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UFO UpDates Mailing List

Re: Vehicle Shutdown?

From: **Larry Hatch** <larryhat@jps.net>
Date: Sat, 29 Apr 2000 20:13:08 -0700
Fwd Date: Sun, 30 Apr 2000 07:04:18 -0400
Subject: Re: Vehicle Shutdown?

>Date: Sat, 29 Apr 2000 17:34:42 -0400 (EDT)
>From: David Rudiak <DRudiak@aol.com>
>Subject: Re: Vehicle Shutdown?
>To: updates@sympatico.ca

>>From: Jim Mortellaro <Jsmortell@aol.com>
>>Date: Sat, 29 Apr 2000 01:31:29 -0400 (EDT)
>>Fwd Date: Sat, 29 Apr 2000 07:40:59 -0400
>>Subject: Vehicle Shutdown?

>>When someone in his or her car has an experience, the engine
>>invariably shuts down, lights go out, radios (transmit and/or
>>receivers) shut down. Invariably they come back on after the
>>event is over. I've read that the " ... engine suddenly starts
>>back up ..."

>>How does this happen? Has anyone asked if the engine started
>>without the engagement of the ignition switch? It just started
>>running again by itself? Has anyone heard of the engine starter
>>being used with or without the aid of the victim? Has anyone
>>specifically asked this question?

>It's easier to answer to how the engines might stop. 2 or 3
>years ago, the Air Force Scientific Advisory Board published a
>sort of vision statement on the Web of the 21st century AF. This
>included mention of a high-energy microwave weapon that they
>planned to mount on planes that could stop internal combustion
>engines. The plan was to stop vehicles in their tracks so it was
>easier to bomb them. Your tax dollars at work.

>The weapon was also reported capable of knocking out
>instrumentation on other aircraft.

>It struck me that there would have been no mention of such a
>weapon unless it had already been tested and they knew it
>worked. I suppose it is quite possible that this weapon was
>developed without knowledge of UFO sightings where engines were
>stopped or where aircraft instrumentation was disrupted, but I
>doubt it. Rather I think the Air Force took careful notes and
>set out to retro-engineer the effects. Apparently only 40 years
>later they have been successful

>Sometimes associated with reports of engine stoppages are
>witness reports of feeling a "wave of heat" from the UFO.
>Something like heat rashes are also sometimes reported. These
>physiological effects are also what one would expect from a high
>energy microwave beam. No doubt the Air Force made a note of
>that as well.

>The fact that it is relatively easily to retro-engineer engine
>stoppages, instrumentation interference, and physiological heat
>effects also reported in UFO cases I consider to be one of the
>stronger pieces of evidence that UFOs are physically real craft
>and the Air Force knows it. The effects seem tied to the
>emission of high-energy microwaves from UFOs.

>Physicist/engineer James McCampbell has long postulated that
>these microwave emissions are important clues to the physics
>underlying the flight of UFOs. Among other things, they also
>could be tied to the ionization of air with associated electric
>glows surrounding the objects, and their supersonic flight sans
>sonic boom.

>McCampbell also postulated engine restarting due to some pistons
>still being under compression at the time of stoppage. But I
>don't see how this theory would explain why the engine would
>suddenly 'decide' to crank over with the remaining compression
>only when the UFO left. I've also hand-cranked engines to
>maximum compression while tuning them and they don't start on
>their own when released.

>If the engine didn't completely die in the presence of the UFO,
>but was instead 'sputtering' or idling very roughly because of
>interrupted ignition (this is also sometimes reported), then the
>car 'restarting' or returning to normal once the UFO left would
>be easier to explain.

Hello Dave, Jim and others:

Dr. Richard Haines has co-authored (with Paul Norman of VUFORS)
an article published in the Journal of Scientific Exploration
(JSE V.14 #1 pp 19-33) which is published by the SSE (Sturrock,
Stanford et al.)

<http://www.scientificexploration.org/>

He presents some new evidence indicating that separate observers
saw the Cessna passing with a large green-lit object pacing it
overhead.

According to pilot Valentich, (2-way radio transcript) his
engine began "rough idling... coughing...".

Presumably, partial loss of power caused the plane to lose
altitude until it crashed at sea, not too far offshore.

I am using data from this article to try and get better
coordinates for the initial encounter with the UFO. It would
seem that the crash site was further East than I had imagined
it, and miles away from the first sighting.

Once again, we have a UFO at close quarters, apparently
affecting a piston engine.

Best wishes

- Larry Hatch

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