

FLYING SAUCERS



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MYSTERIES OF THE SPACE AGE



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THE NERVA NUCLEAR ROCKET REACTOR
SOME CRITICAL NOTES ON THE CONDON REPORT

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SOME CRITICAL NOTES ON THE CONDON REPORT

Norman Brennan

BOOKS ANALYZED

- 1.) Condon, Edward U. (Scientific Discovery). *Final Report of the Scientific Study of Unidentified Flying Objects*. Conducted by the University of Colorado under Contract to the United States Air Force. Daniel S. Gillmor, editor. New York: Bantam Books, 1969. Pp. xxiv, 965.
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PERIODICAL ARTICLE CITED

"Flying Saucer Researchers Charlatans—Prof. Edward U. Condon", *Flying Saucers* (October, 1969), p. 6.

INTRODUCTORY NOTE

Perhaps the most controversial item in the Flying Saucer literature is the recently released "Condon Report", as it is known by its shortened title. Indeed, the Condon Report is the only book of which the present writer knows which was criticized before it appeared (by the Saunders book—published the previous month). After the Condon Report was published, adverse criticism began to

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appear in an ever-swelling tide. The public was confused; was the Condon report reliable, or not? In an attempt to answer this question, the following "critical notes" have been compiled.

THE BACKGROUND

In 1965, especially during the last half of that year, reports of Unidentified Flying Objects reached dramatically high proportions. In addition to the sightings, there was the mysterious power failure in the Eastern United States on November 9, 1965. This was followed by several other puzzling failures (though all of lesser magnitude), including one in Texas which blacked out one of President Johnson's telephone calls. In each case, officials could not accurately determine the baffling cause. For example, after the November 9th blackout, a spokesman admitted: "We don't know what happened to the 200,000 kilowatts... It just wasn't there." (N.Y. Times, p. 83).

A few minutes before the power failure on November 9, 1965, reports were received by independent witnesses of a giant fireball near Syracuse, New York. These reports,

coupled with the wave of Flying Saucer sightings during the latter half of 1965, led to an increased demand by the public that a new investigation of Unidentified Flying Objects be conducted. The U.S. Air Force responded by hiring Dr. Edward U. Condon, a well-known physicist, to head a committee which would issue a report on the unexplained phenomena.

THE COMMITTEE SETS TO WORK, AND RUNS INTO OBSTACLES [October, 1966–December, 1968]

The members of the committee, and the percentage of time which each of them spent on the project, are listed on pp. 21-22 of Saunders. Pp. 202-204 of the same work gives capsule biographies of these individuals. More extensive biographies will be found on pp. 938-941 of the Condon Report..

An elementary step in the beginning of research in any field is the acquiring of material. Robert J. Low, the project co-ordinator, "collected everything" on UFOs, according to Saunders (p. 49). It is to be regretted that Dr. Saunders did not

give a list of "everything" which Low obtained. Such a list would reveal what was acquired, and, perhaps, more significant, what was not.

After assembling this material, it was decided that a comprehensive bibliography on UFOs should form an integral part of the Condon Report. Unfortunately, the Report and bibliography were pursued separately, and the two works appeared (issued by different publishers) over a half year apart. The Condon Report (paperback edition) went on sale late in January of 1969. The bibliography, *UFOs and Related Subjects*, compiled by Lynn Catoe, was issued early in September, 1969 by the U.S. Government Printing Office. Because of this piecemeal publication, many people are unaware of the intimate connection of these two items.

The difficulties which certain members of the Condon Committee found with those in charge have been detailed throughout the book by Dr. Saunders. It is, of course, important to remember that Saunders, who was fired from the committee, is scarcely in a position to write an objective history of it.

The storm clouds began to gather when Dr. Condon made several statements to an audience at Corning, New York on January 25, 1967. The gist of these remarks seemed to imply that Dr. Condon had reached a conclusion before the research was actually begun (cf. Saunders, pp. 117-118).

The final rupture between Dr. Condon and the faction headed by Dr. Saunders occurred as a result of a memorandum which the project co-ordinator, Robert Low, wrote. Dr. Saunders obtained a copy of this memorandum, and soon Dr. James E. McDonald, a physicist at the University of Arizona and an outspoken believer in UFOs, read Low's memo. He wrote a letter to Low (printed in full on pp. 244-252 of Saunders) expressing his concern. In fairness to Low, the *entire* text of his memo should be read. It is printed on pp. 242-244 of Saunders.

Upon discovering that Dr. Saunders and another member of the Condon Committee, Norman Levine, had been responsible for Low's memo reaching Dr. McDonald, Condon fired both men, giving "incompetence" as his reason (cf. Saunders, p. 193).

This action created a furor. John G. Fuller (p. 8 in both editions) blasted Dr. Condon for firing Saunders and Levine, while leaving Low, who had written "the rather amazing memo" on the staff.

Dr. Saunders soon wrote a book, *UFOs? Yes!*, which attacked the Condon Committee, and the Report (which had not yet appeared). This book by Dr. Saunders, assisted by a Colorado newsman, R. Roger Harkins, was published in December, 1968. The Condon Report came out in January, 1969, and it is now necessary to examine some of its features.

SOME CRITICAL NOTES ON THE CONDON REPORT

Before the present writer begins to comment, both favorably and adversely, upon the Condon Report, it is important for the reader to know the credentials of the critic. The author of this article is currently employed as the Reference Librarian at Niagara University, an institution with which he has been associated for

nearly two decades. He has studied the subject of Flying Saucers for 23 years, ever since the Kenneth Arnold sighting of June 24, 1947.

The criticism of the Condon Report will center upon two areas: the accuracy of the research in certain chapters of the Report, and the method of reaching conclusions from existing evidence.

The very first section of the Condon Report is "Conclusions and Recommendations". Before the Condon Report, such a section of an official study was usually placed at the end, so that the *evidence* would precede the conclusions. This would then be arranged in a truly "scientific" manner. However, Dr. Condon has placed the "Conclusions" section at the beginning, so that, at the outset, this Report differs from the majority of such documents. The present writer will respect the usual order of such writings and deal with this section last. The same thing holds true of Section II, "Summary of the Study". This, which should appear second-last in an orthodox work will be treated second-last in this analysis.

Much of the Condon Report has been written by technical experts. As a result, it is not possible for the present writer, who freely admits that he lacks such technical qualifications, to comment sufficiently upon those chapters. Some of the chapters of Sections III, IV, VI, and many appendixes in Section VII fall into the category of technical material.

Chapters 3, 6 and 7 of Section III are highly interesting. Chapter 3, "Direct Physical Evidence", includes a study of an alleged fragment from a Flying Saucer (now in the possession of Mrs. Coral Lorenzen of APRO). This fragment, together with its highly suspicious origin, is thoroughly described in Mrs. Lorenzen's *Flying Saucers* (Signet Books, 1966, pp. 104-145) by Dr. Olavo T. Fontes, who obtained it from a Brazilian society columnist. Dr. Fontes claimed that the fragment was found to contain 100% pure magnesium after a spectographic analysis (cf. Lorenzen, p. 124).

Dr. Roy Craig, who wrote the chapter of the Condon Report which considered this sample, claimed that, after another analysis conducted under his direction, "... the Brazil

fragment proved not to be pure, as claimed" (p. 96 of the Condon Report). This fragment is commented upon in more detail by Dr. Craig (who is a qualified chemist) on pp. 257-260 of the Report. On page 260, he makes the observation (quite rightly) that much of the allegations concerning the fragment are "hearsay". All in all, the present writer is most impressed with the work of Dr. Craig,—always recognizing that his conclusion is still somewhat tenuous.

Chapter 6 of Section III is very interesting to the layman, since it involves "Visual Observations Made by U.S. Astronauts". It is to be regretted, however, that the author of this chapter, Dr. Franklin E. Roach, spent 28 of the 32 pages of his chapter on subjects only marginally or indirectly concerned with UFOs. Only on pp. 204-208 of the Report are the actual cases analyzed—and then only briefly. This is unfortunate, since, as Dr. Roach so correctly remarks: "The training and perspicacity of the astronauts put their reports of sightings in the highest category of credibility." (p. 208).

Though one of the sightings by astronaut James McDivitt was tentatively placed in the unidentified file (cf. p. 208 of the Report), it was by no means decisively placed there, as Fuller seems to imply on pp. 35-36 [34-35].

Chapter 7 of Section III of the Condon Report discusses the results (percentagewise) of the response to a UFO questionnaire, printed on pp. 869-871. On pp. 231-234, answers, by percent, of adults and teen-agers are arranged side by side. It is unfortunate, however, that the headings "probably true" and "probably false" which appear on the questionnaire on pp. 869-871 were not retained on pp. 231-234. The "probably false" answers have obviously been added to the "Definitely false" ones, and the "probably true" have been added to the "Definitely true". Thus the degree of conviction (or lack of it) shown by those filling out the questionnaire is completely eliminated. This does *not* appear to be a very scientific way of doing things.

Sections IV and V of the Condon Report are principally concerned with

individual cases of UFO sightings. These sections (especially Section V) have been the ones on which opponents of the Condon Report have concentrated their attacks.

Chapter 1 of Section IV deals with 10 cases "predating the term of the project", while Chapter 2 treats 35 cases "during the term of the project", and Chapter 3 details 14 "Photographic Case Studies".

Concerning Chapters 1 and 2, it must be remarked that it implies an almost total lack of historical perspective to study 10 cases of alleged UFO sightings during a period of nearly 20 years, and 35 cases during a period of approximately one year (Winter 1966-Winter 1967). In addition, the reports are *anything* but scientific. In the first place, names of witnesses are, as a general rule, not given. It is therefore virtually impossible to check the accuracy of the date by independent interviews. This refusal to name names of witnesses is the absolute bane of the true researcher, since nearly every major book on Flying Saucers has this fault. The Condon Report, therefore, is merely carrying on the practice of a total lack of scholarship in this regard.

Another example of a lack of the true scientific approach is shown by identifying only the *season of the year*, rather than the actual date on which the majority of the alleged sightings took place. "Spring", after all, extends from late March to beyond mid-June. Obviously, this embraces a wide possibility of temperature changes, wind patterns, and atmospheric conditions, which could certainly influence the sighting; but, by and large, only the season of the year is given. This is certainly an *un*scholarly procedure.

Concerning Chapter 3, "Photographic Case Studies", Greenfield comments: "One almost gets the feeling that a real attempt at objectivity was made by the investigators . . . when a photograph exists to back up the reported sighting, then the burden of proof shifts from the individual who had made the sighting to the men who were investigating it" (Greenfield, p. 151). This statement is simply not valid. The "burden of proof" by no means "shifts" *unless* and *until* the

photograph (which would have to show more than merely a blob or a streak of light) were properly authenticated and reasonably detailed. It is the significant step of authentication that caused Dr. J. Allen Hynek to remark in 1966: "There are no properly authenticated photographs to match any of the vivid prose descriptions of visual sightings." (David, pp. 219-220). While such a statement may certainly be questioned, the present writer concurs that a high standard should always be maintained in determining the authenticity of any alleged photograph of a Flying Saucer. Unless authenticity can be confirmed, the "burden of proof" cannot be expected to shift automatically from the sighter to the investigator. It is not necessary for the investigator to disprove anything; it is rather necessary for the *viewer* to substantiate what he saw. In saying this, the author risks being labeled a skeptic; but such is not the case. He is an objective researcher, who believes that each case must be judged individually *first*, before an attempt is made to fit it into a collective pattern.

Chapter 2 of Section V of the Report was written by Dr. Condon himself. Of all the chapters in the book, this is the most objectionable from the standpoint of true scientific investigation. The chapter, entitled "UFOs: 1947-1968", consists of a mere 50 pages (in spite of the thousands of sightings during those 21 years). Dr. Condon's selectivity in dealing with these cases caused many glaring omissions. The celebrated Kinross case, in which two pilots and their plane disappeared after an unknown blip on the radar screen merged with their craft, is conspicuous by its absence. This case has been told in dramatic detail on pp. 13-20 of Major Donald E. Keyhoe's third book, *The Flying Saucer Conspiracy*. Even such a skeptic as Dr. Donald H. Menzel felt it necessary to mention the case on pp. 154-155 of his second book, *The World of Flying Saucers* (written jointly with Mrs. Lyle G. Boyd). In addition to Dr. Condon's chapter, there should have been a mention of this case in Chapter 5 of Section III: "Optical and Radar

Analysis of Field Cases". However, once again, this tragic disappearance is ignored.

A point might be made, in passing, on the chapter just mentioned. On page 244 the Nash-Fortenberry sighting of July 14, 1952 was mentioned, and reference was made to the "Radar Analysis" Chapter. However, since no names of sighters are the general rule in *this* chapter as well, there is no way in which the sighting can be traced through the index. The chapter under discussion lacks a chronological arrangement of cases, making it difficult to tell where one case begins and another ends.

Returning to Dr. Condon's chapter, the statements are made that Major Donald E. Keyhoe's first book was published in the fall of 1950, and it is implied that Frank Scully's *Behind the Flying Saucers* was printed before Keyhoe's book appeared. (cf. p. 511). Both statements are incorrect. Keyhoe's book was obtained by the present writer as soon as it hit the newsstands in June of 1950. However, the book apparently went into a second printing before publication, since on p. 2 the printing history is given as: "First Printing, June, 1950 / Second Printing, June, 1950". In addition, it was not necessary to do any profound research to discover that Frank Scully's book was published on September 8, 1950, over two months *after* Keyhoe's *The Flying Saucers are Real* (cf. Ruppelt, p. 113).

Why were these things mentioned? Because, although rather minor errors, they demonstrate the somewhat careless manner in which Dr. Condon approaches his subject.

On pp. 531-533, one of the official regulations regarding UFOs, JANAP 146 (E), is discussed. It seems puzzling that the complete document is not contained in the many voluminous appendixes to the Condon Report. Indeed, if the present writer were a book surgeon, he would take a good many of the appendixes out. Nevertheless, *some* of them are valuable, as will be shown.

On page 535, the most misleading statement is allegedly quoted from the book *Challenge to Science: the UFO Enigma* by Jacques and Janine Vallee. Two of the paragraphs which are

allegedly contained in this book are quoted as follows in the Condon Report:

"The point is that while the straight-line theory, as far as we can say, is not the key to the mystery, a body of knowledge has been accumulated and a large edifice of techniques has been built, and this development reaches far beyond the negative conclusion on the straight-line hypothesis.

"As matters now stand, we must regard as not valid the work on orthoteny and 'the straight-line mystery.'

Before pointing out what is wrong with this material as quoted in Dr. Condon's chapter, it is necessary to explain the nature of that material. In 1958, an admirable translation, with additional notes by three American editors, was made of the French mathematician Aime Michel's second book, *Flying Saucers and the Straight-Line Mystery*. In this book Michel plotted many sightings of UFOs on a map of France, and found that straight-line patterns were apparently formed with remarkable regularity. As a result, he worked out a theory, for which he coined the word "orthoteny"—derived from the Greek and meaning "stretched in a straight line" (Michel, p 14). The most thorough analysis of this theory was made by Dr. and Mrs. Jacques Vallee (with the aid of a computer) in Chapters 3 and 4 of *Challenge to Science*.

Now, according to the material quoted by Dr. Condon, it would appear that the Vallees' conclusion on orthoteny was totally negative. This is by no means the case.

In the first place, the *original* quotation (Vallee, p. 100) has italics, beginning with the words "a body of knowledge" and concluding with "the straight-line hypothesis" at the end of the first paragraph. These italics have been ignored by Dr. Condon.

A far more serious occurrence, however, is that the second paragraph which Dr. Condon allegedly quotes from *Challenge to Science* is not found in that source! Far from concluding that Michel's theory is "not valid", the Vallees think very highly of their fellow Frenchman's work. For example, on p. 86, they

write: "Michel's hypotheses provide a splendid avenue of approach to a problem that until now has doomed to irrationality." And again, on p. 100, two paragraphs below the passage quoted by Dr. Condon, the Vallees say: "Thanks to Michel's fertile mind, the study of UFOs today is no longer an area of wild rumors, uncontrollable theories and unjustified hypotheses."

As a general criticism of Dr. Condon's chapter, it must be said that there is entirely too much space given to committee reports than cases. Since much of this material is included in its entirety in the appendixes, it seems a waste of space to quote extensively from the Robertson report (printed in full on pp. 905-921), and it is especially a waste of space to quote in full the first three sections of the O'Brien report on pp. 542-544, when the entire document is reproduced on pp. 811-818. Fifty pages is meager enough to chronicle 21 years of UFO sightings, but with such a waste of space far fewer pages than that are really spent on the subject which the title of this chapter implies.

Because of the length of this article, the writer will pass over Section VI (which is, for the most part, rather technical anyway). In a later article, he may treat of this portion of the Condon Report.

Certain of the appendixes, however, deserve to be mentioned. Appendix B, pp. 819-838, contains the revised text of AFR 200-2. This regulation has had its number changed to AFR 80-17, together with a further change: number AFR 80-17A.

Appendix L reveals a decided failure of the "scientific" method. This appendix, written by Loren W. Crow, is entitled "Weather Conditions and Radar Echoes Near Washington, D.C., and Norfolk, Va., on 19-20 and 26-27 July 1952". This appendix, while analyzing the two nights in question of the famous Washington D.C. sightings, failed completely to analyze any other nights during July 1952, and thus the nights on which the saucers did not appear were not contrasted with the nights when they did.

Finally, it is necessary to consider the "Summary of the Study",

"Conclusions and Recommendations", and the index to the Condon Report.

One of the most vehemently debated issues indirectly connected with UFOs concerns the two moons of the planet Mars—Phobos and Deimos. These moons were not discovered until 1877, even though some of the moons of the much more distant planet Uranus were discovered in the 18th Century. This has led to speculation that the moons of Mars were artificial, rather than natural, satellites (cf. Lorenzen, *Flying Saucers*, p. 263). Dr. Condon rejects such speculation on page 33 of the Report. As if to point up the highly difficult discovery of moons, it might be noted that the fifth moon of Uranus was not discovered until 1948. This seems to support Dr. Condon's belief that it simply took longer to find the moons of Mars than most of the moons of Uranus because of astronomical problems. The simple fact is that the astronomers must look in just the right place at the right time in the almost infinite vastness of space.

On page 44, Dr. Condon points out that "increased amount of formal education is associated with an increased tendency to believe in the reality of flying saucers." Rather than regarding this as a significant trend, Dr. Condon blames the school system for this situation: "Perhaps this result says something about how the school system trains students in critical thinking."

That this comment is intended to be ironic is shown conclusively in Dr. Condon's "Conclusions and Recommendations" chapter. He states: "A... problem to which we wish to direct public attention is the miseducation in our schools which arises from the fact that many children are being allowed, if not actively encouraged, to devote their science study time to the reading of UFO books and magazine articles... We feel that children are educationally harmed by absorbing unsound and erroneous material as if it were scientifically well founded. Such study is harmful not merely because of the erroneous nature of the material itself, but also because such study retards the development of a critical faculty with regard to

scientific evidence, which to some degree ought to be part of the education of every American.

"Therefore we strongly recommend that teachers refrain from giving students credit for school work based on their reading of the presently available UFO books and magazine articles." (Condon Report, p. 5).

It is interesting to note that among "the presently available UFO books" is the Condon Report itself. If Dr. Condon were consistent, he should not permit students to read for class credit the work which he himself has directed. However, as has been shown, Dr. Condon does not always appear to be consistent. For example, on p. 2 he says that the "study of UFO reports is not likely to advance science." Here is another example of apparent inconsistency.

One point on which Dr. Condon is consistent, however, is in the matter of educating the young. In *Flying Saucers*, October, 1969, p. 6. he expressed himself in even stronger terms than those just quoted: "Where corruption of children's minds is at stake, I do not believe in freedom of the press or freedom of speech. In my view, publishers who publish or teachers who teach any of the pseudo-sciences as established truth should, on being found guilty, be publicly horsewhipped, and forever banned from further activity in these usually honorable professions. Truth and children's minds are too precious for us to allow them to be abused by charlatans."

The 25 page index to the Condon Report, compiled by Margaret C. Shipley, seems at first glance a very valuable piece of work. It is only when the reader attempts to utilize it often that he is met with frustration after frustration.

To begin with, cases are entered generally under two headings: "Cases" and "Sightings". In addition, some are also found under "Photographs". Scarcely any individual cases have cross-references leading to these general headings. Under none of these headings are any identifying characteristics of sightings given; only the *number* of each is listed. Since most readers do not possess a photographic mind akin to the memory tape of a computer, it is

necessary to turn the lengthy chapters dealing with cases, and keep flipping the pages until the particular sighting is found. To say this process is time-consuming is an understatement. It is positively vexatious.

Individual entries oftentimes are non-existent. For example, there is nothing under Coleman or Harter, so it is necessary to remember the *location* of this sighting—the Gulf of Mexico—in order to find an index reference. In fairness to the indexer, however, it must be noted that the body of the text suppresses the names of Captain John Harter, the pilot of a bomber, and Lieutenant Sid Coleman, the radar operator (cf. pp. 148-150 of the Condon Report). The case, with names, is chronicled by Major Keyhoe in *Flying Saucers from Outer Space*, pp. 144-146.

An example of how the index perpetuates an error in the text is seen in the entry "BAYVIC line", under the general heading "Sightings". The BAYVIC line (part of the network of orthoteny worked out by Michel) is dated "Sept. 1944" in the index, and "September 24, 1944" on page 533 of the text of the Report. The month and the day are correct, but the year is off by a decade, since it was 1954 (cf. Michel, p. 74).

Cross-references in the index are occasionally given (sometimes a plethora of them), but by and large they are most welcome. Only a very few titles are included in the index.

To summarize the criticism of the Condon Report: much valuable material (often of a technical nature) is contained in it. However, a good deal of this material must be used with caution, since, in spite of the *appearance* of being scientifically objective, there is often a decided tendency toward skepticism rather than open-mindedness. Subjectivity of approach in various cases has been described by Gordon D. Thayer on p. 116 of the Report: "In evaluating UFO phenomena it is seldom possible to arrive at an incontrovertible conclusion; rather, it is necessary to introduce admissible hypotheses and then attempt to determine the probability of correctness . . ."

This means that the investigator attempts to superimpose *his* solution on the evidence, rather than following

the evidence to see where it leads. Often, it will fail to lead to a tangible conclusion. Here the objective researcher will admit his lack of sufficient knowledge rather than jump to hasty conclusions. Only by doing this is a researcher truly objective, and, contrary to Walter Sullivan's statement on p. xi that "There is probably no such thing as a researcher without bias", it is the conviction of the present writer that there are many such people. If these individuals could ban together into an autonomous UFO investigating agency, great progress could be made in solving the mystery of Flying Saucers.

LYNN CATOE'S BIBLIOGRAPHY

As a reference librarian, the present writer can well appreciate this truly admirable compilation. The occasional reservations which are expressed below in no way detract from this general praise.

The bibliography is, to begin with, admirably objective. Books and articles are merely summarized and described, so that the reader will know the point of view of the various authors—but not that of Miss Catoe. This is a major breakthrough in a field which, until this work, had not seen one single objective book appear.

The shortcomings of Miss Catoe's work (all relatively minor) are: 1) the lack of entry numbers which would have greatly facilitated index references; 2) the overlapping of the same books and articles under different subject headings; 3) the rather voluminous inclusion of material only indirectly related to UFOs; 4) the almost inevitable omission of a few important items; 5) the failure of the index to identify the *titles* of the books and/or articles under each author's name. For example, anyone looking for a specific item by Donald E. Keyhoe would be obliged to check perhaps as many as 12 different pages before finding the work sought.

Should Miss Catoe (or for that matter, anyone else) wish to correspond with the author, his address follows:

Norman Brennan
Box 2662
Buffalo, New York 14226



The Nerva Nuclear Rocket Reactor

The capabilities of the nuclear rocket will exceed those of chemical rocket engines. Successful testing of fifteen nuclear reactors, two of them engine models, showed that the basic technology of nuclear rocketry is ready for application in the form of a NERVA flight engine.

The Nuclear Engine for Rocket Vehicle Application program is administered by the Space Nuclear Propulsion Office, a joint office of the United States Atomic Energy Commission (AEC) and the National Aeronautics and Space Administration (NASA). Aerojet-General Corporation is prime contractor for the engine

system, and Westinghouse Electric Corporation is principal subcontractor responsible for the nuclear subsystem.

The nuclear rocket program was initiated in 1955 as a joint effort, called ROVER, or the AEC and the U.S. Air Force. When NASA was established in 1958, the Air Force's responsibilities were transferred to the new agency because of the considerable potential of a nuclear rocket for space missions.

Because the key component of the nuclear rocket is the reactor, the AEC's early research programs at the Los Alamos Scientific Laboratory and the Lawrence Radiation Laboratory concentrated on the conceptual reactor design and the development of a fuel element that would operate at the high temperature necessary in the nuclear rocket (greater than 4000 degrees F). In March 1957, a specific research and development approach was selected and the AEC decided to proceed with fabrication and testing of research

reactors using uranium-loaded graphite fuel elements to heat hydrogen to the temperature useful for rocket propulsion. Development responsibility was assigned to the Los Alamos Scientific Laboratory. The first experimental reactors, called Kiwis, were built to demonstrate feasibility and proof of principle of the nuclear rocket engine reactor. With success in the Kiwi tests, the NERVA program was started in 1961. The Kiwi and NERVA programs have been closely meshed, each reactor experiment building on knowledge gained in the preceding tests to evolve a continuing logical improvement in technology.

The enormous energy of nuclear fission is being combined with the ability of rockets to travel in space, the basic reason being to improve the performance of rocket engines. This improved performance will give space vehicles more mobility and operating flexibility for scientific and domestic missions than can be provided solely

NERVA-XE engine was photographed during preparation for testing at the Nuclear Rocket Development Station in Nevada. Its successful operation, and that of previous reactors and engine systems, provided data being used in development of a flight-rated engine.

by chemically fueled engines. Producing more thrust from a given weight of propellant, the nuclear engine could push a larger payload the same distance or the same payload much farther.

The difficulty of the development of a flyable compact reactor, not much bigger than an office desk, that will produce the power of Hoover Dam from a cold start in a matter of minutes, is obvious.

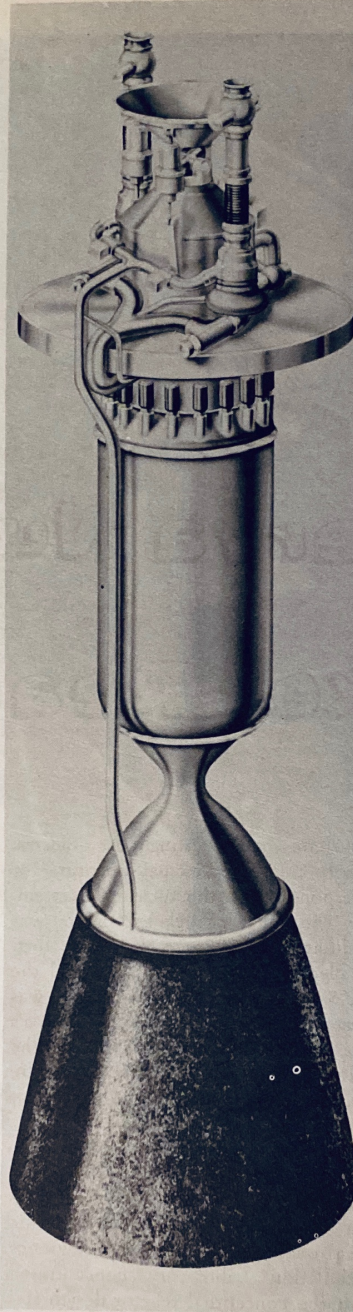
Intensive development in the past few years had produced such reactors, justifying the high expectations of the earlier years. The latest one built was in the NERVA-XE engine tested successfully at the Nuclear Rocket Development Station at Jackass Flats, Nev. The engine was run for 3½ minutes at full thrust of about 55,000 pounds and full power of 1100 MW, and also at intermediate power levels. No major problems developed in 28 test runs over 8 days. Total running time was about 3 hours and 48 minutes.

The next step, now in progress, is development of a flight-rated engine to be flown in 1977. Present plans are to make the engine compatible with the Saturn V rocket (on which it would be used as a third stage) as well as with other advanced systems.

In any rocket, thrust is the reaction produced by a stream of hot gas expanding out through an exhaust nozzle.

Thrust produced per unit of mass flow rate is a convenient standard for rating and comparing rocket engines. In practice, rocket engineers use a term called specific impulse, which is the thrust per unit weight of propellant flow. Specific impulse is expressed in seconds because it can also be thought of as the period of time during which one pound of thrust is provided by one pound of propellant. The greater the specific impulse at any specified thrust, the greater the power produced, since power is proportional to specific impulse times thrust.

A nuclear rocket can produce about twice the exhaust velocity of the best chemical rocket and, therefore, twice the specific impulse. That is its main advantage—it can accomplish a given space mission with less propellant and



This is an artist's concept of the NERVA flight engine. The 75,000-pound-thrust engine will deliver a specific impulse of 825 seconds and will be reusable. Features of the engine include maintainability and high reliability. It will be man-rated.

therefore more payload, or it can go farther, go faster, or maneuver more with a given amount of propellant, or it can provide some optimum combination of those abilities.

Today's chemical rockets already operate near the limiting temperature of the available structural materials, so little improvement in exhaust velocity is imminent.

The theoretical exhaust velocity (and specific impulse) of a nuclear rocket is three times that of the best chemical rocket for the same temperature. A hydrogen-oxygen engine provides a specific impulse in vacuum of about 456 seconds, while a specific impulse of more than 900 seconds is attainable eventually in a nuclear engine operating at a lower temperature than that of the hydrogen-oxygen engine.

Doubling of the rocket exhaust velocity doesn't come free of charge; it requires twice as much power. That is no problem, however, because nuclear fuel contains a great deal of energy in a small package. Thus, the second major advantage of the nuclear rocket is its ability to convert the vast potential energy of nuclear fuel into high exhaust velocity.

A related advantage is the "storability" of nuclear energy. The solid fuel is physically and chemically stable, so a nuclear engine could readily be boosted into Earth orbit and then supplied with propellant delivered by another booster. Moreover, a vehicle could be reused many times by resupplying it from a propellant station. Resupply of a nuclear rocket would be much simpler than that of a chemical rocket because the latter requires two propellant materials and, due to its lower specific impulse, uses them less efficiently.

The main components and the operating cycle of a typical engine used in the grouped test program are shown in Figure 1. Propellant (liquid hydrogen) is pumped from the storage tank to engine operating pressure by a turbopump. The hydrogen passes through tubes in the exhaust nozzle, cooling the nozzle and getting preheated in the process, and then passes through the reflector and radiation shield and into the reactor core where it is heated. The hot hydrogen passes out through the

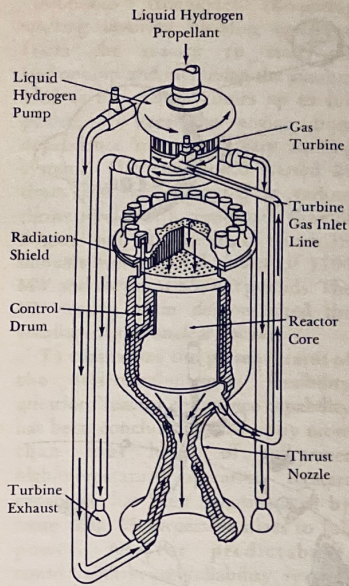


FIGURE 1

Typical component arrangement and operating cycle of engines tested so far are illustrated in this simplified diagram. Hydrogen propellant is preheated by cooling the thrust nozzle and other components, and then it passes through the reactor core to be heated and expanded out through the nozzle. Some hot gas is bled off to power a turbopump that delivers hydrogen to the engine.

exhaust nozzle, expanding and accelerating to produce thrust. A small amount is bled off to power the turbopump.

The reactor core is made of graphite impregnated with uranium. It contains many channels for hydrogen flow.

A reflector surrounding the core prevents the escape of too many neutrons from the core and so helps sustain the controlled chain reaction of nuclear fission. It contains control drums, which are cylinders made of neutron-reflecting material on one side and neutron-absorbing material on the opposite side. The drums can be rotated in unison to maintain the desired neutron flux in the core; their position thus determines the rate of fission and thereby the rate of heat production.

The NERVA flight engine now being designed will be similar to the one just described except that instead of the "hot-bleed" cycle it will

employ a "topping" cycle: almost all of the preheated hydrogen passing through the reflector and shield will be channeled through the turbine before entering the core. Because no hydrogen is bled from the outlet of the core to provide turbine power, this cycle enables a slightly lower core temperature to yield the same specific impulse. Average core temperature will be about 3800 degrees F, thrust 75,000 pounds, reactor power more than 1500 MW, and specific impulse 825 seconds.

To assess the progress made on the many difficult problems that have had to be resolved, a base point of early 1964 is used in this article. At that time, no reactor had been operated at the high-power and temperature conditions essential to achieve the desired rocket engine performance. In fact, there were still a number of basic feasibility questions.

The main question concerned structural integrity—whether a reactor could be designed and constructed to remain physically intact during the high-temperature and high-power

operating conditions. The reactor would have to operate at white heat and still not fail in any of its parts. (Severe vibration during a Kiwi-B test in 1962 had resulted in a gross reactor failure, in which many fuel-element parts were ejected through the nozzle.) A goal of 20 minutes of operation was established in May 1964.

Another key question was whether the engine would have restart capability, including ability of the reactor to be heated white hot a number of times without failure. Restarting is necessary because most of the time in a mission is spent "coasting," with infrequent operation of the engine. In a round trip between Earth and lunar orbits, for example, the engine would be started for translunar insertion, perhaps another midcourse correction, and braking into Earth orbit. Each start probably would be from zero to full power, with duration depending on the payload being transferred.

The third key question concerned predictability, controllability, and

TABLE I

Summary of Reactor and Engine-System Tests

Kiwi-B4D (one power test)	May 1964
Kiwi-B4E (two power tests)	August-September 1964
NRX-A2 (two power tests)	September-October 1964
Kiwi-TNT	January 1965
NRX-A3 (three power tests)	April-May 1965
Phoebus-1A (one power test)	June 1965
NRX/EST (ten starts)	December 1965-March 1966
NRX-A5 (two power tests)	June 1966
Phoebus-1B (one power test)	February 1967
Phoebus-2 (cold flow tests)	July-August 1967
NRX-A6 (one power test)*	December 1967
XECF (cold flow tests)	February-April 1968
Phoebus-2A (three power tests)	June-July 1968
Pewee-1 (two power tests)	November-December 1968
XE (28 starts)	December 1968-August 1969

*Operated 60 minutes at full power (1100 MW)

reliability of operation. In 1964 it had not been demonstrated that the NERVA system could be controlled reliably enough for the requirements of rocket propulsion. Moreover, in order to obtain the full benefit of the high specific impulse and thus provide optimum economy of operation, the engine had to be capable of achieving the necessary power and thrust in a very short time. A Nuclear rocket reach full power in the order of a minute, while many commercial reactors take hours to reach full power.

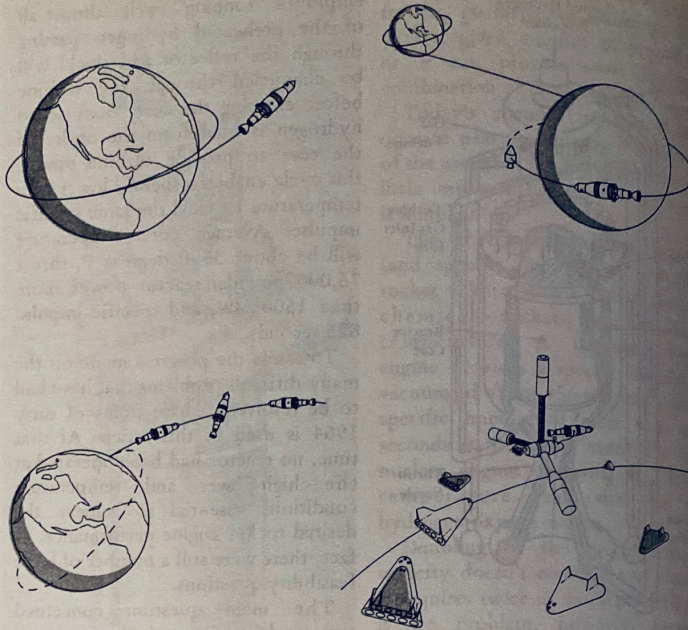
Tests conducted since early 1964 have resolved all of the questions.

Structural integrity and performance have been demonstrated by successful operation of 15 reactors, Table I. The Kiwi and Phoebus reactor tests were conducted by the Los Alamos Scientific Laboratory, while the NRX (Nuclear Reactor Experimental) tests were part of the NERVA program. In early 1964, the serious vibrational problems encountered in the 1962 Kiwi-B test were not completely resolved, and the structural integrity of the reactors was in doubt. Tests later in 1964 by Los Alamos Scientific Laboratory and the NERVA team proved that the difficulty was understood and had been corrected. Confidence then increased sufficiently to increase the goal to 60 minutes of operation.

That operating goal was a staggering engineering requirement as it was almost two orders of magnitude greater than the initial full-power reactor time of one minute. In three years, however, as shown in Table I, the goal was met. In fact, NRX-A6 could have been operated significantly longer, but the test was scheduled for only 60 minutes to preserve data for postoperative examination.

Total operating time at full power is now more than four hours. The tests have demonstrated the high-performance capability of the NERVA system as well as its ability to achieve long thrusting periods.

As for restart capability, more than 25 reactor power starts have been made, including many restarts. In the first complete engine system test (NRX/EST), 10 starts to power conditions were planned and successfully executed. The tests have



A lunar shuttle is one type of mission that could make good use of the nuclear rocket's ability to "store" energy and to be reused a number of times by resupplying propellant. In this example, a vehicle assembled in an earth parking orbit is accelerated by engine operation out of orbit and into a lunar trajectory (a), it goes into lunar orbit (b) to rendezvous with a lunar station (c) and transfer its payload. The engine is fired again to accelerate the shuttle out of lunar orbit toward earth (d), where another engine operation (e) puts it into its parking orbit for resupplying of propellant. Resupplying (f) could be done by a reusable two-stage vehicle that carries hydrogen, other supplies, and crews into earth orbit to rendezvous with an orbiting space station and the lunar shuttle.

conclusively demonstrated the restartability and reusability of the nuclear system. The experiments also answered the questions about controllability of the system under the extremes of temperature, flow, and start times dictated by a nuclear rocket. To achieve the necessary control during the fast start-up required, reactor operation during the rapid temperature increase must be thoroughly understood and predictable. In 1964, a major concern was that introduction of cold hydrogen into the core during start-up would cause instabilities by increasing the moderating capability of the core. Such an increase might cause a higher temperature excursion than could be controlled by the drums. Therefore, a significant part of the program was evaluation of the controllability and predictability of the engine.

In studying controllability, a number of experiments were performed to determine system stability. An experiment on NRX-A2 showed no major problems; the

system was operated close to liquid hydrogen conditions at core entrance with no instabilities. The power was increased to some 30 MW with the control drums kept at constant position while hydrogen flow to the reactor was increased. On A3, the power was increased to some 60 MW with drums fixed, and on the NRX/EST to 200 MW. Finally, on the A5, the power was increased to some 800 MW in approximately two minutes and then brought to full power by using a temperature control system that adjusted the drums. Because of this test series, we are confident that we understand the technology of reactor control.

The next step was to test the experimental prototype engine called the NERVA-XE. Those tests, successfully completed in September 1969, were run with the engine firing downward into a simulated space environment. They investigated multiple restarts, throttling (changing the engine flow during operation), and automatic start-up by use of

"bootstrap" techniques. (Bootstrap starting involved bleeding hydrogen from the reactor to start the turbopump and increasing the amount bled as the reactor comes up to full power; it frees the engine from dependence on an auxiliary starting system.) The engine was started 28 times and was operated at various thrust levels for a cumulative time of 3 hours and 48 minutes, of which 3½ minutes were at full power of 1100 MW and thrust of 55,000 pounds. The XE testing again demonstrated the stability of the nuclear rocket.

To summarize the present status of the structural-integrity feasibility question, reactor endurance capability has been conclusively shown by more than four hours of full-power high-temperature operation. Restart capability has been demonstrated by more than 25 successful starts to full power. As for predictability, controllability, and reliability, systems and control tests have indicated that the nuclear rocket engine system can be made into a highly reliable, predictable, and stable means of propulsion.

Much of the present NERVA program consists of incorporating the technology accumulated to date into the design of the nuclear rocket engine for flight, which is to have 825-second specific impulse and 75,000-pound thrust. The associated experimental program at Los Alamos Scientific Laboratory is in development of fuel elements that will operate at even higher temperatures than those now being developed for the flight reactor. (The experiments are conducted on a test-bed reactor called Pewee.)

The NERVA's high specific impulse and the reservoir of energy available in nuclear fuels will provide space vehicles with mobility and load-carrying capacity that cannot be matched by any current or future chemical rocket system. As an example, Table II compares a NERVA stage with a chemical stage for various reuse missions from Earth parking orbit.

Operations that are especially well suited to the stored-energy advantage of the nuclear rocket are lunar-shuttle and Earth-orbital missions. In a typical lunar-shuttle operation, for

example, a stage powered by a 75,000-pound-thrust NERVA would be placed in a 300-mile parking orbit by a Saturn V or by a smaller launch vehicle, and the shuttle (propellant tanks, service module, and command module) would be assembled and supplied with propellant in orbit. The nuclear shuttle would depart from parking orbit on a lunar trajectory and, arriving in lunar orbit, would rendezvous with a lunar station and transfer the payload, Figure 2. The payload could be men, life-support equipment, and scientific instruments for lunar exploration. The NERVA would be fired again to boost the shuttle out of lunar orbit toward Earth, and again to insert the shuttle into parking orbit to prepare for resupplying of propellant. The shuttle could be resupplied by a reusable

Earth-to-low-orbit transportation system.

Moreover, the large payload capacity of a nuclear engine gives a very high probability of mission success. For example, more life-support equipment, including redundant equipment, could be provided on each mission, so stay time on the moon could be increased by a factor of 10 over that now possible.

Earth-satellite operations are predicted to become of great value in communications, meteorology, and navigation and to have many other profound social and economic influences. As an example, a recent study for NASA by the National Academy of Sciences postulates a television service that would provide signals directly to home receivers. The system would use either 5800-pound

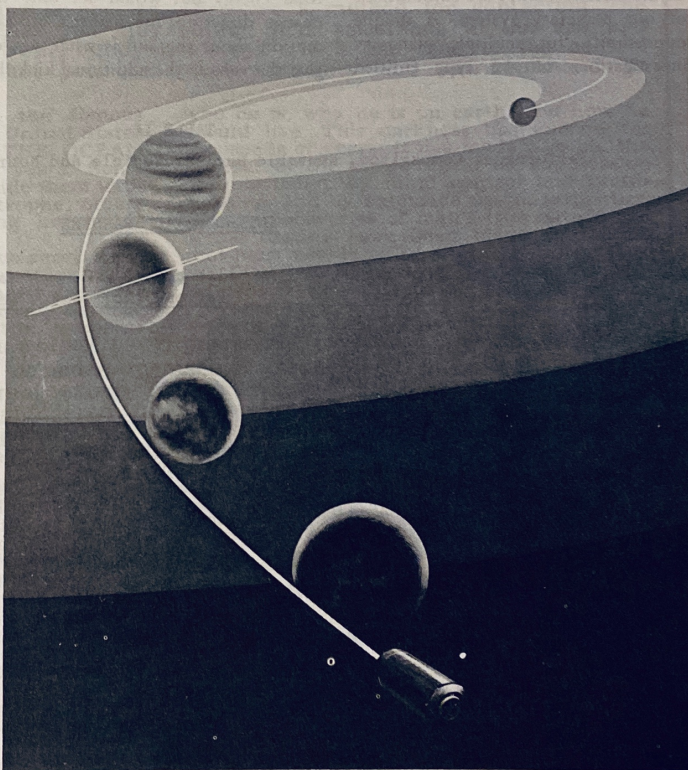


FIGURE 3

The high performance of the nuclear rocket could be exploited to propel large payloads in unmanned planetary investigations of the type called "Grand Tours". The one illustrated would fly past Jupiter, Saturn, Uranus and Neptune. Data would be radioed back to earth from the vicinity of each planet; if desired, orbiters or probes could be left at some of the planets as the main vehicle swings past.

satellites, each of which would supply one channel of 525-line compatible color to home receivers equipped with a receiver adapter kit at a cost of approximately \$125, or 20,000-pound satellites that would not require the home adapter kits. The maneuverability and payload capability of a NERVA would certainly be of advantage in placing in orbit, moving, and maintaining such satellites. In addition, propulsive efficiency and system reuse could provide economical operation.

Orbital space stations also are under study by NASA. As space operations with these stations begin to show advantages for our national economy and to the scientific community, payloads will become heavier and energy requirements for orbit changes will increase.

Still other applications made attractive by the greater performance of the nuclear rocket are explorations of our planetary system. A unique opportunity for multiple planetary investigations of the type entitled

"Grand Tours" is available in the period of 1977 to 1980, when the planets Jupiter, Saturn, Uranus, and Neptune are so oriented that a single flight could swing by all of them and make scientific observations at each, Figure 3. Other swingby possibilities include tours of Jupiter, Saturn, and Pluto and of Jupiter, Uranus, and Neptune.

The basic operation of all such unmanned planetary investigations would be the same. A NERVA would boost the unmanned payload from a parking orbit, separate from the payload, and return to parking orbit. The payload, placed on a planetary trajectory, would come into the influence of the planet's gravitational field and be accelerated by it on its way to the next planet in the tour. (In itself, the flyby interaction with a planet's gravitational field would not add to nor detract from the vehicle's total energy but would act only to change direction; the planet's orbital motion about the sun is what would give the vehicle the additional kick. It

is as if a billiard ball strikes a perfectly elastic wall a glancing flow. If the wall is not moving, it serves only to change the direction of the ball, but, if the wall moves, it imparts some of its moving energy to the ball as well as changing the direction of the ball's velocity.)

The data radioed back from the vicinity of each planet would be greatly enhanced, and the chance of success much better, by use of a nuclear stage. Due to the high-payload capability, orbiters and probes could be left at the planets, transmitter power and antenna size could be larger, and redundant equipment and additional guidance equipment could be provided.

These are but a few examples of the nuclear rocket's ability to meet the challenge of the space age that started with the flight of Apollo 8, when man first ventured away from Earth. Numerous variations and benefits will evolve once the initial operations show the mobility and versatility of the nuclear rocket.

TABLE II
Performance Comparison, Reusable Nuclear Vehicle and Nonreusable Chemical Vehicle

Destination Orbit	INTERORBITAL TRANSFER			
	Outbound Payload (lb)	Inbound Payload (lb)	Nuclear Stage Weight (lb)	Chemical Stage Weight (lb)
Lunar	119,000	0	370,000	800,000
	44,000	44,000	370,000	1,130,000
	47,000	0		370,000
	12,000	12,000		370,000
Geosynchronous	102,000	0	370,000	900,000
	38,000	38,000	370,000	1,200,000
	34,000	0		370,000
	10,000	10,000		370,000

DEEP SPACE INJECTION

Reusable nuclear vehicle can inject over 100,000 pounds into Mars trajectory with expendable chemical stage added, over 30,000 pounds into Jupiter trajectory. (David Gabriel, "The Nuclear Rocket and the Space Future," Atomic Industrial Forum, December 2, 1969.)

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Yes, the ravings of religious enthusiasts are true — the world of

TODAY IS COMING TO AN END!

It is now time for those with the gift of ESP to come out of hiding and to use their talents to build humanity anew! Such persons must realize that they require special foods, and UNDERSTANDING, to fully develop their capabilities. It is now time for the world to be ruled by its best men, instead of by persons unable to solve the problems of war and crime and poverty and disease! Discover the means to first bypass the turmoil of this planet; then learn of invisible weapons which will enable you to crumble oppression and to recreate humanity into a more desirable species. Discover a method for contacting The Flying Saucer People, so that you may obtain their assistance in the use and control of Overwhelming Power. Study the steps which can lead to the control of weather extremes, so that you can serve humanity and yet command its recognition and respect.

According to Edgar Cayce, the famous clairvoyant, many cities of the United States are destined to DROP INTO THE OCEAN sometime within the next 23 years. Some people will obtain clues to provide them with advance warnings of this catastrophe; others will declare such a happening impossible until the actual occurrence.

Birds and snakes usually leave shortly before a major earthquake, and no other warning should be necessary. Humanity faces far greater dangers than earthquakes, because the entire world has been kept in comparative darkness as to the true nature of MAN —

The civilizations of today consider themselves "educated" and "enlightened"; actually, they are to a great extent BRAINWASHED and HYPNOTIZED. The world has actually been plundered for millenniums; in today's period of so-called "freedom" more people are living under physical, tranquilized, or lobotomized slavery than ever before in history.

We must immediately provide guidance to the young people of this planet, and inspire them towards constructive efforts in lieu of drugs and demonstrations and riots. We must exert our authority, by implanting LOVE in a world that is almost devoid of LOVE! But first we must learn hidden secrets of Reincarnation and Rejuvenation and Mental Telepathy. We must demonstrate to the world that we can grow older, yet feel stronger and younger and more powerful for many years beyond normal expectancy!

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who he is, why he is on earth, and how he should live. This darkness has existed for thousands of years; it has made possible the plunder of the entire world by suppression of knowledge, by mind control and brainwashing, and by extensive use of semantics. Lately, discoveries of man's true nature and actual destiny have been made so rapidly that most people will be unable to adjust to the COMING NEW AGE, because they will be caught in the DEATH THROES of the "present world."

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On pages 18 and 19, we present two photos of Earth taken by the ATS-III satellite camera. On page 18 we present NASA 67-HC-723, taken from a height of 23,000 miles; no location is given for the vantage point. If you will use the northeast coast of South America as the rough base of a 90 degree angle, drawing your vertical line from the left end of this base line, you will discover that your line crosses an apparent depression that looks much like a moon crater. Our reproduction is made from a color transparency supplied us by NASA. No date was supplied.

On page 19, we reproduce, from the NASA book "Exploring Space With A Camera" ATS-III's photo of Earth taken on Nov. 18, 1967. The vantage point is the equator at approximately 47 degrees West. It consists of 2000 horizontal lines, each about two miles wide. If you will draw a roughly 90 degree angle, using the northeast coast of South America (as above), you will discover, at precisely the same location, an apparent depression that looks remarkably like a moon crater, although more sharply defined. Note that on the west coast of South America the remarkably fine definition of Lake Titicaca is evidence of the good quality of the photo, and that the polar definition is to be

trusted to an equal degree.

It would seem that this strange depression is a geographically consistent one, and that it shows up on photos in which the cloud cover is such that the surface can be seen.

On page 17, we reproduce a photo taken by ESSA-9. On page 20, we present an enlargement of the polar area. It should be noted that the first photo is captioned (directly on the negative) as "ESSA-9 - Pass 5759 - 2 Jun 70 - 1055 GMT" and that on page 20 is captioned merely "ESSA-9 - (blank space)-1 Jun 70-(blank space)". A careful study of these two photos indicates that the one on page 20 is an enlargement of the one on page 16. The cloud positions are identical. Yet the photos are presented as being taken 24 hours (more or less) apart. There is no subterfuge as crude as inserting a false Pass Number, nor a false Greenwich Meridian Time. There is the difference in dates. What the photos do not show is apparently more important than what they do show. The significant polar area is lacking in detail (by doctoring?). We would like to know what explanation can be offered for the difference in dates, the omission of Pass Number and GMT?

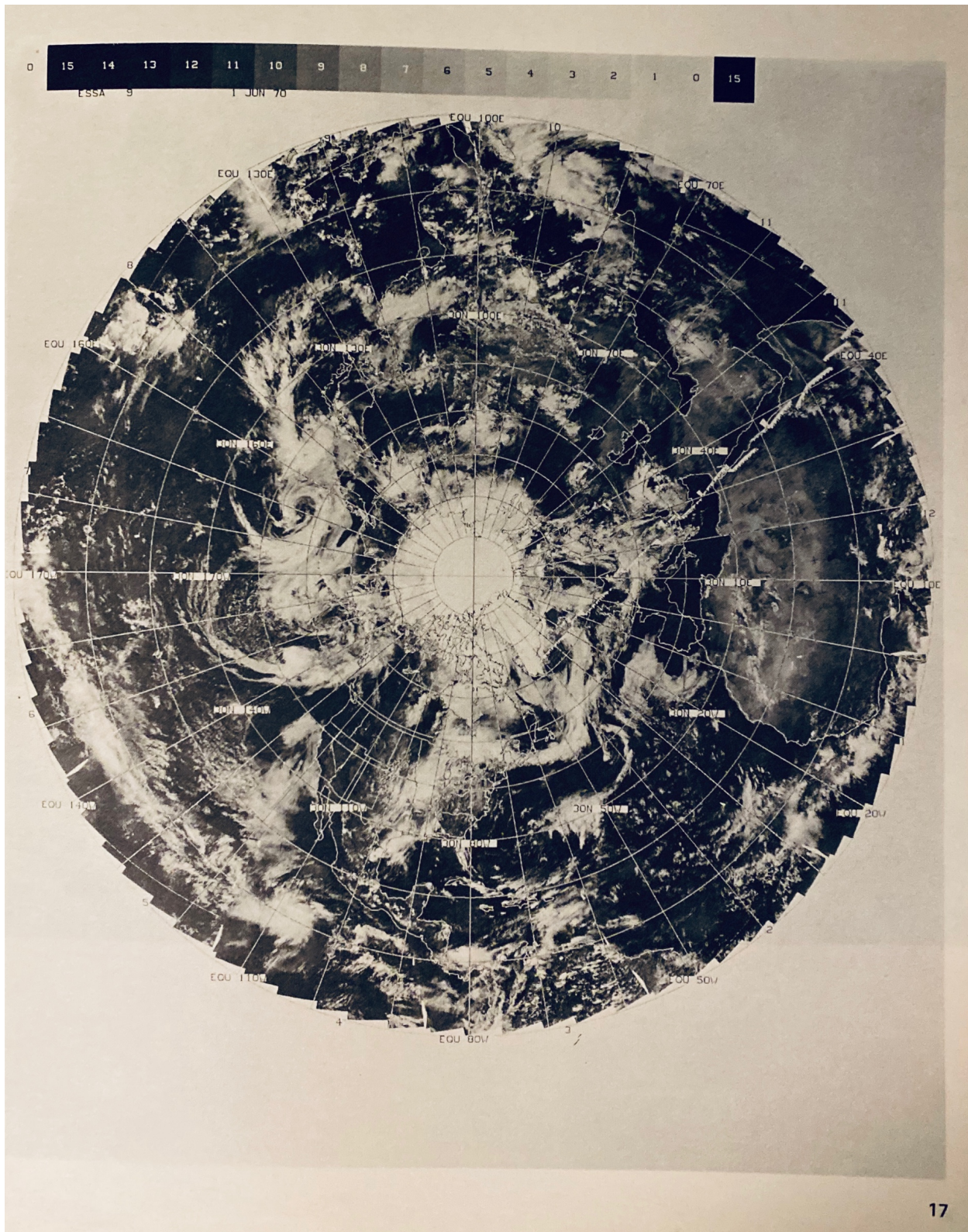
There are several other puzzling points. In the ATS-III photos, why is it that 2000 horizontal lines two miles

wide add up to 8000 miles of diameter but multiply only to 4000 miles? It is our guess that due to the "horizon" factor, what we are actually seeing here is not the actual circle of the Earth, but only that portion of the Earth inside the "focal length" of the camera. Yet, in the color photo on page 19, the statement is made in the NASA book that what we see is "almost the full" face of the Earth. 4000 miles is half, not full.

In a future issue we will present a series of photos taken by ATS-1 in which similar "full" views of Earth are correctly labeled "approximately 40% of Earth's surface" although to the amateur eye, the "full" horizon, the full circumference, of Earth is seen, and presumably, the area immediately outside the "circle" is empty space. Obviously it is not, but actually there is 60% of Earth's surface in a "never-never" land which we cannot photograph, at least with the ATS and ESSA satellites. The truth is, we will never see the full orb of Earth.

But these photos do seem to show us a "hole", about 285 miles in diameter, in the north pole area. If it is not a hole, what is it? Certainly some intensive photo study of the area can solve the mystery. Is it too much to ask?

MORE PHOTOS OF THE NORTH POLE







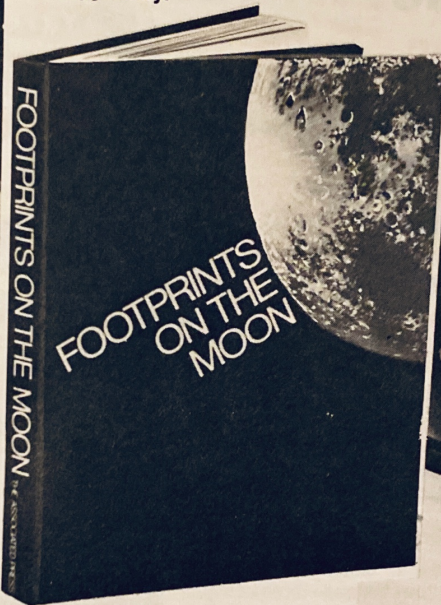
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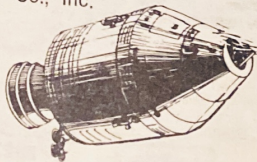


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ON THE TRAIL OF THE FLYING SAUCERS



TIMOTHY GREEN BECKLEY
Director

Several years ago, Ferdinand E. Marcos, president of the Philippines, made this candid statement about flying saucers: "The possibility of our planet's receiving visitors from outer space is, I am certain, not remote in the face of the wonders that we, right here, have witnessed; and indeed it is a thought, an idea that brings intense and magical excitement which I, for one, would not unduly set aside until all avenues pro and con have been examined. I am often staggered by the thought of the vastness of our universe and the massive secrets the skies hold, which we on this Earth have barely scratched. Since I am of an adventurous bent, I shall not be the first to say that it is not possible for other planets to be inhabited, nor that people in outer space, or whatever creatures they are, do not have the capability which Earth people are now developing to travel through space and perhaps discover other planets."

At that time there was no reason to suspect that President Marcos knew any more than he was willingly open to admit. Now, however, reports of saucer landings in the Philippines have become quite frequent, leading one at least to admit the possibility that a renowned world leader knows more than he can safely tell about the subject.

A report reaching us by way of UFOIC, Sydney, Australia, relates

that three Filipino farmers have submitted eyewitness reports on an observation of a UFO and its crew members. The reported sightings took place at 4 a.m., 7 a.m. and 9 a.m. on November 1st, 1968, near the Philippines Communications Satellite (Philcomsat) ground station inside a valley in Rizal Province, 32 miles east of Manila.

Colonel Aderito de Leon, former manager of the station wrote a detailed report on the sightings based on interviews he and former assistant station manager, Rufino Santiago made with the three farmers. Their separate accounts were more or less identical about seeing a white, lowslung, saucer-shaped vehicle landing and taking off near where they were, and of two passengers seen inside. One of the farmers gave a more detailed description of the occupants as being Caucasian looking, with one about six feet tall and wearing white flying suits without identification, and glass-like or plastic headgears.

The site of the landings was visited by a Colonel Patterson of the United States Air Force and he reportedly spoke to another embassy official who had been at the satellite ground station earlier. When asked about his impressions of the different accounts, Patterson said: "As you know, the U.S. air force has an interest in this type of thing, apart from satisfying my own curiosity." He also said he

had no ready explanation about the sightings and added: "We just don't have enough information to make a decision or an investigation."

Setting aside my usual policy of not printing sightings, I thought this issue perhaps readers might be interested in some of the better reports of recent vintage which did not receive a lot of press coverage. Especially now that the news media has been mysteriously silent about sightings, readers have no other way to keep abreast on key developments in the field.

LIGHT BEAM ON CAR

A housewife, who wishes to remain anonymous had a frightening experience at 10:30 a.m. on March 10th, 1969, while travelling in her car east of Glenwood, Missouri, on Highway 202.

As she sped along, she noticed a bright beam of light on the roadway ahead. Looking for the source of the light, she saw a charcoal grey disc with a dome of the same color at an altitude of about 1500 feet, with a funnel of light coming from underneath, from some sort of port or open hatchway.

The witness' dog, who had been lying quietly in the back seat, suddenly leaped over into the front and cowered on the floor in a high state of agitation. As the young woman drove into the beam, the car slowed to less than ten miles per hour. As it came out of the beam, it began to function normally again. Bewildered and frightened, the young woman's only thought was to leave the area as soon as possible. She reported later that her eyes hurt for a couple of days following the incident, presumably from looking at the bright light. (Credit: UFOIC)

CAR MYSTERIOUSLY MOVED

Emiliano Escalona and Professor Arturo Sepulveda, while on holiday with their families, stopped overnight at "Las Francas", the famous water spring in Chile. During the early hours of Sunday morning, February 9th, 1969, Mrs. Escalona woke and heard the motors of their two cars running. She listened intently for a few minutes, because the sound seemed to

be further away from where they had originally parked the vehicles. Finally she woke both men and armed with shotguns they went to see what was happening. The cars have been moved approximately 170 feet, without leaving any trace of tiremarks in the grass or soft earth. While the men were examining strange paint on the cars, they were startled by an odd type of explosion and a blinding light, simultaneous with the rising of a huge silvery object over some nearby mountains. Argentine Broadcasting confirmed the case the following day, emphasizing the fact that the motors of both cars were running while the batteries were disconnected! (Credit: *Understanding*)

written us about a new report from this vicinity which includes an actual contact with the occupants of one of these odd unidentified objects.

“13 people were in our skywatching party at Cradle Hill, Warminster,, on the evening of Wednesday, August 27th, 1969. My

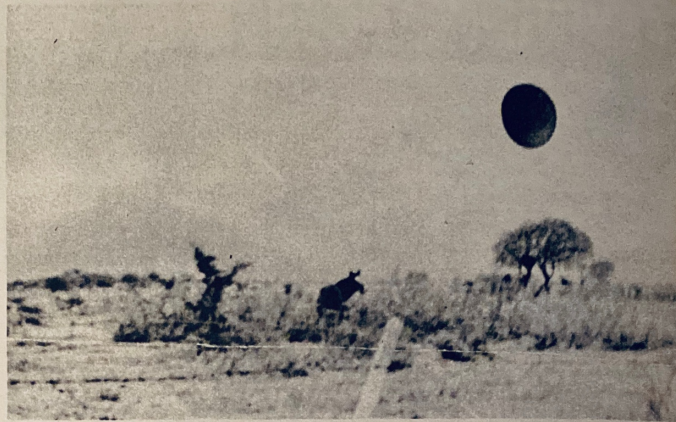
CONTACT AT WARMINISTER

A normally quiet community of 10,000 persons in Warminster, England, has been constantly terrified since Christmas day of 1964, when a mysterious object hurtled women and children to the pavement after having been stricken by a powerful force from above.

The “Thing”, as it has been nick-named, makes harrowing sounds and causes icy chills to run up a person’s spine. Animals have been injured by the “Thing” and strange noises in the dead of night have been attributed to it.

On one particular night a terrible explosion ripped the air and a strange orange light appeared in the bedrooms of many residents. Those who ventured outside in their night clothes said they observed a cigar-shaped object hovering on the sky, with a glowing core in its center. Dozens of windows were reportedly shattered by the blast.

Our good friend, and author of two books on the “Warminster Mystery”, Arthur Shuttlewood, has



PHOTOGRAPHS AT RIGHT

Top: The Argentine Air Force published this photograph in No. 222 of LA REVISTA NACIONAL DE AERONAUTICA, official publication of that agency.

Middle: Frame No. 6 of the series of Moon photographs taken at Adhara Observatory on Dec. 10, 1965.

Bottom: Large footprints (19½ inches long), somewhat eroded by rain, found on the site where Eugenio Douglas met strange giants at Monte Maiz on Oct. 18, 1963.

Photos from SAUCER NEWS, Box 2228, Clarksburg, West Virginia.

team mates, Bob Strong and Sybil Champion, left the hill at 9:30 p.m. after we had been observing for about an hour. They went off to Starr Hill, another well known viewing point.

"This left 11 other persons, including several Americans. At 10 p.m. the attention of several pairs of eyes were caught by what can best be described as a 'burning bush' about 600 yards southwest of our vantage point."

Upon seeing this, two of those present, Christopher Trubridge and Robert Coates, immediately tore across the intervening land, after climbing over a high gate. The others followed at a more leisurely pace.

"The burning effect died on the ground and we were instantly aware of a large orange ellipsoid that hung over the top of a lighted house— we estimated somewhere around 100 feet at the most. It was glowing and immobile for a good three minutes. It was enormous! It moved slowly, sedately, throwing off a bright and fitful halo around the main body of the craft."

Shortly after, they heard cries coming from the field, "and tearing toward us with ashen faces and trembling limbs were Chris and Robert. Something obviously unnerved and upset them both."

They drank hot coffee to recover from shock and shattered composure. Then they blurted out an amazing story of a near encounter with an unknown entity. When they reached Kidnapper's Hole they saw the flame or "burning bush" peter out; and in its place was a tall figure dressed in a tight-fitting black suit that had a sheen reflecting in their torchlight.

"A gold-colored 'sash' was around its neck and shoulder, winding about the waist. No words were exchanged at the encounter," Arthur Shuttlewood continues.

Robert Coates is six feet, one inch tall. He thought the figure to be a good foot taller than him. Christopher confirmed this. Long dark hair falling to shoulders, bright eyes and a rather "feminine" set of features, in a not unattractive face, the lads fled. The "visitor" did not move—but they, overcome by fear, could not approach nearer than about 30 yards from it.

Although nothing more of the

strange UFO was seen, at the same time Bob Strong and Sybil Champion were watching two UFOs glide gently overhead from their point near Starr Hill.

Why all these sightings around Cradle Hill and Warminster? Arthur Shuttlewood says: "We are inclined to believe from available evidence that there exists a 'gate' or 'window' which allows two dimensions to converge, meet and—who knows—even communicate. What our scientists might term a time warp."

In closing his report, Arthur comments: "Of one thing we can be certain: Warminster is a place that will be remembered for many years to come for its sheer consistency in UFO sightings and landing. It could be that—whatever is designed by a superior intelligence to happen in the future, this town will be a focal point of any big cosmic operation affecting our planet. Love and trust, not suspicion and hostility, may be the key to the entire UFO mystery."

FLYING SAUCERS OVER OCEAN

John Fairfax, safe in Ft. Lauderdale, Florida after six harrowing months alone on the Atlantic Ocean, was reluctant to talk to newsmen about the most impressive thing that happened to him out there in the big sea.

"You see," he explained to Bill Bischoff, "I don't believe in those things—or never have; but there they were: flying saucers. They could not have been anything else. Venus is the brightest of all stars, but they were ten times brighter than Venus."

He paused.

"It was more than just seeing them, though. It was this force. It was as though they were saying to me: 'do you want to come with us?' And I was fighting it and saying back: 'No, no, no.' It was like telepathy, like being hypnotized."

Readers of this magazine should not find this account unbelievable. If you have followed my column for the past three years you will immediately recognize the same pattern of mind control often reported in low level sightings and especially in contact experiences. Fairfax's encounter while at sea bears a striking resemblance to

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dozens of other cases in my files.

He continued his story to the reporters by stating that at one point he lit a cigarette. "Then those luminous saucers swooped down over the ocean, rose and swooped down again. There was this magnetic feeling. When they had gone, I realized the cigarette had burned my fingers."

Fairfax said the flying objects were too bright and far too large to be stars or planets and their flight patterns were too irregular to be satellites.

"I don't believe in flying saucers," he said. "But there is nothing else they could be."

CANADA: SAUCER DIPS INTO ST. LAWRENCE RIVER

On June 5, 1969, at about 4:30 p.m., numerous witnesses spotted a shiny, round object fall into the St. Lawrence River. The observers told police they were standing at the foot of Darwin Street when the shiny object fell from the skies—approximately five hundred feet from where they were standing.

On Sunday, June 11, 1969, Mr. Charles Morris was travelling from Salisbury to Cloverdale, when he spotted a bright light across the Petitcodiac River. Mr. Morris said: "Sometimes it appeared very large and then appeared very small and didn't last for any more than thirty seconds." It was about ten to twelve feet in diameter. Even Department of Transport officials claim to have spotted it. The sighting took place at 11:30 p.m. Another man also saw the mysterious UFO at the same moment. The control tower said there were no aircraft up at the time and one controller said he saw it too.

At Hotchkiss, Alberta, five men working in their fields say a brilliant object hovered in different areas at night. One fellow investigated as it was hovering at the end of the field. His car lights went out and wouldn't

QUEST-UFO REPORT is a bi-monthly magazine dealing with UFOs and the supernatural. Articles by Otto Binder, Armand Laprade, John Robinson, Richard Shaver, etc. Topics covered include UFOs, Men in Black, the Hollow Earth, the Bermuda Triangle, Fortean Items, etc. 50¢ per copy; \$3.00 annually (6 issues).

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SAUCERS, SPACE AND SCIENCE. This famous Canadian UFOzine, edited by Gene Duplantier, is in its 13th year. Issues No. 1-5 (limited supply) \$1.00 each.

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go on again while facing the object. He turned his vehicle around and headed in the opposite direction and the lights went on again. This, according to Canadian UFO investigator, Gene Duplantier, is the third year these objects have haunted the area just keeping above the treetops. It was also seen recently in the Notikewin area, and also in the Hawk Hills. (Credit: *Saucers, Space, & Science*)

TREES KILLED BY RADIATION

The flying saucer mystery in Tauranga, New Zealand, took a new

turn on Saturday, September 6, 1969, when a Tauranga horticulturist said high frequency short-wave radiation caused the death of manuka trees in a circle discovered by a Ngatea farmer, Mr. B.G. O'Neill, on his property. The horticulturist, Mr. J.A. Stuart-Nenzies examined pieces of foliage taken from the circle. On Mr. O'Neill's property, a stand of manuka has died within a triangle area which is also devoid of vegetation. Imprints, about 9 feet apart, have been uncovered on the site. The prints all have smaller "toes" two smaller indentations about 4 or 5 feet from the larger holes. Surrounding the area of no vegetation is a sixty foot diameter rough circle of dead manuka. Outside the area of dead manuka the vegetation has suffered no apparent damage.

Mr. H. Cooke, president of the Tauranga Science Space Research Group ran a geiger counter over the dead manuka. There were signs of increased radiation which grew stronger in the thicker parts of the timber.

Mr. Cooke said about a month before a young man had reported seeing an object which he described as a pulsating light, travelling in a direct line to where the circle was found. (Credit: Gene Duplantier)

WEIRD FLAP IN RHODE ISLAND

Although saucer activity may be at a low ebb throughout the United

States, in the state of Rhode Island sightings are still being made on a regular basis.

As a guest on Joe Ferriere's **PROBING THE UNKNOWN** show on WNRI in Woonsocket, I was surprised to receive a number of phone calls from persons in the area who had had UFO sightings. After the show we met one young man who claims a low flying UFO maneuvered above his car not too far from Woonsocket. He told us how before the sighting he had been a complete skeptic. "But now I don't know what to believe", he exclaimed in an excited tone of voice. He was half sorry he had told anyone about the event since several of the fellows where he works kidded him about the experience. Another worker, having apparently read a lot of "far-out" UFO literature, suggested that flying saucers might come from inside the Earth.

We also talked to contactee, Harold Trudel, who impressed us with his seeming sincerity. He rattled off sighting after sighting and showed us a number of positively amazing photographs which, up until now, he has not allowed to be published. One series of shots appeared in the March issue of this magazine.

Trudel also told us that he is in mental contact with the space people and they have been able to send him telepathic messages as to where and when they will appear. These



Contactee, Harold Trudel, took this photo in East Woonsocket, Rhode Island, on June 10th, 1967. This same area has been a hot bed of saucer activity for almost five years. (Courtesy: Joseph Ferriere, WNRI Radio).

"hunches", as he calls them, have resulted in this impressive photographic evidence.

As in the case of other contactees, Harold Trudel is also a pretty good sensitive and gave me rather interesting card readings. Although it is hard to say what he hit upon directly, a number of his impressions do seem to be valid.

Readers may be interested in knowing that Trudel's story will be told completely along with other amazing UFO landings, contacts and MIB activity in the area, in the first issue of a brand new magazine entitled E.S.P.

For years you have pestered me about starting my own publication, so now I have taken the plunge. The first issue will be 96 pages, with articles by your favorite writers and more photographs than any other publication of this type.

Though we will concentrate a lot on the UFO problem, the spectrum of this journal will be almost limitless. It will cover the entire range of the supernatural, from ghosts to invisible entities.

We will even try to link the UFO enigma with various branches of psychic phenomena.

A list of our regular contributors would read like a "Who's Who" of the "off-beat". As an example, you can expect to read feature articles by such authorities as Brad Steiger, Joseph Ferriere, Gray Barker, Jim Moseley, John Keel and a host of other saucer investigators and psychic researchers.

Along with the magazine we have also set up an international network called the E.S.P. (Extrasensory & Supernatural Phenomena) Research Society. Members of this group will keep us posted on events from all over the world.

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As always, we are looking for material for use in this new magazine, as well as in *Flying Saucers* and *Search*. Address all mail to: 3 Courtland St., New Brunswick, N.J. 08901

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In the field of UFOs, we will direct our attention mainly to photographic evidence and the contact aspect of this enigma. We will also report recent cases of MIB activity.

In fact, we hope to link up UFOs and psychic phenomena and show their common origin.

I hope to hear from you soon.

TIMOTHY GREEN BECKLEY
Editor

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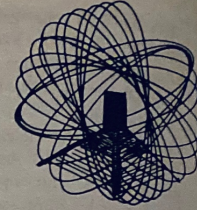
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Dear Ray:

I would say that the photos in June 1970 of FLYING SAUCERS, if they are authentic, pretty well prove that there is *no hole* at the poles. I also note that these photos are a composite of photos since you have 360 degrees of sunlight on the clouds—if it were actual single photos, one-half should be dark. It is interesting to note that one half of Greenland sits inside of the "hole" on the cover photo. I also note that the two photos were taken in November, and January, which time is winter in the land of the midnight sun. The midnight sun shines only in the summertime, however, and could not expect to light the icefields of the "hole" in the winter.

I suppose all this has occurred to you, and that you have some other motive in printing it in this way.

Dennis Kier
3750 W. 2nd Apt. 8
Los Angeles, Cal. 90004

• You've only repeated the "platitudes" that occur to everyone when the hole is mentioned. And I've already answered them. However, you do notice that one-half of the photo should be dark, assuming, as the others did, that this is a single photo. They didn't see that. The reason I print your redundant letter is because of the last point you make—that I have more than one motive in printing the pictures. The motive is simple—research is a tremendous job. I cannot track down all the material necessary to prove or disprove my theory. But there are always a large number of "challengers" who will go

to great lengths to disprove such fantastic claims as "there is a hole at the pole". So hop to it, you researchers, and get me some of those photos I can't seem to pry out of the people in control of satellite pictures. Like photos of the same area in June, for example? Why *always* release pictures showing a hole taken at a time where the alibi of the position of the sunlight can answer a question before it is asked? Go through *Exploring Space With A Camera*, then ask yourself why it is that *somehow* no picture ever is taken of Earth unless the polar area is in darkness? There are some which show the area, at the very edge of pictures taken from equatorially orbiting satellites that show a mysterious distorted area that might be a hole, except it is so distorted that it is useless as pictorial evidence.

Further, no manned space launch has ever been at a time, and orbit, which would give observers any chance to see the north pole area. However, from that altitude, the surface of Earth is very hard to identify. Even continents have to be indicated by an "overlay" so that people like myself can see what it is we are seeing. A favorite, and strangely most photographed, is Baja California. I'm getting bored with looking at it. How about a photo of the arctic circle area including the pole that is as easy to identify without the aid of a computer?

I am sure that photos of the north pole area exist, and will be presented to me, and I am sure they will show cloud-cover. It is almost certain they will show cloud-cover, because that is the condition which exists 99% of the

time! It is the very rare instance when there are no clouds in that area, combined with a satellite in camera range that can catch that rare event. I have presented two such rare events, and neither one shows surface detail, only blank blackness.—Rap.

Dear Mr. Palmer:

I read with great interest your editorial on the hollow earth theory in the June issue of *Flying Saucers* and the letters to the editor in the September issue, but there is just one question that has been bothering me which I hope you can answer for me. That is if there is a "sun" at the center of the earth as most accounts of the hollow earth describe, why didn't some of its light show through the polar holes in the satellite photographs?

As a romantic I hope that you are right.

Sam J. Miles
Box 446
Bethany, W. Va. 26032

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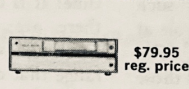
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out of'. Even a "turn" in the "tunnel" would prevent light from shining through.

Books written about the hollow Earth have always brought out the question of how the interior is lighted. So, the writers simply invented a "central sun". And they used the aurora borealis as an example of the validity of their assumption by pointing to it as "reflections" from the central sun's light on the upper atmosphere of the Earth above the pole. But we all know that the aurora frequently appears in the sky even above areas as far south as southern United States. In Wisconsin, I have seen brilliant aurora covering the entire sky, even to the southern horizon. This could hardly be said to be the "light of the central sun shining out of the hole in the pole". If the satellites don't photograph that light, it could well be that it just isn't there to photograph.—Rap.

Dear Sir:

Do not quote any part of this letter in your magazine nor print my name

in your magazine.

I have not subscribed to any of your magazines for 10 years and it was just by accident that a friend of mine gave me this June issue with the *hoax* photograph on the cover.

Do you think that the American people do not know that the Earth is a sphere and that the sun can only shine on one side at a time? And that the Earth inclines 23 degrees to the ecliptic? On the purported date of the photograph, November 23, the sun would be shining mostly in the southern hemisphere. Only a very small part of that photo should be in sunlight. The photo of the southern hemisphere shows up just as brightly. You are not going to put over such a stunt, even on the lunatic fringe who read your magazine.

If you did not doctor this thing up yourself, then the department that you obtained it from have gone to a lot of trouble to play a joke on "the hollow Earth man, Ray Palmer". They handed you the rope and you are now hanging upon it. They will have the biggest laugh when they come out with the real and authentic

photographs of the polar area showing part of the Earth in darkness in winter time*and when there are no clouds in the picture.

Furthermore, the various ancient writers on whom you base your ideas claim that there is a central sun. There is no evidence of a central sun. And if there is a similar hole in the south polar area, the winter sun would be shining through it sufficiently to light up the interior so that there should be some light visible in the center of the so-called hollow Earth.

Of course you can crawl out of that dilemma by saying that there are two atmospheres, one on each side of the hole and since the shell of the Earth is about 800 miles thick, there would necessarily be two atmospheres, one about 800 miles under the top atmosphere and when the photo was taken that there must have been a heavy cloud cover to hide the central sun and to prevent the sunlight from the bottom hole from shining through.

Any articles about the far north tell about the unpredictable magnetic conditions in that area and if the

Magna Carta of Space

by WILLIAM A. HYMAN, A.B., LL.B., D.H.L.

SPACE IS BECOMING CROWDED--YET IT IS A LAWLESS ELEMENT.
DO WE FACE THE POSSIBILITY OF A "PEARL HARBOR" OF SPACE?

Space technology has progressed with an astonishing speed in the few years that have elapsed since the Russians orbited the first artificial satellite. Statesmen, lawyers, scientists and other scholars have devoted a great amount of time and effort to developing rules for the control and guidance of activities in space. That the conduct of mankind is far from ideal is not in doubt. The author recognizes that activities in space need regulating. He offers as a constitution or basic law for space activities the idealistic Magna Carta of Space which he has developed over a period of years. Mr. Hyman, a successful practitioner of various aspects of air law and other law presents a popularized and colorful argument attesting to the urgent need for agreement on broad rules

of conduct of nations in space. Mr. Hyman poses most of the basic questions which are proving to be major stumbling blocks. Where is outer space? Where does air space end? How may the accident victim of activities in space be compensated? How can nuclear activity be controlled? What is peace? What is a peaceful and what is an aggressive use of space? Where does national sovereignty end and how is sovereignty acquired? How should space communications be organized and controlled? The author delves into history, morality, religion and current occurrences in pointing out the necessity, urgency and feasibility of agreement along broad guidelines for conduct in space. He is calling for Space Law NOW.

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conditions there produce an aurora which is so stupendous and so erratic, it is perfectly possible that this powerful magnetism diverts the light in such a manner, that directly above it appears that there is a large black area below, which looks like a hole 1,500 miles in diameter, a size so gigantic that if it were so, it would always have been known about.

Plasted was just up there with a well equipped expedition. Could he have been 750 miles from the pole and thought he was at the pole? All of his calculations would have added up with a terrible error. But he said that he believed that Peary also attained to the pole.

Sailing ships many years ago said that they attained to 88 and 89 degrees north. According to your theory they would have suddenly imagined that they were traveling 10 times as far daily as any sailing ships go in a day. They were not so stupid that they would be 800 miles from 90 degrees and then the next day be at 88 or 89 degrees.

Saga magazine for June on page 4 has a letter from a reader stating that the St. Louis Post Dispatch carried news about Byrd's first trip over the poles complete with pictures of the Lost Continent and text describing the land, its warm climate, grass, trees and lakes, abundance of wildlife, some of it prehistoric, described by the Admiral as animals 20 to 30 feet in length. Admiral Byrd was sure that he had crossed over to another planet. The papers carried a complete drawing of this theory. The newspapers devoted cover to cover coverage of the event. He states that he read every word and studied the pictures and he believes that his mother still has that back issue and that he could make it available. Why don't you contact him? No address given. B.G. Revis Portland, Oregon.

I am sorry for your mental condition, Mr. Ray Palmer. Another nut is Pastor Wm. Blessing of Denver who believed that the earth is a cube and even after the photos of the Earth made by the satellites that went to the moon were shown on TV and printed, he still maintained that he was right and the Earth is a cube. Blessing also published an article about the Earth being Hollow. So you see what kind

of company you are in. However, I am of the opinion that you and your theory are harmless and it is really more fun for me to read your comic magazine than the newspapers with what they print.

So if you will kindly tell me the dates of the papers to look up in St. Louis which probably carry the news about Byrd's trip over each of the poles, I will endeavor to get you photostatic copies and see if Byrd was also a teller of tall tales like yourself. Perhaps when you read those newspapers and realize that they were sane down to Earth scientific accounts (as I recall them to be) that then you will be on your way to recovering your sanity. Byrd never desired to go back to the north pole, even though years later the airplane was much farther developed and he could have taken a much better and safer trip and really explored that great fertile continent that you believe is there. Never did he encourage others to take plane trips over the north pole where there is only the polar sea and plenty of ice. Antarctica is land and he went back there again because it is land covered with snow and ice.

Anonymous
(By Request)

• Perhaps the pictures in this issue will be a different story. At least, the only "doctoring" you will find is in what seems to be a little juggling of dates on the enlargement of one of the black and white photos. The colored ones are quite interesting from quite another standpoint.

However, it is more interesting, although not so flattering, to know that you are so convinced that I am trying to "put over a stunt". I doubt, also, if my readers will enjoy being called the "lunatic fringe". Over the past forty years, I have had many readers; maybe a conservative estimate might be 25 million. Out of these I would honestly believe that I have been read by several million who have felt they gained something by reading what I wrote and published, and have appreciated it. Among my readers there have been real kookies, true, and some have turned out to be insane to various (and sometimes violent) degrees. But on the whole, the word lunatic does not apply to the vast



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majority of the readers of my magazines.

I don't base my ideas about a hollow Earth on "various writers who claim there is a central sun". Some of those writers included evidential material in their books which is valuable. I have carefully noted those acceptable their "theory" as such. If the Earth is hollow, it is a fact that can be ascertained by the proper investigation. It is that proper investigation, to the best of my opportunities, that I am engaged in.

You state a lot of things that "people" know or do not know. Like saying the Earth is a sphere. Speaking strictly from your viewpoint and ability, how would you prove that to me? I won't quibble by saying that it is either "slightly flattened", "infinitesimally pear-shaped", or even "microscopically doughnut-shaped". What I am talking about is as far from spherical as the concept of Mr. Blessing that you ridicule so readily. For all you can prove, it just might be square!

You see, we are limited in our concept of "shape" by our eyes. They are in reality like lenses (camera or telescope) and they have a "focal length". That focal length, under one definition, we call the "horizon". This is the place where railroad tracks that are really parallel, come together (and end abruptly, because we can't see beyond this meeting point). We generally accept (wrongly) that this point is the horizon, and the reason we can't see beyond it, is because it is "over the hump" of the Earth's curvature. If you've ever been in swimming, you have no doubt noticed that the "horizon" can be only inches away if your eyeballs are level with the water. Does the Earth really curve so much that it is obvious to you even a few inches away? Or is it because your eyes "focus"? By this we mean they "change their focal length" by actually changing the angle so that it is more than the 90 degree that we call "infinity". Isn't it strange that we use "angles" to determine "curvature"? But all this aside, it is true that no matter how far out in space we go, we will only change the focus, the angle of each eye in relation to the other, to a more and more

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But no matter what the future may bring, the present has changed! We can't live as we did before; we've got to change our thinking, because if we don't, we're liable to perish from the Earth! For thousands of years man has been taught to accept a variety of statements, all offered without proof, as truth to be accepted without question. Today we are more adult. Where is Heaven? We have a certain conviction that we are smart enough not to be confused by a reasonable and demonstrable answer — if one can be found. We ask "What comes after death?" without angrily rejecting an answer that doesn't conform to the dogmatic one we had in mind. We are strong enough, courageous enough, and intelligent enough to be able to incorporate new outlooks into our thinking, and more, to require that such outlooks be backed up by evidence.

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approximation of 90 degrees which automatically narrows our field of vision. Thus, the Earth seems to "shorten" its horizon, and although we believe we can see the whole of it as a sphere off in the distance rather than a "circle" around us in 360 degrees, we can easily understand, by use of straight lines and angles that we cannot ever see the entire "circle" of the Earth from the "central pole" precisely and completely to the equator. If we view the Earth (from ANY distance) from a position directly above the pole, we can NEVER actually see the equator. If we drew a line on the equator, we could never see that marking. It would be "over the horizon", or beyond the focal point of our vision.

When you ASSUME that in that area where your vision fails, there is a "larger" sphere, you are taking liberties with your senses. How can you say that the shape of something you can never conceivably see is spherical? You can THEORIZE that it is, and as long as you label it theory, I will accept it. But when you axiomize that it MUST be spherical, you are placing a strain on my credulity which cannot be substantiated by my vision. It is said that the camera "does not lie". That is no doubt true. The camera faithfully records what it sees. It does not print on film that which is beyond its range of vision. If you took a photo of the ocean's surface from a hundred feet up, the camera would photograph only water. Now, if you insist that we accept that beyond the outer periphery of that photographed area, nothing exists but more water, you are in the same position you assume when you state that the Earth is spherical because all you can see is a sphere from a camera (or the human eye) looking down from directly above. If you ask me to believe one, you must ask me to believe the other, to be consistent, lacking any OTHER information. It is this OTHER information that keeps intruding upon my concept of the Earth. It is also OTHER information than all these so-called "things everybody knows" that makes me wonder about the poles!

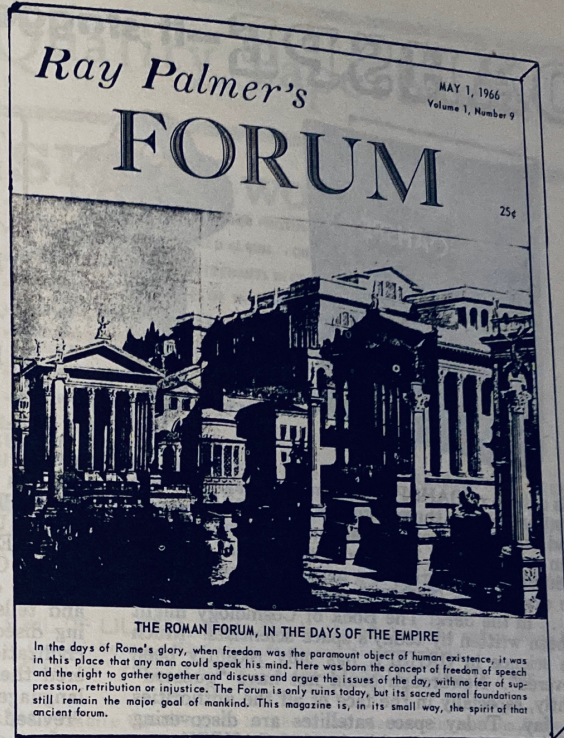
Being so certain there is no hole there, no doubt you can demonstrate it to me? But no, you say that I will

be "somewhere" (out on a limb? like a fool?) when somebody produces a picture that is "authentic" which shows definitely there is no hole. Sure, leave it up to somebody else! Don't ask questions yourself! Don't think, for God's sake, don't think! Don't question! You might come up with something disturbing to your status quo—and you haven't got the psychological balance to contend with that, have you? Ever so many people fear to think. They have to have an "anchor" in the mud of "reality".

Now, if you'll study the photos in this issue, you will, by a process of geometry, beginning with the known fact that the distance around the Earth is about 24,922 miles (by more or less accurate actual measurement) and by using pi, and by taking into consideration foreshortening, etc., come up with a figure close to 285 miles in diameter for the mysterious areas in these photos that seem to indicate the location of the hole. This is a far cry from 1500 miles, but we must admit that we had an ulterior motive in letting our readers "assume" that we were pointing to the black area in our original photos as the actual diameter of the hole. It did bring out all the smart-aleck objections to a hole of ANY size, but also helped to suggest that a smaller hole DID have some basis for consideration.

Your explanation for the black area, ie. "unpredictable magnetic conditions...so stupendous...as to divert light" is at least more worthy of a good science fiction writer than the explanation, because it brings up far more problems than a mere problem of navigation to a hole in the pole! You will readily admit that while a hole 1500 miles in diameter would have been known about long ago, a hole only 285 miles in diameter easily could have been overlooked.

Yes, Plaisted WAS just up there with a well-equipped expedition, and we've got his full and complete report. We intend to present it in a future issue, and you will be very surprised at what he discovered! Yes indeed, he thought he was at the pole! But not because of any scientific instrumentational proof, but simply because he was of the OPINION that he was there, but under some very



For many years readers of Ray Palmer's magazines said their favorite sections of his magazines were the editorials and the readers' letters with his answers to those letters. Half in jest, some readers suggested he fill up the magazines with just editorials and letters. One day Ray "got the message", and the idea of a magazine called FORUM, containing exactly what these readers had suggested, drove him to making up just such a magazine, to see what would happen. What did happen? Nothing Ray Palmer ever published has gotten more praise than FORUM! It is useless to describe the magazine, except to say that in it Ray and his readers express themselves as never before--and if you don't get into the act, too, you are missing the greatest!

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puzzling circumstances and results which turned out to be incomprehensible to him. Little matters like traveling seven miles due north, and winding up seven miles due east! In short, he couldn't even determine the direction he wanted to go. He desired to go north, but when he got there, he discovered he had actually gone east. And he wasn't sure about that east when he got there. He even stood "at the pole", and talked about east and west directions, when we all know that the ONLY direction at the pole is SOUTH. But we'll leave our presentation of his story of his expedition, and the problems it brings up, to that future issue. We only mention it to warn you that your bringing up of Plaisted behooves you to study his report and think about it, rather than merely read a one-paragraph statement in the newspapers that "Plaisted reaches the pole".

By the way, Peary was "so stupid" as to believe that he could travel an "impossible" distance in a day. Why not read his account of his "dash to the pole" and back, with only an Eskimo with him to corroborate his progress? The Eskimo could only speak of distance covered in "days". They went a specific number of "days" one way, and a specific number of "days" back. Peary measured it in miles, as determined by his instruments—and they were either faulty or Peary lied. He could NOT have traveled as many miles in one day as he claimed. Nor DID he! The same goes for those ship captains you mention.

Yes, we certainly would appreciate it if anybody could produce that old newsreel of giant animals, or newspaper photos of them, and of that "enchanted land in the sky" that so fascinated Admiral Byrd. As for not seeing these things at the north pole (sic!), please don't forget that I have one advantage over you—I am a neighbor of the late Lloyd K. Grenlie, who was the radioman on both flights (north and south), and I have to accept the reality of that "non-existent" land you are so sure doesn't exist.

Don't be sorry for my mental condition, my friend—it is better than unreasoning blindness, and the use of

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ridicule to defend your unwillingness to at least look when someone points!—Rap.

Dear Ray,

I saw your photos of the hole at the pole in issue no. 69 and since I have my own Hollow Earth club, I was very interested in them. So I wrote to Mr. Matthews, NASA, and ESSA. I got the story from Mr. Matthews, (by the way SMPTE stands for the Society of Motion Picture and Television Engineers) who was very cooperative. I wrote to NASA in Houston, Texas, (they have been very helpful in the past, when I request information) and either the letter didn't get there or the letter was ignored. I then wrote ESSA and requested "Clouds" and they said they no longer had it but it could be purchased from the Superintendent of Documents. I then wrote him and as yet have gotten nothing. I wrote ESSA requesting just copies of the photos and got back a letter saying more information is needed before they could determine what it is that I want. Once again I wrote NASA only this time the one in Washington, and got no answer, so I wrote Lewis research center, a division of NASA, for Exploring Space With a

Camera and the answer came that I may purchase it from the Superintendent of Documents for \$4.25. It is apparent that they are giving me the run around and do not wish to release these photos any longer.

I thought it was great the way you handled the non-believers in your WHERE THE READER HAS HIS SAY column.

I would like to know, how much is it to run a Saucer Club News in your magazine?

Gary Elvers
Director Hollow Earth,
Saucer and Phenomena
Research Society (HESPRS)
607 West Miami Avenue
Logansport, Indiana 46947

• Thanks for all the information you've given us, including the meaning of the letters SMPTE. Your experience with trying to get evidential photos of the pole is typical with mine, and perhaps significant. However, we have some photos in this issue (several in color!) which ought to interest you immensely. As for Club News items, they are published free. Send in your news release.—Rap.

Dear Ray:

As a "COLLECTOR" of UFO newspaper clippings for twenty-three years, I've compiled an amazing collection starting with Ken Arnold's 1947 sighting, up to the present year of 1970. Having this interest, I was hoping that some of your readers who have "similar collections", would have the desire to "EXCHANGE" clippings, on a regular basis, with all material returned promptly.

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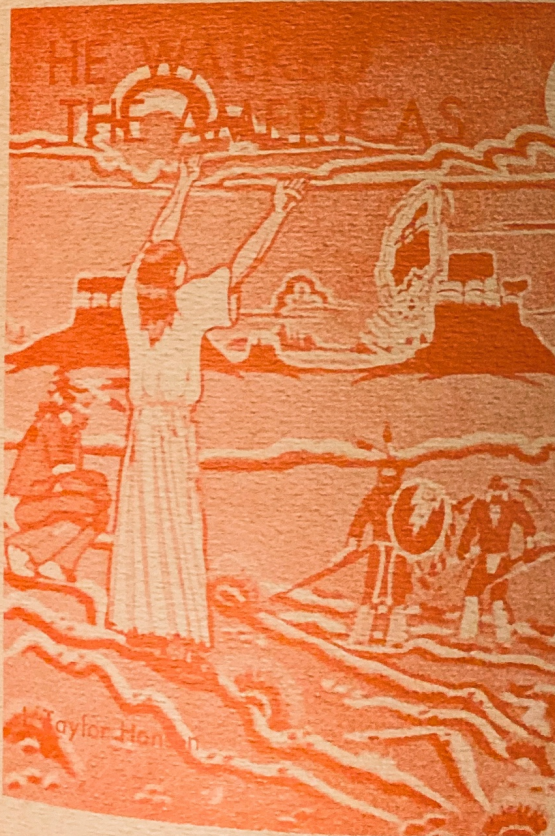
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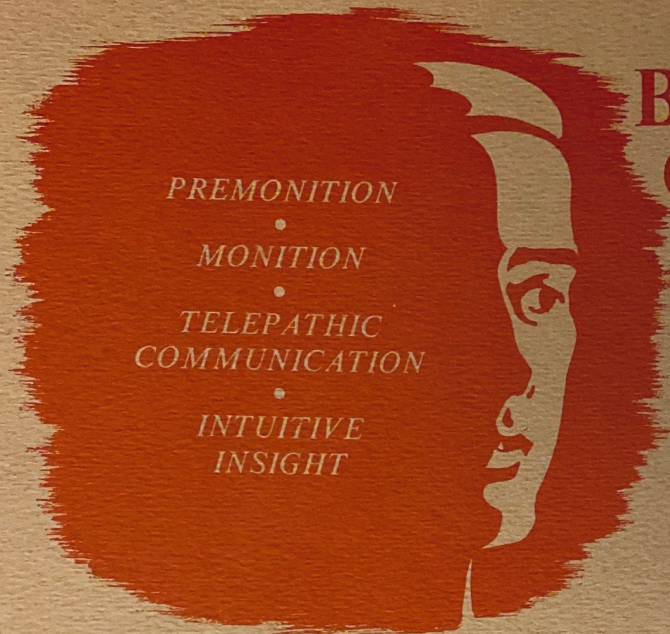
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