



The UFO Enigma

A Publication of the UFO Study Group of Greater St. Louis
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SEE DAVID MOOREHOUSE, REMOTE VIEWER, AND GET UFO ANSWERS

An hour video of David Moorehouse, former Armed Forces Remote viewer and the author of *Psychic Warrior*, will be featured at the April 8, 2001 meeting of the UFO Study Group of Greater St. Louis, Inc. David was an Army Major on the fast-track to promotion when a friendly fire accident knocked him out of action temporarily.

Giving his testimony, Moorehouse details his transition from “good soldier” to “inner-outer mind exploration.” Eventually he was offered a position with official government Remote Viewing projects. Given time and location coordinates, he would report what he was seeing and his “Remote Viewing Hits” would add to overall intelligence gathering ability of the military – or possibly to Black Budget agencies contracting with the Armed Forces. His proficiency as a Remote Viewer led him to serve as the trainer of thousands of recruits for military and information gathering agencies of the government.

Alex Horvat, UFO Study Group affiliate and formerly the Editor of **Probe Magazine**, offered this video for our use and shared the following paragraph gleaned from his interview of David.

“Moorehouse is now truly dedicated to sharing this training since he feels that the government still has many such covert programs. David is an excellent presenter who comes across as ‘the real deal!’ He doesn’t lump himself into the psychic category and he doesn’t read tea leaves, but he does recognize that a lot more of our human potential is still to be explored. I believe Moorehouse feels Remote Viewing abilities may be used by some to further dark causes – monitor, mentally manipulate or maybe even assassinate targets who present problems to globalist agendas.”

To help all who attend the 2 p.m., Sunday April 8 meeting of the UFO Study Group at Grone’s Cafeteria, Yorkshire Plaza, Watson at Laclede Station Road link UFOs with Remote Viewing, we will offer you an **interactive extra!** Spencer Wolling, **ENIGMA** editor, will cite quotations from seven American Association of Remote Viewers certified replies to queries about UFOs from *Alien Agenda* by Jim Marrs. You choose the question and Spence will read responses given by one or more of the Remote Viewers. Your views and personal evaluations of Remote Viewing will be welcomed.

Come to Grone’s Cafeteria about 1 p.m., April 8. Enjoy a tasty, inexpensive meal; and then participate in our good fellowship and the stimulating UFO Study Group program.

The Enigma is a publication of the UFO Study Group of Greater St. Louis, and is published monthly, September through June each year. Not affiliated with any national society, the UFO Study Group is an independent, non-profit organization dedicated to the investigation and reporting of both area and national UFO sightings and peripheral areas of interest. Yearly membership is \$20.00. You may contact the UFO Study Group or any of its members and/or submit articles for publication through the UFO Study Group of Greater St. Louis, Inc., P.O. Box 31544, St. Louis, MO 63131. Please include self-addressed stamped envelope for materials to be returned.

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Editor: Joseph Trainor

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REPTOID SIGHTED IN BAJA CALIFORNIA

An alien was sighted on the beach in Rosarito, in Mexico's state of Baja California on Wednesday, February 29, 2001 by two Mexican policemen.

According to Urak Pavlov, director of UTRENE, a UFO research group based in Tijuana, B.V., Mexico, The two policemen were on patrol near the thermoelectric plant in Rosarito" when "they saw what appeared to be a reptilian creature walking on the beach with a black suit on and with glaring red eyes. The creature was seen at 3:17 a.m. At first they were too scared to talk to anyone about the incident and preferred not to speak of it."

The Reptoid sighting is only one of many UFO incidents that have taken place in Baja California recently, Pavlov said.

There has been "a wave of sightings in Baja California, especially in the mountains and along the coast."

On Monday, March 5, 2001, Pavlov reported, ""There were 50 sheep mutilated on ranches near Tocate, B.C. All of the sheep were left without any blood"

On Wednesday, February 28, 2001, "in the evening, my wife and I closed the office, and she said, 'Look! What is that!?' I said, 'Let me get the video camera.' So I did," he recalled.

"This big luminescent object reflected all the colors of the spectrum--yellow, red, blue, white, etc. and stopped at one place in the sky in Tijuana."

Elsewhere in Mexico, a new flurry of UFO sightings took place last week over Mount Popocatepetl, a large volcano located 60 kilometers (36 miles) east of Mexico City.

According to the Spanish news agency EFE, "residents of the (Mount) Popocatepetl area, reported seeing lights that 'fly over the volcano,' which has been erupting since December 1994."

"The lights were seen last night (Monday, March 5, 2001) over Popocatepetl, and dozens of residents from local communities called radio stations to make this known," according to Radio ACIR in Puebla, a city 125 kilometers (72 miles) east of Mexico City.

"According to the reports by Puebla radio stations, the alleged sighting could be seen in particular from an area near the volcano known for its accumulations of energy that interfere with the operation of compasses."

"Eyewitness Guadalupe Carrillo told a local (radio) station that 'the object had movement, passed over the volcano, turned around and rotated.'"

"A resident of San Francisco Totlmihuacan pointed out that one of the lights remained fixed in the sky while another moved around it. Another person claimed to have captured it all on videotape and make it available to the public."

"Popocatepetl has an elevation of 5,542 meters (18,288 feet) and is one of the places in Mexico where there is talk of suspicious lights and unidentified flying objects (UFOs) and a number of such reports have emanated from the mountain" since the current cycle of active volcanism began in December 1994. (Muchas gracias a Scott Corrales, auto de los libros Chupacabras and Other Mysteries y Forbiggen Mexico, y Gloria Coluchi para las noticias de EFE. Muchas gracias a Urak Pavlov para las noticias de Baja.)



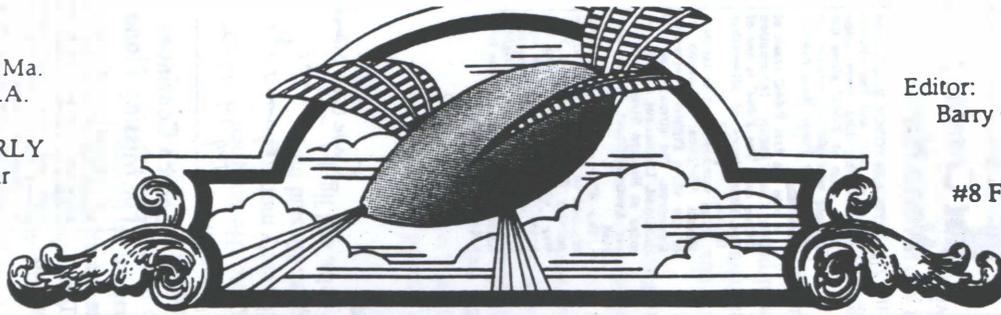
Dark Object : The World's Only Government Documented UFO Crash

In 1965 a massive wave of UFO sightings occurs worldwide. In 1967 residents of Shag Harbor, Canada, witness a huge UFO crash into the bay. Three Royal Canadian Mounties watch it float before sinking. Navy divers mount an extensive search. Now officials say nothing ever happened. Why?

Researchers Don Ledger and Chris Styles--Styles himself an eyewitness to the Shag Harbor crash--have tackled one of the best documented and most top secret incidents in the annals of UFO sightings. What they have found out

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Editor:
Barry Greenwood

#8 February 2001

U.F.O. HISTORICAL REVIEW

QUESTIONS ON A 1953 CAPE COD MYSTERY

Sometimes sensational UFO stories can linger behind the scenes for years, never becoming quite well known, but never going away either. Some of those become local legends, accepted at face value with little question.

In 1975, a story surfaced from a gentleman named Clarence Dargie, claiming intimate knowledge of a strange experience near Otis Air Force Base, Massachusetts in 1953. A radio station, KTRH in Houston, Texas, interviewed Dargie, getting these details:

“I was stationed at an Air Force Base on Cape Cod (Massachusetts) in 1953, about June of 1953. We had one special F-94C type aircraft. It was a two-seat, fighter-interceptor with a pilot in the front and a radar operator in the rear cockpit, both being covered by one canopy. This aircraft was spotted out in an alert area, so whenever we had a UFO contact, that aircraft would be immediately launched, with standby crews 24 hours a day. There was some sort of classified electronic gear aboard. Even I don't know what it was, because any reference to the gear (in the resulting investigation) would appear as 'the secret so-and-so.'

This particular night we had a UFO contact. This was just about at dark. The craft took off. The pilot's name was Suggs, Captain Suggs. The radar observer was a Lieutenant Robert Markhoff. According to Captain Suggs' sworn statement (incidentally, Suggs survived), they took off on the East-West runway, heading directly West toward Buzzard's Bay, which is some 12 miles away. The pilot said he pulled it off the runway – this was on full after-burner – and began his climb-out. At 1500 feet, he had cleared the runway and was over the base rifle range. The aircraft went completely, utterly dead! Unlike an automobile, which has only one central power source, if your battery fails in an automobile, then you have nothing.....your engine quits, the lights go out, the radio, and all these other things. But an aircraft has a redundancy built into it, in that the different systems each have their own power source; and the possibility of all these power sources failing at the same time is astronomical. The odds are -- I don't think you can even calculate them.

However, at 1500 feet – he finds himself in this situation. His aircraft is

completely dead. His engine has flamed out, navigation lights, instruments, radar. It took him a couple of seconds to realize what had happened. Immediately he cut the nose down to keep the aircraft from stalling, because there was no possibility of accomplishing an air start. A hard bail-out? The bail-out sequence in this aircraft is that when the commander gives the order to bail-out, the radar observer operates the handle, which blows the canopy off of the aircraft; then the radar observer himself ejects. The pilot then, on hearing this second explosion, is clear to eject. That's to keep them both from going out at the same time and colliding as they leave the aircraft. However, Captain Suggs said he did not have the time to wait for the second explosion, because now the aircraft is in about a 75 degree down angle toward the ground at 185 knots. At about 600 feet, he went out of the aircraft and was about two to three seconds from impact. He ejected from the aircraft. His chute opened and acted like an air brake...it slowed him down, and in one swing he was on the ground. To make a long story short, the aircraft itself...somewhere between the time when he separated from the aircraft and the next two or three seconds....that aircraft literally vanished! It has never been found to this day."

Quite a tale! It circulated in UFO literature during the mid-1970s, making it into the Cape Cod Times in 1981 (see figure 1). The disappearance was summarized by the Times as a mysterious UFO event. What was peculiar here was that the Cape Cod Times was the area daily newspaper for the region around Otis AFB. Dargie later said in his radio interview that the public was told that the aircraft had vanished at sea. If the disappearance had been made public, then why didn't the Cape Cod Times simply recover the story from their morgue and report it instead of quoting a thin summary of Dargie's story? A reporter, adding important detail to a remarkable incident could then have verified the disappearance date.

There must have been something somewhere about this, if true. I thought I would take a look myself by retrieving microfilm for the Cape Cod Times at the Boston Public Library since the Times seems not to have done so. Nothing out of the ordinary was found until June 25th, 1953 (see figure 2).

This turned out to be a rather different story than that which Dargie told! What is notable was that this was the FIRST F-94C crash at Otis, of the only F-94C that Otis had, according to Dargie. There were no other crash or disappearance reports for the rest of the month and into July. Where are Suggs and Markhoff in the June 25th account? That jet did not disappear and both occupants survived.

One can clearly see problems reconciling Dargie's story with reality. However, witnesses have memory lapses, especially after long periods of time. Was there a disappearance at another time?

There was. On August 11, 1952, the Cape Cod Times reported the disappearance of an unspecified type of jet interceptor a day earlier with the loss of one occupant from Otis. The pilot was Captain

CAPE COD TIMES
11-05-81
Figure 1

Otis sighting on file

HYANNIS — In the past 30 years, more than a dozen UFO sightings have been reported on the Cape, but probably the most renowned involved an Otis Air Force pilot and radar operator.

It was June 1953 and the crew of an F-94C, a twin-engine turbo jet interceptor no longer in commission in the military, attempted to identify unknown objects near the base in Bourne.

A retired Air Force master sergeant, who was chief investigator of the sighting waited 20 years before talking of the incident.

And it may be at least that long before the government releases its files on the incident. The National Security Agency is withholding 131 secret documents about UFO sightings.

The master sergeant testified: "According to the pilot's sworn testimony, his engine quit functioning and his entire electrical system failed at 1,500 feet. The pilot ordered his radar operator to bail out and then jettisoned the canopy and bailed out himself."

Neither the plane nor the radar officer were ever found — only the pilot and the canopy.

Hobart Gay. A witness, Herve Houde, reported that at 4 AM he was standing near railroad tracks close to Trunk River Beach when he heard an odd airplane noise (Cape Cod Times, 8-12-52). He glanced around and saw a streak of light descend straight into the water beyond the Nobska Lighthouse. There was a noise, then silence. Houde thought that another jet seemed to accompany the first aircraft.

Debris and an oil slick were found a couple of days later (Cape Cod Times, 8-13-52), strongly suggesting a crash and not a disappearance. (see sample coverage in figure 3).

There is a remote possibility that Dargie was mis-recollecting the two different stories as one, and perhaps even adding a third story of a UFO chase from another time. The two accidents do not appear to have any connection to UFO chases. His pilot and radar man do not appear in either accident as well.

Evidence for Dargie's story is very shaky. Some might wonder whether or not his story is literally true and the Air Force covered up the details, releasing nothing on it. During his interview, Dargie said this: "I was administrative assistant to the operations officer, and we were the ones that interviewed the witnesses, got all the aircraft records, the flight records, everything that could possibly come to bear, and put them all together in the final report, which was, oh, about 1 1/2 to 2 inches thick."

So he didn't merely hear about the tale, he was involved in the investigation! Surely a credible source. But as stated earlier, Dargie said that the public was told of the disappearance. (transcript, page 2: Interviewer: "The public was told that the aircraft had vanished at sea?" Dargie: "Yes."). Yet, later in the interview: Interviewer: "...and the fact that the plane just vanished like this was never mentioned to the public?" Dargie: "No, it never was." (!)

The Cape Cod Times showed no reluctance to report a crash in one case, and a disappearance in the other. But what they did report was nothing like what Dargie relates, despite the fact that he said the 1953 vanishing was reported publicly. The only aircraft that could have been Dargie's F-94C was accounted for in less-than-mysterious circumstances.

What might be learned from incidents like this is that every UFO story should be treated as if there were a troubling cloud hanging over them. A truth lies somewhere beneath the mass of details, not all of which may be correct. A mystery may be attractive at first flush, but what you embrace may be a mudman!

Cape Cod Standard Times
Hyannis, Ma
June 25 1953

Jet Crashes; None Hurt

OTIS AIR FORCE BASE, June 25 — A jet pilot and the airman accompanying him were unharmed when an F-94C plane the former was piloting crashed on an Otis Air Force Base runway yesterday.

It was the first F-94C crash at Otis, the Public Information Office said. The F-94C is one of the latest types of all-weather intercepter planes.

Pilot was identified as 1st lieutenant Adolphus D. Lawson Jr. of the 47th Fighter-Interceptor Squadron. The airman was unidentified. Lieutenant Lawson resides at Howard Street and Onset Avenue, Onset. He is married.

The PIO said the jet plane crashed on landing after a cross-country flight, striking the runway and then went into the grass. Two of the firemen who helped quell the blaze enveloping the plane were slightly burned, the PIO said it was told, but returned to duty.

Figure 2

Cape Cod Standard Times
Hyannis Ma
Aug 14 1952

Search Continues For Missing Plane

NAUSHON ISLAND, Aug. 14 — Fourth day of search for a jet plane and pilot believed to have crashed in waters between Naushon and Nonesmasset islands proved fruitless yesterday, Otis Air Base said today.

Although area of search was widened, no evidence of the plane or its pilot, Captain Hobart R. Gay Jr. was uncovered.

A Coast Guard plane and a diver were employed yesterday in the search effort. Earlier today, it was undecided whether to send out a search group. Fresh winds roughened waters in the area, a Palm Beach source reported.

Figure 3



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VOL. 9, NO. 1

HIGHWAY SPACE WARP?

(Credit: UFO ROUNDUP, Vol. 5, No. 20, May 18, 2000, Editor: Joseph Trainor)

For want of a better term, this phenomenon could be called a Highway Space Warp (HSW) experience. There's a case now being investigated by ufologist Mike Harman which took place in West Texas back in 1988. (The names have been changed to protect the privacy of the witnesses--J.T.) Many thanks to Mike Harman for this feature story.

On December 22, 1998, Mark Hasbrouck, 30, a truck driver from Wilmington, North Carolina, stopped his Peterbilt rig at the USA/Mexico border in Nogales, Arizona.

"I was leaving Mexico with a load of broccoli, and I had waited all day to get shaved ice blown into the truck (trailer) in Nogales (Sonora state, Mexico). I went north (on Interstate Highway I-19) and picked up (Interstate Highway I-10 and began the easterly trek.

"I was stopped at the exit scale in Texas, as I run out of hours. (In the USA, truck drivers can only stay on the road for a limited period of hours--J.T.) I was forced to shut down for eight hours. It was 3:20 or so p.m. I logged that I had left the road at 3:15 p.m. on December 22."

After pulling into a roadside truck stop, Mark let the engine idle while he had a shower. Then he went to the truck stop diner. Here he met a couple of eastbound gearjammers (USA slang for truck drivers--J.T.) Since they were all headed east, they decided to travel together as a convoy.

The two drivers were Larry Greenwood, a man of African ancestry from South Carolina, who used the nickname of "Congaree" on the citizen's band (CB) radio and 40-year-old Zeke Matlich, who used the CB call sign of "Zero."

One after the other, the eighteen-wheelers pulled out of the truck stop. With a roar, they headed east across the night-clad "brush country" desert of western Texas. Mesquite and sagebrush rolled away toward the black brooding mountains on the southern horizon.

About an hour later, Mark heard a static squeal on his CB radio. Larry's voice came through. "Break for that jammer. Got your ears on, son?"

Mark plucked his microphone off the dashboard. "Surely do, good buddy. That's a big ten-four."

"Jammer, my baby's running a little rough. You want the cradle? Come back."

"Hammer down, Jammer. See you in Fort Stockton. Ten-four."

Stepping down on the accelerator, Mark eased his Peterbilt rig ahead of Larry's Ajax Transportation truck. Once again, he pulled back into the lane between the two and resumed the drive eastward.

"I was about a half-mile behind the first truck," Mark recalled. He could see Zeke's red tail lights ahead of him, speeding down the deserted interstate highway. They were speeding across the desolate 22-mile stretch of desert between Sierra Blanca and Allamore. It was December 23, 1988, and it was precisely 1:10 a.m.

"Something strange happened to me. Zero went over a hill in front of me. AND I SAW SOME OWLS IN THE ROAD. THEY WERE BROWN WITH LARGE LUMINOUS EYES. I remember thinking, What a strange thing..."

No sooner had he lost sight of the first truck than Mark heard Zeke's voice on the CB radio. "Breaker! Breaker! Jammer! Where the hell are you!?"

Mark thumbed the microphone's transmit button.

"Right here, good buddy. Come back."

"Jammer! What happened!? We've been trying to raise you for the past fifteen minutes."

"We?" Mark echoed.

"Me and Larry. We've been burning up the air waves, but you ain't been answering."

Frowning, Mark thumbed the mike again. "Congaree! You got your ears on?"

"Don't bother, Jammer," Zero said. "He's standing right here with me. At the Allamore exit!"

Stunned, Mark stared out the windshield. Somehow Larry had passed him on the highway. How could that be? How could he have passed him in a truck of that size and not been noticed?

Sure enough, Mark found the two truckers "both ahead of me on the side of the road. I pulled over when I got to them. They said it had been 30 minutes ago when I last talked on the CB. I looked at my watch and said that it was 1:16 a.m. and we checked (the dashboard clock) on my truck, which was the same as my watch. And we checked both of their watches and the clocks in their trucks, and they were the same."

The strain was too much for Larry, who had been looking out the windshield when he suddenly and inexplicably lost sight of Mark's Peterbilt rig ahead of him. "The big guy began screaming and crying, and he left in a hurry."

Mark and Zero drove on to Allamore, Texas. They stopped at a truck stop cafe "and talked about it for quite a while." Neither man could figure out the eerie time discrepancy.

Just then, Arla Seguin, the pretty dark-haired Latina waitress, stopped at their table. "Hola, camineros! Are you ready to order?"

Without even thinking about it, Mark blurted out, "Claro que si. Traigame un bistec con la salsa picante y las paps fritas, por favor. Tambien un Pepsi."

Arla instantly brightened. "Cuando estuve usted en San Luis Potosi, senor?"

Rapidly blinking in confusion, he replied, "I--I was never in San Luis Potosi."

Arla smiled impishly. "You really know how to fake the accent, then."

"I--I d-don't speak Spanish," Mark mumbled.

"Good buddy, what are you talking about?" Zero said. "I just heard you chatting away with this here gal."

"I can't speak Spanish!" Mark gripped his friend's forearm. "Listen to me. I never took a class in Spanish in my life, so help me God! I don't know any Spanish-speaking people." His eyes widened in terror. "Lord, what happened to me out there!?"

FOUR GUESTS WITH GEMINI

By Clark C. McClelland © 1999

On April 9, 1964, the Gemini-Titan I was launched from complex 19 at the Cape Canaveral USAF Missile Test Range in Florida. It was unmanned yet drew a lot of attention by "other intelligence's." Who or what were they? Your guess is as good as any.

I was a young designer working for the Titan II Launch Operations Team in Hanger "U". I was assigned to work with a bright engineer called Chuck. We had a problem happening with the first stage of the Titan and called it "POGO". Several previous test flights were flown and the effect showed up at lift off. It acted like a POGO stick (up and down motion) as the vehicle rose into the sky. NASA and the USAF determined the effect to be dangerous for any of the astronauts chosen to fly in the Gemini capsule. The booster would not meet Man Rated restrictions by NASA and the USAF.

Chuck and I were to attach measurements to the booster and determine how or what could be done to stop the POGO effect. Several modifications had been made and this flight would prove if we were approaching the correction of the difficulty. The capsule had a "canned man"--which is sometimes called a "black box"--inside the astronaut compartment to help solve the problem by collecting data.

The rocket lifted off and began to return data which indicated that the modifications Chuck and I had designed had reduced the POGO effect significantly. Everyone was delighted to receive the preliminary information.

As the Gemini capsule entered orbit, the RCA world tracking team began to realize that "our" capsule was not alone as viewed through their incoming telemetry, visual theodolite and other high powered optical data. Our

Mysterious Acoustic Anomaly In South Georgia

From (name on file)

3-29-1

Dear Sir,

Briefly, I would like to thank you for your continuing diligent efforts in bringing some sense of the realities around us. It is refreshing to be able to read the data supplied by people that are not afraid to ask questions.

My reason for writing you is in regard to a conversation I had with my friend this evening. He lives in south Georgia and works in a service capacity all over south Georgia and north Florida.

At approximately 11:00am this date he had occasion to be doing an installation at a customer's residence and states he was "...sent to my knees by a sound that was more felt than heard."

He further stated that virtually every car alarm and some building alarms were triggered also. Also, he advised that several buildings had windows "...blown out of their frames". The weather was clear with no sign of clouds or any anomalous appearances. There were no aircraft in evidence. This last was the first thought that came to both of us since there is an Air Force Base very close by.

The really strange part of it all is he stated to me "...and right after that I had to get back to the office as I felt as though my bowels had turned to water." He reported to me that there was a lineman for the local electric utility working at the same site who left for the same reason.

He advised that the anomaly lasted for approximately 3-5 seconds. He also advised that his service truck was very hard to start after the incident, as apparently the battery was nearly dead. Further, when he did make it back to his home office, he discovered that the new battery that he had installed in his pager that morning was completely drained.

There were no reports regarding this phenomenon on the local news and no one back at his home office (approx 12 miles to the north) reported anything out of the ordinary. I realize you folks are extremely busy, however, if you do come across something of this nature occurring elsewhere perhaps you could put something on your web page about it. This incident has both of us puzzled and quite concerned.

Public Information Officer held his breath hoping my mouth would stay shut. It did, and I remained in my job to record other astounding events that will be in my book. (Credit CNT News, Michael Lindemann & www.sightings.com)

capsule had four "visitors". The RCA team was ordered to run a recheck of the situation to be certain ghost images were not the cause. The Titan II stages were also excluded as causing the images.

NASA, the USAF and Martin-Marietta who built the Titan II were all puzzled and just about scratching their heads in unison. After much huddling and discussion the intelligent determination was that we had other physical objects up there with our Gemini capsule. Total silence filled the launch control area. A few whispers were heard but nothing else.

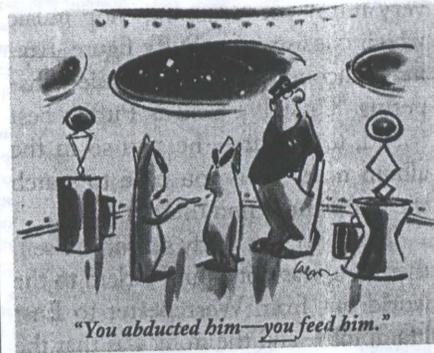
Then a brash young member of the team said the words that caused faces to turn to horror. I said, "What about UFOs?" It was as if I had taken the Lord's name in vain. The silence deepened as almost everyone present was staring at me. I felt like a child caught with his/her hand in the cookie jar. Cold stares came at me from the NASA brass and USAF officers. Actually, the only obvious answer was what I had so blatantly stated--they were UFOs! I slipped back into my assignments and remained a very interested and quiet observer.

Several hours after the objects departed their single orbit rendezvous with the Gemini capsule, a strange shadowy group of personnel arrived on scene. They were not faces of those who had worked at Cape Canaveral for any length of time. Cape workers like myself knew a stranger when one showed up in our work area. Who they were, no one seemed to know--or if they did know, did not identify them. I made an attempt to I.D. them and ran into a brick wall of silence. One thing was for certain, this group was at the Cape for no other reason than the Gemini-Titan mission and its guests.

A week or so later, I was talking to an old friend called Vince. He was a Pan American security guard at the Cape and got around to all launch complex areas. Vince told me that he transported several men to the Cape Canaveral Skid Strip (aircraft runway) at the time all the Gemini activity had taken place. He heard a younger man call another older person Colonel. Vince had a good pair of eyes when he wore his glasses and told me they had Top Secret security clearance badges he had only seen once before. The badges appeared to have letters and a number on them. He observed them from across the car roof as they entered his security cruiser and did not observe the badges close up. They wore no uniforms yet acted as if they were military. They spoke of returning to Washington, D.C. Vince also noted that they wore matching lapel pins that may have been similar to those worn by Secret Service officers during the several visits by President Kennedy and Eisenhower in past years.

To make a long story short, NASA, USAF, Pentagon, White House, NSA etc., all determined that it had to be eventually explained as normal activity. The hungry dogs of the mass media who ate broken glass and razor blades to sharpen their questions were awaiting the NASA news conference eagerly willing to slash away. The official NASA determination was that the objects were the torn particles or remains of the Titan upper stage that apparently entered orbit with the Gemini capsule.

I was at the news conference and I nearly began to laugh. How could a broken stage *OVERTAKE THE CAPSULE AND STOP SLIGHTLY AHEAD OF THE CAPSULE* to accompany it an entire orbit around the earth? But I held my laugh to save my job. A NASA



New Magnetic-Electric Device Can Power Home From Near Free Energy Source

By Penny Robins

The Cairns Post - Northern Queensland, OZ
3-8-1

(Note - 'Ergon' refers to the local electricity supplier utility which used to be known as the FNQEB Far North Queensland Electricity Board).

Two Cairns inventors yesterday unveiled a world first commercial machine which can power a house from a permanent, clean, green and virtually free energy source.

The machine, developed by Brinsmead mechanical engineer John Christie and Edge Hil electrician Lou Brits, has an international patent pending and is expected to go on the market for \$4000-\$5000.

Relying on the attraction and repulsion of internal magnets, the Lutec 1000 operates continually on a pulse-like current 24 hours a day - producing 24 kilowatts of power - once it kickstarted from a battery source.

The device is more than 500 per cent efficient, compared to a car which is less than 40 per cent efficient and loses power through heat and friction.

No powerlines would be needed to distribute energy from the individual power sources.

There is no heat, harmful emissions or airborne matter in the transmission.

If it were not for the magnets, which have a life of 1300 years, and the battery pack, which has a life of about five years, the machine would be in perpetual motion.

A demonstration of the motor from the carpeted study of Mr Christie's Brinsmead home revealed the device in all its glory - bigger than the average cyclone back-up generator but much less noisy.

Mr Christie and Mr Brits have been tinkering together on the motor in their spare time since they met in a Sheridan St cafe five years ago and began sharing ideas.

One and a half years ago, the design was perfected and the pair lodged a patent with Brisbane patent attorneys Griffith Hack.

Mr Christie said the next step was to develop a small-scale pilot plant in Cairns to begin distributing the motors to the places they were needed most - such as shops and homes in the power-starved Daintree region and the Torres Strait.

He said the price tag for the devices could vary in remote locations depending on government rebates, freight and installation costs.

The beauty of the device was that it was transportable and could be packed in a removalist van along with other earthly possessions when moving house, he said.

The only problem the pair now face is in raising \$500,000 to start their production plant.

"We're trying to keep it local, and trying to keep it in Australia, but it's hard because, offshore, they are more aggressive in taking up new initiatives," Mr Christie said.

Already, the invention has received interest from the United States, China, Japan and Indonesia.

"But we want to set up here and put the product on the market first, and then we'll take it to the world," he said.

Mr Christie said it had been hard to keep a lid on the invention which had such a huge potential in the quest for clean, green, energy production.

He said he and Mr Brit also feared the worst once they realised the significance of their invention.

"We were afraid the kids would be kidnapped or we'd be shot, I'm not kidding," he said.

"You hear horror stories about people running up against fuel companies, but it's all hogwash - people in the main are desperately looking for technologies that will help our environment."

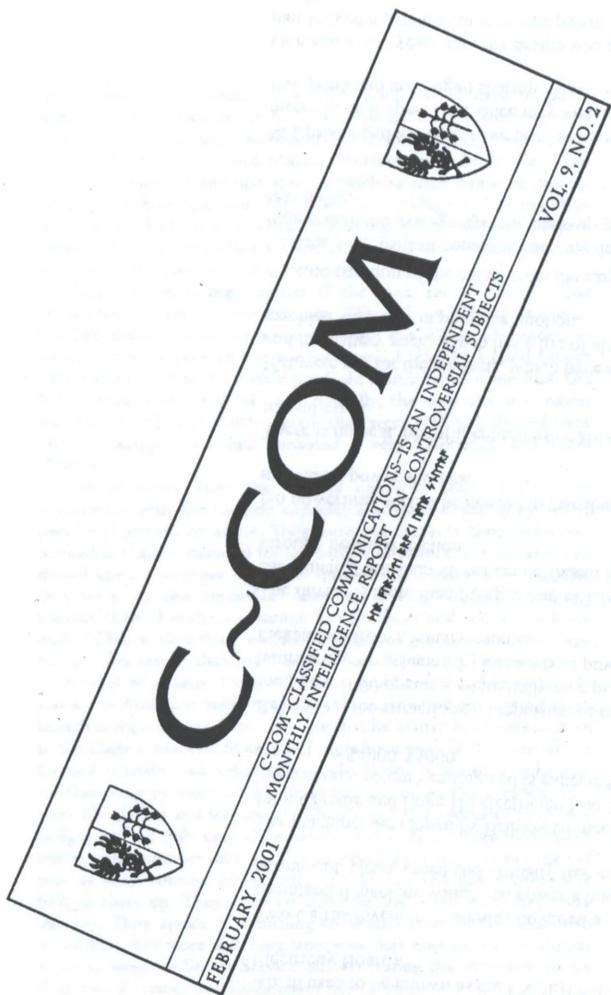
The pair have begun discussions with Ergon as there is also the opportunity of selling energy back to the grid.

Mr Christie said the average home with a pool needed only 14kW of energy per day - which meant a 10 kW daily excess would be left over during the generation process.

Griffith Hack partner Cliff Carew, who was speaking from Brisbane, confirmed the device was genuine and unique.

"An international application has been lodged, they've conducted an international search and haven't come up with anything similar, so it would seem to be a new concept," Mr Carew said.

He said it would be another two and a half years before the patent was recognised in 140 countries around the world - the usual length of time for an international patent to be processed.



THE MARS MONOLITH "GRAVEYARD"

(Credit: http://209.196.158.209/mars/monolith_graveyard-author-not-identified)

As I started poking around the various private research websites that one will find when looking for information about Mars, I saw some extremely interesting things. One of the first things that I noted was that

most of these "Anomaly Hunters" were so anxious to see something, that they were seeing all manner of construction, civilization and art carved into and out of the Martian terrain. Some of it I found amusing, some intriguing; it really ran the gamut, from what the hell were you thinking (drinking), to Oh, my god...What is...How could...NO WAY!!! The latter are the types of images that I intend to concentrate on this site. As I jumped from website to website, and from one far flung theory to another, it occurred to me that much of the stuff one would expect to find (if one were looking for clues to/remnants of an advanced civilization) would be buried under thousands of years worth of dirt...Much like the monuments in the Middle East (portions of Mars cut a fairly close parallel to areas of the Middle East in terms of geomorphology, etc.)

But I digress...I was surfing the bulletin board of the Enterprise Mission (the website of Richard C. Hoagland), and ran across a thread that was posted by a person using the handle "TexasJames," entitled, "What IS this?"

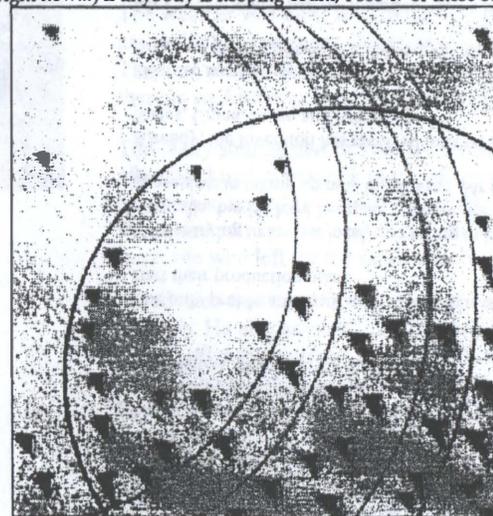
He had posted a link to an image on the MOC website, one of the most fascinating images that I have encountered thus far, and have seen things so far that have me re-thinking everything I THOUGHT I knew. I really wish I could have given TexasJames a reasonable explanation for what I saw in the image that follows, but I couldn't. Some one else on the board tipped me off to the fact that the images one first sees on the MOC site, is a map projected JPEG, in fact the first link for an enlargement is also a map project JPEG (all fine and dandy if you were going to print them out and paste them to a globe), which drastically distort surface features and often make you see things

that are not there. The initial image looked like a pyramid complex, but not quite...The shadows were all off. After looking at the non-map projected GIF, it started to become clear to me that these weren't pyramids; they were triangular, but on closer examination they looked like large monoliths (megaliths) that had been partially buried in the sand just leaving the top corner exposed. And now for the evidence:



Notice that while the objects have a similar shape they are of varying sizes, the objects in the middle of the frame seem to be in a sandy knoll. Unfortunately this is the only image of this exact area that I've been able to find, as you see the objects do extend beyond the field of view; and while at first blush they seem to be arranged in a chaotic fashion closer examination shows that there might be a geometric relationship.

The front of these objects are curious, they seem to be uniform, but have angles that result in a type of point. It was suggested that a spiral pattern would fit eerily here, I certainly noticed the curvatures here right away. I will leave it to some of you to look for the patterns and relationships (I really don't want to have to brush up on Geometry and Trig right now...) If anybody is keeping count, I see 47 of these objects:

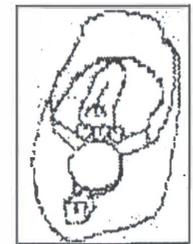


The objects are (at least the parts that are exposed) 400-800 feet long and roughly 175-200 feet wide and this may be wrong, but I'm guessing that they extend over 150 feet above the surface. Someone who works with satellite pictures on a regular basis would do a better job at estimating the size, and exposure.

What to make of all this? I wish I had answer for you traveler. I am sure that someone can supply me with a natural process that can explain these odd objects, but I am at a loss. They look like monoliths/megaliths sticking out from the sand, but if they are how did they get there? Who could have placed them there? And what lies just beneath the sand??

ANOTHER MARS ANOMALY: STRANGE CIRCULAR STRUCTURE INSIDE CRATER

(Credit: www.sightings.com & J. Rodman)



Crater Anomaly-Cydania

Rense.com

Six 'Saucer-Shaped' UFOs And Face-To-Face ET Contact In LA In 1957

By Frank Altomonte
alto@earthlink.net
3-18-1

Jeff,

A couple years ago I mentioned my interest in digging into the research done on a famous close encounter here in my own neighborhood late in 1957. Well, I'm finally sending to you the little that I was able to find including an image of an LA Times front page. I hope you can put this up for others to enjoy. _____

Sandwiched between Los Angeles International Airport on the South and Marina del Rey on the North is the small beach community of Playa del Rey, a district of the City of Los Angeles. It is here on the coastal highway that still skirts sumptuous coastal properties that our story begins some 44 years ago. It has been mentioned in a number of UFO books but the full story was found in a rare out of print book, "Encounters with UFO Occupants", by Jim and Coral Lorenzen, 1976. This was the second edition of an even more rare, "UFO Occupants", published in 1968. The following text is taken from the second edition.

"A Strange story about stalled cars and little men was told to authorities and the press on the morning of November 6, 1957, when Richard Kehoe, an employee of the General Telephone Company of Santa Monica, related his early-morning experience. This is another tale which has fallen

into ill repute because of the reluctance of researchers to accept human-like occupants as real, and the lack of corroborating witnesses.

Kehoe claimed that while driving along Vista del Mar at Playa del Rey in California (a beach area) at 5:40 a.m. his engine stopped as did the engines of the two other cars. When the drivers got out to see what was wrong they saw an egg-shaped spaceship wrapped 'in a blue haze' on the beach. Kehoe claimed two "little men" (about 5 feet 5 inches, which isn't really small) got out of the object and asked questions of him and the two other drivers, such as: 'Where we were going? Who we were? What time it was? etc.' He said their skin appeared to be yellowish-green in the early morning light, but that otherwise they looked normal. He said they were wearing black leather pants, white belts, and light-colored jerseys.

The two other drivers were identified as Ronald Burke of Redondo Beach and Joe Thomas of Torrance, and Kehoe claimed Thomas called the police. He said they sounded as though they were talking English but he couldn't understand them, and said simply that he had to go to work. The men got back into their ship and disappeared into the sky, whereupon his car started up immediately. The ship was oval, tan or cream in color, with two metal rings around it upon which the object apparently rested, according to Kehoe."

The approximate location today has many changes. The coastal neighborhood overlooking the highway was nearly all purchased by LAX in the late 60's for airport expansion. The jets take off constantly overhead during the day and land from over the beach in the late evening and early morning. What's left to the South of the remaining neighborhood is fenced off. Within there is a ghostly scene of vacant streets with 40's vintage street lamps still intact and vacant lots still showing their decapitated foundations with overgrown landscaping and aging untended palm trees.

It would be difficult to find anyone who still remembers since it was so long ago. With this date in mind, the Los Angeles Public Library main branch downtown held some clue. The Herald Examiner and the Los Angeles Times as well as various small community publications were found in

the stacks by this writer one Saturday a couple years ago. The historical volumes of microfilm were scanned on and around this date for any further information. It wasn't until this exact date was referenced in the Los Angeles Times that the following story was found. Would you look at those headlines!



"They (USAF personnel) spotted six 'saucer shaped flying objects' at an altitude of about 7000 feet at the base of a cloud bank about 3:50 p.m. "

WIDE AREA COVERED BY REPORTS Los Angeles Times Nov. 6, 1957

Those unidentified flying objects first reported over Texas and Gulf of Mexico arrived over Southern California yesterday.

Reports of unidentified flying objects cluttered police switchboards in the west and southwest portions of the city. There were two sightings in Orange County and a belated report of an early sighting Monday at Borrego Springs, San Diego County.

None could identify the objects, neither could they agree on what they looked like.

People living in the Hollywood Hills told of a "ball of fire" in the sky. In the San Fernando Valley people saw "a great green light". A housewife in Corona del Mar saw what looked like "an orange jack-o-lantern."

Hovers Over Ocean

Mrs. Charles Weitzel, 243 Driftwood Drive, Corona del Mar, said the object hovered just above the horizon, out over the ocean in the south southwest quadrant. She had the exact time of her sighting -- 6:04p.m -- because that was the time she put the corn-on-the-cob in the pressure cooker, then stepped to her picture window to look out.

Quite a wild night out! Whatever happened to journalism like this? Everyone appeared to be open to inquiry including military. There are no reports from "prefers to remain anonymous" in these articles. Something happened and a door was closed.

Whatever happened on the beach in Playa del Rey that morning so long ago was definitely a part of a larger flap. The tantalizing details can be found in the research notes of Jim and Coral Lorenzen now kept at some mid-west University according to one report and not readily accessible. One day hopefully those will all be published in their unedited format. They were the best researchers and compilers of UFO cases that ever lived with an international network of field investigators called the Aerial Phenomena Research Organization (APRO).

If only those old lamposts on the highway could speak.

MUFON Skywatch Investigations
George A. Filer Majorstar@aol.com
Director, Mutual UFO Network Eastern
Filer's Files #11
3-13-1

MARS SKY IS REALLY BLUE AND ROCKS HAVE GREEN PATCHES

We spent millions of dollars sending the Viking Lander I to Mars in 1976. The world waited in great anticipation to see the first color images of Mars. At about 2:00 PM PDT on July 21, 1976, the first color image from the surface of another planet arrived at JPL in wonderful color. Mars showed its beautiful blue sky, brown and reddish soil and rocks with patches of green. You, I and the world never saw the true images. According to the men who worked at the Viking Image Formatting and Processing section of JPL. Mr. Van der Woude says, "Both Ron Wichelman and I were responsible for the color quality control of the Viking Lander photographs, and Dr. Tomas Mutch, the Viking Imaging Team Leader told us he got a call from the NASA Administrator asking that we destroy the Mars blue sky negative created from the digital data." The images were then falsely reddened to make it appear there was no life, no green

algae or lichen on the planet. See "Mars the Living Planet" by Barry Digregorio, Dr. Gilbert Levin and Dr. Pat Straat. Page 142.

The book also explains how the tests for existence of life on Mars were rigged to deny life, despite the relatively favorable conditions. Dr. Gilbert V. Levin who was in charge of the Viking Lander experiments revealed that when the Mars soil was examined by on board instruments in a miniature laboratory there was a startling positive response. THE VIKING HAD FOUND EVIDENCE OF LIFE. The tests, and follow on samples showed the evidence everyone had agreed on prior to the mission that would confirm the presence of life. Dr. Levin and his team were proud for they had discovered the first proof of life on another planet. Dr. Levin strongly believes they found life on Mars in 1976, but NASA insisted the instrumentation must be faulty. The official NASA answer was to deny the existence of alien life despite strong scientific evidence. All reasonable arguments against the Viking Mission Labeled Release life detection system had been over come except for the claimed absence of water. Yet many scientists knew the images also showed evidence of water such as the ice cap. Until recently the discovery of water on Mars, that includes waterspouts and geysers was also hidden from both scientists and the public. Some NASA personnel even claim UFOs were air brushed out of photos. Assuming Senator John Glenn's statements are true, a deliberate policy has been in effect to hide the possibility of intelligent life in the universe. Billions of taxpayers money have been spent and only recently are the true findings coming out. Do you remember that the first Viking Lander also imaged an infinity symbol or a figure 8 on one of the rocks? On the Pathfinder July 4, 1997, the Sojourner rover buggy sent back images of strange symbols on the ground? Many insiders are discussing many other strange anomalies on Mars. Why are we not told?

LOCAL MEETINGS

UFO STUDY GROUP OF GREATER ST. LOUIS

Meets regularly the second Sunday of the month at 2 PM. at Grone's Cafeteria, 1269 S. Laclede Station Rd. in Yorkshire Shopping Plaza, St. Louis 63119. For more information call Walter Palmer at 314-771-0173 or call Spence Wolling at 314-966-4955.

MUFON MISSOURI-ST. CHARLES, MO.

Meets regularly the third Tuesday of each month at 6:30 PM at the Holiday Inn Select at 4221 South Outer Road, St. Peters, MO, 1/2 mile W. of Cave Springs, Exit 2. For more information, call Bruce Widaman at 636-946-1394.

MUFON OF SOUTHERN ILLINOIS

Meets regularly the third Sunday of each month at 2 PM at the Ponderosa Steak House in Collinsville, IL. From St. Louis take 55-70 east to Illinois 157. Turn left or north on 157 and go a short distance to an overhead sign that says Police Left. Turn left there and you will see the Ponderosa sign. For more information call Forest Crawford at 618-345-0554.

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