



The

UFO

Enigma

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UFO STUDY GROUP UPDATE

By Joe Palermo

I am pleased to report that due to several new memberships, our publication of The UFO Enigma will be able to finish out the year!

Starting in June, we will have as a temporary new home, the Boatman's Bank building at the corner of Lockwood and Gore in Webster Grove. We will not have a kitchen facility, however there is a coffee maker and I'm sure we can set up a snack table area.

For our next meeting, Missouri State Representative Ted House will be addressing our membership concerning the hypothetical idea of alien beings integrating into our society. Ted is based out of the City of St. Charles and is an attorney. Considering the official and professional positions he holds, I expect a very interesting talk. I have personally shared current UFO videos and publications with Ted and he is very interested in the potential ramifications of aliens interested in earthlings.

The next monthly meeting of the UFO Study Group of Greater St. Louis will be held at 2:00 p.m. on Sunday, March 12, 1989 at the Farm and Home Savings and Loan community room, 110 West Lockwood (corner of Lockwood and Gore) in Webster Groves, Missouri.

The Library Committee is looking for new members to assist with final organization of the archives. As does happen, personal lives and availabilities of members change. Please contact Peggy Roppolo for meeting information at 946-4095.

We're moving forward, folks! Let's keep up the momentum.

ABDUCTIONS FEATURED AT FEBRUARY STUDY GROUP MEETING

By John Roppolo

The abduction scenario is one that is common to much of the current UFOlogical literature. Tales of capture and clinical examination against the subject's will are often hair-raising, and many who have never seen a UFO can be nonetheless disturbed by many of these stories. The February 12 UFO Study Group meeting was the site of a brief review of the article "Abductions: Can We Fight Back", by Ann Druffel (as published in the November issue of the MUFON Journal). John Roppolo delivered the presentation, which was based on an idea of the Study Group President, Joe Palermo.

The principal point of Druffel's

article seemed to be in regard to resistance of an overwhelming feeling of paralysis, experienced by most abductees prior to capture. Through concentrated effort, one can maintain a psychic defense, as illustrated in the article by several case histories. Experts on psychic healing often refer to visualization and "grounding" to resist outside psychic forces. In visualization, one concentrates on a positive image to block out the negative one (in this case, the negative one being the sensation of paralysis). One can visualize one toe or finger moving, and that may be enough to break the negative influence.

The idea of "grounding" has to do with the Hindu concept of the Chakras, points of the body that are associated with physical and spiritual development. One person in Druffel's article concentrated on a "sound" that she believed emanated from her chest region. This Chakra stage is often believed to associated with early development of spirituality and clairvoyance. Another technique that might be useful when a subject is under duress is to imagine a strong cord leading from the lower back to the center of the earth (when the person is seated in an upright position). This activates the Chakra region associated with the survival of the body, and brings "earth energy" to counteract outside forces.

Other ways of defense include the power of prayer and simple power of will. Druffel also attempted to point out both positive and negative aspects of abduction, the quest for knowledge and cosmic interaction versus the need to maintain the integrity of the human spirit. Though Druffel gave no easy answers, she brought up a number of points that merit careful consideration. Those who have contact with abductees may find the article enlightening in many ways.



MUFON MISSOURI REPORT

On February 21, Mr. Bruce Widaman, MUFON State Director for Missouri, informed The UFO Enigma of an upcoming UFO conference to be held in the St. Louis area. The conference is scheduled for October 21, 1989 and will feature a mystery line up of speakers which include some of the accepted top ten ufologists in the world.

Although specific speakers have yet to be formally announced, this one day affair already promises to be a truly World Class event! Speakers and other details will be announced as soon as they are available.

The conference will be held at the Harley Hotel in the Earth City area of St. Louis County, centrally located near the Interstate 70 / 270 interchange.

Details of The Show-Me UFO Conference will be discussed at the next UFO Study Group meeting. Information about this conference will also be available at the Ozark UFO Conference in Eureka Springs, Arkansas (April 14 - 16) and at the annual MUFON Symposium in Las Vegas, Nevada (June 23 - 25).

PARAPSYCHOLOGY COMMITTEE REPORT

On February 1, the Parapsychology Committee met to hear a one hour video tape on parapsychology and UFOs. Six members met at the Schroeder home to watch and discuss the many connections between UFOs and parapsychology.

The March meeting features a discussion of experiments being conducted by a group in southern Missouri in psychic phenomena. As always, the Parapsychology Committee meetings are held at 7:30 p.m. on the first Wednesday (March 1) at the home of Rev. John Schroeder, 4991 Miami Street in St. Louis.

**05/05/2000 ICE:
THE ULTIMATE DISASTER
A BOOK REVIEW**

By Frank Brown

EDITOR'S NOTE: This is the second and concluding segment to this fascinating book review. I for one plan on reading this book as a result of this review and I hope you do too.

This book deals with the advent of a shift in the Earth's polar axis. This shift occurs once every 25,000 years and leaves few survivors of civilization. This shift is triggered by a massive accumulation of ice at the south pole.

The book talks about the great pyramids of Egypt and the strange, compelling force they have had on men throughout the ages. Stranger still is the fact that the tomb theory (that the pyramids are all burial tombs for Egyptian Pharaohs) is based on rather scant information in the book written by Herodotus thousands of years after the building was completed.

Before he wrote his book, Herodotus had been initiated into the ancient religious mysteries of Egypt. Like any member of any secret organization past, or present, having been sworn to silence, he would not reveal the great pyramid's true purpose to non-members or the more-or-less uninitiated. The book also makes ties to free masonry and the great pyramid. One such is the obelisk in Central Park in New York that was brought from Alexandria, Egypt. When the obelisk was moved from it's base in Egypt, a deposit was discovered in the foundation. In the deposit were found a trowel, a lead plummet, a rough rectangular stone, a pure white cubical stone, a stone with a serpent border, a squared stone and a stone showing the ancient Egyptian cubical gauge with some hieroglyphics similar to triangles drawn upon Masonic trestle boards and seven symbols, well known to modern Freemasons.

One chapter in the book deals with earthquakes, cataclysms and vandals. Gigantic volcanic activity wreaked havoc in upper and lower Egypt and all cities around the Mediterranean Sea around 1486 B.C. After earthquakes destroyed large parts of northern Egypt, men in search of

stone to rebuild Cairo turned their eyes to the Great Pyramid.

Geophysicists today believe that 95 percent of all earth quakes can be explained by movement of continental drift. Georgia geologists believe that the Brevard Fault, which runs the length of the State of Georgia in the north of the state marks the boundary between the North American plate and the old North African plate. The movement between these two giant plates, one against the other as pressure built up, suddenly thrust up the Appalachian mountain range thousands of years ago. Geologists fear that should these plates become active again, Atlanta, Georgia would be just as prone as Los Angeles, California to a massive earthquake. There are many pictures of plates in this book. One interesting picture is of a Chinese earthquake weather cock from about 130 A.D.

It would take an article in each of the next 20 editions of The Enigma to tell all of the interesting things written in this book although some may be controversial. So, I will let it stand at that and tell you to read the book and see for yourself.

**REAGAN HINTED
HE SAW A UFO**

By Jane Mayer and Doyle McManus

NOTE: The following appeared in the Houston Post on Sept. 25, 1988. Our thanks to John Schuessler for passing this item along.

In the summer of 1974, Norman C. Miller, then a reporter for The Wall Street Journal and now national editor of The Los Angeles Times, was told by then-California Gov. Ronald Reagan about his having sighted an unidentified flying object on a flight in his private plane. Reagan had persuaded his pilot to follow the object, which was heading toward Bakersfield. But then, he told Miller, "it went straight up!"

Reagan soon told his wife about what he had seen and they did some personal research. Reagan related to Miller that

they had found references to UFOs in Egyptian Hieroglyphics. Reagan was extremely animated as he spoke, and it became clear to Miller that the Governor really believed in flying saucers. But when Miller asked him, "Governor, are you telling me you saw a UFO?" he said that Reagan seemed to remember suddenly that he was talking to a reporter. "This look crossed his face," recalled Miller, who said that Reagan then replied, "Let's just say that I'm agnostic." This was also the answer Reagan gave in 1988 when questions arose about whether he shared his wife's belief in astrology.

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

By Bill Jones

EDITOR'S NOTE: This is the second part of of this article. The first part appeared in the February issue of The UFO Enigma.

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

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

Timing is important in the operation of this machine. For every 3 metal sheets, when the middle one is briefly turned off, the sheet on either side is energized, giving off the magnetic field. The next instant, the middle sheet is energized, while the sheet on either side is briefly turned off. There is a time delay in the capacitors recharging themselves, so at any time, half of all the metal sheets are energized and the other half are recharging, alternating all around the inner hull. This balances the

machine, giving it very good stability. This balance is less when fewer of the circuits are in use.

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

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

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

At least 2 particle accelerators are used to balance each other and counter each other's tendency to make the craft

spin. Otherwise, the machine would tend to want to start spinning, following the direction of the force being applied to the particles. The accelerators push in opposite directions.

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

The high speed particles go out through straight lengths of pipe, charged like the loops and in speeding out into space, push the machine along. Doors control which pips the particles leave from. This allows very long range acceleration and later deceleration at normal (earth) gravity. This avoids the severe problems of weightlessness, including lowered physical abilities of the crew.

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

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

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

A shortwave radio can be used to find the exact frequencies that an aircraft / spacecraft is using, for each of the colors it may show whole a color television can show the same overall color frequency that the nearby, but not

extremely close, craft is using. This is limited, as a machine traveling at the speed of a jet airliner may broadcast in a frequency range usually used for radar sets.

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

I figure that things would not be at all pleasant for drivers of modern cars with computer controlled engine and ignition systems. Computer circuitry is sensitive to small changes in voltage and a temporary wrong-way voltage surge may wipe the computer memory out. It could mean that a number of drivers would suddenly be stranded with their cars not working should such a craft fly low over a busy highway. Only diesel engines, already warmed up, and Stanley Steamer type steam engine cars are able to continue working in a strong electromagnetic field. In May, 1988, it was reported that the U.S. Army had lost 5 Blackhawk helicopters and 22 crewmen in crashes caused by ordinary commercial radio broadcasting overriding the computer control circuits of those helicopters. Certainly, computer circuits for this aircraft / spacecraft can and must be designed to overcome this weakness.

One construction arrangement for this craft to avoid such interference is for the metal sheet circuits to be more sharply tuned. Quartz or other crystals can be used in capacitors; in a very large number of low-powered, single frequency circuits, or as part of a frequency control for the metal sheet circuits.

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

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

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

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

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

Calendar

March 1988

Wed. Mar. 1 - Parapsychology Committee Meeting at the Schroeder home, 4991 Miami St., St. Louis, MO (7:30 p.m.)

Sun. Mar. 12 - UFO Study Group Meeting at the Farm and Home Savings and Loan at Lockwood and Gore, Webster Grove, MO. (2:00 p.m.)

Tues. Mar. 21 - St. Charles UFO Committee at the Bonanza Sirloin Pit, 1215 South Duchesne St. Charles, MO (7:30 p.m.)



**A NONPROFIT ORGANIZATION DEDICATED TO RESEARCH AND INVESTIGATION
OF UNIDENTIFIED FLYING OBJECTS (UFOs)**

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