

IUFOPRA INFORMATION NETWORK NEWSLETTER

PO-BOX 3070, WHITEHALL,

DUBLIN 9, IRELAND.

ISSUE - AUG/SEPT/OCT. -1996:

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APOLLO ASTRONAUTS REVEAL UFO SIGHTINGS:

IUFOPRA GIVES CREDIT TO THE PEOPLE CONCERNED WHO PUT THIS ARTICLE ON THE INTERNET:

Apollo 11 July 1969 (Neil Armstrong, Michael Collins, Buzz Aldrin) Supposedly two ufo's hovered overhead as Armstrong prepared to step down the ladder of the LEM at the Sea of Tranquility. Aldrin is reported to have taken several pictures of them. Modern People magazine published what they claim to be some of these photographs in their June 1975 issue. They claim to have gotten the pictures from a Japanese source. Thats interesting because I recall watching the broadcast of this historic event on the Canadian network coverage. You know I seem to recall them discussing at some point a light which kept appearing while the astronauts were actually on the surface. I recall thinking that it was really interesting and then it just seemed to be dropped. I dont think that I am that senile yet . Do any of you reading this have similar recollections. If so please let me know. One explanation for the halo's seen around or near some of the Appollo astronauts was that it was gases being vented from their backpacks. I have one picture which was reported to be something unusual in close proximity to one of the astronauts. It would clearly appear to be coming from the backpack when observed closely. Timothy Good writes that HAM radio operators receiving the VHF signals directly picked up the following message which was screened by NASA from the public. Mission Control: What's there? Mission Control calling Apollo 11. Apollo 11: These babies are huge, sir ... enormous....Oh, God, you wouldn't believe it! I'm telling you there are other space craft out there... lined up on the far side of the crater edge... they're on the moon watching us. Timothy Good uses "SAGA UFO

SPECIAL #3" as a source for this quote. The following is an excerpt from the transcript of the Apollo11 technical debriefing. Aldrin: The first unusual thing that we saw I guess was one day out or something pretty close to the moon. It had a sizeable dimension to it, so we put the monocular on it. Collins How'd we see this thing? Did we just look out the window and there it was. Aldrin Yes, and we weren't sure but what it might be the S-IVB. We called the ground and were told the S-IVB was 6,000 miles away. We had a problem with the high gain about this time, didn't we? Collins There was something. We felt a bump or maybe I just imagined it. Armstrong He was wondering whether the MESA had come off. Collins I don't guess we felt anything. Aldrin Of course, we were seeing all sorts of little objects going by at the various dumps and then we happened to see this one brighter object going by. We couldn't think of anything else it could be other than the S-IVB. We looked at it through the monocular and it seemed to have a bit of an L shape to it. Armstrong Like an open suitcase. Aldrin We were in PTC at the time so each of us had a chance to take a look at this and it certainly seemed to be within our vicinity and of a very sizeable dimension. Armstrong We should say it was right at the limit of the resolution of the eye. It was very difficult to tell what shape it was. And there was no way to tell the size without knowing the range or the range without knowing the size. Aldrin So then I got down in the LEB and started looking for it in the optics. We were grossly misled because with the sextant off focus what we saw appeared to be a cylinder. Armstrong Or really two rings. Aldrin Yes. Armstrong Two rings. Two connected rings. Aldrin Yes. Collins No, it looked like a hollow cylinder to me. It didn't look like two connected rings. You could see this thing tumbling and, when it came around end-on, you could look right down in it's guts. It was a hollow cylinder. But then you could change the focus on the sextant and it would be replaced by this open book shape. It was really weird. Aldrin I guess there's not too

much more to say about it other than it wasn't a cylinder. Collins It was during the period when we thought it was a cylinder that we inquired about the S-IVB and we'd almost convinced ourselves that's what it had to be. But we don't have any more conclusions than that really. The fact that we didn't see it much past this one period --- we really don't have a conclusion as to what it might have been, how big it was, or how far away it was. It was something that wasn't part of the urine dump, we're pretty sure of that. In his book "RETURN TO EARTH" Colonel Edwin E. Aldrin Jr. writes the following on pages 223-224. I quote directly. In the middle of one evening, Houston time, I found myself idly staring out the window of the Columbia and saw something that looked a bit unusual. It appeared brighter than any star and not quite the pinpoints of light that stars are. I pointed this out to Mike and Neil, and the three of us were beset with curiosity. With the help of the monocular we guessed that whatever it was, it was only a hundred or so miles away. Looking at it through our sextant we found it occasionally formed a cylinder, but when the sextant's focus was adjusted it had a sort of illuminated "L" look to it. It had a shape of some sort -- we all agreed on that -- but exactly what it was we couldn't pin down. We asked Houston some casual questions: "How far away is the Saturn third stage?" The response was in the vicinity of six thousand miles. That wasn't it. It could possibly have been one of the panels of the Saturn third stage which fly off to expose the LM and cannot be traced from earth. We could see it for about forty-five seconds at a time as the ship rotated, and we watched it on and off for about an hour. We debated whether or not to tell the ground we had spotted something, and decided against it. Our reason was simple: The UFO people would descend on the message in hordes, setting off another rash of UFO spottings back on earth. We concluded it was most likely one of the panels. Its course appeared in no way to conflict with ours, and it presented no danger. We dropped the matter there. In his book "Carrying The Fire" astronaut Michael

Collins the command module pilot makes no mention of this incident. End of this Report.

ISSUE OF NEW IUFOPRA MEMBERSHIP IDENTIFICATION CARDS:

We are now in the process of issuing new IUFOPRA Membership Identification Cards(Heat sealed)for our Members. Some have been posted out already. So be Patient.



MEMBERS NOTES:

PROJECT EON-4.

The following document is one which we accidentally down-loaded while searching for something else on the Internet. The information contained therein can be considered "astounding" by any means and if we are to assume that this document is wholly true and factual then this is indeed an exciting time for UFOlogy and certainly changes our world view of things forever. However, we should always bear in mind that there is a lot of 'disinformation' put out on the Internet in order to distract us from what is really going on and it is possible that this document could be a 'disinformation' document. There is no hard evidence to say whether or not it is authentic. So we have decided to reproduce it as we found it and we will leave to you to judge for yourself whether or not it is authentic. Please let us have your views by writing or e-mailing us at the address on the back of this Newsletter.

PROJECT: EON-4 - MISSION BRIEFING.

- Project Leader: Maj. General Chas. W. Nichols.
- EON-1--Earth before life.
- EON-2--Earth with early life.
- EON-3--Earth with intelligent life (man).
- EON-4--Earth after the discovery of extraterrestrial life.

- Introduction**
- Background**
- Project;eon-4**
- Statement Conclusion**

INTRODUCTION:

Project: EON-4 is a secured EBE (Extraterrestrial Biological Entity) Contact and Deep Space Data Recovery/Collection operation originated by, and operated primarily within the physical boundaries

of, the United States of America, with significant participation and contribution by numerous other scientific/technological/ sociological facilities, both domestic and international. The EON-4 Website was designed and is maintained as the single most efficient means of disseminating to the global scientific community -- without delay -- a significant portion of the data being collected and processed daily by EON-4. Any attempts to keep the existence of the EON-4 project or its mission classified "Highest Top Secret" (as it had been until very recently) are no longer feasible. The fact that we have been in contact with a far distant extraterrestrial civilization for three + years has been common knowledge among ta growing section of the world's scientific community. Psychological studies confirm that the overwhelming majority of persons discovering this website by accident will fail to accept as real the information being presented here: 89% according to the Boache Psych-TY Panel, 94+% according to Keating-Kent (utilizing, among other sources, data gleaned from their "Alien Autopsy" television experiment of last year. Ref. Psychological Studies docs A-1 thru AA-19, E-4 Research File 6.HTE. 005). Government organizations (White House, NSC, USAF, etc.) will continue to deny -- to the general public and the world's press at large --the existence of EON-4, its facilities at Groom Lake, Nevada, or its mission currently underway. That is, until such time is determined that an official announcement by credible will be "emotionally acceptable" to a comprehensive majority of the world's population. This Briefing document is not intended for the 1,604 installations worldwide who are already aware of, or are active participants in, Project: EON-4. Instead, it is meant to introduce this operation and its services to any other science-oriented facility or individual who may not be fully cognizant of its origins, its mission, etc. If you have not yet

designated a screen name and password to your facility, it is highly recommended that you do so before proceeding. Although not required, this will grant your facility access/status equivalent to that of the 1,604 participating scientific installations.

Welcome to EON-4. For you, the future of mankind begins -- now.

BACKGROUND :

We have made contact.

On August 13th, 1992, the META (Multichannel Extra Terrestrial Array) radio telescope at Harvard University perceived a strong narrow-band single channel signal at 2840 megahertz. Unlike previous so-called "events", this signal had an originating point less than .25 parsec outside our own solar system. Observable distortion at this originating point led to the supposition the this was the mouth of a RBNN (Radio Based Nexus Navigator. Spoken: "Ribbon". Ref. theory paper, "Curved Space Phenomena: Wormholes/RBNNs" by Dr Alex Keff, E-4 Archives File 31.WWH. 499). On August 30th, 1992, a simple greeting was sent from Earth (Harwich Station, Greenwich, England), aimed at the same originating point. And on Oct, 20th, 1992, a full-fledged mathematics-based message was received from a highly advanced civilization situated at a far distant location in the universe. The first interaction between humankind and an extraterrestrial lifeform had begun. Since that day, and continuing through the present, a steadily growing share of the world scientific community has been privy to the regular, open exchange of scientific and sociological data that has been taking place between ourselves and the EBE culture (designation: Sentients). Not unexpected, much of the science and technology this culture discusses with us exceeds our own current level of

comprehension (someone once suggested that it is often like MIT professors trying to discuss quantum mechanics with kindergartners).

{NB: Language has never been a barrier. Although we have been able to understand only the most basic rudiments of their complex forms of communication, the Sentients have had no problem receiving information from us in any human language -- from English to Sinhalese--and responding in kind (contact Sentient Society Studies/Interaction Group for current PPL and PPF information)].

Fourteen months after initial contact was made, the Sentient society provided us with instructions to develop and construct a device that has allowed the transfer of physical matter through the RBNN. On April 23, 1994, probe KLTU/17178 (nicknamed "Klaatu") was launched through the RBNN. The Sentients acknowledged its arrival on June 7th, 1994. Klaatu was able to receive instructions from Earth and transmit data back via the RBNN with relative ease (unlike the transfer of physical matter, radio-based information exchange carries a distance delay of less than 24 hours).

Two more probes were sent in July of that year (Klaatu II, III). And on September 3, 1994 -- the first biologic was sent (a white lab rat named Duncan). Several more increasingly complex animal representatives were sent over the next months (finishing with a chimpanzee named Bradbury). Concurrent with these launches, there was much speculative discussion among the earthbound scientific community regarding the possibility of someday

Page 5:

sending human explorers via RBNN to this far distant civilization -- for first hand observation and interaction. Then in February, 1995, the Sentients tendered an invitation -- they would welcome visitors from our world to theirs. After much debate (can this be done as successfully with humans as it had been with animals?, how will such face-to-face contact profoundly affect the explorers?, can we really even trust this other civilization?), it was decided that such an astonishing invitation could not be ignored. On October 28th, 1995, three brave Explorers were launched through the RBNN on truly the most remarkable journey ever undertaken by human beings. 199 days later -- They arrived.

PROJECT: EON-4:

PROJECT:EON-4 (named after the anthropological designation) is the mission team and state-of-the-art facility directly involved with unprecedented event. Located underground within the highly secured USAF premises at Groom Lake, Nevada, EON-4 is charged with the safe launch, continuing safety, and ultimate successful retrieval, of EXPLRR TM1. Almost a city unto itself, Project Headquarters is also home to over 1,200 scientists, technicians, administrators, military reps, and support staff--all working around the clock in the collection, processing, and analysis of the hard data and first-person observations arriving regularly from these inaugural human representatives in a far distant land.

For those who have 386\486 Intel Computers and are on the Internet. Search for <http://www.ftch.net/~ufoinfo/index.htm> And press the **Green** rectangular button and look for **Organisations**
E-Mail Address - iufopra@indigo.ie

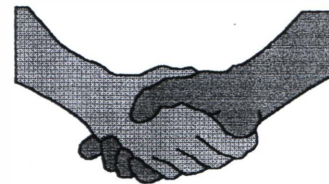
STATEMENT CONCLUSION:

If you are reading this Mission Briefing, then you are one of the very few among the world's population who are aware of this astounding mission and have made the information link to this other world.



A GENTLE REMINDER TO OUR MEMBERS:

A look now and then at the Date on your Certificate of Membership, will tell you that you are due to renew your Annual Sub seven days before that date. "Happy Skywatch !"



"LET THERE BE PEACE !"

:IUFOPRA INFORMATION NETWORK EXCLUSIVE:

It's official... the Flying Saucer is a patent of British invention

There is always a constant stream of strange flying machine patents - from the bizarre to the practical - but it's not very often that you will see a thermonuclear powered flying saucer. In this case, it is even more astonishing when you see that a patent was filed by the British Railways Board and not by, perhaps, British Aerospace. The original patent application (GB1310999) was filed on 11th December 1970 and speaks of a "space vehicle". The complete specification was filed 10th March 1972 and had now been changed to a "Space Vehicle" - the specification was published on 21st March 1973 (see reproduction).

This case raises many questions. Was it a prank? - unlikely when one considers the costs involved. Was it a case of speculative patenting? - hoping that the technology would catch up. Or is there, under a tarpaulin in a shed in some hidden siding, the real thing? Let's examine the evidence...

In the light of this revolutionary tech was the Channel Tunnel a complete waste of money and resources?

FIG. 2 of leavys, llamas and other blockages 'on the line' will future include meteor storms and inclement winds?

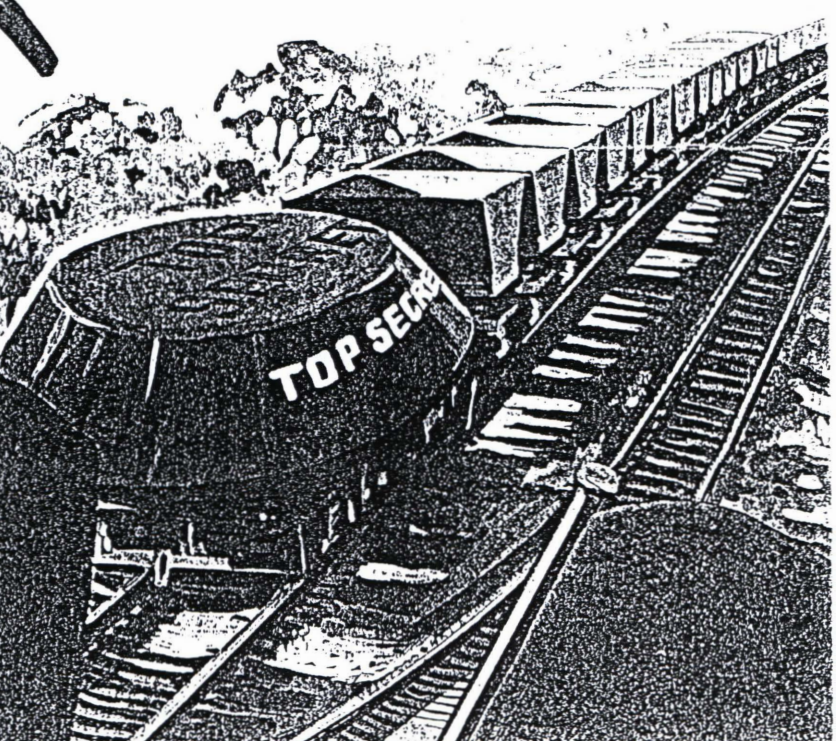
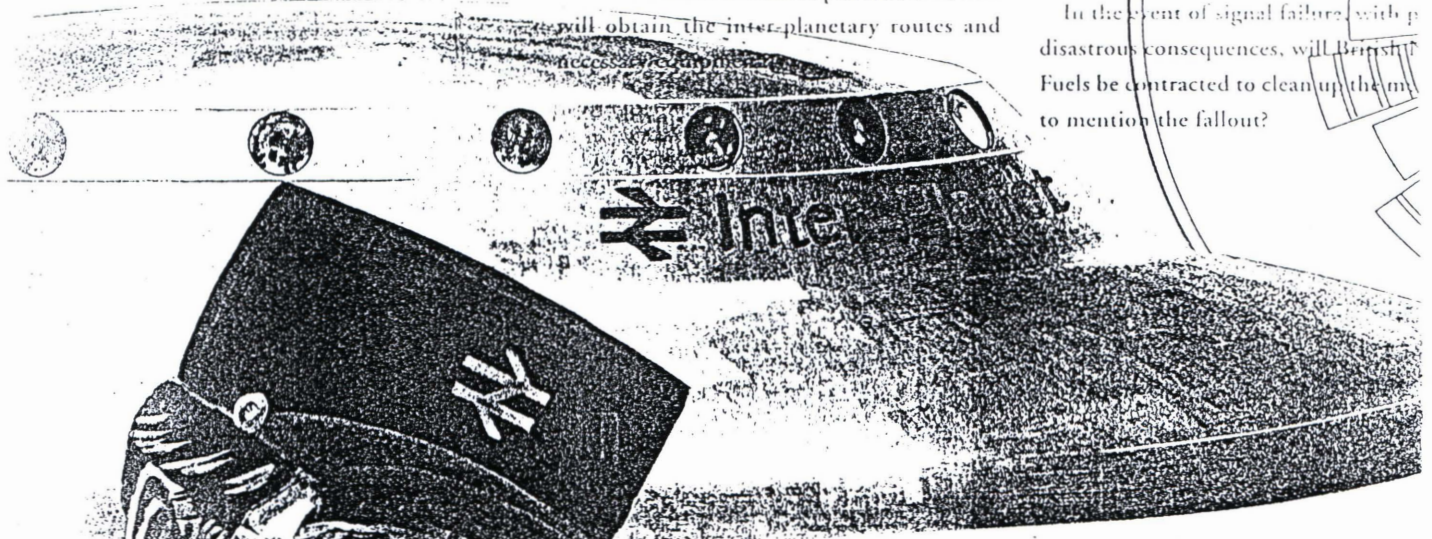
As controlled nuclear fusion is the heart of the power industry, shouldn't BR be its secrets for the benefit of us all?

Does BR intend to supply this service every station or will passengers still change at Waterloo?

In the event of signal failure, with disastrous consequences, will British Fuels be contracted to clean up the mess to mention the fallout?

The major railway engineering works of the day were based at Crayke, Ilkley, West Yorkshire. It is not clear if any of the works were involved in the development of the "Space Vehicle" for the unexplained "sp" of UFO sightings which occurred in the North of England in the mid 70's?

In the current climate of privatisation, who will obtain the inter-planetary routes and necessary permissions?



PATENT SPECIFICATION

(11) 1310990

DRAWINGS ATTACHED

- (21) Application No. 59083/70 (22) Filed 11 Dec. 1970
- (23) Complete Specification filed 10 March 1972
- (44) Complete Specification published 21 March 1973
- (51) International Classification G21B 1/00; B64G 1/00
- (52) Index at acceptance
G6P 3E1 3E3X
B7W 2
- (72) Inventor CHARLES OSMOND FREDERICK



(54) SPACE VEHICLE

(71) We, BRITISH RAILWAYS BOARD, a public authority established under the provisions of the Transport Act 1962, of 222, Marylebone Road, London, N.W.1, do hereby declare the invention, for which we pray that a patent may be granted to us, and the method by which it is to be performed, to be particularly described in and by the following statement:—

The present invention relates to a space vehicle. More particularly it relates to a power supply for a space vehicle which offers a source of sustained thrust for the loss of a very small mass of fuel. Thus it would enable very high velocities to be attained in a space vehicle and in fact the prolonged acceleration of the vehicle may in some circumstances be used to simulate gravity.

According to the present invention there is provided a space vehicle including a platform, a thermonuclear fusion zone provided at the underside of said platform, means for supplying fusion material to said zone, one or more lasers to provide for ignition of said fusion material at said fusion zone, magnetic means on said platform adapted to deflect charged particles emitted from said fusion zone and a plurality of electrodes on said platform adapted to receive charged particles emitted from said fusion zone to thereby provide a source of electrical power.

A preferred embodiment of the present invention will now be described with reference to the accompanying drawings in which:

Figure 1 is a cross section of a space vehicle,

Figure 2 is an underside view of part of the vehicle shown in Figure 1.

The space vehicle consists of a disk or platform 10 which may have a flat, slightly concave or convex undersurface. A controlled thermonuclear fusion reaction is ignited by one or more pulsed laser beams produced by lasers 11 and reflected or focussed onto a central reaction zone 12 on the underside of the platform.

The thermonuclear fusion will take place in a series of pulses, each pulse being triggered

by laser energy, and/or energetic particles reflected from a previous pulse. The system will be arranged so that the fusion process will decay after each pulse so that the stability of the system is maintained. The pulse frequency will generally be greater than 1000Hz to avoid structural vibration within the vehicle.

The fusion zone 12 will be supplied with liquid fuel pumped through a nozzle 13 at high pressure.

The vehicle contains powerful electromagnets 14, possibly superconducting magnets, whose fields will extend into the space below the vehicle. These fields will deflect charged particles produced by the thermonuclear reaction either towards the underside of the vehicle or away from it. The particles deflected towards the underside of the vehicle will be received on insulated electrodes 15 and provide a source of electric power. The particles deflected away from the vehicle will contribute to the vehicle lift by a greater amount than if they had simply ejected from the reaction point (or points).

The electrodes 15 are subdivided radially as shown into a number of sections 16 each separated by an insulating strip 17 from adjacent sections. In this way the voltage on each of the sections 16 can be different, which in certain circumstances can be advantageous as will be described.

The proportion of charged particles generated at the reaction point 12 (or points) may be modified by mixing the material subject to fusion with some other material or placing the two materials adjacent to one another. These means may also be used to increase the opacity of the fuel to the laser radiation and thereby make ignition easier.

Heavy material 18 will shield the upper part of the vehicle from the nuclear radiation emanating from the reaction zone.

In addition cooling tubes 19 absorb excess thermal energy produced by the reaction and carry this to a radiating surface 20 provided on the upper side of the disk 10.

The large burst of power necessary to energise the lasers 11 initially could be provided

by a homo-polar generator 21 involving a large spinning disc or two or more contra-rotating disks. This disc generator could be placed directly over the reaction zone 12 to assist in shielding the upper side of the vehicle from radiation. This principle could be used with multiple reaction points also. After initial start up of the device the homo-polar generator 21 could continue to spin and act as an energy storing flywheel. It may also be used as a reference level in a system for stabilizing the vehicle by varying the electrostatic voltages on the electrode sections 16 to apply a correcting couple to the vehicle.

The magnetic fields on the underside of the vehicle will protect some zones of it from charged particles. These zones could be used to situate laser devices or reflectors for laser beams, thereby ensuring a longer life for these components.

By controlling the voltages on the electrode sections 16 and also the magnitude of the magnetic fields from each of the magnets 14, by way of a suitable servo mechanism, the thrust acting on the vehicle can be vectored so that its attitude and direction of movement can be controlled.

A passenger compartment 22 can be positioned on the upper central part of the vehicle.

WHAT WE CLAIM IS:—

1. A space vehicle including a platform, a thermonuclear fusion zone provided at the underside of said platform means for supplying fusion material to said zone, one or more lasers to provide for ignition of said fusion material at said fusion zone, magnetic means on said platform adapted to deflect charged particles emitted from said fusion zone, and a plurality of electrodes on said platform adapted to receive

charged particles emitted from said fusion zone to thereby provide a source of electrical power.

2. A space vehicle as claimed in claim 1 wherein the individual electrodes and the magnetic means are arranged alternately in a ring surrounding the fusion zone.

3. A space vehicle as claimed in claim 2 wherein each electrode is subdivided radially into a plurality of sections each insulated from one another.

4. A space vehicle as claimed in any preceding claim wherein an electrical generator is provided for supplying the necessary power to initiate the operation of the lasers.

5. A space vehicle as claimed in claim 4, wherein said generator is a homopolar generator.

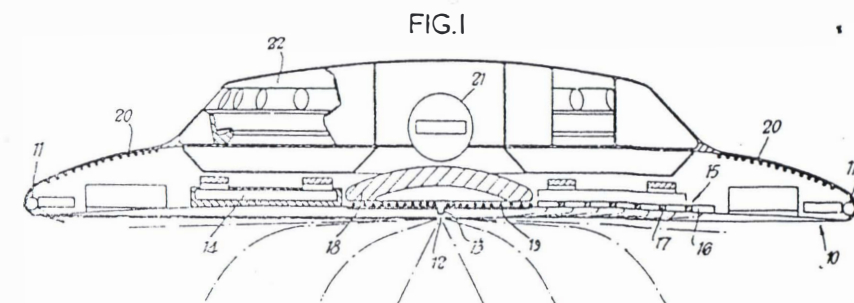
6. A space vehicle as claimed in any preceding claim wherein thermal energy absorbing means are provided adjacent said fusion zone the arrangement being such that when the vehicle is in operation the absorbed energy is transmitted to and radiated from the upper surface of the platform.

7. A space vehicle as claimed in any preceding claim wherein servo controlled means are provided for controlling the inclination of the platform by varying the strength of the magnetic field of said magnetic means and/or the voltage on said electrodes.

8. A space vehicle substantially as described herein with reference to the accompanying drawings.

JENSEN & SON,
Agents for the Applicants,
8, Fulwood Place,
London, WC1V 6HG.
Chartered Patent Agents.

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The
Patent
Office

RECEIVED

10 JUL 1996

Mr Patrick J Delaney
IUFOIPA Information Network
PO Box 3070
Whitehall
DUBLIN 9
IRELAND

The Patent Office
Cardiff Road
Newport
Gwent NP9 1RH

Phone: 01633 813586
Fax: 01633 814827

4 July 1996

Dear Mr Delaney

Thank you for your letter of 25th June 1996 concerning GB 1310990, the British Rail "flying saucer" patent. You are quite right in assuming that the publication is an "authentic" patent, ie it disclosed a new invention at the time when the application was originally made.

You may reproduce whatever portion of GB 1310990 you choose in your magazine.

Yours sincerely,

A handwritten signature in cursive script, appearing to read 'Melvyn K. Rees'.

Melvyn K. Rees.
Classification Section

E.M.U.F.O.R.A.

Presents

An Afternoon meeting, with guest speakers:

NICK POPE

MATHEW WILLIAMS

at the BULWELL TA Centre, Hucknall Lane, Bulwell, Nottingham, England

on

Saturday 17th August, 1996. 2pm - 6pm

Tickets £4.50 or £5.50 on the door

Seats are Limited - so get your tickets now, from:-

**Tony James, 8 Roosa Close, Hempshill Vale, Bulwell, Nottingham, NG6 7BL
Telephone 0115 927 5623**

Nick Pope

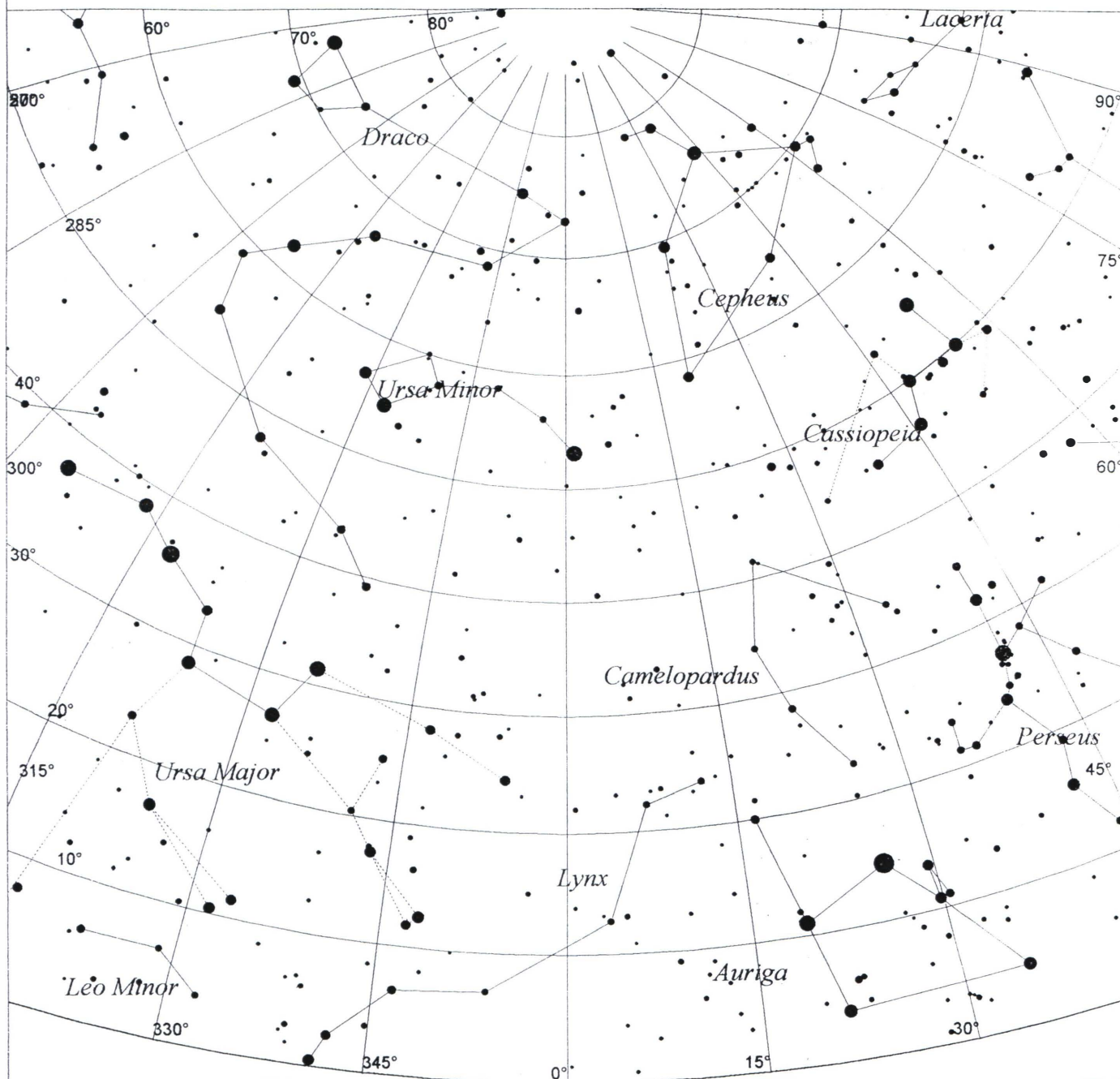
Nick Pope works for the Ministry of Defense as a Higher Executive Officer, the ranking equivalent of a major in the British Army. In the summer of 1991 he was appointed to investigate UFO sightings and determine if there was any risk to National Security. Having started the job as a sceptic, he now firmly believes that extra-terrestrial life is a reality.

A REAL LIFE FOX MULDER SPEAKS OUT

Mathew Williams

Mathew Williams is a UFO researcher and the editor of the *Truthseekers Review*.

STARCHART(AUGUST-1996.) Tom Gardiner.



STARS		SYMBOLS	
● <1	• >5.5	☄ Comet	⊕ Globular Cluster
● 2		♁ Asteroid	⊛ Planetary Nebula
● 3		☐ Galaxy	☉ Quasar
● 4		○ Open Cluster	○ Other Object
● 5		□ Bright Nebula	

Local Time: 23:30:00 1-Aug-1996 UTC: 23:29:59 1-Aug-1996 Sidereal Time: 19:48:23
 Location: 53° 19' 48" N 6° 15' 0" W Centre Az: 0.0° Alt: 45.0° Field: 90.0° Julian Day: 2450297.4792
 This map was printed by an UNREGISTERED copy of SkyMap 3.0

SPECIAL ANNOUNCEMENT:

**IN THE NOVEMBER\DECEMBER-
1996. OUR NEWSLETTER WILL BE
TOTALLY DEVOTED TO:-
“CATTLE MUTILATIONS”:**

