

THE GREAT UFO DEBATE:
INTRODUCTION

In April of 1986, I attended the 10th Anniversary Convention and Banquet of the Committee for the Scientific Investigation of Claims of the Paranormal (CSICOP). There I sat next to a charming gentleman named Lucien Kemble, who told me to my surprise that he was a Franciscan monk. Fr. Kemble and I talked and dined together often at the convention, and we have maintained a correspondence ever since. His skeptical attitude towards the paranormal stems from his desire not to see the true works of God and Christ get lost in a flurry of metamagical fluff and nonsense. As an accomplished amateur star-gazer, he views the beautifully integrated mechanics of the universe itself as the one true "paranormal" occurrence.

In our correspondence, I raised with him my disagreement with CSICOP's attitude on UFOs. "SOMETHING is going on up there," I told him, "and Science is missing the boat." Rather than sneering at me condescendingly, as others have, he very politely and with genuine curiosity asked me my reasons for believing thus. It was then that the idea of a public electronic debate on the subject occurred to me.

The fortieth anniversary of the traditional beginning of the UFO era presents an appropriate time frame for a reasoned, objective discussion of the UFO issue, specifically, whether UFOs represent a genuine opportunity to add significantly to our knowledge of the universe, or are simply a figment of the collective imagination. As ParaNet is philosophically neutral territory, a sort of electronic "Hyde Park" of the paranormal, what better venue for such a discussion to take place.

Here, therefore, begins the second ParaNet Debate: UFOs, 1987 - After 40 Years, Have We Got ANYTHING? I will begin the debate with a

brief article, which will be posted here and submitted to Fr. Kemble for his reply. Copies of the submissions will be sent to various others in the field, skeptics and believers alike, for their perusal and possible response. In addition, all ParaNet users are invited to participate. You can submit a response by typing it on an ASCII word processor and uploading it to Section 1 - Ufology, or if it is less than 2000 characters, simply post it to the message base. Non-users can simply send a typewritten submission of up to 3000 words to: ParaNet, PO Box 17675, Fountain Hills, AZ, 85268. (If you happen to have access to IBM-formatted disks, you can submit in that manner as well.) As ParaNet is an eleemosynary entity, we regret that we cannot compensate anyone for a submission; we ask that you do this in the interest of public education. However, all copyrights will be honored and posted as requested.

The fruits of the debate will be stored in the ParaNet Library for reference by future generations of Truth-seekers.

And now, let the debate begin!

--Jim Speiser

The information that you are about to read, about a UFO incident, was supplied to Vanguard Sciences by Mr. Warren York. This information was obtained through the government Freedom of Information Act.

This UFO incident allegedly occurred at Alsworth AFB in South Dakota.

About 7 miles southwest of Nisland, Dakota.

UFO INCIDENT AT USAF MISSILE BASE

At 2059hrs., 16 Nov. 1977, Airmen 1C Phillips, Lt. A.Lims Security Control, telephone WSC. and reported an O2 alarm activation at L-9 and that Lims SAT #1, A-1C Jenkins & A-1C Raeke were dispatched, (Trip #62, ETA 2135hrs.)

At 2147hrs., A-1C Phillips telephones WSC and reported that the situation at L-9 had been upgraded to a COVERED WAGON PER REQUEST OF Capt. Stokes, Larry D., FSO.

Security Option 11 was initiated by WSC and Base CSC. BAF(Backup Security Force) #1&2, were formed. At 2340hrs., 16 Nov. 77, the following information was learned: Upon arrival (2132hrs.) at Site #L-9. LSAT. Jenkins & Raeke, dismounted the SAT vehicle to make a check of the site fence line.

At this time Raeke observed a bright light shinning vertically upwards from the rear of the fence line of L-9. (There is a small hill approximately 50 yards behind L-9)

Jenkins stayed with the SAT vehicle and Raeke proceeded to the source of the light to investigate. As Raeke approached the crest of the hill, he observed an individuals dressed in a glowing green metallic uniform and wearing a helmet with visor.

Raeke immediately challenged the individual, however; the individual refused to stop and kept walking towards the rear fence line of L-9. Raeke aimed his M-16 rifle at the intruder and ordered him to stop.

The intruder turned towards Raeke and aimed a object at Raeke which emitted a bright flash of intense light. The flash of light struck Raeke's M-16 rifle, disintegrating the weapon and causing second and third degree burns to Raeke's hands.

Raeke immediately took cover and concealment and radioed the situation to Jenkins, who in turn radioed a 10-13 distress to Line Control. Jenkins responded to Raeke's position and carried Raeke back to the SAT vehicle. Jenkins then returned to the rear fence line to stand guard.

Jenkins observed two intruders dressed in the same uniforms, walk through the rear fence line of L-9. Jenkins challenged the two individuals but they

refused to stop. Jenkins aimed and fired two rounds from his M-16 rifle.

One bullet struck one intruder in the back and one bullet struck one intruder in the helmet. Both intruders fell to the ground, however, approximately 15 seconds later Jenkins took cover and the light missed Jenkins.

The two intruders returned to the east side of the hill and disappeared.

Jenkins followed the two and observed them go inside a saucer shaped object approximately 20' in diameter and 20'thick. The object emitted a glowing greenish light.

Once the intruders were inside, the object climbed vertically upwards and

disappeared over the Eastern horizon. BAF> #1 arrived at the site at

2230hrs., and set up a security perimeter. Site Survey Team arrived at the

site (0120hrs.) and took radiation readings, which measured from 1.7 to 2.9

roentgens.

Missile Maintenance examine the missile and warhead and found the nuclear

components missing from the warhead. Col. Speaker, Wing Cmdr. arrived at

the site and set up an investigations. A completed follow-up report of this

incident will be submitted by order of Col. Speaker.

FOLLOW-UP INFORMATION: Raeke was treated at the base hospital for second and

third degree radiation burns to each hand.

Raeke M-16 rifle could not be located at the site.

UFOLOGY: AFTER 40 YEARS, STILL NO RESPECT

by Jim Speiser

On June 24th of this year, we will mark the 40th anniversary of the start of the present "flying saucer" era. No subject has captured the imagination or sparked so much controversy as the UFO phenomenon. It's been characterized as the "silly season that wouldn't go away."

And why hasn't it gone away? The debunkers tell us that such things run in cycles, and UFO flaps, or waves, are merely the effects of the domino

theory at work. A particularly well-publicized story in one section of the country, the theory goes, will cause starry-eyed true believers in other areas to suddenly delude themselves into believing that, "yeah, I seen it too!" That, they tell us, is what happened in 1973 when over 1200 cases were reported in the country, after a few sightings in the southeast were bally-hooed.

Yet, here we are in the Year of the UFO, with three major books on the market, Shirley MacLaine preaching the Gospel of Our Lady of the Pleiades, and a Japanese airliner serving French wine to gigantic flying walnuts. Where's the flap? In the first five months of 1987, the UFO Information Service has recorded only 27 sightings.

Isn't it possible that the cyclical nature of UFOs is a characteristic of the phenomenon itself, and not of our collective "attunement"? Such questions as this need to be addressed more honestly by those who tell us there's nothing new in our atmosphere.

And there are other questions. Why are we constantly fed bromides like, "Astronomers do not see UFOs"? When you adjust for the explainable sightings, they see them in approximately the same proportionate numbers as the general populace.

Explaining UFO sightings is one thing. Excessive, obsessive debunking is quite another. The rise of organized skepticism has raised negativism to a new art form. I call it "The Discount Muffler Theory of Ufology," because I am reminded of the TV commercial where two chimpanzees are banging on a muffler to get it to fit a car it was obviously not designed for. The debunkers constantly try to hammer the facts into place, in order to get them to fit a given situation.

The message of this New Negativism is clear: those of us interested in UFO research are nothing but childish, uneducated, anti-intellectual twits, who should probably go home and watch reruns of Star Trek. To be truly intellectually chic, these days, one must NOT let one's mind entertain such silly notions.

While a few skeptics grudgingly acknowledge the scientific competence of

some ufologists, the majority are characterized as unworthy of their letters. And those of us below the doctorate level are made to feel sympathy with the witches of Salem. I envision in the near future bumper stickers that say, "Kill a Believer for CSICOP."

Given that Ufology and "Mainstream Science" share a common ancestor, namely Curiosity, the question must be asked, Is all this abject negativism truly in the best interest of science? Perhaps the debunkers are right, and there really is nothing new under the sun. How has it harmed anyone to wonder, to look further, to investigate? One gets the impression that the skeptics would prefer us all to pack up our geiger counters, our VCRs, and our autographed copies of "Communion" and go home, never again to whisper the phrase, "UFOs are real". OK, what if we complied? And what if we were

right in the first place, BUT NEVER FOUND OUT? How great the loss to science?

As I said, questions remain. Questions like: If the Cash/Landrum case is a hoax, as Mr. Klass has said, how were Betty Cash and Vicki and Colby Landrum able to fake the symptoms of radiation poisoning? Can a bolide really remain in the Earth's atmosphere for 45 seconds...and then skip off into space? Can a group of ultralight pilots really perform a turn about a point in absolutely flawless formation, at night, without navigation lights? Are airline pilots with 20 years experience really capable of mistaking a planet 800 million miles distant for a gigantic spaceship only 8 miles distant?

I firmly believe that UFOs are worthy of responsible investigation; that some responsible investigation has occurred already, and has turned up evidence worth a closer look. I also firmly believe that as long as a substantial number of questions such as these remain unanswered, and a substantial number of ends remain loose, that the Extraterrestrial Hypothesis, no matter how scientifically unlikely, remains too important to dismiss out of hand.

There, I've said it. Get the stake ready for another witch.

(word processor parameters LM=8, RM=78, TM=2,
BM=2)

Taken from KeelyNet BBS (214) 324-3501
Sponsored by Vanguard Sciences
PO BOX 1031
Mesquite, TX 75150

August 26, 1990

newsclippings courtesy of Cheyenne Turner
President of Mufon Metroplex/Dallas

UFO's and the End of the World
commentary by Jerry W. Decker

Amid recent world events, many people we know and come in contact with have voiced concern that the end times might be upon us as predicted in the biblical chapter of Revelations.

The invasion of Kuwait by Iraq with the subsequent increase in oil prices brought on armed responses from the majority of world powers directed at Iraq and the actions of Saddam Hussein.

These armed responses have included trade embargos and is likely to lead to a condition of war, not yet decided at the time of this writing.

In a recent meeting with Cheyenne Turner of Mufon/Dallas, she kindly gave KeelyNet copies of newsclippings regarding a very strange UFO related incident involving Gulf Breeze.

The documents include a memorandum from VISIT (Vehicle Internal Systems Investigative Team) at PO BOX 890327, Houston, TX 77289-0327 announcing a meeting on August 23, 1990.

The VISIT program was to discuss the following :

- 1) Discussion of the MUFON 1990 Conference (held in Gulf Breeze, Florida)
- 2) More interesting Gulf Breeze info (the debunkers exposed)
- 3) The strange case of the AWOL soldiers (with attached newsclippings)

Six soldiers walk away from sensitive intelligence positions in West Germany and show up half way around the world in tiny Gulf Breeze, Florida.

How could this happen? What was their mission? These articles raise more questions than they answer. We will discuss the following questions and more at the next VISIT meeting.

* They were with the 701st Military Intelligence
Brigade. Each
held top secret clearances, but were allowed to walk
away from

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their posts and were discharged without a court
martial. Is
this the new policy of the military?

* A sargeant, along with two specialists and
three pfc's,
comprise a squad. Did they have a charter OTHER
then what has
been advertised?

* Is the crazy religious story a cover?

* Why did Police Chief Brown receive a phone
call from the
Pentagon only five minutes after his inquiry about
Michael J.
Hueckstaedt? Why was he told not to question
anyone in the
group?

* Why did Heuckstaedt say to the arresting officer
"you don't know what you are doing. If you
take me in you have signed my death
warrant."?

* Who did they plan to kill? What was the real reason?

* How does psychic Anna Foster figure into what is
happening in
Gulf Breeze?

* What will happen to the Gulf Breeze police officer
responsible
for exposing the activity?

* Will the six return to Gulf Breeze to finish the job
now that
they have been officially "discharged"?

The newspaper clippings which follow were attached
to

the memorandum and mailed out to the VISIT membership.

The Sentinel - Gulf Breeze
Thursday, July 19, 1990 - Page 9A

SIX ARRESTED FOR DESERTING U.S. ARMY

Six US Army soldiers were taken into custody by military authorities for being AWOL and transported to Fort Benning, Georgia last Saturday.

The six were apprehended after one of the soldiers, Michael J. Hueckstaedt was stopped by Gulf Breeze Police Officer Don Stevens for a broken tail light.

Hueckstaedt had no identification and a computer check found him to be one of six soldiers wanted for being Absent Without Official Leave (AWOL). Four of the soldiers were found at Anna Foster's home on McClure Drive in Gulf Breeze and one (a female) was staying at a campsite at Fort Pickens.

When police went to the Foster home Saturday morning, the soldiers had several duffel bags, suitcases and briefcases, and about \$4,000 in cash.

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***** The six belong to a group called "The End of the World" and claim they came to this area for the "Rapture" which they believe will take place HERE in October. *****

The soldiers have been sought by authorities since July 9th, when they were found missing from their military intelligence unit in West Germany.

Gulf Breeze Police Chief Jerry Brown said that no arrests were made,
and they were turned over to the CIA and FBI before going to Fort Benning.

Michael J.Hueckstaedt, 19, is from Farson,
Wyoming

The five other soldiers are :

William N. Setterberg, 20, of Pittsburgh, PA
Kenneth G. Beason, 26, of Middlesboro, Tenn
Vance A. Davis, 25, of Wichita, Kansas
Kris P. Perlock, 20, of Hudson, Wisconsin
and Annette Eccleston, 22 of Connecticut.

Northwest Florida Daily News
July 20th, 1990

6 AWOL SOLDIERS SAY THEY AIMED TO KILL
ANTICHRIST

Gulf Breeze - Six soldiers, reported by an unofficial military newspaper to be on a mission to kill the Antichrist, were charged Thursday with desertion from their intelligence unit in West Germany, Pentagon spokesman said.

A friend also told another newspaper that one of the soldiers arrested in this Florida Panhandle city, a hotbed for UFO sightings, was interested in unidentified flying objects and wanted to attend a UFO convention in nearby Pensacola.

The religious beliefs of the soldiers, described as Christian fundamentalists, are not part of the Army's investigation, said Major Joe Padilla, an Army spokesman at the Pentagon.

"It's pretty cut and dried. It's getting drier each day," Padilla said. "We are not allowed to look into religious groups by statute so we don't."

The five men and a woman, all members of the 701st Military

Intelligence Brigade at Augsburg, West Germany are being held at Fort Benning, Ga. They were arrested Friday and Saturday after police stopped one of them for a traffic violation.

They were charged with desertion RATHER THAN THE LESSER OFFENSE of being absent without leave because they held top-secret security clearances, said Pentagon spokesman Pete Williams.

Padilla said it will be up to the soldier's commanding officer to decide whether to hold a court-martial or take lesser administrative action.

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A counter-intelligence investigation is being conducted as a matter of routine because the six, all analysts assigned to intercepting, identifying and exploiting foreign communications, had handled classified material, military spokesmen say.

"There still appears to be no independent evidence of any espionage or security related problem here," Williams said Thursday.

A member of their unit told the newspaper "Stars and Stripes" the six were out to FIND AND DESTROY THE ANTICHRIST, the figure the Bible says will challenge Christ. He spoke on the condition his name would not be disclosed.

Padilla, an Army spokesman at the Pentagon, Wednesday retracted an earlier statement that the six were members of a group known as "The End of the World."

But "Stars and Stripes" quoted the soldier from the Augsburg unit as saying that the cult has ADDITIONAL MEMBERS IN THE AREA.

"There are others who are upset because they didn't get invited," to

go along on the search for the AntiChrist, the newspaper quoted the soldier as saying.

Beason (one of the group) was interested in science fiction and UFO's and very gullible, Stan Johnson told the Pensacola News Journal for a story published Thursday. Johnson, a Morristown photographer, said in a telephone interview that he picked up Beason and Hueckstaedt July 6th at the McGee-Tyson Airport in Knoxville, Tenn.

"He was one of those people who believed anything someone would tell him," Johnson said of Beason. "The idea that he was arrested, or that he was hanging around with cult-like grouped didn't surprise me. He kind of live in a science fiction fantasy world sometimes."

Beason told Johnson he was going to Pensacola for a UFO convention.

The Mutual UFO Network (MUFON) held its 21st annual symposium in Pensacola, attracted there by the numerous sightings reported in Gulf Breeze, July 6-8, but officials of the organization said they couldn't say whether Beason or Hueckstaedt attended.

Gulf Breeze Police Chief Jerry Brown discounted that possibility, saying the soldiers did not arrive in the area until July 9th.

Beason told a similar story to his sister and her husband, Caroly and Charles Reed, when he spent the night, July 7 at their home in Talbott, Tenn., the Knoxville News-Sentinel reported Thursday.

The Reeds said Beason had met a woman named Anna when he was stationed in Pensacola, and she got him involved with a group that believed the government was covering up alien visits to Earth. Part of the group's mission was to reveal that cover-up.

Some of MUFON's members have accused the government of such a cover-

up but the organization has not made such a policy statement itself,
said Don Ware of Fort Walton Beach, the group's Eastern Regional Director.

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Thursday, July 26, 1990

UFO SOLDIERS WON'T FACE COURT-MARTIAL

Six U.S. soldiers who went AWOL from intelligence posts in West Germany and were arrested at a Florida beach known for UFO reports won't be court-martialed. But many other questions remain.

Were the six - five men and a woman - acting on "psychic input" from biblical figures and preparing for the world's end, as a friend of one suggested?

Did they plan to move to the West and live "like a survivalist group," as a police captain said he was told by two in the group?

Or was there another explanation of the events that began unfolding when the six, who held top-secret security clearances, left the 701st Military Intelligence Brigade in Augsburg, West Germany, early this month?

"Don't judge them yet. They have a right to defend themselves,"

said Anna Foster, at whose Gulf Breeze, Florida, home four of the

six were arrested July 14. Foster, a civilian described by authorities as a psychic, is not charged in the case.

The Army offered the six "non-judicial punishment" - no trial by

court-martial - after an investigation by the Army Intelligence and

Security Command found no evidence of espionage.

At Fort Knox, KY., where the six were being held, Major Ron Mazzia said they could receive reductions in pay or rank, or both, and could be fined. Specific terms will be determined by an officer acting as a sentencing judge.

Having lost their security clearances, the six might be discharged, Mazzia said.

They were reported missing in West Germany on July 9th. On Friday the 13th, Pfc. Michael Hueckstaedt was stopped in Gulf Breeze for driving a van with non-working taillights. A computer check found him to be absent without leave.

Army information and a search of the van revealed the whereabouts of the five other soldiers.

Saturday, July 28, 1990

6 DISCHARGED IN MYSTERIOUS AWOL STINT

Fort Knox, KY - The Army on Friday discharged six soldiers who left their intelligence unit in Europe and went to a Florida town known for frequent sightings of UFO's.

The soldiers were reported missing July 9th from Augsburg, West Germany, and were arrested a few days later in Gulf Breeze, FL.

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An investigation found no evidence the soldiers from the 701st Military Intelligence Brigade had been involved in espionage during the time they were AWOL, said Major Ron Mazzia, a spokesman for Fort Knox, where the soldiers were detained.

Stan Johnson of Bybee, Tenn., a friend of one of the soldiers, Spec.

Kenneth G. Beason, 26, said Beason told him they had been "chosen by

DIVINE INTERVENTION to help prepare for the end of the world, which

was supposed to occur in about EIGHT YEARS FROM NOW."

Johnson added that, "when the second coming of Christ occurred,

Jesus Christ was going to ARRIVE IN A SPACESHIP."

Gulf Breeze, where Beason and others in the group received training, has had many reports of UFO sightings. A symposium of the

Mutual UFO Network, concluded there July 8th, police said.

We don't know quite what to make of this, but it needs to be out on the nets so it has been typed in for distribution.

Please feel free to pass it around.

If you have comments or other information relating to such topics as

this paper covers, please upload to KeelyNet or send to the Vanguard

Sciences address as listed on the first page. Thank you for your consideration, interest and support.

Jerry W. Decker.....Ron Barker.....Chuck
Henderson

Vanguard Sciences/KeelyNet

If we can be of service, you may contact
Jerry at (214) 324-8741 or Ron at (214) 484-3189

No longer a Time to Debate!

by Ralph Toscano

There exists the possibility that the UFO phenomenon is far stranger than we are led to believe. The UFO-Buff considers each case as authentic, and that the "space-brothers" are here for our redemption. Then on the other hand you have the hard-core skeptic. His major focus is to see that all the people who have a UFO experience are discredited at whatever cost. Last, and perhaps most important, you have the concerned investigators, who unfortunately are stuck between these warring factions, and sometimes being pushed into one of these camps without any consideration for his true expertise. The thought has crossed my mind that perhaps the best way to cover for any activity would be to get the people of the particular race so involved with arguing amongst each other that they actually "miss the boat" as far as what is really going on around them. I feel that the strangeness of this phenomena is not entirely centered around the "Extra-terrestrial Hypothesis". I think that for the most part, it has been the government of each country that has made this phenomena so mysterious.

If you go on the premise that the documents recovered through the FOIA are legitimate, then these materials speak for themselves. The U.S. government is obviously up to some clandestine operation designed to suppress or discredit any individual victim to a UFO experience. And the documents go MUCH deeper, there are hints that the government actually has in its possession assorted space debris TOTALLY alien to planet Earth!! Even if these documents prove to be bogus, and we have no reason to think they are, then we must turn to the many incidents in which irrefutable physical side-effects are our best evidence. The whole phenomena is not going to go away, its been around a lot longer than the 40 years we acknowledge. There are many passages in the Bible which describe strange lights or even vehicles that parallel the incidents that occur today. These occurrences continue throughout history.

It is no longer a question of is there something happening here, but more a question of WHAT is happening here! Since we cannot rely on our military or even our government for that matter, any information must come from other sources inside these communities. It is time for an operation such as "BluePeace" to swing into action! Let's get the congressional hearings started now! All the skeptics will be needing a change of shorts when this happens.

(word processor parameters LM=8, RM=78, TM=2,
BM=2)

Taken from KeelyNet BBS (214) 324-3501
Sponsored by Vanguard Sciences
PO BOX 1031
Mesquite, TX 75150

September 11, 1990
uploaded to KeelyNet courtesy of Mike Peraaho

Taken from:
The Pioneer, Bemidji, Minnesota, Friday,

August 31, 1990

Witnesses marvel at mystery objects
by Pat Miller, Staff Writer

It seems that Bemidji wasn't the lone city on the path of last weeks unexpected visitor from the sky as craft of similar description were sighted in every corner of the area.

Reports of sightings have surfaced from Park Rapids, Clearbrook, Laporte, Zerkel and Turtle River and the common threads among the varying accounts are the lack of noise and the shape.

Between 9:30 and 10 p.m. last Thursday [August 23, 1990] Dick McLaurie of Bemidji and his son Tony were heading home from a fishing excursion east of Blackduck when they saw the craft near Castle Highlands Golf Course.

We saw them approaching us from the direction of Bemidji and we pulled over to watch the show, said McLaurie. They were about one-quarter of a mile away from us and one-quarter of a mile in the air and we watched them for about three or four minutes.

What McLaurie saw was at least five different objects shaped like the bullet with wings that Julie Knutson described last week. The objects sported a series of light and they all traveled together in a convoy formation.

There were five or six different vehicles flying in a group, McLaurie recalled. At first they were moving slowly but then they started sparking and sped up. All of a sudden all the lights went out and the things really took off in the direction of Blackduck. They certainly moved faster than any plane I've ever seen.

At 9:50 that same evening Tom Crissinger of Northward Ho Resort on Long Lake near Park Rapids was among a group of about 14 people who saw a similar display.

They looked like the space shuttle and were about the size of a big jet. But they didn't make any noise, Crissinger said. They trailed balls of something like fire about a mile long and over the lake they were easy to see. We also saw about 20 square windows on the side (of the craft) and we kept asking each other if anybody else saw the windows. And everyone did.

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The objects continued over the lake in the direction of Bemidji and followed a slowly ascending course.

Greg Gasman of rural Laporte also witnessed the show from his backyard between 9:30 and 10 p.m. His immediate attention was on an airplane he could clearly hear and see high in the sky but when his gaze returned earthward it was interrupted by the sight of three unusual visitors low to the ground.

They were almost touching each other and each one had front lights and back lights, he said. The silhouette of each was of a long cylindrical object and they were traveling in a convoy.

Unlike the other reports which had the craft heading in a northeasterly direction, Gasman's objects traveled from the southeast to the northwest.

They were heading straight for Bemidji and going northwest, he said.

What surprised me the most was that there were no sparks, no sign of what propelled them, and they made no noise. It was a very quiet night but still they didn't make a sound.

Additional articles appeared in The Pioneer on August 26, 28, and 30 with similar information.

Other persons sighting the craft were Wayne Bitz and Dave Mathisen of Bemidji, Diane Wagner from the east side of Big Bass Lake, and Jami Knutson, 11-year-old daughter of Julie Knutson of Bemidji, and NORAD tracked the object on radar.

Here is an interesting quote from the August 28 story:

"The official word on the mysterious lights which were visible over the Bemidji area Thursday night is (probably) a returning rocket body that decayed in space and reentered the atmosphere."

That explanation was offered by Major David Griffard of the North American Air Defense Command based at Peterson Air Force Base near Colorado Springs, Colo.

He said he cannot disclose other information about the rocket but said NORAD received calls from Minnesota, South Dakota, North Dakota, Nebraska, Wyoming and Trinidad about the object.

A spokesman from the Grand Forks Air Base said that no planes from that base were in the air Thursday evening and the objects the Knutson's saw did not have their roots at the base.

If you have comments or other information relating to
such topics as this paper covers, please upload to KeelyNet or
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>> Mr. Howard is the former Western States Associate Director of the venerable Ground Saucer Watch (GSW).

Forty years! Forty years since the Kenneth Arnold sighting near Mt. Rainier in Washington state. Forty years since the popular press coined the term "flying saucer."

An incredible span of time for so little accomplishment in discovering the secrets of the enigmatic UFO. An incredible span of time for such little scientific headway in explaining the UFO phenomena.

Or has there been little progress?

During this period the Air Force concluded Project Twinkle with the assertion that the UFO phenomena was not of earthly origin. Some time later the Air Force repudiated that conclusion and instituted Project Blue Book to explain away the phenomena.

In the same period the Robertson panel, in essence, concluded that the American people were not psychologically capable of accepting the truth of the existence of extraterrestrials. That such information could cause mass hysteria and economic collapse.

We've had Adamski and Van Tassel. We've also had hoaxers, grifters, and scam workers galore, those that sought notoriety, glamor, fame and money through exploitation of the UFO phenomena.

We, as a nation, have in the same time created a space program and landed men on the moon. We have created an international telecommunications network with man made orbiting satellites. We have created electricity through the use of controlled nuclear fission. We have launched ships and submarines propelled, and spacecraft powered by that selfsame energy.

For a short time shadowy "men in black" seemed to haunt those that reported a UFO. And the scientists of our nation took flight with a great monotonous cry denouncing reported UFO sightings as misapprehension, reflections from birds, sunlight glinting from high flying aircraft, swamp gas, hoax, any and everything but an honest evaluation of the phenomena.

In light of our national accomplishments and great strides in technology, and despite incredible, even superhuman, efforts by the debunkers, the UFO phenomena persists. There is a core of inexplicable sightings reported by reputable citizens. Inexplicable, in the sense that they are too well documented by people with nothing to gain from their reports except, invariably, a big hassle and a desire for the truth. Inexplicable in the sense that these few reports are not explained by any known phenomena.

The FOIA has given the serious researchers and investigators a tool with which, hopefully, to free the UFO phenomena from the clutches of governmental secrecy. We, additionally, need to continue the pursuit of "good" sightings. We need to analyze and correlate the data that we have. We need to establish a working hypothesis or hypotheses that can and will account for all the cases of reported UFO sightings.

What is my axe?, you might ask. I remember my interest as I read the newspaper account of the Arnold sighting, and my immature speculation regarding the account. Man and boy, for forty years, I have followed the continuing UFO reports. I have been air crew and pilot, backyard astronomer and photographer, professionally involved in electronics and computers, yet the interest remains. I have been involved with organizations whose goal was the scientific investigation of the UFO phenomena and I participated in a number of field investigations of purported UFO sightings with no slackening of interest.

Truly it has waxed and waned, with the seasons of my life,
occupying
differing degrees of priority as those seasons have passed; yet,
the
interest still remains.

What is the explanation of this enigmatic UFO phenomena?
For the
unknowns there is, as yet, no satisfactory scientific
explanation.

Do I believe in a phenomena, global in nature, respecer
of no
person or intellect, seemingly oblivious to national boundaries,
cares
nothing for season or belief, and repeats in tantalizing ways?
Sure!
I believe that something, as yet unexplained, is happening in
the
skies over the planet earth, or in the minds of earth people
every-
where, and I would like to live long enough to see this
mystery
solved.

(word processor parameters LM=8, RM=78, TM=2,
BM=2)

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October 16, 1990

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How to Build a Flying Saucer
After So Many
Amateurs
Have Failed

An essay in Speculative Engineering

by T. B. Pawlicki

At the end of the nineteenth century, the most distinguished scientists and engineers declared that no known combination of materials and locomotion could be assembled into a practical flying machine. Fifty years later another generation of distinguished scientists and engineers declared that it was technologically infeasible for a rocket ship to reach the moon. Nevertheless, men were getting off the ground and out into space even while these words were uttered.

In the last half of the twentieth century, when technology is advancing faster than reports can reach the public, it is fashionable to hold the pronouncements of yesterday's experts to ridicule. But there is something anomalous about the consistency with which eminent authorities fail to recognize technological advances even while they are being made. You must bear in mind that these men are not given to making public pronouncements in haste; their conclusions are reached after exhaustive calculations and proofs, and they are better informed about their subject than anyone else alive. But by and large, revolutionary advances in technology do not contribute to the advantage of established experts, so they tend to believe that the challenge cannot possibly be realized.

The UFO phenomenon is a perversity in the annals of revolutionary engineering. On the one hand, public authorities deny the existence of flying saucers and prove their existence to be impossible. This is just as we should expect from established experts. But on the other hand, people who believe that flying saucers exist have produced findings that only tend to prove that UFOs are technologically infeasible by any known combination of materials and locomotion.

There is reason to suspect that the people who believe in the existence of UFOs do not want to discover the technology because it is not in the true believer's self interest that a flying saucer be

Page 1

within the capability of human engineering. The true believer wants to believe that UFOs are of extraterrestrial origin because he is seeking some kind of relief from debt and taxes by an alliance with superhuman powers.

If anyone with mechanical ability really wanted to know how a saucer flies, he would study the testimonies to learn the flight characteristics of this craft, and then ask, "How can we do this saucer thing?" This is probably what Werner Von Braun said when he decided that it was in his self-interest to launch man into space: "How can we get this bird off the ground, and keep it off?"

Well, what is a flying saucer? It is a disc-shaped craft about thirty feet in diameter with a dome in the center accommodating the crew and, presumably, the operating machinery. And it flies. So let us begin by building a disc-shaped airfoil, mount the cockpit and the engine under a central canopy, and see if we can make it fly. As a matter of fact, during World War II the United States actually constructed a number of experimental aircraft conforming to these specifications, and photographs of the craft are published from time to time in popular magazines about science and flight. It is highly likely that some of the UFO reports before 1950 were sightings of these test flights. See how easy it is when you 'want' to find answers to a mystery?

The mythical saucer also flies at incredible speeds. Well, the speeds believed possible depend upon the time and place of the observer. As stated earlier, a hundred years ago, twenty-five miles per hour was legally prohibited in the belief that such a terrific velocity would endanger human life. So replace the propeller of the experimental disc airfoil with a modern aerojet engine. Is mach 3 fast enough for believers?

But the true saucer not only flies, it also hovers. You mean like a Hovercraft? One professional engineer translated Ezekiel's description of heavenly ships as a helicopter-cum-hovercraft.

But what of the anomalous electromagnetic effects manifest in the space surrounding a flying saucer? Well, Nikola Tesla demonstrated a prototype of an electronic device that was eventually developed into the electron microscope, the television screen, an aerospace engine called the Ion Drive. Since World War II, the engineering of the Ion Drive has been advanced as the most promising solution to the propulsion of interplanetary spaceships. The drive operates by charging atomic particles and directing them with electro-magnetic force as a jet to the rear, generating a forward thrust in reaction. The advantage of the Ion Drive over chemical rockets is that a spaceship can sweep in the ions it needs from its flight path, like an aerojet sucks in air through its engines. Therefore, the ship must carry only the fuel it needs to generate the power for its chargers; there is no need to carry dead weight in the form of rocket exhaust. There is another advantage to be derived from ion rocketry: The top speed of a reaction engine is limited by the ejection velocity of its exhaust. An ion jet is close to the speed of light. If space travel is ever to be

practical, transport will have to achieve a large fraction of the speed of light.

In 1972 the French journal Science et Avenir reported Franco-

Page 2

American research into a method of ionizing the airstream flowing over the wings to eliminate sonic boom, a serious objection to the commercial success of the Concorde. Four years later a picture appeared in an American tabloid of a model aircraft showing the current state of development. The photograph shows a disc-shaped craft, but not so thin as a saucer; it looks more like a flying curling stone. In silent flight, the ionized air flowing around the craft glows as a proper ufo should. The last word comes from an engineering professor at the local university; he has begun construction of a flying saucer in his backyard.

To the true believer, the flying saucer has no jet. It seems to fly by some kind of antigravity. As antigravity is not known to exist in physical theory or experimental fact in popular science, the saucer is clearly alien and beyond human comprehension. But antigravity depends upon what you conceive gravity to be, doesn't it?

For all practical purposes, you do not have to understand what Newton and Einstien mean by gravity. Gravity is an acceleration downward, to the center of the earth. Therefore, antigravity is an acceleration upward. As far as practical engineering is concerned, any means to achieve a gain in altitude is an antigravity engine. An airplane; a balloon; a rocket; a stepladder; all are antigravity

engines. See how easy it is to invent an antigravity engine?

There are three basic kinds of locomotive engines. The primary

principle is traction. The foot and the wheel are traction engines.

The traction engines depend upon friction against a surrounding

medium to generate movement, and locomotion can proceed only as far

and as speedily as the surrounding friction will provide. The

second principle is displacement. The balloon and the submarine

rise by displacing a denser medium; they descend by displacing less

than their weight. The tertiary drive is the rocket engine. A

rocket is driven by reaction from the mass of material it ejects.

Although a rocket is most efficient when not impeded by a

surrounding medium, it must carry not only its fuel but also the

mass it must eject. As a consequence, the rocket is impractical

where powerful acceleration is required for extended drives. In

chemical rocketry, ten minutes is a long burn for powered flight.

What is needed for practical antigravity locomotion is a fourth

principle which does not depend upon a surrounding medium or

ejection of mass.

You must take notice that none of the principles of locomotion

required any new discovery. They have all been around for thousands

of years, and engineering only implemented the principle with

increasing efficiency. A fourth principle of locomotion has also

been around for thousands of years: It is centrifugal force.

Centrifugal force is the principle of the military sling and the

medieval catapult.

Everyone knows that centrifugal force can overcome gravity. If

directed upward, centrifugal force can be used to drive an

antigravity engine. The problem engineers have been unable to solve

is that centrifugal force is generated in all directions on the plane of the centrifuge. It won't provide locomotion unless the force can be concentrated in one direction. The solution of the sling, of releasing the wheeling at the instant the centrifugal

Page 3

force is directed along the ballistic trajectory, has all the inefficiencies of a cannon. The difficulty of the problem is not real, however. There is a mental block preventing people from perceiving a centrifuge as anything other than a flywheel.

A bicycle wheel is a flywheel. If you remove the rim and tire, leaving only the spokes sticking out of the hub, you still have a flywheel. In fact, spokes alone make a more efficient flywheel than the complete wheel; this is because momentum only goes up only in proportion to mass but with the square of speed. Spokes are made of drawn steel with extreme tensile strength, so spokes alone can generate the highest level of centrifugal force long after the rim and tire have disintegrated. But spokes alone still generate centrifugal force equally in all directions from the plane of rotation. All you have to do to concentrate centrifugal force in one direction is remove all the spokes but one. That one spoke still functions as a flywheel, even though it is not a wheel any longer.

See how easy it is once you accept an attitude of solving one problem at a time as you come to it? You can even add a weight to the end of the spoke to increase the centrifugal force.

But our centrifuge still generates a centrifugal force

acceleration in all directions around the plane of rotation even though it doesn't generate acceleration equally in all directions at the same time. All we have managed to do is make the whole ball of wire wobble around the common center of mass between the axle and free end of the spoke. To solve this problem, now that we have come to it, we need merely to accelerate the spoke through a few degrees of arc and then let it complete the cycle of revolution without power. As long as it is accelerated during the same arc at each cycle, the locomotive will lurch in one direction, albeit intermittently. But don't forget that the piston engine also drives intermittently. The regular centrifugal pulses can be evened out by mounting several centrifuges on the same axle so that a pulse from another flywheel takes over as soon as one pulse of power is past it's arc.

The next problem facing us is that the momentum imparted to the centrifugal spoke is carries it all around the cycle with little loss of velocity. The amount of concentrated centrifugal force carrying the engine in the desired direction is too low to be practical. Momentum is half the product of mass multiplied by velocity squared. Therefore, what we need is a spoke that has a tremendous velocity with minimal mass. They don't make spokes like that for bicycle wheels. A search through the engineers' catalog however, turns up just the kind of centrifuge we need. An electron has no mass at rest (you cannot find a smaller minimum mass than that); all it's mass is inherent in its velocity. So we build an electron raceway in the shape of a doughnut in which we can accelerate an electron to a speed close to that of light. As the speed of light is approached, the energy of acceleration is converted to a momentum approaching infinity. s it happens, an

electron accelerator answering our need was developed by the University of California during the last years of World War II. It is called a betatron, and the doughnut is small enough to be carried comfortably in a man's hands.

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We can visualize the operation of the Mark I from what is known about particle accelerators. To begin with, high energy electrons ionize the air surrounding them. This causes the betatrons to glow like an annular neon tube.

Therefore, around the rim of the saucer a ring of lights will glow like a string of shining beads at night. The power required for flight will ionize enough of the surrounding atmosphere to short out all electrical wiring in the vicinity unless it is specially shielded. In theory, the top speed of the Mark I is close to the speed of light; in practice there are many more problems to be solved before relativistic speeds can be approached.

The peculiar property of microwaves heating all material containing the water molecule means that any animal luckless enough to be nearby may be cooked from the inside out; vegetation will be scorched where a saucer lands; and any rocks containing water of crystallization will be blasted. Every housewife with a microwave knows all this; only hard-headed scientists and soft-headed true believers are completely dumbfounded. The UFOnuts would be cooked by their own engines, too, if they left the flight deck without shielding. This probably explains why a pair of UFOnuts, in a widely published photograph, wear reflective plastic jumpsuits.

Mounting the betatrons outboard on a disc is an efficient way to get them away from the crew's compartment, and the plating of the hull shields the interior. At high accelerations, increasing amounts of power are transformed into radiation, making the centrifugal drive inefficient in strong gravitational fields. The most practical employment of this engineering is for large spacecraft, never intended to land. The flying saucers we see are very likely scouting craft sent from mother ships moored in orbit. For brief periods of operation, the heavy fuel consumption of the Mark I can be tolerated, along with radiation leakage - especially when the planet being scouted is not your own.

When you compare the known operating features of particle centrifuges with the eyewitness testimony, it is fairly evident that any expert claiming flying saucers to be utterly beyond any human explanation is not doing his homework, and he should be reexamined for his professional license.

For dramatic purpose, I have classified the development of the flying saucer through five stages:

fixed disc,	Mark I	- Electronic centrifuges mounted around a
		outboard.
around a	Mark II	- Electronic centrifuges mounted outboard
		rotating disc.
around a	Mark III	- Electronic centrifuges mounted outboard
harmonize		rotating disc, period of cycles tuned to
		with ley lines, for jet assist.
coordinates	Mark IV	- Particle centrifuge tuned to modify time
		by faster than light travel.
and crystal	Mark V	- No centrifuge. Solid state coils
directly for		harmonics transforms ambient field
rematerialization		dematerialization and
		at
		destinations in time and space.

Now that the UFO phenomenon has been demystified and reduced to

Page 5

human ken, we can proceed to prove the theory. If your resources are like those of the PLO, you can go ahead and build your own flying saucer without any further information from me, but I have nothing to work with except the junk I can find around the house.

I found an old electric motor that had burned out, but still had a few turns left in it. I drilled a hole through the driving axle so that an eight inch bar would slide freely through it. I mounted the motor on a chassis so that the bar would rotate on an eccentric cam. In this way in end of the bar was always extended in the same direction while the other end was always pressed into the driving axle. As both ends had the same angular velocity at all times, the end extending out from the axle would always have a higher angular momentum. This resulted in a concentration of centrifugal acceleration in one direction. when I plugged the in the motor, the sight of my brainchild lurching ahead - unsteadily, but in a constant direction, - gave me a bigger thrill than my baptism of sex - lasted longer, too. But not much longer. In less than twenty seconds the burned-out motor gasped its last and died in a puff of smoke; the test run was broadcast on radio microphone but the spectacle was lost without television. Because my prototype did not survive long enough to run in two directions I had to declare the test inconclusive because of mechanical breakdown. So, what the hell, the Wright brothers didn't get far off the ground the first time they tried either. Now that I know the critter will move, it

is worthwhile to put a few bucks in to a new motor, install a clutch, and gear the transmission down. One problem at a time is the way it goes.

A rectified centrifuge small enough to hold in one hand and powered by solar cells, based on my design, could be manufactured for about fifty dollars (depending on production and competitive bids). Installed on Skylab, it would be sufficient to keep the craft in orbit indefinitely. A larger Hyperspace Drive (as I call this particular design) will provide a small but constant acceleration for interplanetary spacecraft that would accumulate practical velocities over runs of several days.

It is rumored that a gentleman by the name of Dean invented another kind of antigravity engine sometime during the past fifty years, but I have been unable to track down any more information except that its design consists of wheels within wheels. A gentleman in Florida, Hans, Schnebel, sent me a description of a machine he built and tested that is similar in principle to the Dean drive. Essentially, a large rotating disk has a smaller rotating disc on one side of the main driving axle. The two wheels are geared together so that a weight mounted on the rim of the smaller wheel is always at the outside of the larger wheel during the same length of arc of each revolution, and always next to the main axle during the opposite arc. What happens is that the velocity of the weight is amplified by harmonic coincidence with the large rotor during one half of its period of revolution, and diminished during the other half cycle. This concentrates momentum in the same quarter continually, to rectify the centrifuge. The result is identical to my Hyperspace Drive, @ut has the beauty of continuously rotating motion. Now, if the Dean drive is made with a huge main

rotor, - like about thirty feet in diameter - there is enough room to mount a series of smaller wheels around the rim, set in gimbals

Page 6

for attitude control, an Mr. Dean himself has himself a model T

Flying Saucer requiring no license from the AEC.

In 1975, Professor Eric Laithwaite, Head of the Department of Electrical Engineering at the Imperial College of Science and Technology in London, England, invented another approach to harnessing the centrifugal force of a gyroscope to power an antigravity engine - well, he almost invented it, but he did not have the sense to hold onto success when he grasped it. Professor Laithwaite is world-renowned for his most creative solutions to the problems of magnetic-levitation-propulsion systems, and the fruit of his brain is operating today in Germany and Japan, his railway trains float in the air while traveling at over three hundred miles per hour. If anyone can present the world with a proven anti gravity engine, it must be the professor.

Laithwaite satisfied himself that the precessional force causing a gyroscope to wobble had no reaction. This is a clear violation of Newton's Third Law of Motion as 'generally conceived'. Laithwaite figured that if he could engage the precessional acceleration while the gyroscope wobbled in one direction and release the precession while it wobble in other directions, he would be able to demonstrate to a forum of colleagues and critics at the college a rectified centrifuge that worked as a proper antigravity engine. His insight was sound but he did not work it out right.

All he succeeded in demonstrating was a 'separation between action and reaction,' and his engine did nothing but oscillate violently. Unfortunately, neither Laithwaite or his critics were looking for a temporal separation between action and reaction, so the loophole he proved in Newton's Third Law was not noticed. Everyone was looking for action without reaction, so no one saw anything at all. Innumerable other inventors have constructed engines essentially identical to Laithwaite's, including a young high school dropout who lives across the street from me.

Another invention described is U.S. Patent disclosure number 3,653,269, granted to Richard Foster, a retired chemical engineer in Louisiana. Foster mounted his gyroscopes around the rim of a large rotor disc, like a two cylinder flying saucer. Every time the rotor turns a half cycle, the precessional twist of the gyros in reaction generates a powerful force. During the half cycle when Foster's gyros were twisting in the other direction, his clutch grabbed and transmitted the power to the driving wheels. During the other half cycle, the gyros twisted freely. Foster claims his machine traveled four miles per hour until it flew to pieces from centrifugal forces. After examining the patents, I agreed that it looked like it would work, and it certainly would fly to pieces because the bearing mounts were not nearly strong enough to contain the powerful twisting forces his machine generated. Foster's design, however, cannot be included among antigravity engines because it would not operate off the ground. He never claimed it would, and Foster always described his invention truthfully as nothing more than an implementation of the fourth principle of locomotion.

What Laithwaite needed was another rotary component, like the Dean drive, geared to his engine's oscillations so that they would

always be turned to drive in the same direction. As it happens, an Italian by the name of Todeschini recently secured a patent on this

Page 7

idea, and his working model is said to be attracting the interest of European engineers.

When the final rectifying device is added to the essential Laithwaite design, all the moving parts generate the vectors of a vortex, and the velocity generated is the axial thrust of the vortex. Therefore I call inventions based on this design the Vortex Drive.

By replacing the Hyperspace modules of the Mark I Flying Saucer with Vortex modules, still retaining the essential betatron as the centrifuge, performance is improved for the Mark II. To begin with, drive is generated only when the main rotor is revolving, so the saucer can be parked with the motor running. This eliminates the agonizing doubt we all suffered when the Lunar Landers were about to blast off to rejoin the command capsule: Will the engine start? This would explain why the ring of lights around the rim of a saucer is said to begin to revolve immediately prior to lift off. A precessional drive affords a wider range of control, and the responses are more stable than a direct centrifuge. But the most interesting improvement is the result of the 'structure' of the electromagnetic field generated by the Vortex drive. By amplifying and diminishing certain vectors harmonically, the Mark III flying saucer can ride the electromagnetic current of the Earth's electromagnetic field like the jet stream. And this is just what we

see UFO's doing, don't we, as they are reported running their regular flight corridors during the biennial tourist season. Professor Laithwaite got all this together when he conceived of his antigravity engine as a practical application of his theory of "rivers of energy running through space"; he just could not get it off the drawing board the first time.

The flying saucer consumes fuel at a rate that cannot be supplied by all the wells in Arabia. Therefore we have to assume that UFO engineers must have developed a practical atomic fusion reactor. But once the Mark III is perfected, another fuel supply becomes attainable, and no other is so practical for flying saucer. The Moray Valve converts the Mark III into a Mark IV Flying Saucer by extending its operational capabilities through 'time' as well as space. The Moray Valve, you see, functions by changing the direction of flow of energy in the Sun's gravitational field. It is the velocity of energy that determines motion, and motion determines the flow of time. We shall continue the engineering of flying saucers in the following essays.

My investigation into antigravity engineering brought me a technical report while this typescript was in preparation. Dr. Mason Rose, President of the University for Social Research, published a paper describing the discoveries of Dr. Paul Alfred Biefeld, astronomer and physicist at the California Institute for Advanced Studies, and his assistant, Townsend Brown. In 1923 Biefeld discovered that a heavily charged electrical condensor moved toward its positive pole when suspended in a gravitational field. He assigned Brown to study the effect as a research project. A series of experiments showed Brown that the most efficient shape for a field propelled condensor was a disc with a central dome. In 1926

Townsend published his paper describing all the construction features and flight characteristics of a flying saucer, conforming to the testimony of the first flight witnessed over Mount Rainer

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twenty-one years later and corroborated by thousands of witnesses since. (The Biefeld-Brown Effect explains why a Mark III rides the electromagnetic jet stream.)

We may speculate that flying saucers spotted from time to time may not only include visitors from other planets and travelers through time, but also fledglings from an unknown number of cuckoo's nests in secret experimental plants all over the world. The space program at Cape Canaveral may be nothing more than a supercolossal theatre orchestrated by Cecil B. Demille to reassure Americans that they are still 'numero uno' after Russia beat our atomic ace by putting Sputnik into orbit. We need not doubt that the Apollo spaceships got to the Moon, but we may wonder if Neil Armstrong was the first man to land there. The real space program may have been conducted in secret as a spin-off from the Manhattan Project since the end of World War II, and Apollo 13 may have been picked up by a sag wagon to make sure our team scored a home run every time they went to bat. The exploration of space is the most dangerous enterprise ever taken on by a living species. Don't you ever wonder why the Russians are losing men in space like a safari being decimated in headhunter country, while nothing ever happens to our boys except accidents during ground training?

-T.B.

Pawlicki

Well, I hope you enjoyed that. Coming soon in our series of informational speculations:

Build your own Time Machine,
Build your own Pyramid or Megalith,
Turn lead into gold,
Create a worldwide communications network,
and my personal favorite,
How to build an atomic bomb.

Now if someone knows how we can clone a person using household materials, that would be the topper of the toppers. Keep your mind open, but not so open that your brains fall out...

This file courteously supplied to KeelyNet
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-The Rev.

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I had the pleasure of meeting Tom at the 1987  
Global Sciences  
Congress in Denver. He is as fascinating in person as  
his writings  
indicate. Tom has also written 2 excellent books, "How  
to Build a  
Flying Saucer" and "Hyper-Space". We have kept in  
contact since  
that time by mail.

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If you have comments or other information relating to such  
topics as  
this paper covers, please upload to KeelyNet or send to  
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Sciences address as listed on the first page. Thank  
you for your  
consideration, interest and support.

Jerry W. Decker.....Ron Barker.....Chuck  
Henderson  
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If we can be of service, you may contact  
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May 27, 1987 - The Great UFO Debate

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After forty years, Have We Got Anything? By God, if we don't then somebody is blind! The works of Hopkins and Strieber alone should be enough evidence to convince any normal unprejudiced group of people. Non-human entities have been and still are taking US citizen's by force, disfiguring the bodies and inflecting psychological changes upon them. Had a Black, Mexican, Puerto Rican (or any minority for that matter) perpetrated what these aliens regularly get away with there would be lynch mobs searching the hills with shotguns and blood hounds looking for them. I have seen people convicted and put in prison by our legal system with less proof. Consider the following scenario. A typical abduction case but the situation has been changed to reflect humans instead of aliens.

.  
Joe is walking down a dark country road. Suddenly bright headlights from a car (UFO) startle Joe. As the headlights creep nearer, Joe is paralyzed with fear. Then a strange seedy bald little midget (ALIEN) grabs Joe and ties him up (PUTS HIM IN A TRANCE) so that he can't move any part of his body but his eyes. He's hauled (LEVITATED) in the a silver customized van (SAUCER SHAPED OBJECT) where he's terrorized (TERRORIZED) and cut up with a knife (CUT UP WITH A SHARP OBJECT). Joe is then carry (FLOATED) back to where he

was pick up and told to keep his mouth shut! (MADE TO FORGET  
THROUGH SOME  
UNKNOWN PSYCHOLOGICAL PROCESS). Folks, that is called kidnapping  
and armed  
assault.

.  
The truly amazing part of the story surfaces when this pattern is  
repeated not  
once or twice or even three times but HUNDREDS.

.  
It is amusing and thought provoking to speculate about their  
purpose. Makes  
good cocktail talk. But, the facts remain. 1) They come in the  
dark.  
2) They incapacitated people in a way we don't understand. 3)  
People are  
taken against their will. 4) Their bodies are often disfigured.  
5) They  
cause people to lose their memory for which our science can't yet  
explain.  
6) They conceal their presence. Not a very pretty picture.

.  
What is called for is an aggressive, proactive program to  
determine their  
purpose, communicate our dissatisfaction with their methods (IF  
their purpose  
is innocent) and lastly establish a method to stop, by force if  
necessary,  
their culturally unsatisfactory actions (call me ethnocentric but  
when  
they're here they live by our rules.)  
Ted Markley

(word processor parameters LM=8, RM=75, TM=2,  
BM=2)

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October 15, 1990

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If you should happen to have an encounter with a UFO, the  
following  
guidelines will provide help.....

1. Remain calm and don't panic.

- the ground  
many cases  
burns from
2. Do NOT attempt to approach the craft if it is on  
or hovering at a low altitude. There have been  
in which witnesses have heat and/or radiation  
approaching too close to a craft.
- the craft's  
an act of
3. Do NOT attempt to make contact with any of  
occupants. Your intentions may be mistaken as  
hostility.
- you have  
Force, the  
maintain there  
report away.
4. REPORT YOUR SIGHTING. By all means report what  
seen, but don't bother reporting it to the Air  
FBI, or local Police. These organizations  
are no UFO's and as such will simply file your  
report away.
- organization such as  
other UFO  
send a "field  
and discuss
- Instead report your sighting to a UFO  
CUFON, UFORN, MUFON, CAUS, or any of a dozen  
groups. Chances are these organizations will  
investigator" to personally sit down with you  
your sighting.
- a camera.
5. If possible, take a picture of the craft with  
DON'T use a flash.
- about 20  
the UFO know  
already.)
- A flash on an ordinary camera is only good for  
feet and all you will accomplish is letting  
exactly where you are (if it didn't know
- This will  
Also look  
to estimate
6. Note if possible the exact time of the sighting.  
aid in determining the duration of the sighting.  
around for familiar objects that you can use  
the size of the craft.
- shape of the  
so what was
7. Notice if possible any unusual colors or  
craft, did the craft produce any sound and if  
it.

8. Notice if possible any related effects caused by the craft,  
i.e. electrical malfunctions of electronic devices (car ignition, radios, etc). Look for ground effects such as dust being blown about beneath the craft.

9. After the craft has left look for any "Traces."  
A trace would be any physical sign the craft was there,

i.e. flattened grass, unusual soil patterns etc.  
DON'T TOUCH ANY AREA THAT HAS SIGNS OF BEING A TRACE, leave that to the UFOlogist.

10. As quickly as possible write down exactly what you saw or dictate it into a tape recorder.

As time passes the memory of exact detail may fade.

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This file courtesy of the Darkside at  
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If you have comments or other information relating to such topics as this paper covers, please upload to KeelyNet or send to the Vanguard Sciences address as listed on the first page. Thank you for your consideration, interest and support.

Jerry W. Decker.....Ron Barker.....Chuck  
Henderson  
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Jerry at (214) 324-8741 or Ron at (214) 242-9346  
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>> Dale Ledoux is a member of ParaNet Gamma in  
Lousiana.-----

While I have not read the material released under FOIA on this subject, and am therefore not fully informed on it, I am still skeptical. I offer the hypothesis that, assuming there is another civilization advanced enough to visit earth from extra-terrestrial origin, these beings would also have within their means the ability to determine the fate of their previous probes, and would also have the means to propagate the news of their arrival(s) better than has been done.

To date, I have seen no evidence that this has been done. As a past walker among battlefields, I have found many things that are of

questionable origin, and many unexplained phenomena. Within the realm of my limited knowledge, I often find 'predictable' systems acting in unpredictable fashion, but all this means is that I don't have all the information.

Too much of the UFObia smacks of efforts to ascribe near-godhood to extraterrestrials and to ascribe to government the time-worn idea that THEY (it's always the mysterious THEY) are trying to keep something good from us. I already feel that our country's security is too lax, and if these boys can't keep a secret about a recently developed piece of hardware like the F-19, I really don't think they can keep a secret about assorted and sundry chunks of extraterrestrial hardware stored in some desert warehouse.

Of course, these same aliens could also be trying to remain incognito, in which case they wouldn't want the publicity. If that were the case, though, I doubt that they'd be really happy about this evidence in the hands of terrestrial authorities. I still contend that they'd be able to do something about it.

Then, too, is the question, what sort of technology do you think the government is hiding if indeed they are hiding something? Unless I miss some bets, I think we can detail a fairly consistent research path to all of today's technology from earlier levels. I wish somebody would point to one of the quantum jumps that would possibly arise as a result of exposure to the detritus of some advanced civilization's space probe. It'd certainly be nice, though, if I could comfort myself with the knowledge that Reagan's SDI is based on some other technology from Alpha Centauri than the stuff I know about. Maybe this IS true. Aw, shoot, there I go again...

(word processor parameters LM=8, RM=75, TM=2,  
BM=2)

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The following article was published as a two part series in the February and March issues of "The UFO Enigma". This is the newsletter of the UFO Study Group of Greater St. Louis, Inc. This article could be placed under more than one category. Comments anyone???

KEN HANKE

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NIKOLA TESLA  
MAN AHEAD OF HIS TIME  
(or How To Build a UFO)

By Bill Jones

Nikola Tesla, inventor of alternating current motors, did the basic research for constructing electromagnetic field lift-and-drive aircraft/space craft. From 1891 to 1893, he gave a set of lectures and demonstrations to groups of electrical engineers. As part of each show, Tesla stood in the middle of the stage, using his 6' 6" height, with an assistant on either side, each 7 feet away. All 3 men wore thick cork or rubber shoe soles to avoid being electrically grounded. Each assistant held a wire, part of a high voltage, low current circuit. When Tesla raised his arms to each side, violet colored electricity jumped harmlessly across the gaps between the men. At high voltage and frequency in this arrangement, electricity flows over a surface, even the skin, rather than into it. This is a basic circuit which could be used by aircraft / spacecraft.

The hull is best made double, of thin, machinable, slightly

flexible ceramic. This becomes a good electrical insulator, has no fire danger, resists any damaging effects of severe heat and cold, and has the hardness of armor, besides being easy for magnetic fields to pass through.

The inner hull is covered on it's outside by wedge shaped thin metal sheets of copper or aluminum, bonded to the ceramic. Each sheet is 3 to 4 feet wide at the horizontal rim of the hull and tapers to a few inches wide at the top of the hull for the top set of metal sheets, or at the bottom for the bottom set of sheets. Each sheet is separated on either side from the next sheet by 1 or 2 inches of uncovered ceramic hull. The top set of sheets and bottom set of sheets are separated by about 6 inches of uncovered ceramic hull around the horizontal rim of the hull.

Page 1

The outer hull protects these sheets from being short-circuited by wind blown metal foil (Air Force radar confusing chaff), heavy rain or concentrations of gasoline or kerosene fumes. If unshielded, fuel fumes could be electrostatically attracted to the hull sheets, burn and form carbon deposits across the insulating gaps between the sheets, causing a short-circuit. The space, the outer hull with a slight negative charge, would absorb hits from micro-meteorites and cosmic rays (protons moving at near the speed of light). Any danger of this type that doesn't already have a negative electric charge would get a negative charge in hitting the outer hull, and be repelled by the metal sheets before it could hit the inner hull. This wouldn't work well on a very big meteor, I might add.

The hull can be made in a variety of shapes; sphere, football, disc, or streamlined rectangle or triangle, as long as these metal sheets, "are of considerable area and arranged along ideal enveloping surfaces of very large radii of curvature," p. 85. "My Inventions" , by Nikola Tesla.

The power plant for this machine can be a nuclear fission or fusion reactor for long range and long-term use to run a steam engine which turns the generators. A short range machine can use a hydrogenoxygen fuel cell to run a low-voltage motor to turn the generators, occasionally recharging by hovering next to high voltage power lines and using antennas mounted on the outer hull to take in the electricity. The short-range machine can also have electricity beamed to it from a generating plant on a long-range aircraft / spacecraft or on the ground.

(St. Louis Post-Dispatch, Nov. 24, 1987, Vol 109, No. 328, "The Forever Plane" by Geoffrey Rowan, p.D1, D7.)

("Popular Science", Vol 232, No. 1, Jan. 1988, "Secret of Perpetual Flight? Beam Power Plane," by Arthur Fisher, p. 62-65, 106)

One standard for the generators is to have the same number of magnets as field coils. Tesla's preferred design was a thin disc holding 480 magnets with 480 field coils wired in series surrounding it in close tolerance. At 50 revolutions per minute, it produces 19,400 cycles per second.

The electricity is fed into a number of large capacitors, one for each metal sheet. An automatic switch, adjustable in timing by the pilot, closes, and as the electricity jumps across the switch, back and forth, it raises it's own frequency; a switch being used for each capacitor.

The electricity goes into a Tesla transformer; again, one

transformer for each capacitor. In an oil tank to insulate the windings and for cooling, and supported internally by wood, or plastic, pipe and fittings, each Tesla transformer looks like a short wider pipe that is moved along a longer, narrower pipe by an insulated non-electric cable handle. The short pipe, the primary, is 6 to 10 windings (loops) of wire connected in series to the long pipe. The secondary is 460 to 600 windings, at the low voltage and frequency end.

The insulated non-electric cable handle is used through a set

Page 2

of automatic controls to move the primary coil to various places on the secondary coil. This is the frequency control. The secondary coil has a low frequency and voltage end and a maximum voltage and frequency end. The greater the frequency the electricity, the more it pushes against the earth's electrostatic and electromagnetic fields.

The electricity comes out of the transformer at the high voltage end and goes by wire through the ceramic hull to the wide end of the metal sheet. The electricity jumps out on and flows over the metal sheet, giving off a very strong electromagnetic field, controlled by the transformer. At the narrow end of the metal sheet, most of the high-voltage push having been given off, the electricity goes back by wire through the hull to a circuit breaker box (emergency shut off), then to the other side of the generators.

In bright sunlight, the aircraft / spacecraft may seem surrounded by hot air, a slight magnetic distortion of the light.

In semi-darkness and night, the metal sheets glow, even through the thin ceramic outer hull, with different colors. The visible light is a by-product of the electricity flowing over the metal sheets, according to the frequencies used.

Descending, landing or just starting to lift from the ground, the transformer primaries are near the secondary weak ends and therefore, the bottom set of sheets glow a misty red. Red may also appear at the front of the machine when it is moving forward fast, lessening resistance up front. Orange appears for slow speed. Orange-yellow are for airplane-type speeds. Green and blue are for higher speeds. With a capacitor addition, making it oversized for the circuit, the blue becomes bright white, like a searchlight, with possible risk of damaging the metal sheets involved. The highest visible frequency is violet, like Tesla's stage demonstrations, used for the highest speed along with the bright white. The colors are nearly coherent, of a single frequency, like a laser.

A machine built with a set of super conducting magnets would simplify and reduce electricity needs from a vehicle's transformer circuits to the point of flying along efficiently and hovering with little electricity.

When Tesla was developing arc lights to run on alternating current, there was a bothersome high-pitched whine, whistle, or buzz, due to the electrodes rapidly heating and cooling. Tesla put this noise in the ultrasonic range with the special transformer already mentioned. The aircraft / spacecraft gives off such noises when working at low frequencies.

Timing is important in the operation of this machine. For every 3 metal sheets, when the middle one is briefly turned off, the sheet on either side is energized, giving off the magnetic field.

The next instant, the middle sheet is energized, while the sheet on either side is briefly turned off. There is a time delay in the capacitors recharging themselves, so at any time, half of all the metal sheets are energized and the other half are recharging, alternating all around the inner hull. This balances the machine, giving it very good stability. This balance is less when fewer of the circuits are in use.

Page 3

Fairly close, the aircraft / spacecraft produces heating of persons and objects on the ground; but by hovering over an area at low altitude for maybe 5 or 10 minutes, the machine also produces a column of very cold air down to the ground. As air molecules get into the strong magnetic fields that the machine is transmitting out, the air molecules become polarized and form lines, or strings, of air molecules. The normal movement of the air is stopped, and there is suddenly a lot more room for air molecules in this area, so more air pours in. This expansion and the lack of normal air motion make the area intensely cold.

This is also the reason that the aircraft / spacecraft can fly at supersonic speeds without making sonic booms. As air flows over the hull, top and bottom, the air molecules form lines as they go through the magnetic fields of the metal sheet circuits. As the air molecules are left behind, they keep their line arrangements for a short time, long enough to cancel out the sonic boom shock waves.

Outside the earth's magnetic field, another propulsion system must be used, which relies on the first. You may have read of

particle accelerators, or cyclotrons, or atom smashers.  
A particle  
accelerator is a circular loop of pipe that, in  
cross-section, is  
oval. In a physics laboratory, most of the air in it is  
pumped out.  
The pipe loop is given a static electric charge, a small  
amount of  
hydrogen or other gas is given the same electric  
charge so the  
particles won't stick to the pipe. A set of  
electromagnets all  
around the pipe loop turn on and off, one after the  
other, pushing  
with one magnetic pole and pulling with the next, until  
those gas  
particles are racing around the pipe loop at nearly the  
speed of  
light. Centrifugal force makes the particles speed  
closer to the  
outside edge of the pipe loop, still within the pipe. The  
particles  
break down into electrons, or light and other  
wavelengths, protons  
or cosmic rays, and neutrons if more than hydrogen is  
put in the  
accelerator.

At least 2 particle accelerators are used to balance  
each other  
and counter each other's tendency to make the  
craft spin.  
Otherwise, the machine would tend to want to start  
spinning,  
following the direction of the force being applied to the  
particles.  
The accelerators push in opposite directions.

As the pilot and crew travel in space, outside the  
magnetic  
field of a world, water from a tank is electrically  
separated into  
oxygen and hydrogen. Waste carbon dioxide that isn't  
used for the  
onboard garden, and hydrogen (helium if the machine is  
using a  
fusion reactor) is slowly, constantly fed into the inside  
curves of  
both accelerators.

The high speed particles go out through straight  
lengths of  
pipe, charged like the loops and in speeding out into  
space, push  
the machine along. Doors control which pips the  
particles leave  
from. This allows very long range acceleration  
and later

deceleration at normal (earth) gravity. This avoids the severe problems of weightlessness, including lowered physical abilities of the crew.

It is possible to use straight-line particle accelerators, even as few as one per machine, but these don't seem as able to get the best machine speed for the least amount of particles pushed out.

Page 4

Using a constant acceleration of 32.2 feet per second per second provides earth normal gravity in deep space and only 2 gravities of stress in leaving the earth's gravity field. It takes, not counting air resistance, 18 minutes, 58.9521636 seconds to reach the 25,000 miles per hour speed to leave the earth's gravity field. It takes about 354 days, 12 hours, 53 minutes and 40 seconds (about) to reach the speed of light - 672,487,072.7 miles per hour. It takes the same distance to decelerate as it does to speed up, but this cuts down the time delay that one would have in conventional chemical rocketry enormously, for a long journey.

A set of superconducting magnets can be charged by metal sheet circuits, within limits, to whatever frequency is needed and will continue to transmit that magnetic field frequency almost indefinitely.

A shortwave radio can be used to find the exact frequencies that an aircraft / spacecraft is using, for each of the colors it may show whole a color television can show the same overall color frequency that the nearby, but not extremely close, craft is using. This is limited, as a machine traveling at the speed of a jet

airliner may broadcast in a frequency range usually used for radar sets.

The craft circuits override lower frequency, lower voltage electric circuits within and near their electromagnetic fields. One source briefly mentioned a 1941 incident, where a shortwave radio was used to override automobile ignition systems, up to 3 miles away. When the shortwave radio was turned off, the cars could work again. How many UFO encounters have been reported in which automobile ignition systems have suddenly stopped?

I figure that things would not be at all pleasant for drivers

of modern cars with computer controlled engine and ignition systems.

Computer circuitry is sensitive to small changes in voltage and a

temporary wrong-way voltage surge may wipe the computer memory out.

It could mean that a number of drivers would suddenly be stranded

with their cars not working should such a craft fly low over a busy

highway. Only diesel engines, already warmed up, and Stanley

Steamer type steam engine cars are able to continue working in a

strong electromagnetic field. In May, 1988, it was reported that

the U.S. Army had lost 5 Blackhawk helicopters and 22 crewmen in

crashes caused by ordinary commercial radio broadcasting overriding

the computer control circuits of those helicopters. Certainly,

computer circuits for for this aircraft / spacecraft can and must be

designed to overcome this weakness.

One construction arrangement for this craft to avoid such

interference is for the metal sheet circuits to be more sharply

tuned. Quartz or other crystals can be used in capacitors; in a

very large number of low-powered, single frequency circuits, or as

part of a frequency control for the metal sheet circuits.

The aircraft / spacecraft easily overrides lower frequency and

lower voltage electric circuits up to a 6 mile wide circle around it, but the effect is usually not tuned for such a drastic show. It can be used for fire fighting: by hovering at a medium-low height at low frequency, it forms a double negative pole magnet of itself and the ground, the sides being a rotation of positive magnetic pole.

Page 5

It polarizes the column of air in this field. The air becomes icy cold. If it wouldn't put the fire out, it would slow it down.

Tesla went broke in the early 1900's building a combination radio and electric power broadcasting station. The theory and experiments were correct but the financiers didn't want peace and prosperity for all.

The Japanese physicist who developed superconducting material with strong magnetism allows for a simplified construction of the aircraft / spacecraft. Blocks of this material can be used in place of the inner hull metal sheets. By putting electricity in each block, the pilot can control the strength of the magnetic field it gives off and can reduce the field strength by draining some of the electric charge. This allows the same amount of work to be done with vastly less electricity used to do it.

It is surprising that Jonathan Swift, in his "Gulliver's Travels", 1726, third book, "A Voyage to Laputa", described an imagined magnetic flying island that comes close to being what a large superconducting aircraft / spacecraft can be build as, using little or no electric power to hover and mover around.

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                  If we can be of service, you may contact  
Jerry at (214) 324-8741 or Ron at (214) 242-9346

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>> Fr. Lucien Kemble is a Franciscan friar living in  
Alberta, Canada.

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I am grateful to Jim Speiser for introducing me, via some lengthy and stimulating exchanges at the last two CSICOP conferences (Boulder and Pasadena), to this UFO debate. As an advanced and avid amateur astronomer and one who is keenly interested in and fairly well-read in many areas of science, I have followed the UFO controversies since their inception. I have also been interested in all phenomena of the natural world, as a Franciscan Friar and priest, follower of St. Francis of Assisi, sharing his great love for the physical universe. Drawing on scientific methods of critique and on the necessity of rational bases for what is called "faith", both scientific and religious, I have discovered a complementarity, not a contradiction, between science and faith. But that is another story.

As regards the UFO debate: I think it absolutely necessary to make some important distinctions and to clarify usage of terms. I have been asked very frequently, "With your telescope and viewing of the heavens, have you ever seen any UFOs?" Without being facetious, I usually reply, "Yeah, lots of them. Why, just the other day I saw an unidentified bird flying down the valley. And once I saw a tiny, strange, periodic flashing in the sky for which I had no explanation." I know what is behind such questions - the universal confusion between UFO's and flying saucers or Extra-terrestrial Phenomena (ETP's). It needs repeating ad nauseum that UFO's are, by definition, precisely unidentified and therefore, even though they demand full examination, they ought not be, but usually are, identified via wishful thinking with an ETP, spaceship, alien visitations, etc.

But, in spite of this persistent confusion, there ought to be always as full an investigation as possible, without an a priori acceptance or rejection. Most people are usually let down when their supposed ETP is explainable or explained simply in terms of a very natural, but to them unfamiliar, down-to-earth phenomenon. To such people, rational, critical ex-

planations are so much "taking the fun out of life." There is always room for "fun", but not at the expense of clear thinking.

A second necessary distinction in this, as in other areas of inquiry, has to do with an ambiguous use of words such as "skeptic," "criticism," "judgement," etc. Too often these and like words seem to carry, quite wrongfully, the idea of condemnation of a person. When the statement is made, "you are so critical!", it is usually meant as a reproach. In reality it should be considered a compliment. True criticism, critique, is a quality whereby the critic uses his full powers of intelligent inquiry, taking nothing for granted or by gut reaction, feelings, etc., but who evaluates, weighs, judges. He takes into account all pertinent facts, excludes all contradictory evidence, and at least tries to avoid personal feelings and interest, preconceived opinions, etc. One may have a so-called right to one's opinion, but that opinion becomes objectively valid only when it conforms to critically evaluated data.

A third distinction has to do with weighing possibilities against probabilities against certitude. There are few of the latter, but one really gets into hot water, especially in the UFO/ETP debate, when one begins with a mere possibility and expands it, e.g. "Inhabited worlds are POSSIBLE. Therefore there are PROBABLY hundreds of more advanced civilizations. Surely, then, ET's and spaceships HAVE to exist (CERTITUDE). A capital principle in logic is never to cross the border from one assertion to the next. A "possible" remains only that, and neither it nor a probable becomes a fact. To date, as regards UFOs being anything but naturally explicable phenomena, there are no hard certainties or facts or, for that matter, even probabilities.

A fourth clarification, and an important one, deals with things that can be known but not proven. Generally, knowledge is gained via three pathways: evidence; rational proof from assured data or principles; faith, of

any kind. Physical hands-on evidence is, of course, fundamental, provided illusion, sense-defective collecting of data, etc., are excluded. ET origins of UFOs are out of the question so far, as regards hard evidence. Rational proof or intellectually critical evaluation, is of the utmost importance as a human pathway to truth. The third mode knowledge is the one that gives us trouble because of our western bias concerning an imagined faith/reason exclusivity and contradiction. But, looked at objectively, most of our ordinary knowledge indeed comes to us via some kind of faith. St. Paul gives a good definition of faith by calling it the "substance of things unseen, but hoped for or trusted in." As an example, I personally did not see Neil Armstrong set foot on the moon - all I did see was TV coverage of an event which now KNOW to be true. I take it on faith or trust in the reliability of TV networks (which can be verified). Such coverage can be reliable in this respect (in spite of so many other unreliabilities of TV as truth purveyors. In short, the value of any knowledge gleaned through faith is going to be as strong as the reliability of my source. I may not fully comprehend all that I do believe, nor even be able to prove it for that matter, but I must always be ready with good reasons to prove WHY I believe. Anything less is gullibility. And the same applies to the opposite, i.e. one must back up one's rejection of any reported phenomenon with as solid reasons as one would want for acceptance.

In the UFO/ETP debate, then, it would seem that there are two extreme camps: the fervent "believers" with nothing to really back up their assertions; the "scoffers" who dismiss without any real reasons for doing so. In this, as in so many other areas of supposedly extraordinary phenomena, one has to be open to full, unbiased research, sifting of facts, ridding oneself of bias one way or the other and, in general, trying to be as objective as possible.

In specific areas, the arguments against UFOs being ETP's and the option, for the time being, for their explanation as purely earthly, material phenomena, are many and convincing. But that's for another time.

Respectfully submitted,

LJK

(word processor parameters LM=8, RM=75, TM=2,  
BM=2)

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Sent : Mar 26, 1991 at 12:09 PM  
Recv : Mar 29, 1991  
To : All  
From : Jim Stewart  
Subj : UFO engines

Starship Engines

By: Anthra Andromda

Starship engines come in two flavors; for strictly interstellar propulsion, and for combined interstellar/planetary travel and atmospheric use. This paper will treat the latter of these. The engine described here is suitable for either interstellar or atmospheric travel.

This engine is of a dual-mode design; it will optionally produce either gravitons or tachyons.

## ENGINE DESIGN

The engine or propulsion unit proper consists of six discrete elements (see fig. 1).

1) the shield coil - required to protect the crew/inhabitants of the ship from any harmful radiation. The shield itself is a high-power electromagnet operating in a steady state (DC).

2) the exciter coil is in reality an auto-transformer, operating much like a 'Tesla coil', but at much higher power levels, voltages, and frequency. Its purpose is to excite the atomic structure of the core material into production of either tachyons or gravitons (these two events occur at different power levels and frequencies).

3) This element is the 'pump', its operation is much like a magnetic shock-tube. It will start and maintain movement of particles from the core in the direction of the exhaust.

Page 1

4) The focusing element. Here the responsibility is to shape the particle stream into something useful. This is the element that can either make the basic unit an engine or a weapon.

5) The core, is a stack of particle producers separated by some insulating material. In a dual mode engine the material for one kind of particle acts as an insulator

for the other.

6) Not shown in the figure is the control system, this is normally a collection of high speed computers and high energy power control circuits.

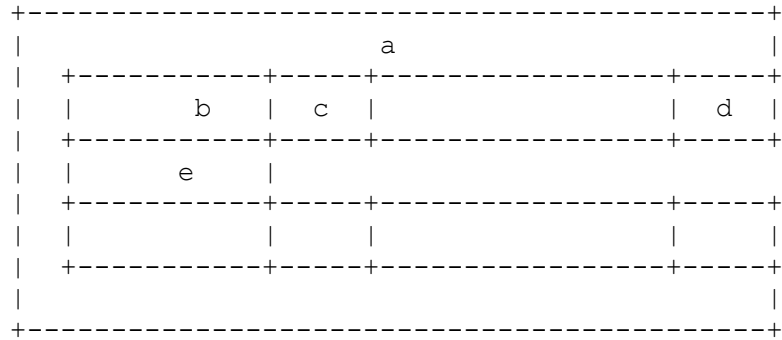


fig. 1

- a. Shield coil.
- b. Exciter coil.
- c. Pump
- d. Focus coil/yoke
- e. Quartz/niobium core.

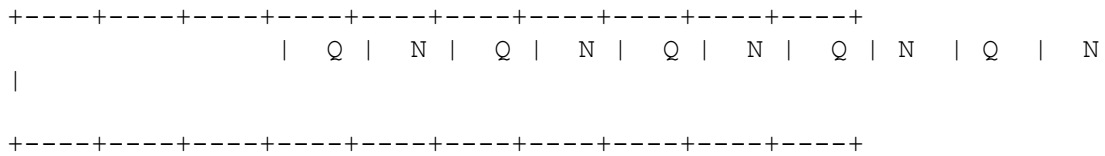


fig. 2

#### ENGINE SHIELDING

The shield coil surrounding the 'engine unit' is of a design that will allow for the development of high magnetic fields. This field is required especially in interstellar propulsion; tachyons can be very ionizing and therefore destructive.

The magnetic shield can be made by using large gauge wire (low gauge numbers) and winding many turns.

The gauge of the wire is important here, as it will determine the amount of electrical current that the magnet can handle.

If it is at all possible, the use of small diameter, insulated copper tubing may be used. By pumping coolant through the magnet larger fields may be generated.

Page 2

On the outside of the shield magnet a material such as 'mu-metal' or some other magnetic shielding should be used, so as to further shield the operators from the engine.

This sub-system is probably the most difficult to build. While the construction of the magnet itself is not difficult, the power supply may be another matter.

Electromagnets, by their nature, develop a field that is proportional to the amount of current (amperes) flowing through them. Thus it is important to build a power source that can not only develop a sufficiently high voltage, but it must also supply the required current. This power should be as close to 'pure' DC (direct current) as possible.

#### EXCITER COIL

The exciter of the system is very much like the 'Tesla coil' or auto-transformer. As an example of an auto-transformer, I submit the television 'flyback' transformer.

While these examples are by comparison crude, they will serve in the construction of a model. As in the auto-transformer, the 'turns ratio' is important. The higher the ratio the greater the voltage that may be developed.

Another important factor here is the impedance of the sub-system.

Since this will be working at high frequencies (several megahertz

for graviton production, and 10 to 100 times higher for tachyons)  
the AC resistance or impedance must be taken into account, this impedance must be kept to a minimum.

This part of the system, like the shield, does its job by the magnetic field it generates, therefore, the current flow through the exciter must be as high as possible, though not as high as the shield.

Again the power supply is important, it should be able to provide the necessary voltage (several hundred volts) at moderately high current levels (up to 30 amps).

#### THE PUMP

This element functions much like a 'magnetic shock tube' but again at high frequencies (megahertz). While the power levels here are somewhat reduced, it is still important to have enough power to do the job.

The function of the pump is to 'pull' quanta of either gravitons or tachyons from the 'stack' and send them down the length of the engine.

This is done by setting up a traveling magnetic wave, see fig. 3 for a crude schematic of this pump. It is again important to consider the impedance of this component.

Page 3

multiple turns on coil  
+---+---+---+---+---+---+---+---+---+--->  
| | | | | | | | | |  
= = = = = = = = = =  
pulsed

capacitors-> = = = = = = = = = DC  
input. | | | | | | | | |  
----->

It will be noticed that the input to this element is pulsed DC, and that the element is referred to as an AC element.

The nature of this such that it functions in the following manner.

When power is applied the capacitors charge in turn creating the effect of many smaller electromagnets stacked end to end, when the last capacitor in the chain is charged, power is removed, thus allowing the capacitors to discharge

(high voltage/current diodes across each magnet element will allow for proper discharge of the capacitors).

When the capacitors are discharged power is once again applied.

Because of the nature of the pulsed DC and the current requirements, high speed switching electronics are called for to control this element.

#### FOCUSING ELEMENT

The focusing element used here would be much like the 'yoke' used in television. The purpose here is to create a beam of particles and to 'bend' that beam in the desired direction.

The requirements for the focusing coils are greatly relaxed, but, the need for high power still exists.

#### CONTROL SYSTEM

If this system were to be used only as a 'steady state demo' the requirements here would be small.

Simple power supplies and switching circuits would be the only requirement. However, if the system were to be used in a starship the requirements would change.

In a flight situation the dynamic control of 'exhaust' and power levels would exist. If used in a planetary mode, one could probably 'get away' with using something like a personal computer (I personally would recommend at least a '386' based machine).

However if used in interstellar flight then the use of something like a 'Cray' would be more in order (though I would doubt that even the fastest of machines known here on earth would suit).

In an interplanetary mode, where one is not traveling 'faster than light', again a PC (486) would probably work.

So that's basically it. A suitable air/space frame for a ship and

Page 4

three of these engines and one could go 'star-hopping'. Though I would warn against 'faster than light' travel due to the 'unknown' factors involved.

It has been said that when one attempts to travel faster than light it must be done 'smartly', i.e. the "jump to light speed". It is said that to merely accelerate through the light 'limit' is dangerous.

If there are any questions or comments, I can be reached through Jim Stewart at the BBS known as ORDO ARGENTUM ASTRUM (fidonode 1:346/13) or on the UFO echo.

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NOTE: Some of the sources of information cannot be divulged, sorry.

But, it has nothing to do with any earth government. And some

of the original sources I simply cannot remember  
at the time  
of this writing.

If anyone is interested in an EGA animation of the  
operation of this  
system, please leave a note on the echo, or netmail me.

---I am Nuit, and my word is six and fifty.  
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\* Origin: Ordo Argentum Astrum <(509)935-4763 after  
8:00pm>  
(1:346/13.0)

\*\*\*\*\* A Grasp Animation file is also listed on KeelyNet  
under \*\*\*\*\*  
\*\*\*\*\* TACYON.ZIP which illustrates operation of this  
device \*\*\*\*\*  
\*\*\*\*\* The file is listed in the Pictures section F).  
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If you have comments or other information relating to  
such topics  
as this paper covers, please upload to KeelyNet or  
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Vanguard Sciences address as listed on the first  
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Thank you for your consideration, interest and  
support.

Jerry W. Decker.....Ron Barker.....Chuck  
Henderson  
Vanguard Sciences/KeelyNet

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If we can be of service, you may contact  
Jerry at (214) 324-8741 or Ron at (214) 242-9346  
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>>Mr. Klass is former Avionics Editor of Aviation Week & Space Technology Magazine, and widely recognized as the world's foremost UFO debunker.

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Although I am really much too busy working on my new book on "UFO abductions," and my assignments for Aviation Week & Space Technology magazine, I chanced to note your pernicious comment that you "envision in the near future bumper stickers that say, 'Kill a Believer for CSICOP.'"

What a dreadfully inaccurate comment from one who has attended a CSICOP conference, where the "believers" are invited to present their views -- in striking contrast to MUFON conferences. (At the recent first general meeting of the National Capital Area Skeptics, Dr. Bruce Maccabee was invited to present the pro-UFO side of 'UFO-abductions' and given equal time to my own. Did he invite me to speak at his FUFOR sponsored MUFON conference later this month??)

As for your lament, "Ufology: After 40 Years, Still No Respect," the same lament has been voiced by The Flat Earth Society, by those who believe in "ancient astronauts," in ghosts and poltergeist -- and was earlier voiced by the late Sir Arthur Conan Doyle when organized science showed no interest in his photos and tales of fairies (the tiny variety).

The explanation is simple: The world's leading scientists are dum-dums, which explains why our scientific knowledge has not advanced one iota in the past 100 years!!!!

If world-reknown [sic] scientists fail to be impressed by the evidence that you and other UFOlogists find so impressive, then clearly it is "they" and not you who are at fault. And "they" would be more open-minded

if it were not for the tiny handful of skeptics, such as Klass, Sheaffer, and Oberg. Why is it that Hynek, McDonald, Maccabee, Sturrock, Westrum, Truzzi, etc., all with Ph.D.'s, were/are not able to overcome the negativism of a tiny handful of skeptics without such academic pedigrees?

It never once occurs to UFO-proponents like yourself that perhaps--perhaps--there is no UFO evidence that the world's great scientific minds find impressive. That it is only impressive to those who have an overwhelming desire to believe, to the credulous and gullible.

But be of good cheer, at age 67 I do not have many more years ahead, and Sheaffer and Oberg in time will pass. Then, with the three of us gone--at long last the world's great scientists will "see the light" about UFOs. And, for the first time, the cultists will have been proven right, and the world's great scientific minds will admit they were wrong.

#### THE UFO: FORTY YEARS ON

by

John D. Aultman

Kenneth Arnold's UFO sighting in 1947 began the modern era of the UFO phenomenon. Since Arnold's sighting the UFO has been the subject of numerous books, articles, debates, and controversy. We have seen stories of trips to Mars and beyond, claims of messages from the aliens, and claims that the UFO is nonexistent. Yet, the UFO has survived for four decades, and we still see the whole gamut of claims associated with it. As a layman who has observed the UFO phenomenon for over fourteen years, and who has studied its history, a number of thoughts have come to mind. Many of them may meet with mixed response from the UFO community, and some have been stated before. However, as the UFO and civilian UFO investigation enter their fifth decade, it is time that some serious attention is given to where both stand and what direction the future holds.

Just where does the UFO phenomenon and the UFO community stand? Over forty years a large number of unexplained cases have been collected. That the cases defy explanation can be seen in two lights. First, some probably have some known cause which is unforeseen because of lack of sufficient data due to insufficient observation or investigation. Second, some defy explanation because they either exceed our level of scientific development to explain, or they have an explanation within our comprehension, but which science is reluctant to accept. In a sizable portion of the unexplained cases which have a sufficient amount of data the logical conclusion is the latter: either they defy explanation or science is unwilling to accept the possible explanations that can be offered. The majority of witnesses to UFOs are Joe Average, having given no attention to the subject, or having scoffed at it at best. They have seen or experienced something which they can not explain or comprehend, and which science either cannot explain or is unwilling to. Most witnesses seek no personal gain from their experience, although some have chosen to do so.

From the unexplained cases with sufficient data, one can extract a fair amount of theoretical data about the UFO and its possible characteristics. We know that it can outperform any man-made aircraft, and perform maneuvers which are beyond our level of technology. They can be detected by radar, and some cases indicate an ability to elude radar. We know this is possible by recent developments in our own technology, although whether ours is the same as the theoretical UFO cannot be said. We also know that they may have left physical traces, such as burned circles, radiation, and landing gear imprints, as well as possible physical effects on witnesses. Additional, but less reliable, speculation can be made in such areas as human abductions, cattle mutilations, and appearance of occupants. All such speculation is interesting, and some of it may, in time, prove to be on the right track, or one that is close to being correct. However, it is

still only speculation, none can be proven conclusively.

The UFO has left, in forty years, a sizable number of eyewitnesses, and some interesting, but unconfirmed, circumstantial evidence. All of it adds up to a case which can be very convincing of the reality of the UFO phenomenon, if not the UFO itself. The analogy has been used, with some validity, that if an attorney were preparing a case from comparable evidence, that they would be assured of winning their case. The evidence collected so far is convincing, and is enough so that the case for the reality of the UFO phenomenon would be likely to be won. However, a number of things must be held in mind. First, even though the evidence for the validity of the phenomenon is convincing, none of it, to date, is convincing enough to support any theory that would explain the phenomenon. Second, although science and law work on similar rules, science differs in how it approaches problems, especially those which would challenge accepted concepts of the universe and how it works. And the reality of the UFO phenomenon, and the implications of that reality. Offer too much that would defy a number of aspects of the current scientific model of the universe. While civilian UFO research has produced much in the way of eyewitness and circumstantial evidence, it has failed to produce the one thing needed to force scientific acceptance of the UFO phenomenon: hard evidence. The burden of proof of the UFO phenomenon today rests totally in the hands of civilian research.

As the UFO phenomenon has changed, so has civilian investigation. Groups and individuals have come and gone, with purposes as diverse as their claims. Some told of fabulous trips to Mars and beyond, while others spoke of all important messages from the aliens. Others sought personal gain and/or attention. Many just wanted to find out what was going on. Although most major groups in existence today are of a more serious nature, the crackpot and those out for personal gain still exist. But even serious

minded research has faced many of the same problems through the years. Although many in the field present themselves as reputable investigators, they are anything but. Many show total disregard for even common sense investigative procedure; one has to go no further than to scan the number of blatant oversights readily evident in many public reports, articles, and books put out by these investigators. Oftimes, known facts are ignored, leads aren't followed up, and viable explanations ignored so that a 'valid' case can be built. Often, personal theories, reputations, and pride override the stated purpose of the investigator. Add to this the fact that infighting, feuds, and personal attacks are too often present. It is sad but true that the biggest stumbling block to civilian UFO research has been itself.

More important than where are we, is where are we going? Where will UFO research be ten years from now? Will it have provided a valid case for the UFO phenomenon. and be working with science toward a solution? Or will it still be fighting an uphill battle? If civilian UFO research is to make any progress, then it is going to have to take several strong steps toward solidifying itself. It is going to have to get its act together totally. I can not make absolute statements as what has to be done, but I can provide what I consider to be valid recommendations. First, civilian research has to take steps toward unity. I don't mean one organization, but rather, total cooperation among existing organizations and individuals; the sharing of information being not the least of considerations. Second, a standardized procedure for investigators, which would include a standard ratings system, perhaps similar to the Hynek system used by ParaNet. Third, an accreditation procedure for investigators to certify their competency, and a standard of ethics. Fourth, disassociation of any investigator who fails to live up to the code of ethics, fails to achieve accreditation, or fails to adhere to standard investigative procedure (beyond a preset limit).

Fifth, the establishment of an information sharing network. A series of computer based bulletin boards would be ideal for this purpose, since they would allow access by all but would limit access according to security clearance on the BBS.

Above all, even if none of the above is done, UFO investigation has to become more reliable. Infighting must come to an end, and those seeking only to feather their own nest must be ousted from the ranks of reputable investigators. The carelessness of the past and present only plays into the hands of debunkers who wish to portray the civilian UFO effort as an attempt to mislead the American public. Civilian UFO investigation has gained the level of respect it has due to the efforts of APRO, NICAP, MUFON, CAUS, and many reputable individuals who gave, and are giving, many hours of work to the purpose of proving the case for the phenomenon. If those in UFO investigation today would devote some of their time and effort toward rectifying the weaknesses which exist, and making certain that the mistakes of the past don't reoccur, then the day of proving the validity of the phenomenon will be that much closer.

-----John Aultman is  
ParaNet's Mississippi correspondent and a member of MUFON.  
This article was originally submitted to the MUFON UFO Journal.