

Electro-magnetic effects of UFOs

By Paul Norman

It is felt that this account, taken from a paper read by the author at the Ballarat Astronomical Society's 1965 conference, will be of considerable interest to readers. The immobilising both of A. Villa Boas' (Adhemar's) tractor and the Córdoba motorcyclist's machine (FLYING SAUCER REVIEW, Vol. 11, No. 1), the stopping of gunsmith Burn's car (Vol. 11, No. 3), and Ronald Wildman's experience at Ivinghoe (Vol. 8, No. 2) spring readily to mind. Mr. Norman is publicity officer of the Victorian Flying Saucer Research Society in Australia.

HAVING been employed in the electric power field for many years, I find that electro-magnetic effect is one of the most interesting characteristics of UFOs.

During October and November of 1957 waves of unidentified flying objects which appeared in our skies became so spectacular that they made newspaper headlines around the world. The most astounding feature of these sightings was that in case after case their appearance was associated with electro-magnetic phenomena. Within a three-week period we know of at least 35 cases in several countries where cases of interference with radio and television sets, dimmed headlights and stalled motor car engines, power and light failures, were reported.

A typical, and more recent, example of this interference with TV sets occurred near Wonthaggi, Victoria, on September 19, 1963, when at least 60 witnesses observed a mystery object manoeuvring over South Dudley. At first the object hovered in mid-air, then changed position at fantastic speed and silently, and finally, moving slowly out to sea, disappeared in an easterly direction. During the 25 minutes that the object was overhead there were many, and varied, malfunctions of TV sets in the area. Some sets displayed white screens, some grey screens, some two pictures in one, and in many cases the picture was lost altogether. After the UFO disappeared, TV sets resumed normal operation.

To most people this was a lone, isolated phenomenon, easily forgotten. To UFO researchers around the world, however, it was another small piece to be fitted into an increasingly intriguing jigsaw puzzle.

Among many incidents of this nature, a few are quoted here from NICAP's *The UFO Evidence*:— May 1, 1954. Tokyo, Japan: TV pictures distorted as UFO passed overhead.

November 4, 1957. Toronto, Canada: TV interference, with viewers being called out by neighbours to see UFO.

November 5, 1957. Ringwood, Illinois, USA:

UFO passes over a car which was returning to town. TV sets in the town were dimmed, and finally sound and picture lost during the same period.

November 10, 1957. Hammond, Indiana, USA: Loud beeping caused radio interference as police chased UFO. There was a TV blackout in the city, and motorists reported radio failures.

Much of the radio interference has been noticed by law enforcement officers. Police switchboards normally, and logically, are the first to be swamped with calls during concentrations of sightings, since there is no established procedure for citizens to follow when they see a UFO. Indeed there have been numerous cases in which the police, when responding to people's reports, have not only seen the objects themselves, but have experienced radio interference when the objects were in the vicinity. Nor must we forget those important examples of interference such as motor car failures, which are sometimes experienced when UFOs pass near highways. In such cases the UFO is usually very close to the car.

One such example which occurred on November 4, 1957, made headlines in many countries' newspapers. In this case at least ten cars stalled when a UFO made a low pass over the highway. In the U.S. Air Force explanation of this incident we were expected to accept the coincidental conclusions that the object was a mirage, and that the car failures were due to ignition systems that suddenly became wet! No doubt an excellent explanation if the cars had been fording a river.

King of the orthodox scoffers was Dr. Donald Menzel of Harvard University. According to him, the object was a mirage, and the cause of the cars' failures were carburettors flooded by nervous feet. The chain of coincidence necessary to produce such a number of car failures at one time would be even more incredible than the facts, and anyway, the cars re-started immediately after the object sped away at about 2,000 m.p.h. Take your pick: the wet ignition, the nervous feet, or the electro-magnetic explanation. This is only one of dozens

of known cases. I will recall some others:—
On June, 25, 1957. Baltimore, Maryland, USA: Car radio stopped playing, and street lights went out as a formation of seven white discs with red rims passed over.

August 14, 1957, Near Joinville, Brazil: Airliner cabin lights went out and engine spluttered during UFO sighting.

November 3, 1957. Itapu Fort, Brazil: Electrical system failed, and sentries received minor burns as a UFO approached and hovered.

November 14, 1957. Tamoroa, Illinois, USA: Power failed for ten minutes in a four-mile area, just after a hovering UFO appeared.

November 15, 1957. Cachoeira, Brazil: Several motor car engines failed as drivers attempted to approach the vicinity where a UFO was hovering low above the ground.

November 25, 1957. Mogi Mirim, Brazil: All city lights failed as three UFOs passed overhead.

November 14, 1954. Forli, Italy: Conventional engined tractor and Diesel tractor driving side by side. The conventional tractor with ignition system stalled, whilst the Diesel tractor continued working as UFO passed close overhead.

There are also some cases recorded where house lights pulsed in synchronism with pulsating UFOs, and others where people suffered electric shock, minor burns and irritations as well as headache due to highly charged surrounding area when UFOs were very close.

This electro-magnetic effect also offers a solution to the mystery of small craters associated with landings of the craft such as at Socorro, and other landings in America and England. This could be due to the approach of two bodies with different potential and polarity, and the resulting electrical discharge.

As we know, Einstein's famous Unified Field Theory indicates that electricity, magnetism and gravity are all manifestations of one force. An artificially created gravitational field, by means of electro-magnetism, can explain the effects associated with UFOs, or flying saucers, including the silence. For instance, the G-field explanation accounts for the reason why the craft can withstand the friction which would normally be caused by such fantastic speeds through the atmosphere which have been observed visually, and simultaneously checked by radar. As we know from our physics, if an object moves rapidly through molecules of air, the friction causes a positive charge to be formed on the surface of the object. By an elementary law of electricity, we know too that like poles repel and unlike poles attract. Thus, by inducing a positive charge within the machine when it is moving rapidly

through the atmosphere, the molecules would be repelled, tending to produce a narrow band of vacuum around the hull. This would reduce the friction effect almost to nil.

By a simple law of sound, we know that if there were any noise associated with the object, the sound would not pass through the vacuum—although a low humming noise is sometimes heard when UFOs are low, and moving slowly or hovering. In addition, a G-field would drag surrounding air along, so there would be no turbulence, and this factor would further reduce friction, and account for the silence.

There have been cases of electro-magnetic effect which have startled radar-men in widely dispersed radar systems, when UFOs have made a low pass, as in an incident in early 1959. On that occasion three objects streaked across Middle Tennessee just above tree top level. As these mystery machines flew between two radar stations located about 30 miles apart, the radar screens were blacked out simultaneously.

If these objects were stars, then they were stars that passed below an airliner which was circling an airfield to land. If they were meteors, then one of them was a meteor which hovered in mid-air for half a minute. Furthermore, they were not fungus glowing from the under-belly of ducks, unless of course they were supersonic ducks. They certainly weren't helicopters, because they were too silent so to be classified. Intelligence officers realize that interference with radar is not caused by Canadian geese as some "experts" have suggested, because on December 24, 1959, when it is customary to be on holiday, the Inspector General of the U.S. Air Force found it necessary to issue an urgent directive to his Commands, and I quote: "Unidentified Flying Objects, treated lightly by the Press, and referred to as *flying saucers*, are serious business and

On May 3, 1964, an incident occurred which sent officials of the U.S. State Department scurrying to rush out reports to the Central Intelligence Agency, the National Security Agency, the National Aeronautics and Space Administration, the Army and the Navy. The incident was investigated by the Scientific Attaché of the American Embassy at Canberra, Dr. Paul Siple, and two NASA engineers. The Embassy reported the incident to Washington in Aerogram A-894, a copy of which is in NICAP files. The secrecy lid clamped down fast, but here are the facts: just before daylight, near Canberra, a large white glowing object travelled across the sky in a north-easterly direction. It was wobbling, and appeared to the observers to be out of control. A smaller UFO, showing a faint red light, hovered nearby. The large white UFO suddenly moved very quickly in a straight line for about four seconds, and

appeared to collide with the smaller object. The impact seemed to cause both objects to bounce. There was no explosion.

No longer wobbling, the large UFO turned away, and moved slowly from its smaller companion before accelerating, and sweeping away at a high speed. It is conceivable that these actions appeared strange, and even mysterious to ground observers, especially if it was their first encounter with a UFO. Many in Australia have already read about this incident in the March 3, 1965, issue of

Everybody's. Now I can offer an explanation.

Those among us who have studied the evidence of the UFO and have reached the conclusion that they have surrounding protective fields, realize that the "bounce" seen over Canberra was due to a collision, not of the craft themselves, but of their G-fields. Having also studied the electro-magnetic effects of UFOs, we offer the suggestion that on May 3, 1964, the observers near Canberra, Australia, witnessed a re-charging operation between two space-craft from another world.

The meaning of Contact

By Jerome Clark

IT may be superfluous to say that the UFO mystery is confusing, but it is true nonetheless.¹ Some of this confusion no doubt results from censorship of various kinds, and also from fear on the part of ridicule-wary witnesses to come forward with potentially significant reports. But this certainly does not explain it all, for, judging from its antics, officialdom—which presumably knows a great deal more about our subject than it cares to admit—is every bit as baffled as we are.

The most basic cause of the apparent incomprehensibility of the flying saucer enigma, I believe—and again I hope that I am not stating the obvious—is the UFOs themselves. To be brief and to the point, *it appears that the beings who pilot the machines are performing their operations in deliberate secrecy—evidently they do not want us to know the nature of their mission on Earth, and consequently they are going to some lengths to mislead us.*

Fantastic? Perhaps—yet a conclusion one must inevitably draw from even a most superficial examination of the mass of UFO data recorded from earliest times to the present. And, I hasten to add, this same conclusion can be reached without resort to such disputed matters as Al Bender's purported silencing. The validity of our assertion is proven by the actions of the UFOs themselves.

It is well known, for example, that the vast majority of sightings take place during the early morning hours, apparently so that the craft can carry on relatively unobserved and undisturbed. Moreover—and quite significantly—landings, the most revealing of all UFO incidents, occur usually in the most secluded spots, away from prying eyes. It may not be mere coincidence that South America, a continent of vast unexplored jungles,

has such a large proportion of fantastic saucer encounters, quite often involving occupants stumbled upon by unsuspecting wayfarers on abandoned roads, or in similarly untravelled areas. One wonders how many completely unnoticed landings have been executed in this part of the world.

But the problem does not end here.

The "ufonauts" probably wish that their activities could be carried on undetected, but this, of course, is impossible. Transient and fleeting as they may be, the flying saucers have been noted and worried about by virtually every major national government in the world; and we are told that these same agencies are spending large amounts of money in feverish attempts to solve the enigma. Is it not possible—probable, even—that the UFO beings, in taking cognizance of this concern about them, might therefore put a false cover over their activities so as to keep officialdom or anyone else from coming close to the truth?

Seen in this light, the much-maligned contact claims become a kind of tool with a two-fold purpose: to discourage legitimate inquiry into the saucer field by making it look ridiculous, and to instil false ideas into the minds of those who do go on to investigate the subject.²

If it is true that the real story is being kept from us—and I can hardly see how this is to be doubted—it scarcely follows that the ufonauts would unhesitatingly reveal everything about themselves in the course of conversations with "contactees"; but it *does* follow that they would impart patently phony information concerning their identity, their origin, and their purpose. And this is precisely what has happened.