



Next it will pass close to a spring at Bridgeham Farm, cross the nearby Wey and Arun Canal, and finally strike the cross-roads at Palmers Cross.

Ley-students will recognise the pointers to such a track having once been in existence. Coneyhurst Hill (843 ft.) is the highest hill in the district, and an obvious initial point for a trackway running to the Palmers Cross cross-roads. The suffix hurst in Coneyhurst denotes a clump of trees, which indicates that the hill was used as a sighting point. The word Colman in Colmans Farm is a name well known to the students of this subject, and is to be found on a number of leys. It refers to a class of travellers who once used these tracks, perhaps the people who first laid down the directions they took. The two wells may or may not be ancient, I have no way of telling. But the name Smithwood is significant, and Bridgeham Farm points to a former bridge, and an even earlier ford, over the nearby waterway now known as the Wey and Arun Canal. Palmers Cross, by reason of its name - a palmer was a pilgrim, the "cross" may refer to a mediaeval cross which marked the cross-roads where a prehistoric monument once stood - and the fact that it is at a cross-roads, seemsto clinch the argument. But, as I have already mentioned, fieldwork would be necessary to make a complete statement on the matter. Furthermore, a more precise indication is needed as to where the spectre was actually seen.

Since the old straight track and its folklore are closely interwoven with sighting reports of unusual phenomena, it may be well for ufologists to check on "creature" reports in order to establish their relationship, if any, to the ancient pathways. That creatures of spectral, humanoid and animal form have been associated with UFO sightings we all know. We are also familiar with Aime Michel's suggestion that UFOs may come into view at places arranged on a straight line. But the fact that UFOs are so often associated with roads is not so widely publicised. Many many sightings are made on roadways. Since most people travel by road this must be the rule - it is a likely place to encounter anything out-of-doors. Furthermore, most of us live in houses bordering roads, and from these houses, some of us make our sightings.

All in all, a road can hardly escape being involved in the matter, even sea "roads". A number of well known historical sightings have been made on roads. St. Paul for instance, experienced a blinding light on the road to Damascus. And Charlemagne saw a ball of fire on the road to Aachen. Sightings of cruciform lights were made on the London-Dunstaple road in 1189 and 1227 A.D. (Flying Saucer Review Vol. 10, No. 3). Thus we cannot afford to neglect the study of ancient tracks in connection with UFOs. As Aime Michel has so rightly said: "In Ufology the rule is to think of everything and to believe nothing".

Editor's note: In the summer of 1965 I visited the small country town of Warminster in Wiltshire, at that time being "Buzzed" regularly by luminous balls of fire and other aerial oddities. While I was there I interviewed Mr. David Holton, a local scientist who had made an extensive study of UFOs and come to the conclusion they were definitely extra-terrestrial. He told me that as well as being the focus of UFO activity (i.e. visible aerial objects) Warminster and the surrounding villages had been subjected repeatedly in the past to mysterious "vibrations".

Apparently these had a startling effect on animals - particularly birds and humans. Mr. Holton said there were two types of vibrations. The first had been described as being a rumbling or roaring sound and the second, a high pitched whining sound. It was the latter which did the "damage".

Birds flying into the field of vibration dropped dead. Cats experiencing them refused food for some time afterwards. And in humans the vibrations caused dizziness and instability.

In Mr. Holton's opinion the vibrations are similar to the terrestrial echo-sounding device and are used by the aliens to determine the depth and nature of our atmosphere and to gain other information.

But the most interesting thing to note is that the vibrations followed definite lines over Warminster, a town which has many ancient pathways, tumuli and remains of prehistoric settlements....

It should also be worthwhile checking on the Whitmoor Common creature report to see if that sighting too was on a ley.

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What took place on October 4, 1957 will never be forgotten - for it changed the course and ultimate destiny of mankind.

Future generations will read about it as our children do today of Newton's discovery of gravitation and the invention of the telescope.

It was a day when the cold uninviting Siberian steppes trembled.....as a mighty rocket rose into the autumn sky on a spear of fire, from the Baikonur Cosmodrome in the Soviet Republic of Kazkhastan. Soon after a 184 lb. bleeping metallic sphere went into orbit around the earth. The Space Age had dawned. A New era in technological achievement had begun. And a new word was born - "sputnik". For the first time in history man had overcome the force of gravity.

The world gasped when it heard of the launching. A louder and different kind of gasp came from America. Russia had put a satellite in orbit first and she didn't like it one little bit. For one thing it didn't do her prestige any good.

In the weeks that followed America made several unsuccessful attempts to put the Stars and Stripes in space too.

Then a month later while America was still reeling from the shock - Russia blasted Sputnik 2 into orbit. This space vehicle had a passenger on board, a dog called Laika. America was getting very hot under the collar now. She made more frenzied attempts to put a satellite in orbit, and finally succeeded on February 1, 1958 with the 9 lb. Explorer 1. It was much smaller than Sputnik 1 but at least America had her feet on the first rung of the space ladder.

The aeronautical developments which have taken place in the short space of ten years is astounding to say the least. Failures were commonplace in the early days - at least as far as America was concerned. Rockets blew up on the launching pad, satellites failed to achieve the correct orbit. Undoubtedly the Russians too had failures at first, but they have never been publicly admitted. Rocket engineers on both sides have learned by their mistakes and today failures are relatively rare. This is an achievement in itself when one considers the millions of components which go to make up the giant rockets.

In September 1959 the Russians scored another space "first" by crash landing a spacecraft in the Moon's Sea of Serenity. The following month another Russian space probe, Lunik 3, gave the world its first look at the Moon's hidden side. The television pictures it sent back were far from perfect, but it was nevertheless, a remarkably successful first attempt. It also showed scientists that communication could be maintained with a spacecraft thousands of miles from earth.

America's first deep space probes, Pioneer 1 and Pioneer 3, reached approximately 80,000 and 64,000 miles from earth respectively, before communication was lost with them. Pioneer 5, launched in March 1960, did even better. It went into orbit around the sun between earth and Venus and signals from it were picked up by the 250 ft. radio telescope at Jodrell Bank when it was 22,500,000 miles away.

In April 1960 it was America's turn to score a space first, with the launching of Tiros 1, the first weather satellite. It sent back 22,000 pictures of the earth's cloud cover. It is not thought that the Russians had put a weather satellite in orbit before this date. Another great success for the Americans was Score, a communication satellite which relayed a message from President Eisenhower to the world.

Meanwhile the Russians weren't idle. And in February 1961 they launched the first unmanned probe to Venus. Venus is said to be the earth's twin because of its similar size and mass. But although it is the nearest planet to earth surprisingly little is known about it. This is because its surface is always hidden by a thick layer of cloud. However, the 6½ ton sputnik lost its transmitting "voice" only 15 days after it was launched. It is thought to have passed within 62,000 miles of Venus in May 1961. But any valuable data which its instruments may have gained never found its way back to the waiting Soviet scientists.

In April 1961, with the Space Age less than four years old, Man ventured for the first time outside his own planet. Yuri Gagarin, who died so tragically in a plane crash last month, piloted his 4½ ton Vostok spacecraft once round the world at over 17,000 m.p.h., and then returned safely to Soviet soil.

It was not until February 1962 that an American made a complete orbit of the earth, although there were two earlier sub-orbital flights. In June 1963 Valentina Tereshkova became the first spacewoman, and in March 1965 another Russian, Alexei Leonov, earned the title of first space-walker. It was also in March 1965 that America started her Gemini programme. Altogether there were ten highly successful flights in this two-man spacecraft series.

Without a doubt the most spectacular advances in space travel have so far been with unmanned vehicles. On November 28, 1964 a spacecraft was launched from Cape Kennedy. Not much publicity was given to it at that time but it was that same spacecraft which eight months later took the first historic close up pictures of Mars. In March 1966 the Russians triumphed again, this time by crash landing a spacecraft on the surface of Venus. Unfortunately communication was lost with it shortly before it entered the Venusian atmosphere so much valuable data was lost. But the Russians more than made up for this when they successfully soft landed a spacecraft on the planet last October. In February 1966 the Russians achieved a soft landing on the Moon, with Luna 9. This was followed in June the same year by the more sophisticated American spacecraft Surveyor 1, which sent thousands of high quality pictures of the lunar surface back to earth. There were seven Surveyor spacecraft altogether, five of them successful. Between them they photographed, dug and analysed the lunar soil.

Last year was one of tragedy. In January three American astronauts died - Gus Grissom, Ed White and Roger Chaffee - when the spacecraft they were testing caught fire. Ironically, they were on the ground at the time. Then in April Russian cosmonaut Vladimir Komarov perished while bringing his Soyuz spacecraft back to earth. The spacecraft's parachute became tangled and Komarov plunged to his death.

What will take place in the next ten years? I expect to see a manned orbiting space station, a permanent base on the Moon, and more reconnaissance flights to the planets. As far as the planets are concerned, the Russians will probably concentrate on Venus, mainly because of their phenomenal success last year. The Americans are turning their attention to Mars, The Red Planet, but at present their space expenditure is being cut drastically because of the Vietnam War.

As far as the coming year is concerned, we may see the Russians beginning to build their space station. They may also put more men in orbit around the earth to practice "docking" manoeuvres with two or more spacecraft, and even try a manned circumlunar flight. The Americans will push ahead with their Apollo programme, designed to put three men on the Moon before 1970.

In just ten short years, since the first bleep of Sputnik 1, Man has already gone a long way to reaching the ultimate goal - the stars.

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LATE NEWS ITEM .

The Annual General Meeting will be held in the canteen of Plastic Coatings Ltd on Tuesday May 7th. Please come along to this meeting and hear the analysis of the first years investigations. (Plastic Coatings is situated on the By-Pass Trading Estate, GUILDFORD)

Commences 8pm. O F