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HOW TO REACH US AT FSR:-

FSR Publications Ltd,
PO Box 585, Rickmansworth WD3 1YJ, UK

or email:

Lunula9@aol.com

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The return of Derek Dempster the founder and first editor of FSR.

In this issue we welcome back Derek Dempster (after a fifty year period of absence without leave) to the pages of the journal he started alongside Waveney Girvan and Desmond Leslie in the spring of 1955. We have an opportunity to share in his memories of those first years in this editorial.

Some background: Derek Dempster came out of the air force in 1947, he was hoping to take his place at Cambridge but as so many men had come out of uniform in that era, he returned to his family home in Tangiers Morocco. In 1948 Dempster became a test pilot in the first age of British jet aircraft; from 1948 he was with 604 squadron based at North Weald. He initially flew Vampires and then moved onto Gloucester Meteors, he also took a special transfer to the auxiliary air force to enable him to fly spitfires.

Dempster wrote for Reuters and The Airplane magazine from his privileged position as a test pilot in a golden age of British aircraft development. His squadron commander, the group Captain of 601 Squadron advised him that a position had become available as the Daily Express air correspondent. Dempster took this better paid position and as this was the mid-1950's it wasn't long before flying saucer reports were coming across his desk. This included a sighting by a pilot at his old North Weald squadron. Dempster found his interest in the flying saucers rising, so it was not unexpected that he was commissioned to review the sensational new Adamski book, "Flying Saucers Have Landed." Through this he made contact with Desmond Leslie and Waveney Girvan. At this time the questionable safety record of the world's first passenger jet, the British built Comet, became an issue with Lord Beaverbrook at the Daily Express. Dempster found himself taking a principled stand not to condemn the national airline BOAC for grounding the aircraft against the 'express' wishes of his proprietor, Beaverbrook and left Fleet Street. Finding himself without a correspondent's job coincided with the imminent birth of FSR. Dempster found himself installed in an office at Werner Laurie publishers, in Doughty Street, as the first editor of FSR. The entire set up of early FSR was located at the heart of the city of London. Alongside him were the very first volunteers, Waveney Girvan (publisher), Lewis Barton (managing editor of This Weekly illustrated magazine), The Hon. Brindsley Le Poer Trench (he sold advertising space in magazines and a future incumbent in the house of Lords), Charles Bowen (accountant at the South African embassy), Denis Montgomery (Librarian), Gordon Creighton (diplomat) supplied translated material from issue 3 onwards.

Yard. We believed these things were coming in from outer space, and we were trying to prove this with science. We had some allies such as Peter Horsley, who had been Station Commander at North Weald and was then Equerry to Prince Phillip. Also we received collaboration from Henry Chilsory who was Horsley's successor. Both men had a keen interest in keeping the Palace posted on flying saucers and we used to exchange files with them. There was also a shorthand writer for Lord Mountbatten named Dan Lloyd who was an ex-Royal Navy man, he was also very interested in flying saucer matters and shared this interest and new research material with Mountbatten. It was said at the time that Mountbatten kept lever files of UFO photographs to show visitors on the bridge of the warships when he was at sea.

I met George Adamski at this time, I could see how terribly keen everybody was to embrace people like him who claimed he had travelled to Venus. I was less sure of him, and wished to remain objective. What we were all living on then was hope and expectation. We kept being shot down, partly due to the activities of the lunatic fringe who began to attach themselves to ufology. I had to leave FSR because of the effect it had on my business interests in the aviation industry. As I have matured I have looked for other explanations for what we were reporting, the question of dimension and time in all this. Also I have thought of them just passing through our dimension rather than specifically coming here for any purpose. I make the analogy of sitting in a car sideways rather than straight ahead. As another car passes you; you see something pass through your time dimension. As it speeds on, it leaves your position in space and we have no control over its passing. I believe the answer to everything exists if you have the right questions.

Regarding dimensions, a Comment by FSR: It is fitting that Derek Dempster has brought up this question of dimensions, fifty years on after his founding of this journal. We have now returned to the task of finding cases for publication that describe the process of passing people and objects between our world and other dimensions. Also we ask the question, what is the nature of the habitat on the other side? So, who is best qualified to research the dimension crossing process? It is our belief that it is we as ufologists who are best placed for this task. Physicists for all their confidence do not have a single measured constant, or parameter to begin formulating a theoretical rationale as to what conditions are happening when the 'doorway' is open. We do however; have the historic precedent of examining landing sites of possible

find out if there is a testable latent energy 'footprint.'

It remains a matter of personal preference as to whether this 'footprint' leads to another dimension of time co-existing in our space or an entirely separate world existing parallel to this one. If we are tracing the footsteps of novel energy which has been absorbed by the environment around the UFO, the conditions caused by this rarefied heat-print should also explain many of the repeat phenomena associated with these sites. Certainly there is ample evidence of mobile phone connection failures, routine battery failures, sensory disorientation, visual and auditory hallucinations and even time fields that cause the landing site to be out of synch with the rest of the world.

What could possibly affect all these different waves in the same environment? Perhaps this could be explained if there was a hypothetical physical absence of a portion of all wave information that altered the entire spectrum of their conduction. What if this portion of the wave information, conducted by normal matter, is escaping or shining through into this other reality and conversely certain key wave information is shining back into the landing site from the other side. So what ever we are dealing with regarding dimensions and whatever it is we are trying to capture as new evidence is something fundamental; two shadows in a penumbra of flowing waves that shine into and out of our reality where these crossings take place. Our footprint is the negative, it contains environmental information that should be testable with something akin to interferometry.

It would be a timely experiment to measure light beamed across UFO landing sites to see if these hypothetical missing bands of wavelength can be detected in the interference pattern. Also we could test harmonic sound scales beamed

between transmitter and receiver. Presumably all E.M. pulses including radio-waves and polarised light could also be tested and mapped geographically to fully test this missing wave theory.

The closest that conventional physics comes to answering the dimensional question is in string theory. However these dimensions only equate to actions that are measured on the impossibly small sub-atomic quantum level. Yet we see gigantic UFOs apparently crossing in and out of dimensions with impunity. Does this mean there are two separate strands of physics? One for the flying saucers and one for the rest of us, or is it more likely that this represents the true state of physics worldwide? What we see portrayed as accepted theory is for public consumption only and does not represent what is known strategically and governmentally about this dimension phenomenon.

Both Gordon Creighton and J Allen Hynek settled on this dimensional possibility as their final position after many years of consideration. FSR will return time and time again to reveal the true nature of the dimension question. South African contactee Elizabeth Klarer, featured in this issue, once wrote in a letter to FSR; "I didn't know whether to call my book beyond the light barrier or beyond the time barrier". As Derek Dempster says so eloquently; "I believe the answer to everything exists, if you have the right questions."

This themed FSR, discusses dimensions in relation to ufology and must by necessity contain more speculative articles and statements than would otherwise be the norm. The premise of this issue is that we co-exist with at least one nearby dimension, which has been repeatedly observed by witnesses and hence gives us an opportunity to examine their descriptions for evidence of convergence.

We would like to take this opportunity to say thank you to our readers who have made recent donations to FSR. We count on your continued support, FSR is re-establishing its ground-breaking agenda as we bring forth a series of documentaries this year. Our aim is to bring about a global ufology revolution via an internet TV channel which will co-exist alongside our journal. It is intended to make FSR a flagship brand of ufology as was the mandate of Flying Saucer Service 50 years ago. Readers who wish to give their feedback, support or donations to help realise this next phase are invited to do so.

A Portal to Other Dimensions

FSR contacted David Barclay, of <http://www.gravitycontrol.org>

to get some ideas flowing on this possibility of getting readings from landing sites.



The website, gravitycontrol.org, has been created for two reasons. The first is to seek out serious researchers working on gravity control and willing to demonstrate their devices before our cameras for verification. The Second is to gather together individuals to help produce The Quest for Gravity Control, the movie in search of a beginning.

They have embraced Project Unity because after years of research it would appear that if gravity control isn't a project waiting in the wings of government, it is the obvious next step for man as we contemplate our dwindling oil supply and try to reach for the stars. The thousand year old technology of rockets has taken us to the moon. And perhaps, Mars. But this kind of push propulsion energy and the current understanding of technology is in for a big shake up. The new science, as partially explained by Wilbert B. Smith has nothing to do with rocket technology. It's more in line with the works of Keely, Tesla, Kozyrev and currently Alex Frolov.

Biography: W. David Barclay believes in a reality beyond that which is accepted today. His many years spent studying geology; physics and astronomy have allowed his further study of the greatest scientific minds of all time. David's interest in physics and astronomy goes back to his early

scientist. Over time the child with the mind that questioned Einstein and the scientific status quo began to form a new theory that went beyond the science of the day dealing with antigravity, gravity control and free energy. Although Project Unity evolved from that which went before, it is a theory that questions much of what is currently accepted. David Barclay questioning of current science resounds like Copernicus and Galileo who challenged their scientific times and were considered acts of heresy. David Barclay is not alone in his questioning of science authority. Nikolai Tesla and Alex Frolov are examples of scientists today and in the past who have put forth alternatives to accepted but illogical beliefs.

Oh my yes, there are going to be some very strange effects around a landing site. First off the craft itself exists as a unified field system within the field of the earth which is also a unified field system, so you have two very different fields interacting with each other.

This gives you what I refer to as a differential in field potential where the incoming craft effects a distortion in the earth's field. There is a non-uniform differential in the underlying energy of the earth and the craft, so the two are out of sync. Now, this is going to leave residual effects, which will of course fade with time, but this would affect all kinds of things, like electrical motors, the timing of a vehicles engine, radios, cell phones etc. Plus there may even be noticeable differences in time, either