

# Skywatch

QUARTERLY OF "CONTACT" (S A)

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## EDITORIAL

In our next edition of 'Skywatch', we are amalgamating with another magazine called 'Aquarian News'. This is a new publication which gives news of Aquarian Estates - a farm which some hardy pioneers bought in order to put into practice the ideal life - a combination of the spiritual ideals with the practical work-a-day world. The farm was purchased eighteen months ago and consists of 280 acres of beautiful hills and valleys with three dams, two farm houses and some sheds upon it; situated at Thornville Junction near Pietermaritzburg, Natal, it rests peacefully amongst other farms, except that this is a farm with a difference. The Durban members of Contact have been very actively involved, some in purchasing, some in giving their labour, to build up from scratch the whole conception of a Peace Retreat. You will be hearing more of this in the next issue.

In this issue of 'Skywatch' we have the story of Peter and Francis and their experience with a U.F.O. from Fort Victoria to Beit Bridge. It has been taken in its entirety from Flying Saucer Review, published in London, as we feel that Mr. Charles Bowen, the Editor, has done a magnificent job. Flying Saucer Review is the best U.F.O. magazine in the world (we think) and if you care to subscribe you will have six copies a year packed full of all the best accounts of U.F.O. incidents throughout the world. We strongly recommend this magazine to all serious students and investigators of the U.F.O. phenomenon.

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Our Johannesburg leader, Mrs. Elizabeth Klarer, is about to attend a highly scientific Conference in West Germany on the subject of U.F.O.s. She has been invited to speak at the Conference; in fact she is the only woman who will be reading a paper, and she will be amongst the world's top scientists taking part. We feel it is a singular honour and we wish her all our good thoughts and await news of her return to South Africa when she will be able to give us the details of the Conference.

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### DURBAN CONTACT GROUP

By Elesa Willies

The Durban Contact group have a new Chairman and Committee, and have many exciting and new ideas planned for the coming year. Below is an article from the Secretary.

CONTACT! To me the very word has a living ring of working excitement and activity around it. It gives an impression of events and things happening NOW! Not back in the tantalising past shrouded with half-forgotten memories, not in the way-distant future that seems so far ahead people don't even bother to think about it, but now, when our lives are affected by whatever we find and the brimming results spill over into the near future, alive with speculation and awareness.

I have always held a secret awe for astronomy and its astonishing findings, which help to expand our knowledge just a little more each day. At the same time it seems to have an aloof untouched quality - as if not quite in the grip of reality as we know it. The teeming stars that make the universe are divorced from our self-centred, narrow 'earth-existence' as they float above in an unreal dream world, tauntingly elusive and therefore always frustratingly just out of reach.

So it leaves me feeling rather hopelessly inadequate and restless, as if our beautiful sky in all its moods were just put there - like a picture - to be admired and marvelled at and then forgotten

Ufology, however, gives a sharp tap on to a nodding head, dulled into conventional uniformity. One is jerked into almost painful awareness; painful because it shakes to the very foundations most of the pre-conceived notions our society is built on - the ideas that have become rather too glib and therefore meaningless over the recent years.

One becomes vibrantly aware that we are possibly not the only form of intelligence (as we could understand at our present level) in the whole, encompassing universe. When you look up into the dark night sky and see all those innumerable stars, they seem like watchful eyes and you no longer feel alone. To some, an uncomfortable thought, but to others an encouraging one, for now we have an incentive and a reason for our former instinctive, almost unconscious yearning to reach out and travel into the depths of that great unknown.

It is very humbling too, because from investigations, it is obvious that the UFOs' technology is far in advance of our own. The arrogant assumption that we are a superior form of intelligence at a level hard to beat is rudely shattered. Yes, I'll agree on Earth we probably are superior, but what about the rest of the universe with its countless worlds around us?

So our consciousness expands in precious increasing awareness, our limited horizons begin to swell and blow out into far-seeing infinity. Eventually, we shall hopefully unite on Earth to represent our world, as we face the strange unexplored unknown - TOGETHER!

This, then, is what I call Contact, what is happening now. There are no black and white stages of progression, but many subtle shades of grey in-between.

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So, as you can see, this increasingly important development has far-reaching repercussions. The UFOs' continued evasiveness and reluctance to land keeps us guessing as to their motive, and helps retain the interest, the curiosity, at a high pitch - keen to the point of unbearable suspense, and anticipation.

All I say is that we must revise our way of thinking as to our past and to see far enough ahead to work towards a linkage with the UFO's in the not-so-distant future. We will then, I think, learn a new-found responsibility and earn our rightful place in the universe.

ESCORTED BY UFOS FROM UMVUMA TO BEIT BRIDGE.

The Rhodesian UFO encounter and teleportation.

Carl van Vlierden

This article has been prepared from report forms completed by the witnesses, Peter and Frances, and from the author's taped interview with the witnesses. Transcription, precis and editing by Charles Bowen of Flying Saucer Review, from which this article has been taken.

The incident occurred on the night of May 30-31, 1974, during a journey that Peter and his wife were making from Salisbury via Fort Victoria and Beit Bridge on the border, to Durban, Natal, South Africa. The young couple were puzzled by the affair, but having given little thought previously to the subject of UFO's, and not having read books on the subject - although it will be seen that Peter, a young man with unusual gifts, had had an earlier UFO experience - they had no idea to whom to turn, to whom to report the incident. Then one day when they had been settled in the Republic for more than five months, they read a seriously-treated news item about a UFO report in THE NATAL MERCURY. They approached the newspaper, and science columnist Bill Faill listened to their account and referred them to me.

On November 28, 1974, Peter and Frances completed sighting report forms for me in my capacity as MUFON representative (as well as FSR correspondent) in South Africa. On December 1st, 1974, I interviewed them in their Durban home, going over all the points, in depth, that they had made in their written reports. With their permission I recorded the interview, and the following account is based on, or quoted directly from that recording.

### I - The Encounters

The night of May 30-31, 1974, was cloudless, with 100% visibility, although there was no moon.

#### The 'Policeman'

The strange events started at a point about 10 km. to the south of Umvuma, when both witnesses saw a policeman, at least they thought at first that it was a policeman, sitting at the side of the road, and holding a 'walkie-talkie' in his hand. This is what he seemed to be to Peter, who was driving his PEUGOT 404 well in excess of the 100 km.h. speed limited. As that stretch of road is noted for speed traps, he slowed down. The pair of them then began to think in more detail about the policeman. Peter remarked that the metallic-looking suit seemed queer for a policeman, as they normally wore khaki. Frances described the suit as 'plasticky'.

Frances looked back but could see nothing behind her.

#### The First UFO

The UFO appeared at 2.30 a.m. Frances is quite sure of the time, because she thought the light was from a house on a hill, and looking at her watch, remarked that it was very late for someone to be up in that part of the world. Then the idea occurred to her that it might be a communications tower beacon. The light was like a spotlight and it started to revolve like a lighthouse in such a way that it was like a spotlight being switched on and off.

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The light was on the passenger side of the vehicle (left-hand side). It appeared fairly close, and seemed to keep pace with the car. For a brief while they wondered whether or not it might be a helicopter.

It had a bluish tinge, was bright and steady, on for 5 seconds, off for 2 seconds.

### E.M. EFFECTS

Next the car lights began to fade. This was pointed out by Peter, and although they were again driving at 140 km.h., the maximum for the PEUGOT, the lights inside and outside slowly dimmed out. At the same time the radio continued to function perfectly as they listened to L.M.'s (Lourenco Marques, in Mozambique) light jazz programme.

Peter said, however, that there was an immense light around the car, as if from neon lights, and enough to cast shadows.

### FALLING TEMPERATURE

As they drove along it suddenly became very cold in the car, unseasonally so, and they had to wrap up in coats, woollies and blankets, and switch the electric heater on (that, like the radio, was still operating). The ignition too must have been normal, for the engine was running well. Then, said Peter, he took his foot off the accelerator, but the car continued to motor at 150 km.h! It seemed the battery had plenty of 'juice' in it, and after all, the radio (powered from the battery) and cigarette lighters still worked.

The cold in the car was very unusual. Peter had travelled the route several times, and said he had never known such cold. It was just like the inside of a refrigerator, and he estimated the drop in temperature to have been about 20° - 30°F, down to less than 50°F.

### DRIVING ON 'AUTOMATIC PILOT'

I took Peter up on his statement that he had taken his foot off the accelerator, and that there had been no associated reduction of speed. He confirmed that he'd driven from a point 18 km. outside Fort Victoria, until entering the filling station at Fort Victoria, without headlights, and with no control. He couldn't stop the car, as there was no power over braking. At the same time he couldn't steer or control the engine. The car was travelling at about 160 km.h., and when he took his foot off the accelerator to apply the brake the car just continued without interruption.

I observed that as he'd moved his leg and foot he wasn't 'paralysed' and he retorted that he certainly wasn't, for he had been lighting cigarettes, and so on. PETER: "I only did it (took foot off accelerator) once. I was petrified, but said nothing to Frances, for she seemed on the verge of hysteria as it was, seeing all this happening".

FRANCES: "The car seemed perfectly controlled. As the passenger I saw nothing untoward. The car wasn't veering all over the road. The driver just sat doing nothing; it was as though we were on 'automatic pilot'".

PETER: "I tried to move the steering wheel, but nothing happened. I was petrified, but Frances remarked: 'How can you sit there so calm?'".

FRANCES: "'Oh', he said, 'It's only a UFO', and I said 'What are you going to do about it? He replied 'What CAN I do about it?'"

### THE AFRICAN BUSES

The solitary UFO switched from the left (Frances' side) to Peter's side of the car for about 1 km. and then switched back. The one UFO stayed with them until they were a few kilometres from Fort Victoria.

At about the time of the switching of station, they passed what appeared to be an African bus parked in a

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lay-by outside an African trading store. There was not a soul in sight. All lights in the bus, and its headlights, were blazing, but it was empty. Usually, said Peter, these buses were crammed with passengers and luggage, with bikes, bags and trunks, and chickens on top, and many passengers sit throughout the journey guarding their possessions, even relieving themselves in the bus rather than leaving their personal chattels. On this instance there was not a person to be seen. "Very weird", said Francis.

This first bus was on the left, and pointing in the direction in which they were travelling. The next two African buses, with lights on, and engines running, were on the other side of the road and facing in the other direction. The second bus was 7 km. beyond the first bus they'd seen, and then there was a third a further 5 km. along the road. Both were empty. Both were parked at the roadside, a thing drivers of buses do not do in Rhodesia as heavy fines are inflicted on the proprietors for such offences. If a bus breaks down it is incumbent upon the driver to place a warning red triangle on the road behind the vehicle. None of these buses were accompanied by red triangles.

Peter and Frances were particularly interested in the buses as they carried the livery of a firm in the group for which Frances worked.

### THE BEAM OF LIGHT

There was a beam of light from the UFO to the horizon or (asked Frances) was it from the horizon to the UFO?

When they were some 10 km. from Fort Victoria the UFO shot off like a shooting star.

At 4.30 a.m. they drove into the garage in Fort Victoria without lights. (Peter switched off the engine and when, an hour later he switched on again, and started, the lights responded normally to the switch).

The petrol pump attendant remarked that there was

something wrong with their headlights. As he was filling the tank up to the brim with petrol, Francis, swathed in fur coat and woollies, said something about it being a very cold night. The native attendant, who had been sleeping near the pumps clad in only a singlet and shorts, looked at her in surprise and denied that it was cold.

The car was only warm again when they got back in, after a fruitless endeavour to buy hot coffee, but after a welcome wash at the hotel. They drove away from Fort Victoria at 5.30 a.m.

### NOW TWO UFO'S

About 10 km. out of Fort Victoria, Frances once again alerted Peter to the appearance of the UFO on the left hand station, but this time they also saw another one move into position above the car. They were either small, or a lot higher. This time they did not come up from behind a hill like the first one had done. Suddenly, for example, the one on the left was there, travelling at the same speed as the car. Its light was steady, and there was no twinkle.

### ABSENCE OF PEOPLE

Another strange aspect of the journey was that apart from the 'policeman' and one native at the Fort Victoria filling station, they recalled seeing no-one else during the journey. Nor were there any vehicles other than the three buses, seen in most unusual circumstances and condition. Peter said that this was normally a busy route.

### THE SWAMPS

Now they came upon most unexpected terrain. Frances had fixed her attention on the UFO which she could see pacing them to the left, but she does recall seeing many low bushes and masses of high grass, and the land appeared wet. Which was strange, for vegetation in that region is sparse, with a few 'umbrella trees' and scattered low scrub on very dry ground. Peter was more specific:

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"There were large expanses of swamp, and water on the surface, which I could see reflecting the light from above".

This light was the same colour as before, and the car lights were now normal, and Peter could see lush foliage. The road was stone dry, yet the sides of the road, the verges and the country beyond, were wet. Lots of water and tropical vegetation.

Frances reminded us that normally there is a constant noise of crickets and cicadas. There was no noise from the engine, and no sound of crickets and cicadas. It was like travelling in a dream with all the sounds switched off - except the radio still plugging away with the same old programme.

#### "REMOTE CONTROL" ONCE MORE

As they were leaving Fort Victoria their speed was of the order of 120 km.h. It was now up to, or even above, the 190 km.h. region (limit of the graduated scale).

Peter said he himself had no control over the car at 200 kmh., or more, yet "... the car was not lacking control at all; it 'did its own thing'". And he admitted that inwardly he was scared out of his wits. "I tried to ignore the phenomenon at first as being an optical illusion, but then found that I was losing control, as though someone else was operating the car: I WASN'T DRIVING!"

He felt shocked, indeed petrified. He just couldn't drive, and there was no response when he tried to. He said he might just as well have climbed into the back seat away from the controls.

Although the road from Fort Victoria to Beit Bridge is far from straight, that night, according to Peter, it was dead straight; straight as a ribbon until about 3 km. before reaching Beit Bridge.

SLEEP

The witnesses recalled being worried by the absence of the usual beautiful Rhodesian dawn. No rosy pre-dawn, no sunrise; just grey overcast.

It was fully light - the grey light - when Peter switched off the headlights. The two UFO's were still clearly visible, though seemingly higher. There was still no sign of life, either human or animal.

Frances fell asleep at about 6.15 a.m.

FRANCIS: "There's a point I'd like to make: just before I fell asleep I think we'd lost all sound from the radio. Till then we'd not had to change the station at all, which is unusual for the distance travelled, and the time. Then, for about half-an-hour, nothing, which is why I went to sleep, for there was no radio to listen to and keep me occupied. We fiddled with it for a time but could pick up nothing".

PETER: "From 5.30 a.m. I had lost trace of time. I felt as though in a coma. Everything just disappeared. Three minutes after Frances fell asleep I can remember nothing. I seemed mesmerised by the unending, solid stream of road - it was like drivers' hypnosis".

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At one point in my interview I remarked upon the fact that in his report Peter had suggested that the objects might have been solar-energised. Why? PETER: "Because there was no Sun".

CvV: "But why?"

PETER: "I don't know".

FRANCES: "Because they rose from where the Sun had set, and we thought the light coming up from the horizon was energy from the Sun. No pinky dawn, and this made me think they were absorbing sunlight because we'd switched off the car lights, and they couldn't absorb the power, if that's what they were doing. It was horrible; it was the worst bit, because we didn't know if we were still on Earth".

PETER: "Yes, there were still the swamps".

### AT THE BORDER

Frances awoke when nearing Beit Bridge at about 7 a.m. There was no sunlight, and the two objects were still visible. At the border post she did not draw the attention of the Customs men to the UFO's. Furthermore, and this may have been purely coincidental, she was confused as to the time. The clock inside the Rhodesian post showed 8.30 a.m., which was also the time on the clock on the tower of the South African post over the way, yet the car clock, and their watches, indicated nearly 7.30 a.m.

The Rhodesian officials were the first living things they had seen since leaving Fort Victoria, and they were wearing safari suits. When they saw Frances and Peter they were amazed, and asked whether they had just come from the North Pole. At that point someone switched on a radio, and a time-check was given at 7.30 a.m.

The UFO's had now gone, and the sunlight was all around them in the usual manner, but they could not remember seeing it come up at all. Peter suggested that the UFO's must have gone straight up and out of sight.

### THE MISSING KILOMETRES

Peter was surprised, when reading the speedo trip metre, which he had re-set to zero at Fort Victoria, to find that it had recorded only 17 km., yet the distance by road from Fort Victoria to Beit Bridge is 288 km. He had "tanked up" to the brim at Fort Victoria, and expected to take on a further supply at the Beit Bridge South African post. When he tried to do this the tank would only take 22 cents worth, which is less than two litres - which must have been the amount used between Fort Victoria and the point where the UFO's had picked them up the second time that night.

Which was a remarkable conclusion to a remarkable and nightmarish night's drive.

## II - STRANGE EXPERIENCE IN THE PAST

Peter and Francis kept their counsel. To any normal person, that is, to any lay person with little concern for UFO or other strange phenomena, their story would no doubt have sounded ludicrous. But, as will be seen, other factors may have been at work prompting their immediate silence about their experience.

### ASTRAL TRAVEL

Peter had entered a note about astral travelling in his report form, so I asked him about it. He told me that he was accustomed to astral travel up to 4 or 5 years ago. He had started the practice when he was 14, at puberty, and he went on doing it until he was 19. He stopped doing it after meeting Francis because she didn't like it.

FRANCES: "There was one night when I got a terrific shock because he was asleep and he suddenly went ... well, I thought he had died, because he wasn't breathing, and his skin ... I could almost see through him, and his skin was almost transparent. I figured he must be astral travelling then because I realised his breathing was there, very shallow. I knew better than to wake him up, so I left him, and about 10 minutes later he was back to normal, and I woke him up. Since then he's never done it again and (turning to Peter) I don't know what happened then ... I never asked you".

CvV: "When astral travelling have you seen the cord connecting you with your body shell?"

PETER: "Yes".

CvV: "And this recent (UFO) experience....?"

PETER: "It was exactly the same sensation that one gets when one is parting from one's own self ... like the initial stages when one relaxes and takes in oneself, preparing to astral travel; this is how I felt."

TELEPATHY, SELF HYPNOSIS, ETC.

Peter, in his statement, said his mental telepathic powers were fading since the experience of May 30-31, 1974, but that his power to concentrate and absorb things has improved immensely. I asked him at what age he first realised he had telepathic powers.

PETER: "At adolescence, at about 14 years of age, I found I could do these things; astral travel, self hypnosis and mental telepathy. Things outside the scope of normal boys. I used telepathy as a party piece, but crudely, because I never perfected it. Now I've lost it".

CvV: "Can you still do astral travelling?"

PETER: "No, I've tried, but it's gone".

CvV: "And you, Frances, your fantastic memory?"

FRANCES: "Yes. I could read through a set book before an exam and remember it almost word for word. Now it's gone, completely".

PETER: (with a chuckle): "Now just a lovely dumb blonde!"

ANOTHER SAUCER

In his report Peter had added an important note. One point, he wrote, that may have had some bearing on the fact that these objects picked them up is that in July, 1964, he saw a flying saucer, which he erased from his memory, due to the opinions about those objects at that time. He also drew an excellent sketch of the object. I asked him for further details of that experience.

PETER: "It was outside Shabani. I was travelling with my father in his van. I used to bunk school to help him do his long delivery trips. He was driving. It was on a dirt road from Gwelo via Selukwe to Shabani. There was an embankment around a bend. As we came around the corner there it was, about 5 foot off the road and about 60 - 70 feet across. As it took off it shot hot red dust around us in clouds".

CvV: "Did your father see it?"

PETER: "Yes. But he's the type of man who'd forget it".

FRANCES: "He wouldn't WANT to know".

CvV: "Did it make a big impression on you?"

PETER: "Yes. It made an impression on my father too, but he wouldn't mention it to anybody. The thing was only 20 to 30 feet away from us. It took off at an angle and just flew off. It was gun-metal grey, with black sections where the power unit was. Dust clung to the car for days, weeks. It was even baked into the paint of our big white van".

FRANCES: "What time was it? I haven't heard this story before. Was it day or night?"

PETER: "Daytime, about 11.30 a.m."

FRANCES: "Good heavens".

PETER: "We were doing about 80 mph. We saw it there and it just shot off. We were braking hard. Dad daren't swerve on the dirt road surface".

CvV: "I see. Where is Shabani on the map in relation to your recent encounter?"

PETER: "Here. The area is in an iron belt, and is rich in other minerals, gold and diamonds. Also the metal used in the bases of American space craft comes from Rhodesia. Everything is in that area".

CvV: "You say you erased this experience from your memory".

PETER: "Yes. My father told me to. He said: 'Don't tell anyone you've seen this'".

CvV: "Have you told him about this latest.....?"

PETER: "No. He's a brilliant man with physical things, but does not want to know about the unknown".

On the July, 1964 occasion, Peter and his father were carrying a consignment of electronic tuning equipment. After the experience they found that in every piece of equipment every valve and diode had been 'blown' and they had to take them home to replace them.

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Peter is a clever artist, and now uses his talent commercially in his work as sales manager for a furniture business, where he is also involved in interior design and decoration.

THE CAR

Peter wrote about a remarkable lack of wear of the tyres of the car after the 1974 experience. What precisely did he mean by this, I asked.

PETER: "For the trip I bought cheap retreads. My intention was to buy new Michelins for the Peugeot when I got down here, because in Rhodesia they're about \$60-\$70 each while in South Africa they're only R18 - R19 each. So there was no point in spending good money on tyres, and I put 'rubbish' on".

FRANCES: "Just to get us here".

PETER: "It so happens I retreaded my Michelins. If you know anything about tyres you'll know its voodoo to retread wire frames. Give them 1 200 km. and they'll be off. The tyre people protested, but I insisted. Now seven months later, I've still got enough tread to last ... er ... well, they're not wearing at all".

FRANCES: "We can show you".

CvV: "That's the car out there?"

FRANCES: "Yes. We've done 7 000 - 8 000 km. on them, and they're like new".

PETER: "I do a lot of motor sport, and I know how to punish a tyre. One day I took the car to a drive-in, and put it through its paces to rip the threads. They didn't budge".

FRANCES: "He's continually moaning about them, because their road holding isn't too bad, but they're so perfect we don't want to spend money unnecessarily".

CvV: "You'd better hang on to that car. Maybe its indestructible!"

FRANCES: "It's not".

PETER: "We're having lots of trouble with the electrically-assisted clutch operation. And the alternator too. The only way to burn out an alternator is to run it too fast".

CvV: "I see. So the excessive speed of the car on the trip from Rhodesia ... that could be proof?"

PETER: "I suppose so".

### THE NEXT STEP

That was the end of my interview with the pleasant young couple. I had one important suggestion to make to them. The next step, if they were willing, would be to arrange for them to be questioned under hypnosis. This I could do through a friend of mine, a medical doctor, who had offered to help whenever I needed it. Everything would be conducted under properly controlled conditions.

Frances and Peter agreed readily to this, and to my suggestion that we should record the sessions.

### INVESTIGATION UNDER HYPNOSIS:

#### CONTACT REVEALED

The investigation under hypnosis was conducted in Durban on December 3, 1974, by Dr. Paul Obertik, MD, in his consulting rooms.

Dr. Obertik went to South Africa in the late 1960's from Czechoslovakia, where he had studied and qualified in medicine. He is a member of the South African Society for Psychical Research (Natal Branch) and uses hypnotism in work connected with psychic studies. It was in the Society that he met Carl Van Vlierden, and they found that they had mutual interests in that field.

Peter was an ideal subject under deep hypnosis. As recorded in THE NATAL MERCURY of January 16, 1975, Dr. Obertik explains that there are several accepted levels of hypnosis - light, medium and deep. In the first, the subject's subconscious can probably project false beliefs, and his own ideas. In the last category - and Peter was in a very deep trance - nothing can be hidden, and the truth will always be revealed. The doctor's only conclusion in the light of his considerable medical and experimental experience with hypnosis was that Peter experienced the things he

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talked about.

Frances, however, had no deeper experiences than those she remembered consciously. In fact she was unconscious between Fort Victoria and Beit Bridge.

Here then is a transcript of the recording of the investigation under hypnosis : readers are asked to excuse occasional gaps where the words - in a dull, flat monotone - of the hypnotised subject, were unrecognisable.

December 3, 1974.

Dr. O: Now Peter, you hear me. You can see everything. Tell me once more. You were travelling about 12 km. from Fort Victoria. What happened then?

PETER: We were about 12 km. outside Fort Victoria when we picked up the two objects. Two crafts together. One was about 85° off (?), the other was 90° directly above the car about 200 - 300 yards straight up. It sent down beams of light or beams of some description, I don't know what type they were ..(?) .., which gave the car a complete mind of its own, its own sense of power direction, speed, control, steering ability, lighting, everything. Even, at one stage, the car was telling me what to do, how to do it .. smoke a cigarette .. light the lighter .. change, switch the radio off from L.M. radio to another station. This is when we heard voices on the radio which sounded like L.M. broadcasting. Sounded like music, but it wasn't. It was direct signals from the directly above spacecraft to the radio which was sending impulses to the car .. to the cab, and to .. I tried to fight it the whole journey, and this simulated screen was put in front of the windscreen, the side windscreens and the back windscreen of the motor car. This was from somewhere I don't know. We travelled along the whole journey completely off the top of the road. We didn't travel on the road at all. We went in a dead straight line from Fort Victoria to .. to .. 3 km. outside Fort Vic. Then we touched to the road again and both objects went to 2 to 3

miles directly above, again one at 80° to the motor car, the other directly above. This is very briefly what happened. More details ... more details ... er ....

Dr. O: Relax Peter. You can remember what you want to say. Say so. What are the "more details", Peter? What did you want to say about more details? Are there some more details, Peter?

### FELLOW TRAVELLER

PETER: We were programmed inside the motor car. My wife fell asleep, or was put to sleep by the radio which was the voice of 'them', so she can't remember very much of what happened inside the car. And then the form which was beamed straight to the back seat and sat there the entire journey. It told me I would see what I wanted to see in and around, and at itself. I would only see what I wanted to see : if I wanted it to look like a duck, then it looked like a duck; if I wanted it to look like a monster, then it looked like a monster. I don't know ... what they did ... because I just don't know ... I'll have to try to remember, because I must ... they ...

Dr. O: They ... yes?

PETER: They took about seven seconds to find that I had communicated with the past, and that I had control over my mind to be able to give myself post-hypnotic suggestions. They erased this ... they tried to erase this, so I wouldn't be able to be hypnotised and tell what happened in the motor car ... I just can't remember ... they were very clever. I never went up to the machine, but I could see, through the beams, what went on inside and what it looked like ....

Dr. O: How did it look, Peter? Tell me.

### INSIDE THE UFO

PETER: It had three levels. Bottom level ... was the power unit ... second level was ... (stumbled over words) the engine ... lev. ... room, rest centres ...

communications ... living quarters. Top level was ... complete flight deck ... inter-astral control centre. Whole unit was linked by two vacuum shafts. One placed oneself in the tube and was deposited on the level indicated. Transportation around the interior of the craft was by vacuum suckle ... vacuum suc ... inside tu ... inside the units. It was about 80 or 90 feet across, about 60 feet high. Maximum thrust was ... well (much now mumbled and indistinct) ..... horizontal planes from outer edge ... lateral they went to (?) by thrust direct down, thrust direct up. They had a stabiliser unit to simulate both in the laboratory section. This was ... any humans who were taken up could be put into this unit and would simulate their surroundings completely ... this is just an empty space, but using man's ability, or lack of knowledge, they could suggest what he wanted to see, or where he was.

### THE ENTITIES

- Dr. 0: What did they look like, Peter? How do they look in fact?
- PETER: They looked how I wanted them to look. They looked like a duck then it looked like a duck; if it looked like a monster then it looked like a monster.
- Dr. 0: Have they any real form, any real form? These are all forms that you can imagine. Have they got any real form? Are they physical beings?
- PETER: Physical.
- Dr. 0: They are physical beings?
- PETER: Physical beings.
- Dr. 0: Have they got any steady form in which they are normally? Any form where they appear among themselves?
- PETER: The ones that were in the car and the ... spaceship, were all... that I could see. Identical in size, colour, looks, shape and weight.
- Dr. 0: And how did they look?
- PETER: Same basic form as humans, with large trunks, necks, hairless, two arms, two legs (?)

- Dr. 0: Same (?genetic?) organs as we have? Male or female?
- PETER: No form of reproductive organs at all.
- Dr. 0: How do they multiply?
- PETER: I don't know.
- Dr. 0: How ... where do they come from?
- PETER: Outer galaxies.
- Dr. 0: Which outer galaxies?
- PETER: They didn't give any names ... they just said ... outer galaxies.
- Dr. 0: Are they friendly towards us ... Earth beings?
- PETER: Yes.
- Dr. 0: They are friendly. Then why don't they make direct contact to us if they possess these great powers?
- PETER: Because there are two billion people who wouldn't understand them, wouldn't know how to approach them, look at them, see them, talk to them ...
- Dr. 0: Can't they make them understand?
- PETER: No, because they'd have to change the world, and they don't want to do that.
- Dr. 0: Do they believe in God, Peter? Do they believe in God?
- PETER: No God.
- Dr. 0: They don't believe in God?
- PETER: No gods.
- Dr. 0: What do they believe in? Do they believe in infinite ... believe in immortality?
- PETER: They are extremely advanced.
- Dr. 0: Are they immortal?
- PETER: No.
- Dr. 0: Are they mortals? Do they die, Peter?
- PETER: Yes.
- Dr. 0: How long a time in our Earth time do they live?
- PETER: I don't know.

#### TIME TRAVELLERS

- Dr. 0: How far can they travel, Peter? How fast? Can they travel faster than the speed of light?

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PETER: They travel by time, not by light.

Dr. 0: They travel by time? What do you mean exactly by that?

PETER: They can travel on time ... speed of light is too slow to cover billions of miles in seconds. If they want to go from point A to point B they have to come back in time to get to the Earth, so they send themselves back into time. They are time travellers, not space travellers.

Dr. 0: How do they talk? Do they speak, or just communicate?

PETER: They ... mentally ... they know the English language perfectly, and they know every language, every language of the galaxies.

Dr. 0: You want to say then that they have all knowledge of the Universe?

PETER: All knowledge of the Universe, but we, in the galaxies, are the size of a pinhead cut a billion times.

Dr. 0. What world do they come from? Is it similar to ours? Is there oxygen?

PETER: They come from twelve planets of the Milky Way ... and they don't fight. There are no wars, because they are about 2 000 years ahead of Earth.

Dr. 0: So it takes 2 000 years for us to get there?  
(DID THE DOCTOR MISUNDERSTAND? AND SO GET ON THE WRONG TRACK? - Ed.)

PETER: 2 000 light years.

Dr. 0. What do they say, Peter, about Earth? Is it going to be peaceful? Are we going to survive?

PETER: They will change Earth the way they changed the pyramids. They changed the (?) wars. They changed everything by introducing their way of doing things.

Dr. 0: How are they going to do it?

PETER: I don't know.

INFILTRATORS

Dr. 0: Tell me, Peter, are there any of them among us, unnoticed?

PETER: Thousands (?)

Dr. 0: They are among us?

PETER: They are clerks, typists, businessmen, university students, lecturers, dustbin cleaners.

Dr. 0: Peter, if you want to make contact, and want knowledge from them, will they give it to us? Do they make contact if you want?

PETER: They make contact only when they want to. And by influencing others. They never do anything direct, on Earth ... that would make them a figurehead, set them up as a centre of attraction. They're only influencers, the schemers, and directors of a person who would do it, and be given the (?) thing, which is praise. Humans survive on praise, and they give this to our ...

This is the end of the recording. There will be a follow-up to this story in later issues as we receive more information.

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MEETINGS FOR THE NEXT FEW MONTHS.

DURBAN: Fourth Wednesday in the month  
at 8.00 p.m. at the Centre, 3rd Floor,  
Progress House, Hermitage Street

JOHANNESBURG: First Monday in the month.  
Kindly contact Mrs. E. Klarer, at  
3, Cottage Place, 394 Rifle Range  
Road, Towerby, for details.

CAPE TOWN: The last Friday in the month.  
Kindly contact Mr. Andre Nestel  
at 9, Schoonvrught Lane, Welte-  
vreden, Constantia, for details.