

UFO INVESTIGATOR



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SCIENTIST PUZZLED BY SIGHTING

NICAP comment: *The following report is presented in the form received with omissions made of comments that were not pertinent. This report illustrates that good observers and "non-believers" often see objects which are not identifiable. As the report is reviewed you will note that the speed of the object is too slow for a fixed wing aircraft. The pattern and sequence of lighting is not characteristic of aircraft, including helicopters. The sound heard is not characteristic of aircraft with the possible exception of a jet helicopter. However, there were no jet helicopters operating at the time of the sighting.*

First of all, I should state that I am a scientist, a sociologist by profession, and that I have never been a believer in UFOs. I have, in fact, scoffed at such reports, and the subject has not even seriously held my interest. I have always thought that the reported "sightings," all without exception, could be explained by naturalistic phenomena. And I still do. It is for the purpose of securing a satisfactory explanation of the following experience that we are writing this account in as accurate detail as possible.

At 11:15 p.m. on Sunday, May 4, 1975, my wife and I were returning home along a road we frequently travel. Shortly after we turned north off Illinois Highway 16 onto the country road (approximately a mile and a half east from where Illinois 159 dead ends into 16), we saw a bright light to the right. It appeared to have about the brightness of a farm light or yard light commonly found in this area. This was about two miles north of 16. We could not figure out what the light was, as we recalled no such light in that location.

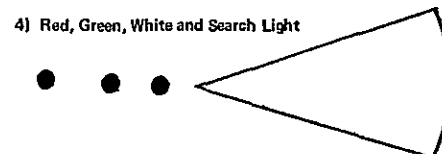
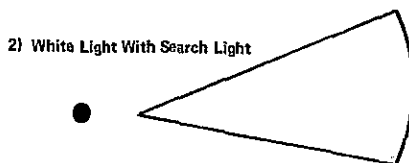
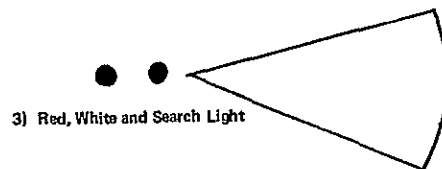
As we drove further, we came closer and closer to the light, as we would if it were a light on top of a building. When we were about 200-500 feet from it, with

the light about 60 to 100 feet in the air, we saw there was no building beneath it. We then saw a searchlight go on, from approximately the same point as the original light. The searchlight was directed southwards and parallel to the ground. We then stopped the car, turned off the car lights, and got out. The white light and the searchlight remained stationary for about five seconds, off on our right (east of the road we were on). The light began moving slowly southwards, in the direction to which the searchlight was focused. A red flashing light then appeared, followed about five seconds later by a green flashing light. The red and green lights appeared to be on the side nearest us, with the original white light farther from us. When it became apparent that the lights were going to continue moving, we got back in our car, backed up about fifty feet, turned around in a driveway on the west side of the road, and followed the moving object. The lights moved slightly faster than we did, continuing on a straight path in a south-western direction. We were travelling about 25-30 miles per hour, and I estimate the speed of this airborne vehicle to be approximately 35 to 45 miles per hour. We continued following the vehicle until we reached Highway 16. We then crossed 16 and parked. The vehicle continued on a straight course in a south-western direction. We watched it until it was out of sight.

The red and green lights were blinking, while the white light was constant. The red and green lights never appeared simultaneously. One could see them only one at a time. The blinking was not an alternate blinking in a completely regular pattern, i.e. there was an "unevenness" about the length of the appearance of the green and red lights. Perhaps "flashing" or "flickering" is a more accurately descriptive term than blinking. The red light was more highly pronounced than the green light, i.e., it was brighter.

The sound of the object was low and smooth. It was not "choppy" like a helicopter. We could not hear the sound until we turned off our own car engine.

We then turned around to continue home. We backtracked on the same road. We drove approximately two miles north and had not yet come to the place where we had first seen the bright light when a moving white light caught our attention. It was now 11:35 p.m. We stopped the car, again turned off our lights and motor and got out of the car. The moving light followed a course approximately parallel to that which the first vehicle had traversed, but it was higher and perhaps a thousand feet or so farther east of where the first had been. There was neither a searchlight nor flashing colored lights. This light continued its course, travelling out of sight. We observed it for approximately three or four minutes.



We then stood alongside the car and searched the skies. Within a minute we saw a third object. This one was farther east and about the same height as the second one. It also travelled southwards, but its course was due south, thus not being quite parallel with the first two. This one showed neither a white light nor a searchlight. Only red and green lights were visible, with the same flashing pattern as previously observed on the first object. No sound of a motor was audible.

As we were watching this third object, a fourth appeared to the south and east of us. This fourth object followed a curving direction from the east toward the west, continuing northward. We watched this object at the same time as we were observing the third one. It also had red and green flashing lights, and no searchlight. We cannot remember whether or not it had a white light. It also continued out of sight, going northwards.

While we were watching the third and fourth objects, a plane flew over, flying approximately from the northeast to the southwest. There was the regular sound of a plane engine at this time, and regular flashing red and green lights. The "regularity" of the flashing of the airplane's lights was in marked contrast to the flashing pattern of the other objects. The sound of the engine of the first object we had seen was also different from the sound of the airplane's engine.

After the plane flew over, no objects were visible for about one to two minutes. We then saw a distant white light to the northwest of us, more north than west. This fifth object appeared to be stationary, and we could not tell for sure whether or not it was a star. We could dimly make out flashing red and green lights, however. We watched this fifth object for about fifteen minutes, and it appeared to make up and down and circular movements. We could not be certain about its movements, however, because of the distance of the object from us and the autokinetic effect. The object did, however, gradually become dimmer, as though it had moved farther from us.

While we were watching this fifth object, we saw a sixth. This sixth object came directly from the north going due south. It was about the same altitude as the plane we had just seen, perhaps somewhat lower. It had red and green lights also, and we were certain that it

was a second plane. It became apparent that the lights were not flashing, when the object was closer to us. They were constant. The object flew directly over us, continuing its southward flight. When this sixth object was directly overhead, the green and white lights disappeared and were replaced by a white light. The change in lights was simultaneous, that is, at no time was there no light visible to us. The object maintained its altitude and speed, continuing on the same straight course until it was out of sight. There was no sound of an engine on this sixth object, as there had been with the airplane, although the altitude did not appear to be much different from that of the airplane.

We then got back in the car and continued driving. We would stop from time to time and watch the distant fifth object, but it appeared to be stationary.

As we were driving, we saw a stationary white light over a field, but we could not make out anything else. The light was perhaps a couple of thousand feet distant. There were no blinking lights, and no searchlight was visible.

At 12:45 a.m. we arrived at the farm. When we pulled up to the house, we saw a white light above our pasture. We stopped the car and cut the lights and motor. We got out and looked toward the light. This again was a single white light. A searchlight then came on, directed downwards. This object was to the southwest of where we were standing. It remained stationary for about two to three minutes. No motor sound was audible, although the object was only approximately 500 to 1000 feet from us and only about 20 to 50 feet off the ground.

The object then began flying slowly, with flashing red and green lights coming on. It appeared to be flying toward us, and we moved under the cedar tree in the corner of the pasture so as not to be in the path of the searchlight. A motor became audible at this time. There was no choppy sound to the motor, but it was smooth and low, as had been the motor sound of the first object we had seen. If we had been in the house we would have been unable to hear it. The best description we can come up with for this sound is a low, smooth, soft, humming sound.

I then called the Carlinville police department and asked them if they knew of an air search being conducted in our

area. The man reported that he knew of no such search, and after I described what we had seen fly over our land, he told me that one of the Carlinville police officers had phoned him and said he had seen a helicopter and had been "flashed back." He said he would check on it. It was perhaps 12:55 a.m. when I made this call. At 1:45 a.m. I again called the Carlinville police department and the man who answered the telephone said that someone else had called in and said that a helicopter was flying over the railroad tracks with a searchlight. A second police officer had also called in about a flying object.

At about 2:05 a.m. I called the Illinois State Police in Litchfield to see if they could provide an explanation for what we had seen. They could not, but they said they would do some checking.

Sometime that morning the Illinois State Police telephone and stated that what I saw was probably a helicopter and that I did not hear a choppy noise because it was moving away from me. I told him that the object had been moving toward us, not away from us.

The next day, Monday, May 5, I called the Federal Aviations in Springfield, Illinois, and asked if they could shed some light on this matter. The man there suggested that I call Scott Air Force Base, which I did. I was put in contact with a Colonel Vaughan who took down some basic information and called me back in a couple of hours. He reported that the military did not conduct any maneuvers in the area on Sunday night, and he could locate no other group that did. He took down more information and said he would pass along this information. When I asked if he knew of an air vehicle that could match the description I gave, he suggested a jet-powered helicopter to account for not hearing the choppy noise. But it did not sound like a jet, and the military did not have any operations in the area.

We are still at a loss how to satisfactorily account for the objects we observed.

Coming next month... Special Book offer: *The UFO Controversy in America.*

THEORY OF UFO PROPULSION

by:

C.R. Clough and H.B. Whetsel

Continuation of the author's report on their sighting and photographs which appeared in the June 1975 "UFO Investigator."

As promised in Part I of this two-part article on UFO sightings, a few thoughts are now presented concerning an experiment to demonstrate at least one means of propulsion for UFOs—levitation or anti-gravitation. Nearly all modern theoretical physicists, convinced of the correctness of Relativity Theory and modern theoretical physics (Statistical Quantum Mechanics and The Uncertainty Principle), will hoot the experiment, of course. In the next paragraph we will learn that our knowledge of gravity is incomplete, thus our knowledge of anti-gravity must by extension be incomplete. In the third paragraph, we will learn of a purely mechanical approach to an understanding of gravity, and by extension, antigravity. In the fourth paragraph, we will learn how modern theorists missed the boat. The remainder of the article is devoted to the experiment and comments on it.

First, let us realize that Newton's expression for the law of gravity is incomplete, that he knew it was, and that he said so in explicit language. He hoped that someday, someone would clear up the seeming mystery of how the gravitational force is caused or generated. Newton felt that mass, of itself, has no unfathomable property called gravity, and he was impatient with those who thought that it did. His writings clearly show this. If he were alive today, it might please him to know that the missing factor is *motion*—angular velocity of rotation, of precession, of Chandlerian wobble, of nutational wobble, and of minimum variation of latitude. For example, these motions of the mass of the Earth represent the actual, stored, intrinsic energy of the Earth as such, and this is the stored energy that causes or generates its gravitational force, its magnetism, its radio property, its shape, etc. This says that the Earth is merely a huge, frictionless (not absolutely frictionless, however) gyroscope, generating all its

properties, including its thermal property, although a little heat is received from that other frictionless gyroscope, the Sun. Jupiter, for example, also warms other planets, including Earth.

Second, let us also realize that Maxwell (Scottish physicist, 1831-1879) recognized that if physics were ever to become a simple, straightforward, arithmetically precise *science of matter and its motions, one would have to use the spinning gyroscope as the model of matter and its intrinsic motions*. To this end, he said, "As you thread the maze of the universe, let the spinning top of your boyhood be the symbol of your labours." to this day, experimental and theoretical physicists have not taken Newton or Maxwell seriously, although they do pay lip-service when they concede that these two men rank among the Old Giants of physics.

So much for prefatory information, which, reduced to its essence, says that modern theoretical physicists not only missed the boat but even went to the wrong pier. This is not to say that they know nothing about translational and rotational motion, but it is to say that they have paid too little attention to the complexities of rotational motion—complexities exemplified by the axial wobbles of the Earth, a wobbling gyroscope well-known to all of us. The wobbles must be taken into consideration because these gyratory motions are real and therefore must not be overlooked, and because of the great amount of actual, kinetic energy stored in them. This same kind of complex rotational motion has also been slighted with respect to electrons, neutrons, Pulsars, Quasars, galaxies, and even we humans, who are rotating and gyrating (exhibiting complex rotational motion) along with the Earth. To my knowledge, only one person, Alan Gresky, has taken Newton's and Maxwell's suggestions seriously; and the following sketchy outline of a laboratory experiment to show one means of UFO propulsion is based on many interesting conversations with him. Levitation or anti-gravitation may not be all that difficult to demonstrate, as we shall see.

The experiment, on paper, at least, is quite simple. Magnetically suspend a

500-gram ball of "whisker" iron (great tensile strength; possibly available from Westinghouse Corporation). Magnetic suspension is very nearly frictionless, but it would help if the equipment were placed in an evacuated safety cell fitted with sight-glasses and leaktight passageways for electrical leads and instrument wires.

In magnetic suspension of the iron ball, we have the essentials of a very simple electric motor, and the ball can be spun by inducing an electric current in it; and since the magnetic field is present, the ball will experience a torque, which sets it to spinning. It is important that the ball rotate in the *same* direction as that of the Earth. (Note: if memory serves correctly, it was Maxwell who first noted the essentials of such a simple electric motor.)

Now, assuming that the iron ball has enough tensile strength not to explode because of the great centrifugal force imposed on it at the extremely high peripheral velocity that must be attained, the ball should exhibit a *partial* weight loss and thus levitate a little.

So much for the bare outline of a laboratory experiment to demonstrate levitation or anti-gravitation. Now to a brief discussion of results and how to measure them. Because of its small mass and radius (equatorial and axial), its several but quite high angular velocities of motion (already mentioned above) will not be great enough to cause the ball to levitate dramatically. This leaves us with a sticky problem: how to detect the slight levitational force that is being generated? *Direct measurement of the partial loss of weight* may be possible, but this may be easier said than done. *Indirect measurements* might be tried. For example, the rapidly spinning ball should generate a weak but detectable radio signal. At short distances, it may be possible to tune to the frequency. Also, the ball should undergo a slight rise in temperature (effective kinetic temperature). Thus a bolometer (electrical instrument for measuring extremely small amounts of heat) could be used. Furthermore, the rapidly rotating and gyrating ball should generate a small but measurable magnetic force, but it may be impossible to measure it

because the magnets used to suspend the ball surely would swamp the small magnetic force generated by the motions of the ball itself.

Notice that only three engineering quantities are involved in the experiment: *mass*, *radius* (axial and equatorial), and *angular velocity* (of rotation, precession, nutation, Chandlerian wobble, minimum latitude variation—all in radians per second). Key points such as (a) the exact angular velocities and mass required in the experiment, (b) the significance of G (the gravitational constant— 0.0000000667 centimeter³ per gram-second²), (c) the significance of α (alpha, a *dimensionless* companion-constant— $174,442,000,000,000,000$), and (d) the significance of the combination $G\alpha^2$, must be understood. Mr. Gresky, 113 Kingsley Road, Oak Ridge, Tenn., 37830, will be pleased to explain these four key points to physicists, mechanical engineers, or gyroscope experts who wish to conduct the experiment.

The experiment, *in principle*, is simple enough, but it is crucial. It is crucial even though it will tell nothing about directed flight. Navigation of a scaled-up model would call for control over the Chandlerian wobble, according to Gresky. And since the ball will create a magnetic force as well as an anti-gravitational or levitational force, one could use a fast-spinning, gyrating rotor for magnetic propulsion also. We sometimes forget about the importance of matter and its rotational/gyrational motions, overlooking the fact that when we switch on an electric light we have made contact with a spinning generator at a power plant. And physicists have generally failed to recognize that the Earth and all astronomic bodies are *suspended* in space because of forces generated by their rotational and gyrational motions. But none of this would have astonished Maxwell, nor would the experiment proposed here—because in a very real sense, he laid the foundation for it.

UFO observers often report hearing a whirring sound, which suggests a high-speed rotor. Electrical, magnetic, and thermal effects have been reported, again suggesting a driving force, possibly a rotor. The experiment suggested here is not new except for the clearer under-

standing of the dynamics, the mass/radii/angular-velocity specifications, and the physical constants. For example, W.F.G. Swann (English-born American physicist) tried some years ago to spin a copper ball fast enough to generate a magnetic force. He failed, but he seemed to have no idea of how great the peripheral velocity of the ball had to be. P.M.S. Blackett (English physicist and Nobel laureate) back in the 1940s verged closely on showing that planetary magnetism is associated with the rotation of the planets; and Gresky leans to some extent on Blackett's work, although he has gone much farther, extending it to the gravitational and other forces. Prof. J. W. Beams, of the University of Virginia, while studying *centrifugal* forces (not *levitational*) has spun magnetically suspended ball-bearings so fast that the centrifugal force caused them to explode. That is why high-tensile-strength whisker iron is recommended for experiments in levitation or anti-gravitation.

One years much about the uncanny means of locomotion used in UFOs, but it may merely be canny... based on nothing more than the sensible proposition that physics is merely the science of matter and its motions, *all* its motions, including the long-neglected gyratory motions. The UFOs, rather than turning us into mystified spectators, should be inducing our physicists, mechanical engineers, and gyroscope experts to take a new look at how nature operates. Yet, it is an old look, most clearly expressed by Maxwell. How interesting it would be if UFOs were to trigger basic research in levitation such as that outlined here... research that is almost within our reach at a number of universities and industrial research centers. Laboratory evidence of levitation would only be the beginning of a technological and metallurgical revolution of stupendous scope. This is not to say that the plum is ripe for the picking, but enough has been presented in this brief article to indicate that only one hurdle remains, that of developing sensitive instruments to detect the small amount of antigravitational force generated by a rapidly rotating, gyrating, magnetically suspended ball of whisker iron.



The Wagner College Planetarium on Staten Island, N.Y., has agreed to help NICAP in several ways. First and most obviously, the planetarium will be used for initial screenings of sightings, occurring in the area, to weed out all those which are obviously of astronomical objects. Similar screening of meteorites can be done in the school's laboratories. The planetarium staff, headed by Director William Horn and Co-ordinator Thomas Wm. Hamilton, also suggested it might be possible to run classes for NICAP investigators in the recognition of the night sky throughout the year. The planetarium is by far the easiest place for accomplishing this. The college also suggested that NICAP meetings could be held on the campus.

Making the benefits reciprocal, NICAP will aid the planetarium in the preparation of shows on UFOs and similar subjects. Other projects of interest to both the Wagner College Planetarium and NICAP might be undertaken in the future.



"My point is, shouldn't we solve all the problems on our planet before we try to reach Earth?"