ONE item concerning the Mystery Airship sightings is to be found among his collection. Could it be that he was reluctant to show any connection because of the fear of divulging matters of secret trust?

In one of his books the name WILSON is mentioned, and alludes to Wilson and his CREW. Anyone who has read of the stories that appeared in the newspapers of the 1890's is probably well acquainted with this name, for it is the name of the pilot of one of these Mystery Airships, and it is very possible that Dellschau was acquainted with him and his crew. But why all the secrecy?

It may be said here that members of the Sonora Aero Club were also adjoined to a secret organization or society known only by the initials N-Y-M-Z-A, which oversaw the workings of all its junior

members. They were all subject to strict obedience of the rules imposed by this Secret Society and the divulging of its secret operations was not permitted. It was for this very reason that Dellschau kept all this to himself and eventually, when he finally decided to write about it he did it secretly, and this in code and in cryptograms and symbols, which only those with the patience and willingness to spend time in deciphering his writings would be able to read it and know what had been accomplished by them.

Vangard note..

Strangely enough, I (Jerry) know a lady technical representative who is based out of Hollywood, Florida. In December of 1991, I was telling her about the Aeros and the mysterious substance known as N.B. or "float" gas. She was much interested and told me that her late grandfather was a member of some super-secret group which had secret meetings and seemed to have contacts overseas.

She said that as a little girl, she had lived with her grandfather for one summer. He had a huge library with all sorts of strange books, some in a code type of language. She was not allowed entry into the library or certain rooms of the house.

When asking her father about what her grandfather was involved with, he told her that his father was a member of what he claimed was a very secret and very ancient group. This group was several hundred years ahead of mankind and members were sworn to secrecy under threat of death.

The lady also told me that when her grandfather died, men showed

up at his house with signed papers giving them the right to remove whatever they felt was necessary. The men took the majority of his library and all his private papers. They also took what was in the rooms she was forbidden to enter as a child.

Her father was also forbidden to pursue the matter although he also spied on his father when he was young. The mysterious men also collected the majority of the grandfather's inheritance which was bequeathed to the group. This might possibly give us a clue since there must be records as to WHO received the inheritance, either a person or a group. That in turn would give us a further name to look into.

The grandfather was a strict vegetarian and had very precise and detailed habits which he believed had allowed him to live to his ripe 70's, yet he looked like a man in his late 40's. She also said he would walk in the grass early every morning and said that the dew was very beneficial to life.

I have asked her for specific names and any other information she could gather relating to her grandfather, specifically a newspaper article she was sent about 2 years ago. She promised to find it and make me a copy. This could lead to something if such a group exists in fact.

I asked her if the group might have been either Rosicrucian or of a magical nature and she said, no, that it was very scientific and dealt heavily with music. Her grandfather owned and operated a school of music in which he got heavily involved after joining the group. Prior to that, music was not his means of income.

Also, as to the name NYMZA, Jimmy and Pete say that these German immigrants might have used either German or a combination of German and English. Since they were based in the East, it would follow that NY would equal New York, M could equal Mechanical, Z could very well equal the German word Zephyr (meaning wind from the west), and A could mean Association.

So we have the term, New York Mechanical Zephyr Association, or NYMZA, indicating mechanical flying devices from the west, as would be seen through a European (eastern) viewpoint. Just an attempt to derive a logical name, might be incorrect.

The tragic case of Jacob Mischer and his Aero will serve to point to the severity with which the rules of this secret society known as NYMZA were enforced.

Jacob Mischer was the designer and builder of a rather large, or medium-sized aircraft which was called the "Aero Flyerless Gander".

This airship was flown on a hundred mile trip and was successfully landed on land and on water, for it had wheels as well as pontoons.

Jacob Mischer, however, met a most unfortunate end, for he became greedy and desired to make a profit from his invention, intending to use it for hauling material and equipment for the miners in the area. This was looked upon by the headmasters of the secret society

Page 3

as being strictly against the rules and, one way or another, Jacob Mischer ended up dead when his ship was destroyed in a blinding aerial explosion. Dellschau alludes to this incident as something that was deliberate and NOT accidental.

The most successful of their aircraft, and probably the first to be flown was Peter Mennis' "Aero Goosey", which was built in 1857 and set the precedent for all subsequent Aero designs and, although modifications were gradually added to new Aero designs, the Aero Goosey continued to be flown as originally designed with only minor changes and was the aircraft favored mostly by Peter Mennis for short flights.

Peter Mennis ranged far and wide on several occasions, but he was able to land and use his Aero as a place to spend the night, for it was equipped with a canvas cover which served as a tent.

The original "Aero Goosey" was a small craft with a basket-type affair in which the pilot and passengers sat at the bow and stern ends of the airship. It carried a liquid fuel container in the center of the craft and a gas converter under the seats. Attached to the center pole was the air-pressure motor which was used to propel the airship, and two gas bags were on the sides. It was a very simply designed airship, and, despite all modifications and improvements that were made upon this original model and its "motor" design, the mode of operation and function of its internal workings remained basically the same in all subsequent models with the exception of size and appearance and the addition of useful conveniences such as galleys, toilets, beds, tables, and other gimcracks of one kind or another.

Louis Caro, another member of the Sonora Aero Club expressed it very well when he said that he and his colleagues agreed on one thing; and that was the fact that they all longed for an airship design which would have all the features of the Aero Goosey, but be larger and yet be safe. Several very large models were designed toward this end and proposed but were never built. There were, however,

several medium-sized models which were actually built, and flown.

One of these was the "Aero Dora", which was another of the most favorable designs. This Aero was first envisioned by Ernest Kraus and was later elaborated upon by several other members of the club who were very pleased with its appearance and function and used it as a basis upon which to apply their own ideas.

The Aero Dora was equipped with a "sucker-kicker", which was a device for compressing air and operated very much like a JET for propulsion. Yes, several of these Aeros had devices that were years ahead of their times, and included up to date contrivances such as retractable landing gear, shock absorbers, gas converters, spot-lights, and many other novel ideas for their time, for one must take into consideration that these were entirely new concepts, or designs, with absolutely no precedent to go by, and it is for this reason that some of the aircraft look so fantastically monstrous and absolutely unfeasable as aeronautical machines. In other words, none of them look like they could even BEGIN to get off the ground, much less fly!

This was no problem for them though, for they possessed a formula

Page 4

for producing a SPECIAL GAS, called "NB" gas, which was capable of lifting the most ponderous construction with a minimum of gas. The gas was produced on board the aircraft and carried in one or several gas bags on top or on the sides of the airship. Marthin Karo, one of the members of the Club and inventor of a "hood" for carrying excess gas referred to this lifting agent as "FLOAT", which is a good description of its function.

George Newell was the inventor of a "gas motor" called "VOLTA" which

produced the "Lift Power" used on most of the airships.
This was a
modified version of earlier gas motor designs or
"converters" which
were used in earlier Aero models.

As for the Cripel Wagon...this was actually a wheeled
land vehicle
designed in 1837 by Friderich Schultz but was adapted in
1857 for
use as an airship by August Schoetler with the addition
of gas bags
and "air squeezers" which made the vehicle airborne,
converting it
into an airship with hydrowheels (wheels with water
inside instead
of air). "Air squeezers" were similar to "sucker
kickers" and
consisted of a tube through which air was compressed
and ejected
(similar to a jet engine).

The "Aero Buster" was an airship that was built but never
flown. It
was designed and built by Max Miser and was
equipped with a
parachute-like device. Before it was completed Max
Miser remarked
that if his Aero ever got off the ground he would not
want anybody
going up in it but him. "I am enough to break my neck",
he said.

The Aero was completed except for the installation of
the power
chamber and the fuel which only Peter Mennis could
provide, since he
was the only one who knew the secret formula for
producing it.
However, for some unknown reason, Peter Mennis refused to
provide the
fuel or help Miser with the construction of the gas
producing
chamber and consequently this aircraft was never able to
get off the
ground. Many years later (in 1912) Dellschau would
reminisce about
this incident and would remark on whether gasoline
would have
"filled the bill" and would have made it possible for
this airship
to fly. Of course, gasoline had not been discovered yet.

Of the more than one hundred airship designs in
Dellschau's books
probably not more than eight or ten were actually built
and flown.
And they were a howling success!

Why they didn't announce it to the world and reap their share of profits and fame from their efforts is strange indeed. Could it be that they were only conducting tests for others to follow? It is only too clear that NYMZA was a very strict organization and that any member who disregarded the rules of this secret society usually PAID WITH HIS LIFE.

Dellschau faced the same threat to his life and it is believed that he may have died a violent death, although this is strictly conjecture. The fact is that Dellschau died in the year 1923 at the age of 93 and was buried in Washington Cemetery in Houston, Texas. He left behind a dozen large volumes in which he told many things about their activities in California, but he never would say WHAT NYMZA WAS, nor what the initials stood for, except to say that it was work being done FOR THIS ORGANIZATION. Thus NYMZA remains a mystery to all except to those who may read this and KNOW its

Page 5

significance, for there may still be members of this society who will continue to keep their vows of secrecy and may still be working on yet other clandestine projects. You may very well ask; What experiments could they (the present members of NYMZA) be engaged in today? The spaceships of the 1990's? Who Knows?

P. G.

Navarro

* FROM THE U.F.O. BBS - 408-847-7910 *

Page 6

SUBJECT: AERO CLUB IN THE MID 1850's
FILE: UFO2875

PART 8

Taken from KeelyNet BBS
Sponsored by Vanguard Sciences
PO BOX 1031
Mesquite, TX 75150

There are ABSOLUTELY NO RESTRICTIONS
on duplicating, publishing or distributing the
files on KeelyNet except where noted!

February 15, 1992

This file courteously shared with KeelyNet through
the research efforts of Pete Navarro and Jimmy Ward.

If you might wish to correspond directly with Jimmy or
Pete, you may
do so at the following address:

Jimmy Ward
1511 Summer St.
Houston, TX 77007

Dellschau and other "Aeronauts"
by Jimmy Ward and P.G. Navarro

Among the thousands of drawings of strange and wondrous
aircraft
produced by Dellschau are notations, remarks, and
comments; some in
"clear" and some in code which, when pieced together, tell
the story
of a group of industrious, aeronautically-minded
inventors who
gathered in and around the towns of Sonora and Columbia,
California
about the middle of the 19th century. They were
members of an
"Aeroy Club", which was the original name of the
club, but was
changed to the "Sonora Aero Club" in 1858 after becoming
associated
with a Society "back East" known as NYMZA. Most of the
members of
the Sonora Aero Club were German immigrants, with at
least two
Spanish or Mexican members, one Frenchman, and three
or four
Englishmen.

The towns of Sonora and Columbia were not the
movie or TV
stereotypes of goldfish towns, which picture the
inhabitants of
mining towns in those days as rough-shod,
unmannerly, and
unschooled. It was on March 27, 1850 that Dr. Thaddeus
Hildreth,
his brother George, and a handful of prospectors made
their camp
near the site of what was to become Columbia. They found
gold there
and the stampede was on. Before the month was out there
were some
5,000 prospectors in the area and a thriving tent and
shanty town
was born.

At first it was called Hildreth's Diggings, then American Camp, and finally Columbia. Streets were laid out and the tents and shanties replaced by more permanent structures. By the end of 1852 there were more than 150 places of business (including 30 saloons and a brewery), a church, Sunday School, Masonic Lodge, and even a branch of the Sons of Temperance. In 1854, fire destroyed everything in

Page 1

the center of business district except for one brick building. In the next year and a half some 30 buildings were built, this time from locally produced red brick.

In 1854, following the fire, the New England Water Company was organized and supplied the town with its own water for domestic use and fire protection and, in July 1855, the first piped water was made available.

In August 1857, a second fire ravaged the town's business district and destroyed nearly all structures in a 15 block area. Following this fire, a volunteer fire department was organized and a new fire engine was purchased.

By 1860 the town had the usual Mexican fandango halls, gambling parlors, saloons and other "houses" of diversion so common to all mining towns in those days, but there were also more cultural establishments such as small circuses and theatrical groups, volunteer military companies, bands, and choral groups. There was even a two-story brick schoolhouse.

Sonora, just 6 miles south, was even less like the stereotype mining town and even contained several book stores that did a thriving business. It was the cultural center of the area, and the ideal location for a group of intelligentsia engaged in secret

experiments. Dellschau states that the group held their meetings in Sonora, but they built and tested their craft near Columbia and stored their dismantled craft in buildings in Columbia. Dellschau claims that an airship, which they called the "Aero Dora" had been built by August Schoetler, tested, and stored in Columbia. Also, what is now the Columbia Airport is the only level area for miles around and would have made an ideal test site. With all the mining equipment and building supplies pouring into Sonora and Columbia, parts for the secret craft would have passed unnoticed. The only problem would be keeping the test flights secret, but even the most ardent prospectors did not work all day, every day, and care could have been taken to fly only when the "coast was clear". The airships were equipped with wheels (many were self-propelled) and they could have been assembled and stored in a nearby location and wheeled out when the time was ripe for testing. This would have been simple enough to do since the body of the craft was wood and all the external equipment, such as landing gear, paddle wheels, etc. was bolted on.

This equipment could have been placed inside the body of the craft and transported as if they were large borax or equipment-hauling wagons, which would have attracted no special notice. The only attention it might have attracted would have been because of the strange and unusual appearance, but in those days there were many strange types of wagons which were used for different purposes. Only after it was re-assembled and the gas bag was attached would it lose its appearance as a wagon and look like the airship it was intended to be.

One aircraft that could have been easily transformed was the "Aero Goeit". This airship contained a section which could have been

changed to the appearance of a gypsy wagon. The section behind the main body was like a coal-tender behind a locomotive, but its purpose was to hold additional gas (for lift) and to provide locomotion.

Page 2

Incidentally, Goetz's Aero Goeit was flown over the California giant redwoods area and became entangled in one of the trees, resulting in the death of one of the club members. The caption on this drawing reads:

"Brother Goetz, you greedy guts, What you mean whit your one man flying trapp?

"Brother Newell, I mean One man is enough to breack his neck".

Another aircraft that was readily adaptable as a land vehicle was the "Crippel Wagon", designed and built by F.W. Schultze. It was originally designed as a land-traveling vehicle and was called the "Crippel Wagon Hydro-whir Auto". This vehicle was presumably built for land use, but was later outfitted with a gas bag and a converter by August Schoetler who turned it into a flying machine. However, it appears that due to some indiscretion of Schoetler's, which compromised the organization by divulging matters of secret trust, the plans for further development of the Auto-Aero was discontinued and the machine was dismantled. The possibilities for all the undertakings mentioned above are there, only the proof is lacking.

In reply to a letter, listing the names of all known club members, which was sent to Mr. Carlo De Ferrari, County Historian at Sonora, by one of the authors, Mr. De Ferrari had this to say:

"I have run the list of 62 names through my indices, but I have been unable to identify a single individual. Unless the names are aliases or in code, they seem to have no local connections.

"The area you identify as being where the experiments were conducted (now the Columbia Airport) was known as the Lawndale Gulch and French Gulch areas at the time and was adjacent to the town of Springfield. It was quite heavily mined and thickly populated. Certainly, if any such aerial activities were taking place there, someone would have noticed."

He then went into the fact that contemporary diaries and newspapers contained no mention of such activities. But then he added in closing:

"This does not necessarily mean that such activity did not take place; as it could have been carried out in a highly secretive manner."

Since this letter was written several tombstones have been found in the area bearing names SIMILAR to the names by Dellschau in his books. There is also NO trace of any Charles Arthur Dellschau, but there are records of two brothers, John Charles and Arthur D. Duchow. The records of the Duchow brothers are confusing and often contradictory. They appear to have been men of mystery themselves, to some degree. In one instance their name was spelled differently and several times they used each other's given names arbitrarily.

According to Dellschau's notations the group wanted secrecy about themselves AND their activities. They took great pains to ensure it. But all of this was probably unnecessary. Even with newspaper accounts and documentation, as an example, how many people know

Page 3

about President Lincoln's U.S. Army Corps of Aeronautics or his interest in Dr. Solomon Andrews' "Aereon"? For that matter, how many people have even HEARD of Dr. Solomon Andrews?

Dr. Solomon Andrews was an M.D. and, for a time, Mayor and Health Officer of Perth Amboy where he developed the town's first sewer system to help keep down cholera and yellow fever. He also invented a sewing machine, a barrel-maker, a fumigator, a velocipede, a gas lamp, forging presses, a kitchen stove and a pipe that would "filter out harmful substances" from the tobacco.

In 1849, Dr. Andrews purchased the old Army barracks at Perth Amboy, New Jersey and converted them into the "Inventor's Institute", where he was joined by many other inventors.

In 1861, Thaddeus Lowe flew 900 miles in an observation balloon that he had built. Lincoln made him chief of the newly formed U.S. Army Corps of Aeronautics and he presided over a fleet of observation balloons that were used in many Civil War engagements, mostly as spies in the sky. Since there was so little control on the balloons and the rebels were such crack shots, many were lost in the fighting.

A letter dated August 9, 1862, reached President Lincoln from Dr. Andrews in which he suggested "producing an aerostat for reconnaissance, if nothing more, in aid of the armies of the Union". Lincoln thought the idea had merit and asked to be kept informed and to have eyewitness accounts of the progress and test flights of Dr. Andrews' Aereon. Although reports were sent to the President, they never got beyond his secretary.

On June 1, 1863, Dr. Andrews brought his ship out for its maiden flight. It leaped into the air and flew INTO the wind at 200 feet. It was then brought down to a safe landing. His motorless aircraft had worked, and was navigable. A month later, with refinements, it was again tested with equally fine results. Another trial, on

September 4, before a reporter from the New York Herald, was so impressive, the newsman wrote, "With such a machine in the hands of Jefferson Davis, the armies around Washington would be powerless to defend the Capital".

Dr. Andrews was finally able to see President Lincoln and report to him personally. A Congressional committee was set up by the Secretary of War Edwin Stanton, to look into the invention and make recommendations. Hearings were held in March 1864 and immediate appropriations were recommended. But apparently no one heard of these recommendations and on March 22, 1865, Andrews received a letter from the House Military Affairs Committee that they were really not interested and, besides, the war was over.

This ended Lincoln's flying warships before they ever got off the ground. (No pun intended.) If an episode such as the above involving so many people in high places and so well publicized at the time can become unknown almost overnight, think how easy it would be to keep unknown activities of a group who strove to BE KNOWN.

Apropos to the above story are several notations and comments made by Dellschau in his drawings. For example :

Page 4

There are a series of drawings of "Jacke's Aero Hunter" which is an airship based on his brother Carl Schubert's original design, known as the "Aero Hunter". On one page is the note "a la Brother Andrews". This may be an error because the writing tapers to a point at the end and looks like a series of "e's" or undotted "i's".

At any rate, the ship uses 3 gas bags "a la Andrews" (Dr. Andrews Aereon) rather than the normal one on most of the other

Aeros. Also, Jacke Schubert designed a second craft, the Aero Hurray, also with 3 balloons or gas bags and flat tailfins in the rear "a la Andrews", unlike most other Aeros.

Another notation reads:

"Again, where material is used other than Peter's fuel, even the Army, using fire to ascend cannot stay up long, because nothing travels like Peter's Goose".

The above refers to Peter Mennis, who ALONE, knew the formula for producing the gas used on the Aeros.

Still another:

"And who are you to question our board? Now what makes (it) practical (to fly a) military airship (from) 10 or 100 miles an hour? ? ? Hell. Those acting officers act just like race track gamblers. No such questions asked as bullet-proof, good gas reservoir, fall-easy, anti-ballast! What did you say? Holy red tape.

"Yes, when weather suits - gas can be got when reaching camp! What won't Peter Mennis say to you, simply "nonsense". And what say I that long legged Prussian officer just more train. We got too much already. Amen."

And lastly a long message:

"How would our members laugh, over the deeds of today's Aeronauts. Nothing new under the heaven, says Brother Lewis Caro. They build them, with and without using gasses..but 300-400 feet long. Nay, nay, never!

"Yes, Dr. Saxe and Jourdan swearet for fool fun. All over us, but who of our members did not say, say No sir - Won't go! Now Kaiser Wilhelm wants sleeping rooms attached to his balloons! Say Jourdan, can't you supply his majesty? Now next dropping

thing from above shall be unlawful in war and peace time.

"No bomb - no packages - no stinkeys. Well, who cares for the laws - up in the clouds?

"Forbidden fruit tastes very sweet. For instance, the spys a flying general a ammunition train right under him. He let something droppe, to hear it boom, and burn it did! But exploding powders force Aero his flyer and he droppet down himself! All play things yet - good for time goe by, and money, yes money always to pay for the funn, and money earning only for mackers and Booler too. And now, my friends, Good Bye."

Page 5

CAAD

As can be seen from the above, the members, for the most part, were against war and did not want their craft to be used for war purposes. And they wanted nothing to do with violence and/or the military.

One of Dellschau's drawings graphically shows this. It is a collage divided down the center. One side consists of newsclippings about the subject of war and the uses of aircraft for this purpose, along with a picture of two men talking. Dellschau also includes a drawing of a black cat, a symbol he often used to designate evil or bad luck. The other half of the collage depicts a man and a woman carrying suitcases and golf clubs entering an Aero. The captions read: "From your Point of View" and "Our Point of View". A very good reason for keeping their discoveries secret!

There was also the element of fear; that their machines would be used by criminals, and several drawings contained a "Press Bluhmen"

with comments about such uses. In one instance,
along with a
drawing of the Aero IGOE, is an account both in
English, and in
German apparently for emphasis that reads:

"There stands below a custom house to collect lots of
taxes -

Stand there, not in my way. Come right up here and
doo collect
for fetching diamonds overland. If not, my dear
appraiser - we
going fast somewhere - we not telling you!

"There flies the burglar's windy craft with lots
of luckre,

stolen. What does he care for policeman up here.

And let me

tell you...Well you laugh. Have you a bank or a
store below?

If so, the time might come when you won't laugh. Nor
swear!"

Are these some of the reasons Dellschau took such great
pains to

make it difficult for anyone to read his books and learn
about the

Sonora Aero Club and their Aeros? Did the Club really
exist or is

it all a figment of Dellschau's imagination? For that
matter, who

is Dellschau? He did not seem to even exist prior to
1886 when he

came to Houston!

* THE U.F.O. BBS - <http://www.ufobbs.com/ufo> *
