

Chapter 11

Electromagnetic Power?

An Antigravitational Force?

Belief in UFOs leads to the obvious problem of their propulsion. Many researchers have concluded that the amazingly swift acceleration of these vehicles cannot be duplicated by anything made on earth. The speeds reliably estimated have been fantastic—as when two officials in a control tower at Terre Haute estimated the speed of one at 42,000 miles per hour. There was an independent confirmation of this sighting from an aircraft, when what was apparently the same vehicle was seen over an atomic energy plant at Newport in Indiana.

If we accept the incredible speeds so often reported, we must recognize that some previously unknown propulsion force is being utilized.

A New Propulsion Force?

In *The True Report on Flying Saucers*, Donald Keyhoe suggests that the startlingly swift acceleration of UFOs is a maneuver with only one possible explanation:¹

According to many scientists and engineers, there is only one possible answer. The answer is *antigravity*: artificial gravity fields and control of gravity power.

He goes on to say that there have been forty-six U.S. government research projects set up to investigate the possibility of control of gravity. He points out that the

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value to whatever country first obtains it would be incalculable. He further makes the point that two significant facts have been established:²

1. The earth's G field is relatively weak, compared with the pull of gravity between planets and the sun.
2. There is a connection between gravity and electromagnetic fields.

One reputable authority who believed that electromagnetic power was linked with the answer was Wilbert B. Smith, who headed up the original Canadian "Saucer" Project. He is mentioned from time to time by space writers, including Donald Keyhoe who quotes Smith as believing that there were only three possibilities—that these craft were interplanetary, or were United States secret devices, or were a new Russian invention. He ruled out the second and third possibilities, and therefore believed the saucers could only come from outer space. In that same conversation he outlined to Keyhoe his own ideas as to the space vehicles' secret of propulsion as follows:³

First, let's consider the parent ship. From the high altitude sightings, I think it must be a type like this. For power it could use nuclear fission, mass conversion of energy, or some other revolutionary source, such as cosmic rays. But our experiments indicate that the two disks, which are probably launched from large parent ships, utilized magnetic fields of force. And it's possible that the parent ship also uses this same sort of power.

The possibility of electromagnetic propulsion had been considered seriously for some years previously, and over those years there had been strange reports such as compass needles going wild, and of spacecraft hovering over areas where they could apparently tap sources of power.

One theory was that the electricity of the ionosphere could be utilized. Experts say that in the upper atmosphere ions are actually stripped of some of the outer electrons by the action of the ultraviolet rays of the

sun. The theory is that this ionization frees molecules which carry large electric charges, and that if this electric force could be tapped there would possibly be a form of propulsion that would be even better than atomic energy. When Wilbert Smith was asked for his reaction to the fact that some of these schemes for possible space travel had been ridiculed, he pointed out that this had been true with plans for the airplane, the helicopter, jets, the atom bomb, and many other modern developments. He himself was one of the leaders in a project to build a disk utilizing electromagnetism for its propulsion.

Keyhoe asked Smith for permission to use technical data associated with that project, and Smith agreed to do this as long as it was cleared by the Canadian government. Eventually Keyhoe was able to include an elaborate memorandum in his highly interesting *Flying Saucers from Outer Space*, partly quoted below. In his survey, Wilbert Smith said that this new technology in magnetics could offer an acceptable explanation for some of the striking features that had been reported with flying saucers. Smith wrote that it would be possible to produce a magnetic "sink" within the earth's own field—this would be a region into which the magnetic flux would flow at a controlled rate, and would give up some of its potential energy in the process. Some of the properties of such a sink would be as follows:⁴

1. Electrical power could be obtained from the collapse of the earth's magnetic field into the "sink."
2. Powerful reaction forces could be developed in a conducting ring surrounding the sink and offset from it, sufficient to support a suitably designed ship and to propel it.
3. If the rate of flow of magnetic flux is modulated, the resulting magnetic disturbances could be used for communication purposes.

Remote Control?

Smith pointed out that many descriptions of flying saucers fitted in with the design that would be necessary if the properties of a magnetic sink were exploited. He even associated the various colors such as red and white as fitting in with this theory of propulsion. He suggested that many of the close turns and maneuvers which were reported so often with flying saucers, resulting in large accelerations, would seem to indicate that the saucers were remotely controlled and therefore did not contain living matter as people of earth would know it.

Smith had an interesting theory about the color condition. He suggested:⁵

Also, under certain conditions of operation a very high voltage may be built up between the center and the rim of the disk, which could result in a corona discharge through the surrounding air, if the saucer were at a sufficiently high altitude. Such a discharge would resemble the Northern Lights but would be very much more intense.

On Color Changes

Donald Keyhoe elaborates this color concept, and suggests that different colors would predominate, according to the height of the vehicle. At lower altitudes the corona discharge would be only short in length, and the color seen would be blue-white. At high altitudes it would tend to be green or bluish green, whereas when even higher in altitude it would possibly be red, yellow, blue, and green.

He puts forward elaborate evidence showing there is reason to believe there has been consistency as to color, size, and speed associated with flying saucers.⁶

Wilbert Smith had argued that if the rotation of the disk was swiftly accelerated, the human eye would not

be able to catch the rapid changes from red to white, and the same would be true in reducing the rotation. If the slowing was gradual, various stages would be visible as the disk turned through yellow, orange, red, pink, and then finally became dark. If that rotation was abruptly slowed or even stopped, the cooling effect of the air at high speed would be so swift that the impression would be given of a light being turned off.

Such an explanation not only covered the night sightings, but was applicable to the daylight reports as well, for in the daylight most reports were that the objects were of some silver-colored metal. Thus in the daylight they would gleam in a similar way to conventional airplanes, although there would still be color changes that would not be detected so easily in the sunlight.

A typical example of color associated with UFOs was in an encounter near West Palm Beach on August 19, 1952.⁷ Scout Master D. S. Desvergers with three scouts was driving home from a meeting when they saw a series of strange lights in nearby woods. Desvergers set out alone to investigate, and within about two minutes one of the scouts saw a ball of fire, reddish white in color, coming from about the top of a tree and slanting down toward where they had last seen Desvergers. The scout master did not return for some time, and one of the boys telephoned the sheriff.

The sheriff took the call seriously and answered it just in time to meet Desvergers as he staggered out of the woods, badly frightened and exhausted. He claimed that when he pointed his flashlight toward the disk over his head, a fiery spray had shot out from it, scorching his arms and burning his hat. He lay on the ground dazed for several minutes, and when he got up, the saucer had gone. His arm was reddened as though by heat, and his hat was in fact burned. There was a small scorched area where Desvergers claimed the disk had been.

This sort of burning has been associated with a num-

ber of other sightings—such as with two boys who reported seeing a small disk land at Amarillo in Texas. They claimed that its top section was still spinning. When one boy touched it, the rotating part sped up and threw off some sort of hot gas or spray. The disk then took off at the usual very fast speed. This seemed to many to be an incredible story, but the boy had red burn spots on both his face and arms.

At the time, a number of people claimed that this sort of story could have been made up to cover some childish prank, and of course one of the problems in investigating UFO stories is that specific cases could be hoaxes. However, again we point out that there are so many similarities in details, similarities that could not be known to those who reported them, that it is logical to take some stories seriously.

Color Clues to Propulsion

Bringing the evidence together, it seems that the change of color of the "space vehicles" is possibly a clue to the way these space vehicles are propelled: they slow before they make a turn, and then brighten considerably as they accelerate.

A typical case was on July 29, 1952, when a yellow lighted saucer was sighted over the atomic energy base at Los Alamos.⁸ When it was first sighted, it appeared to be hovering, but after about a minute it streaked away and its color changed from yellow to white. The vehicle disappeared in about fifteen seconds.

Another example of change of light was that reported by an air force pilot on November 26, 1952, when he chased a disk some miles from a base over Labrador.⁹ The saucer turned to climb away and its color changed from bright red to white, and the same pilot witnessed a similar change some twenty days later when he tracked a second disk on his radar. This time the color changes were also witnessed by a second pilot.

Yet another example of color change was associated

with a sighting on July 14, 1953.¹⁰ Pilots had actually flown above flying saucers, and with the earth beneath them as a background they had been able to make an accurate assessment of both the size and speed of the strange craft. The sky was clear, and there was unlimited visibility, with the distant lights of Norfolk, Virginia, visibly clear.

At first a strange reddish glow was noticed in the sky ahead, and only a moment later six disks were seen, glowing orange-red and approaching at the fantastic speed which is so commonly reported of UFOs. They seemed to be about 100 feet in diameter, and were flying in formation. One disk stopped abruptly, and there was a distinct dimming of its glow. A moment later they all changed direction as they streaked off into the night, and as they increased their speed, there was a pronounced brightening of their glow. Two of the disks had stopped behind, and when they accelerated to catch the others they glowed the brightest of all. Suddenly they all went dark, only to reappear as eight machines in one line. Then they headed out to the west, before climbing into the night sky and quickly disappearing.

Witnesses reported they had been some time over the city, as well as possibly observing the nearby naval base and naval air station. The way the reports were made, it was difficult to believe that the disks were not controlled and maneuvered by intelligent beings, whether on board the disks themselves or by remote control. It seemed clear that they could not have been manned by earthlings, it being argued that no human beings could have stood the violent shocks that must have accompanied the maneuverings of the flying objects.

However, as scientific knowledge has increased, experiments and then actual space exploration have shown that humans can stand far more "Gs" than had once been believed—we pointed out earlier that one "G" is the pull normally exerted by gravity on beings

on the earth. As early as 1950, ideas were being put forward along the lines of rotating spaceships, whereby "inside" compartments would be protected from non-normal gravitation pull. Nevertheless, many top scientists have insisted that humanoids could not withstand the pressures involved with the electromagnetic propulsion that is apparently utilized by these craft.

According to present knowledge, electromagnetism could give only part of the answer for UFO maneuvering. If it is put forward as the explanation to all the problems, there are questions relating to a number of matters, such as that of an invisible repelling force, to which many witnesses have referred. This has prevented them approaching too close to the vehicle or to the strange beings they had come across—one such example being Nathan Brown of Awanui, in the far north of New Zealand. It is hard to know where fact and fiction merge in some of the reported incidents: their strangeness does not necessarily make them incredible.

Fact or Fiction?

One report that caught the public eye was made by a Pueblo radio executive named Joseph Rohrer.¹¹ He claimed that seven flying disks had come into the hands of the government, three of them having been forced down in the state of Montana. He reported that the saucers were giant rotating disks, together with stationary cabins, and that he himself had been inside one. He described it as being over 100 feet in diameter and 18 feet thick, put together in five sections, with the crew's sleeping quarters consisting of tubes that had caps on the ends.

Rohrer stated that the cabins were pressured with 30 percent oxygen mixed with 70 percent helium, and that the vehicles depended on electrostatic turbines for their propulsion, while the magnetic fields created by the rotating rings of the vehicles themselves made their tremendous speed possible. According to Rohrer, the different colors that were so frequently seen in the

space vehicles were caused by the variations of speed. He claimed that the UFOs avoided close approaches over cities, and even to airplanes, in order to minimize interference with electrical appliances. U.S. Air Force representatives claimed they knew nothing of the disks which Rohrer described.

Fact or fiction? Much of what he described is along the lines which the proponents of electromagnetism suggest. Has someone done some research and then put it to good use with this interesting "sighting"? Or was Joseph Rohrer deceived by some nonhuman force? Did he dream his "experience"—or was it real, at least to him? With many such incidents the questions can be asked, but the answers are not always clear.

In recent years John Keel has carefully analyzed the color aspect, and the change of appearance in nighttime as against daytime is interestingly illustrated by one case he discusses. He tells of two Pennsylvania policemen named William Rutledge and Donald Peck who watched a strange light for two hours on August 3, 1966.¹² They first saw it at 4.45 A.M. as a bright light that was moving eastward and then stopped, turned red, and finally disappeared. It reappeared a moment later and was a bluish white color. They watched it until 6.55 A.M. and then, as the sun came up and the sky was flooded with light, the strange phenomenon ceased being only a light—it now could be seen as a silvery object, possibly metallic in structure. They saw it heading off over Lake Erie toward Canada, and then it disappeared.

Keel presents two very interesting charts relating the electromagnetic spectrum to a series of rays—cosmic rays, gamma rays, X-rays, ultraviolet rays, visible light rays, heat waves, and radio waves; the second chart relates to visible light and the color spectrum—ultraviolet light is invisible and can burn skin and eyes, and then there is a progress through violet to blue, cyan (bluish green), green, yellow, red, magenta (purplish red) and infrared (invisible), heat waves, and radio waves.¹³

He relates both these charts to the appearance and disappearance of UFOs, and discusses similarities between light waves and radio waves. Light waves are actually visible vibrations of the spectrum, with different frequencies registering as different colors on the cones of the human eye. There is a great deal around us we do not see, but what we do see is sufficient to cope with our immediate environment. Even ultraviolet rays are invisible apart from special glasses, but can burn flesh and eyes alike. Many of those who claim to have witnessed UFOs have reported that they have suffered symptoms of burning, with red eyes, itching sensations, and other signs of burning on their skin. The incidents are very plentiful, and the evidence becomes conclusive that ultraviolet waves are associated with these objects in a way that would not be true of a man-made object, stars, satellites, etc.

Keel makes the point that visible light comes between ultraviolet and heat waves, and he tells how many contactees and witnesses of UFOs have complained of oppressive waves of heat associated with the vehicle overhead or on the ground. In normal circumstances, humans are protected from the dangerous effects of the electromagnetic spectrum by the Van Allen radiation belt that circles the earth, and by the atmosphere itself, which strains out cosmic rays as they constantly bombard earth dwellers. He links the entry field of UFOs with violet blue and cyan (bluish green), leading on to green, yellow, and red. The UFO departure field is tied in with magenta (purplish red) before the invisible infrared ray stage is reached.

Basic Principles of Electromagnetism

Keel has an excellent summary of the basic principles associated with UFOs and electromagnetics:¹⁴

1. All solid matter in our environment (or reality) is composed of energy.
2. All energies are of an electromagnetic nature.

3. The human eye can perceive only a very small portion of the electromagnetic spectrum.
4. Electromagnetic waves of many different frequencies permeate the known universe.

We live in a sea of such radiations, and the space through which our planet travels is an ocean of radiation.

He goes on to discuss the fact that telescopes have discovered that space is filled with infrared rays whose origin is unknown, and even "invisible" stars have been detected with infrared devices. The reason for their being invisible is simply that they do not issue rays that we can see within our limited frequencies of the visible light spectrum. Their energies are radiated in higher frequencies (such as X-rays) and lower frequencies (such as radio waves).

Keel has a comment at the end of this section which to many would be frightening in its implications. He states:¹⁵

Somewhere in this tangled mass of electromagnetic frequencies there lies an omnipotent intelligence, however. This intelligence is able to manipulate energy. It can, quite literally, manipulate any kind of object into existence on our plane. For centuries the occultists and religionists have called this process transmutation or transmogrification.

He links some of these transmogrifications of energy to such concepts as poltergeist manifestations—noisy ghosts—and the mysterious fires that sometimes take place in "haunted" houses. According to Keel, many fires whose origin is undetermined have erupted suddenly in UFO flap areas.

On the surface, it would seem that the electromagnetic theory would explain why motor cars and other vehicles have been stalled when UFOs have been nearby.¹⁶ However, it appears that this is not the answer. Keel investigated the subject in depth, and makes this report:¹⁷

A tremendous amount of magnetism would be required to produce the magnetic effects blamed on the objects, such as the stalling of automobiles. The Ford Motor Company, working with a UFO investigating group at Colorado University, discovered that simple magnetism could not stall an auto engine encased in the protective steel body of a car. A field strong enough to accomplish this would also be strong enough to bend the car itself and possibly affect the passengers as well.

Perhaps it should be stressed, however, that the Ford investigation does not rule out the influence of UFOs on vehicles, but rather deals with one of the theories about UFOs. The investigation has special relevance to the effect of electromagnetic power. If the Ford conclusions are unanswerable, this simply means that the electromagnetic theory does not offer a complete solution as to how UFOs are powered: for there are many cases where motor car engines were undoubtedly stalled as a result of a UFO being present. The Ford inquiry actually adds strength to the parapsychical explanation.

If electromagnetism is the total answer, this would seem to demand belief that these beings come from other planets. However, over and over again the reports of contacts with humanoids show that they breathe the air on earth, usually without any helmet-type covering, and adapt to our gravity with no trouble at all. Some reports tell of humanoids gliding across a field (or even inside their spaceships), but in the main they are supposed to walk and move and breathe just as though they had been on earth for all time.

Engine Stallings Should Be Studied

Dr. Hynck is another highly reputable researcher who calls for investigation and analysis of such associated matters as color changes and engine stalling. Apart from an epilogue, his significant book concludes with suggestions as to patterns of investigation that should be followed. He says that in the hundreds of cases where there has been reported failure of automobiles in

the presence of UFOs, investigators should check what factors they had in common—and in what ways they differed. They should ask such questions as, "Which failed first, the radio, the lights, or the motor?"

He also suggests that there should be serious study of the frequency of colors manifested with the UFOs, and this fits into the pattern suggested by John Keel in his fascinating book, *UFOs ... Operation Trojan Horse*. Dr. Hynek also links the color frequencies with the speeds of various UFOs. He then states:¹⁸

Such analyses, coupled with the *active* program of on-the-spot investigations of a truly scientific character, should accomplish the first objective of a positive UFO program: to establish the reality of the UFO as a legitimate subject for further scientific study. If definite patterns and other correlations can be established for UFOs reported in many different countries by people with different levels of culture, the probability that such correlations happen by chance as a result of random misperceptions would be vanishingly small. The probability, therefore, that the UFO represents something truly new in science—new empirical observations—would be a virtual certainty.

We repeat, this statement comes from a first-class scientist who laughed with so many others at the very thought of flying saucers, who became an official UFO consultant to the U.S. Air Force, but now boldly declares that flying saucers should be taken seriously.

Some who believe that UFOs are powered by electromagnetic force point to potential dangers at various levels. If a flying disk utilizing electromagnetism were to fly low over a city, it could cause all sorts of damage to power lines and metal surfaces, with fuses blown and wires burnt out. Even motor car engines and airplanes could be affected if the space vehicle came close enough. Those who argue that the saucers are friendly have pointed out in this connection that inhabited areas have been largely avoided by low-flying disks, but that argument is not entirely valid. There have been very many sightings over large cities.

A Paradox

One paradox in all this is that only some of these consequences have followed. Again we point out that the electromagnetic explanation is not convincing at all points, though clearly the principle is being utilized to some extent.

Donald Keyhoe outlined conversations with Canadian expert Wilbert Smith in which he discussed various other UFO topics, such as the possibilities of television scanners and cameras, and of locking small disks into the mother craft so that they could be held magnetically by various forms of robot control. He suggested that the split-second delays, reported by many pilots before spacecraft made their dramatic turns, occurred while the robot analyst checked what forces should be utilized.¹⁹

Experts recognize very serious problems associated with this form of propulsion. If a hostile earth power were to discover the secret, all other powers would be at a serious disadvantage. The door would be open to dreadful guided missiles which no power could withstand.

Even present space projects could be utilized in ways that are dreadful to consider. One of the possibilities with electromagnetic power would be that the moon could become a base on which guided missiles were stored and then easily launched, the moon's gravity being only one sixth that of the earth. The missiles could be guided by radar to any target on earth.

The moon could also be a base for moving off to other space destinations. UFOs could be engaged in reconnaissance flights over the earth, the moon being the base from which that reconnaissance was undertaken. The reconnaissance could include the mapping of strategic areas such as power and defense centers, etc. Much of this is possible in embryo with present, more conventional forms of propulsion and technical know-how, but the argument is that the potential, if

ever the propulsion secret of UFOs becomes known, is frightening.

However, all this presumes that UFOs are powered by electromagnetic propulsion. Not all scientists who "believe" in UFOs accept that that *is* the answer, and there is an alternative. In some ways it is even more frightening if we are prepared to face it, but many, even highly intelligent people, are not.

To that alternative we now turn.

Chapter 12

The Paraphysical Explanation

NOTE—Some of the concepts dealt with in this and the next chapter are so "way-out" that a number of other writers are quoted extensively. This is to make it clear that these are not the unsupported views of this writer. At the same time it should be stressed that the interpretations are his own.

One reason why many scientists and others continue to accept the electromagnetism interplanetary argument is that, for them, there is no acceptable alternative. Strangely, even that would have been considered unacceptable just a few years ago, for who would have seriously considered that we could be visited by humanoids from outer space?

Yet even that explanation would be considered "respectable" when put alongside the other most likely alternative—an alternative given some degree of scientific respectability by the Condon Report, published in January, 1969. That report resulted from a project, sponsored by the U.S. Air Force, for the scientific investigation of UFOs. It was headed by Dr. E. U. Condon of the University of Colorado. One of its main conclusions was that many sightings of UFOs, and contacts with UFO occupants, should be attributed to paraphysical phenomena. Let it be stated clearly that the Condon Report has been strenuously challenged—e.g., Chapter 12 of Dr. Hynck's book¹ is one such attack.

Our purpose is neither to defend nor to attack the report as such, but rather to suggest reasons why the paraphysical explanation should be considered just as