

# UFO POTPOURRI

JOHN F. SCHUESSLER, P.O. BOX 58485, HOUSTON, TX 77258-8485

FAX (713) 488-3121  
281

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## UFO REPORTS INVOLVING VEHICLE INTERFERENCE AND HUMAN PHYSIOLOGICAL EFFECTS

Examples taken from: UFO REPORTS  
INVOLVING VEHICLE INTERFERENCE

By: Mark Rodeghier  
CUFOS

October 20, 1954: Turquenstein, France

While driving his automobile in a wooded region, the single witness noticed a luminous shape resting on the road ahead. He slowed, but when he was within 60 feet, he felt paralyzed. His hands were frozen to the steering wheel. His car motor also went dead, but as the car coasted to a stop, he noticed an increasing sensation of heat. The UFO quickly rose and left to the northeast; the sensation of heat vanished, the witness could move, and the engine was restarted.

March 30, 1955: Tucson, Arizona

Andy Florio sighted a "disc machine" at least 100 feet in diameter. It made the sound of "electrical humming" and had bluish-green lights on its top, and amber lights from openings on the rim. Florio stopped his car when the radio failed, the lights dimmed, and the car slowed involuntarily to 12-15 mph. The UFO swayed back and forth while hovering and shot a beam of white light at the witness, burning his elbow and bubbling the paint on the car. Florio also felt heat and a tingling sensation. Eventually the UFO departed, and when the car was checked, it was found to have a defective battery, dead radio, and only three spark plugs still firing.

November 2, 1957: Levelland, Texas

Two men were driving four miles west of Levelland on Route 116 when they saw a flash of light in a field. An object then rose up and passed over their truck. Their lights failed and the motor as it came near. The witnesses got out of the truck and watched it pass overhead. It was "torpedo-shaped," about 200 feet long, giving off a blue-yellow flame and white smoke. The witnesses heard a sound like thunder and felt heat. The object moved away to the east and their headlights came on. They then drove away.

November 4, 1957: Orogrande, New Mexico

Ten miles south of Orogrande, James Stokes' car

began to malfunction. The radio faded out, then the engine stopped. There were nine other cars stalled at this spot also. The occupants of the cars were watching an egg-shaped object approach from the northeast, pass low over the cars (within 1500 to 3000 feet), move to the northwest, then come back within a few minutes and to make another pass. Stokes estimated it to be 500 feet in length. He also reported "heat" and "pressure" when the UFO passed overhead. Later that day he noticed his skin was reddened as if sunburned.

October 26, 1958: Loch Raven Dam, Maryland

Two young men observed an egg-shaped object hovering above Bridge No. 1 over the reservoir. It was 100 feet long, 125 feet in altitude, and glowing a dim white. Their car went dead 75 to 80 feet from the bridge, or about 200 to 300 feet from the UFO. After leaving the car and watching for another 45 seconds, they saw the UFO flash brilliantly white, shoot straight up, and disappear from view in 5 to 10 seconds. There was a loud noise as the object left, as well as an increased sensation of heat. The witnesses later noticed that their skin had been reddened on the side facing the object.

April 1, 1966: Tangier, Oklahoma

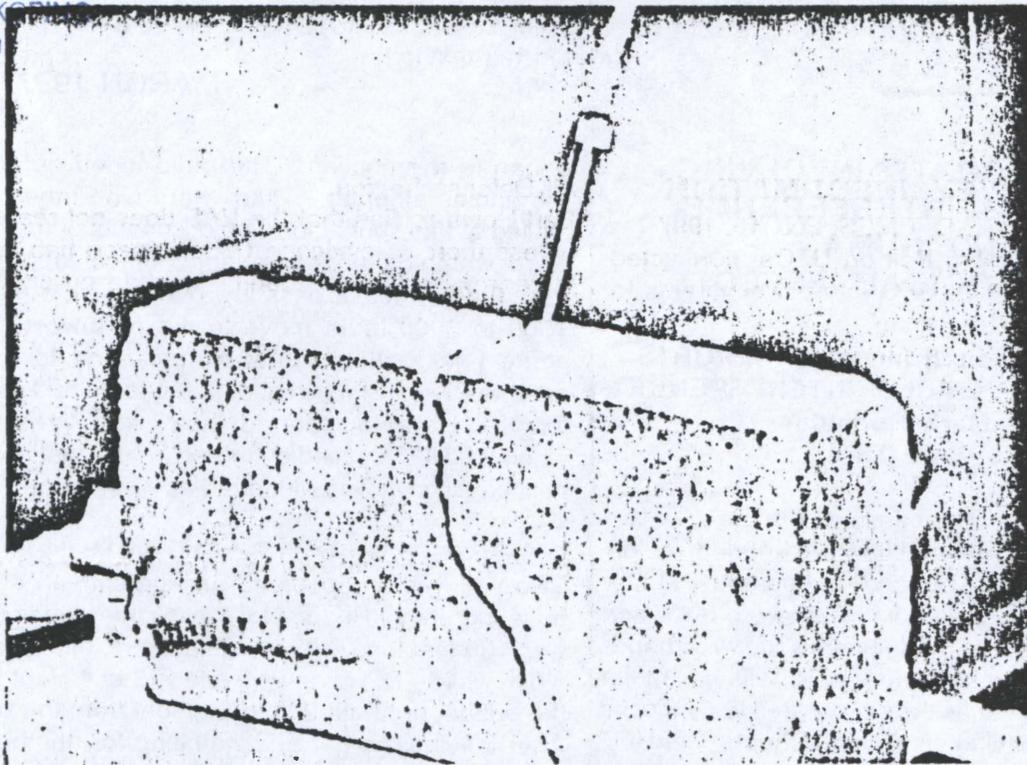
A 34-year old man saw a green UFO flying nearby from a southerly direction. The object was emitting a shrieking noise. The witness felt increased heat as it passed nearby. His car engine quit operating as the UFO passed by.

August 27, 1967: Texas Creek, Colorado

Three cars simultaneously experienced complete failure of their headlights and engines. All passengers saw an oval object on the ground by the road. One driver was approaching the object when suddenly there was a flash of light and he became unconscious. The object slowly rose into the sky. The witness struck by the light remained dazed for some time afterwards.

June 7, 1973: Sousas, Brazil

Three people in a car saw a "fireball" which came toward them and stopped 50 meters away. It was 15 feet in diameter and gave off a yellow light. The engine of the car failed when it was nearby and the witnesses felt "prickly." They also had intense headaches later. The object eventually left and the car could be restarted.



**'ENERGY BEAM' FUSES HALVES OF BRICK TOGETHER**  
*less expensive, more compact, and more efficient for high-energy work*

## energy beam 'wave' of future?

TOLEDO, OHIO—A concentrated beam of electromagnetic waves developed here may have wide ranging applications.

The "Energy Beam" is a radio frequency beam generated with dc current and focused into a narrow beam which is surrounded by a coaxial gas flow. The frequency of the beam is 13.56 MHz at 5 to 10 kW.

Thomas E. Fairbairn, inventor of the beam and vice-president of R&D for Energystics, Inc., told *Industrial Research* he sees several areas of use for the beam.

Processes where the beam can be used, said Fairbairn, include heating both in industry and in homes, several industrial processes including brazing, welding, hole drilling, heat treating, and electrical circuitry, as well as other possible uses in chemistry, pollution control, and propulsion systems.

The beam generates heat in target materials. The heat can range from barely above ambient to temperatures high enough to vaporize materials, depending upon the input power, Fairbairn said. The firm feels the beam can replace lasers and electron beams in many industrial

and research applications because the beam is more compact, less expensive, and more efficient than competing devices.

The most interesting application of the beam being explored by Energystics, however, is the use of the beam with a laser rather than instead of it. Fairbairn is experimenting with a system which would use the beam to modulate a large laser.

"In using high-powered lasers currently," he said, you have to use a million-watt modulator to modulate a million-watt laser." But because the beam is much more efficient than another laser, he said, a much smaller power input for the beam will modulate the million-watt laser.

With the beam, he said, a 12 to 14 kW input will produce an output of 10 kW. (This is a gain approaching a factor of 25, when compared to laser-only efficiency.) While the combination of the two types of beams has not been performed by Energystics as yet, Fairbairn feels it will be done. The firm has three patents on the process.

The combination, said Fairbairn, can be used for work in many high-power areas, and may be applicable to long-range communications. □