

These numbers may boggle the mind but they certainly provide food for thought for our descendants even if not for us, without funds for SSTs, no less Interstellar transports.

MYSTERY: "Why do I prefer the term Earth Excursion Module rather than UFO?"

In an invited paper which I presented in Las Vegas (to a technical meeting, not the local shills and dealers association) in September of 1970, I suggested that a better term than UFO would be Earth Excursion Module. A number of reporters have since picked up the term. I prefer it for those sightings of what appear to be intelligently-controlled vehicles whose behavior and configuration indicate an origin off the earth because, it seems to me, far more descriptive of the function of these objects than UFO which is a much broader and less specific term covering too wide a range of phenomena. The analogy between the reported actions and behavior of our own Lunar Excursion Modules and their oddly dressed pilots and the many reported UFOs on the ground as mentioned elsewhere is a real one. In both cases we have strange shapes (compared to airplanes, balloons or helicopters) craft able to land in unprepared out-of-the-way places with no assistance from people at the landing sites. In both cases the pilots look weird by normal standards though they all appear to be "humanoid". In each case, the pilots have been observed by reliable witnesses to seek out and gather specimens, to pick up artifacts, and to apparently gambol aimlessly in what appears to be a childish fashion. The duration of the stay is limited and in each case the humanoids finally re-enter their Excursion Modules and take off again without local assistance and without leaving someone behind. Definite marks are made on the take-off site. In both cases the Excursion Modules have been observed to rendezvous with mother ships and to apparently take off for another heavenly body at high speed. In both cases the reported mother ships look nothing like conventional airplanes or the rockets used to boost our spaceships into orbit. I might add that the fastest manned craft on earth are the Apollo Command modules capable of re-entering the earth's atmosphere at speeds around 25,000 miles an hour and looking nothing like a conventional airplane — no wings, external engines, tail surfaces, no sharp surfaces and very little heavy, high-melting point metal visible. I have stood next to several squat, round, symmetric Apollo Command Modules and quite frankly was very much impressed with how much more like UFOs they look than like airplanes designed for much lower speeds. One should also note the difference between the Command Modules and the Lunar Excursion Modules. Though they perform somewhat similar functions they are quite different because they are designed to operate in different environments. This suggests that mother ships and Excursion Modules need not look alike — which again holds for the Earth Excursion Modules since we typically find that the mother ships are zeppelin or cigar-shaped rather than saucer-shaped. Clearly the environment in far out space is very different in almost every possible way from the environment within the earth's atmosphere. In short, it seems to me about time to use our own knowledge of advanced technology and space travel to try to understand Earth Excursion Modules rather than being stuck with a landlubber approach.

MYSTERY: "Why haven't scientists and newsmen dug into the UFO problem in the same vigorous manner in which crime and corruption, cyclamates and nuclear structure have been dealt with?"

Here one has to speculate. One obvious reason is that both groups tended to accept the malarkey put out by

the Air Force which falsely indicated that there really wasn't any basis for belief in the reality of UFOs and further that the Air Force was maintaining a full blown scientific study of UFOs. Another reason was the fact that much of the earlier information was kept secret and was inaccessible to interested parties though the Air Force often stressed that it was not keeping anything back — a necessary but very deceptive practice to protect classified material. As an example, Project Blue Book Reports 1 through 12, which were administrative progress reports put out prior to the release of the unclassified Blue Book Special Report 14, were all stamped either Secret or Confidential until the mid 1960's. Gondon says they were declassified in 1960 but the three reports which I obtained in 1964 were still classified.

Another reason for lack of effort is that neither scientists nor newsmen like to be taken in by hoaxsters or con-men of which there have been many in the UFO world and both like to work with problems having a high signal-to-noise ratio. Scientists at least, usually like to work with nice, clean, controllable, reproducible systems rather than intelligently controlled vehicles appearing at the whim of the pilots rather than at the beck and call of nature or of the observing scientist.

Perhaps most important of all is that the UFO problem came on the scene well before the space age. We were not prepared either emotionally or technologically. A very great many people in influential positions in the late 40's still believed that man was the only intelligent creature in the universe. They thought that the maximum speed of airplanes was the speed of sound, proved that very rapidly moving objects would burn up in the atmosphere, "knew" that the blunt body shape was all wrong for a fast vehicle which obviously required a streamlined sharp-nosed and winged craft. There were also many who were certain that travel to even the moon was impossible.

In an article in the 8 January 1956 Los Angeles Times, the newly appointed British Astronomer Royal, Richard Wooley, was quoted as saying that "talk of going soon to the moon was utter bilge and tales of flying saucers were all rather rot". The same article notes that Wooley's predecessor had predicted man will travel into space "about 200 or 300 years from now". He had called stories about flying saucers "bunk". It was further noted in the same article that the Greenwich Observatory Director, Thomas Gold, said "observatory research has proved that a layer of dust up to 6000 feet thick covers the moon. The moon dust is so loosely packed that no traveler would be able to walk on it". I suppose he neglected to tell our lunar astronauts that they wouldn't be able to walk around up there no less play golf in the dust. Proof must be a different concept to an astronomer than it is to me.

It is rather fun to dig out the old pronouncements by astronomers whose track record about predicting the technology of the future is absolutely terrible and includes many even more foolish statements than those above. Astronomers aren't the only naysayers around, however, Dr. Lee DeForest, "father of electronics" and inventor of the vacuum tube is quoted in the St. Louis Post Dispatch (25 February 1957): "To place a man in a multi-stage rocket and project him into the controlling gravitational field of the moon where the passengers can make scientific observations, perhaps land alive, and then return to earth — all that constitutes a wild dream worthy of Jules Verne. I am bold enough to say that such a man-made moon voyage will never occur regardless of all future scientific advances."

I mention these statements not so much to ridicule thoughtless, unimaginative, egotistical people but to point out the average Joe Scientist or John Newsmen would have to have been fighting the system pretty strongly