

IS THE "EM" EFFECT A MYTH?

By John A. Keel

BETWEEN the years 1817-21, a strange and sinister influence settled over the farm of John Bell in Robertson County, Tennessee. Flying lights "like a candle or lamp" were frequently seen flitting about the yards and fields near the old farmhouse and a voice from an apparently invisible source heckled the family and carried on extensive dialogues with visitors and curiosity seekers. The full story of the celebrated "Bell Witch" has been carefully documented and is too long and complicated to even outline here.¹ But it deserves careful study since it, and the many other cases like it, may provide important clues to the overall UFO phenomenon.

According to Dr. Nandor Fodor, General Andrew Jackson was one of those attracted to the Bell homestead during the period of the "haunting". As General Jackson's horse-drawn wagon approached the area the wheels suddenly seemed to freeze and the straining horses were unable to budge it. Jackson dismounted and examined the wheels and axles and was unable to find any reason for this sudden problem. The wheels simply would not go around. As he stood there, scratching his head in bewilderment, "a sharp metallic voice" suddenly rang out from behind some nearby bushes.

"All right, General," the voice announced. "Let the wagon move."

To everyone's amazement, the wheels began to turn again.

This incident was recorded as just another manifestation of the "Bell Witch" and was shrugged off by investigators who were more concerned with proving that the phenomenon was caused by an "evil spirit" or a "dead soul", than with assembling all of the variegated activities and observations taking place in the area. Actually, if this particular story is true, it may be the first concrete example of what has now become known as "the EM effect" (electro-magnetic effect),

even though no electrical apparatus was involved.

General Andrew Jackson went on, of course, to become the 7th President of the United States (1829-37). The "Bell Witch" eventually was alleged to have caused the death of John Bell before it disappeared into the limbo from which it had come. But during one of its many "conversations", it was said to have declared, "I am a Spirit from everywhere, Heaven, Hell, the Earth; am in the air, in houses, any place at any time, have been created millions of years; that is all I will tell you".

New line of enquiry

Tales of the occult stick in the craws of most Ufologists . . . particularly those who have spent the past twenty years seeking rather vainly "hardware" which would conclusively prove that unidentified flying objects are extraterrestrial vehicles. Now a growing band of serious researchers are beginning to examine the hitherto ignored occult records for hidden factors which might relate supernatural events to the UFO phenomenon. Some are beginning to suspect that a large part of the phenomenon is actually a terrestrial condition and that many of the objects have either always been based upon this planet or have in some totally incomprehensible method coexisted with us throughout our history. In this current phase, most of the scientifically - oriented Ufologists have attempted to over-simplify the phenomenon and place it within the framework of our contemporary understanding of the physical universe.

Many thousands of people have heard "sharp metallic voices" since General Jackson's wagon came to a dead halt in the hills of Tennessee. These voices have reportedly emanated from the flying saucers, from caves and abandoned buildings, and even from telephones. At the same time, there have been hun-

dreds upon hundreds of reports of automobile and airplane engines suddenly stalling in the presence of UFOs, and countless power failures have been blamed upon the objects.

The "EM Effect"

Ufologists have accepted the speculation that these events are caused by a powerful magnetic field which allegedly surrounds the craft, the theory being that these powerful fields cause the generators of motors to shut down temporarily. In 1967, the Ford Motor Company, working on a grant from Colorado University, conducted experiments with the effect of magnetism on automobile engines. It was concluded that a magnetic field strong enough to stall an average automobile would also necessarily be strong enough to bend and twist the automobile itself.² Magnetism alone does not seem to be the answer to this phenomenon.

Certainly a magnetic field would not have had much effect upon the largely wooden wheels of General Jackson's wagon.

In the fall of 1967, a New York television producer, Mr. Dan Drasin, observed an unidentified flying object near Point Pleasant, West Virginia. He attempted to "signal" to the object with a powerful flashlight charged with brand new batteries. The flashlight went out instantly, according to Mr. Drasin, and would not operate again until the object had passed out of sight.³ In later experiments, I tried to cause a similar flashlight to malfunction by placing it in a powerful magnetic field. The results were negative.

On one occasion, in the spring of 1967, I had observed a UFO in West Virginia, together with other witnesses, and had attempted to photograph it with a battery-operated motion picture camera. The camera would not work. The object remained in view long enough for me to change the battery pack. The camera still would

not work. Again, as soon as the object was gone the camera functioned perfectly.

In another interesting incident, Mr. Willard Henderson of Belpre, Ohio, reportedly observed a large luminous cigar-shaped object hovering above a dam on the Ohio River in the summer of 1967. He directed his auto spotlight at the thing and his light immediately went out. Later, when we inspected the spotlight we discovered that the wiring was inexplicably burnt out . . . suggesting a power surge *which did not effect any other part of the automobile.*⁴

Although magnetism undoubtedly plays some rôle in the mechanics of the flying saucers, it does seem as if there are various other factors involved in the "E M cases".

There is a hillside near Melville, Long Island where UFOs have frequently been observed in the past two years. Teenaged UFO buffs in the area told me that battery-powered cameras and tape recorders refused to function there. I visited the spot several times and discovered that my own equipment failed there, although compasses and magnetic detectors did not reveal any unusual magnetic aberrations.

Telephone and Power Failures

Throughout 1967, there were over 1,000 unexplained telephone failures in the U.S., often involving whole counties. In my interviews with telephone company personnel around the country, I learned that they were baffled because "the wires just don't seem to conduct current". Similarly, when a massive four-state power failure struck the north-east on June 5, 1967, the personnel at the Kittatinny Power Plant in northern New Jersey claimed that their equipment did not shut down but simply stopped "as if it had frozen".⁵ The Kittatinny plant was in no way connected with the other power plants which failed at that same time in other states. There had been frequent, almost daily UFO sightings in the Kittatinny mountains throughout that period.

A new "paralysis"

Obviously, the electro-magnetic explanation is not applicable to this

kind of incident. In some of these cases, we seem to be dealing with a basic paralysis of electrons. It may even go deeper and involve a temporary alteration in the basic properties of matter.

An intense field of radioactivity could cause electrical drains, but such a field would almost certainly effect the human beings present, and traces of radiation would be left behind in the flashlights, automobiles, etc. There are, of course, many excellent cases in which intense radiation was found at landing sites, but there are relatively few cases in which vehicles or people suffered detectably from such radiation.

To paralyse the flow of electrons in a wire, battery, or flashlight, the conductive properties would have to be altered in some manner. A fierce field of magnetic induction would produce a power surge which would overload the circuit and burn out the equipment. But very few "burnouts" are being reported. Was it coincidental that Mr. Henderson's spotlight burnt out the instant he tried to focus it on a UFO? If the UFO somehow extinguished the light, why wasn't the rest of the wiring in his auto similarly affected? Why wasn't the delicate mechanism of my camera burnt out in a like manner?

Possibly the UFO occupants can direct this *molecular paralysis effect* (MPE) in somewhat the same way that they seem to have been able to paralyse human beings. Perhaps the same device or technique is used on both animate and inanimate objects. General Jackson's wagon wheels may have been "frozen" by the same identical force which brought the massive generators at Kittatinny to a sudden halt. In other words, a basic alteration of physical properties took place in both cases. Magnetism could not have been employed on Jackson's wagon and it may be erroneous for us to assume that magnetism was used at Kittatinny.

If earthly matter is composed of energies from the low end of the electromagnetic spectrum, then perhaps entities composed of energies from the other end of that spectrum might actually have the power to tamper with and alter the physical properties of terrestrial substances.

If the matter of our world can be manipulated freely by such entities, then we would have an explanation for many of the manifestations which have always been classified as supernatural. Such entities might conceivably be able to walk through walls . . . and anyone seeing them doing so would automatically regard them as "ghosts".

The numerous cases in which compasses and magnetic instruments have reacted to the presence of the unidentified flying objects have led us to believe in the electro-magnetic effect theory. But it all may be *just an effect*, not a cause. We have noted in the U.S. that an unusually high proportion of landings and low-level sightings have occurred in areas of magnetic deviation. We must now ask ourselves if the objects may not merely be taking advantage of such deviations in some manner. The Wanaque reservoir in New Jersey; Kearney, Nebraska; Fisherville, Virginia, are all reputed to be areas of deviating magnetic flux. For want of a better term, I have been calling such areas "windows". It seems to me that such "windows" are constantly employed by the objects.

Owatonna revisited

For example, there were poltergeist manifestations in Owatonna, Minnesota, in 1880.⁶ The "airships" of 1897 chose to appear over that same obscure little town.⁷ During the "flaps" of 1966-68, there have been several low-level sightings in Owatonna, including some contacts and one "Man In Black" case.⁸

Owatonna, Minnesota, is therefore a "window" area . . . a gateway between our world and one of the alien groups behind the UFO phenomenon. There are many such "windows" all over the world and they can be easily determined through extensive historical research. A study of the Indian lore and myths in "window" areas in the United States has revealed that these peculiar manifestations probably can be traced all the way back, long before the white settlers arrived.

The "E M effect" should be studied in these "window" areas. If that mysterious gateway does exist, we may be able to find it. But we

can never solve the riddle through speculation. Our science is too limited. If the objects are composed of a matter radically different from our own, then we cannot hope to unravel the problem through sciences based upon the physical properties of our known universe. We know that many of the objects are able to move at fantastically high speeds through our atmosphere without displacing the air and producing sonic booms. This, in itself, is a strong clue that the objects could be composed in such a manner that they can pass *between* the molecules of air, just as the entities seem to pass through solid walls in so many cases.

The objects may also take advantage of the magnetic currents and deviations of this planet, riding these currents as a glider rides the updraughts of air surrounding hills. Such a propulsion system is also far beyond our present scientific framework.

As the objects traverse these magnetic currents, they may cause a displacement, as a ship displaces water, and it may be this displacement that our compasses and instruments have been detecting.

The more sophisticated manifestations . . . the car stallings, power failures, and so on, may have nothing to do with electro-magnetism and may not be as accidental

as we have led ourselves to believe.

Suppose there was a UFO beyond the hill where General Jackson's wagon halted? And suppose that the entities felt he had to be stopped until the area could be cleared? Just suppose. . . .

NOTES

- 1 *Haunted People* by Hereward Carrington and Nandor Fodor, pp. 142-172.
- 2 *Popular Science Monthly*, January 1967.
- 3 Personal communication.
- 4 Personal investigation.
- 5 Personal investigation. Also investigated by Ivan T. Sanderson who lives in the region.
- 6 *Haunted People* by Carrington and Fodor p. 45.
- 7 *Mysteries of the Skies* by Gordon Lore and Harold Deneault, p. 24.
- 8 Personal communication and investigation. Detailed reports on these cases will appear in the author's forthcoming book, *Operation Trojan Horse*.

STRANGE ENCOUNTER IN VAR

By Lyonel Trigano

IN the course of recent investigations, I came across the following very interesting case:

Mr. S. is a businessman who runs an important garage in Hérault. Physically, he is a solidly-built man in his fifties, who is quite the opposite of an impressionable person! He told me of the adventure of six years earlier, as I have transcribed below.

"One evening in November 1962 I was driving along a minor departmental road in Var. It was a dark night, and raining in torrents, so that I was driving with my lights full on. Rounding a bend, I saw, 80 metres ahead, a group of figures clustered in the middle of the road. I slowed down to avoid the group, and at the same moment it split into two parts, suddenly and jerkily. My window was down and I leaned my head out slightly to see what was the matter; it was then that I saw beasts, some kind of bizarre animals, with the heads of birds, and covered in some sort of plumage, which were hurling themselves from two sides towards my car.

"Terrified, I wound up the window, accelerated like a madman, and then stopped 150 metres further on. I turned round and saw these things, these beasts, these nightmarish sort of beings, which were heading, with a sort of flapping of

wings, towards a luminous dark-blue object which hung in the air over a field on the other side of the road. It resembled two plates upside down, and placed on one another. On reaching it, these 'birds' were literally sucked into the underpart of the machine as if by a whirlwind. Then I heard a dull sound (clac!) and the object flew off at a prodigious speed and finally disappeared."

I should add that the author of this story has told it to a strictly limited number of people, simply for fear of being thought mad. He told me that at that time he had never heard of UFOs, and had never thought of relating these events to the UFO mystery. In spite of the fantastic nature of this story, he swears he did not dream it.

In spite of all my efforts, the witness cannot remember either the exact date or place of the occurrence. Consequently, what I have

transcribed is merely a rough recollection.

(Translation by John C. Hugill)

[*M. Lyonel Trigano is a young researcher from the southern part of France, who told me of this alleged encounter when, acting on the suggestion of Aimé Michel, he called on me during a recent visit to England. It is a pity we are unable to pinpoint the time and place of the incident, and that M. Trigano's recollection is only "rough". Nevertheless, I feel that this account is important—especially in view of the "Mothman" incidents of West Virginia reported by John Keel in our July/August edition of 1968, and the Sandling Park, Kent, case of November 1963 (see FSR March/April 1964, and "Few and Far Between" in THE HUMANIDS). I therefore asked the author to set down the details for the record.—EDITOR.]*

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