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**ADVANCED MAGNETIC PROPULSION SYSTEMS
(UFOs, Magnocraft, Free Energy Devices)
Part 3
The Evidence Confirming the Validity
of the Theory of the Magnocraft**

by

Dr Jan Pajak

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Part 3:

THE EVIDENCE CONFIRMING THE VALIDITY OF THE THEORY OF THE MAGNOCRAFT

Professor Tom Stonier in his book, "The Wealth of Information", (Thomas Methuen, London 1983, ISBN 0-423-00800-5 pb, page 12) says:

"Unlike earlier times when practical experience laid the foundation for new science, the flow of information is now generally in the opposite direction. For example, in the nineteenth century, the experience with the steam engine led to the science of thermodynamics. In contrast, the development of the transistor in the middle of the twentieth century was dependent on the solid-state physics conducted decades earlier."

This statement very precisely reflects the revolution which we are observing in technology at present. From now onwards our inventions will become so complex and so sophisticated that there is no way we can come upon them accidentally while conducting other experiments. Behind each major device now completed stands some complicated theory which is an accumulation of an enormous amount of knowledge, and we must accept that this process will escalate in the future. Therefore the time when we could expect from an inventor that he/she would provide working hardware in support of his/her claims belongs to the irreversible past. From now on new inventions will be first presented on paper - like the Oscillatory Chamber and Magnocraft in this monograph - and then will come the long, expensive and difficult task of actually building them, involving the co-ordinated effort of many people.

This new situation with regard to inventions also requires the developing of new methods for evaluating the validity and usefulness of a particular creation, before the construction of it is in fact started. These methods must be able to ascertain whether an invention is correct, feasible and useful when it is still on paper and presented in theoretical form only. Unfortunately, such methods do not exist as yet. We must start to create and develop them as soon as possible.

In the part of this monograph that follows, the author's approach in developing such a method is presented. This approach takes the form of logical deductions and supporting evidence which prove that the propelling devices described in the previous part of this monograph are already used on Earth by some extraterrestrial civilizations. At the moment when the deductions prove this, they also prove that the completion of the Magnocraft and the Oscillatory Chamber by our civilization must be feasible as well. This is because the laws of the universe work the same for everyone. Therefore no matter who implements a particular invention, its principles must still be valid and its completion feasible. The principles working for extraterrestrials must eventually work also for us. Thus conclusive proof for the use of a particular device by extraterrestrials is equivalent to actually seeing a working model of this device. Of course, because such a working model is "imported" (not built here on Earth), our civilization still faces the problem of its completion. But our aim becomes clearly defined, the final success assured, and the completion procedure justified.

Chapter J**FORMAL PROOF THAT "UFOs ARE ALREADY OPERATIONAL MAGNOCRAFT"**

It is obvious that the best way of convincing someone about the feasibility of building a Magnocraft is to demonstrate this vehicle when it is already built and operational. By an extraordinary coincidence, advanced spaceships are observed on Earth whose attributes exactly correspond to those of the operational Magnocraft. These spaceships are called UFOs (an acronym from "Unidentified Flying Objects"). Of course, in order to use UFOs to validate the Magnocraft, formal proof that "UFOs are already operational Magnocraft" must first be conducted. This proof is presented in the chapter that follows.

The Magnocraft is entirely an Earth vehicle, i.e. it has been invented, developed, and it is proposed to build it on Earth without any extraterrestrial influence or inspiration. It was only after all the attributes of this vehicle were fully identified and published that numerous readers contacted the author and reported that they have actually seen the Magnocraft in operation - only they called it differently, i.e. a UFO. Although at that stage the author did not envisage any connection of his Magnocraft and UFOs, just in case there was one he followed these reports and tried to identify the differences or similarities existing between both these vehicles. Soon afterwards, with the weight of the evidence that he collected, he realized that in fact there are UFO vehicles already operational on Earth which display all the attributes that have been theoretically predicted for the Magnocraft. Subsequently the formal proof that "UFOs are already operational Magnocraft" has been worked out and published. It appeared for the first time in the Polish Journal "Przegląd Techniczny Innowacje", no 12/1981, pp.43-5. The proof presented in this chapter is only an extension, with additional evidence, of this original proof published in the Polish Journal.

The formal proof that "UFOs are already operational Magnocraft" is based on a very old methodology adopted by present science and called the methodology of "matching the attributes". In this methodology two sets of attributes describing two independent objects are compared (matched), in order to prove that both these objects are identical. An ancient example of using this methodology would be a hunter who matches the attributes of a trail with attributes of an animal known to him in order to determine as to whether this animal made the trail. This methodology is one of the most reliable, successful, and frequently used ways of identifying unknown objects. It is used in the majority of identification procedures, including criminal investigations (matching the evidence with a suspect), medicine (matching symptoms with a disease), military reconnaissances, etc. In order to prove with this methodology that the Magnocraft and UFOs are identical vehicles, a total match between the theoretically deduced attributes of the Magnocraft and the observed attributes of UFOs must be documented. Therefore, this proof is formulated as a logical structure comprising the following 4 steps:

1. Proposing the working thesis that "UFOs are already operational Magnocraft" and defining a way of proving the truth of this thesis. (The introductory part of chapter J achieves this).

2. Identifying the Magnocraft's attributes, to be subjected to matching. Through applying the theory of the Magnocraft, 12 most representative attributes that will characterize the operational Magnocraft were theoretically identified and are listed in subsection G12. The reason why, in the proof presented here, only 12 attributes are used (instead of, for example, 13 or 24) is that from the probability point of view 12 attributes suffice for this purpose (see the justification from subsection A3). But the complexity of the Magnocraft enables us to identify and describe a large number of further attributes not considered here. Therefore, almost any required number of the Magnocraft's attributes can be included in this proof later, if required.

3. Documenting the corresponding attributes of UFOs. By analyzing various UFO sightings and photographs, corresponding 12 attributes of UFOs were revealed and documented.

4. Matching each attribute of the Magnocraft deduced theoretically with the corresponding attribute observed on UFOs. If this matching is total, it automatically proves the truth of the working thesis, thus constituting formal proof that "UFOs are already operational Magnocraft".

The completion of the above logical structure is achieved in 3 sections of this chapter. The first section J1 explains the principles applied during the selection of evidence concerning UFOs to be presented here. The second section J2 conducts the matching of both groups of attributes, i.e. those deduced theoretically for the Magnocraft and those observed on UFOs. This J2 section is further sub-divided into 12 subsections, each one of which describes the next representative attribute of the Magnocraft, and then matches this attribute with the corresponding evidence collected during sightings of UFOs. The section J3 presents the final conclusions derived from the presentation of the logical structure of this proof.

The completion of the proof that "UFOs are already operational Magnocraft" introduces a number of important implications. The three most significant of these are as follows:

- (1) It constitutes proof that "UFOs do exist".
- (2) It validates the theory behind the Magnocraft. From the point of view of the Magnocraft's validity, the existence of UFOs which employ the Magnocraft's principles of operation has the same value as the presentation of a working model of the Magnocraft.
- (3) It stresses the importance of UFO research. Scientific analyses of UFOs are vital for rapid progress towards the completion of the Magnocraft. Thus, it is also vital for the achievement by our civilization of a capability for interstellar transportation.

The methodology of "matching attributes" applied here to prove formally that "UFOs are already operational Magnocraft" also provides an additional benefit. It introduces the important "postulate of interchange between UFOs and the Magnocraft". According to this postulate every correct equation, principle and fact established for the Magnocraft must also apply to UFOs; as well, every fact observed on UFOs must apply to the Magnocraft. The practical utilization of this postulate allows for the more rapid solving of the UFO's secrets by applying to them all the findings concerning the Magnocraft, and also allows for faster progress in the building of our Magnocraft through utilizing technical solutions that are already observed on UFOs.

There have been already, and will be in the future, numerous attempts to discredit the validity of deductions presented here (e.g. see OMNI, February 1984, Vol. 6, no. 5, page 87). However, in spite of these attacks from opponents of the Magnocraft, so far no one has managed to invalidate the theory behind this vehicle, or refute the validity of the proof based on this theory. Every single objection against the Magnocraft that has been raised to date is a result of critics overlooking an important solution already postulated by the theory of this vehicle. On the other hand, success in the experimental completion of the devices postulated by the Magnocraft's theory (such as the Oscillatory Chamber and free energy devices) reinforces the validity of this vehicle.

The proof is based on the methodology of "matching the attributes" in definition allows an unlimited number of comparisons (i.e. every fact gathered from a UFO sighting can be compared to a corresponding fact derived theoretically from the Magnocraft). Therefore, this kind of proof still remains valid even if the individual attributes of UFOs that it utilizes could not be validated for some reason. This characteristic of the proof presented here completely neutralizes the debunking strategy used so far by sceptics to abolish previous attempts proving the existence of UFOs. We know that all these previous attempts were based on single facts (e.g. single sighting, single event, single material evidence). On the other hand, there is no single fact that can't be put in doubt by scientists who are so willing. Therefore, by adopting the strategy of continually putting such single facts in doubt, the UFO sceptics have managed to invalidate every other proof put forward to date.

Fortunately, with regard to the proof presented here, this strategy used by sceptics would simply not work. In order to put it in doubt they would need to prove conclusively that all the evidence of UFO manifestations is non-existent (philosophically, proving this is impossible). For this reason, the structure of logical proof presented in this chapter is "sceptic-proof".

The impossibility of discrediting the proof presented here puts UFO sceptics in a rather uncomfortable position. Their reaction observed so far is to ignore its existence. But such ignoring has no significance in the long run - it delays the official recognition of the proof, but is unable to prevent it. The proof is there, it was formally published, no-one is able to disprove it, therefore every person involved in UFO research is obliged to respect its validity.

As is usually the case with the acceptance of new scientific developments, acknowledgment of the author's formal proof that "UFOs are already operational Magnocraft" is progressing very slowly. Probably even when the first Magnocraft built on Earth will carry ambassadors from our planet to other civilizations, some individuals will still refuse to recognize all the implications that this vehicle introduces (similar to the situation where believers in a "flat Earth" still refuse to accept that our planet is round). However, in spite of this, the Magnocraft steadily gains further adherents in an ever increasing number of countries. At present it is already well established in such countries as: New Zealand, Poland, Switzerland, USA, USSR, and West Germany. Further investigators from other countries display a growing interest in this vehicle, and in the ideas that it introduces.

J1. Principles of selecting the relevant UFO evidence

There is an overwhelming wealth of evidence available at present concerning UFO manifestations. If "UFOs are already operational Magnocraft", then all these UFO manifestations must correspond exactly in every detail to the future effects of the Magnocraft's operation. Of course it would be impossible to present all the evidence concerning UFOs in one small chapter. For this reason, only selected samples of "court-type" evidence are used here. These samples represent evidence that would be recognized in any court during trials involving human lives, and include UFO photographs and eye witness reports. Apart from this court-type evidence, there is a wealth of material evidence available on UFOs, such as marks left on the ground during landing of UFOs, sites where UFOs exploded, glassy tunnels made in rocks during underground flights of UFOs, etc. This material evidence is referred to here, but its detailed presentation will be contained in the next chapters in support of more specific aspects of the Magnocraft's theory. Most of it has a stationary, permanent character, thus it can be subjected to scientific investigations without the need for altering traditional research methodologies (e.g. the marks left on the ground during landing or the explosion sites of UFOs do not fly away when scientists approach them). Its interpretation significantly advances our ability to commence the building of the Magnocraft.

Included in the court-type UFO evidence are a vast number of UFO photographs and eye-witness reports. This number is too large to be reviewed fully in one small chapter. Also the main goal of this presentation is more to explain the principles of matching the attributes of UFOs with those of the Magnocraft, rather than to accommodate all the UFO evidence available for this purpose. Therefore for each topic addressed, the author selected only one single sample of evidence which in his opinion is the most representative of all the material collected on this topic. Everywhere, where it is possible, the author has used photographs to illustrate his deductions, as they constitute the most objective evidence. In some topics, however, where the deductions concern matters impossible to be photographed (e.g. course of events, electric currents, etc.), appropriate eye-witness reports are provided.

All evidence used in this chapter has been selected from the most classic examples of UFO photographs and sightings. Therefore copies and descriptions of this evidence are contained in various books and periodicals dedicated to UFOs. In order to save readers' time, the author has listed at the end of this chapter some resources known to him of UFO

evidence. Although these books contain all the descriptions of cases referred to in this chapter, they are not the only sources which supply the details of the evidence discussed here and which allow for the verification of this evidence. For scientific exactitude, each time deductions are supported by UFO evidence, the author has also provided the source materials where the original description of this evidence can be found. Such a reference takes the form explained in subsection A2, i.e. "[...J] page number". For example "[4J] p. 134" means: look at page 134 in the 4th book in the list provided on the last page of chapter "J". (Notice that the first book in the list at the end of chapter J is written in German. But because, in the author's opinion, it contains the best atlas of UFO photographs ever published, it is highly recommended for English speaking readers also.)

The author has dedicated an enormous amount of time and effort to provide readers with the best possible quality of evidence. He has searched for the authors of UFO books and photographs, has written numerous letters to them, has asked for copyright permission, higher quality copies of photographs, details which were lacking on some evidence, etc. Unfortunately most of these efforts have not produced results. Thus some evidence of key importance must be presented here in the form which is available to the author, i.e. sometimes with important data unavailable, or not of the highest quality copy. But he will continue his effort and in the next edition of this monograph the quality of the evidence presented should be improved further. The author would like to take this opportunity to issue an appeal for assistance in contacting owners of UFO photographs, in finding the sources of the higher-quality UFO pictures, in the collecting of unavailable details (e.g. authors, dates, places, etc.) on the evidence already presented here, etc. To improve this monograph is not just to expand one more book on UFOs, but to strengthen the scientific foundations on which the rationalized research of UFO manifestations can be built.

As is obvious from the content of chapters G, H and I, UFOs are not one type of vehicle, but a mixture of three kinds of devices which in this monograph are called the Magnocraft, Personal Propulsion, and Four-Propulsor Spacecraft. In the deductions from this subsection only the Magnocraft-like (i.e. disc-shaped) UFOs will be considered and analyzed. The personal propulsion of UFOonauts will be discussed in chapter N, whereas the four-propulsor UFOs will be commented on in chapter O.

The many distinguishable differences between the anatomy of occupants from various UFO spaceships allow us to deduce that numerous civilizations have sent their vehicles to Earth. This is even confirmed by the claims of UFOonauts themselves. In the author's private files there is a report of a New Zealand citizen abducted onto a UFO deck for a medical examination (the Auckland incident of abduction, Auckland, New Zealand, December 1979) who discussed this matter with an alien doctor. In this report the information provided by the UFOonaut is recorded. Below is quoted what the abducted person repeated of the alien's statements:

"They have planets of people who are above them and planets who are below. We are below - not in any space, time or anything, simply in development. As he said and always emphasizes, knowledge is responsibility. They know about us, they have a responsibility to help us, as those higher than them have a responsibility to help them." Because the level of development of the civilizations sending UFOs varies, so also the technological advancement of their vehicles must differ. Thus Earth is most probably visited by a mixture of vehicles which are equivalent to all three generations of the Magnocraft. But we know from subsection B5 that each one of these generations is able to operate in the magnetic convention also. Therefore all UFOs in some stages of their flight display the attributes of the Magnocraft of the first generation. In this chapter, such magnetic attributes only will be considered. The UFOs flying in other conventions, i.e. teleportative and time travel, are discussed in chapter K.

As was proven in subsection G4, the general shape of all vehicles which employ the Magnocraft's operation is strictly predefined by the set of laws utilized in their propulsion. This shape must obey the set of equations listed in Figure G23. The only details which could vary for vehicles of different civilizations are the dimensions, materials and the internal divisions into crew compartments. But a common logic says that for practical

reasons (e.g. rescue missions in space) the dimensions of UFOs should also be standardized by various civilizations who use these vehicles. Therefore, it is almost certain that all civilizations who have already built Magnocraft-like vehicles are organized into an "intergalactic confederation" whose aims also include the standardization of these vehicles' dimensions. (Various reports from UFO abductees mention the existence of this confederation, e.g. the abduction of Serg. Moody on 13 August 1975, Alamogordo, New Mexico, USA - see Xenolog (New Zealand), no 104, May-June 1976, pp. 11-14.) The assumption adopted in this chapter is that such an intergalactic confederation in fact does exist. This assumption allows for a consistent approach in considering all disc-shaped (discoidal) UFOs, without determining which civilization produced them.

J2. Matching of the Magnocraft's attributes with those observed in UFOs

The order of the Magnocraft's attributes discussed in the subsections that follow coincides with that from subsection G12. Therefore for the better comprehension of subsequent topics, readers are recommended to refer to subsection G12.

J2.1. The observed shapes of solo flying vehicles

Although UFOs never pose for photographs and it is extremely difficult to obtain a clear picture of these vehicles, throughout the years a number of legible photos have been accumulated. While reviewing these photographs it becomes evident that the shapes of discoidal UFOs correspond to the shape of the Magnocraft in every detail - compare the Figures that follow with the description from subsection G.1. As we may see from Figure J1 an outline of a UFO reminds us of an inverted saucer (see also Figures N1 and G4). Identical to the Magnocraft, UFOs also possess the flange that surrounds these vehicles around their base - see Figure J2. In the centre of their base there is an underside concave - see Figure J3. In the centre of the UFOs' topside convex, a central propulsion compartment containing the main propulsor is located - compare Figures J4 and G5.

Similarly as is the case with the Magnocraft, UFOs are also built in the eight basic types K3 to K10, which differ from one another by the value of their "Krotność" factor (see subsection G4.7) and also by all attributes which depend on this "K" factor (e.g. number of side propulsors, general shape, dimensions). The existence of these eight types of UFOs can easily be revealed during the geometrical analysis of the objects photographed. The object shown in Figures J1 and J17 represents the UFO type K3. Figures J5 and J2 show respectively UFOs type K4 and K5. A UFO type K6 is shown in Figures J11 and J19. Type K7 is presented in Figures L2 and J30. The three largest types of UFOs, i.e. K8, K9 and K10 are presented respectively in Figures J6, J7 and J8.

The geometrical analysis of the photographs of discoidal UFOs reveals that each type of these objects exactly fulfils the set of equations listed in Figure G23. This means that the design conditions, which for the Magnocraft were described in subsection G4, are also operational in the structure of UFOs (these conditions are only operational when a given vehicle employs the Magnocraft-like propulsion system).

Mechanical protrusions which strongly confirm the similarity between the structures of UFOs and those of the Magnocraft are the telescopic legs of UFOs positioned beneath at an angle. As can be learned from Figure B1, the legs in the small types of Magnocraft (i.e. K3 to K5 type) must be extended at an angle in relation to the vehicle's base. There are a number of UFO photographs - see Figures J9 and J22 - which show that the legs of these extraterrestrial vehicles are in fact extended beneath at an angle. It should be stressed here that frequently at landing sites of UFOs very clear prints from these legs remain. An example of such a print is shown in Figure M1. The determinations of the weight of UFOs which made these imprints indicate that they are very close to the predicted weight of the Magnocraft, listed in Table G1.

The most direct confirmation of the similarity between the designs of UFOs and the Magnocraft originates from the reports of people taken onto the deck of UFOs (so-called abductees). If we omit from consideration the internal partitions dividing the crew's cabins into smaller rooms (which in various UFOs must be placed in different ways to suit the specific specialization of a particular vehicle) the design of every UFO's shell corresponds exactly to that of the Magnocraft. In almost every report the central cylinder containing the main propulsor (see 13 in Figure G5) is either directly mentioned or its existence can be deduced. Here is how Antonio Villas Boas (Brazil), abducted onto a UFO deck on October 15, 1957, describes the interior of the spaceship which he visited - see [5J] p. 20:

"... this room was in the centre of the machine. In the middle of the room there was a metal column running from ceiling to floor".

Similar central cylinders, sometimes even including accounts of the Oscillatory Chamber, can be found in numerous other well-known descriptions of a UFO interior, e.g. see the classical book by Jonathan Swift, "Gulliver's Travels", chapter III of a voyage to Laputa, where the interior of the Laputians' "flying island" (i.e. a UFO) is described in detail.

Moreover, almost every UFO abductee in his/her report also mentions the flange with side propulsors. Even from such brief quotations of abductees, like those provided in subsections L1 and K2, the similarity of UFO and Magnocraft shapes is evident (see also Figure G5).

J2.1.1. The vision distorting factors

The evidence presented above indicates that the saucer-like shapes of all discoidal UFOs should be perceived by various witnesses as almost identical. On the other hand, we know from practice that individual witnesses may differ in their perception of this shape almost to the extreme. In Figure J10 only a small sample of the almost unlimited variety of shapes and forms of UFOs which are observed and photographed is presented. So what is the reason for such significant differences between the objective shape of discoidal UFOs and their subjectively perceived picture? The deductions that follow explain this.

With UFOs, the unique principles of operation, the changes caused in the environment, the materials used for the shell, and the coupling capabilities, introduce seven "vision distorting factors" which may completely alter our perception of these vehicles. In appropriate situations, the distorting factors affect, at random, our sightings, causing the same UFO to be perceived completely differently by various witnesses. Let us now examine each factor separately, considering them in the order of their distorting power. (Readers should notice that the identification and evaluation of each factor is only possible because the Theory of the Magnocraft so clearly defines them.)

#1. The ionic picture of a whirl. In the magnetic whirl mode of a UFO's operation, the spinning cloud of ionized air may completely cover the surface of a vehicle (this cloud is called here the ionic picture of a whirl). Because this cloud is nontransparent, intensive, and with clearly defined boundaries, it is taken by numerous witnesses to be the surface of UFOs. The classic shape of an ionic picture of a whirl (see Figure G32) is easily deformed by the vehicle's motion, magnetic field configuration, etc. It also depends strongly on the type of UFO vehicle that formed it and on the intensity of the magnetic whirl, which (intensity) can change smoothly from zero to maximum. Thus the ionic picture of a whirl can provide witnesses with hundreds of various perceptions of the same vehicle - see Figures J9, J22, J23, J26 and J33.

#2. The coupling of a number of discoidal UFOs into various flying arrangements. The shapes of these arrangements drastically differ from the shapes of vehicles flying solo. Subsection G3 reveals how many different final forms can be obtained from such couplings. Figures J11 to J16 and also Figure L2 confirm that UFOs in fact produce each one of these forms. For example, the vehicle D/2 from Figure J10 is not a UFO of an entirely new shape, but a flying system formed from a number of discoidal UFOs - compare this D/2 shape and Figure G16.

#3. The action of a magnetic lens. This action is especially confusing as it may significantly alter the apparent shape of a UFO. It manifests itself through two different effects, i.e. (1) making parts of vehicles located close to the propulsors (i.e. flanges and topside domes - see Figures J5 and J30) become partially or totally invisible, and (2) distorting the apparent shape of visible parts of the vehicles in a similar way as objects partially submerged in a transparent liquid can be distorted. The second effect causes the hemispheres to be seen as ovals, spheres to be seen as egg-shaped, and flanges from behind objects may appear on the side of UFOs or on top of them - giving an impression of wings, tails, etc. An excellent example of this type of distortion is an apparent deformation of a lower UFO in detached configurations (compare Figures G13 and L1, which both show exactly the same configuration of vehicles).

One of the frequently reported results of the magnetic lens action is revealed to a witness who observes a UFO from underneath. In such cases the entire body of a vehicle may disappear, with only the twin-chamber capsule from the main propulsor remaining visible - compare Figures G37 and J31. In this way the discoidal UFOs are perceived by eye-witnesses as diamond-shaped or square objects. This phenomenon was reported by the witness of the UFO from Figure N1. Also the shape D/7 from Figure J10 was formed in the same way - see the description from subsection J2.10.

#4. The emission of various light signals. During darkness or poor visibility, eye-witnesses and photographs reveal only the shapes of light emitted by UFOs. Thus the real form of UFOs remains hidden behind these lights. Figures J19, J21, J25 and J28 illustrate how much distortion and concealing of the real shape of a UFO such lights may induce - see also the descriptions from subsection J2.9.

#5. The black bars of a magnetic field. The columns of a strong magnetic field yielded by propulsors of UFOs may trap light and look as though they were made of a black material. Thus, for some witnesses they may appear as solid elements protruding from vehicles. When combined with the action of a magnetic lens these black bars may significantly alter the appearance of UFOs - see Figure L1 which was the model for the drawing B/6 from Figure J10.

#6. The transparency of the UFOs' shell. The shells of UFOs is made of transparent mirror-like material whose degree of light reflection is controlled by the crew. Therefore, if the crew so wishes, the shell can be completely transparent or, like a mirror, may completely reflect the light. All the stages of the continuum between these two extremes can also be obtained. This ability to become transparent causes some internal elements of vehicles to be observed (especially when the shell of a UFO is looked through at an angle close to 90 degrees), while the outlines of the external shell remain unnoticeable. For example in Figure J8 the main propulsor and the crew's cabin ceiling are clearly visible through the transparent topside dome. Thus, while analyzing this photograph, one could obtain a completely false impression about the shape, size and location of topside domes in UFOs type K10.

#7. The various elements protruding from UFOs (e.g. legs, periscopes). These may also significantly change the appearance of the observed vehicles - see Figures J9 and J22.

If during an actual sighting more than one of the above factors acts simultaneously, the resultant perception of the UFO's shape is able to confuse even the most experienced investigator. For this reason the factors listed have contributed to forty years of difficulty in piecing together the enigma of UFOs. A theoretical approach to the problem, achieved through the formulation of the Theory of the Magnocraft, allowed a breakthrough in this ocean of misinformation and the discovery of a single source from which the shapes of all UFOs originate. Thus, thanks to the Theory of the Magnocraft, all UFO shapes can now be explained.

J2.2. The observable arrangements of coupled vehicles

It is confirmed that UFOs are also able to create all the arrangements which are described for the Magnocraft in subsection G3. The most frequently observed arrangement of UFOs is the spherical flying complex - see Figure J11. In numerous photographs of such complexes not only are both vehicles visible, but also the double flange which fastens the complex around its centre can be distinguished - see also Figure J30.

The spherical complex is not the only arrangement observed. There are numerous photographs and reports revealing the existence of cigar-shaped flying complexes of UFOs - see Figure J12. The various sources reveal that such cigar shapes are reported in 5% to 8% of all UFO sightings (see [4J] p. 132). Also the fir-tree flying complexes of UFOs have been seen in some cases - see Figure J13.

Different classes of UFO arrangements, not just physical flying complexes, are also reported. Frequently detached configurations of UFOs are sighted - see Figures J14, K4 and L1. Some photographs and witnesses reports confirm the appearances of semi-attached configurations - see Figures J15 and L2. On sporadic occasions the carrier platforms (see Figure J16), flying systems (see shape D/2 from Figure J10) and even flying clusters (compare Figures J20, G17 and M31) have been witnessed and photographed.

UFOs have not only been observed flying while already formed in all these numerous arrangements, but also have been seen when performing in-flight manoeuvres of coupling and decoupling. For example, the photograph from Figure J1 was taken when a spherical complex was observed to split (decouple) into two solo flying UFOs.

The manoeuvre of decoupling the spherical complexes of UFOs is frequently accompanied by the falling to Earth of the hydraulic substance which in subsection G3.1.1 and G3.3 is called "angel's hair". The use of this substance confirms that between the main propulsors of the coupled UFOs there also appears the forces of magnetic attraction, identical to those predicted for the Magnocraft. Thus the falling of "angel's hair" not only indicates the arranging of UFOs in a way similar to the Magnocraft, but also proves that both these vehicles (i.e. UFOs and the Magnocraft) utilize exactly the same propulsion systems. Described below are examples of cases of "angel's hair" falling - refer to [4J] p. 101. Notice that in each case the presence of a spherical flying complex of UFOs, which dropped the substance is reported.

1. Oloron, France, 17 October 1952. At 12.50 p.m. a huge white cylindrical object tilted at a 45 degree angle and moved silently across the skies accompanied by about thirty domed discs travelling in pairs. Lightning-like flashes arced between each pair. The top of the cylinder spewed out white vapour while wispy filaments of material fell to the ground in large amounts where it evaporated.

2. Sadbury, Massachusetts, USA, October 22, 1973. Jane was house-cleaning when her four year old son burst into the house to proclaim that huge spiderwebs were falling from the sky. She stepped outside to see masses of web-like material draped over the bushes, telephone lines, and on the lawn. ...While collecting samples, she glanced upward to see where the wispy threads were coming from. She noticed a type of globe, a ball-shaped object in the sky.

3. Watson/Zachary, Louisiana, USA, 18 October 1973. At 4:30 a.m. early morning workers at a neighbourhood store in the town of Baton Rouge were frightened by loud whirring sounds and flashing coloured lights in the sky. A few hours later, at nearby Watson, R.E. Clark and others sighted a fast manoeuvring object that emitted swirling white material which left circular trails in the sky. Later the same day, a cigar-shaped object streaked across the skies trailing white streamers in its wake. The substance was described as a "long white silky substance" with some strands as much as 2 meters long. One worried mother removed the fallen substance from her little boy. It evaporated on contact with her skin!

In the late 1970s Polish UFO investigating groups accessed a document called the Azaps' Report (dated 24 November 1977). It contained the summary of official UFO investigations conducted by the Academy of Science USSR, Section on Underwater Phenomena. This document stated that an examination of the "angel's hair" was conducted in seven scientific Institutes of the USSR. The scientist Pietranow-Sokolow determined that

this substance represents a compound of boron with silicon, which Earth's technology, to date, has been unable to produce (compare the above with subsection G3.3).

J2.3 The absence of mechanically co-operating parts

The principal drawback of every contemporary means of transportation built on Earth is that it must contain thousands of parts co-operating mechanically. For example, the new Boeing 747 - 400 contains about four million individual parts. The precise manufacture of all these parts makes our vehicles expensive, whereas their failure to operate causes numerous catastrophes that take many human lives. The Magnocraft is free of this drawback. Its operation does not require any mechanically co-operating parts (theoretically speaking the whole Magnocraft can be produced like a plastic balloon, i.e. from only one part). Thus the cost of the Magnocraft's production will be low, the potential for its failure insignificant, and the length of time for its use almost unlimited as its use is not prevented by the wearing out of mechanical parts.

Even the most thorough analysis of the evidence available on UFOs at present does not provide any indication that these vehicles require any mechanically co-operating parts for their operation. There has never been reported any movable wings, propellers, rudders, stabilizers, or other protrusions which would be necessary for the control or propulsion of these spacecraft. The only movable parts that there are, like doors, legs, periscopes or ladders, are used in UFOs for the convenience of the crew, not because their existence is necessary for the vehicle's operation. Such relative motions observed of UFOs, as the spinning of lights, swirling of air, or whirling of electric sparks, are all confirmed to be caused in the electro-magnetic manner.

The absence of mechanically co-operating parts in UFOs is also confirmed by witnesses taken on to the decks of these vehicles. For example, the quotation presented in subsection L1.3 (the Auckland abduction incident, Auckland, New Zealand, December 1979) reveals that even the main twin-chamber capsule is free-floating in the central cylinder of the UFO, suspended only by invisible strings of a magnetic field (see also the description from subsection G1.1).

That the operation of UFOs does not require any co-operating (and thus liable to break down) mechanical parts is also confirmed by the extremely low potential for failure of these vehicles. Because of the enormous amount of energy contained in the magnetic propulsors of UFOs (see subsection G5.5), any accident involving these vehicles must result in a gigantic explosion, comparable only to the blast from a hydrogen bomb. The instruments capable of registering such an explosion have been at the disposal of our civilization for more than a century. In this period of time only one known destruction of a UFO has occurred (the previous destruction, namely near Tapanui, New Zealand, has occurred in 1178 - see subsection M3). This was the famous Tunguska Blast that took place on 30 June 1908 and is described in chapter M. But how many of our space rockets were destroyed during the last 25 years because of malfunctioning?

J2.4. The predetermined (Magnocraft-like) location of propulsors

There is a wealth of evidence available which documents that in UFOs the propulsors are located in exactly the same place as in the Magnocraft. The first such evidence consists of photographs of UFOs in which the areas of glowing air indicate the location of propulsors. Perhaps the best known of these photographs is the one taken over Butterworth, Malaysia, and subsequently published in the 4th January 1979 edition of the "National Echo", Penang. A copy of this photograph was presented in the MUFON UFO Journal, February 1980 issue, page 8 (see Figure J17). A similar photograph was also taken in New Zealand at Motunau Beach - see Figure J18.

Other evidence revealing the location of the propulsors from UFOs is the scorched patterns left at landing sites of these vehicles. Analysis of such patterns confirms that they correspond exactly to the marks which the Magnocraft would leave when landing. The most frequent UFO landing sites contain a ring of scorched vegetation, which usually includes a number of strongly scorched patches which correspond to the location of the vehicle's side propulsors (see Figure M3). Within this ring there is an additional scorched patch usually shifted either southward (when single vehicles land in the Southern Hemisphere) from the geometrical centre of this ring, or shifted northward (when flying complexes land in the Southern Hemisphere) from this centre. An extensive description of the marks formed at UFO landing sites is provided in subsection M1.

Finally, there is evidence available which confirms UFOs are capable of forming the so called "magnetic framework". This evidence originates from sighting of UFOs on the bottom of oceanic trenches (i.e. submerged over 12 kilometres), where the pressure of water is so high that even the strongest of our submarines would be instantly crushed. Note that such magnetic framework can only be created when the propulsion system of these vehicles fulfils the "condition of the force stability" described in subsection G4.2. Therefore, the evidence that UFOs form this framework represents confirmation that the propulsion system of these vehicles is identical to that utilized by the Magnocraft.

J2.5. The utilization of magnetic interactions for producing the propelling forces

UFOs, as with the Magnocraft, utilize the principles of magnetic attraction and repulsion for producing the propelling forces. Such exploitation of the magnetic interactions by the propulsion system of UFOs induces a number of manifestations which are now able to be clearly identified. The most important of these manifestations is the formation of magnetic circuits, whose presence in UFOs can be revealed by photographs. Amongst numerous photographs showing these magnetic circuits the most evidential is the one taken by Enrique Hausmann over Mallorca, Spain - see Figure J19. It presents the outlet from the main propulsor of a K6 type UFO, from which spreads five spirals of the spinning field's strands formed from the force lines of the UFO's main magnetic circuits - compare this photograph to Figure G30 (c). Hausmann's photograph shows the UFO's magnetic circuits in an overhead view. The other picture, also available, shows the magnetic circuits of UFOs in a different, side view - see Figure J20 and compare it with Figure G30 (b).

The other manifestation of the magnetic activity of UFOs is the impact these vehicles have on permanent magnets and magnetic materials. An example of such an impact can be the spinning of compasses caused by a UFO hovering above them. Sightings of spinning compasses were made on a number of occasions. The most widely known of these took place during the Army Helicopter Incident (Mansfield, Ohio, USA) on October 18, 1973 - see [2J] p. 94, [4J] p. 83. When a UFO hovered just above this helicopter, Captain Coyne noticed and reported later that "the magnetic compass was spinning wildly and had to be replaced" (see also the book [1J2.5] by Ronald D. Story, "UFOs and the limits of science", ISBN 0-450-04817-9, page 164).

UFOs not only produce a strong magnetic field, but this field also pulsates similarly to the one produced by the propulsors of the Magnocraft. The photographic confirmation of the pulsating character of the magnetic output from UFOs provides the night-time pictures that reveal the multiple images of these vehicles - see Figure J21. The principles used for the obtaining of such multiple images are explained for the Magnocraft in Figure G34.

Apart from the photographic evidence discussed above, there is a wealth of descriptive evidence available that also confirms the production of a strong, pulsating magnetic field by the propulsion systems of UFOs. Almost every UFO book contains numerous reports describing cases where car engines stop by being blocked by magnetic interactions, magnetic tapes are erased, humming noises are heard, and so on - see item #5 from subsection G12. The magnetic effects caused by UFOs are even employed practically in the construction of so-called "UFO detectors" - see [7J] p. 186.

J2.5.1. Why the Magnocraft's principles could not be formulated 40 years earlier

The evidence available at present reveals that the magnetic effects accompanying UFO manifestations are frequently reported and definitely confirmed. When the first sightings revealed a link between UFOs and magnetic phenomena, some investigators speculated that these extraterrestrial vehicles probably utilize magnetic propulsion systems. But these early speculations were very quickly extinguished by "experts" who condemned the possibility of such magnetic propulsion - see [2J] p. 219. The arguments of "experts" damning the magnetic propulsion of UFOs has been based on the following:-

#1. The physical dimensions of UFOs are too small for a sufficient gradient of the Earth's magnetic field to be encompassed within the vehicle's size. Therefore the magnetic field of UFOs, in the experts' opinion should not be able to produce a significant lifting force - see [2J] p. 219.

#2. If UFOs used magnetic propulsion systems then, in the experts' opinion, they should attract all ferromagnetic objects (acting like huge magnetic cranes). But no such attraction has been observed.

#3. There are numerous UFO sightings reported which are not accompanied by the effects which our contemporary science could recognize as "magnetic".

Although this monograph demonstrates that none of the above arguments has any merit, in the past they were sufficiently strong to destroy all attempts to proceed with the formulation of a magnetic explanation for UFO manifestations. Thus, the correct line of thinking, which could have led to the devising of the Magnocraft's principles almost 40 years earlier, was unnecessarily abandoned because of the effect of "expert" intervention.

When the Theory of the Magnocraft was developed it proved that all the above arguments completely missed the point. The reason why each one of them has no merit is explained below.

Refer to #1. The geometric size of UFOs would only be relevant if the field produced by them would have the strength comparable to the strength of the Earth's field. But the field of UFOs has its strength more than 10^{12} times greater. Thus the interaction of UFOs with the Earth's magnetic field is dependent on the so-called "effective length" of their propulsors, not on any physical length - see subsection G5.3. This effective length in UFOs is so enormously high that it easily encompasses the gradient of the Earth's magnetic field sufficiently to produce a repulsive force having the ability to propel these vehicles (see also subsection G1).

Refer to #2. Most of the time UFOs produce a pulsating magnetic field whose parameters lie on the curve of "interactions in equilibrium" - see Figure F8. The magnetic field with parameters from this curve neither attracts nor repels ferromagnetic objects. Therefore, the magnetic field of UFOs behaves like a speculative "antigravitational" field rather than a magnetic one, thereby confusing the majority of "experts" (for details refer to subsection F6.3).

Refer to #3. The Cyclic Principle (see Table B1) indicates that only a small number of UFOs (i.e. those originating from the least developed of the civilizations visiting us) always operate in a strictly magnetic convention. The majority of UFOs should implement the principles of the Magnocraft of the third generation or at least the Magnocraft of the second generation - see subsections B6.3 and B7. Therefore, the majority of discoidal UFOs use the magnetic convention of flight only sometimes, and they mostly operate in the conventions of teleportative operation or time travel. For the above reason, although these vehicles implement very advanced versions of magnetic propulsion (see subsections D3 to D5), their magnetic effects extend beyond the categories recognizable by contemporary science. As such, these effects can not be detected and identified by our present magnetic equipment.

As is shown in the above explanations, the "anti-magnetic" campaign of "experts" claiming that UFOs do not utilize magnetic propulsion has no merit in the light of the Theory

of the Magnocraft. It is unfortunate, to say the least, that in the name of knowledge the hollow arguments of these people have prevented the advancement of properly directed UFO research for over 40 years.

J2.6. The formation of a magnetic whirl

There are also numerous photographs available which prove that UFOs form a magnetic whirl identical to the one produced by the Magnocraft. An excellent example of such a whirl was already presented in Figure J19. The different photographs of the so-called "ionic picture of a whirl" provide another evidence for the existence of these magnetic whirls - see Figure J22. In such pictures all the elements inferred theoretically for the whirl of the Magnocraft are present (compare Figure J22 to Figure G32). Notice that the correlating sizes of these elements depends on the type of UFO which created them and also on the manoeuvre that this UFO was actually performing - see Figure J23.

The different class of photographs documenting the formation of a magnetic whirl by UFOs provides the accidental capturing on film of very fast moving UFOs (i.e. faster than the heat barrier). The objects from these photographs move so fast that they cross a significant part of the frame in a fraction of a second - see Figure J24. Attaining such a speed can only be possible if UFOs have no friction with the atmosphere. Thus, the photographs of such fast moving UFOs document that these vehicles must create a local vacuum bubble - which, in order to be formed, requires the employment of a magnetic whirl.

The non-photographic evidence confirming the formation of a magnetic whirl by UFOs includes the action of the so-called "inductive shield". There are already a number of reports collected, which provide information on the destruction of aeroplanes and missiles when they attacked UFOs. The descriptions available of such destructions precisely correspond to the expected action of an inductive shield. The most famous of these involved the destroying of a F-51 Mustang fighter plane flown by Captain Thomas Mantell, Jr, near Fort Knox, Kentucky, USA, on 7 January 1948 - see [2J] p. 220. An examination of the debris from Mantell's aeroplane indicated that numerous bubbles and pores were formed in the aircraft's metal. Moreover, a significant part of the aeroplane simply evaporated.

Plasma whirls and inductive shields combined together provide UFOs with very destructive abilities (see subsection G13.2). There are cases on record where UFOs have actually demonstrated these abilities. An example of this is the damage to the small village of Saladare in Ethiopia, at 11:30 on the morning of 7 August 1970. The event lasted only about ten minutes, but during this time a red glowing ball swept over the village, destroying houses, knocking down the stone walls of a bridge, uprooting trees, and melting asphalt and metal cooking utensils. That the destruction caused by this vehicle had its origin in the magnetic whirl is confirmed by the fact that no fire was started in the environment which was filled with flammable materials, and also that all metals were molten (see description from the book [1J2.6], "Into the Unknown", Reader's Digest, Sydney, 1982, ISBN 0-909486-92-1, page 313).

One of the manifestations of the destructive power of a magnetic whirl of UFOs is the ability of these vehicles to penetrate through solid matter. The glassy tunnels left in the wake of such action are described in subsection M2.

J2.7. The ability to change the mode of the UFO's operation

The evidence already available confirms that UFOs can operate in three different modes of operation. In each mode, the properties of UFOs correspond exactly to those of the Magnocraft when it operates in the same mode (see the descriptions from subsection G9). The photographic evidence documenting the operation of UFOs in a particular mode

can be classified into two categories, depending on whether the particular picture was taken during daylight or at night.

In the daytime photographs of UFOs operating in the throbbing mode, the shapes and outlines of these vehicles are very clearly shown - compare Figures J1, J6 and J8. But the daytime photographs of UFOs operating in the magnetic whirl mode reveal only various shapes of the ionic picture of a magnetic whirl, behind which are hidden the real outlines of these vehicles - see Figures J9, J12, and J23.

With night time photography, the appearance of UFOs changes and the only visible forms become the areas where the ionized air emits a registrable glow. Thus, photos of motionless, throbbing UFOs taken with a delayed time exposure show only the single glowing outlet from the main propulsor located in the centre of the vehicle and a ring of glowing outlets from the side propulsors located along the flange - see Figure J25. When UFOs operate in the magnetic whirl mode, photographs reveal only a cloud of glowing air spinning around these spacecraft - see Figure J26.

UFOs operating in the magnetic whirl mode and the throbbing mode also drastically differ in their effects on the wires of electric conductors. In the magnetic whirl mode of operation UFOs form electrical "corks" which block the flow of currents in electric power mains. The appearance of such "corks" is caused by the eddy currents induced by the vehicles' whirling magnetic fields. The blocking of these electric currents in turn causes car lights to fade, engines to stop (because the entire electrical systems of engines fail to work), the electricity supply to homes or cities to be extinguished, etc. The most classic example of such effects connected with the appearance of a UFO are the Levelland (Texas, USA) landings, observed on the night of 2/3 November 1957 - see [2J] page 210.

In the Levelland sightings, the electric wires in seven different cars temporarily failed to perform their functions because of a UFO appearing in close proximity. In all seven cases witnesses reported a similar object. Their descriptions revealed that the UFO displayed characteristics of a magnetic whirl mode of operation with a low intensity of whirl rotation.

When UFOs operating in the magnetic whirl mode hover close to electrical powerlines, they can also cause blackouts of individual homes or even entire cities. The principles involved in such blackouts are similar to those which cause car engines to stop. There are numerous power failures reported in connection with UFOs. The most famous of these is the New York City blackout on November 9, 1965 - see a description of its causes contained in [3J] p. 154. The other cases of blackouts which are connected with the operation of UFOs are described in [3J] page 19.

There are also reports of UFOs causing the opposite effects, i.e. while electric currents are in fact generated in closed circuitry. UFOs causing such effects always display the characteristics of the throbbing mode of operation. Probably the most imaginative illustration for this ability of UFOs was presented in the film, "Close Encounters of the Third Kind" (Columbia Pictures, 1977) - a movie which reconstructs in part the precise events that take place during real UFO encounters. One scene from this movie shows electrical appliances which are disconnected from the power supply, begin to operate when a UFO approached the home.

When UFOs operate in the magnetic lens mode, their field should deflect the light coming from outside. But the light produced by vehicles themselves should penetrate the lenses from inside, and thus this light should be registrable on sensitive photographic film. There are numerous cases of stationary UFOs captured on film when witnesses claimed that the sky appeared to be empty. An example of such a photograph is presented in Figure J27. This kind of picture confirms the ability of UFOs to become invisible. There also exists further direct evidence which documents the presence of a magnetic lens in UFOs. It will be described in subsection J2.10 and presented in Figures J30 and J31.

In Warsaw there exists a group "OSSA" who specialize in photographing such invisible UFOs. The OSSA members claim to have taken over 200 photographs of such objects. The address of this group is: Klub OSSA Sekcja UFO, ul. Bernardynska 17 m. 58, 02-904 Warszawa, Poland.

J2.8. The induction of electric currents

The ability of UFOs to induce electric currents is confirmed by the numerous side effects accompanying the appearance of these vehicles. Some of these effects have been discussed earlier, e.g. an inductive shield and the plasma whirl (see subsection J2.6). But there are also effects which directly involve the accumulation of electric charges. An example of these can be the electrical charging of non-conductive materials, e.g. hair or clothing. Below is a description of the sighting that took place along Route 133 near Sagamore Hill, Ipswich, in the north-east corner of Massachusetts, USA, on September 3, 1965 - see [4J] p. 143.

"As his car approached the crest of the hill overlooking Candlewood Golf Course, Dennis felt the hairs rise on the back of his neck. As he reached the top of the hill and started down the other side, a feeling like static electricity coursed through his body. Simultaneously he was startled by a strange glow just off the road to his left. Moments later he was almost broadside to it. He noticed an object like an inverted saucer with a flat dome floating nearby. Surrounded by a weird greyish glow with a reddish tint, it seemed about 12 meters in diameter. Dennis continued his driving. He wanted no part of it."

J2.9. The emission of various light signals

UFOs are well known for emitting a large variety of light signals. These signals usually impress the eye witnesses and confuse the UFO investigators. However, if UFOs utilize the Magnocraft's principles of operation, all the light signals observed on these extraterrestrial vehicles must correspond to the signals described in item #9 from subsection G12. Thus, we should be able to recognize and interpret them easily.

Let us firstly identify the "natural sources of light", i.e. those resulting from the UFOs' operation. As was shown in subsection J2.6, in the magnetic whirl mode of operation UFOs definitely produce a glowing whirl of ionized air. This whirl forms the ionic picture of a whirl. Some examples of photographs revealing pictures of such a whirl glowing intensely are presented in Figures J12, J22, and J26.

In the throbbing mode of operation, the natural sources of light are the glowing areas located at the outlets from the UFOs' propulsors. Figures J17, J18, J25, and J28 in fact document the existence of such glowing areas in UFOs. Also, according to the Theory of the Magnocraft, in this throbbing mode of operation the outlet from each separate magnetic pole of any propulsor must glow in a different colour, i.e. a yellow-red colour at an outlet from the north (N) pole and a violet-green at an outlet from the south (S) pole. In all colour photographs of glowing UFOs, such a separation of colours occurring in the throbbing mode is confirmed - see Figure J25 and J28.

Mr Karol Burchardt, a retired Captain of the Polish Merchant Navy who is well known in Poland through his book "Znaczy Kapitan", had also documented the change of colours of UFOs after they flew over one of the Earth's magnetic poles. He published a short report in the Polish Journal "Przekrój", in which he described sightings of UFOs during their flights over the Antarctic. He indicated that while passing above a pole, UFOs always change their colour from blue to red or from red to blue. It should be stressed here that, according to the Theory of the Magnocraft, those vehicles which pass over the Earth's pole must change the orientation of their magnetic poles (e.g. from attraction into repulsion - see subsection G6.2). Because such a change in orientation reverses the polarity of the vehicles' propulsors, eye witnesses observe it as a shift to a glow of different colour (i.e. a colour that glows the opposite pole).

The sources of "artificial" light signals emitted by UFOs will now be reviewed. These sources should include searchlights formed from the appropriately re-controlled propulsors (see subsection G1.3) and lamps of the SUB system (see subsection G8.2).

The use of UFO propulsors as searchlights is confirmed by numerous witnesses. Moreover, there are photographs available which show the thin beams of light produced by the propulsors of these extraterrestrial vehicles - see Figure J29.

It should be stressed that numerous sightings of UFOs operating in the throbbing mode also reveal the use of an equivalent of the lamps of the SUB system by these vehicles. (The location of such SUB systems in the Magnocraft is shown in Figures G4 and G35). The UFO's SUB system of lamps detailed in [4J] page 133 is now described. The reported incident took place in South Hampton, New Hampshire, Massachusetts, USA.

"On June 6, 1974, Vivian (47), her son Richard (11), daughter Barbara (10) and niece Helen (30), were driving home from a PTA meeting at Amesbury, Massachusetts. Richard and Barbara called attention to a bright red beacon-like light in the sky a few miles ahead. As they passed an open area, Helen slowed the Volkswagen stationwagon, fully expecting to see a beacon on a tower or tall crane. To their amazement, a large red illuminated dome was hovering over the edge of the clearing. Beneath the dome was a bright rectangular opening with something like "blades spinning around inside". The whirling blades seemed to protrude outside as well. Within this lighted rectangle was centred a dark square, like a darkened window. From the bright opening emanated white, blue, and yellow sparks in simultaneous double bursts, 180 degrees apart.

Helen stopped her car. As soon as she cautiously stepped out (the others felt safer observing from inside), a band of soft-glowing coloured lights appeared around the object's perimeter, greenish-yellow, then deep red, pinkish-red, dark green, and finally a deep blue, like a "string of beads". The coloured lights flickered on and off, one by one.

The reflection from these multicoloured lights revealed a lower, larger, inverted bowl-shaped section, to which a central dome was attached. After the coloured lights blinked off and on for a short time, all of the lights would go on at once with just one solid colour: first red, then blue, then green. Helen stood transfixed at this sight until the object began moving around the field in a "jerky motion" and began to descend towards the ground. Helen thought it was going to land! As Barbara dived onto the backseat floor, Helen jumped back in the car and drove quickly to Vivian's house to call the police."

Because every-day English was used in the above report, its general expressions will now be translated into the terminology from this monograph. Thus what actually had been seen will be revealed. Notice that the details provided in the report allow us to identify the observed vehicle as a UFO type K3, which shape exactly corresponds to that shown in Figure G4.

The "illuminated dome" was the "topside convex" of the UFO (see (4) in Figure G5). The "bright rectangular opening" was the outlet from the outer chamber of the "twin-chamber capsule" performing the function of the "main propulsor" in this UFO (see (M) in Figure G5). This capsule operated in the mode of outer flux prevalence. The "blades spinning around inside" were in fact the strands of a magnetic field forming the magnetic whirl of the UFO. These "whirling blades protruded outside as well" because they formed the main magnetic circuits - compare Figure G30 (c) and Figure J19. A "dark square" centred in the lighted rectangle was the inner Oscillatory Chamber from the main twin-chamber capsule, whose entire output was used for the circulating flux (see Figures F5 (b) and J31 together with the relevant explanations from subsections F6.1 and J2.10). "Double bursts, 180 degree apart" were two main magnetic waves (see subsection G7.2) circulating around the vehicle. The existence of only two such waves indicates that the observed UFO was type K3 whose eight side propulsors allow for only two magnetic waves to be formed (for example UFOs type K6 form five such waves, as can be seen in Figure J19). A "band of soft-glowing coloured lights" was a set of lamps from the SUB system - see Figure G35. When the "coloured lights flickered on and off, one by one", the SUB system indicated that the vehicle operates in the magnetic whirl mode - see the explanations from Table G3. When "the lights go on at once with just one solid colour", the UFO's crew turned the vehicle's propulsors into a throbbing mode of operation, which is safer for witnesses. A "lower, larger, inverted bowl-shaped section" was in fact the upper shell of the flange (see

(8) in Figure G5) in which the lamps of the SUB system are assembled (compare also Figures G35 and J1).

J2.10. The interference with electromagnetic radiation

Sightings of UFOs reveal that these extraterrestrial vehicles also cause all types of interference with electromagnetic radiation which is characteristic for the Magnocraft's propulsion. The three basic types of interference are: (1) the TV, radio, radar, and radio-telephone disturbances, (2) the so-called "black bars" and (3) the "Magnetic lens" - see the descriptions from item #10 in subsection G12.

The strong correlation between the disturbances in telecommunications (especially in TV reception) and close-range sightings of UFOs are often reported. A summary of such electromagnetic disturbances as well as the descriptions of individual cases can be found in many UFO books - see [2J] p. 111, [4J] p. 47.

The columns of a strong magnetic field from the propulsors of UFOs frequently form the "black bars" envisaged for the Magnocraft - see the description from subsection G3.4. The evidence for these black bars in UFOs is discussed in subsection L1 - see Figures L1 and L2.

The most unusual disturbance of electromagnetic radiation caused by UFOs is the formation of "magnetic lenses". There are two categories of evidence available at present which definitely confirms the operation of magnetic lenses in UFOs. These are:

a) Photographs of UFOs on which some parts of the vehicles are lacking, whereas it is definitely known from other evidence (e.g. photographs taken in different conditions) that these parts must be present.

b) Witnessed reports certifying that certain parts of UFOs gradually faded from view while the observer was looking at them.

There are a number of UFO photographs which show that parts of these vehicles located in close vicinity to the propulsors are absent. These missing parts include flanges that hold the side propulsors and the topside spherical domes in which the main propulsors are placed. A classic photograph that reveals this effect is presented in Figure J30. The evidential value of this photo is increased by the fact that it was taken as one of a series (see also Figure J32), so the existence of the absent parts can be confirmed by an analysis of the other photos from the same series - see [1J] p. 159. Also, on high quality copies of this photograph a faint outline of the topside dome is slightly distinguishable. The other example of this same effect is shown in Figure J5.

The magnetic lens can also distort the shape of a whole UFO or the shape of any other object that could be located behind this UFO. An example of such action of a magnetic lens is presented in Figure L1. Notice that in this Figure the lower object from a detached configuration of two UFOs is almost completely suppressed.

The most convincing evidence documenting the operation of magnetic lenses in UFOs originates from witnesses who observed an ascending object. These people frequently noticed that at a certain angle the entire sides of the vehicle gradually disappeared from view, and the only visible element remaining was a small "diamond-shaped" device located in the centre of the UFO. This device, in fact, is the twin-chamber capsule from the vehicle's main magnetic propulsor, which - when looked at from an angle - takes the shape of a diamond. Exactly this effect was observed by Stanislaw Masłowski whose report is presented in subsection L1.4 and illustrated in Figure N1. Also the evidence presented in Figures J10 (shape D/7), L5, and J31 (discussed below) originates from such effects.

The Theory of the Magnocraft provides the explanation of why, for ascending UFOs, their side edges diminish from view. When UFOs ascend the output from their main propulsors significantly exceeds the output from the side propulsors. Therefore, the field force lines surrounding the UFO take a course similar to the one presented in Figure G37. As is shown in this Figure, the UFO's structure is hermetically locked inside the loop from a

super strong magnetic field. Anything contained inside this loop becomes invisible to an observer looking from underneath, as the picture of it (i.e. light reflected from it) would need to pass across the field. But the picture of the twin-chamber capsule from the main propulsor does not need to cross the force lines - it simply passes along them. Therefore, this capsule remains visible to the witnesses. Notice that the situation described above changes drastically when UFOs terminate their ascent. With UFOs which are hovering or descending, their main magnetic circuit is not so dominant, thus the entire vehicle must appear again to witnesses.

The twin-chamber capsules from the diminishing UFOs are not only observed, but are also photographed. One of the best examples of such photographs is presented in Figure J31. As can be seen from this Figure, the shell of the photographed UFO completely disappeared. The only visible element that remains is the outlet from the main twin-chamber capsule. This outlet takes the form of a diamond with two back edges being hidden behind the cone-like column of a magnetic field extending downward from the capsule. Such a conical column of the magnetic field was also observed by Stanislaw Masłowski, who even drew it as a triangle appearing beneath the main propulsor of the vehicle from Figure N1. In subsection F6.1 it was stated that the output from the twin-chamber capsules is divided into two fluxes. The first of these is the circulating flux (C) whereas the other one is the resultant flux (R) - see Figure F5 "a". It is up to the computer controlling a particular capsule which of its chambers - inner or outer - produces the resultant flux and which one produces the circulating flux. But because the circulating flux forms a consistent magnetic circuit looping entirely inside the capsule, it is easily recognizable because it must produce a kind of "black bar" similar to the one described in subsection G3.4. Therefore during the sighting of a working capsule, the interior of the chamber which produces the resultant flux remains open to outside witnesses. Thus the flashes from its sparks should be visible to observers as a kind of gold or yellow glow. In the photograph from Figure J31 the resultant flux (gold) is produced by the inner chamber, whereas the circulating flux (black) is produced by the outer chamber. In the description from subsection J2.9 (South Hampton, New Hampshire, Massachusetts, USA case - 6 June 1974) the situation is reversed. These witnesses reported that the dark square was in the centre (i.e. the inner chamber), whereas the yellowish glowing rectangle was on its peripherals (i.e. the outer chamber) - see Figure F5 "b" and Figure L5.

The extent to which UFOs interfere with electromagnetic radiation imposes on investigators a requirement for extra care in tests aimed at distinguishing between a genuine photograph of these vehicles and a possible fake. The theory behind the Magnocraft states that the central magnetic circuit of a genuine UFO may produce in some computer analyses (e.g. digital image enhancement) an effect similar to that caused by a thread running through the centre of the photographed object. Because of this, the field configuration around genuine UFOs may be the reason for unfortunate discrediting some valuable photographs - see Figure J32. The above reasoning practically means that the value of some computer analyses concerning UFO photographs is at least doubtful, if not totally useless, and that a revision of verdicts is necessary for many photographs condemned in this way.

J2.11. The ability to control the resources of the UFO's energy

UFO sightings provide the evidence that the energy used for propelling these vehicles is obtained through the use of stored resources, not through the continuous burning of a fuel. There are no exhaustion products dispersed by UFOs. Also witnesses visiting the decks of these vehicles report that the only propelling devices are the glowing cubes (i.e. the Oscillatory Chambers). No combustion apparatus that could be used for burning fuel has been described.

The Oscillatory Chambers of a UFO carry a vast amount of energy which is sufficient for the entire journey (see subsection M3). But the evidence available clearly indicates that

the release and the effectiveness of this energy is strictly controlled. This in turn conforms that the UFOs' ability to control their resources of energy closely corresponds to that characteristic of the Magnocraft's principles of operation.

One of the most frequent confirmations for the ability of UFOs to control their resources of energy is the capability these vehicles have for a rapid change in behaviour and the effects on the environment. The same UFO in one moment can be terrorizing witnesses with the power of its induced glow; in another it can look as if completely "inert". Then again it may burst instantaneously into light and glow. The only explanation not involving the burning of fuels, which justifies such transformations from a powerful vehicle to an inert object and vice versa, is that which involves the application of twin-chamber capsules or spider configurations - see subsections F6.1 and F6.2. With any other solution the vehicles' energy, once released, must be spent or it remains active all the time. Reports from UFO investigators are filled with descriptions of vehicles that drastically changed their state. An example of these can be the next stage of the South Hampton sighting dated 6 June 1974, already described in subsection J2.9 (see [4J] page 135), where a powerful UFO rapidly extinguished all its lights and turned itself into an inert-looking object.

J2.12. The magnetic manner of flying which contradicts the laws of hydromechanics

If UFOs utilize the Magnocraft's principles of operation, their behaviour in space should be described by the laws of magnetism, not by the laws of hydromechanics. We know that the aerodynamic flight of contemporary aeroplanes is controlled by a set of hydromechanical laws. From these laws the main attributes of present flying machines result, such as: aerodynamic shapes, various protrusions (wings, rudders, stabilizers) attached to every aircraft, smooth, flowing flights, etc.

If we now consider those vehicles whose operation is based on the laws of magnetism (e.g. Magnocraft and UFOs), their attributes will be completely different from those of aircraft. The magnetic vehicles are not required to have aerodynamic shapes, but their shells must fulfil the set of equations listed in Figure G23. They will not have any controls or protrusions, as their flight and manoeuvres are achieved by appropriate changes in outputs from the magnetic propulsors hidden inside their shells. Also their behaviour in space will be drastically different from that of contemporary aircraft, because they must obey the laws of magnetism. These laws cause the flight of such magnetic vehicles to be characterized by the following main factors:

1. Creating the resultant motion as a vectorial sum of three independent movements obtained by drastically different principles (i.e. (1) buoyancy, (2) magnetic translation force, and (3) the Pajak Effect - see subsection G6). Thus the final motion of these vehicles will be jerky, intermittent and with rapid changes of direction.

2. The necessity to orient the vehicles' bases perpendicular to the local course of the force lines of the environmental magnetic field. The author estimates that in dynamically stable flights, the average slant of the vehicle's base from such a perpendicular orientation should not exceed 30 degrees. However, for the duration of landing this angle can be increased, because the static stability of magnetic vehicles should still be preserved when the angle of their slanting is within the range of 70 degrees.

3. Flying mainly along the force lines of the Earth's magnetic field, as flights across these lines require the switching on of the action of a magnetic whirl which in many cases is highly undesirable. Therefore descending or ascending vehicles will favour paths which coincide with the local course (inclination) of the Earth's magnetic field, whereas vehicles flying horizontally will favour the magnetic north-to-south or south-to-north directions.

An analysis of UFO sightings confirms the presence of the above factors. Let us review the evidence which ascertains this.

In order to describe the resultant motion of UFOs, numerous witnesses use expressions which very precisely reflect their combined, magnetic character - see [2J] p. 122, [4J] p. 133. The typical manoeuvre patterns reported from sightings are:

1. A pendulum or jerky step-by-step motion like a falling leaf, when descending.
2. Wobbling on an axis and yawing in one location, especially when stopping suddenly.
3. A forward up-and-down movement similar to a wave.
4. Rotating around its central axis while remaining motionless.
5. Making abrupt right-angle turns without the benefit of a curve radius.
6. Coming to a sudden stop, accelerating with a sudden burst of speed, or reversing direction suddenly. The flight pattern of UFOs is frequently described by eye-witnesses as resembling the "flight of a dragon fly".

Reports from UFO sightings are also full of other expressions which could not be used to describe aerodynamic flight, but which are fully justified for magnetic propulsion. Those expressions concerning UFOs which are most frequently used are: zigzagged across the sky, rocked back and forth, swayed from side to side, shot up, darted away, etc.

A wealth of evidence for the magnetic flights of UFOs also results from the requirement that magnetically propelled vehicles must always orientate their bases perpendicularly to the force lines of the environmental magnetic field. At the beginning of 1986, the author requested to five Polish UFO investigation groups to re-examine the sightings contained in their files to determine whether any case exists of a UFO that flew with its base non-perpendicular (i.e. parallel) to the force lines of the Earth's magnetic field. No such case was found. Moreover, the author determined the geographic orientation of UFOs in all sightings he personally investigated, and of all the UFO photographs whose topographic situation he could establish. In all cases which the author examined, the orientation of the vehicles' bases perpendicular to the Earth's magnetic field were confirmed.

An example of a UFO sighting which exactly confirms the favouring by UFOs of flight paths that coincide with the course of the Earth's magnetic field force lines was reported by Mr. Peter T. McClunie of Atiamuri, New Zealand. His sighting took place during a frosty, clear starlit night, at 0:30 a.m. on 25 June 1978, above the north-eastern side of the Ohakuri hydro-lake, in the North Island of New Zealand. The witness was standing approximately south-west from the UFO, at a distance of about 1.2 kilometre from the take-off point. The vehicle was saucer-shaped, about 4.4 metres in diameter, 1.5 meter high (i.e. K3 type UFO - see Table G1), and surrounded with a strong glow that rotated counter-clockwise. This glow was dazzling-white near the vehicle's main propulsor, and bright, shimmering, bluish-white near the vehicle's side propulsors (i.e. along the crew cabin and flange). The sighting took only about 7 seconds, but during this time the UFO completed a flight about 1 kilometre long, manoeuvring in absolute silence along a vertical parabolic trajectory which consisted of a sharp ascent, rounded down turn and an almost vertical descent, terminated by vanishing in mid-air at approximately two-thirds the height of its trajectory. The UFO completed almost all of these manoeuvres while its central axis remained parallel to the local course of the Earth's magnetic field.

The manoeuvres of this UFO were as follows. Initially the vehicle ascended towards a magnetic north-west direction. Its trajectory was inclined about 70 degrees, i.e. the angle corresponding to the inclination of the Earth's magnetic field in that area. The UFO's base was directed southward, and maintained perpendicular to the Earth's magnetic field force lines. The witness, who was standing south-west from the vehicle, saw its base clearly. The vehicle's magnetic whirl was rotating counter-clockwise. The witness noticed a slight westward drift of the UFO from the trajectory that otherwise would follow exactly the Earth's magnetic field force lines. (The principles of magnetic flight require that to follow exactly the Earth's field force lines, the UFO would need to totally extinguish its magnetic whirl, thus employing only the forces of repulsive interactions.) After reaching the apex of its trajectory, the UFO slowed down, floated for a moment, and then tilted over to direct its top towards the magnetic south pole, so that the witness could now see its upper side. In this new orientation the UFO's central axis was again aligned with the Earth's magnetic field force lines. Moreover, during this tilting, the rotation of the UFO's magnetic whirl ceased and was then restored to its original counter-clockwise rotation. Then the vehicle dropped down

almost vertically. During this drop a significant drift into a westward direction was again observed by the witness. This drift exactly corresponded to that caused by the action of the 'rolling sphere rule' for a counter-clockwise rotation - see Figure G27. Finally the vehicle vanished in mid-air, approximately 400 metres above a local hydro-dam. Its disappearance resembled a bulb being switched off.

In addition to eye-witness reports, the author has collected material evidence confirming the magnetic flight of UFOs. A significant part of this evidence also confirms that UFOs always fly with their base perpendicular to the force lines of the Earth's magnetic field. The first source of this material evidence is the underground tunnels formed by UFOs. The shapes of these tunnels are triangular when they lead in an east-west direction, and elliptical when they lead in a south-north direction - see the descriptions of these tunnels provided in subsection M2. Note that such a radical difference in the shapes of these tunnels is a direct result of saucer-shaped UFOs always flying with their base perpendicular to the Earth's magnetic field force lines - see Figure G36. Because the orientation of these vehicles is constant, depending on the direction in which they fly, the tunnels they make either reflect their face (circular) outlines, or their side (triangular) outlines. The second source of material evidence confirming the magnetic flight of UFOs is the landing sites scorched on the ground by these vehicles. The evidence belonging to this category is going to be discussed extensively in subsection M1. It reveals that the shapes of almost all the UFO landing sites fulfil the requirement of the vehicle's base being kept perpendicular to the Earth's magnetic field. For example the great majority of elliptical UFO landings have their long axis oriented towards a magnetic north-to-south direction. (Note that the capability of UFOs to also slant their base in any other direction from the preferred north/south orientation accounts for the existence of a few randomly oriented elliptical UFO landing sites.) On the other hand, UFO landings formed on the slopes of hills are scorched into complete circles only if the surfaces of slopes are close to being perpendicular to the force lines of the Earth's magnetic field. (Of course UFOs can hover above every slope, but when the surface of the ground is close to being parallel with the local field's force lines, the scorched ring of the landing site will not be shaped into a complete circle, and also a mark formed by the main propulsor will be dislocated from the centre.) The author examined a number of UFO landing sites, and he established that all the sites shaped into complete circles are located on slopes whose orientation does not divert by more than about 30° from being perpendicular to the force lines of the Earth's magnetic field. An especially good confirmation of this fact is illustrated in Figures M11 and M16.

The magnetic character of UFO flights can also be determined from an analysis of shapes that the ionic picture of a whirl shows on some photographs. In the photograph from Figure J33 a formation of flying UFOs is captured, and the vehicles' ionic picture of a whirl displays a very unusual "shoe" shape. We know from the mechanism which forms such ionic pictures that unless special dynamic conditions occur which cause the deformation of these pictures, their shape should be symmetrical towards the vertical axis (refer to subsection G7.3). The Italian investigator, Renato Vesco (see [1J] p. 212) analyzed the dynamic conditions forming the pictures presented in Figure J33 and he made some very interesting discoveries. According to his findings, UFOs need to fly slanted in relation to the direction of their motion in order to produce such a "shoe" shaped ionic picture of their whirls - see Figure J34. This means that whenever a clash occurs between the magnetic requirement of flying with the base perpendicular to the environmental field's force lines and the aerodynamic requirement of minimal resistance orientation, UFOs always fulfil the magnetic requirement. Thus the picture in Figure J33 presents photographic confirmation for the magnetic flights of UFOs.

J3. Concluding the reasoning and evidence from this chapter

In previous subsections of this chapter, a number of individual facts were presented in support of the thesis that "UFOs are already operational Magnocraft". The common attributes of all of these facts are as follows:

1. They belong to evidence recognized by the courts and by scientific methodologies as the most objective, i.e. they include: (a) photographs; (b) reports of multiple witnesses frequently conducting independent sightings; (c) material marks such as the scorched patterns, underground tunnels, remains of explosions, etc.

2. They originate from various sources, independent from one another. For example, almost every single UFO photograph presented in this chapter was taken by a different person, and most of these people had not seen any other photographs of these vehicles beforehand.

3. They document an extremely wide range of phenomena, starting from clear photographic records of disc-shaped flying vehicles, through to machines malfunctioning, electrical phenomena, sounds, smells, lights in the sky, and concluding with the effects of explosions, melted tunnels, and scorched vegetation.

4. They present only a fraction of an enormously large body of evidence available at present from various sources. Although for the presentation in this subsection only the most representative evidence was selected, there are available thousands of other facts which would lead to the same conclusions that have not been included here.

5. They all consistently confirm the same truth: that a working model of the Magnocraft is already operational on Earth, and that this model is observed under the popular name of "UFO".

While looking at these common attributes, every scientist must admit that many already recognized scientific theories are based on a much smaller number of facts, whose variety and quality may not even be compared to those presented in this chapter.

When a variety of independent facts combined together into a logical deduction lead to one consistent conclusion, they constitute formal proof. Because the reasoning and evidence from chapter J in fact reveals a common conclusion which states that "UFOs are already operational Magnocraft", then the content of this conclusion must be recognized as formally proven.

Since formal proof that "UFOs are already operational Magnocraft" is finally formulated and published, the initial period of speculation on "what UFOs are" should be definitely closed. Now is the time to open the next stage in our development, i.e. the actual building of the Earth's version of this vehicle. The theoretical foundation contained in this monograph provides the starting point for such construction, whereas sighting of UFOs supplies further inspiration and guidance.

Proof that UFOs are already operational Magnocraft introduces numerous implications, some of which were mentioned at the beginning of this chapter. Because the Magnocraft are material vehicles, obtained technologically, and can only be built and controlled by intelligent beings, this proof incorporates a whole series of fractional proofs, namely that:

1. UFOs are material, thus they must exist objectively.
2. UFOs are vehicles.
3. UFOs need to be built and controlled by intelligent beings.
4. The civilization(s) sending UFOs must be extraterrestrial as mankind has not yet developed technology sufficiently sophisticated for the completion of such vehicles.

At this point we should establish the significance of the formal proof presented in this chapter, to a routine of including the UFO phenomena in the scope of scientific recognition. The epistemology (i.e. the science of science) states that each scientific proof must pass through the following four stages:

- #1. Collection of a body of evidence. At this stage various facts which later will be used for completion of the proof are observed, identified and recorded.

- #2. Legal disclosure. An expert combines the available evidence, experience and knowledge and presents formal proof publicly. This proof can be delivered in one of many

possible forms, e.g. as a theoretical publication, demonstration of a working device, experiment.

#3. Approval. An authoritative institution or a panel of individual investigators thoroughly examines the merit of the legal disclosure and issues a statement which confirms its function as formal proof.

#4. Implementation. The substance of the proof together with the statement of its approval are made accessible for public appraisal so it can be used by other interested members of society.

How the above routine works can be explained through historic analysis of the course of events concerning scientific recognition of meteorites.

The proof for the existence of meteorites followed the same pattern to which at present UFO manifestations seem to be subjected. The body of evidence concerning "stones falling from heaven" has been collected since ancient times. In the eighteenth century the facts accumulated on meteorites were so overwhelming that the scientific establishment needed to use the administrative restrictions and authoritative pressure in order to maintain its original (condemning) stance. At that time the "anti-meteorite" hysteria reached the level of the present "anti-UFO" campaign, where UFO witnesses are ridiculed, scoffed at, and even lose public jobs because authorities feel that their credibility has diminished (see the fate of police chief Jeff Greenhaw - the author of a photograph from Figure N3 - described in [3J] page 116, and also the statement of President Jefferson quoted in subsection E1). After the enormous fall of meteorites in the French village of L'Aigle on April 26, 1803, the scientist Jean-Baptiste Biot prepared a document in which he presented proof that stones in fact fall from heaven. This document was soon approved of by the French Academy of Science. After Biot's proof was officially disseminated by the Academy documents, the entire scientific establishment changed its views on meteorites. Now these "stones from heaven" are the source of extremely important information, and the development of significant areas of our knowledge depends on investigations of them. If we transfer the above routine to UFO manifestations, we will see that the first two stages are already completed. UFO sightings recorded since Kenneth Arnold's famous flight on 24 June 1947 - when the first UFO sighting was officially reported - supply us with a sufficient body of evidence. The publication of this monograph provides a legal disclosure of the required proof. Thus, in order to complete the entire UFO recognition routine, only two stages remain, i.e. approval and implementation.

Formal approval of the proof presented here can be achieved in the following four ways:

(a) Someone will complete a working model of a device described in this monograph (e.g. the Oscillatory Chamber) in this way providing the hardware approval for the deductions presented.

(b) One of the bodies which exists already, for example the USA National Enquirer Blue Ribbon UFO Panel (see [2J] page 245) or the USSR centre for the co-ordination of UFO research (lately very interested in the Magnocraft) will provide official approval.

(c) An appropriate body will be specially formed for the issuing of such approval (e.g. UFO investigators from a progressive country will organize a special assembly for this purpose).

(d) There will be no institutional approval, but the ever increasing number of UFO investigators will individually accept the deductions from this chapter and thus the statistical majority of the public will recognize this monograph as formal proof. In order to establish this approval, publishing this monograph in the form of a widely accessible book should suffice.

So far, (d) seems to be taking its natural course in heightening public awareness.

Since the proof is formulated and the routine of its formal establishment is defined, it becomes the responsibility of everyone to make the best use of these. The right conditions for the success in officially recognizing UFOs are now fully crystallized. All that remains is the implementing of the facts established here.

J4. Chapter J reference material

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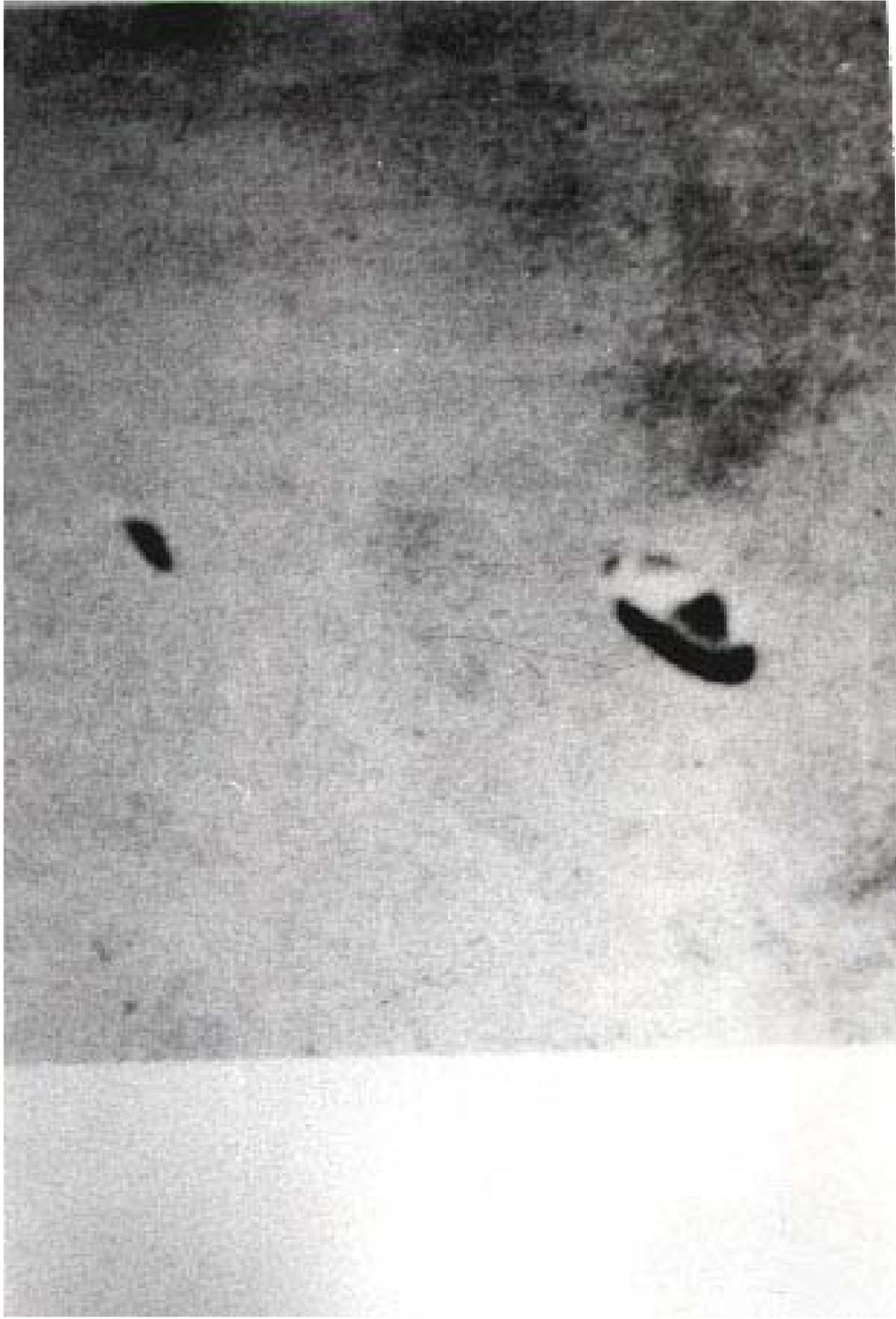


Fig. J1. A UFO photograph selected from a sequence of four colour pictures taken by Augusto Arranda near Yungay, Peru, in March 1967 - see [1J] p. 119, [2J] p. 39. The whole sequence presents two UFOs type K3 captured in the various stages of their decoupling (from a spherical flying complex shown in Figure G7) and separating. Both vehicles fly in the throbbing mode of operation, thus their shape is clearly visible. The geometrical analysis shows the striking similarities of these K3 type UFOs to the Magnocraft type K3 - see also Figure G4. The outline of this UFO reminds us of an inverted saucer. In its centre the topside convex is clearly distinguishable (in the Magnocraft it houses the crew cabin and the central propulsion compartment where the main propulsor is located). The UFO also possesses a lens-shaped flange that fastens around the vehicle's base.

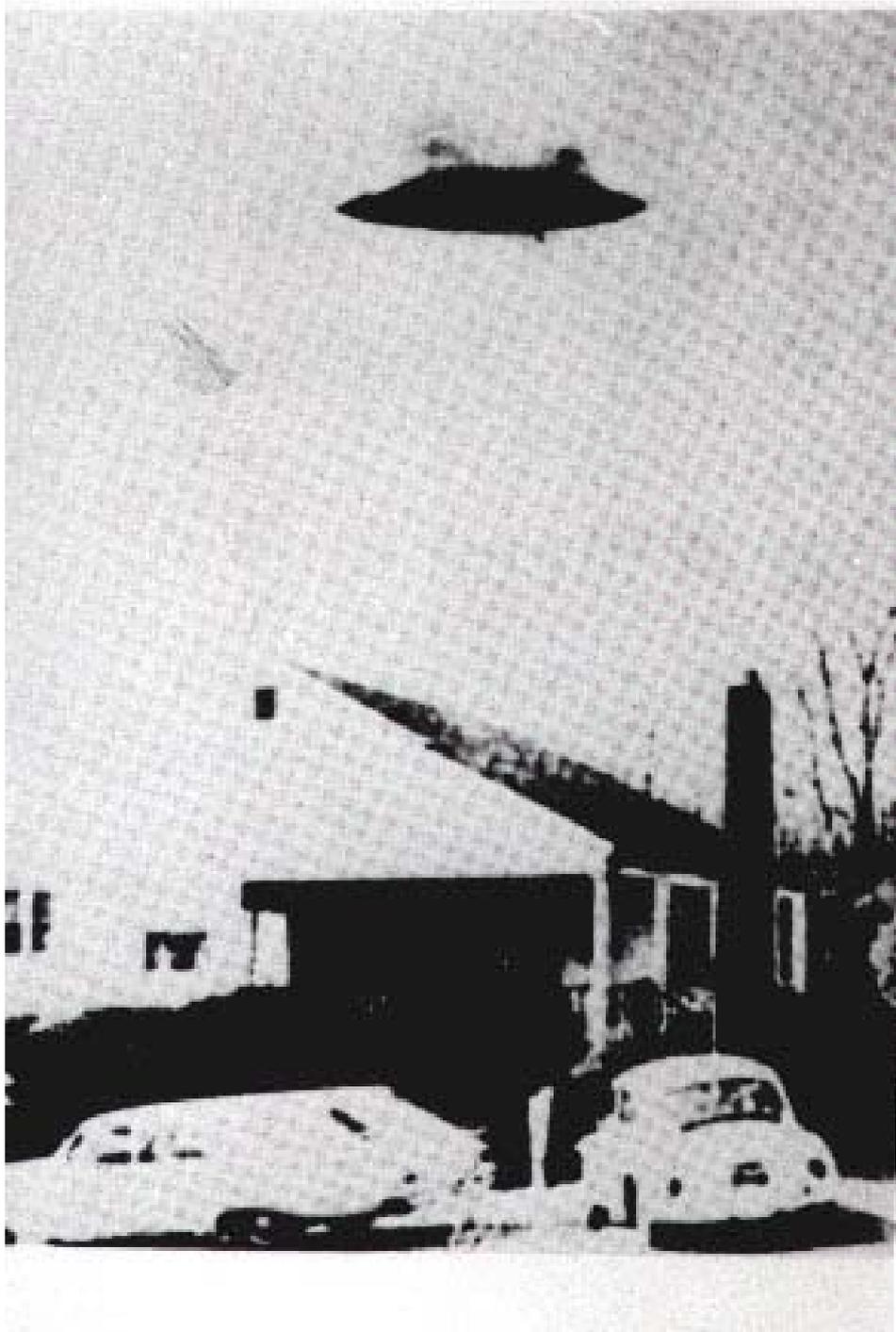


Fig. J2. A photograph of a UFO type K5 taken by Ralph Ditter over Zanesville, Ohio, USA, on November 13, 1966 - see [1J] p. 103, [2J] p. 253, [6J] p. 92, [8J] p. 140. The Sun was so positioned that its line of shadow revealed the outline of the crews' cabin and a flange. Thus, this photograph documents clearly that there is a horizontal flange at the base of UFOs, whose shape and location is identical to the flange of the Magnocraft - see also Figures G6 and G12. In the Magnocraft this flange houses the vehicle's side propulsors. Note that the apex angle of the conical side walls of the crew cabin is significantly wider in this K5 type of UFOs than the same angle in UFOs type K3 (compare outline of crew cabins in Figures J1 and J2).



Fig. J3. One of the photographs of a UFO taken by George Stock, Passaic, New Jersey, USA, on 29 July 1952 - see [1J] page 94, [8J] pp. 54-5. The vehicle is flying in the inverted position - compare this photo with Figure G3 "b". The shadow caused by the orientation of this UFO in relation to the Sun reveals that in the centre of the UFO's base there is an underside concave (see also (12) and (14) in Figure G5) identical to the one appearing in the Magnocraft's shell.



Fig. J4. An aerial photograph of a cigar-shaped UFO, taken from an aeroplane (at 2500 metres) by Inake Oses, over Calabozo Reservoir in Guarico, Venezuela, on 13 February 1966 - see [1J] p. 185, [2J] p. 256. The Sun's location shades the black round space in the middle of this spaceship and so reveals that through the centre of UFOs a type of vertical cylinder must run. An identical cylinder, designed to house the main magnetic propulsor, must appear in the structure of every vehicle that utilizes the Magnocraft's principles of operation (see (3) and (5) in Figure G5 and also Figure G8).



Fig. J5. Frame no. 9 from the series of 12 colour photographs of a UFO type K4 taken by Rudi Nagora, 8 km south of Deutschlandsberg, Austria, on 21 May 1971 - see [1J] page 125. The action of a magnetic lens caused the parts of the UFO located close to the magnetic propulsors, i.e. the flange and the topside dome, to remain partially invisible in this photograph (see also Figure J30). Notice a slight difference between the apex angle of the conical crew cabin walls from the above vehicle type K4 and the same angle in UFOs type K3 and K5 shown in Figures J1 and J2 (see also Figure G24).

(a - upper) The entire photograph.

(b - lower) A close-up enlargement of the UFO.



Fig. J6. A photograph of a K8 type UFO taken by an unknown person from Grenoble, France, on 12 February 1971. The object was photographed over Corsica, near Olmo, 20 km from Bastia - see [1J], p. 129. Although the object in this photo is clearly visible, its shape differs from the small types of UFOs (i.e. K3 to K5) known to the majority of investigators as "typical". This is because all the UFOs type K6 to K10 contain an additional complementary flange (see (6) in Figure G5) which deforms the outlines of their topside dome. Therefore, for some "UFO experts" this difference in shape sufficed to proclaim the above photograph as a "hoax" or at least a "controversy" (using a similar argument some "UFO experts" also tried to disqualify the photograph from Figure J8). Of course geometrical analysis confirms that the shell's formation in this UFO exactly corresponds to the equations from figure G23 (for $K=8$). Moreover, there are also other UFO photographs available which display the same shape (e.g. see the photo published in OMNI magazine, Vol. 7, No. 6, March 1985, page 95). This confirms that the above photograph is in fact genuine, and also proves that all the equations deduced about the Magnocraft are applicable to the description of UFO shapes.

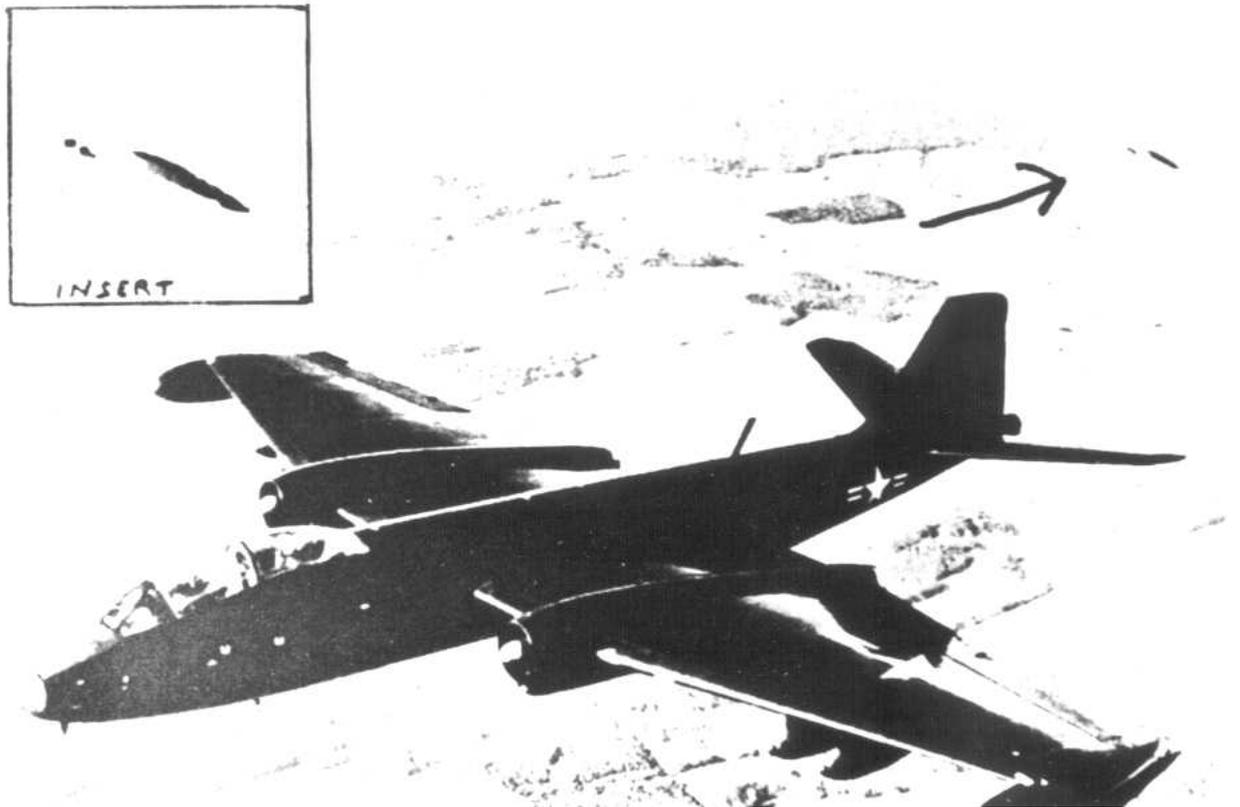


Fig. J7. A photograph of a UFO type K9. This object was taken around 1954 while following a Martin (Canberra) B-57 bomber near Edwards Air Force Base in California, USA (see [1J] p. 118; [2J] p. 36).

On the entire photograph the position of the UFO is indicated by an arrow. Then the framed part shows a close-up enlargement of the UFO.

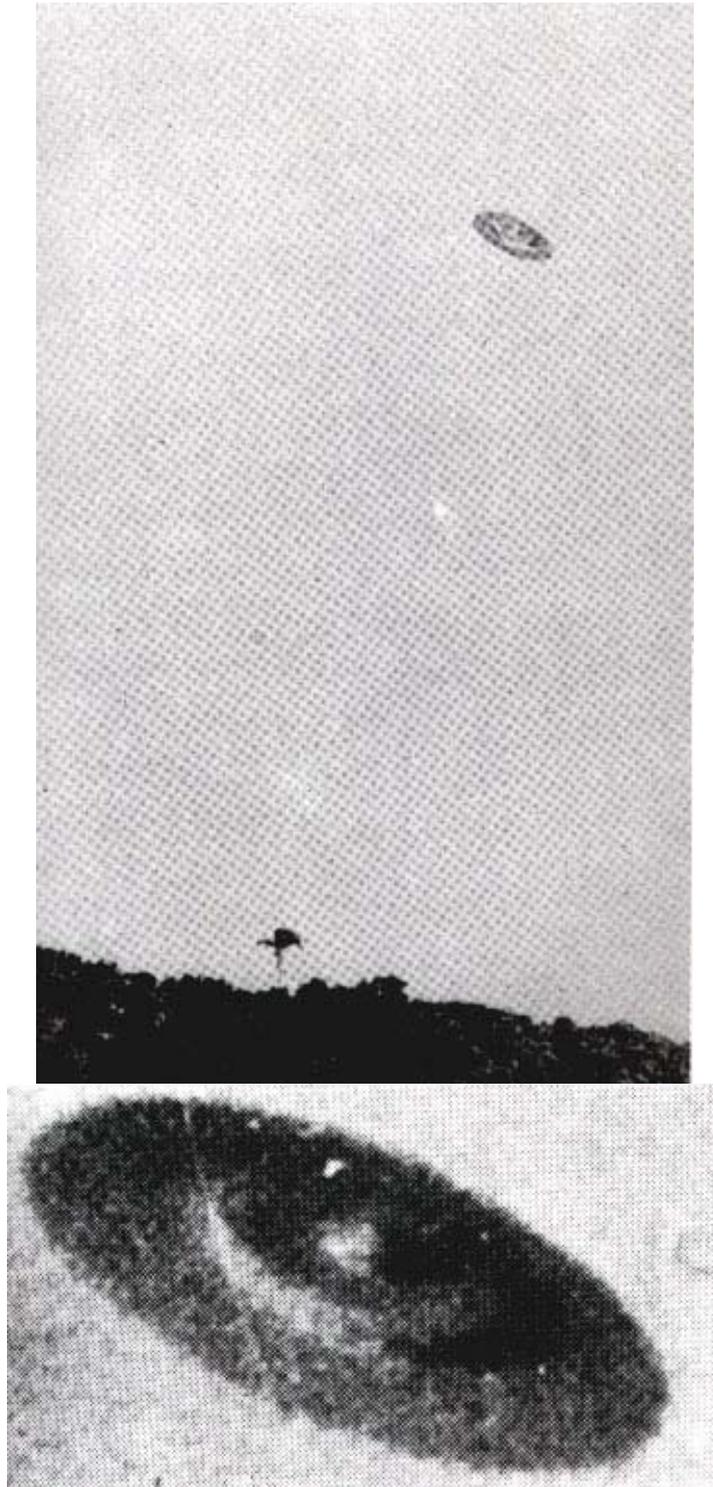


Fig. J8. One of the best photographs of a UFO type K10 taken to date. The object was photographed by Ed Keffel and Joao Martins, two journalists from the "O Cruzeiro" magazine, over Bara de Tijuca, Brazil, on May 7, 1952 - see [1J] p. 108, [2J] p. 43, [6J] p. 6, [8J] pp. 48-9. The geometrical shape of this vehicle strictly fulfils the equations from figure G23. Note the spherical casing of the main propulsor visible through the transparent shell of the topside dome. See also Figure G24.

(a - upper) The entire photograph (one from a series of five shots of the same object).

(b - lower) A close-up of the UFO.

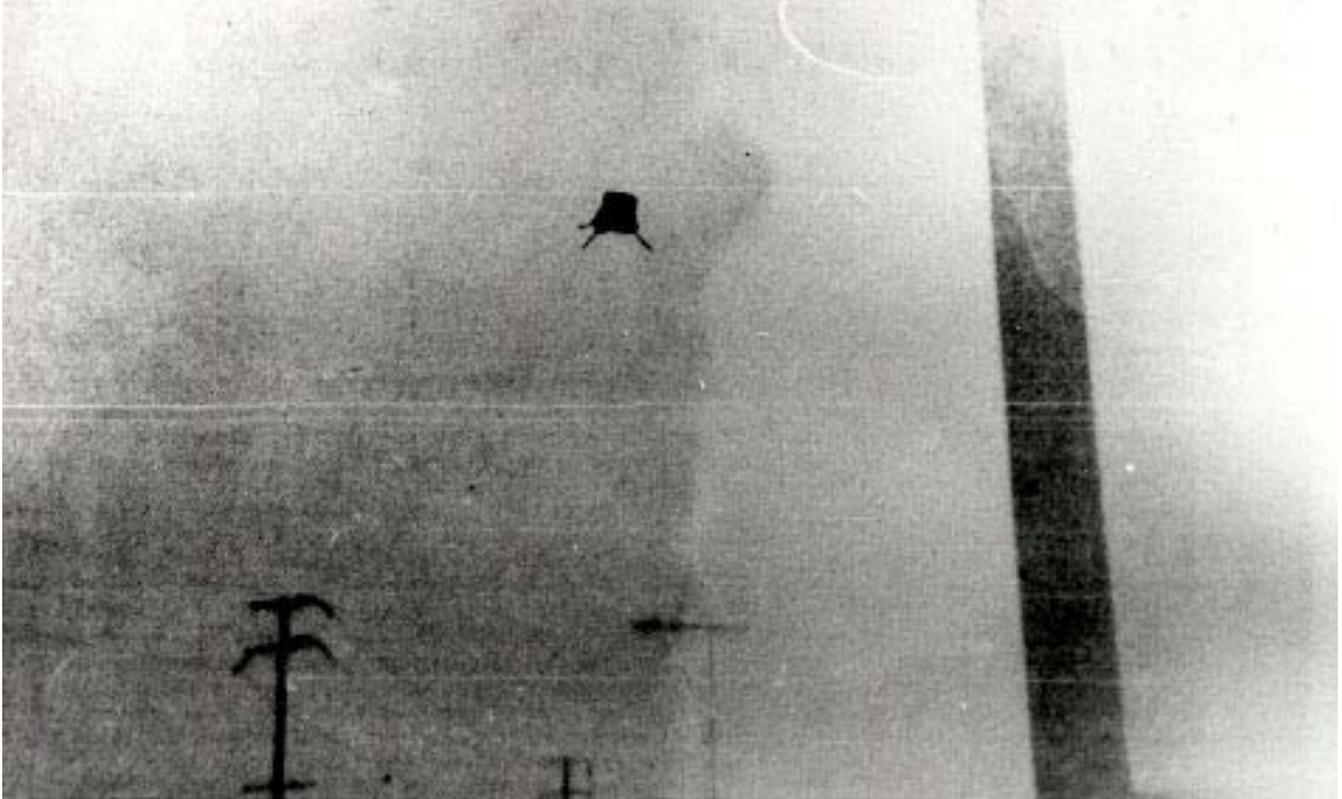


Fig. J9. The so-called Yorba Linda UFO photograph. It was taken on January 24, 1967 by a fourteen year-old boy (name withheld by request) 60 km from Los Angeles, California, USA, through a window of his home in Yorba Linda - see [1J] p. 182, [2J] p. 398. It presents a UFO flying in the magnetic whirl mode of operation, while four of its telescopic legs are still extended (the fourth leg is invisible on this photo but it was reported by the witness). The angular positioning of the legs of this object perfectly match the identical orientation of legs predicted for the small types of the Magnocraft (e.g. K3 type - see also Figure B1). The UFO is surrounded by a whirl of ionized air which in daylight gives the impression of a dark cloud - see also Figures G32 and J22. Although this whirl would destroy external objects, the vehicle's legs and periscopes are protected by magnetic deflectors and so they can protrude through the layer of a whirling plasma. Various details of this UFO (e.g. the shape of the magnetic whirl that it creates) indicate that it belongs to a small type, most probably K3.

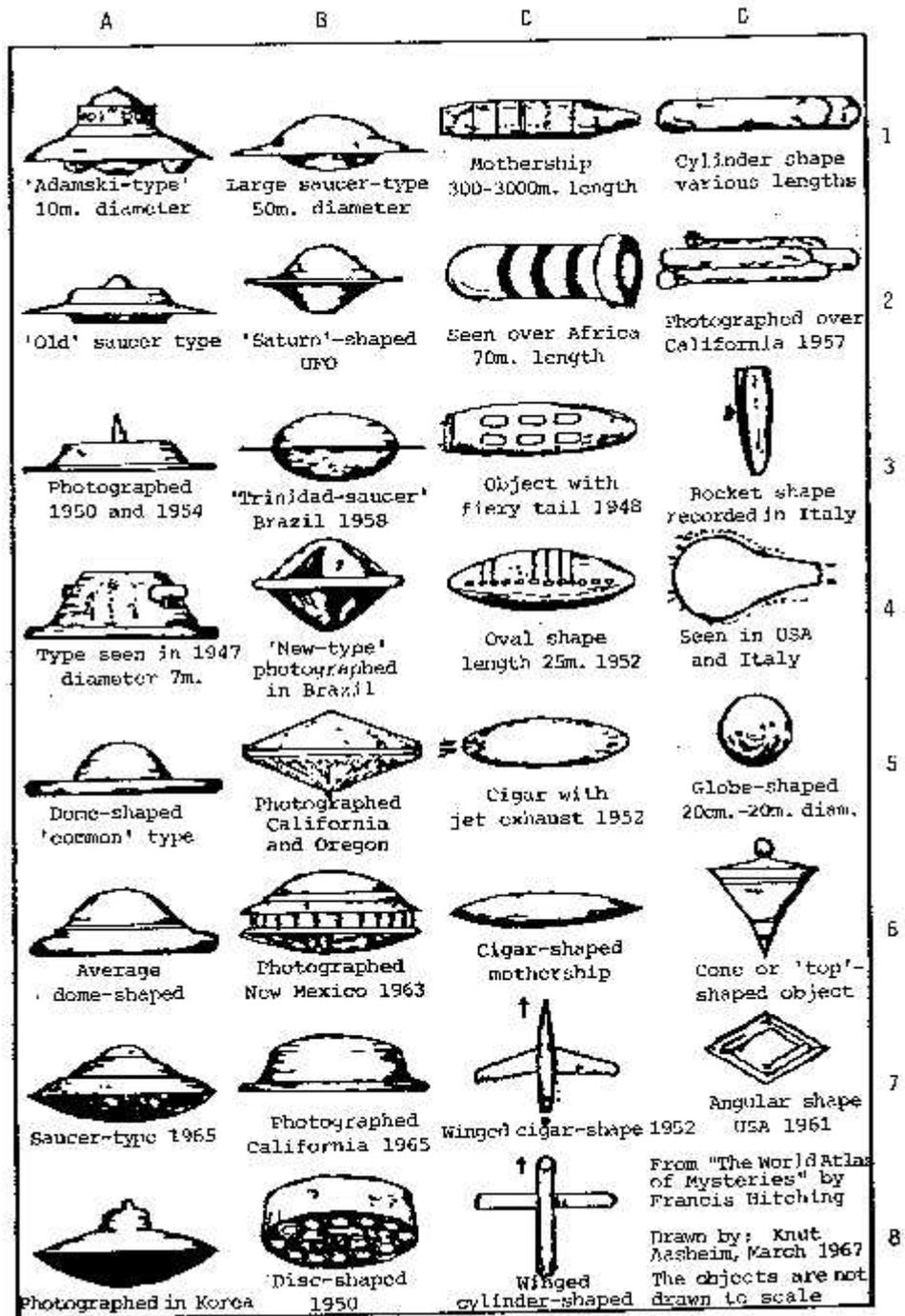


Fig. J10. The compendium of UFO shapes compiled by Knut Aasheim and published in the book [1J2.1.1] by Francis Hitching, "The World Atlas of Mysteries", Book club Associates & Pan Books Ltd., London 1981, page 188. According to the Theory of the Magnocraft, all the shapes shown in this diagram may represent various appearances of the same class of discoidal UFOs. The reason for such a variety of witnesses' perceptions of the same shaped objects lies in the "vision distorting factors" listed in subsection J2.1.1. These factors in certain conditions cause the UFOs' appearance to drastically differ from their true shape. For example, the shape D/7 in the above diagram represents a slanted twin-chamber capsule from the main magnetic propulsor, observed from below, when the remaining shell of a discoidal object diminishes because of the action of a magnetic lens (see also the encounters illustrated in Figures N1 and L5 to L6). The shape D/2 is obtained when many discoidal UFOs are coupled together into a flying system - see also Figure G16.

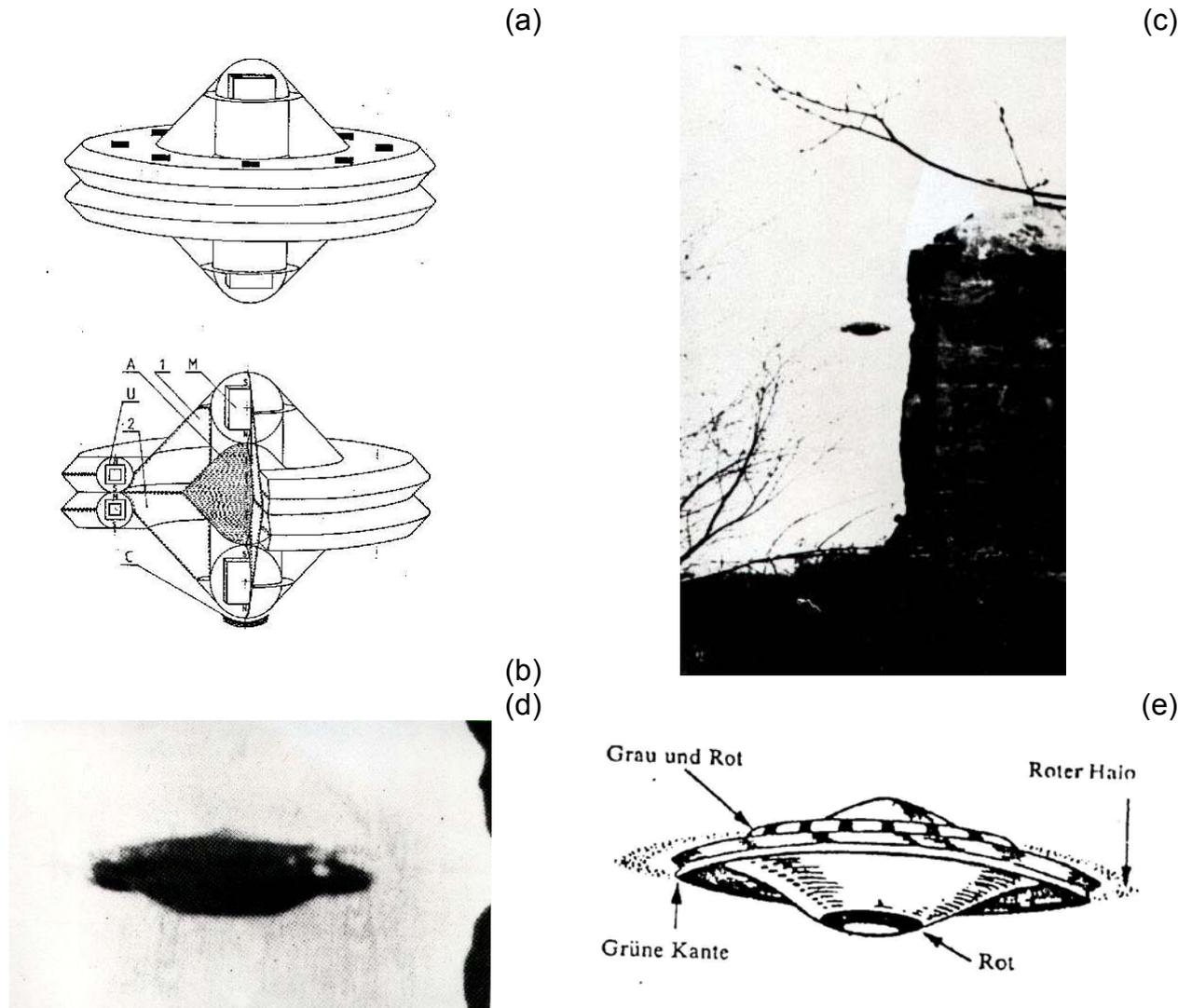


Fig. J11. A spherical flying complex of two UFOs, type K6, photographed over Sweden by Lars Thorn on 6 May 1971 (see also Figure G7).

(a), (b) The theoretical appearance of a spherical flying complex formed from two Magnocraft type K3 (instead from two UFOs type K6 shown on the Thorn's photo). This theoretical shape and appearance of Magnocraft type K6 is illustrated in Figure G7.

(c) The entire frame of Thorn's photograph.

(d) The enlargement of the photographed complex of the UFOs.

(e) The reconstruction of the shape of this complex, prepared by the Stockholm investigating group GICOFF. This reconstruction, together with the above photographs, is published in [1J] p. 81.

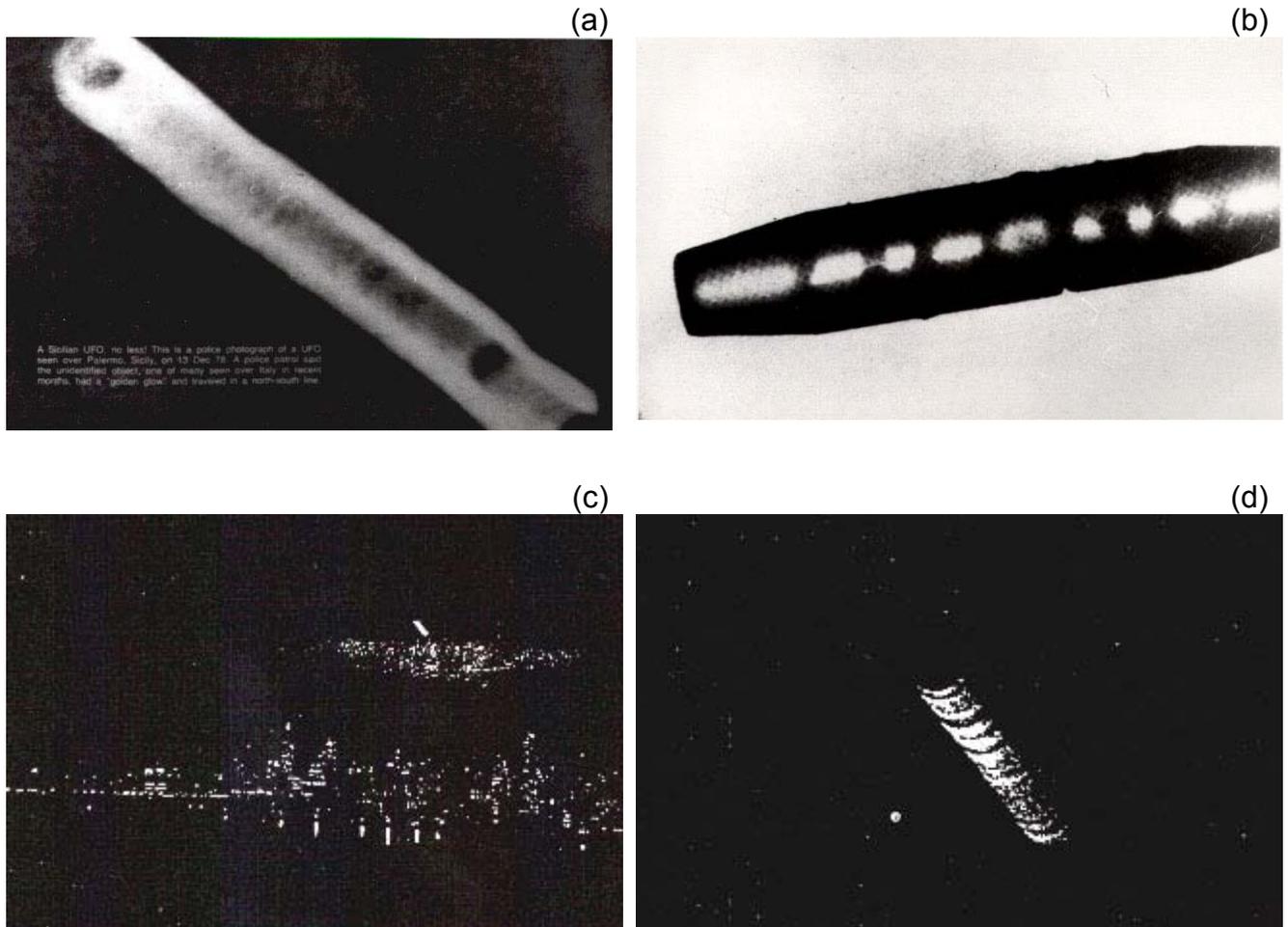


Fig. J12. Day and night photographs of two cigar-shaped flying complexes of UFOs. Both these objects fly in the magnetic whirl mode of operation, so their real shapes are concealed by the whirling cloud of ionized air. But the visible irregularities in the plasma whirls reveal the segmental structure of the complexes hidden inside (compare also the photograph published in OMNI magazine, September 1982 issue, page 99, and [8J] p. 42). Thus, the above photographs confirm that the cigar-shaped UFOs are in fact composed of a number of smaller discoidal vehicles - as explained in Figure G8.

(a) A night-time photograph of a stacked-cigar complex of UFOs, taken by a police patrol over Palermo, Sicily, Italy, on 13 December 1978.

(b) The double-ended cigar-shaped complex of UFOs photographed by George Adamski, over Palomar Gardens, USA, on May 1, 1952 - see [1P2] p. 191.

(c) A night photograph of a cigar-shaped flying complex formed from several UFOs. It was taken on 20 March 1950 over New York, USA. It was published in the book by David C. Knight: "UFOs: A Pictorial History from Antiquity to the Present", McGraw-Hill Book Company (1221 Avenue of the Americas, New York, NY 10020, USA), New York-St. Louis-San Francisco, 1980, ISBN 0-07-035103-1, page 43. The enlargement of the same object (but without the background - see (d)) was also published in the OMNI magazine, issue from September 1982, page 99. This particular photograph excellently confirms that cigar-shaped UFOs are actually composed of several discoidal vehicles, as this is explained in Figure F7.

(d) The enlargement of the vehicle from part (c).



Fig. J13. Two illustrations documenting that UFOs also form "fir-tree" flying complexes (see also Figure G10).

(a - top) A UFO witnessed by Mrs. Josephine Hewison of Lower Broadmoor Farm, West Wales, England, at about 8 a.m. on Saturday, 26 March 1977. This drawing is published in [2J2] "The Unexplained" magazine, Vol. 4, Issue 44, p. 877;

(b - bottom) The object witnessed by a woman who wishes to be known as Mrs. W. The sighting took place about 50 kilometres north-east of Launceston, Tasmania, Australia, at 5:20 p.m. on 22 September 1974. Published in [3J2] "The Unexplained", Vol. 7, Issue 74, p.1480.



Fig. J14. A drawing of detached configuration formed from two UFOs type K3 (see also Figure G13). It was observed by Captain Chrysologo Rocha and his family (eight witnesses in all) on 10 January 1958, near Curitiba, Brazil. The first presentation of this drawing that came in the author's possession was published in [4J2] "The Unexplained", Vol. 5, Issue 57, page 1140.



Fig. J15. The so-called Oregon UFO. This object was taken by a Ph.D. biochemistry consultant while it was hovering over the forest in Willamette Pass, northern Oregon, USA, on November 22, 1966 - see [1J] p. 84, [4J] p. 114, [6J] p. 114. The object represents a semi-attached configuration formed from two spherical complexes of K6 type vehicles, joined by their domes (see also Figure J11). The final shape corresponds precisely to the configuration of the Magnocraft shown in figure G12.



Fig. J16. A carrier platform formed from a large mother ship carrying a number of small UFOs (see also Figure G14). This arrangement was photographed over West New York, New Jersey, USA, on July 7, 1967 - see [6J] p. 111, [8J] p. 159. A similar carrier platform, but captured at a less spectacular angle, was photographed by W. D. Hall over Australia in 1954 - see [6J] p. 56, [8J] p. 66.

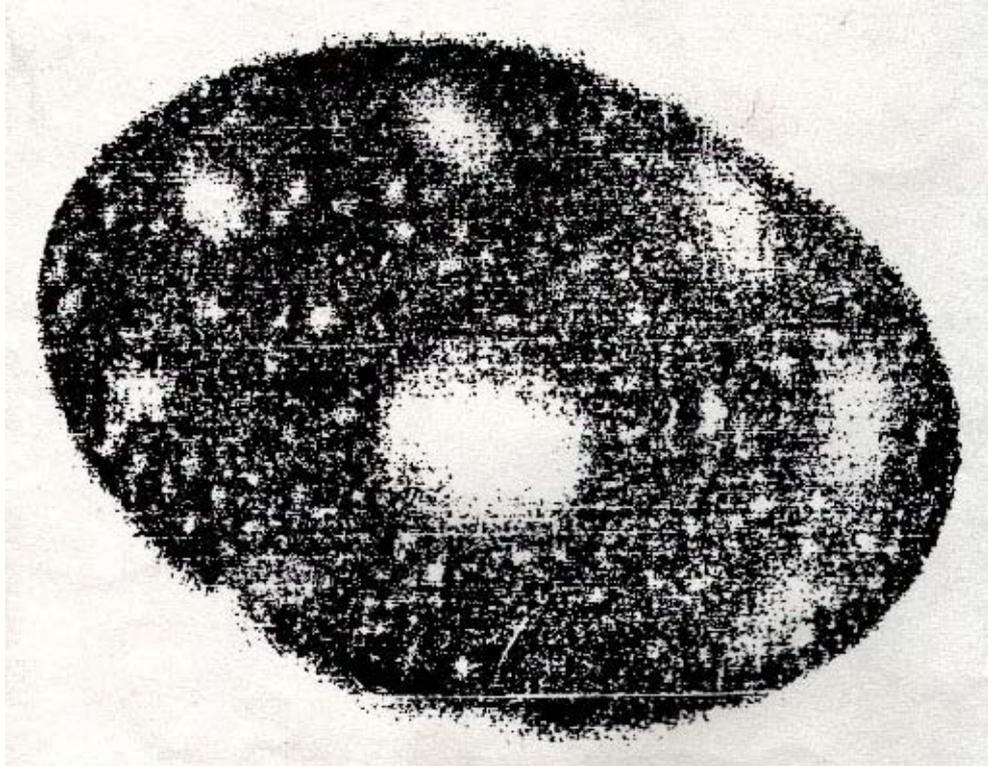


Fig. J17. A UFO type K3 photographed from beneath while hovering over Butterworth, Malaysia, on 3 January, 1979. The above photograph was published in the January 4 1979 edition of the "National Echo", Penang, Malaysia, and subsequently reproduced in the February 1980 issue of the "Mufon UFO Journal", page 8. It shows the glowing areas appearing at the outlets from the vehicle's propulsors. Thus, the photograph allows us to determine the location of these propulsors in the shell. The mutual orientation of the propulsors (the main one is placed in the centre of the UFO and is surrounded by eight side propulsors), also their number and positioning in relation to the edges of the shell, correspond exactly to the details of the K3 type of Magnocraft (compare Table G1 and Figure G33).



Fig. J18. The Motunau Beach UFO taken on October 27th 1979. This photograph belongs to Mr Norman Neilson of Greta Valley Road, Motunau Beach, North Canterbury, New Zealand. It shows the areas of ionized air at the outlets of the spacecraft's side propulsors - compare with Figure J17. Because of the unfavourable light conditions when this photograph was taken, the outline of the spacecraft itself remains elusive. This photo was an object of study conducted by a former Air Force photography expert, the late Mr Dickeson of Timaru, New Zealand. He discovered that each light source consists of two segments varying in intensity, like the side walls of a cube. This endorses the interpretation that the columns of magnetic field produced by the UFO's propulsion are square in cross-section, and that each pair of segments in the photograph represent two side surfaces of these columns. Therefore the above photograph is additional evidence supporting the hypothesis that UFOs utilize Oscillatory Chambers to produce a magnetic field used by their propulsion.

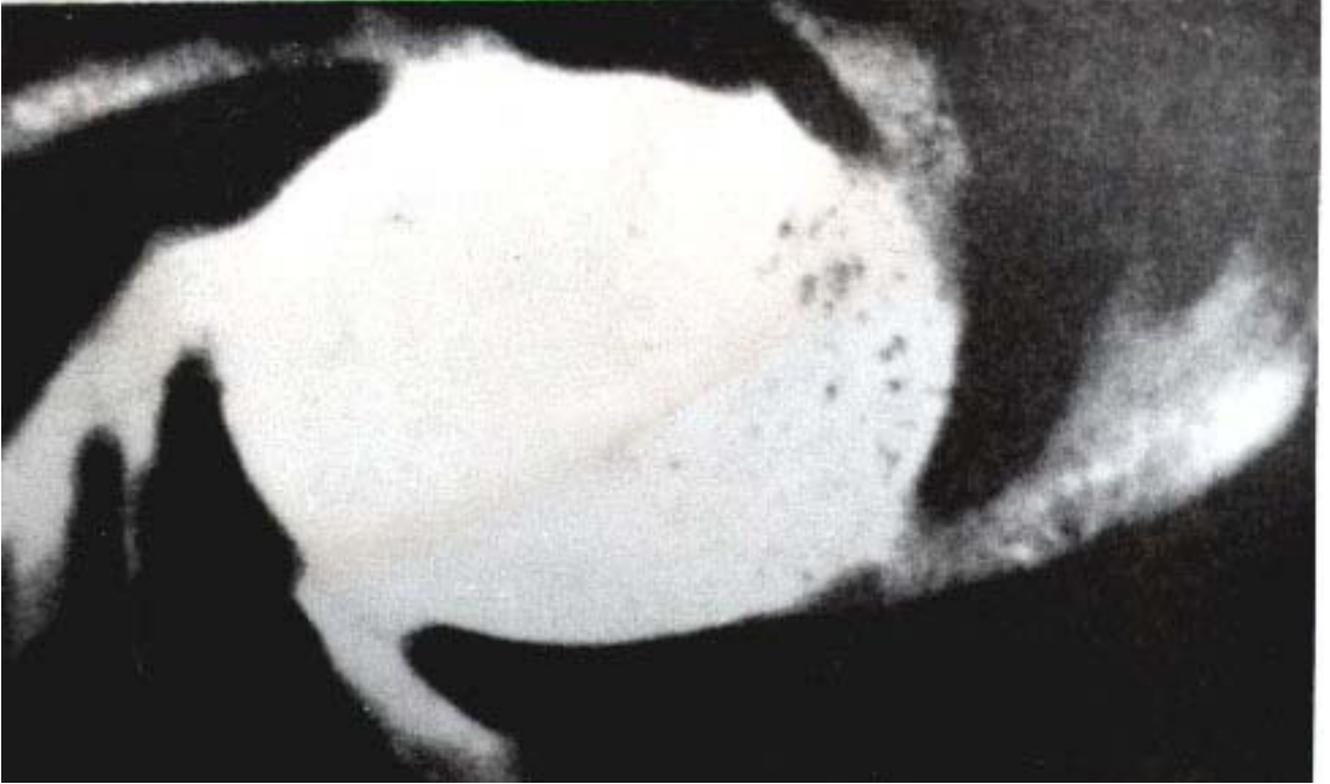


Fig. J19. The photograph of a UFO type K6 flying in the magnetic whirl mode of operation. It was taken by Enrique Hausmann over Mallorca (Palma Island), Spain, on 24 April 1950 - see [1J] page 218. The UFO travelled from east to west, appeared to rotate, and produced a loud buzzing sound. The photograph captures, from below, an outlet of the vehicle's main propulsor. Five strands of spinning force lines of the main magnetic circuits are spiralling radially from this outlet - compare the above photo with Figure G30 (c). At the edges of the photograph, each one of these five strands splits into three separate streams of the field's force lines. Notice that each middle stream engages more energy from the field than the two side streams. This results from the sinusoidal distribution of the outputs from the vehicle's side propulsors (compare Figure G30 (c) and the description from subsection G7.2).

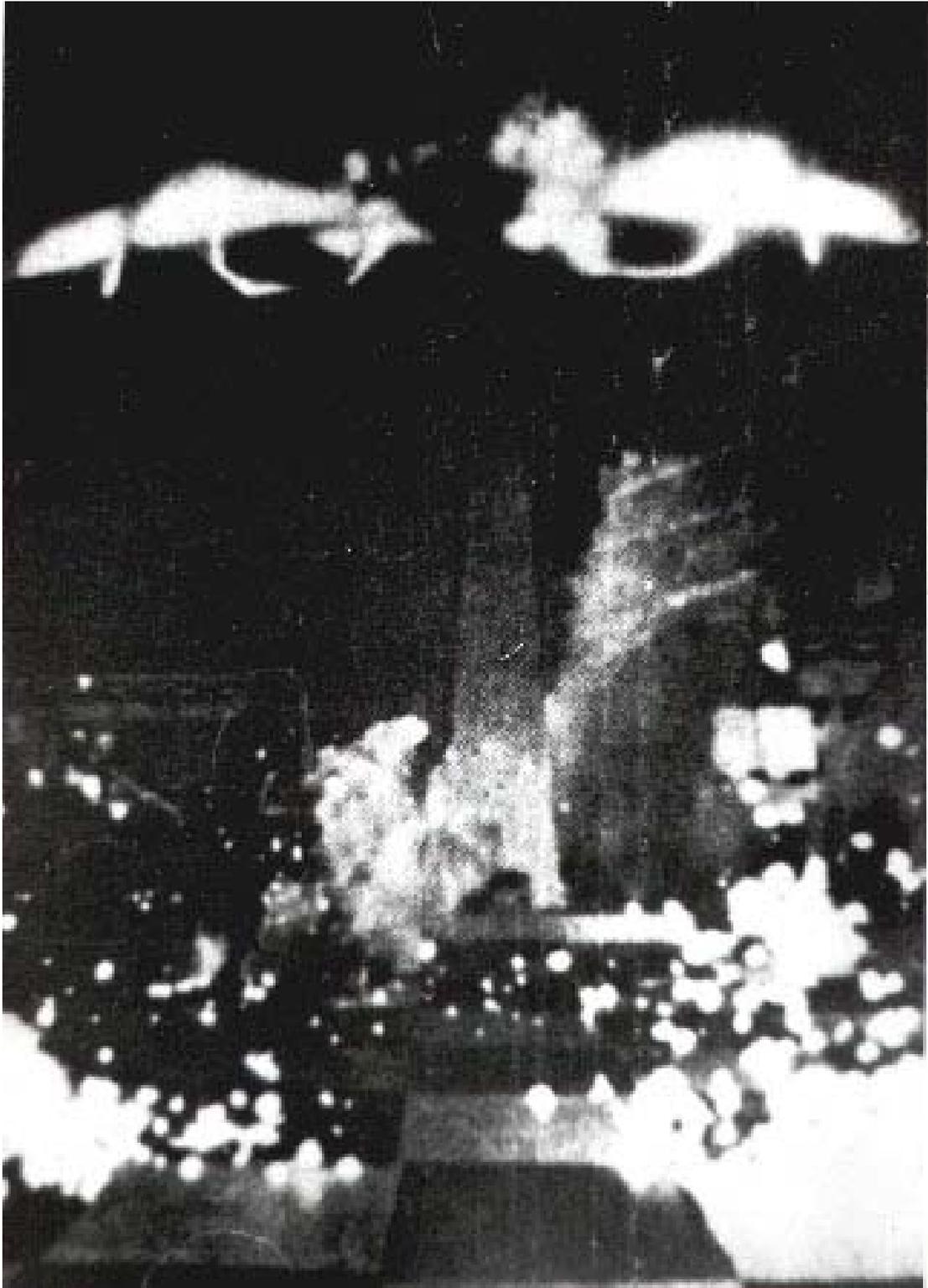


Fig. J20. A night-time photograph of two UFOs type K6 published in the Journal [5J2] "UFO Sightings" (USA), January 1981 edition, page 15. This photo is the best presentation known to the author of the magnetic circuits of a UFO shown from the side view. It definitely confirms that the strands of magnetic field force lines join the outlet from the vehicle's main propulsor with the outlets from side propulsors. Compare the above photograph with part (b) of Figures G30.

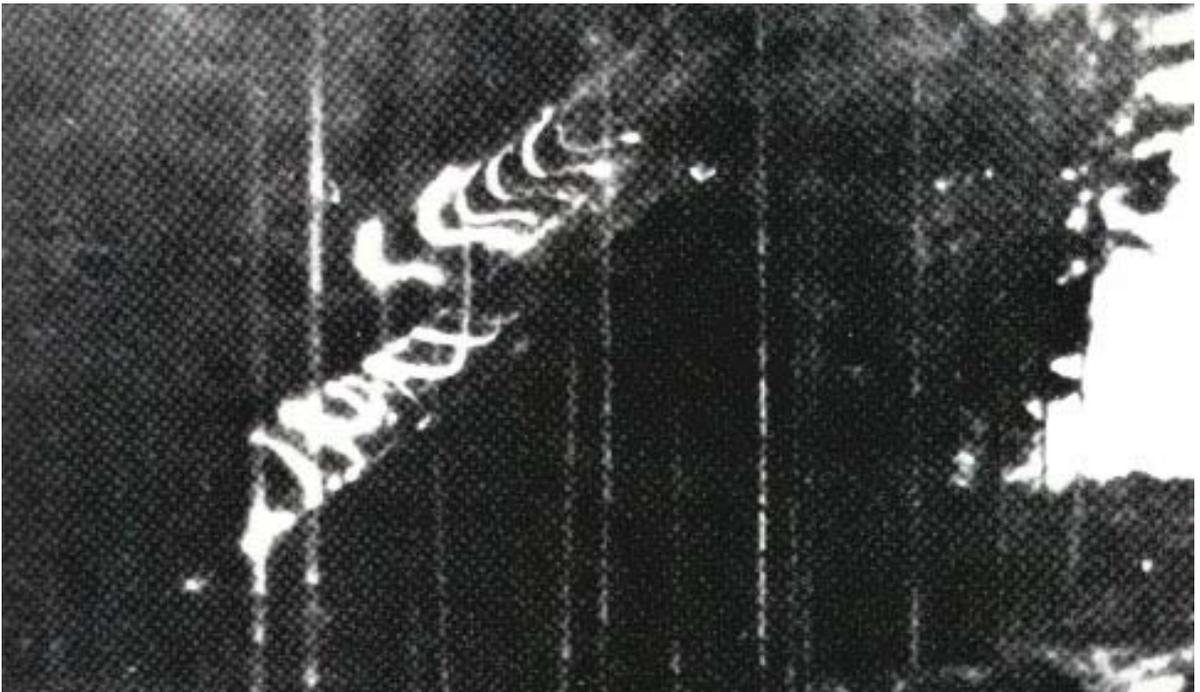
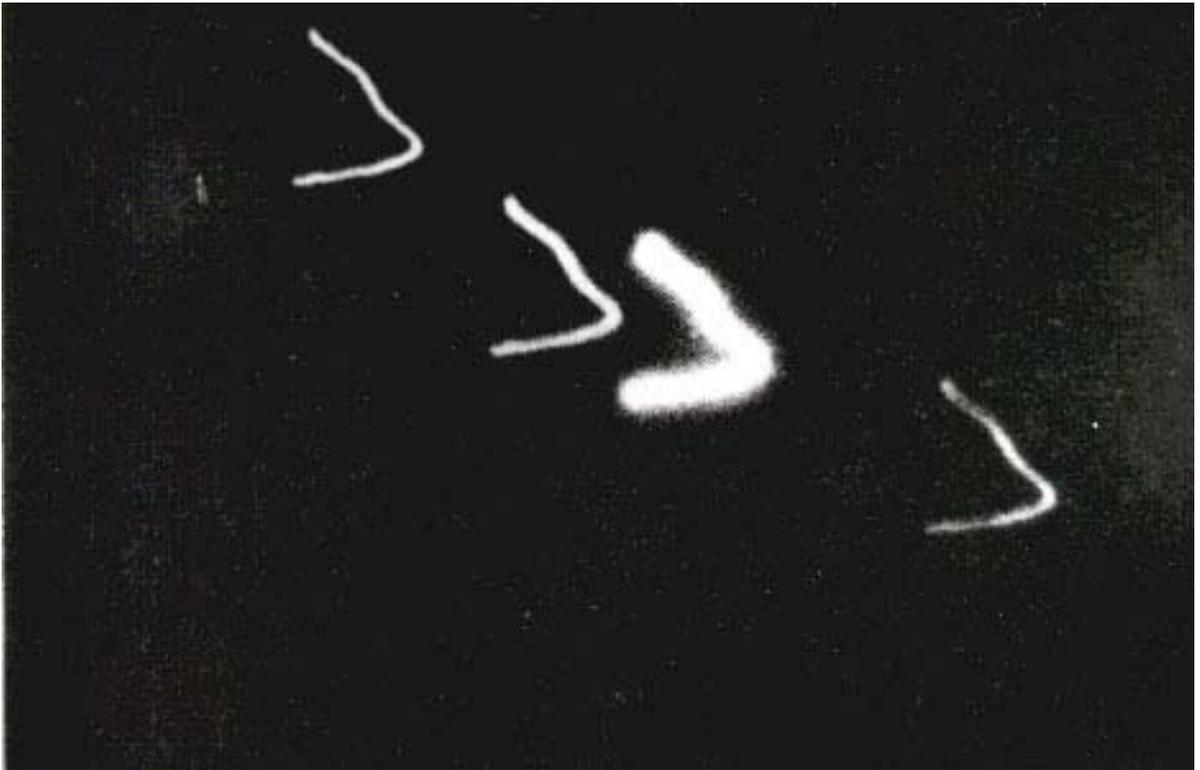


Fig. J21. Examples of UFO photographs which document the pulsating character of the vehicles' magnetic field. On each of these pictures it was only possible to see the fragment of the vehicle's magnetic circuit, which was oriented in the direction of the photographer. (The principles for the formation of such multiple images from a single magnetic circuit are explained in Figure G34). Notice that because of poor light conditions (night or evening) and the high speed of the photographed UFOs, the above pictures only captured flashes of the air ionized by the strands of the pulsating magnetic field, whereas the vehicles' shell remained invisible.

a) Photo taken by Ken Chamberlain, over Outerbelt, Ohio, USA, about 10 p.m. on 17 October 1973 - see [1J] page 205.

b) Photo taken by Karl Maier, over Wolfsburg, West Germany, on 26 February 1962 - see [1J] page 235.

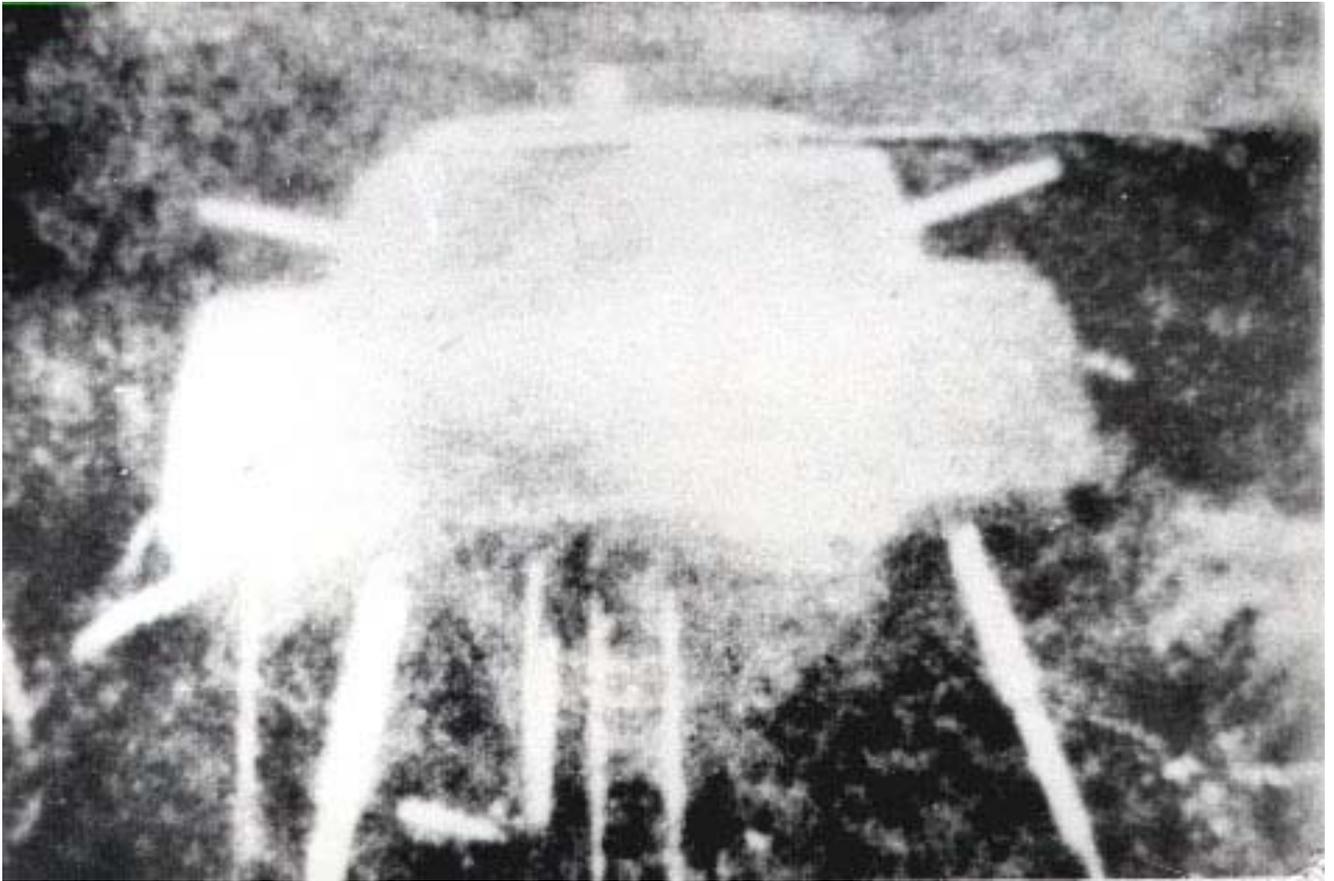


Fig. J22. A night-time photograph of a landed UFO type K4 taken by an anonymous photographer in Genui, Italy, on 23 June 1963 - see [1J] page 184. It was first published in the Journal "Domenica del Corriere", 8 September 1963. The above photograph perfectly illustrates the ionic picture of the UFO's magnetic whirl and its similarities to the Magnocraft's picture - compare this photo with Figure G32. Shown are all the elements characteristic for such an ionic picture of a whirl. The photograph also illustrates the three telescopic legs extended to support the landed vehicle, a ladder, and a set of periscopes allowing for the visual watch of the environment. Notice that the legs are located at an angle slanted towards the vehicle's base - see also Figure B1.

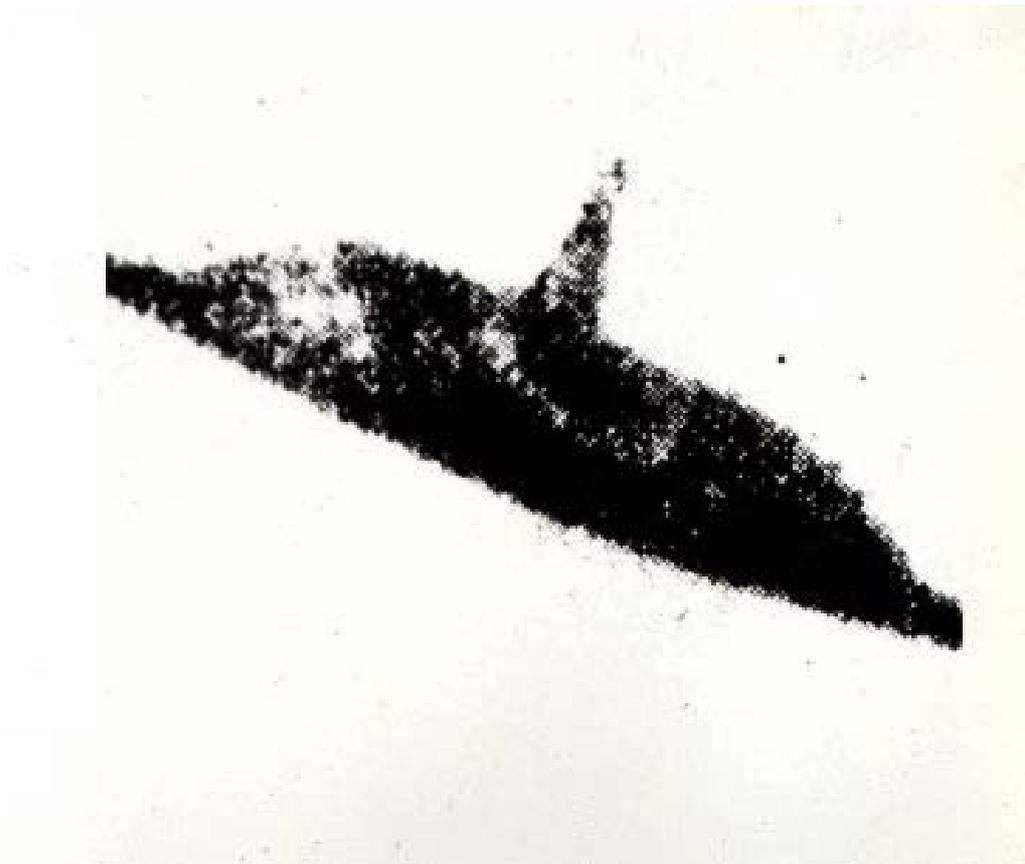
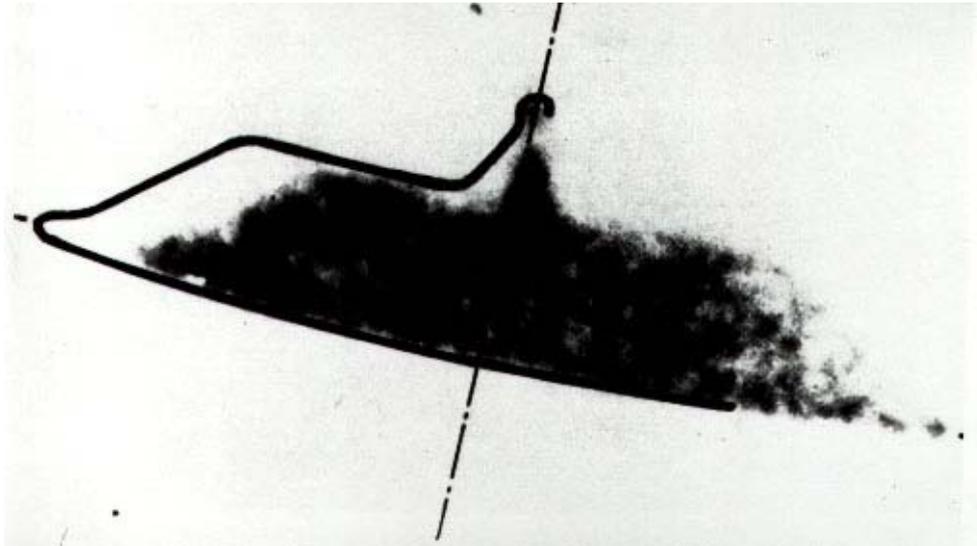


Fig. J23. Two classic UFO photographs taken in daylight that illustrate various forms of the ionic picture of a magnetic whirl. Both vehicles ascend with the magnetic whirl mode of operation. See also Figure G32.

(a - top) The photograph of a UFO type K7 taken by Mr Paul Trent of McMinnville, Oregon, USA, on May 11, 1950, at about 7:45 p.m. - see [1J] p. 105, [2J] p. 223, [5J] p. 71, [6J] p. 72, [8J] pp. 41-2.

(b - bottom) The photograph of a UFO type K8 taken by a pilot over Rouen, France, in March 1954 - [1J] p. 107, [2J] p. 330, [7J] p.14, [8J] p.42.



Fig. J24. An extremely fast moving UFO taken by Mrs Edwards B. of Devona Street, Aspley, Brisbane, Australia, on 12 May 1973. She took this photograph while on holiday when Mr Sinel (her friend) fell from a yacht into the water, approximately 6 km off the south-east Bay of Mayor Island (Tuhua Rocks), New Zealand. After the film was developed, a vehicle unnoticed by witnesses at the time appeared to fly just above the horizon. The estimated speed of this UFO was about 60,000 kilometres per hour. On the next frame, taken a few seconds later, the vehicle did not appear.

(a - upper) The entire frame.

(b - lower) The blow-up of the flying UFO.



Fig. J25. A night photo of a UFO type K3 flying in a throbbing mode of operation. The above photograph (originally in colour) was taken on 2 August 1965 by 14 year old Alan Smith, over Tulsa, Oklahoma, USA - see [1J] p. 241 and [2J] p. 371. In the centre of this UFO, at the outlet from its main propulsor, a layer of ionized air glowing a blue colour is visible. Around the vehicle's flange the air ionized by the magnetic field from the side propulsors is glowing a yellow-red colour. The non-glowing main body of the UFO remains invisible in darkness. Compare the above photograph with Figures G33 and J28.



Fig. J26. A night photograph of a spherical flying complex formed from two K3 type UFOs flying in a magnetic whirl mode of operation - compare also Figures G7 and G32. This illustration shows only a single frame from the large colour movie film taken over Kaikoura, New Zealand, on the night of December 31, 1979, from the deck of a cargo airliner "Argosy". The history of this movie is the subject of two books: [8J2] by Captain Bill L. Startup and Neil Illingworth, "The Kaikoura UFOs" (Hodder and Stoughton Ltd., Auckland 1980, ISBN 0-340-256893); and [9J2] by Quentin Fogarty, "Let's hope they're friendly" (A.H.&A.W. Reed Ltd., Wellington, New Zealand 1982, ISBN 0-598-01463-3). The interesting detail revealed by the above frame is the lack of symmetry between the ionic whirls produced by the lower and upper vehicles. The ionic picture of a whirl formed by the lower (inverted) UFO of this complex takes a regular, hemispherical shape. The location of the characteristic whirl elements in this lower picture is indicated through the changes in density of the air ionization, not through the course of the whirl outlines (as is the case with the upper part of this picture). Such a dynamic asymmetry in the whirl's shape of this spherical complex results from the principles of the magnetic buoyancy formation, i.e. the weight of the UFO compresses the magnetic circuits under a lower vehicle in a way similar to a cushion being squashed by a person who sits on it, whereas the spinning of these circuits shapes them into a regular hemisphere.

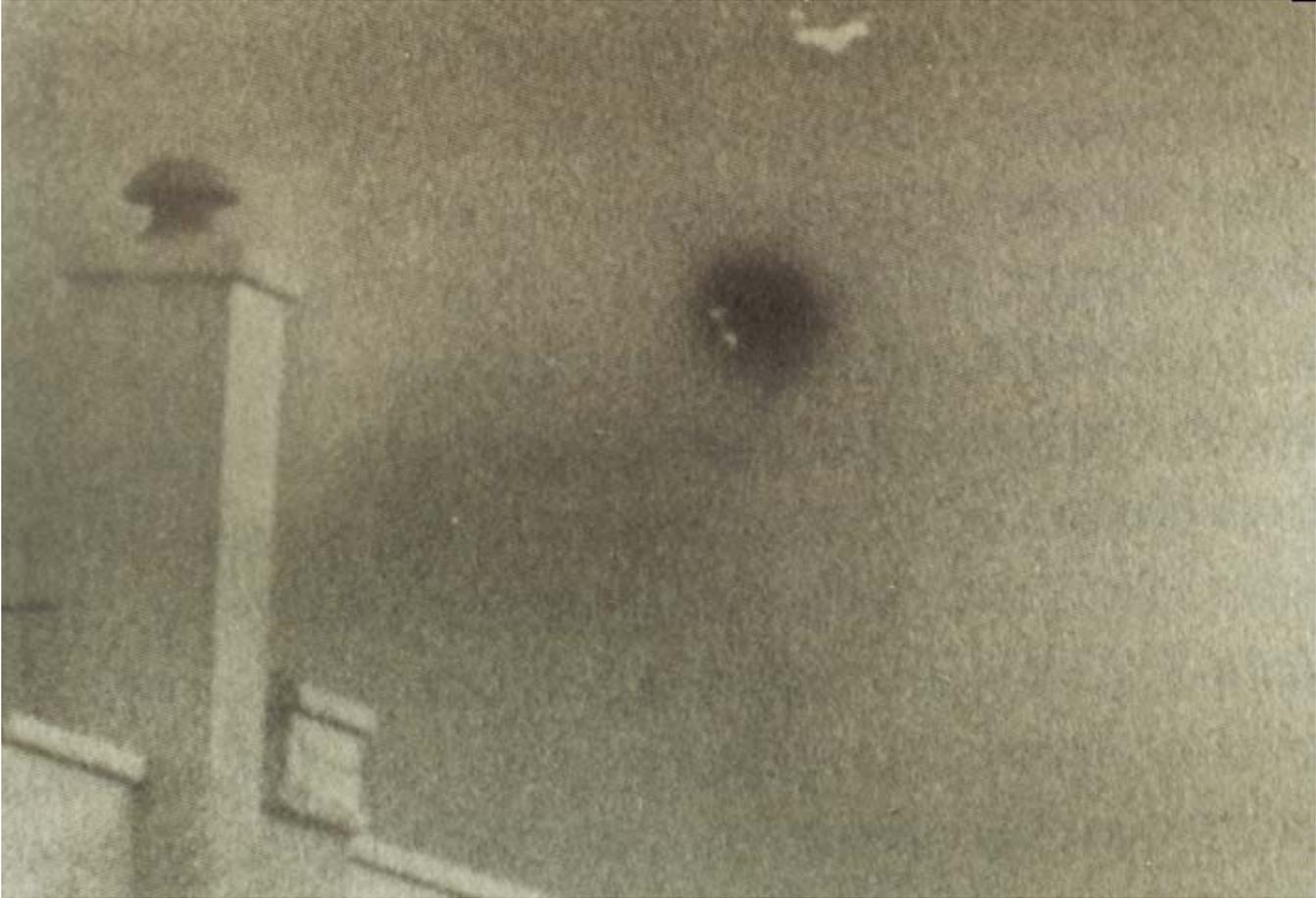


Fig. J27. A photograph of a stationary UFO taken when the sky was apparently empty. The above picture documents the ability of UFOs to create a very efficient magnetic lens. It was taken by Andy Collins in May 1979 over Prestatyn, England, and subsequently published in the book [10J2] by J. Randles & P. Whetnall, "Alien Contact", Neville Spearman Ltd., Suffolk, England, 1981, ISBN 85435-444-1, page 45. Notice two white spots which reveal the vehicle's side propulsors oriented towards the photographer in such a way that their strong glow penetrated from inwards through the magnetic lens.

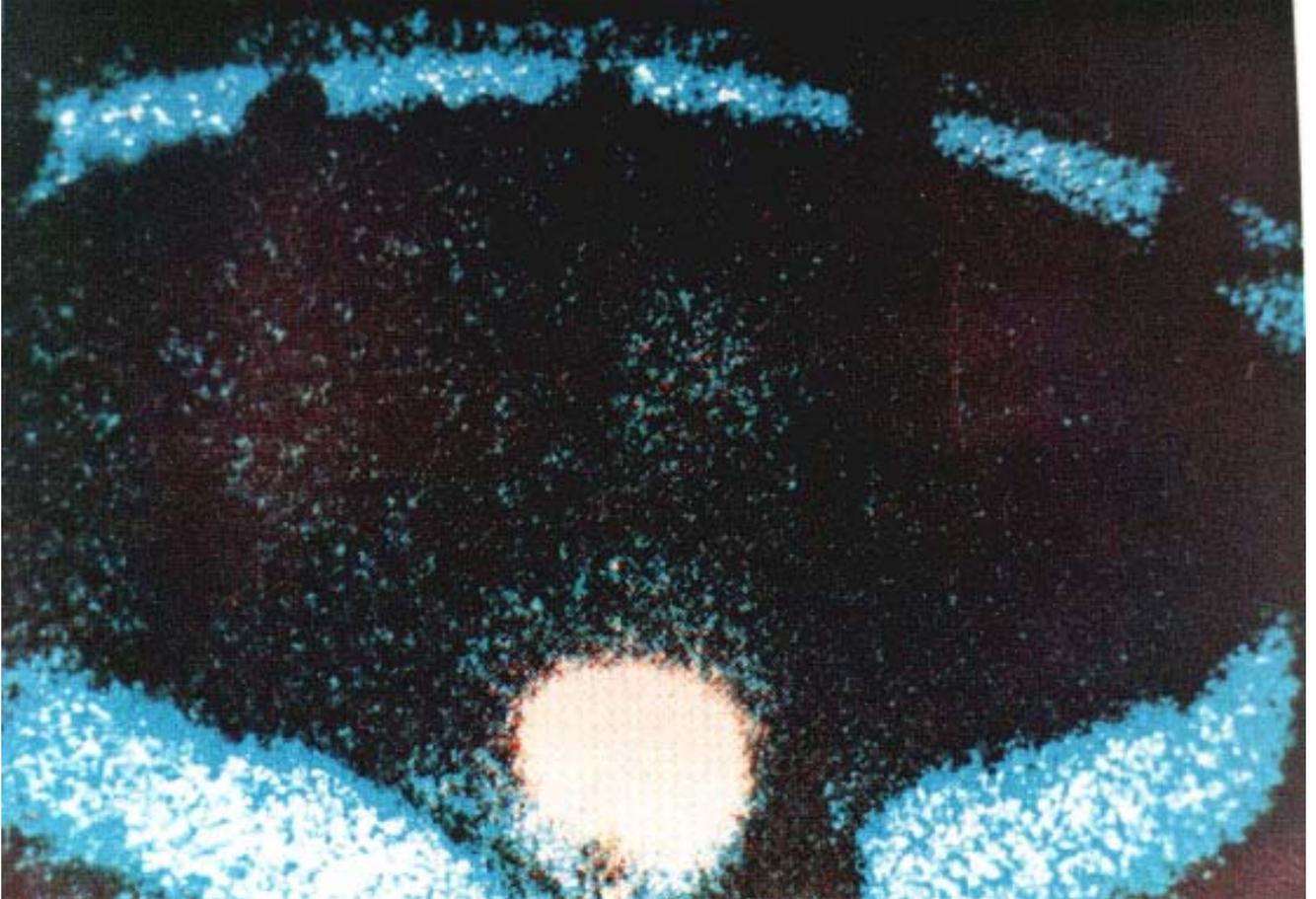


Fig. J28. A single frame from a colour movie film of a UFO taken at night by Ellis E. Matthews above Alberton, South Australia, in 1967 - see book by Bruce Cathie & P.N. Temm, "Harmonic 695" (Wellington, N.Z., 1971, ISBN 0-589-01054-9) page 134. It presents a stationary vehicle type K5 hovering in darkness in the throbbing mode of operation. The film captured only a glow of air, ionized by the magnetic field from the vehicle's propulsors. The main body of the UFO remained invisible in darkness. In the above photograph the colours of the glowing air provide perfect confirmation for the statements of the Theory of the Magnocraft. The air at the single outlet from the main propulsor, whose axis is slanted from the centre, glows a yellow-orange colour, whereas the ring of outlets from the side propulsors induces a blue-green glow. This means that the UFO's topside was oriented towards the photographer, so in the main propulsor a north (N) magnetic pole prevails, whereas in the side propulsors their south (S) poles are displayed - see also Figure G33. Compare the colours from this frame taken in the southern hemisphere with the colours in the photograph from Figure J25 taken in the northern hemisphere. (Notice that in the different hemispheres the polarity of the UFOs' propulsors must be reversed.)

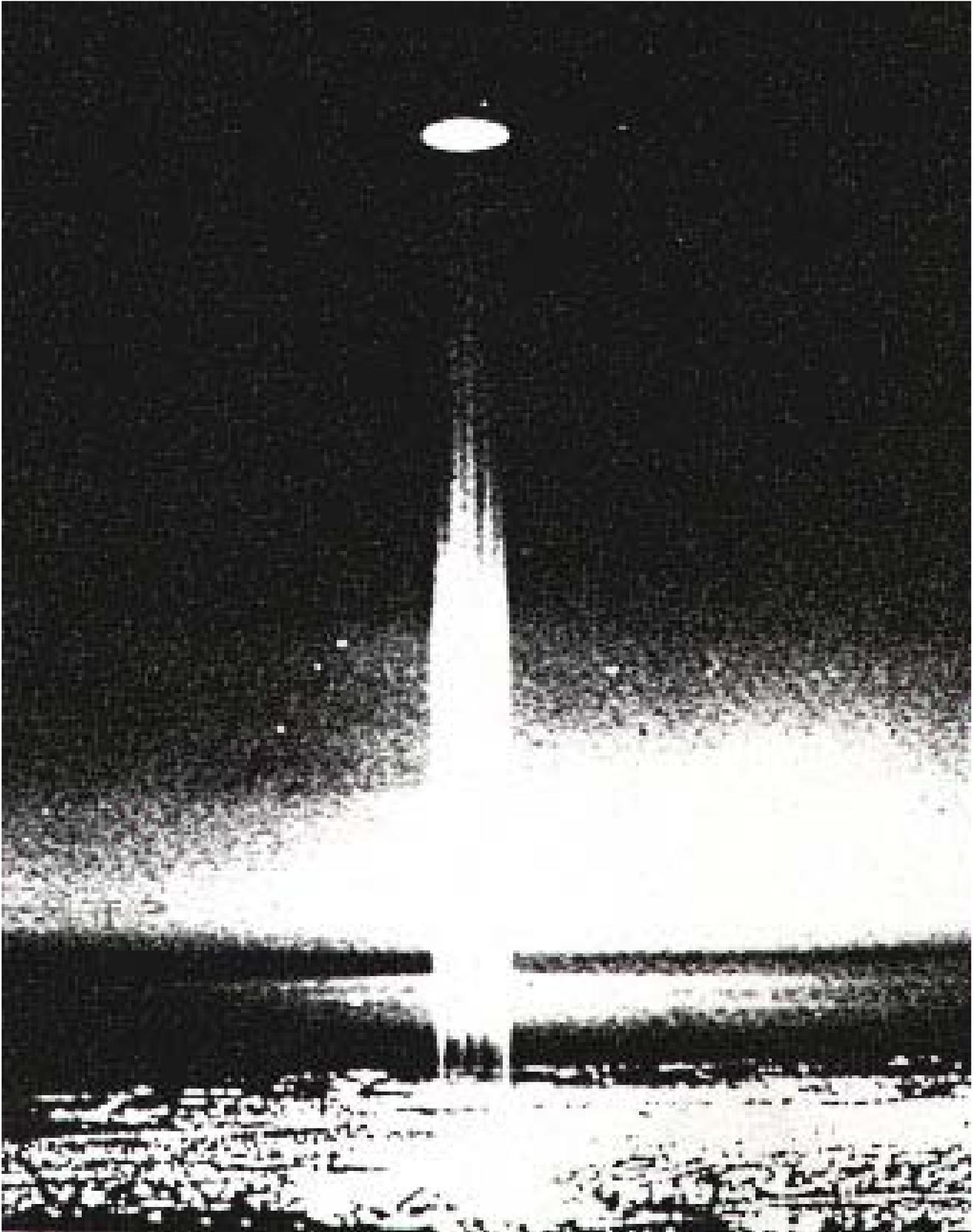


Fig. J29. A night photograph of a UFO published in the book [7J], page 48. The searchlight beam is emanating from the centre of the vehicle, i.e. from the place where the main propulsor is located. The unusual stratification of this beam of light suggests that it is directed along the column of a magnetic field from the vehicle's central circuit.

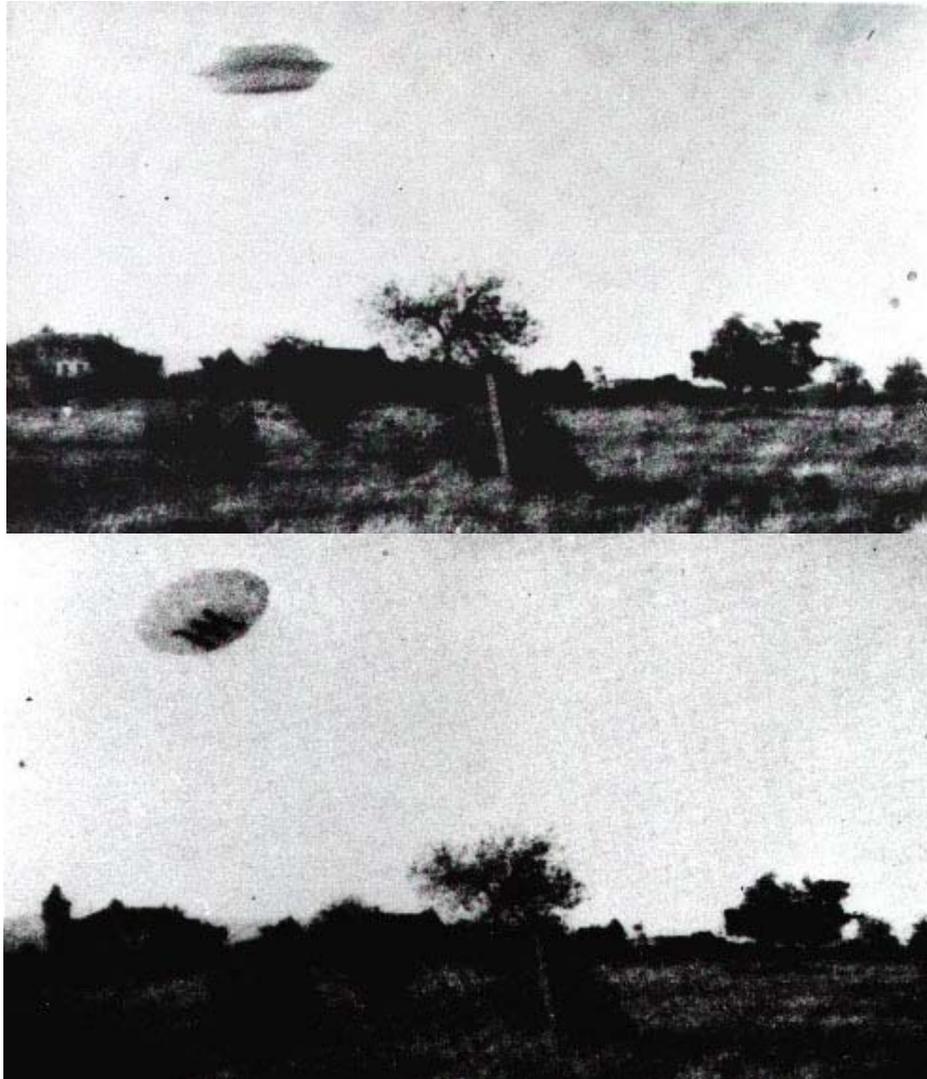


Fig. J30. Two frames from a large set of daylight photographs taken by Antonio Pardo over San Jose de Valeras (Spain) about 8:30 p.m. on June 1, 1966 - see [1J] p. 159. This photograph shows a spherical complex of two K7 type UFOs (see also Figures L1 and K4 showing UFOs of the same type only that coupled into different arrangements). The outlines of both vehicles are distorted by the strong action of the magnetic lens. The areas affected by this lens are concentrated around the propulsors of the UFOs. Thus the flanges containing the side propulsors are only partially visible, whereas the spherical bowls that cover the ceilings of the crews' cabins are completely diminished. On high quality copies of this photograph a faint outline of the spherical bowl at the top of the upper vehicle is slightly distinguishable.



Fig. J31. One of the best colour photographs of a twin-chamber capsule from the main propulsor of an ascending UFO. It was taken by a teacher in Hawaii and subsequently published in the book [7J2], "Into the Unknown", Reader's Digest, Sydney, Australia, 1982, ISBN 0-909486-92-1, page 315. In the above photograph the vehicle's main magnetic circuits form an effective magnetic lens which dissipates the outer parts of the UFO - see also Figure G37. But because the central magnetic circuit radiates from this lens and forms a type of vision channel directed towards the photographer, the twin-chamber capsule that produced this circuit remains clearly visible. In the photographed capsule the resultant flux is provided by the inner chamber, whereas the entire output from the outer chamber is drawn into the circulating flux - see Figure F5 (a). Therefore in higher quality copies of this photograph, a cone-like column of a magnetic field yielded by the inner chamber can be clearly distinguished. (A similar cone-like column of a magnetic field is indicated under the main propulsor from the vehicle presented in Figure N1.) This cone conceals the outlines of the remaining two edges of the capsule located behind it. The magnetic field bent by the outer chamber into the circulating flux has a clearly distinguishable boundary and therefore acts as a trap for light (see the description of "black bars" - subsection G3.4). Thus, the inside of the outer chamber is visible as a blackened area. Notice that this photograph allows one to determine the relation between the side edges of the outer "ao" and inner "ai" chambers in the twin-chamber capsules of UFOs. This relation is: $ao = ai \sqrt{3}$ - see also Figure F4 and equation (F8).



(a)



(b)

Fig. J32. An example of an unjustified claim for a genuine UFO photograph being a hoax, only because the computer technique of "digital image enhancement" revealed a form that resembles a vertical "thread" running above the object. The deductions from subsection J2.10 indicate, however, that the "thread" is in fact an effect of the light being dissipated by the central magnetic circuit of this UFO. This invisible circuit of the highly concentrated magnetic field yielded from the vehicle's main Oscillatory Chamber: (1) must be positioned exactly in the indicated place, (2) should take the presented proportions of dimensions, and (3) its interaction with light should produce the impression of a rectangular column - in fact appearing on the image (hoaxers would not use a rectangular thread!). Moreover, the same computer image also revealed edges of the "topside alignment cone" and the "complementary flange" visible at the upper side of the vehicle. These edges are distinguishable features for the UFO type K7 - see (2) and (6) in Figure G5 and Figure G24. But the so-called hoaxers could not possibly have known about them. Therefore, the edges additionally testify to the authenticity of this photograph.

(a - upper) An original photograph of the K7 type UFO, taken by an anonymous photographer calling himself "N.N." on 1 June 1966 over San Jose de Valderas, Spain - see [1J] p. 161, [8J] p. 161. It is one of a series of photographs of the same object taken by two independent photographers - see also Figure J30.

(b - lower) A computer image of the object from this photograph, produced with the use of the "digital image enhancement" technique and published in the book [7J] p. 208. This image is claimed to be the "undisputed proof" that the photograph is a hoax. No investigator to-date has had the courage to argue with such "scientific evidence" and to provide a fair interpretation of the image.



Fig. J33. A formation of UFOs taken by Carl R. Hart, Jr. above Lubbock, Texas, USA, on the evening of 31 August 1951 - see [1J] p. 211, and [2J] p. 215, [8J] p. 46. Five pictures were taken of the two UFO formations flying in two different directions were taken. The above photograph shows the V-formation of UFOs flying in a magnetic whirl mode of operation. The ionic pictures of the vehicles' whirls take the very unusual shape of "shoes". As it is explained in Figure J34 such "shoe-shapes" result from the requirement that UFOs must always fly with their base perpendicular to the local course of the force lines of the Earth's magnetic field. Thus this photograph adds significantly to the proof that UFOs obey the laws of magnetic flight.

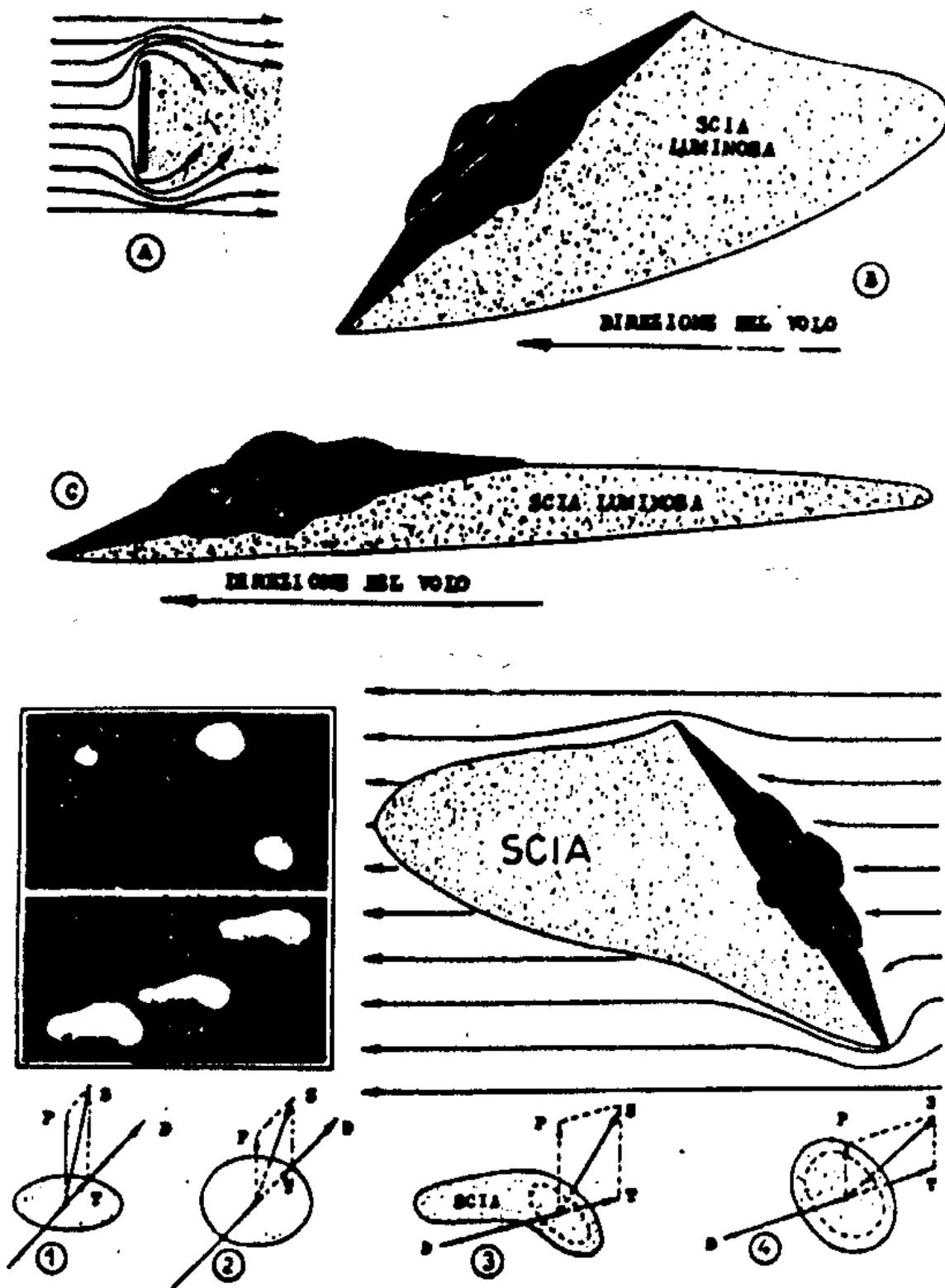


Fig. J34. The drawings illustrating the deductions by Renato Vesco. They are published in [1J] p. 212. In 1972, an Italian investigator Renato Vesco proved that UFOs flying slanted from the least aerodynamic resistance orientation must produce a "shoe-shaped" ionic picture of a whirl. His proof supported by the photograph presented in Figure J33 confirms that UFOs fly in the non-aerodynamic magnetic manner that contradicts the laws of hydromechanics. The primary condition always fulfilled during this flight is that UFOs are oriented so that their bases are perpendicular to the force lines of the Earth's magnetic field.

Chapter K:**THE VALIDATION OF THE CONCEPT OF DIPOLAR GRAVITY**

In chapter D every individual aspect of the Concept of Dipolar Gravity, after being presented, was immediately confronted with various facts taken from reality. In this way the general statements of the Concept of Dipolar Gravity were instantly validated on the existing evidence. Moreover, such facts as: photographs of the extraction glow, achievements of ESP practitioners (e.g. Plank's pump), effects of the Boomerang Principle, Kirlian Photography, Wave-Particle Duality of Matter, and many others, could only appear when the Concept of Dipolar Gravity is correct and valid. Therefore the general formulation of this concept does not require further confirmation. However, independently from statements of the general nature, the Concept of Dipolar Gravity found a specific application in the building of advanced propulsion systems (i.e. Teleportation Vehicles and Time Vehicles). This applicational aspect of the concept mentioned is of major importance to the subject of this monograph. Because of this, the application of the Concept of Dipolar Gravity for transportation purposes will be additionally validated in this chapter.

There are three categories of evidence which confirm that the findings of the Concept of Dipolar Gravity have a direct application for transportation purposes. These are:

1. Premises for the existence on Earth of a navigational beacon system which demonstrates the operation based on some form of technological telepathy.
2. Sightings of the Teleportation Vehicles which represent the Magnocraft of the second generation utilizing a psychokinetic propulsor.
3. Sightings of the Time Vehicles which represent the Magnocraft of the third generation.

Let us review the evidence accumulated so far for each of these categories.

K1. Premises for the telepathic beacon system installed on Earth

On 10 May 1978, Jan Wolski, a farmer from the small village of Emilcin (51 08'N, 22 05'E) near Lublin, Poland, was abducted onto a deck of a four-propulsor UFO by two humanoids. The course of his abduction is briefly described in subsection O1. The investigation that followed revealed that the trail of Wolski's abductors led to a strange stone, locally called a "devil stone", which has distinctive imprints of human feet and hands deeply embedded in its surface - see Figure K1 (c). UFO investigators examining the stone discovered that humanoids actually manipulated something on it. In the result it was established that this particular stone, not Wolski's abduction, was the main reason for the UFO visit.

When the author obtained a report showing that the Emilcin UFOonauts were manipulating something on the stone with hand- and footprints, he recalled the old family stories from his childhood about an other similar stone located in the vicinity of Zemanow village, near Milicz (also present-day Poland). In these stories Zemanow's devil stone was also the centre of mysterious "devil" activity which contemporary people would interpret as the frequent visits from UFOonauts. This inspired the author to propose a hypothesis that devil stones may contain some devices hidden inside them, and that these devices may be still in use by UFOs (e.g. as navigation beacons).

After the formulating of this hypothesis, the author devoted his 1981 summer vacation to the search for further devil stones. As a result of this search he discovered two more such stones located in Kamień Pomorski (the English translation for the Polish name of this city is "Seaside Stone") - 53 59'N, 14 43'E, and Stopka (the name translates as "Footprint") - 53 20'N, 17 55'E. The subsequent processing of co-ordinates of all four stones by a computer revealed that they are located in a regular "diamond-shaped" net. The author

calculated the remaining locations of this network and then he directed other UFO investigators to the determined areas. In a few cases (but not in all) other devil stones were discovered, exactly as was predicted by a computer. Further stones were reported by various people when an article dedicated to the "devil network" was published in the Polish newspaper "Kurier Polski", no. 79, 1982, page 5. The discovery of these other stones confirmed that the area of central Europe, including Western Russia, Poland, Germany and even England, is uniformly covered by a network of devil stones. {One of such stones, discovered in Addingham High Moor, England, 53 57'N, 1 53'W, is described in Journal "The Unexplained, Mysteries of Mind Space & Time", Volume 10, Issue 110, 1982, page 2193 - see Figure K1 (d)}. Research into the devil stones reveals that they are all characterized by the following attributes:

1. Their upper surface contains a very clear footprint or handprint embedded on it. In this imprint, or very close to it, a shallow indentation is located (compare Figure K1 (d) with Figure K3). Each stone has a stable, usually pyramidal, shape that favours an upward directing of the imprint, and a large size of about 1 to 10 metres.

2. They are geographically located along straight lines, exactly in the points of intersections of two opposite sets of lines. Each of these two sets is tangential from the opposite side, to the elliptical path that the magnetic pole of Earth follows in its motion around the north geographic pole.

3. All stones have a very similar legend describing their origin. In most of these legends, stones were delivered by devils or angels to their present locations. The most representative of such legends was published in the German Journal "Heimat-Blätter für ben Kreis Militsch-Trachenberg", no. 2/1925, page 12, and concerns the stone from the village of Zemanów, near Milicz (51 36'N, 17 32'E) - see Figure K1 "a". The English translation of this legend from the German is as follows:

"The devil was furious because citizens of Trzebicko village were planning to build a church. He decided to destroy the construction which had just been started. One pitch black night he picked up a huge stone in his hand and flew in the direction of Trzebicko in order to smash the church. However the strong westerly wind impeded his flight. He had only just reached a place where the village of Zemanów now stands, when the first rays of the rising sun appeared and a rooster began to crow. The devil had to drop the stone and then flew back to where he came from. On the surface of the stone was left the impression of a large clawed paw."

4. The historic proximity of the dates of the placing of these stones at their present locations. When the historic facts in the legends describing the stones' origins are analyzed, they always point to the same two years, i.e. c. 1570 or c. 990 A.D. It is an amazing coincidence that in these two years the north magnetic pole of the Earth in relation to the area of Poland was located most eastwards (c. 1570) or most westwards (c. 990) while moving around the north geographic pole (see the book by A.E. Scheidegger: Foundations of Geophysics, Elsevier Scientific Publishing Company, Amsterdam-Oxford-New York, 1976, page 67, which collects the historic details of the motion of the north magnetic pole).

5. Unusual phenomena, such as strange lights, voices, the trampling of plants, and unexpected panic shown by animals (especially horses and dogs) occur frequently around these stones.

However, the most unusual fact about devil stones is that they generate a discrete (i.e. not continuous) emission of a penetrating radiation of the "extraction glow" type. This radiation can be registered on a photographic film that is factory-wrapped in black paper. The first time, this radiation was detected by coincidence - see Figure K2. It was when the author calculated the theoretical locations for the missing devil stones, and asked other investigators to check these locations. To one of these locations, i.e. between the villages of Wilkowice and Miedary near Strzybnica, Eng. Wiesław Jabłoński (ul. Kotlarza 11c/50, 40-338 Katowice, Poland) was directed. Unfortunately after coming to this location, he found that the stone had recently been blown up by dynamite. But he still managed to take some photographs of the debris, shown in Figure K2. He also noticed that the weather that day was quite cloudy and misty. In his photographs, after they were developed, a

geometrical source of strong light located within the debris appeared unexpectedly. Because of the cloudy weather and the lack of a flash, this light could not be any reflection - it must have been emitted by the stone itself. Moreover, two different photographs of debris taken from two directions revealed the same tube-like source of light penetrating through one piece of stone. Eng. Jabłoński himself did not notice any glow emitted by the stone. But he discovered and photographed an unusual "technological" structure within the debris, rounded-square in shape, which looked like a contemporary microprocessor, only it was made of similar material to the rest of the stone. Moreover, the skin of the hand which he used to examine the debris later appeared to be strangely "burned" and took a long time to heal.

Jabłoński's accidental discovery was passed on to other UFO investigators, with the recommendation to check their nearest devil stones for the same radiation. In one other case, i.e. in the stone from the village of Stopka near Bydgoszcz, the emission of this radiation was also registered - see Figure K3. Frequent research of the Stopka stone revealed that the emission is not continuous - the radiation appears and diminishes at random, thus making some registrations successful, others unsuccessful.

An analysis of the characteristics of the radiation emitted from both devil stones leads to the conclusion that this radiation represents an emission similar to the "extraction glow" described in subsections D2 and D11. This in turn suggests that inside devil stones some processes similar to technological telekinesis occur. It is most probable that these processes take the form of "technological telepathy" which when activated send out navigational messages to a nearby UFO. Because the registration of the extraction glow on these stones is not always successful, probably the telepathic processes inside them are not continuous, but are activated by an outside signal or by the destruction of the stone.

The registration of the technological extraction glow emitted from devil stones confirms that various potentials contained in the Concept of Dipolar Gravity are already utilized for transportation purposes by an extraterrestrial civilization.

In 1982 the author left Poland and consequently he discontinued any further research on devil stones. After his departure the Polish UFO research groups involved in this research have also terminated their investigations. This is a pity, because they could contribute significantly to our knowledge of technologically induced telepathy.

K2. Sightings of Teleportation Vehicles in operation

The findings of the Concept of Dipolar Gravity reveal that there is a possibility of building Teleportation Vehicles and garments of Teleportative Personal Propulsion (see subsection D6 and subsection B6.3). The use of such vehicles and garments should be quite easily identifiable, as they would display the following two attributes absent in other propulsion systems:

1. In the teleportative convention, the surface of these vehicles and garments would be covered with a thin layer of the extraction glow. This would make them look as if they were "oiled with light".

2. The vehicles and garments could move through solid objects without any damage to these objects or to the vehicles' own consistency.

There is vast evidence available which confirms the presence of both the above attributes in some contemporary UFO sightings. This allows us to deduce that some UFOs can already utilize the teleportative convention of operation. Further deductions lead to the conclusion that the part of the Concept of Dipolar Gravity which concerns propulsion systems utilizing technological telekinesis is valid and correct. Let us now examine some examples of evidence that confirms each of the attributes listed above.

There are numerous UFO photographs available which illustrate shapes exactly corresponding to those deducted for the Magnocraft, but in which the vehicle looks as if it is "oiled with light". An example of such a photograph is shown in Figure K4. In this photograph the light covering the surface of a UFO displays all the properties of the

extraction glow. Moreover, the fact that a single frame shows exactly the same vehicle twice, but moved discretely to two different locations, indicates that the vehicle moves in a telekinetic state - see subsection B6.3. The above is additionally reinforced by the fact that in any of the magnetic modes of the Magnocraft's operation (i.e. magnetic whirl mode, throbbing mode, or magnetic lens mode) the appearance of the vehicle as in Figure K4 can not be induced. To conclude the above, in order to achieve all the attributes recorded in the photograph from Figure K4, the UFO needed to employ a technological version of telekinesis.

Garments of personal propulsion used by UFO-nauts can also look as if they are "oiled with light". Such an appearance is reported in the following eye-witness report by Miss Jock Laing, 7 Smith St., Roxburgh, Central Otago, New Zealand. The events reported by her took place one weekend in December 1958, when she was 9 years old.

"I was lying on my bed and reading a book. The bed was a heavy construction, made of brass, with three horizontal bars at the foot of the bed. Behind the foot of the bed there was a window, closed that day, through which could be seen branches of a huge apple tree. For some unknown reason I lifted my eyes from the book and saw three little beings of about 85 cm in height, dressed in shiny, radiant clothes. They were suspended in the air, exactly in the place where the three horizontal bars at the foot of the bed were located. The metal of these bars penetrated through their bodies. The outlines of these beings were also unusual. The entire surface of their bodies and clothes was covered with a thin layer of white light. This light made their outlines quite fuzzy. The beings were not intimidating, and somehow I felt a calmness and friendliness emanating from them. They communicated with me without a sound - just by putting the information straight into my head. When they finished this silent talk, they departed rapidly, still facing in my direction. They accelerated backwards in a straight line, passing through the glass of the closed window and through branches of a tree behind it. The brass of my bed displayed no damage afterwards. Also the glass in the window was untouched. When I described the events to my family they laughed at me, telling me that I was too old to see fairies. No-one had heard about UFO-nauts in those days."

In the above sighting both attributes unique to the use of teleportative propulsion systems were confirmed, i.e. the appearance of the extraction glow on the surface of the personal propulsion garments, and the ability to penetrate solid matter without any damage to that matter or to the UFO-nauts themselves.

Probably it is also worth mentioning here that in 1987 the author conducted a research of UFO landing sites in the Roxburgh area. Some of the landings investigated there are presented in Figure M12. On the slope of hills range that passes behind the garden of Miss Laing, the author noticed numerous old landings of a UFO type K4. These landings could have been scorched in 1958.

Very similar attributes were revealed in another case of use of the teleportative propulsion, known to the author. On the night of 29 May 1983, at 1:30 a.m., Mr Witold Rusek, ul. Wiktorska, Warsaw, Poland, was abducted by two UFO-nauts onto the deck of a spherical UFO complex (similar to the one shown in Figure J11) where he was subjected to a medical examination. Here are some excerpts from his written report describing the event.

"... I stayed near the window in my room and observed this huge sphere, with two black horizontal flanges fastened round the middle of it, which gently hovered above the ground, emanating a brown-red colour. ... Rapidly from the wall near my window emerged two beings about 2 metres high, dressed in white glowing garments. ... They grabbed my wrists and began to pull me in the direction of the wall. It terrified me because I could become stuck inside the wall. But when I thought this, they sent back to me, probably telepathically, the feeling of their amusement and this relaxed my resistance. ... Inside the spaceship there was a square room, the ceiling of which curved on one side into a wall. ... On one of the walls protruded something that appeared to me to be like a square window. I tried to look through it but I could not see anything. ..."

The last two sentences of this excerpt concern the sighting of the Oscillatory Chamber, and are connected with the content of subsection L1.

There are also opposite situations reported, when UFO-nauts are motionless, whereas material objects (e.g. people) penetrate through them. A highly evidential sighting which clearly confirms such an ability of UFO-nauts was made on Starr Hill, Warminster, England (this sighting is described in [3J] page 132). In this incident a team of eight witnesses was present, which included Sally Pike, who reported it, and her husband Neil. The witnesses had spotted two high-flying UFOs when they all felt the air become warmer (compare the conversion of thermal energy during telekinetic release - subsection D11). Then two aliens appeared. They were about 2 metres tall, and it was as if they were made out of smoke (see transparent properties of psychokinetic state - subsection B6.3). The observing team could see their outlines down to their waists, then they gradually started to dissipate. When Neil approached them, he seemed to blend in with them. He couldn't see them when he got close, but the team of observers watched him walk straight through the figures and out the other side. The aliens remained in the same place for about half-an-hour, then disappeared.

K3. The evidence confirming the existence of Time Vehicles

The content of subsections D3 and B7 indicate that it is possible to complete the Magnocraft of the third generation capable of time travel (i.e. Time Vehicle). On the other hand, it is proven in chapter J that the vehicles popularly known by the name of UFOs represent Magnocraft which are already operational and which are manufactured by some extraterrestrial civilization. By merging together both the above premises, a working thesis of this subsection can be formulated. This thesis states that:

"on our planet operate civilizations which already use Time Vehicles".

The descriptions that follow present the evidence accumulated by the author so far, which confirms that the above thesis is true.

Various UFO sightings provided a significant body of evidence which confirms that some UFOs operate as Time Vehicles. This evidence can be classified into the following four categories:

1. UFO-nauts' statements (i.e. various abductees reported that UFO-nauts claim their vehicles to be capable of time travel).
2. Cases of abductions onto a UFO deck which took less time than the timespan of individual activities which were completed during these abductions.
3. The documented cases of the time acceleration on wristwatches of people having close encounters with UFOs (i.e. these watches registered time which was significantly accelerated in comparison to the time shown by other clocks).
4. Reports from sightings of the "state of suspended animation" which was described in the fifth paragraph before the end of subsection B7 (this state can be caused only as the result of the operation of Time Vehicles).

Reviewed below are examples of the most representative evidence belonging to each one of these categories.

#1. An example of an UFO-naut's statement claiming the capability of their vehicle to travel in time is supplied by a New Zealand citizen abducted onto a UFO deck for a medical examination (The Auckland Case of Abduction, Auckland, New Zealand, December 1979). The spoken and written report from this abduction, given under hypnosis, is contained in the author's files (notice that the same case is quoted in subsection L1.4). A few selected statements from this report are repeated below. The excerpt quoted is limited only to the the alien's explanations concerning time travel. The person reporting refers to the alien guide who provided these explanations as "he".

"He told me about time too, that time - actually doesn't move but we move over time, so that he can actually meet me once - or come together once, but we can meet many times. So he can actually meet me in the future as well, so sometimes when I get the feeling that I've been to see him at night or something I only have met him once but, and we come together once at that point or that's, but, but you see because time doesn't move he

can, he can, oh how can I explain this. But those points are there for him to be at when I pass through them, and that's why I sometimes get the impression that he's there again.

... He told me so much about, or showed me the way time works and space and things but I, I just haven't got the words. ...

He showed me but he, their navigating is so, is so different because they actually, they're operating more on, on more than three dimensional, it's five, six, seven, it's, it's because they're going through space and through time, and through holes and up ...".

Notice that in the above quotation the capability of alien vehicles to travel in time is definitely confirmed. Moreover, this quotation reveals that the aliens' understanding of time very closely corresponds to that derived from the concept of Dipolar Gravity - compare the first (underlined) statement in the above quotation with the content of subsection D3.

#2. An example of abduction, which took less time than the duration of individual activities taking place during it, is the case of the abduction of Carl Higdon that took place on October 25, 1974 (see [2J] page 171, [5J] page 16, and compare these with the description under Figure N4). A brief description of events taking place during Higdon's abduction is as follows:

About 4:15 p.m. he began elk hunting on the north edge of the Medicine Bow National Forest, south of Rawlins, Wyoming, USA. "I walked over this hill and saw five elk. I raised my rifle and fired, but the bullet only went about fifty feet and dropped." When picking up the bullet he noticed a man standing near by. The appearance of this man is illustrated in Figure N4. The man called himself "Ausso". Ausso gave Higdon a pill which he said was to satisfy his hunger for four days. Then he took him into a transparent cubicle (i.e. four-propulsor UFO, see Figure O1). Inside was another similar alien. After they took off, Higdon saw a basket-ball-shaped object under the cubicle, which he took to be Earth. Ausso said they had travelled 163,000 "light miles". They landed near a strange tower with a bright, dazzling light. There were five human-like people around. Ausso took him into the tower and subjected him to what looked like an X-ray. Afterwards he announced that Higdon was not what they needed and that they would take him back. He placed Higdon on the seat inside his cubicle and moved a control lever. Instantaneously, without any noticeable travel, Higdon found himself in the same place where he picked up his bullet, prior to his unusual encounter. Time seemed to shift backward to the beginning of his experience. At this moment Higdon didn't know who or where he was. He started to wander around, walking about a mile past his truck. This walk was estimated to take him over two hours. Then he returned to the truck and about 6:30 p.m. he called for help by CB radio. He was taken to hospital where he had no appetite for another 3 days. He displayed symptoms of exposure to some kind of radiation.

By our measure of time Higdon's entire abduction took only about 2 hours, i.e. between 4:15 p.m. (when he began his elk hunt) and 6:30 p.m. (when he called on the CB radio after returning to his truck). But during this time he visited his abductor's planet, was medically examined, returned back to Earth, had a long wander in the forest, found his car and called for help. Even if the speed of his abductor's vehicle was hundreds of times that of the speed of light, reaching a planet from a distant star in less than 2 hours would be impossible. On the other hand, all the other elements of Higdon's story, including the personal propulsion of his abductor - see Figure N4, were confirmed by the evidence. So there is no reason to dismiss his report of visiting the alien's planet. But to make this possible, some form of time travel (e.g. reversing backward the elapse of time) must be involved. Thus, the abduction of Carl Higdon provides further evidence confirming the ability of some UFOs to time travel.

#3. A case of accelerating time as shown by a wristwatch after a close encounter with a huge UFO, is well illustrated by the so-called "Kentucky abduction" that took place near Hustonville, Kentucky, on 31 January 1976. This abduction involved three women: Louise Smith, Mona Stafford and Elaine Thomas. Quoted below is a sentence taken from the report that describes this abduction (see [2J] page 193):

"Prior to washing her hands, Louise had taken off her watch and was startled to see that the hands of her watch were moving at an accelerated rate of speed, the minute hand moving at the speed of a second hand, and the hour hand was moving also."

#4. An excellent sighting of the "state of suspended animation" is provided by Mr. Richard B. (surname suppressed on request) of Dunedin, New Zealand. Here is how he describes his experience (a spoken record of his sighting is contained in the author's files):

"The events that I am reporting took place on one week day in July 1975 (most probably on Tuesday, 12 July 1975) around 12:50 p.m. As well as me, it was witnessed by three of my friends, namely Pat S., Nancy T., and Ross K. Because all of them used to be well known figures in Dunedin, I will not reveal their full names. That day four of us had lunch together in a coffee bar, "Stewarts", located on the south side of Dunedin's Octagon. This lunch was one of many that we have together in the same coffee bar, as our everyday meetings here had a long tradition. On that particular day our conversation didn't spark, as the weather was cold and damp, Pat had flu, Nancy had migraine, Ross cut the top of his finger, and I had a headache. We sat around our table located opposite the stairs and quietly ate our lunches. All of a sudden time stood still. The noisy and busy coffee bar occupied by about 80 people turned into an absolutely silent place where everything froze. This looked like a still frame from a movie film. People were twisted in strange positions, frozen whilst performing movements. Their bodies looked comic and their positions seemed to be very unstable. I remember a cloud of steam suspended motionlessly in a dynamic configuration above the espresso machine. I also remember a waitress pulling out burning hot cakes from the oven, and sustaining their heat in the motionless hands. In the whole cafe only four of us seemed to remain non-affected, thus having the occasion to observe what actually happened.

At the top of the stairs that led down to the coffee bar from street level, an unusual man appeared. He was about 1.75 metres high and looked about 19 years old. He was dark, thin, with olive skin and black wavy hair. His clothes looked normal, but displayed high taste and elegance. Everything about him looked strikingly perfect. The man was surrounded by a beautiful white glow, especially around his head and chest. The light seemed to be emitted not from him, but from the air that surrounded him. He glided down the stairs without moving his legs. He actually floated in the air slightly above the level of the stairs. Then he moved to the counter and stood first in the queue. As soon as he got there, everything started to happen normally again. People continued their actions from the point when they were suspended in motion. Steam continued to rush from the espresso. Everything looked as though nothing had happened. The man bought a glass of fruit juice and sat at the last free chair left at a 12 person table. He acknowledged our attention by a smile. We wanted to talk to him and find out more about his unusual arrival, but there was no access to his chair. So we decided to leave the coffee bar and wait for him upstairs at the only way out. After about 5 minutes waiting and not seeing him pass, I went back down to find that he was gone. There is no other exit from this coffee bar. This day we were also surprised to find out that Pat's flu and Nancy's migraine were gone, I had no more headache, and the top of Ross's finger looked as though it never had been cut.

We talked about this experience almost continually, and really wanted to learn more about this unusual young man. About six weeks later we spotted him again. He stood at the top of the stairs, intending to enter the cafe. He moved his head in our direction in a kind of greeting. His clothes were the same, except that this time he was surrounded by a faint green glow (not white). When he appeared nothing actually happened. He walked down as normal people do (his steps looked somehow more light then ours) unnoticed by anyone but us. He again bought a glass of fruit juice and again sat in the same place. A few times he acknowledged our attention by a friendly look at us. This time we decided to interrupt him, and to find out who he was. We wanted to stand up and come closer, but none of us could move. When finally we managed to stand up, we directed ourselves out of the coffee bar (seemingly against our will). Pat desperately tried to turn back to him, but her efforts failed. After a while Pat decided to return back to the coffee bar, only to find out that he had

already gone. We never met him again. The experience shook our lives and has remained the deepest mystery."

The above mystery was resolved on 1 October 1988, when Richard B. described these unusual events to the author. In the impulse of the moment the author read to him the fifth paragraph from the end of subsection B7 that describes the "state of suspended animation". The author previously described this state theoretically, solely from the analysis of the operation of Time Vehicles. Thus, Richard B. was the first person known to the author who actually witnessed this state, without any prior knowledge of the theory behind it. Therefore his report provides an extremely valuable confirmation that Time Vehicles in fact already do exist.

In March 1989 the author discussed the "state of suspended animation" with Mr. Mac X. of Waikouaiti near Dunedin. During this discussion Mac admitted that he also witnessed such a state. Unfortunately, because of various pressures, he was unable to give a written or a recorded report as to what he has seen. But he was willing to describe verbally his experience. Mac's sighting had a very similar course to that of Richard B. It occurred around 11 a.m. one week day, sometime between June and August 1976. During the experience Mac was sitting at the table nearest to the stairs in the Dunedin coffee bar, "Stewarts", drinking his coffee. His attention was alerted when an unusual silence fell on the busy coffee bar. He witnessed all the people in the coffee bar, except for himself, frozen motionlessly for about 4 minutes in extremely uncomfortable positions. It is worth mentioning here that Richard B. and Mac X. never met and remained unaware of each others independent sighting of so similar events.

* * *

The evidence provided in this subsection reveals that the interpretation of time provided by the Concept of Dipolar Gravity is confirmed by the statements of extraterrestrials, and also that there are numerous sightings of UFOs which operate as Time Vehicles. Thus, the existing evidence proves the validity of the main thesis of this subsection.

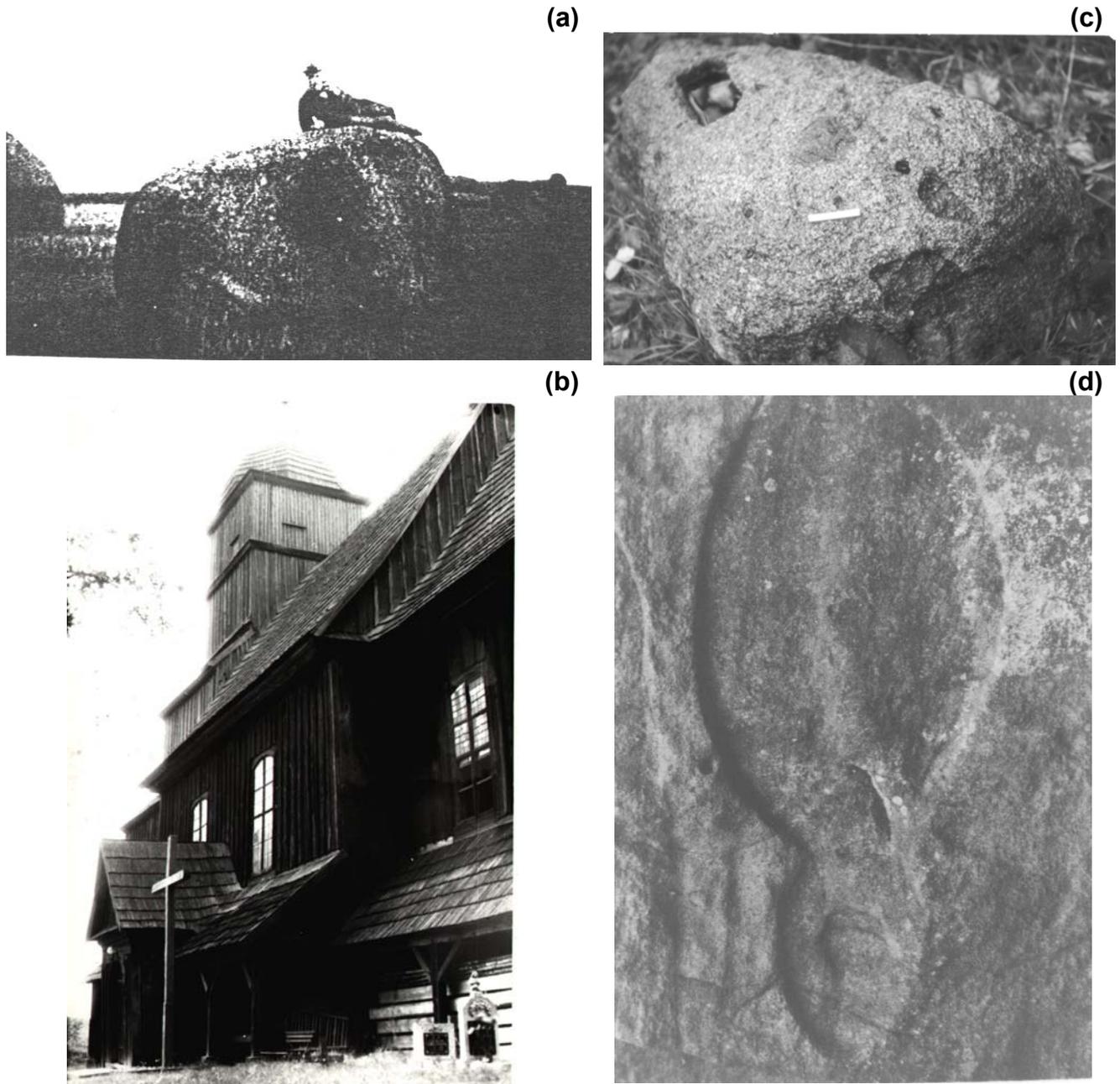


Fig. K1. Photographs illustrating the characteristics of the mysterious network of "devil stones" existing in Poland and some parts of Western Europe (e.g. Ukraine, Germany, England and Italy).

(a) The devil stone from the village of Zemanów near Milicz (51 36'N, 17 32'E) blown up by dynamite in 1925. This photo by O. Stahr taken in 1912, together with the legend quoted in subsection K1, was published in "Heimat-Blaetter ...", No 2, 1925, page 12.

(b) The wooden church in Trzebicko to which, according to the legend, the devil carried the Zemanów's stone. The first historic mention of this church is dated 1571.

(c) Footprints on the devil stone from the village of Emilcin (51 08'N, 22 05'E). The research of the abduction of a local farmer, Jan Wolski, on 10 May 1978, revealed that a UFO crew manipulated something on this stone.

(d) The footprint on the stone from Addingham High Moor, England (53 57'N, 1 53'W), published in "The Unexplained" Volume 10, Issue 110, page 2193.



Fig. K2. The emission of the extraction glow registered on the debris of a "devil stone" located between the villages of Wilkowice and Miedary, near Strzybnica (50 27'N, 18 46'E). Photographed by Mgr. Eng. Wiesław Jabłoński of Katowice, on 20 September 1981. Two photographs taken from different angles show two opposite outlets from a single, perfectly cylindrical source of light that penetrates through the same piece of stone.

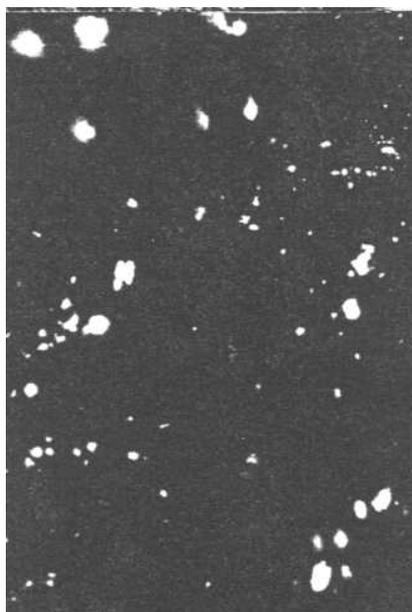


Fig. K3. The "angel stone" from the village of Stopka near Bydgoszcz (53 20'N, 17 55'E). In the heel of the footprint from this stone a shallow indentation appears, similar to the one from the stone illustrated in Figure K1 (d). The above photographs were taken by Mr. Ryszard Zudzin of Bydgoszcz.

(a - upper) The general view of the stone. The photographed ruler is 0.3 [m] in length. On the footprint, photographic material samples were placed, while the stone was being checked for radiation.

(b - lower) The emission of the extraction glow from the heel of the footprint registered on the sample of photographic material.



Fig. K4. A photograph (originally in colour) of two UFOs type K7 published in Journal "The Unexplained. Mysteries of Mind, Space & Time", Volume 1, Issue 1, 1980, page 4. Both vehicles are coupled together into a detached configuration, which formation is explained in Figure G13 and which other example (but operating in the magnetic convention) is shown in Figure L1. In high quality copies of this photograph the vehicles look as if they are "oiled with white light", thus confirming their emission of the extraction glow. Moreover, the same configuration is simultaneously captured in two subsequent pulses of the telekinetic state (see explanations from subsection B6.3), i.e. a state so distinctive to the teleportative convention. This in turn certifies that the photographed UFOs must represent the Teleportative Vehicles.

Chapter L:**EVIDENCE CONFIRMING THE VALIDITY OF THE OSCILLATORY CHAMBER**

In this monograph two groups of premises are confronted. On one hand there are the theoretical premises which highlight the importance of Oscillatory Chambers for all magnetically propelled space vehicles. Examples of these can be indicated (1) the logical deductions from chapter D which lead to the conclusion that every spacecraft traveling interstellar distances must apply the Magnocraft's principles of operation, and (2) the presentation from subsection G2 which reveal that the Oscillatory Chambers must be seen from every compartment of the Magnocraft. On the other hand this monograph also contains some empirical premises which show that our planet is continually visited by some extraterrestrial civilizations that already have operational Magnocraft. Examples of these empirical premises are: (1) the formal proof completed in chapter J which reveals that UFOs are already operational Magnocraft, and (2) the evidence from chapter O that reports sightings of four-propulsor UFOs (the propulsors of four-propulsor UFOs utilize arrangements of Oscillatory Chambers, called spider configurations, which simulate the operation of a simplified Magnocraft propulsion system - see chapter I). Combining both these groups of premises allows the proposal for the main thesis of this chapter. This thesis states that:

"The Oscillatory Chamber is already utilized in UFOs as their power source (propulsor) and energy storage".

The goal is to prove the truth of this thesis.

The proof that UFOs utilize the Oscillatory Chamber as their propulsor is easy to provide. It only requires the collecting of evidence that the Oscillatory Chamber is included in the structure of these vehicles. Subsections that follow contain such evidence in plenty. The more difficult task is to prove that UFOs do not use any fuel for their operation, and that their entire energy supply is stored in the form of a magnetic field within the arrangements of their Oscillatory Chambers (e.g. twin-chamber capsules). To complete this proof it is necessary to provide evidence that the Oscillatory Chambers of discoidal UFOs are in fact arranged into twin-chamber capsules whose circulating flux allows the storage of huge amounts of energy. Fortunately, the author has managed to find extensive evidence which documents this. Moreover, the energy storage function of these devices in UFOs was confirmed verbally by UFOonauts on a number of occasions.

To prove the truth of the main thesis of this chapter, the author completed large-scale investigations aimed at identifying the evidence required. As a result, numerous facts have been established, all of which indicate the long-standing and continuous use of Oscillatory Chambers on Earth by some advanced civilizations. These facts can be classified into three following categories:

1. Contemporary sightings and photographs of the Oscillatory Chambers used in the propulsors of UFOs.
2. Material evidence left on Earth that originates from the Oscillatory Chambers of UFOs.
3. The historic descriptions of the device called the Ark of the Covenant which seems to represent the ancient version of the Oscillatory Chamber.

The first three subsections of this chapter present the evidence from each subsequent category in support of the main thesis. The conclusion is presented in subsection L4.

L1. Sightings and photographs of Oscillatory Chambers used in UFO propulsors

According to the previously mentioned proof from chapter J, which states that UFOs are already operational Magnocraft, the most noticeable components of every UFO

spacecraft should be the arrangements of Oscillatory Chambers constituting the propulsors and the energy storage for this vehicle. These arrangements should be seen by every human visitor entering a UFO deck, as well as being seen by observers of a flying UFO. Moreover, the magnetic field produced by UFO Oscillatory Chambers should affect the environment in a manner that is unique for these devices. The four separate categories of evidence originating from the above sources, which all confirm the presence of Oscillatory Chambers in UFOs, are presented in the subsequent subsections. Notice that in this chapter only the evidence which concerns the arrangement of the Oscillatory Chambers utilized in discoidal UFOs and called the twin-chamber capsule is presented (see the description of the twin-chamber capsule contained in subsections F6.1. and G1). The use of the arrangements of Oscillatory Chambers called spider configurations by UFOs will be discussed in chapter O.

L1.1. Columns of magnetic field yield from UFO propulsors are square in the cross-section

The columns of magnetic field yielded from the propulsors of a UFO must reflect the shape of the device that produced them. If these columns are yielded by Oscillatory Chambers, they must be square in the cross-section, thus they would differ from the circular columns of the field yielded by any other device that may possibly have produced them. As it is easy to recognize the shape of the columns of magnetic field yield by UFOs, there is an opportunity to detect whether these extraterrestrial spacecraft in fact use the Oscillatory Chamber.

The easiest way of recognizing the shape of the field's columns is by observing the black bars formed from this field. (The formation of these black bars is described in subsection G3.4). These black bars must reflect the shape of the field's columns and therefore they must also be square in the cross-section.

In the majority of sightings the shape of the black bars seen at the outlets from UFO propulsors was not determined. However, there is still a number of such cases when the witnesses took special notice of this shape, and remember it exactly. In all these cases the black bars appear to be square. Let us now review examples of such sightings, whose detailed documentation has come into the files of the author of this monograph.

On 12 July 1981 Mrs and Mr Thew of Temuka, New Zealand, witnessed two UFOs hovering over their home, which were coupled together in the so-called detached configuration. The observed configuration was identical to the one shown on the photograph from Figure L1. In the Temuka vehicle, however, the shape of the second, inverted spacecraft was not warped by the action of a magnetic lens, and therefore this lower spacecraft was as clearly visible as the upper one. It is stressed by the Theory of the Magnocraft that in such detached configurations the facing outlets of the side propulsors of both spacecraft must be joined by the columns of a highly concentrated magnetic field (see Figure G13 "upper") taking the shape of black bars. Mrs and Mr Thew saw these black bars and very definitely noted that they were square in the cross-section.

In the book [5J] page 11 is published an illustration of the semi-attached configuration of two UFOs, which kidnapped a Brazilian soldier named José Antonio da Silva - see Figure L2 and compare it with Figure G11. The black bars observed on this vehicle were clearly indicated to be square in the cross-section.

One of the most objective types of evidence confirming the square cross section of columns of magnetic field yield by UFOs are the scorched marks left on the ground by these vehicles during their landings. Such marks, called in this monograph "UFO landing sites", usually take the shape of a ring with a single scorched patch in the centre. (A detailed description of these marks is provided in subsection M1.) When a UFO lands in an inverted position, the outlet from its main propulsor almost touches the ground. In such a case, a central mark scorched on the ground by this propulsor must correspond to the shape of a column of magnetic field yield from this propulsor. The author has investigated

some UFO marks resulting from such landings, and in fact has discovered sites which contain a clearly burnt square mark in their centre. An example of such a site is shown in Figure L3 (compare the central mark from this Figure with the outlines of the twin-chamber capsule shown in Figure L5). The existence of these permanently burnt square marks in UFO landing sites provides vital evidence in support of the main thesis of this chapter.

L1.2. Outlets of UFO propulsors are square and reveal gold or yellow bands of electric sparks rotating inside

The shape of the columns of the magnetic field yielded by UFOs can also be recognized from the sightings of layers of ionized air that glows at the outlets of vehicles' propulsors, or from the outlines of the propulsors' contours. The evidence that follows will document this aspect.

On October 1979, Mr Norman Neilson of Motunau Beach, North Canterbury, New Zealand, took a slide photograph of a K5 type UFO in which the areas of ionized air at the outlets from the side propulsors of this spacecraft are clearly visible. His photograph is presented in Figure J18. A former Air Force photography expert, Mr Fred Dickenson of Timaru, New Zealand, conducted some research on the Motunau UFO picture. His enlargements revealed that the columns of a magnetic field yield from the outlets of the side propulsors of the spacecraft display the features characteristic for the square shape in the cross-section. The above mentioned photograph and its enlargement have been published in the "Xenolog UFO Magazine" (New Zealand), no 122, January/March 1980, pp. 10-12.

In the book [4L] page 599, there is the description of a landed UFO observed by Mr Gabriel Gachignard, a customs official from Marignane Airport (France). He noticed the square shape of the forms which he took to be windows, but which in fact were the layers of air ionized by the pulsating magnetic field at the outlets of the vehicle's side propulsors. Here is the relevant quotation from [4L], which describes Gachignard's UFO sighting:

"It had the shape of a football, he recalls, with very pointed ends. He estimated the object's dimensions to be 3 ft. high and 15 ft. long (i.e. around 0.9 and 4.5 metres). The underside was in a shadow, but along the top was a row of four SQUARE windows, from which emanated a pulsating light, ghostly and soft, which changed colours from bluish to greenish in a sort of throbbing pattern."

To make the above quotation more understandable, perhaps it is worth presenting the formal interpretation of this sighting, prepared on the basis of the Theory of the Magnocraft. This interpretation states that Mr Gachignard saw only the upper surface of two side flanges in a spherical complex formed from two UFOs type K3. (The manner of forming such a complex is presented in Figure G7, whereas the exact shape of single vehicles that were combined into this complex is illustrated in Figure G4). This complex was slightly slanted towards the observer, so the outlines of its flange took the oval appearance. The main body of the vehicle, namely its two domes containing crew cabins, was hidden from the sight in darkness. The orientation of the vehicle allowed the witness to see the outlets from four side propulsors (outlets from the remaining four side propulsors were hidden behind the unseen crew cabin of the upper vehicle).

On 20th January 1982, Mr Wayne Lockwood of Wanganui, New Zealand, was momentarily dazzled by a beam of white light emitted from the centre of a UFO hovering over him. It is known from the Theory of the Magnocraft that such a light is produced when a rod of special substance is inserted into the Oscillatory Chamber (see subsection G1.3). Therefore the outlet of the device which produces this beam of light should be square-shaped. Mr Lockwood looked up to the source of light and noted clearly that it was square in contour.

On 23 July 1981 at 10:30 PM Mr James L. McCabe of 49 Highland Avenue, Dover, New Jersey, USA, observed for about 20 seconds a metallic object approaching his home at the height of approximately 500 metres. On the upper surface of this UFO he noticed some RECTANGULAR-shaped forms which he described as windows or port-holes made

of magnifying lenses. They were set back from the surface in two steps similar to graduations. The left form had an irregular band of YELLOW light running down and around the edges of its central part. McCabe's description of the above forms corresponds perfectly to the facing surfaces of the twin-chamber capsules from the side propulsors of the observed UFO, operating in the mode of inner flux prevalence - see Figure F5 (a). The impression of magnifying and dislocation was probably caused by the light being bent by the circulating flux yield from the outer chamber. The description of Mr McCabe's sighting is published in the April-May 1983 issue of the "CUFOS Associate Newsletter", pages 4 to 5.

L1.3. Twin-chamber capsules formed from two Oscillatory Chambers are frequently observed in UFOs and even photographed

The central magnetic circuits of ascending discoidal UFOs produce a unique magnetic-lens effect which facilitate visual sighting of twin-chamber capsules from the main propulsors of these vehicles. This effect allowed a number of outside witnesses to see and to precisely describe twin-chamber capsules in UFOs, and to even photograph this capsule on numerous occasions (see Figures L5 and J31). The mechanism involved in producing this magnetic-lens effect is the subject of explanations in subsection G9.4.1. But for the consistency of presentation, this effect is also briefly summarized below.

In the ascending UFOs the power of a magnetic field involved in vehicles' central magnetic circuit exceeds many times the power involved in the main and side circuits. For this reason force lines of the central magnetic circuit hermetically surround not only the entire body of such an ascending UFO, but also its main and side magnetic circuits, which became wrapped in a kind of a magnetic donut. Principles involved in the formation of this donut are illustrated in Figure G37. As this was stressed in subsection G9.4, the extremely concentrated magnetic field of a UFO interferes with light. This interference in general depends on allowing the light to pass easily along the field force lines, but bending paths of the light which tries to pass across these lines. The mentioned magnetic donut formed around the ascending UFO means that to reach the vehicle's shell the light would need to pass across the donut's field force lines. But in order to reach the main propulsor, the light would need to follow these lines. For this reason, the outside observer who witnesses such an ascending UFO can easily see a twin-chamber capsule from the main propulsor, but he/she is unable to see any other part of the vehicle's shell.

Stanislaw Masłowski of Poland drew the author's attention to this magnetic-lens effect. He observed a UFO that took-off from ground level. While watching the rise of this UFO, he noticed to his astonishment that the entire body of the vehicle gradually diminished to his eyes and only a small diamond-shaped device (i.e. a twin-chamber capsule from the main propulsor) in its centre became visible. Below is provided a description of his sighting.

On the 29 August 1979 at about 7 PM, 9 year old Stanislaw Masłowski of Wrocław, Poland, encountered a K3 type UFO in the Popowice Park of Wrocław. The object was hovering at a height of about a half a metre, and two (out of three) members of its crew had left the deck. The witness came to the vehicle at a distance of about 6 metres, approaching the nearest UFO-naut at a distance of about 2 metres. The encounter took about 10 minutes and provided numerous technical details of the object and its crew - see also the description with reference to Figure N1. Afterwards, Stanislaw observed this UFO taking-off. When the vehicle only slightly increased its height, the body of its shell began fade away, although the UFO was still too close for Stanislaw to lose his clear visibility because of the distance. Simultaneously, exactly in the centre of the former body of this ascending vehicle appeared a much smaller device emanating a strong, dark-yellow light. Stanislaw described the shape of this device as resembling a "diamond", i.e. a shape which is obtained when one observes a square from an angle.

After Stanislaw Masłowski revealed the existence of the above effect, the author began collecting other evidence. The analysis of the evidence accumulated so-far leads to the conclusion that the majority of witnesses who see and describe a square, rectangular,

or diamond-shaped UFO which emits from the inside a strong, gold or yellow glow, in fact do not see the whole vehicle, but only the twin-chamber capsules of their main propulsors. The additional confirmation that these rectangular objects represent the arrangements of Oscillatory Chambers, not the entire vehicles (e.g. four-propulsor UFOs described in chapter O) is the unique glow of gold electric sparks always emitted from their inside.

A good example of a typical sighting of a twin-chamber capsule from the main propulsor of an ascending UFO is the sighting by Mr Wayne Hill of Invercargill, New Zealand. A drawing of the device that Mr Hill observed is presented in Figure L4. This is how he describes his sighting:

"It was about 11:30 PM, on 20th December 1978, shortly after sunset. I was having a lone walk along a road about 7 kilometres south of Nelson, New Zealand. The road in that place runs exactly in the south to north direction. I was walking northward. Rapidly, an uneasy feeling of being followed made me look up. Above my head, at a height of about 30 metres, a lit diamond-shaped outlet having the edge of about 10 metres, was silently passing through the sky. It was flying from south to north. Then it stopped moving and hovered above me. I noticed the edges of an outer cube, lit up by a kind of glow. In the centre of this lit cube, a face wall of another black one was visible. Between the edges of both cubes I noticed a strong yellow glow, which seemed to be more concentrated in the corners of the diamond. I had the impression that this glow came from a filament of a square bulb. The remaining, non-glowing space between both cubes was greyish in colour. Behind the edges of the outer cube I did not notice any remaining parts of a vehicle. My sighting lasted only about 20 seconds. After this time the vehicle begin to ascend sharply and then disappeared from my view into cloud."

Sightings of twin-chamber capsules from the main propulsor of ascending UFOs constitute a large portion of all UFO sightings. For example such a sighting was the blueprint for shape D/7 drawn in Figure J10. It is also described in page 93 of the February 1982 issue (Vol. 4 No. 5) of OMNI magazine, it is discussed in [4J] page 133, etc.

The most objective documentation of twin-chamber capsules from ascending UFOs is provided in photographs. A number of photographs of these capsules have already been taken, although their authors do not realize what their pictures reveal. Examples of such photographs are shown in Figures L5 and J31. In order to be able to recognize their meaning, it is necessary to know about the action of the UFO's magnetic lens (explained at the beginning of this subsection) and also to know the characteristics of the twin-chamber capsules in their "inner flux prevalence" and "outer flux prevalence" modes of operation (these characteristics are illustrated in Figure F5 and discussed in subsection F6.1).

L1.4. Oscillatory Chambers have been seen on the decks of UFOs as described by numerous abductees

Probably the most important source of evidence that UFOs already utilize the Oscillatory Chamber originate from the reports of people taken on the decks of UFOs. The author of this monograph has collected four such reports. Each one of these originates from a different, independent witness. But all of them seem to describe in detail the same device whose properties correspond exactly to the envisaged appearance and operation of the Oscillatory Chamber. Let us review the key information from these reports.

The greatest luck in respect of seeing the Oscillatory Chamber was had by nine-year-old Gaynor Sunderland, who observed this device twice: once as an outside witness of a landed UFO and next time as an abductee on the deck of a UFO. The description of the device that she saw is contained in [1L] pages 9 to 13, and 76.

The first of the mentioned encounters took place in Oakenholt near Flint, North Wales, England, one afternoon (around 2 PM) on a Saturday in July 1976. The girl observed a landed UFO (probably K4 type) from a distance of about 30 metres. On the top of this vehicle she noticed a cubical device visible through the transparent topside dome. Its attributes and the location suggest that it was a twin-chamber capsule from the vehicle's

main propulsor. Quoted below is Gaynor's description of the vehicle and its mysterious device (see [1L] page 9):

"The object was flat at the bottom with a kind of rim surrounding it. It glinted silvery in the sunshine as if made of metal or tinfoil, and stretched about thirty feet (9 metres) from rim to rim, rising to a shallow dome of about ten feet (3 metres). On top was a small, square box - dull red in colour."

Four pages later (i.e. on page 13) the UFO prepares itself for a departure. The cubical device is mentioned again:

"Immediately the red box on top of the dome began to flash brightly, on and off. It was apparent that preparations for departure were being made."

On page 76 of the same book there is a report of Gaynor's September 1979 abduction on the deck of a UFO. Again she saw the main twin-chamber capsule of this vehicle, occupying the centre of the crew cabin. Here is its description:

"In the centre of the floor ... stood an octagonal object in a box. It looked like a crystal with plug sockets and wires leading from it into one end of the wall. She was told that this crystal generated the power needed by the object to move, although how was not explained."

Here it should be noted that the free suspension of the inner chamber in the twin-chamber capsule allows this inner chamber to slightly revolve around its magnetic axis during the magnetic whirl mode of vehicle's operation. This revolving may result in the re-orienting of the inner chamber in relation to the outer chamber, so that the side walls of both chambers are not parallel to each other (but the top walls always remain parallel!). After such mutual re-orientation of both chambers, the twin-chamber capsule would appear to the witness as an octagonal object.

In December of 1979 a New Zealand citizen (surname and address have been suppressed) was taken on a UFO deck for a medical examination. When touring this spacecraft, after the completion of the examination, this person observed a fascinating device in the shape of a cubical block. It was glowing strongly and emitted countless lightening flashes. A view of it was provided from every compartment of the spacecraft. During the first series of investigations under hypnosis, the person quoted gives the following details of the observed device:

"... there's a big cylinder going right down the middle of the spaceship; it looks like it's made out of crystal or something but I'm sure there's some big white glowing block or something in there. That's got something to do with power, lightning or something."

In the next stage of touring, the alien guide explained:

"The whole universe revolves on the positive and negative, that is, that is our power, that is how we fly, using the positive and negative ...".

The spoken and written records of the above report, given in an hour-long session under hypnosis are in the files of the author. While reading this report, it is difficult to imagine a better description of the central cylinder of a UFO together with its main propulsor, (see 3, 13, and M in Figure G5) given by a non-trained observer.

In January 1985 the author of this monograph met the above-mentioned witness personally. As a result of this meeting a number of further details on the device utilized by UFOs was revealed. In the January meeting, again the information was confirmed that the device used by UFOs for propulsion and energy storage, has the shape of a transparent chamber, square in cross-section, along the inner surfaces of which golden streams of flickering sparks zig-zag horizontally. The thickness and pattern of these sparks reminded the observer of the "system of veins on the hand of an overworked person".

The most evidential and informative sighting of the UFO Oscillatory Chamber is contained in [2L] page 69. This sighting is part of the report from Mr Robert Luca's medical examination conducted on a UFO deck. This is how he described his sighting (the description quoted is reproduced by kind permission from Mrs Betty A. Luca, copyright holder):

"Then there's a box on the other side that's behind this bench and I can see from standing. It looks like a glass cube and it fascinates me 'cause it's filled with, looks like black

smoke. It looks like there's lightning inside it or something gold. Looks like it has streaks of gold running all through it - a bright, bright gold. It's a cube, maybe not a yard square. No, it's less than three feet and it's got all little lightning bolts inside it. It's all black with these gold streaks running through it (Figure 13). It looks like the lightning has been frozen right in its path."

Figure 13 from [2L] presents also the reconstruction (drawing) of the appearance of the above-mentioned cube, prepared by Mrs Betty A Luca. This reconstruction is reproduced in Figure L6. The drawing corresponds exactly to how we envisage the future appearance of the Oscillatory Chamber (compare Figures L6 and F2). Notice that although UFO propulsors utilize twin-chamber capsules, instead of single Oscillatory Chambers, because of the mode in which this particular capsule operated (i.e. inner flux prevalence), the outlines of the inner chamber were unrecognizable to the witness behind a black bar of the magnetic field (see also Figure F5).

In answer to the inquiry of the author of this monograph about how the assumed appearance of the Oscillatory Chamber corresponds to the cube sighted by him on a UFO deck, Mr Robert Luca replied:

"Yes! Your Fig. F2 illustration looks very much like what was seen."

His wife, Mrs Betty A. Luca, in her letter of 4th March 1985 supplemented the above description with the following data:

"There is a second book called, "The Andreasson Affair". This pertains to my 1947 encounter. I did see a hatch (square with rounded corners) that had wind and lightning coming out of it. It appeared to be in suspended animation. This was their stored energy. At the bottom (after the wind and lightning was withdrawn) I saw four coils and one hollow cylinder. At the other end of the hatch (coming from the curved wall) I then saw the square like device pulled partially out of the wall. The outer edge was sort of honeycombed. Inside had thin protruding stems with tiny glass droplets on the end. There were also clusters of needle wires pointing outward."

One may wonder at this point if it is possible to receive a more precise description of a twin-chamber capsule from an untrained observer who never saw it before or after, and who do not know the theory behind it.

L1.5. Indirect confirmations that UFOs use Oscillatory Chambers

The evidence collected in previous subsections probably represents only a small fraction of the vast amount of facts spread amongst various publications, which directly document that UFO vehicles already utilize Oscillatory Chambers in their propulsors. The identification and revealing of this evidence turned out to be a slow process, as it involves a lot of research.

In the process of searching for such a direct evidence, the author encountered some indirect evidence as well. This indirect evidence also leads to the conclusion that the Oscillatory Chamber is used in UFOs. But this conclusion is not obvious and must be reached by logical deduction. However, because the use of such indirect evidence in the proof concerning UFOs could be the subject of criticism on the part of sceptically inclined investigators, the presentation of facts belonging to this indirect class will be omitted. But to give readers some idea as how consistently these facts support the main thesis of this chapter, the main groups of them will be named. These groups are as follows:

(1) Sightings that a magnetic field of UFOs does not attract or repel ferromagnetic objects. As it is explained in subsection F6.3, only the appropriate arrangements of Oscillatory Chambers can produce such a non-interacting (antigravity-type) magnetic field.

(2) Sightings that UFOs frequently hover close to powerlines and seem to "tank" our electric energy. Of course, in order to absorb the energy from powerlines these vehicles must possess the capability of electric transformers and storage for electric energy. The Oscillatory Chamber in fact provide such a capability - see Table F1.

(3) Sightings that UFO structures always include a flange and a central cylinder that runs vertically in the middle of vehicles. Both these components are only justified if UFOs utilize Oscillatory Chambers for propelling themselves.

(4) UFO crews never mention that a fuel supply is required for their vehicles, although the same crews frequently mention that the cubical devices (Oscillatory Chambers) witnessed in their spacecraft store their reserves of energy - see subsection L1.4.

L2. Material evidence left by UFO Oscillatory Chambers

In addition to all the empirical evidence described in the previous subsection, needle-shaped electrodes from UFO Oscillatory Chambers were found in USSR. The presence of such needle-shaped electrodes inside of the UFO Oscillatory Chambers was for the first time reported by Mrs Betty A. Luca, in her letter quoted in subsection L1.4. Unfortunately, her finding would have remain unrecognized, if Mr Ryszard Zudzin of Poland, who without knowing about her sighting, had not discovered during his experiments that in order to make the Oscillatory Chamber operational, needle-shaped electrodes must be used (see Figures F9 and F10). Mrs Luca's report and Mr Zudzin's finding reinforce each other, thus helping to establish that UFO Oscillatory Chambers utilize conductive needles for their electrodes. Establishing this, alerted the author to evidence indicating the connection between conductive needles and UFOs. In fact material evidence documenting this connection was found. It is described in the book [3L] page 148. Here is the relevant quotation:

"Zigel talks of another form of UFO 'left-over' found by geophysicist Alexander Zayekin at Tambov, south of Moscow. He calls it 'space tumbleweed' and claims it contained 'intertwining metal needles each about five to eight centimetres long and a half a millimetre in diameter'. 'The needles,' he goes on, 'were of an unknown brittle, gray-coloured metal'."

It seems that at Tambov a UFO crew changed the worn out electrodes from the Oscillatory Chambers of their vehicle, and afterwards threw away or forgot the packets of old, damaged electrodes.

L3. Ancient descriptions of the Oscillatory Chamber

Numerous ancient sources contain descriptions of a mysterious device which we know by the name of the Ark of the Covenant. As well as in the Bible, this device is also mentioned in the Jewish cabalistic work, "Zohar", the Ethiopian epic, "Kebra Nagast", and in the Indian epics, "Mahabharata" and "Ramayana". Throughout history, a number of scientists have tried to reveal the secret of the Ark and to determine what kind of device it was. Various investigators came to different conclusions, on one occasion describing the Ark of the Covenant as "a fairly complete system of electrical instruments" (a German philosopher and mathematician, Lazarus Bendavid), and on another occasion as the "manna machine" (see the book "The Manna Machine", by George Sassoon and Rodney Dale, London 1978). A review of the conclusions drawn by various investigators in this matter is contained in the book [5L].

In 1984, when the first monograph [2F] on the Oscillatory Chamber was published, a number of readers drew the author's attention to the fact that the attributes of the Oscillatory Chamber very closely correspond to those of the Ark of the Covenant. The author followed up all these suggestions and the results of his findings are presented in this subsection.

From the material available at present it can not be conclusively proven that the Ark of the Covenant was in fact the ancient version of the Oscillatory Chamber. But it seems to be highly probable that the Ark was, in its entirety, an Oscillatory Chamber, or contained the

chamber as one of its vital parts. The evidence that supports such a conclusion is as follows:

#1. The simplicity of the Ark corresponds to that of the Oscillatory Chamber. God provided Moses only with written instructions and with a display of a working model in operation, but the Ark itself was made by Jewish craftsmen entirely of materials accessible to them. Therefore it could not require skills, tools, or materials (e.g. radioactive isotopes) only available to societies having highly advanced technologies. The Oscillatory Chamber, in contrast to a nuclear reactor or fusion installation, is a simple device - sufficiently straight-forward to be completed without difficulties a few thousands years ago, if, of course, the instructions for its production were provided by someone holding the necessary knowledge.

#2. The shape, structure, and materials of the Ark are identical to those required by the Oscillatory Chamber. The Ark also took the form of a chamber, empty inside, and square in one of its cross-sections. The ratio of its dimensions (width:height:length) was 1:1:1.75. Similarly to the chamber, the chest of the Ark was made of an electric insulator (i.e. acacia wood) which incorporated some conductive elements (i.e. gold plates and nails).

#3. The Ark was without doubt the source of a very strong field, possessing an identical nature to a magnetic one. This field caused an illness quite similar in symptoms to exposure to strong radiation (e.g. the fatal illness of the Philistines - see Samuel I 5:6). The Levities wore special protective clothing as a screening from this field. The power emitted from the Ark is referred to in the book "Zohar", as "the Ancient of Days".

Various deductions contained in chapter D and in this subsection reveal that there is a striking correspondence between the present concept of "magnetic field" and the ancient concept of "The Ancient of Days". This correspondence extends to all interpretations that christian tradition assigns to the Ancient of Days. To realize this, commonly known properties of a magnetic field ('), together with relevant conclusions from this monograph, are combined in pairs with some old interpretations for the Ancient of Days (").

A: (') Subsection D4.1 revealed that the force field which contemporary science describes with the term "magnetic field" is in fact a circulating stream of the invisible substance called "counter-matter". Oscillatory Chambers will be the most powerful sources of such a circulating stream of counter-matter (chapter F). Some properties of this force field include: invisibility, silent interactions, transmission of power, induction of glows, relation to light.

(") The Ancient of Days was interpreted as a name for the mysterious power emitted from the Ark of the Covenant. Following hymns still in use in Presbyterian churches (see: Hymns 32 and 35, "The Psalms and Church Hymnary", Oxford University Press, London 1973) describe some properties of the Ancient of Days:

- 32: "Immortal, invisible, God only wise
In light inaccessible hid from our eyes
Most blessed, most glorious, the Ancient of Days
... Unresting, unhasting, and silent as light
... Great Father of Glory, pure Father of light ..."
- 35: "O worship the King all glorious above;
... Our Shield and Defender, the Ancient of Days,
Pavilioned in splendour and girded with praise ...".

To comprehend more precisely the identical meaning of both concepts (i.e. the circulation of counter-matter known to us as a magnetic field, and the Ancient of Days), one should imagine how one would explain to the ancient Israelites what a magnetic field actually is (using the definition of a magnetic field provided by the Concept of Dipolar Gravity - see subsection D4.1). In this explanation only the terms and phenomena known and conceivable to them could be used. And then imagine also what would be left of this explanation after a few thousand years.

B: (') A magnetic field is a manifestation of the circulating counter-matter. Counter-matter in turn is an invisible carrier of the Universal Intellect whose interpretation in Dipolar Gravity corresponds to that of God in various religions.

(") The Ancient of Days was interpreted as an invisible presence of God himself.

C: (') In the Concept of Dipolar Gravity counter-matter carries the registers that describe all past events occurring in our Universe - see subsection D7. So the manifestation of counter-matter (i.e. magnetic field) in fact contains the records of ancient times (i.e. of ancient days).

(") The Ancient of Days recorded the past. The term Ancient of Days itself, as well as the context in which it is used in the Bible (see Daniel 7:13) may suggest that the phenomenon behind this concept has something to do with memorizing the events which took place in the days that passed (ancient).

D: (') Counter-matter is also a thinking substance which executes the fulfilment of Moral Laws - see subsection D10.2. On the other hand Christian commandments are specific interpretations of these Laws - see evidence #3D10.2. Merging the above together we could say that counter-matter is a medium which expresses Moral Laws, including the part of these Laws which was described by the set of Christian commandments.

(")The Ancient of Days indirectly seemed to be a medium on which the set of commandments was expressed. This interpretation is implied indirectly by statements which on one hand suggest that the Ark of the Covenant was inhabited by the Ancient of Days, whereas on the other hand claim that the same Ark was storage for the commandments.

When each pair of the above interpretations (i.e. that of a magnetic field from the Concept of Dipolar Gravity and that of the Ancient of Days from Christian tradition) are compared, the recognizable correspondence between both interpretations seems to be obvious.

#4. The Ark induced electric currents in its external metallic parts and probably also in nearby conductive objects. The people who touched its outside gold parts were killed by an electric shock (e.g. Uzza's death - see Samuel II, 6:3-7). When transported from Israel to Ethiopia it destroyed a number of objects in Egypt, probably by inducing strong electric currents within them (compare the description from "Kebra Nagast" with the "inductive shield" formed by the field of the Magnocraft).

#5. The Ark produced strong external forces which acted on its transporters. In this matter the Ark was identical to the behaviour of the Oscillatory Chamber whose powerful magnetic field will also produce forces of interaction with the Earth's magnetic field. For carrying the small-sized Ark (or perhaps to prevent it from ascending) it was necessary to apply the strength of six Levities. The Ethiopian book, "Kebra Nagast", says that the Ark lifted people, loads and animals up into the air.

#6. The Ark produced strong forces acting on the environment. These forces can be explained as the interaction between the Ark's magnetic field and nearby objects. An example of such forces could be the destruction of Jericho's fortifications. Also the famous formation of the channel within the Red Sea can be explained as an interaction between the strong, pulsating magnetic field produced by the Ark and particles of surrounding sea water. A quite similar effect of repulsion of sea water is sometimes observed within the range of a UFO's magnetic field.

#7. A vital component of the Ark could be stolen, when the Ark itself physically remained untouched. It is claimed in the epic, "Kebra Nagast", that the Ethiopian hero named "Bayna-lehkem" stole the Ark of the Covenant and delivered it to Ethiopia - see the description in [5L], page 39. The epic explains in detail that in order to achieve this, he needed to prepare an exact copy of the Ark, according to the original descriptions obtained from Solomon. But this Ethiopian claim contradicts Jewish sources which although seem to confirm the theft, but simultaneously document that the Ark still remained operational in Israel after this event took place. The above could mean that a part of the precious magnetic energy contained in the original Ark was in fact stolen by the Ethiopian hero, who used an exact copy of the Ark to carry it away. But the operational Ark itself, with the remaining part of its energy, still stayed in Israel. Thus Israelites perhaps got upset because the "Bayna-lehkem" stole the non-replaceable energy from the Ark, not the Ark itself.

Some readers at this point may wonder why the author tries to establish if the Ark was in fact an ancient version of the newly rediscovered Oscillatory Chamber. Justification lies in the chance of benefiting from old instructions for the building of this device. The detailed description of the Ark of the Covenant is contained in many ancient manuscripts, only a small fraction of which is listed at the beginning to this subsection. For example the Jewish "Zohar" devotes almost 50 pages to this purpose. Therefore, if in fact the Ark was an Oscillatory Chamber, then the documentation describing how to complete it is readily available - see Figure L7. Because the tools, materials, and knowledge accessible to every contemporary hobbyist, are without doubt superior to those available to ancient craftsmen, there should be no problems with the construction of this device. All we need to do is follow strictly the old instructions.

The above assumption already proved itself to work. Mr Ryszard Zudzin of Poland, who completed the first working model of the Oscillatory Chamber, based his device on the ancient descriptions of the Ark of the Covenant (a photograph of his working device is shown in Figure F9). One of the vital solutions which he acquired from these ancient descriptions were needle-shaped electrodes - see Figure F10. He took the idea of using these electrodes from the descriptions of gold nails driven into the Ark's wooden walls.

L4. Conclusion

The vast body of evidence presented in this chapter consistently confirms the truth of the thesis proposed in the introduction and stating that: the Oscillatory Chamber is already utilized in UFOs as their propulsor and energy storage.

The proof that UFOs already use the Oscillatory Chamber introduces numerous implications. The most important of these is the confirmation that the idea of the Oscillatory Chamber is valid and feasible. Such a confirmation represents almost an equivalent to the presentation of a working model of the Oscillatory Chamber. Thus the mentioned proof should be vital encouragement to become involved in the building of this device as soon as possible. The other important implication is that the sightings of UFO Oscillatory Chambers facilitate the more rapid and less expensive completion of these devices on Earth, through direct implementations of ready-made technical solutions espionaged from UFOs.

As a final reflection it is worth stressing that before the author of this monograph invented the Oscillatory Chamber, all the reports from UFO sightings, which described a transparent cube witnessed on decks of these space vehicles, remained unnoticed. It seems that people are able to recognize only the objects whose meaning is known to them previously. Now everyone has the opportunity to learn the hidden significance of the plain transparent cube with lightning inside. Thus, it becomes our common responsibility to glean every new fact that may contribute to the completion of this device on Earth.

L5. Chapter L reference material

[1L] J. Randles & P. Whetnall, "Alien Contact", Neville Spearman Ltd., Suffolk, Great Britain, 1981, ISBN 85435-444-1.

[2L] Raymond E. Fowler, "The Andreasson Affair, Phase Two", Prentice Hall, Inc., Englewood Cliffs, New Jersey 07632, USA, 1982, ISBN 0-13-036624-2.

[3L] Jack Stoneley, "Tunguska: Cauldron of Hell", A Star Book, A Howard and Wyndham Company, 123 King Street, London 1977, ISBN 0-352-39619-9.

[4L] David Wallechinsky and Irving Wallace, "The People's Almanac #2", A Bantam Book, Inc., New York 1978, ISBN 0-553-01137-5.

[5L]Erich von Däniken, "Signs of the Gods?", Souvenir Press, London, 1980, ISBN 0-285-62435-0.

[6L]Alec MacLellan, "The Lost World of Agharti, The Mystery of Vril Power", Souvenir Press, London 1982, ISBN 0-62521-7.



Fig. L1. A frame from the series of colour photographs of a low flying UFO taken by Paul Villa of Alberquerque, New Mexico, USA, on 16 June 1963. The best reproduction of this series is published in one of the earlier issues of OMNI magazine (probably 1979 issue). Selected photographs are also reproduced in: "The Unexplained" magazine, Vol 1, No 1, 1980, page 10 (in colour); [7J] page 210, and [8J] pages 110-111. The UFO illustrated above represents a detached configuration formed from two K7 type vehicles, whose manner of coupling is explained in Figure G13. The outlines of a lower vehicle, flying in the inverted position, are warped by the action of a magnetic lens and therefore only partially visible. In high quality copies of these photographs, eleven black bars running between the side propulsors of the lower and upper vehicle are clearly distinguishable. The shape of these black bars is unfortunately impossible to determine here. But in similar cases, eye witnesses have firmly reported them as square in the cross-section (see subsection L1.1).

The ship that carried da Silva away.

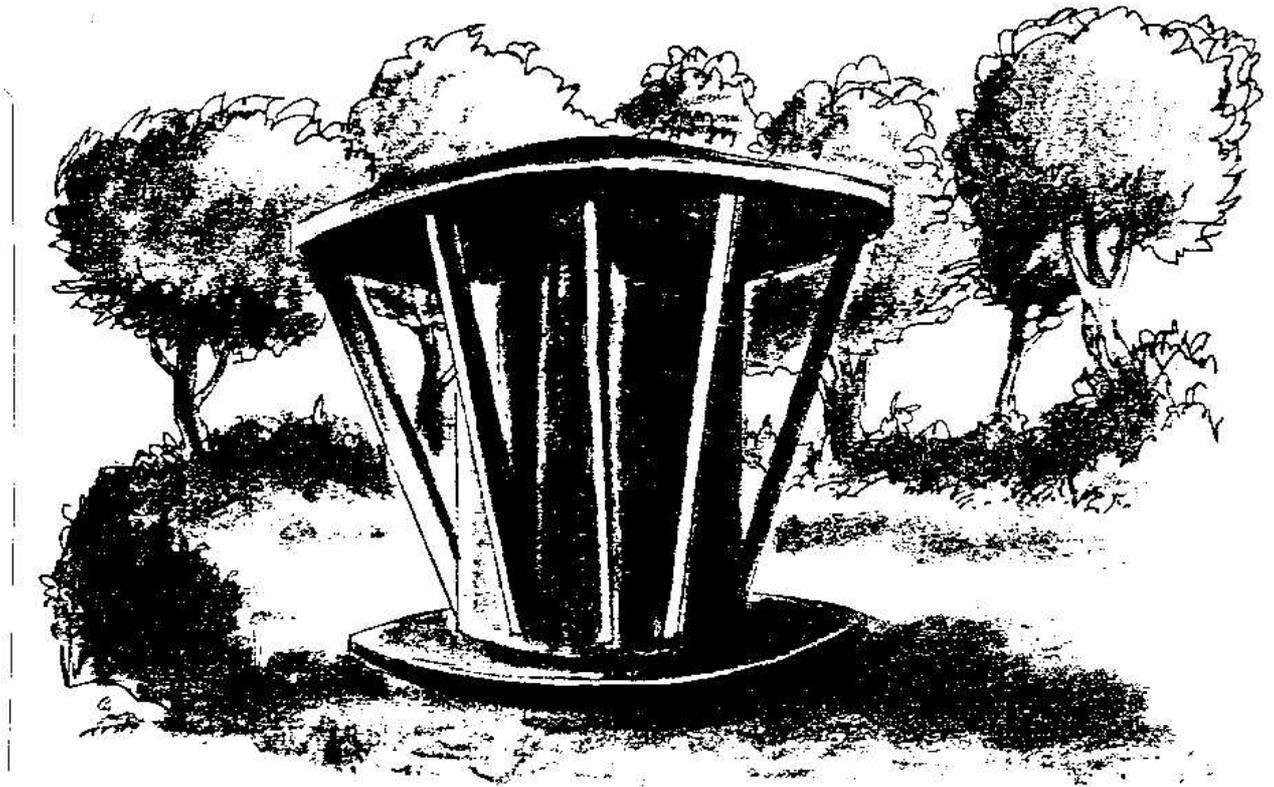


Fig. L2. A diagram illustrating clearly that the black bars formed from a highly concentrated magnetic field yield by the propulsors of a UFO are square in the cross section. This in turn provides further evidence that the propulsors of UFOs utilize Oscillatory Chambers for the magnetic field production. The above diagram of a spool-shaped UFO is reproduced from the book [5J], page 11. It illustrates a witness's recollection of the spaceship which on May 9, 1969 abducted a soldier named Jose Antonio da Silva from Victoria, Brasil. He was found 4 days later in Bebedouro, 800 kilometres away. From the point of view of the Theory of the Magnocraft, the illustrated spaceship represents the semi-attached configuration obtained through coupling together by their topside domes two type K3 vehicles, mutually facing each other - see Figure G11. In such a configuration between the main propulsor of the lower craft and the side propulsors of the upper vehicle there must appear columns of a highly concentrated magnetic field that traps light and therefore are visible as black bars (shown on the sides of the above illustrated vehicle). The cross-section of these columns must reflect the shape of the devices (Oscillatory Chambers) used to generate the magnetic field.



Fig. L3. A photograph of marks scorched by a UFO type K5 when it landed on the grass of a football field that belongs to the "Pirates Football Club", Dunedin, New Zealand. This UFO landed in the inverted position (see Figure G3 "b"), slightly slanted magnetic northward, and the outlet from its main propulsor almost touched the grass. Therefore marks that its propulsors scorched in the grass consist of two separate parts: (1) a slightly deformed (i.e. having a small concavity on its north side) ring of bare soil, 8.5 metres in outer diameter, and (2) a square mark burnt in the centre of this ring. (In the above photograph a reference circle of exactly 1 meter in diameter is placed near this square mark, with its arrow pointing magnetic north.) The square mark has a side dimension of 1.55 meters, and an inner square of grass is left unscorched inside it (the side dimension of this inner square is 0.89 meters). This means that the UFO's main propulsor operated in the mode of "outer flux prevalence" - see Figure F5 "b". The landing took place around 15 January 1989, but the author photographed this site on 17 February 1990. Apart from scorching the above landing marks, the same vehicle also flattened a large lamp located in the same football field and scorched a similar ring under it. Mrs Kathy Morrison (17 Taupo Street, Ravensbourne, Dunedin) witnessed this UFO when it approached the landing.

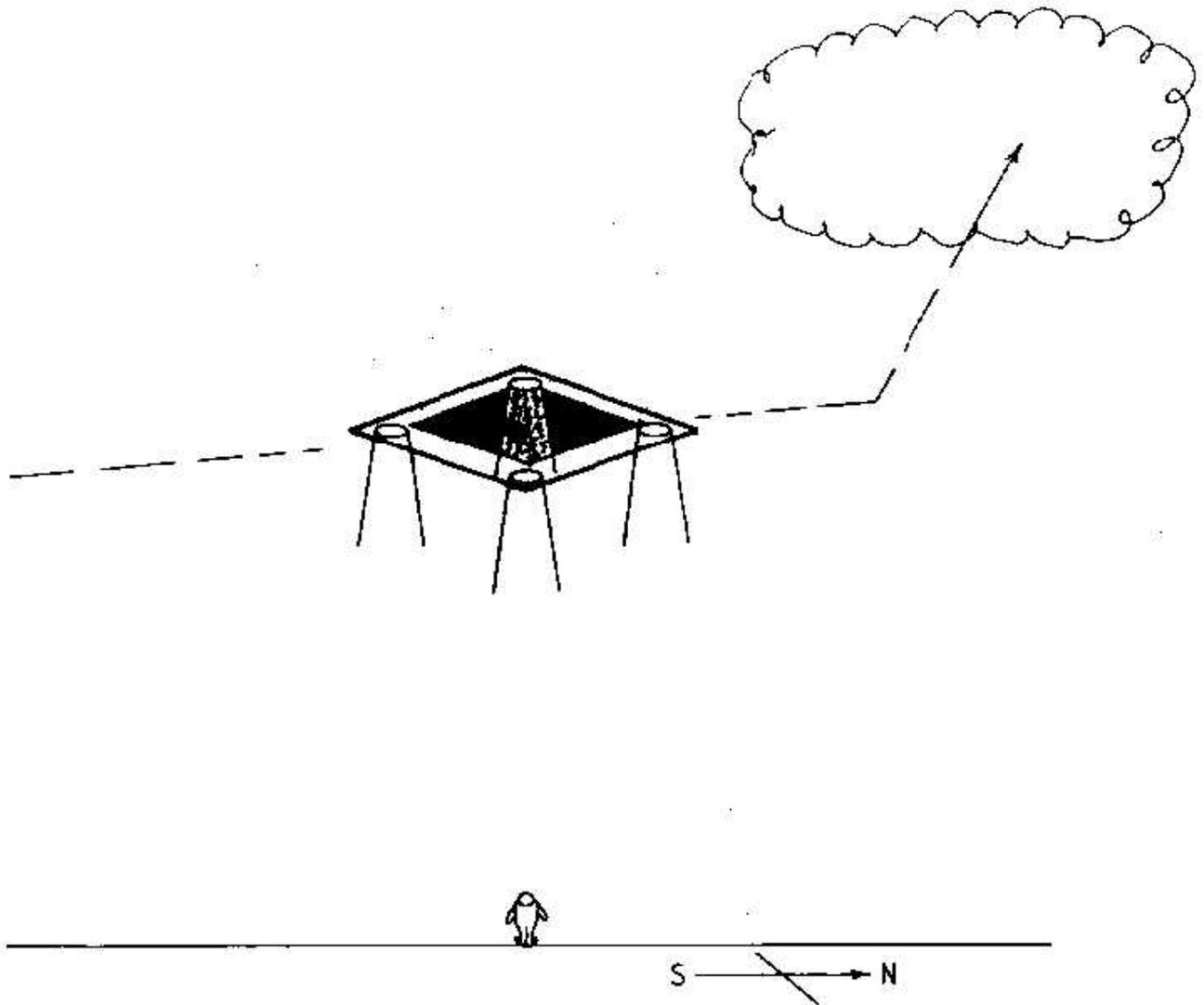


Fig. L4. A drawing of a main twin-chamber capsule from an ascending UFO that was seen by Mr Wayne Hill of Invercargill at 11:30 PM on 20 December 1978. This capsule was observed directly from underneath, when hovering at the height of about 30 metres. It had the shape of two cubes, one inside the other, with their front outlets both facing the witness. The side dimension of the outer cube was about $a_M=10$ metres (this means that the observed UFO most probably was the type K9 - see dimension "aM" in Table G1). The walls of the outer cube were lit by a yellow glow, whereas the inner one remained completely dark. This strong, yellow glow seemed to be more concentrated in the corners of the outer cube from which it shone downwards. The remaining, non-glowing space between both cubes was greyish in colour. The sighting took place on a lone road about 7 kilometres south of Nelson, New Zealand, and lasted for about 20 seconds. Initially the UFO was flying in the south to north direction, and then stopped moving exactly above the witness - as it is shown in the drawing. The action of a magnetic lens hid the contour of the vehicle and only the outlines of both Oscillatory Chambers (i.e. inner dark and outer lit up) from the main propulsor remained visible - see the explanations in subsection G9.4.1 and Figure G37.



Fig. L5. A night-time photograph of the twin chamber capsule from an ascending UFO, taken by a newspaper reporter over Clovis, New Mexico, on January 23, 1976 - see [5J] page 49. The illustrated capsule operates in the mode of outer flux prevalence, the visual appearance of which is explained in Figure F5 (b). In this mode the resultant magnetic flux is produced by the outer Oscillatory Chamber, whereas the entire output of the inner chamber is bound into the circulating flux - see the explanations in Figure F4. In this way the resultant flux yield to the environment must strongly ionize the air, thus in night photographs it appears as thick, glowing edges of an outer diamond. On the other hand the circulating flux must produce a black inner diamond, which because of the darkness is not distinguishable from the similarly black background. Because of the orientation of the above capsule towards the photographer, two rear glowing edges of the outer diamond are hidden behind the non-transparent column of a magnetic field yield from the capsule. Therefore the above picture reveals only two front glowing edges of the outlet from a twin-chamber capsule which from a distance appears as a half-diamond. Notice that the thickness of the glowing space between the inner and outer chamber fulfils the equation " $a_0 = a \cdot 3$ " - see Figure F4. See also the photograph in Figure J31 which shows an other twin-chamber capsule of a UFO, but operating in the mode of inner flux prevalence.

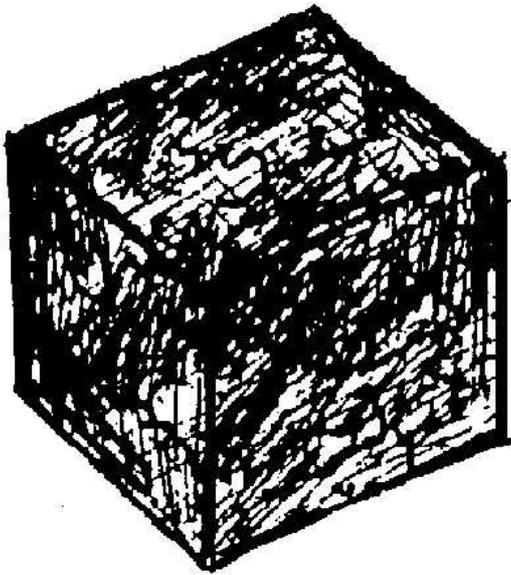


Figure 13. Glass or crystal cube with motionless black smoke and lightning

Fig. L6. The illustration of a transparent cube with electric sparks which looked like lightning inside, sighted by Mr Robert Luca on a UFO deck. (Compare this illustration with Figure F2 that shows the appearance of the Oscillatory Chamber.) The above diagram and description are reproduced from the book by R. E. Fowler, "The Andreasson Affair, Phase Two" (Prentice-Hall, Inc., USA, ISBN 0-13-036624-2, page 70) by kind permission from Mrs Betty A. Luca, copyright holder. It presents the outer Oscillatory Chamber from the twin-chamber capsule which constituted the main propulsor of this UFO. The above illustration introduces a breakthrough in our certainty of the Magnocraft's principles, as it not only confirms through an eye-witness's report that the Oscillatory Chambers are already utilized in the propulsion of UFOs, but it also proves that our intention to built the Oscillatory Chamber on Earth is feasible and valid.

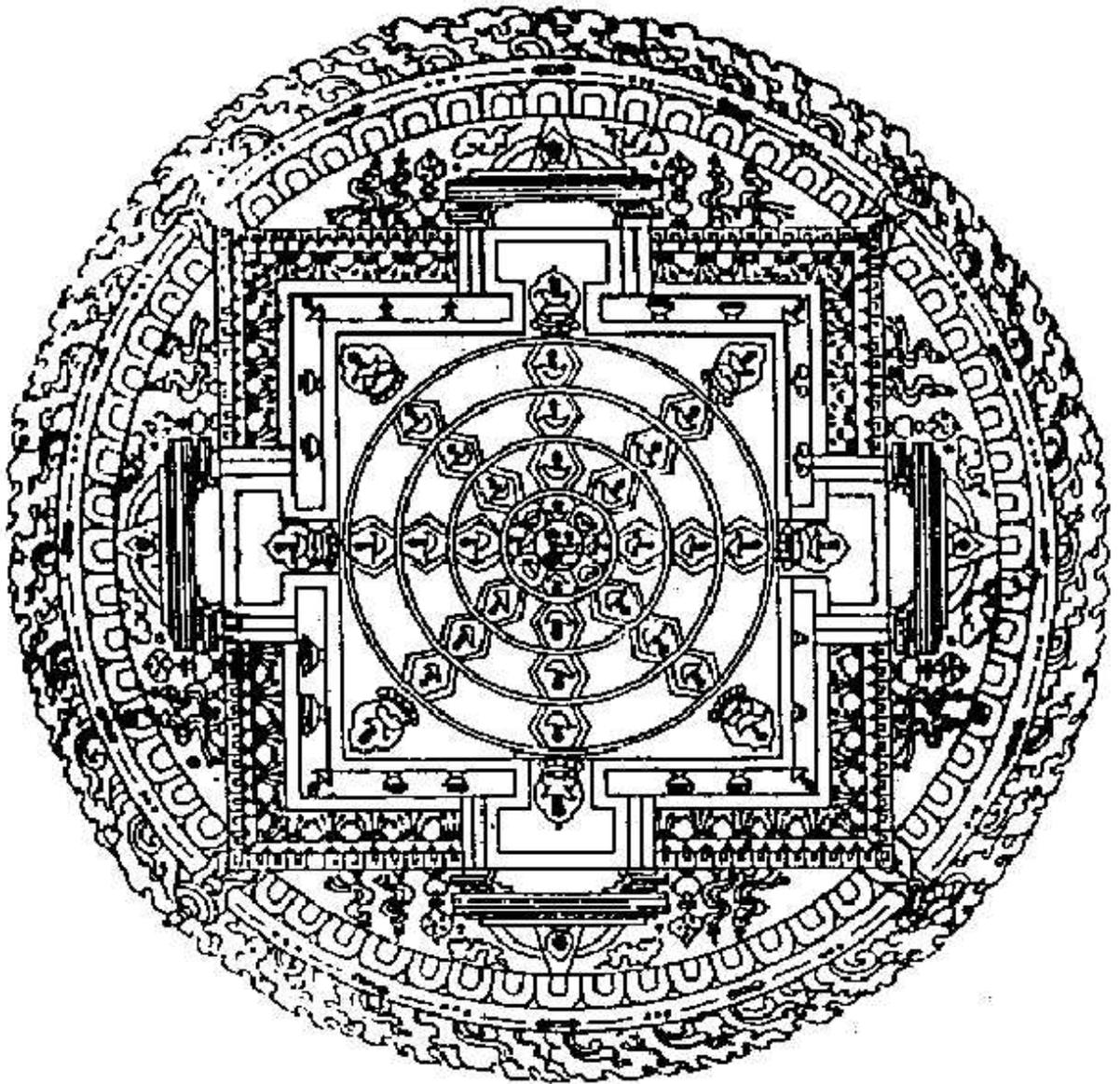


Fig. L7. A drawing that was found by Mr Ryszard Zudzin of Poland in an ancient manuscript originating from Tibetan Buddhists. He postulates (and the author agrees with it) that the drawing illustrates either a technical design of the Oscillatory Chamber, or the entire spherical propulsor containing such a chamber. While analyzing this drawing, one may notice clusters of needles which exactly correspond to the following description of a UFO Oscillatory Chamber provided by Mrs Betty A. Luca (see the end of subsection L1.4): "inside had thin protruding stems with tiny glass droplets on the end". It seems to be relevant to mention at this point that all ancient sculptures show the Buddha as having extraordinary long ears, but the same sculptures show the other people surrounding him as having normal, human ears. On the other hand it is reported by numerous witnesses that UFO-nauts have exactly these kinds of ears. Thus, such a vital anatomic difference could mean that the Buddha was an ancient UFO-naut, and that his priests knew the design of the Oscillatory Chamber.

Chapter M:

THE MATERIAL EVIDENCE AVAILABLE THAT CONFIRMS THE LONGSTANDING USE OF MAGNOCRAFT-TYPE UFOs

There is a wealth of material evidence available at present which indicates that Earth is continually explored by UFO vehicles whose operation is identical to that of the Magnocraft. This evidence is the subject of various "natural" explanations that refuse to acknowledge its technological origin. But the existing facts do not conform to any of these "natural" explanations. The more desperate the search for a "natural" cause, the more apparent it becomes that this evidence is technologically formed. The chapter that follows provides the technological explanation for this evidence. In this way the evidence not only reinforces the proof from chapter J that "UFOs are already operational Magnocraft", but it also discloses the answers to a number of vital secrets concerning UFO vehicles.

The author has collected examples from four categories of such material evidence. These categories all exhibit the active involvement of extraterrestrial vehicles applying the Magnocraft's principles of operation. They are: (1) UFO landing sites, (2) glassy tunnels made by underground flights of UFOs, (3) UFO explosion sites, and (4) fragments of UFOs shells. Let us summarize each of these categories separately.

#1. The marks left at UFO landing sites. These marks, which most frequently appear as rings of scorched vegetation, are continually being discovered in various parts of our planet. In numerous cases eye witnesses report that they in fact have observed a landed UFO in the area where such scorched rings have appeared. Also the attributes of these rings in every detail correspond to those of the Magnocraft's landing sites (see subsection G10). The above provides sufficient evidence to consider the circles as landing sites of vehicles that utilize the Magnocraft's principles of operation.

#2. Long, straight, geometrically shaped glassy underground tunnels exist in numerous areas around the world. Two well known examples of these are: the Ecuador system of tunnels shown in Figure M17, and the Cocklebiddy Cave in Western Australia shown in Figure M18. All the properties of these tunnels revealed so far correspond exactly to the predicted properties of tunnels left after the underground flight of a Magnocraft - compare the properties listed in subsection G9.1.1 with the description of these tunnels provided in subsection M2.

#3. UFO explosion sites. Two catastrophic areas whose attributes correspond exactly to explosion sites of the Magnocraft have been discovered and investigated. These are: the Tapanui Crater (formed on 19 June 1178 in West Otago, South Island, New Zealand) and the Tunguska Blast Site (formed on 30 June 1908 in Central Siberia, USSR). All facts collected so far at these sites indicate that their cause was the accidental releasing of vast energy contained in the Oscillatory Chambers of a cigar-shaped stack of spacecraft that applied the Magnocraft's principles of operation.

#4. Fragments of UFO spaceships. The most thoroughly researched fragment was found in 1976 near the Vashka River, USSR (i.e. at the extension of the trajectory followed by the UFO vehicles which exploded in Tunguska in 1908). It represents a part of the central cylinder from a UFO type K4. Its structure and properties correspond exactly to the magnetoreflexive material predicted for use in the Magnocraft's protective shell - see subsection G2.4.1.

The common attribute of all four classes of evidence listed above is that it has a stationary, permanent character. Therefore it can be subjected to investigation with the use of present research methodologies. Moreover, it provides a unique opportunity for all those people whose personal philosophy requires them "to see in order to believe". This is

because the evidence is available, it can be seen, touched, investigated, and won't fly away or disappear when someone approaches it.

It should also be mentioned again that in addition to the above evidence of a permanent, material character, a wealth of the "court-type" evidence concerning UFOs has also been accumulated. But because this court-type evidence is already presented in chapter J, it is unnecessary to repeating it.

M1. Material evidence on UFO landing sites

Taking into account the statements of countless eye-witnesses who reported sightings of UFOs, the enormous body of other evidence documenting visits of these vehicles on Earth, and the formal proof that "UFOs are already operational Magnocraft" presented in chapter J; the initial axiom adopted for this subsection is that our planet is continually visited by members of an advanced extraterrestrial civilization who have already operational Magnocraft at their disposal. According to subsection G10.1, in such a case the spaceships of this civilization must cause noticeable damage during their landing. This environmental damage should be easily detectable, as it must exactly match the unique properties of the Magnocraft landing sites presented in subsection G10.

To detect and identify examples of this damage, the author initiated extensive field research aimed at discovering possible UFO landing sites and verifying their correspondence to the envisaged Magnocraft landing sites. The effect of this research was overwhelming, as it not only provided further evidence to confirm the validity of the Magnocraft's principles, but also led to additional findings, for example: (1) the exact dimensions of each type of UFO, (2) the value of the "Cosmic Cubit" - i.e. the unit of measure used by extraterrestrial civilizations in building their spacecraft (see equation G30), etc. In this subsection the evidence collected so far and the results of relevant research are presented.

All the deductions presented in this subsection are based on empirical data gathered during extensive field investigations. Where appropriate, relevant photographs documenting the evidence are also included (to illustrate the size of the marks presented in these photographs, either a person was photographed or a so-called "reference circle", i.e. a white circle exactly one meter in diameter whose black arrow points magnetic north, is shown).

So far, the author has discovered in New Zealand five areas of mass UFO landings (i.e. Weka Pass, Moeraki Boulders, Waikoikoi, Roxburgh and Cadrona), each of them containing from about 30 to over 100 landings concentrated in a relatively small area; plus a number of reconnaissance UFO landing areas (e.g. Wanaka, Maitland, Invercargill, Middlemarch) which contain from 1 to 5 scorched landings in close proximity. There are probably three reasons for the author's success in this search: (1) New Zealand seems to be a favorite target for UFO visits, (2) the type of farming (sheep and cattle grazing) existing in New Zealand tends to conserve the UFO landing sites, and (3) the Theory of the Magnocraft has given the author very exact knowledge of what he is looking for.

During his investigations of the landing sites, the author also tried to establish the connection between the landing marks left on the ground and the sighting of an Unidentified Flying Vehicle (UFO) that could have formed them. In numerous cases, a UFO was observed either hovering exactly over the spot where the landing site was formed, or flying in close proximity to this spot. In many other cases the involvement of such a vehicle was confirmed indirectly, for example through the presence of large imprints of its three or four telescopic legs (like the imprints shown in Figure M1) spaced symmetrically and embedded within the site.

M1.1. All three known types of landing sites are formed by visiting extraterrestrial vehicles

Subsections G10.2 to G10.5 describe three basic types of Magnocraft landing sites which are caused when this vehicle hovers with its magnetic circuits looping (1) under the ground, (2) on the surface of the ground and (3) entirely in the air - see Figures G39, G40, and G41. The author found perfect examples of UFO landing sites which confirm that extraterrestrial vehicles also form these three types of sites. Let us have a close look at the evidence that documents this.

#1. As could be expected, the most frequently discovered UFO landing site is formed when the vehicle hovers with its magnetic circuits looped under the ground - see Figure G39. When a landed UFO operates in the magnetic whirl mode the site contains a ring of scorched vegetation, within which there is an additional scorched spot shifted southward or northward from the centre. An excellent example of such a site, discovered near Invercargill, New Zealand, is shown in Figure M2.

There are also cases where a UFO, whose propulsors operate in a throbbing or magnetic lens mode, landed so that its magnetic circuits loop under the ground. Then the site contains only a circular pattern of scorched spots representing the outlets from the side propulsors, plus one asymmetrical central spot scorched by the main propulsor. (No trail joining the side propulsor is present.) An example of such a site is shown in Figure M3.

#2. The UFOs that hover with their magnetic circuits looped along the surface of the ground produce entirely different landing sites. The shapes of these sites are illustrated in Figure G40. This type of landing site is rather rare and its discovery represents a more difficult task. However, after numerous field searches and many hours of reviewing the available literature, the author had the good luck to succeed, and examples of these sites were found. A UFO landing site formed during the throbbing mode of operation should contain a number of linear scorched trails aligned in a radial direction towards one central mark - see Figure G40 (b). An example of such a UFO landing site is presented in Figure M4. A site formed during the magnetic whirl mode of operation, when a vehicle touches the ground with its magnetic circuits, should contain a wide ring of vegetation and soil which has been totally destroyed - see Figure G40 (c). An example of such a site is also presented in Figure M4.

#3. The last type of UFO landing site is made when the vehicles hover with their circuits looped entirely in the air. These sites take the shape of a pattern or a "nest" of swirled vegetation. The task of finding these sites is extremely difficult, as their validity requires the "catching on the spot" of the vehicle that formed them. Again the author was lucky, and appropriate examples of such landings are presented in Figure M5. Notice that through the use of the "rolling sphere rule" (see subsection G6.3.3) the direction of a UFO flight can be determined from such swirled nests. The author completed these checks, and the results obtained confirm the theory presented in subsection G6.3.3.

M1.2. The value of the Cosmic Cubit can be determined from UFO landing sites

With the discovery of each UFO landing site, the author conducted precise measurements of the patterns left on the ground. In this way an extensive bank of data about UFO landing sites was gradually gathered. From this data, determination of the value of the "Cosmic Cubit (CC)" (i.e. the unit of measure used by the manufacturers of UFOs - see equation G30) became possible.

The methodology for determination of this CC unit from the dimensions of UFO landing sites incorporated the following four basic stages:

1. The selection of the valid data. As was illustrated in Figure G38, depending on the height at which a particular vehicle hovered, the diameter of the circle scorched by its propulsors will differ. Therefore only that data which originated from the sites clear enough to guarantee successful application of the correction techniques described in subsection G10.3.1 could be used for the calculations. So this stage depended on selecting for further

processing only samples of such valid data from all the data gathered during numerous field measurements.

2. The correction of the empirical measurements. Data selected for further calculations were processed by the appropriate correction equations presented in subsection G10.3.1. Thus, nominal diameters "d" of the vehicles that formed these sites were obtained. An example of an application of the first correction technique, based on equation G32, is presented in Figure M6. The same technique was also used for sites shown in Figures M7, M10, and M11.

3. The determination of the empirical value of the Cosmic Cubit through the application of equation (G30). When the set of nominal (corrected) dimensions of the various types of landing sites was established, the determination of the empirical value for the Cosmic Cubit "CC" was only a matter of using the appropriate calculations based on equation (G30).

After analysis of the various data, to which the above methodology was applied, the author determined the following empirical value for the Cosmic Cubit:

$$CC = 0.55 \text{ [meter]} \quad (\text{i.e. almost } 22 \text{ [inches]}) \quad (\text{M1})$$

This value indicates that the builders of the UFO vehicles are using a cosmic unit of length which is slightly greater than half of our meter. In the British Imperial System its value is almost 22 inches.

4. The increase of precision of the Cosmic Cubit so determined. This stage involved finding and utilizing other, historical data that was available, which allowed the accuracy of the empirically determined CC unit to be increased.

The technique applied to increase the precision of the empirical value of CC {see equation (M1) above} is based on the author's assumption that if "UFOs are already operational Magnocraft", then members of the civilizations that visit Earth in these vehicles would have left somewhere a sample of the exact value of their unit of measure. (For example members of these civilizations could have built on Earth some monuments using this unit of measure). After formulating this assumption the author began to search for an ancient unit of length that would correspond to the empirical value of CC - see equation (M1). The results again were overwhelming. Quoted below is what is written in the book [1M1] by John Perry, "The Story of Standards" (Funk & Wagnalls Co., New York 1955, p. 9) about a unit of length called a "cubit" that was used in ancient Egypt for building pyramids:

"... another cubit, measuring a little less than 21.6 inches, was used in laying some of the upper courses of the Pyramids. This dimension is almost exactly one million times the wavelength of light from a mercury 198 lamp, a lamp employing a rare isotope of mercury made by bombarding gold with neutrons. Surely one can conclude that those wonderful Egyptians were familiar with nuclear physics!"

Ancient Assyria also used a cubit of exactly the same length (i.e. 21.6 English inches). Moreover, the cubit recorded in the Bible had a similar length (see the book [2M1] by William D. Johnstone, "For good Measure", Holt, Rinehard and Winston, New York, 1975, ISBN 0-03-013946-6, page 10).

English Professor Alexander Thom measured stone circles and standing stones (menhirs) throughout the British Isles, as well as in the northern part of France. He submitted the collected dimensions in his book [3M1] entitled, "Megalithic Sites In Britain" (Oxford University Press, Oxford, England, 1967). A great many of these circles had diameters of 261.12 inches, or 6.632 metres (which correspond surprisingly well to the outer diameters "do" of scorched rings left by the K4 type of UFOs whose bases touched the ground). Because all the most popular systems of measure in ancient times were developed on the basis of 12 (dozen), it could be assumed, that the above circles also contain 12 elementary units of length. Thus by dividing the diameters by 12, a value very close to the ancient "cubit" discussed above is obtained (a small difference between both these values can be attributed to the wrong diameter of the stone circles being measured - e.g. outer instead of middle).

All the above data suggests that there is a justification for assuming that the "Cosmic Cubit" used by the builders of UFO vehicles is also represented on Earth in numerous

ancient monuments. Therefore through narrowing down the value of the cubit from equation (M1) to the exact value of this ancient unit of length, any required precision of the Cosmic Cubit should be achieved. For the purpose of this monograph, the exact value of the Cosmic Cubit has been determined as:

$$CC = 0.5486 \text{ [metres]} \quad (\text{or } CC=21.6 \text{ inches})(M2)$$

Such a precise value of the CC unit allows us to calculate the dimensions of UFOs with a margin of error of less than one millimetre. In the future, this will permit us to build Magnocraft precise enough to couple with UFOs in perfectly fitting flying configurations.

After applying the value (M2) to the equation (G30) a set of precise nominal diameters "d" for eight subsequent types of UFOs can be theoretically determined. These diameters take the values (see column "d" in Table G1): 3.10, 6.20, 12.41, 24.82, 49.65, 99.30, 198.61 and 397.22 metres. All the empirical measurements completed by the author so far confirm that the dimensions of every single UFO landing site arise from one of these eight theoretical diameters.

M1.3. The diameters of landing sites confirm the existence of eight basic types of extraterrestrial vehicles

UFO landing sites are the extraterrestrial equivalent to tracks made on the ground by the tyres of our automobiles. Therefore the dimensions of these circular landing sites must reflect the type of vehicle which made them, similarly as the span of our automobile marks reflects the type of car that imprinted them.

After the value of the CC was precisely determined, the author began his search for landing sites that would confirm the existence of eight basic types of UFOs. He reasoned that if the Theory of the Magnocraft is valid, then UFOs, as with the Magnocraft, must be constructed in eight basic types. Moreover, the measurements of the shape and dimensions of these eight basic types of UFOs should correspond exactly to the theoretical shape and dimensions of 8 basic types of the Magnocraft (this is because the shape and dimensions of all magnetically propelled vehicles result more from the laws of magnetism than from the creativity and inclination of their builders - see subsection G4).

The author partially succeeded in his search, and so far landing sites scorched by the first six of eight basic types of UFOs have been found. Unfortunately, the two biggest UFO vehicles (types K9 and K10) either land extremely infrequently on Earth, or their landing sites (because of the size) are very difficult to discover. Therefore the landing sites of UFOs type K9 and K10 have not been found as yet. But there is photographic evidence already accumulated (see Figures J7 and J8 together with the relevant descriptions from subsection J2.1) which certifies that these last two types of UFOs are being used on Earth. So, there is a significant likelihood that their landing sites will probably be discovered soon.

Landing sites formed by the UFOs types K3 to K8 are shown in subsequent Figures M7 to M11. Notice that all the remaining Figures also show the landing sites that were made by various types of these vehicles (e.g. Figure M3 presents another site left by a UFO type K5).

Figure M11 illustrates also the principle that UFO vehicles, in order to fly, must orient their base perpendicularly to the local course of the force lines of the Earth's magnetic field, whereas to land they try to orient their base parallel to the surface of the ground - see Figure M11 and compare it with Figure M16. Wherever the configuration of the ground makes it impossible for UFOs to have their base simultaneously parallel to the ground and perpendicular to the force lines of the Earth's magnetic field, the landing site is either elliptical (see Figure M7) or takes the shape of a half-circle (see Figure M16).

It should be noted that to enable us to identify precisely a particular UFO landing site with one of the eight main types (K3 to K10), it must be clear enough to give us an exact measurement of its two diameters, i.e. "do" and "da" - see equation G38 (b), or "do" and "di" - see equation G38 (c). Only after these diameters are established, the nominal diameter "d" of the site can be exactly determined, thus allowing us to assign the type of landed UFO

to this site. Unfortunately, there are numerous sites left by UFOs that remain motionless for only a very short time, making their marks very unclear. The dimensions of these "transient" landing sites are difficult, or even impossible, for exact measurement. Although in many cases they have quite clear outlines of "do" diameter (produced by the side propulsors that attract the Earth's magnetic field), the mark left by the main propulsor oriented repulsively towards the field of the Earth is not sufficiently clear, thus making it impossible to establish "di" or "da" diameters. This kind of site can still be categorized as one of the eight main types of UFOs, because its diameter "do" is equal to, or slightly (i.e. up to 40%) smaller than the nominal diameter "d" (i.e. this diameter "do" still significantly exceeds the diameter "d" of a previous, smaller type of UFO). But such "transient" sites can not be used for scientific purposes, e.g. to determine the dimensions of UFOs or to verify the findings described in this monograph.

The author would like to stress at this point that every clear UFO landing site that he has found so far, always yields the nominal diameter "d" equal to, or very close to, one of the following values: $dK3=3.1$, or $dK4=6.2$, or $dK5=12.4$, or $dK6=24.8$, or $dK7=49.6$, or $dK8=99.3$ metres. (Note that it is very easy to remember all these diameters, because if we know the first one, i.e. $dK3=3.1$, then the next one is simply the previous diameter multiplied by two, e.g. $dK4=2 \cdot 3.1$.) No UFO landing site has been found in which the corrected nominal diameter differs from the values resulting from equations G30 and M2.

M1.4. Some marks left on the ground document the landing of entire configurations of UFOs (including flying systems)

UFO landing sites found so far by the author were formed not only by solo flying vehicles, but also by entire flying arrangements. The most distinctive sites are formed by the flying complexes and flying clusters (illustrated in Figures G16 and G17). A perfect example of such a site, left by a single cell of a flying system formed from K3 type UFOs, is shown in Figure M12. (The theoretical shape that this site should display is illustrated in Figure G42 (A), whereas the mutual arrangement of UFOs in a cell that possibly could have made it is shown in Figure G16.) Apart from that shown in Figure M12, a number of further sites formed by flying systems of UFOs were also found. The important detail of all these landing sites is that their dimensions correspond exactly to those resulting from the Theory of the Magnocraft (compare Figure G42 with Figures M12) and from the CC unit of measure applied by UFOs.

There has been a lot of publicity recently about crop circles of a very distinctive shape which have appeared in southern England. An example of such a site is shown in Figure M13. Even a brief analysis of the shape, dimensions, and characteristic features of these English sites confirm that they are formed by flying clusters of UFOs (compare Figure G17 and Figure M13).

More difficult to discover are landing sites left by configurations of UFOs that were coupled into the vertical arrangements (e.g. cigar-shaped flying complexes). Rings scorched by such vertical arrangements have the same dimensions and shape as those left by solo flying vehicles. But there exists a distinguishable attribute of such vertical configurations, i.e. to maintain their stability the scorched mark formed by their main propulsor must be displaced from the centre of the site in the opposite direction from the mark left by solo flying vehicles. Therefore in New Zealand (which is located in the Southern Hemisphere) UFOs flying solo scorch the main mark dislocated towards the magnetic south direction from the centre of the site. But the cigar-shaped flying complexes scorch this mark displaced towards magnetic north direction (compare Figure M10 with Figures M2 and M8).

M1.5. Why UFO landing sites could not be formed by the growth of mushrooms or by any other natural cause

Present science refuses to acknowledge the technological origin of UFO landing sites. As an excuse for this refusal, a misinterpretation of the biological effects (namely the explosive mushroom growth) that landed UFOs have on the soil is used. It was explained in subsection G10.1, that the Theory of the Magnocraft determined the following cause-effect mechanism for UFO landing sites:

THE CAUSE is a strong, pulsating magnetic field of a landed UFO that cooks (like a microwave oven) and totally exterminates all parasitic micro-organisms that normally keep the mushroom population under control,

THE EFFECT is an explosive growth of mushrooms within former UFOs landing sites which may last up to a hundred years after the landing took place (such a technologically induced growth of mushrooms is known by the name "fairy rings").

Present science completely misinterprets the above cause-effect mechanism occurring within UFO landing sites, and claims that everything occurs in a reversed order, i.e. that the mushroom growth in a radial direction is the CAUSE, and that the rings of scorched and poisoned vegetation are the EFFECTS of this growth.

Of course, after understanding the above misinterpretation of the cause-effect mechanism concerning UFO landing sites, the author initiated vigorous research aimed at correcting this error of the scientists. The first task of this research was to prove that the UFO landing sites sustain their dimensions unchanged for many years (as we know, the present explanation for "fairy rings" claims that these rings grow outwards from their center thus increasing their diameter each year). In 1987 the author placed under strict sighting a number of UFO landing sites in four mutually distant areas of New Zealand (i.e. Roxburgh, Waikoikoi, Moeraki Boulders, and Weka Pass), marking their outer edges by wooden pegs and systematically checking the measurements of these rings. No changes in the nominal diameter of the UFO landing sites being observed were detected, in spite of such verification being continued for three subsequent years (and to be continued after completion of this the edition of the monograph). The only change in dimensions of these rings which the author has observed with the elapse of time is the increase in width of scorched patches (i.e. the increase in difference between the inner "di" and outer "do" diameter of the same ring) and also the decay of the sharp edges of the scorched areas (i.e. their edges become curved and non-continuous). But these changes radiate from the ring in both directions (i.e. towards the inside as well as towards the outside of the ring) at the same rate, so that the nominal (mean) diameter "d" of the ring remains unchanged.

The second task of this research was to prove that in former UFO landing sites, an explosive growth of mushrooms occurs. This was easy to prove, as the microscopic analysis of soil samples taken from numerous UFO landing sites clearly shows the presence of mushroom spawn (this is also confirmed by the research of other investigators - see [7J] page 131). Also, in each UFO landing site an intensive mushroom growth was noticeable in the appropriate seasons (in New Zealand: March-May) - see Figure M14 (lower).

The third task the author has undertaken was to prove that physical properties of the soil affected by landed UFOs differ from the properties of the soil affected by mushroom growth only. For this purpose he measured the electrical resistance of soil. It turned out that the magnetically affected soil from the ring scorched by a landed UFO has, on average, about three times greater electrical resistance than the same soil only few metres from the edge of the ring. On the other hand, identical measurements of the electrical resistance of the compost used by commercial mushroom growers showed that after mushrooms germinate, the resistance of the compost is actually lower than the resistance of the same compost before mushroom spore were planted in it. This means that the presence of mushrooms in the soil from UFO landing sites is not responsible for the increase in the electrical resistance of this soil. Thus, the change in the resistance of the soil must be caused by an additional factor, i.e. by a powerful magnetic field of a UFO that altered the physical state of this soil.

The experimental findings discussed above, reinforced by their agreement with the Theory of the Magnocraft, indicate the total irrelevance of the present claims by science

concerning fairy rings. These findings prove that UFO landing sites are in fact formed technologically by magnetically propelled vehicles, and that the mushroom growths observed at these sites are the effect of UFO landings that took place earlier (not the cause of the appearance of these scorched marks).

After the "mushroom explanation" for UFO landing sites is proved to be discreditable, the validity of all other possible natural explanations for these sites should also be considered. But even a brief analysis of the attributes of UFO landing sites eliminates any natural cause for the appearance of these rings. No natural factor is able to form circles that display the following attributes characteristic of all UFO landing sites:

(A) the diameters of UFO landing sites, similar to the span of the tracks left by a car, correspond exactly to the dimensions of the vehicles that made them. Thus, the nominal diameters "d" of UFO landing sites (or fairy rings), after being determined and corrected according to the rules described in subsection G10.3.1, fulfil the equation (G30) and correspond to the data from column "d" of Table G1.

(B) The dimensions of all UFO landing sites are based on the unit of length called here the Cosmic Cubit. This unit was also used by builders of the pyramids and other ancient monuments.

(C) The sizes of subsequent UFO landing sites comprise the elements of a geometric progression with the ratio of 2, and thus they repeat the binary progression of the "d" diameters from K3 to K10 types of the Magnocraft. It means that every subsequent type of ring is twice as big as the previous one - a good illustration of this is provided in Figure M8. Notice that the dimensions of these sites depend only on the type of vehicles that produced them, and for the same type they must remain exactly the same independently of soil conditions, the type of mushrooms that populated the landing site, the area, country or continent where the sites are found, etc.

(D) Types of mushrooms that populate subsequent landing sites vary from area to area (in New Zealand the most frequent are meadow {agaricus campester}, horse {macrolepiota procera} and toadstall {marasmius oreades} mushrooms). Because the physiology of mushrooms implies that each type should exert different biological effects on the soil, such attributes of UFO landing sites as dimensions, shape, response to stimuli (e.g. magnetic south/north asymmetry), and seasonal changes in appearance, should also vary from area to area. However, field research shows that independently of the types of mushrooms, all the sites' attributes remain unchanged.

(E) UFO landing sites are scorched in a strictly defined manner which corresponds to the location of the propulsors and to the operation mode of these magnetically propelled vehicles. This goes so far that mutual relationships between various characteristics of the landing sites can be expressed in the form of mathematical equations. Apart from equations G32 and G33 mentioned earlier, other examples of such equations are: (1) the number "n" of scorch marks left by the side propulsors is correlated to the type factor "K" of a particular landed vehicle - see equation B1; (2) this number "n" has a direct correlation with the nominal diameter "d" of a UFO that landed - see equations G30 and G6; (3) the mean ratio of outer diameters of the elliptical UFO landing sites measured in the east-west "do(E-W)" and north-south "do(N-S)" directions is a direct function of the local inclination angle "I" of the Earth's magnetic field and the slope of the ground, etc.

(F) Most of the sites, as well as the ring of scorched vegetation, also incorporate a single central mark made by the main propulsor, the location of which is displaced towards a magnetic south or a magnetic north direction.

(G) UFO landing sites remain in precisely the same locations and shapes year after year. No slow drifting away or transformations, so typical of natural growths, are observed.

(H) Some UFO landing sites last for many decades. The oldest sites discovered so far have been in existence (in the same place) for over sixty years - see Figure M14.

(I) They maintain exactly the same diameter from year to year. Notice that if the rings would grow naturally, they should increase their diameter by not less than about two metres each year.

(J) They have a perfect circular or elliptical shape, independently of the soil and topographic conditions that may stimulate a monotropic growth. Elliptical sites almost always have their long axis oriented exactly towards the magnetic north/south direction, whereas the short axis is oriented towards the magnetic east/west direction (defining this more precisely: elliptical landing sites display the shape which results from the intersection of the surface of the ground with a perfectly circular tube formed from the vehicle's magnetic circuits oriented parallel to the Earth's magnetic field force lines).

(K) They are sometimes accompanied by three or four symmetrical imprints of the vehicle's legs located within the circle - see Figure M1.

None of the above attributes could appear if these rings were formed in a natural manner. Therefore the presence of the above attributes in UFO landing sites completely rules out their natural origin, proving in this way that they are formed technologically by landed extraterrestrial vehicles.

M1.6. There is a critical landing duration after which sites become permanent

The destructive biological impact that the super-strong UFO field exerts on the soil divides all landing sites into two categories, i.e. permanent and transient. Permanent sites are those where UFO vehicles landed for a period of time sufficient to exterminate (cook) all the parasitic micro-organisms which keep mushroom growth under control. Therefore in permanent sites mushroom spawn takes over the soil completely. These sites can be easily recognized because in some parts their scorched rings display soil which is totally burnt and bare. The author estimates that about 100 years will pass before the biological balance returns back to normal (in uncultivated soil). Until the balance is restored, these UFO landing sites remain visible staying year after year in exactly the same place and with exactly the same shape. Transient sites are all those in which a UFO remained in one place for too short a period of time to put the soil out of biological balance. Grass in these sites remains unburned, but displays a different, darker colour. Also various types of beans (which have the ability to absorb nitrogen from the air) and some types of grass grow much faster there. The soil in these transient sites is not taken over by mushroom spawn. Experience shows that such sites disappear about three months after a UFO landing took place.

The existence of permanent and transient sites indicate that there must be a "critical landing duration" after which the biological balance of the soil is destroyed. (This critical duration can be compared to the time needed to cook micro-organisms in a microwave oven.) All the sites on which the landing took less than this critical duration disappear after about three months, whereas all landings whose time-span exceeds the critical duration remain visible for many decades. At present we do not know exactly how long this critical duration is. But on the base of the sparse data already available, the author estimates that for K3 type of UFOs it exceeds ten minutes. If we could determine it precisely then landing sites would become a rich source of further data on UFOs. For example, these sites would then allow us to estimate: the duration of UFO landings, the strength of their magnetic fields, the efficiency of their equipment and activities, etc.

M1.7. More that else we can learn from UFO landing sites

UFO landing sites provide us with extremely valuable sources of information on this extraterrestrial spacecraft. The most important data derived from these sites has already been discussed in previous subsections. Let us now list additional information that the author has gathered from these sites.

#1. Only a small fraction of UFO landing sites (the author estimates it to be about 1 site in 200) is scorched by vehicles that actually landed. Most of the sites are left by vehicles that hovered motionless for some time at a height exceeding half of their effective

diameter "d". On the paddock of Mr Allan M. Chapman of Goodwood (R.D. 1, Palmerston, New Zealand) a K5 type UFO produced marks that allowed the precise determination of the height at which these spacecraft usually hover - see Figure M15. This particular UFO simultaneously broke the top of a tree and scorched an elliptical landing site under this tree. The top of the tree was broken at a height of 6.8 meters from the ground (i.e. at about $d/2$). The dimensions of the scorched ellipse left under this tree were: $do(E-W)=12.0$, $do(S-N)=14.4$, and $as=0.65$ [metres]. Because in this site the scorched ring was distinctively visible and its dimensions were more close to the nominal diameter "d" of K5 type UFOs than the dimensions of many other sites, the above evidence revealed that in normal circumstances K5 UFOs produce sites while hovering at a height even greater than 6.8 metres.

#2. The orientation of the flying or high-hovering (i.e. hovering at a height exceeding half of their diameter) UFOs fulfils the two following conditions: (1) their base is horizontal along its east-west axis, and (2) this base is simultaneously kept slanted along its north-south axis, so that the vehicles' propulsors are directed towards the local course of the Earth's magnetic field. Therefore, all the measurements of UFO landing sites should be done in an east-west direction to obtain correct dimensions. But when the configuration of the ground is such that the east-west direction runs down a slope, then correction of measurements for the angle of slanting of this slope should additionally be made. Marks scorched by such south-north slanted UFOs usually take the shape of an ellipse. On very steep slopes the above conditions may cause the mark scorched to take the shape of a half-circle - see Figure M16. All the landed or low-hovering (i.e. hovering at a height below a half of their diameter) UFOs try to orient their bases parallel to the surface of the ground - if the local course of the Earth's magnetic field allows for this. The UFOs so oriented leave landing sites that are almost perfectly circular in shape.

#3. The crews of UFOs consist of scientists who are vitally interested in our planet. For example, a significant number of UFO landing sites are accompanied by square soil-sampling indentations - see Figures M8 and M6. In a number of cases this removal of soil occurred in the same paddock over many subsequent years (always approximately in the same month of each year). Moreover, a team of K5 and K7 UFO vehicles landed consecutively in various football fields throughout New Zealand. In January 1989 a lamp from the floodlights of the Pirates Football Club in Dunedin was even smashed by a K5 type UFO.

#4. UFOs appear to visit our planet in fleets. These fleets arrive here about a year before there is a maximum of solar activity (i.e. a maximal number of spots on the Sun), and stay on Earth for about three subsequent years. In the 20th century solar activity reached its maximum in the years: 1907, 1917, 1928, 1937, 1947, 1957, 1968, 1979, 1989, 1999 - see [4M1] D.J. Schove: "Sunspot Cycles", Hutchison Co., USA, 1983, ISBN 0-87933-424-X, page 14. These years also coincide with waves of increased UFO activity. (The above book [4M1] stresses that during periods of maximal solar activity, there is also an extremely intensive wave of political events occurring on our planet, i.e. wars, revolutions, changes of governments, etc. This may explain why UFO scientists tend to visit us at these times.)

#5. UFOs keep returning to the same areas of interest. In a number of cases the author discovered the appearance of completely new UFO landing sites near ones that were already nine to twelve years old (i.e. originated from the previous period of maximum solar activity). Notice that this discovery is the first step in determining the predictability of UFO behaviour. This means that we may soon be able to predict where and when UFOs will appear next, and be ready for them.

#6. Each type of UFO seems to specialize in a different task. For example the author established that type K6 UFOs always land near unusual stone or other interesting geological formations. Thus K6 UFOs seem to specialize in geological research.

#7. There appear to be three different strategies of UFO landings: (1) reconnaissance, (2) survey, and (3) task. If they land for reconnaissance purposes, only one or a few landings appear at random. If they conduct a survey, they choose an area of

about 12x60 kilometers and investigate it systematically, inch by inch. For this, a fleet of about 400 UFO vehicles spreads in a front-line formation so that it covers the width of the entire area being surveyed, and then simultaneously moves along this area. Because each UFO vehicle stops every 30 to 50 metres, sets of parallel lines of subsequent landings can be found afterwards along the surveyed area. If they conduct a task research, then mass landings appear in a relatively small area (i.e. sometimes over 100 landings can be found in an area less than 9 square kilometres). Between the areas of such concentrated landings, large gaps of about 30 to 120 kilometres exist where no UFO landings can be found at all.

#8. Areas of mass UFO landings usually conceal some kind of mystery. For example a concentration of UFO landing sites appears along the line of China Stones that spread from the Tapanui Crater - see line "C" in Figure M21. Such areas as Waikoikoi (see Figures M6, M8, M15), Maitland (Figure M3) and Roxburgh (Figure M12) all lie on this line of China Stones. Another large concentration of UFO landings is located near the mysterious Moeraki Boulders (see Figure M7) described in so many books, including those by von Däniken.

The above information was possible to gather even though our investigations of the UFO landing sites are still in their initial stage. But now, when our understanding of these sites is increasing, it should be possible to wrest a large number of further secrets out of them.

M2. Long, straight, geometrically-shaped underground tunnels - material evidence of the ancient operation of the Magnocraft

Our science attributes a solely natural origin to all underground caves existing on Earth. However, it seems that there are a number of cases where a technological origin could explain perfectly well the properties of some underground tunnels, whereas none of the natural explanations is supported by existing facts.

The best known case is the system of tunnels extending thousands of miles under the area of Ecuador and Peru - see Figure M17. Descriptions and photographs of these are published in two books by Erich von Däniken: [1M2] "In Search of Ancient Gods", Souvenir Press, Leeds, England 1973; and [2M2] "The Gold of the Gods" (First published in Germany by Econ-Verlag under the title "Aussaat und Kosmos"), Redwood Press Ltd., Towbridge, England 1973. All the properties of the Ecuador tunnels described in von Däniken's books correspond exactly to those which one would expect to find in the tunnels made by a Magnocraft's flight underground - compare the quotation that follows with the properties presented in subsection G9.1.1. To highlight the similarities between them let us quote a few sentences from "The Gold of the Gods":

"The passages all form right angles. The walls are smooth and often seem to be polished. The ceilings are flat and at times look as if they were covered with a kind of glaze. When I tried to use my compass to find out where these galleries lead, it went on strike. I shook it, but the needle did not move."

For further details, the books indicated above are recommended.

Numerous examples of such long, straight and geometrically shaped underground tunnels are described and illustrated in various other books. For example the book [3M2] by Ben Lyon, "Venturing Underground - the new speleo's guide" (E.P. Publishing Ltd, 1983, ISBN 0-7158-0825-7), provides photographs and descriptions for a whole series of tunnels. The tunnel shown in this book that deserves our special attention is the Mammoth Cave System in Kentucky, USA. To date it has been found to have over three hundred kilometres of underground passages. Other examples of similar tunnels, one located under the Island of Malta and another leading from Cuzco in Peru through Lima to Bolivia (together almost 2000 kilometres long), are described in the book by William Gordon Allen, "The Steiner-Tesla Enigma Fantastique", pages 80 to 85.

Unusual underground tunnels - glassy and regularly (technologically) shaped, have even been presented in some recent television programmes. In the TV series, "The

Wonders of Western Australia", produced by Guy Baskin, Channel 9, Perth, Australia, exploration of the Cocklebidy Cave system located in the Nullarbor Plain of South Australia was shown. The film makers were quite puzzled by the unnatural, continuous, and smooth shapes of these endless passages, but they did not suggest or investigate their technological origin.

That the Cocklebidy Cave has a technological origin is almost certain after reviewing photographs of it published in the Australian magazine, "People", December 5, 1983, page 7-10. The cross-section of this cave is elliptical, i.e. typical for the north-south direction of a Magnocraft's flight (compare Figure M18 with Figure G36). It also extends exactly in the direction from south (exit) to north (the direction of the tunnel's path). It is unnaturally straight and always takes a course which suggests it was formed by a moving disc. The lower part of the tunnel is covered with solidified rock vapors and debris. Also on the walls of the tunnel there are regular, repetitive wave-like indentations which indicate the sawing action of a magnetic whirl (see item 10 in subsection G9.1.1).

A different pattern from those already mentioned, left on a wall of this type of tunnel, was presented in the TV documentary programme "Skydive to Autana" by RKO Programmes International (Producer: Adrian Warren). This programme showed the mysterious tunnels passing through the summit of Autana in Venezuela. They are also straight and geometrically (i.e. Magnocraft-like) shaped. In one cave, formed at an intersection of two tunnels, a perfect spiral pattern was shown indented in the rock. This pattern had the exact shape of the magnetic whirl of a Magnocraft - just like the one presented in Figure G30 (c).

Other technological tunnels, located under Mount Chester, USA, were presented in the American series, "More Real People", produced by George Schlatter Production, Los Angeles, California. The locals are quite serious in their claims that these tunnels are inhabited by some kind of telepathic beings. The unusual geometry of these passages and the arguments of the locals apparently did not induce any more extensive investigations.

If a spacecraft from a different civilization formed any of the tunnels described, it is logical to expect that such activity could also be repeated in many other areas. Therefore there is a chance for the accidental discovery of similar tunnels during underground engineering work (e.g. tunnelling, mining, building subways), during cave exploration or in deep-sea diving. (The author has come across information suggesting that tunnels have been found under Washington D.C., but there is difficulty regarding access to the source of this information.) It is possible that while reading this monograph, someone will be reminded of the details of similar discoveries. In such a situation the author would be extremely grateful for any information.

It is understandable that methodology, rationality and a sense of proportion are very important in science. Undoubtedly in the majority of typical cases, the natural origin of underground caves is the only correct explanation. However, there are occasions when such a general application of one explanation may cause some exceptions to be overlooked. These exceptions may represent evidence of extreme importance for the progress of our civilization. To avoid losing vital information, perhaps we should revise our approach to the causes of some phenomena and take the activity of extraterrestrials into consideration. The time now seems to be ripe to reinvestigate a number of facts. The tunnels described in this subsection provide an excellent opportunity for this because they cannot disappear, and anyone who does not believe in their technological origin may visit, see, touch and investigate them.

M3. UFO explosion sites

Any extensive use of Magnocraft-like spacecraft (UFOs), whose Oscillatory Chambers are heavily loaded with magnetic energy, should eventually lead to accidental damage of some of these vehicles, and consequently to their explosion. If we accept the possibility of the long term raiding of our planet by members of an advanced extraterrestrial

civilization who already have the Magnocraft at their disposal, then the natural consequence of this would be to expect that some of their vehicles exploded on Earth. As the sites where such vehicles have exploded must exhibit a number of unique attributes (described in subsection G11) that are absent in natural land formations, it should be easy to check if any catastrophe of a magnetically propelled vehicle in fact took place on Earth. The author has already completed such a check and has identified two catastrophic formations, all attributes of which exactly correspond to those of the Magnocraft explosion sites. These formations are the Tapanui Crater and the Tunguska Blast Site. They are discussed below.

M3.1. The Tapanui Crater

The Tapanui Crater (see Figure M19) is located on the west side of the Otago Province of the South Island of New Zealand in the centre of a triangle defined by the three following towns: Tapanui, Waipahi, and Mataura. (It should be noted here that the indigenous meaning in the Maori language for the words "Ta-pa-nui" is "The-big-explosion", for the words "Wai-pa-hi" it is "The-place-of-the-exploding-fire", whereas the words "Mata-ura" can be interpreted as "The-glowing-spacecraft".) Its geographical co-ordinates are: 46 04' S and 169 09' E. The shape of the Tapanui Crater is elliptical with its long axis declined at -37 (westward) from the geographic north direction. Such a declination angle coincided with the magnetic south-north direction around the year 1178. The size of the Tapanui Crater (i.e. length x width x depth) is about 900x600x130 [metres]. The owner of the Tapanui Crater and some surrounding fields is Mr Rex Hellier of Pukerau (notice that in the Maori language the words "Puke-ruau" can be interpreted as "The-hill-which-shook-the-Earth").

Detailed descriptions of the Tapanui Crater are the subject of a separate monograph [5F] by the author entitled: "Tapanui Cataclysm - an explanation for the Mysterious explosion in Otago, New Zealand, 1178 A.D.", ISBN 0-9597698-7-0, Dunedin 1989. But for consistency of presentation, the most important evidence concerning this Crater is summarized below.

Within a relatively small area surrounding the Tapanui Crater, a number of meaningful features appear which all seem to originate from the same event. Let us list the most important of these features. (1) The centre of this area contains a huge crater whose axis points in the magnetic north direction, whose inner topography suggests that it originated from a series of explosions, and whose floor is strewn with remains of burnt trees. (2) The entire area is magnetized. (3) There is a triangular spread (radiating from the Crater) of unusual baked rocks called "china stones" and artificial glassy sand called "trinitite". (4) Splinters of magnetized iron (in some cases, pieces of stainless steel) are scattered around. (5) There are remains of fallen trees scattered around, whose trunks point at the Crater, and which carbon dating gives results of around the year 1178 thus corresponding to the date of the Crater's formation. (6) In the indigenous (Maori) language, names of the surrounding settlements carry meanings that indicate explosions, fires, destruction, etc. (7) There are numerous Maori legends that directly refer to the explosion over Tapanui of a glowing, horn-shaped spacecraft.

The three following hypotheses try to explain the origin of the Tapanui Crater: (1) geological, (2) a meteorite impacting with Earth, and (3) an exploding extraterrestrial spacecraft. The geological hypothesis, disseminated through official publications, states that it is an erosion formation, namely a landslide (some maps even mark this crater as a "landslip crater"). The second hypothesis states that the Crater represents a meteor impact site. The third hypothesis, which is proposed by the author of this monograph, states that the Tapanui Crater is an explosion site of a Magnocraft-like spacecraft.

The evidence gathered so far eliminates the geological hypothesis, as this does not match most of the existing facts. This hypothesis deals separately with each single item of evidence present in the Crater area, overlooking the complexity of the interrelationship between the facts and their dating. For example, the geological hypothesis explains the

Crater itself as a landslide, the china stones spread from it as fossilized native rock millions of years old, the "trinitite" as volcanic glass, the magnetization of the area as magnetite deposits, the fallen trees as the result of local floods (the orientation of these trees toward the Crater is supposed to be pure coincidence), and so on. Thus the geological hypothesis runs against the guideline for scientific investigations which states that "what is apparent represents only a symbol of what is hidden underneath" (Freudian Theory). In order to comply with this guideline the complex evidence appearing in the Crater's area needs to be explained in a complex manner.

If we consider separately each single explanation of the geological hypothesis, it also displays numerous flaws. As an example let us list the most important facts that testify against the landslide explanation for the Tapanui Crater: (1) it is unsatisfactory as a justification for the Crater-like shape, especially for: (a) the presence of four clearly distinguishable craters nested one inside of the other, (b) the presence of a clearly distinguishable edge at the side towards which the land was supposed to have slipped, (c) the presence of perfectly elliptical corners at both ends of the Crater, (d) the presence of burnt trees at the bottom of the Crater, (e) the splashing of the sand from the bottom of the Crater up hill at its eastern edge (this splashing runs against the direction of the slip); (2) the ground is too stable to produce a landslide in this place (there are no other landslips in this area to suggest a tendency of the ground to produce these formations); and (3) the equilibrium of volumes is not fulfilled (i.e. the ground that "slipped" from the Crater should still be present below it). Notice that the erosive appearance of the north-west side of the Crater on which the geological hypothesis is based could be simply a result of violent rain falls that must have accompanied such a powerful explosion.

Out of the two remaining hypotheses, the facts presented in this subsection seem to confirm that of an exploding spacecraft. While discussing below the evidence that confirms this hypothesis, the author also highlights facts that negate the possibility of a meteor impacting with Earth.

At this initial stage of research, the Tapanui explosion is dated the morning of 19 June 1178 A.D. (Julian Calendar). This particular date is derived from reference to the record dated 1178 made by Brother Gervase, a Chronicler at Canterbury Cathedral (England). The record reports unusual visual distortions of the Moon's appearance that were witnessed by a group of monks from Canterbury Cathedral (i.e. the Moon was shaking and swinging, looking as if it was on fire, changing colour, etc.). Such distortions could have been caused by the shockwaves and dust spread into the upper atmosphere originating from the powerful explosion occurring in New Zealand. (During the Tunguska Explosion in 1908, the shockwaves circulated three times around our globe and the dust sprays caused unusual atmospheric phenomena that was noticeable in many countries.) Moreover the carbon dating of trees felled by the explosion points to the same date, given the margin for error in the technique itself. In addition, the inclination angle of the local magnetic field for the year 1178 (this can be determined from the circulation of the south magnetic pole around the south geographic pole) roughly corresponds to the orientation of the central axis of the Tapanui Crater - see #6.

In subsection G11 a list of attributes unique to the Magnocraft's explosion sites is provided. Below, each of these attributes will be matched to that manifested by the Tapanui Crater. Therefore, while reading this subsection, it should be easier to follow the logic of these deductions if a simultaneous reference to the appropriate attributes listed in subsection G11 is applied.

The body of evidence gathered so far indicates that the Tapanui Crater exhibits all the unique attributes that should be present in the Magnocraft's explosion sites, and which could not be caused by a natural catastrophe. Let us now review these attributes and the evidence that supports them:

#1. The energy yield for the Tapanui explosion is comparable to that of the most powerful blasts of thermonuclear bombs. This enormous yield is documented by the size and configuration of the Tapanui Crater. Its value can be determined by calculating the volume of the crater (from contemporary near-ground thermonuclear explosions it is known

that the removal of 1 [m3] of soil requires an explosion of over 1 tonne of TNT). Because this volume exceeds 60 million [m3], even a rough estimation gives the Tapanui blast an energy yield of over 60 megatons of TNT, i.e. an equivalent of about 4800 atomic bombs of the size comparable to those at Hiroshima. The explosion has spread huge lumps of baked native soil (china stones - see #9) as far as Mount Cook, a location in direct line from the Tapanui Crater which is about 350 kilometres away.

#2. The devastation caused around the Tapanui Crater is typical for a powerful explosion (not for the impact of a heavenly body). There are a number of facts already accumulated, all of which contradict the possibility that the Tapanui Crater was formed as the result of a heavenly body (e.g. a meteorite) impacting with Earth. The most important of these facts are as follows:

- All impact craters have the remains of a rim that the impact formed around their edge. But the Tapanui Crater has no rim at all. Its configuration simply represents a big hole created partially on flat ground and partially on the non-disturbed slope of a hill - see the distant view of this Crater shown in Figure M19.

- If a heavenly body impacts with Earth, its debris should be detectable around the impact area. There is no large space debris present around the Tapanui Crater.

- Impacting heavenly bodies usually create a shower of splinters that should cut, break and tear into small pieces the trees located in the vicinity of the Crater. Thus pieces of these trees should lie scattered around at random, or pointing in the direction opposite from where the splinters came from. But in Tapanui the remains of the huge trees that fell around the Crater display a concentric order in their orientation (some can still be found buried under the ground). They all lie parallel to one another with their trunks pointing to, and roots oriented towards the centre of this explosion - see Figure M20. Such an orientation of trees is distinctive of explosions, not of destruction caused by an impact. Moreover, locals describe these trees as complete trunks whose surface was impregnated with a fine sand. This also indicates that no splinters were formed, and that the only agents felling the trees were the powerful shockwaves and sand dust spread by the explosion.

- The object that exploded at Tapanui was witnessed by the Maori (indigenous people) living in that area, who recorded their sightings in numerous oral legends. In these legends the object descended above Stewart Island, and then continued in a horizontal flight at a very low height. Furthermore, the reported path of this object drastically contradicts the orientation of the central axis of the Crater and the devastation area - see the map from Figure M21 (notice that for impacting bodies this axis must be an extension of their paths). Therefore the Crater and the destruction must be caused by an explosion, not by the impact of an object.

#3. The Tapanui Crater was formed by a sequence of detonations, not by a single explosion. The internal configuration of the Crater, when examined thoroughly, indicates the presence of four subsequent craters clearly outlined (and three further ones which are not so clear), each of which is nestled within the boundaries of the other. The mutual positioning of these four craters is shown in Figure M22. The existence of subsequent craters located one inside the other clearly indicates that the Tapanui explosion had a serial character in which a number of subsequent vehicles were detonated in sequence. This in turn indicates that a cigar-shaped flying complex, containing about seven vehicles stacked one on top of the other, exploded over the Crater (such a complex is shown in Figure G8). Also it should be mentioned that if any records of the acoustic effects accompanying the Tapanui explosion have survived, a series of about seven loud "bangs" should be registered in a sequence.

From the inner configuration of the Tapanui Crater it is possible to reconstruct the course of the explosions which formed it. The evidence shows that these explosions were ignited from the top spacecraft and then spread down along the cigar-shaped stack of vehicles. Thus the pressure field created by the explosion of each subsequent vehicle formed a kind of cushion (or a deflecting screen) above the vehicles that had not yet exploded. In turn this expanding cushion of pressure deflected further downwards the shockwaves created by the explosion of the next vehicle from the remaining stack.

Therefore each subsequent explosion was more centrally directed and limited to a smaller area, forming another crater inside those already made.

#4. The explosion in Tapanui had a cumulative character which is unknown in natural explosions and which can only be caused by technological devices. The inner configuration of the Tapanui Crater and the spread of soil blasted from it both indicate the cumulative character of the explosion. The Crater is deeper and its edges steeper at the south end where the shockwaves entered the ground. Also the long-range post-explosion falls are spread onto one side only, i.e. towards the magnetic north (no long-range falls of trinitite or china stones were discovered at the south side of the Crater - see the map from Figure M21).

#5. The devastation area caused by the Tapanui explosion has a roughly triangular shape. The spread of the baked native soil blasted from the Crater (i.e. "trinitite" and "china stones" - see the descriptions from item #9) forms a triangle pointing geographic north-east, whose apex is based in the Crater. The apical angle of this triangle is about 100 degrees. This indicates that the shockwaves of the explosion were directed to the ground at exactly the same angle that the axis of a magnetically propelled vehicle would occupy. The shape and the extent of the direct devastation area caused by the Tapanui explosion is shown in Figure M21. It should be stressed that the range of the post-explosion falls was much greater than this direct devastation area and exceeded a radius of 350 kilometres. Extremely hot china stones spread by the explosion ignited bush fires as far away as the Canterbury Plains and Kaikoura. Over half of the South Island of New Zealand was totally devastated by the effects of the Tapanui explosion.

#6. The Tapanui Crater is oriented in the magnetic south/north direction. This orientation of the Crater is clearly illustrated by the aerial photographs shown in Figure M23. The long axis of the elliptical Tapanui Crater, as well as the central axis of the area of the post-explosion dust falls, is declined -37 degrees (westward) from the geographical north direction. Such an orientation of both axes corresponds to the magnetic south/north direction in the year 1178. The magnetic south-north orientation of the Crater confirms in two ways the Magnocraft origin of the Tapanui explosion, contradicting its possible meteorite origin. These are:

- the flight path of the vehicle as described by eye witnesses (see the evidence #10 and the path marked "P" in Figure M21) is perpendicular to the axis of the explosion, whereas for a meteorite impact this path should be an extension of the explosion axis.

- the general direction of meteorite falls lies roughly in an east/west vertical plane, thus the magnetic south-north orientation of the axis of the Tapanui explosion is contradictive to this general direction of meteorite flights.

The above evidence and deductions indicate that the Tapanui explosion is oriented exactly as the blasting Magnocraft would have been directed, and as an impacting heavenly body could not have been directed.

#7. The entire area of the Tapanui Crater is magnetized in a turbulent, disorganized manner. This magnetization manifests itself in the following manner:

- It can be detected by a sensitive compass, which, when carried in the hand, spins its needle in varying directions. The local pilots are known for their complaints that compasses in their aeroplanes react erratically above the Crater. It is also possible to find near the Crater two locations, only about a meter from each other, where a sensitive compass shows opposite directions.

- The china stones spread out from the crater are magnetized. The magnetic needle of a sensitive compass placed near a large stone is deflected from the right direction.

- Around the Crater unusual atmospheric phenomena frequently occur, the cause of which could only be as a result of the strong magnetization of the entire area. For example a local farmer, Mrs Diane Chittock of Waikoikoi, photographed a tornado which unexpectedly appeared above the Crater but quickly diminished when the air currents shifted it a few kilometres further - see Figure M24. This particular tornado was unusual for two reasons:

- (1) it lasted only until its cloud drifted away from the Crater, and

(2) tornadoes are unknown in West Otago, and in areas away from the Crater even the very old people have never heard of them.

Therefore, a rational conclusion seems to be that this tornado had some connection with the magnetic properties of the Crater.

#8. There are some indications of a magnetic stimulation of the environment around the Tapanui Crater. Although to the author's best knowledge no formal research has been completed to detect such a stimulation and compare it with that from the Tunguska Blast site, the vicinity of the Crater is recognized for its selenium deficiency. Because selenium is known for its sensitivity to any environmental stimulations there is a probability that the deficiency of this element represents the first and the most easily noticeable sign of the magnetic stimulation of the Crater's environment.

The author believes that there could also be an indirect link between the Tapanui explosion and local instances of the illness called Tapanui Flu (Myalgic Encephalomyelitis or ME syndrome). The magnetic stimulation of the environment can cause slight changes in the proportions of vital micro-elements contained in the soil (i.e. selenium is one of these). Changes in these proportions, in turn, may have an indirect impact on people living in the area, creating conditions encouraging the development of the Tapanui Flu. Unfortunately the author doesn't have the medical expertise necessary for the investigation of such a link. The only reason he mentions Tapanui Flu here is that he hopes to inspire other scientists to investigate such a possibility (especially when a similar illness was reported amongst the local population around the Tunguska Blast site).

It could be interesting also to complete some specialized investigations to detect plant mutations in the Crater area, as this kind of mutation was observed around the Tunguska Blast site.

#9. Unusual metallic splinters can also be found in the vicinity of the Tapanui Crater. Research on their structure revealed that they consist of 60% silicon, 30% magnetized iron, and 10% aluminium. They look like pieces of a spacecraft torn apart by an explosion, melted, mixed with molten sand and soil, magnetized, and then deposited in the vicinity of the explosion site. A photograph of a sample of such a splinter is shown in Figure M25.

#10. Around the Tapanui Crater are present two unique minerals composed of the native soil blasted from the Crater. The soil was compressed, baked, and subsequently deposited in and around the triangular devastation area. These minerals take the forms of "trinitite" and "china stones".

The "trinitite" is composed of small globules of silicate glass, originating from the grains of local soil sucked into the air by the explosion, melted, hardened, and then deposited as part of the post-explosion dust falls. More information about this mineral is contained in the article [1M3.1] by Ron Ratkevich, "Trinitite: the origin of a rare atomic mineral", Lapidary Journal, January 1981, pp. 2276-2278. There seems to be large deposits of trinitite-like sands in the Waimea Plains, near the town of Mandeville in North Southland, an area located over 30 kilometres north-west from the Tapanui Crater and positioned at the western edge of the post-explosion falls - see Figure M21. The local geologists call these deposits "loess dunes". They take the form of dunes about 1.5 km long and 200 metres wide, of which the long axis coincides with a line drawn from the Tapanui explosion. The deposits were drilled and found to be up to 5.5 metres deep, with traces of more heavy glass droplets at the bottom. Their description is provided in a paper [2M3.1] by Peter McIntosh, "Aeolian Deposits in a Loess Source Area of Northern Southland", Geological Society of New Zealand NEWSLETTER, No. 71, March 1986, pages 40-41.

The present geological explanation for the Mandeville trinitite deposits is that they consist of traces of volcanic glass originating from the Kawakawa eruption. Of course this explanation does not take into account the exceptional circumstances of the Tapanui explosion, in particular: (1) that the soil from the Tapanui Crater could also contain some deposits of the Kawakawa glass, and (2) that shockwaves from the explosion would mix the trinitite originating from the Crater with other local deposits (i.e. also with Kawakawa glass). Therefore the present geological explanation for the Mandeville deposits is insufficient to rule out the possibility of their origin being from the Tapanui explosion.

The "china stones" are formed from big lumps of local soil, clay, native rock and other original materials which were blasted from the Crater by the power of the explosion, aerodynamically shaped during flight, baked (fired) by the heat, glazed on the surface, and then deposited as part of the post-explosion falls. Research on these stones completed by a West German impact specialist, Dr Johannes Fiebag, indicated that they are quartzites, i.e. metamorphic sandstones (sand) which were deformed by high temperature and pressure. Examples of china stones are shown in Figure M26. China stones display many unusual features, some of which directly point to their origin as being from an explosion. These distinct features are: (1) the detectable magnetization of the stones (see item #7 above), (2) smoke baked into the glaze of some stones, (3) the gradual change in the aerodynamic shape of the stones (i.e. stones spread in the vicinity of the crater are rough, but when the distance from the crater grows, their outlines become more smooth), (4) the formation of small impact craters where they were originally deposited (the topography of these impact craters indicate the airborne arrival of the stones from the direction of the crater), and (5) the presence of negative imprints of local leaves, trees, grass and other organic matter embedded inside the stones. These imprints found in china stones resemble the imprints found in Pompeii near Vesuvius volcano in Italy. They reflect the outer structure and shape of organic objects trapped inside the stone. In most cases the original organic matter has decayed since the explosion took place, thus only negative copies of the external shapes of objects remain. But there are still some china stones left which contain fresh (i.e. non-fossilized) organic matter trapped inside.

There is also a geological explanation for the china stones which claims that they have a non-explosive origin. It states that china stones are the fifteen million year-old remains of native rock that occasionally contains some prehistoric fossils from that period. But the formulation of this explanation seems to overlook the following factors which are of extreme importance: (1) the sampling methodology that helped to establish this explanation could be tendentious in the choice of material for research (e.g. by some coincidence, only samples of native rocks from the various rocks in the area were picked for research, whereas real china stones were ignored); (2) the research would have been completed without any consideration for the agents and conditions involved in an explosive formation of these stones; (3) some china stones could contain much older rocks deposited earlier in the soil which was blasted from the Crater; and (4) a sound explanation for the china stones should also account for: (a) their aerodynamic shape, (b) the smoke baked into their glaze, (c) their unnatural magnetization, and (d) the presence of non-fossilized (fresh) organic matter inside them. Because of the above reasons, the present geological explanation for the origin of these stones can not be taken as conclusive.

The evidence available at present seems to indicate that large china stones are grouped at the east edge of the post-explosion falls, whereas the fine trinitite deposits occupy the western edge of the falls area - see the map from Figure M21. In between these two edges the size of the pieces changes gradually. Such a gradation of post explosion falls probably results from the topography of the hill on the slopes of which the explosion occurred, and also from the constituents of materials that originally filled the present Crater.

#11. Eye witness descriptions (Maori legends) of a spacecraft that caused the Tapanui explosion are also recorded. A Maori tribe used to live near the present town of Matura. Their legend directly refers to the horn-shaped glowing spacecraft "with the moon-like face" that descended to Earth above the present Stewart Island, took an eastward course, flew above Matura, and then exploded at the Tapanui Site. The author has a VHS video-recording of the content of the Matura legend as described by Mr Allan Chittock of Waikoikoi (5 R.D., Gore, New Zealand).

The Matura legend is additionally supported by numerous other Maori stories describing a horn-shaped flying vehicle (a low flying cigar-shaped flying complex, seen from underneath, would resemble a horn - see Figure G8) glowing like the Moon, that split apart above the Tapanui site causing enormous disaster, fires, the extinction of Moa birds, etc. Even the Maori name for Stewart Island is connected with one of these legends. In the Maori language this name is "Raki-ura" which means "The-glowing-sky". The origin of this

name is explained by a romantic legend. Supposedly, once upon a time a chief of the "warriors from the sky" was in love with a beautiful Maori lady who lived on this Island, and he visited her regularly in his spaceship. But her husband was not impressed, and when the next visit was due he took his wife to the mainland and hid her in a cave. After the huge glowing spaceship of the chief descended on Stewart Island, local Maori people informed him about the escape of the couple. The angry chief began to chase them, and flew horizontally towards Tapanui scanning the ground. But when (at Tapanui) he realized that he could not find his lady love, he blushed with rage and mortification, burning with fire the whole sky.

Maori people have the custom of naming places after significant events that happened there. In this way a collection of another type of record of the Tapanui cataclysm also exists. These records take the form of the Maori names for local hills, rivers, settlements, etc. Most of the Maori names surrounding the Tapanui Crater refer to an explosion, fire, destruction, and a moon-like glowing spacecraft.

#12. The Tapanui Crater is the centre of intensive UFO activity. Around this Crater, especially along the lines of china stone and trinitite deposits (see lines C and T in Figure M21) there is a massive concentration of UFO landing sites. A photograph of one of these sites, whose unique shape, dimensions, and properties may NOT be explained by any other cause except by a UFO landing, is shown in Figure M12. The material marks left on the ground by landed UFOs are additionally supplemented by reports of numerous eye witnesses who frequently observe these vehicles in the Tapanui Crater area.

* * *

Each item of evidence presented above supports on its own the hypothesis that the Tapanui Crater was made by a powerful explosion of a magnetically propelled space vehicle. All of the above facts linked together stand for almost conclusive proof that the destruction occurring at the Tapanui Site was caused by the near ground explosion of a stack of Magnocraft-type flying vehicles. So far, no other explanation matches the existing facts so perfectly.

The almost exact correspondence between evidence present around the Tapanui Crater and the theoretical attributes of the Magnocraft UFO explosion sites (outlined in subsection G11) indicate that this crater represents an almost perfect illustration of the course and consequences of an explosion of magnetically propelled UFOs.

The existence of the Tapanui Crater is of significance to investigators from New Zealand and also from other countries. So far only two such places have been identified on Earth, and the second one (the Tunguska Blast site located in Central Siberia) is extremely difficult to gain access to. The main reasons for the importance of the Tapanui Crater are as follows:

1. The Tapanui Crater displays some unique features, and it holds a number of world records, namely:

- it is the youngest large crater so-far found on Earth (according to the research to date, the Tapanui Crater is only 810 years, whereas the next youngest Crater found so far is about 2,000 years old {see the Ilumetsy Crater, Estonia, USSR, 57 58'N, 25 25'E} and its diameter is only about 80 metres);

- it is the Earth's only crater of that shape (i.e. it has no central uplift, no rim, and it has not less than four inner craters nested one inside of the other);

- it is the only example investigated so far of a Crater made by an explosion of a Magnocraft-like flying vehicle (no crater has been left at the Tunguska site),

- it is the only large crater known so-far that was formed as the result of an aerial (but near the ground) explosion. (All other large craters were formed either by underground explosions or by explosions that occurred on the surface of the ground.)

2. The Tapanui explosion is responsible for an enormously wide range of geological, climatic, biological, and ecological changes in the South Island of New Zealand, the consequences of which are noticeable even today. The most important of these changes include:

- the postshock uplift of originally deep-seated materials (e.g. gold, deposits which were discovered in the range of the Tapanui shockwaves);
- the total burn-out of vast areas of forest along the East Coast of the South Island, extending as far as from Bluff in the south to Kaikoura in the north (i.e. over a half of the South Island); these forests never fully regerminated and even today the vast grasslands that replaced them have significantly altered the local climate;
- the contribution to the mass extinction of Moa birds;
- the significant changes in the micro-elements content of local soil (e.g. selenium deficiency).

3. It represents an easily accessible tourist attraction of world-wide significance which is as impressive as the famous Meteor Crater at Canyon Diablo in the Arizona desert near Winslow, USA (see Figure M28), but which in addition has more mystery attached to it,

4. It represents a natural scientific laboratory which would enable the long-term consequences of magnetic explosions to be investigated.

It seems that we have a treasure in New Zealand of which hardly anyone knows. The time is right for people to become aware of its existence and importance.

M3.2. The Tunguska Explosion

At 7:17 a.m. on the morning of June 30, 1908, a cylindrical object was observed by numerous eye witnesses blazing westward across the cloudless skies of the Central Siberian Plateau near the Stony Tunguska River. The object then exploded with cataclysmic force, 113 kilometres north of the small trade station Vanavara. The explosion devastated over 500 square kilometres of the native taiga forest, felling trees sometimes up to 75 kilometres distant from the centre of the explosion. All these felled trees were found lying parallel to each other - see Figure M27 - with their trunks pointing in one direction, i.e. the centre of the explosion. The whole devastation area formed a unique triangular pattern - pointing magnetic south, and similar to the pattern already described for the Tapanui explosion.

Descriptions of events and evidence from the Tunguska explosion are contained in numerous books devoted entirely to this catastrophe. To enable the deductions from this subsection to be furthered, the author would like to recommend the reading of some of these books, especially: [1M3.2] John Baxter & Thomas Atkins, "The Fire Came By", MacDonald and Jane's, London 1976, ISBN 0-354-04012-X; [2M3.2] Jack Stoneley, "Tunguska: Cauldron of Hell", A Star Book, London 1977, ISBN 0-352-39619-9.

A summary of the Tunguska explosion can also be found in books listed at the end of chapter J (see [2J] page 371 and [3J] page 78). The following quotation from the book [3J] page 78, gives a brief idea as to what actually happened: "It was just after dawn when the fireball was first spotted. Caravans winding their way across China's Gobi Desert stopped to watch it across the skies. Soon people in southern Russia picked it up, a cylindrical tube shape, glowing bluish-white, leaving a multicoloured vapor trail. It was getting lower all the time. Then at 7:17 a.m. came the explosion. To the peasants of the sparsely-populated area of swamps and forests, it seemed like the end of the world." Initially the Tunguska explosion was attributed to a gigantic meteorite plunging from the heavens. Neither the physical evidence available at the site, nor the testimony of eye witnesses matched the course of events expected for this cause. Then a number of other "natural" explanations were proposed (e.g. a comet, cluster of antimatter, black hole). But again, none of them matched the existing evidence. In 1961 Soviet scientist Dr A. Kazantsev and a group of his followers proved conclusively that the event previously called the Tunguska Meteorite was in fact the technological explosion of a powerful spaceship. The main facts which confirm the technological origin of the Tunguska Blast are as follows (compare the items listed below with corresponding items from subsection G11):

#1. The energy yield of the Tunguska Blast is estimated at about 30 megatons of TNT. In comparison, the atomic bomb exploded over Hiroshima had a yield of "only" 12.5 kilotons (see the book [3M3.2] by Dr. C. Phillips and Dr. I. Ross, "The Nuclear Casebook", ISBN 0-904919-83-8, page 10.) It means that over Tunguska the equivalent of 2,400 bombs similar to the one at Hiroshima was exploded. This total energy was released before the object hit the ground. No material object can produce such a vast amount of energy solely because of friction with the atmosphere. But if a release of the energy contained in the Oscillatory Chambers of the Magnocraft-like spaceship is considered to be the possible cause for the Tunguska Blast, then only about three of the K6 type vehicles, joined into a cigar-shaped flying complex, would be needed to produce a 30 megaton explosion (compare subsection G5.5).

#2. Whenever a large meteorite has hit Earth it has left a crater. In Arizona, a hole of 183 metres deep and about 1200 metres wide has been made by the largest meteorite known so far - see Figure M28. Experts claim that a blast caused by a black hole hitting from space must also leave a crater (apart from that the black hole must also cause a similar explosion to occur on the other side of Earth - no such explosion was registered at that time in the Atlantic Ocean). But in the Tunguska Blast there was no crater left at all. Moreover, in the exact centre of the explosion trees were still standing after losing their foliage and branches, though for miles around all the trees had been blown away - see Figure M29. Such trees left standing in the center is also characteristic of a mid-air nuclear explosion. At Hiroshima, for example, trees directly under the blast stayed intact, while those at an angle to it were flattened. This all proves that the impact of the Tunguska explosion originated from the explosive material carried on board the object, not from the kinetic energy of this object.

#3. Numerous witnesses reported hearing three series of detonations. Each of these series contained about 20 loud "bangs" similar to a sequence of artillery cannonade. Witnesses who had served in the artillery estimated the total number of individual bangs at about 60. It is worth stressing that exactly this type of sound effect would accompany the explosion of three UFOs type K6 stacked into a cigar-shaped configuration. Each of these vehicles contains 20 side propulsors (i.e. Oscillatory Chambers heavily loaded with energy) plus one main propulsor. Thus, an explosion of each such vehicle would produce a series of 21 loud bangs. This series would be repeated three times because three subsequent vehicles exploded (i.e. producing altogether 63 individual bangs - a number close to that provided by eye-witnesses).

One of the curiosities of the Tunguska explosion is that it created two separate series of sound effects. The first travelled in a straight line with the speed of light, whereas the second one accounted for the curvature of the Earth but travelled with the speed of sound. The first of these effects was extremely loud and regardless of the distance from the explosion was heard at the moment when flashes appeared. The second series of sound effects was much lower in intensity and arrived (depending on the distance) about 15 to 25 minutes after the flashes. The explanation for this unusual phenomenon lies in the magnetic character of the Tunguska explosion. Thus, the carrier of the first series of bangs was a magnetic field that shook the ionized air particles, whereas the second series was carried by ordinary sonic waves.

#4. The shape and topography of the devastated area certifies that the Tunguska explosion had a cumulative character. Only a cumulative explosion could produce the triangular-shaped devastation described in item #5.

#5. The area of destruction had a roughly triangular (or butterfly) shape - see Figure M30, whereas every natural phenomena must produce an oval-shaped site. The re-examination of the evidence by an aerodynamic expert, Prof. Felix Zigel, and a geophysicist, A.V. Zolotov, revealed that the area of destruction must be formed by a technological explosion with a directed impact. An explosion whose impact is directed can be produced in only two ways, i.e. by shielded detonation or by cumulative detonation - both impossible occurrences in nature. In the shielded detonation, explosive material must be blasted on one side of a larger, consistent and non-explosive object, so the impact of the

explosion is deflected into a selected direction. In Tunguska this could only happen when an exploding part (e.g. a nuclear reactor) was located at one end of a large cylindrical spaceship. In a cumulative detonation a number of explosive loads forming the shape of a parabolic mirror must be detonated. In Tunguska this could have happened when a number of Oscillatory Chambers, placed so that they form a shape similar to that of the mirror in a torch, would explode. (Propulsors in a UFO are located in exactly that way).

#6. The main axis of the Tunguska devastation area lies in the magnetic North to South direction, exactly as this direction was oriented in the year 1908 - see Figure M30. At this point it should be stressed that shortly before the explosion occurred numerous eye witnesses observed the westward course of the exploding object in its final flight. This means that for a heavenly body impacting with Earth the main axis of the devastation area should also be oriented westward, thus forming an extension of the object's flight path. Therefore the magnetic southward orientation of the devastation area eliminates all the existing hypotheses about Tunguska which claim that some kind of natural heavenly body impacted with Earth.

Vital evidence concerning the magnetic character of the Tunguska explosion was given by an eye witness named N.I. Inleszyn of Niepa. He saw the cylindrical object before the explosion, and reported that it flew slanted from its vertical orientation. (Cigar-shaped UFOs must fly with their central axis slanted so that they adjust to the local course of the Earth's magnetic field.) The report of this witness was reinforced by laboratory experiments which proved that the fallout of trees identical to that from Tunguska can only be obtained when a cigar-shaped explosive charge is blasted after being slanted from its vertical orientation.

#7. Evidence of turbulent magnetization can be found at the site of the Tunguska Blast. The most common evidence is a vast number of small "trinitite-like" grains, composed of similarly dimensioned spherical globules of silicate and magnetite (i.e. magnetized iron oxide). Because of the magnetization of these globules, it means that they must have been subjected to a powerful magnetic field. There is also additional evidence of the magnetic character of the Tunguska explosion. An example can be the sighting of Professor Fowler of South Kensington (England) made on the night of the explosion and published in [2M3.2] page 20 and [1M3.2] page 27. Here is a quotation from his statement: "There was a slight, but plainly marked disturbance of the magnets on Tuesday night ...". (Independently of his sighting, an identical geomagnetic effect was also observed in Irkuck, Russia.)

#8. At the moment of the explosion, a powerful "magnetic flash" was generated which magnetically stimulated the environment. This flash caused radiation exposure and eventual radiation sickness amongst local people, the appearance of small "magnetic burns" on the skin of local reindeers, the appearance of strange plant mutations, more intensive growth of trees and vegetation, etc. It also caused an inductive melting of metal kitchen utensils near the explosion site, an explosive mushroom growth amongst fallen trees (similar to the explosive mushroom growth on UFO landing sites - see subsection M1.5), an increase in background radioactivity without a change in the presence of radioactive isotopes in the soil, etc.

#9. In the vicinity of the explosion site some Tungus reported finding small pieces of shiny plate "brighter than the blade of a knife and resembling the colour of a silver coin" - see [3J] page 80. These pieces looked more like fragments of a vehicle's shell than debris from any heavenly body. Most probably the magnetite globules, of which large numbers are present in Tunguska (see item #10 that follows), also represent fragments of a space vehicle.

#10. Around the Tunguska Blast site artificial minerals are present which confirm the existence of a powerful, technological explosion. Close to the center of this site a vast number of small "trinitite-like" grains were found. These have the shape of similarly dimensioned spherical globules, some of which are made of silicate, whereas the others are of magnetite (i.e. magnetized iron oxide). The silicate globules appear to have originated from the local soil dust sucked into the air by the power of the explosion. But the magnetite globules must have originated from fragments of the vehicle's shell or metallic equipment,

liquidated and subjected additionally to a powerful magnetic field (debris of a large solid meteorite would vary significantly in dimension and shape). Also, in 1930 K. D. Jankowski (a member of Kulik's expedition) found and photographed the Tunguska equivalent to china stones from the Tapanui explosion.

#11. In Tunguska numerous eye-witnesses reported the technological appearance of the object before it exploded. The shape of this object resembled a cylindrical tube, glowing bluish-white and leaving a multicoloured vapour trail (see quotation from the beginning of this subsection). Similar trails are produced by modern UFOs. For example one was seen during an sighting of a UFO over Petrozavodsk, USSR (not far from the Tunguska site) on 20 September 1977. A description of this sighting is contained in the book by Hilary Evans, "The Evidence for UFOs" (The Aquarian Press, Wellingborough, Great Britain, 1983, ISBN 0-85030-350-8) page 134, and a photograph of the Petrozavodsk UFO is published in OMNI magazine, November 1980, Vol. 3, No 2, p. 32. Moreover, Professor Felix Zigel determined from the reports of eye-witnesses in Tunguska that in the last stage of flight (just before it exploded) the object slowed down to subsonic speed and carried out a manoeuvre in the sky, changing direction through an arc of 600 kilometres. This indicates that the object had intelligent control and that it was searching for a place to land.

#12. Around the Tunguska Blast site increased UFO activity has been observed. The most significant of such sightings occurred a few hours after the explosion took place. Sergei Bulantsev, the Moscow commentator on the television programme "UFO Cover-up", broadcasting live from Washington D.C. via satellite on 15 October 1988, said that:

"The most astonishing fact about the Tunguska explosion is that, actually, there were two objects, I would say two UFOs. The first one had been seen early in the morning. It exploded over the Tunguska forest. And the second one had been seen in the afternoon. One can get the impression that the second object was looking for the first one."

While all the above facts definitely confirm the origin of the Tunguska Blast as being an explosion of a Magnocraft-like spacecraft (UFO), there is no single item of evidence available which would contradict it and which would support a natural cause of the phenomenon. Each fact which the adherents of these natural causes quote to support their views (e.g. vapour trail, glowing sky, pre-impact orbit) also supports the spaceship origin of the blast. On the other hand, each natural cause contains some strongly contradictory facts. For example, a meteorite leaves a crater and debris, a comet should form an oval (not triangular) devastation area that would be an extension of its path and also it could not produce so much energy, etc. Summarizing the above, if there are still people who ignore the facts and persist in claiming that a natural object fell to Earth in Tunguska, the source of their claims lies in the irrationality of their philosophies (compare chapter E) and not in their evidence and logical deductions.

M3.3. What can be learned from both explosion sites (i.e. Tapanui and Tunguska)

The Tunguska explosion created a precedence that was previously unknown. When the evidence of a similar explosion in Tapanui was also discovered, a pattern began to emerge. An analysis of this pattern leads to findings that can contribute to many areas of our knowledge. Some of these findings are summarized below.

#1. Extraterrestrial vehicles are not perfect and can explode occasionally. Because such explosions seem to happen around every 730 years, about half a dozen should have already occurred since the first documented sightings of UFOs on Earth. This means that a number of sites similar to those at Tunguska and Tapanui are still waiting to be discovered. All these sites should display the attributes described in subsection G11.

#2. It seems that there is only one dangerous manoeuvre of the Magnocraft-type vehicles, which in both cases (i.e. Tunguska and Tapanui) turns out to be the cause of these explosions. This manoeuvre is the disconnection of the uppermost vehicles from the cigar-shaped configuration that flies in the magnetic whirl mode of operation (i.e. flies in an east/west or west/east direction). It is highly probable that the other such sites thought to

exist on Earth were also caused by a similar manoeuvre. This narrows down the possible differences in characteristics of such sites, allowing for easier identification of them.

#3. Both sites (in Tapanui and Tunguska) have revealed a repetitive pattern by which the explosion sites of the Magnocraft-type vehicles are characterized. This pattern makes the discovery of similar sites more easy. Below are listed various clues which should lead the potential discoverer to the sites of such explosions:

(a) Various legends (which originate from eye-witness reports) that describe conflagration and destruction initiated by a "bird of fire".

(b) The existence of grasslands and steppes in areas where the climatic conditions should encourage the growth of forests. With more recent explosions, these grasslands can be covered with the remains of burnt trees.

(c) The radial spread of minerals characteristic of magnetic explosions, i.e. trinitite and china stones.

(d) The uplift of gold and other heavy minerals to the surface of the ground.

(e) The appearance of unusual atmospheric phenomena, coinciding with the presence of local magnetic anomalies.

(f) The existence of a huge crater (in some cases only) having a meridian orientation of axis and whose topography reveals a number of smaller craters nested one inside the other.

The above clues suffice for the preparation of a list of sites "suspected" of concealing ancient UFO explosion sites. Apart from the commonly known candidates such as Ecuador (where there is an area of grassland surrounded by bush on all sides and scattered with remains of burnt trees), ancient Atlantis, and the biblical Sodom and Gomorah (Israel), the following two new areas are considered by the author to be most likely:

- Ukraine. There is a high probability that the famous Ukraine Steppes, in ancient times surrounded on all sides by forest, originate from an explosion of UFOs. This possibility is reinforced by the many legends of "birds of fire" recorded by all the nations surrounding the Ukraine. Such legends are known in old Russian traditions. Balkan nations speak of "birds of fire". Mesopotamia has its legends of Phoenix. Ancient Greece has its "Prometheus" and "Fires of Kolchida", etc.

Recently the author was contacted by A. V. Arkhipov'a from the Institute of Radio-Astronomy in Kharkov (Acad. of Scien. of the Ukr. SSR; 4, Krasnoznamenaya Str.; 310002, Kharkov, USSR). Mr Arkhipov reported on a "Kon'ksko-Jalynsk Crater" in the Ukraine located between towns: Donieck, Zhdanow i Pologi (co-ordinates: 47 20'N, 37 00'E), i.e. near the boundaries of an ancient Greek colony called "Kolchida". Research of this crater revealed minerals that are present in the Tunguska and Tapanui explosion sites. Some research of these minerals is published in the paper by G.K. Eremenko et al, "Kocmogennye mineraly v poltavskih otlozenijah Kon'ksko-Jalynskoj vpadiny" (Mineralogija ocadocnyh obrazovanij, Vol 1, Kijev, 1974, pp. 66-76). Extremely interesting are the Ukrainian names for some settlements from the vicinity of this crater, e.g. "Staroignat'yevka" (Place-ignited-in-ancient-times), or "Krasnaja Polana" (Glowing-area-of-forest). It would be interesting if someone could investigate as to whether this Ukrainian crater is in fact another site of a UFO explosion.

- Libya. In the book by Robin Collyns, "Did Spacemen Colonise the Earth?" (Mayflower Books Ltd., St. Albans, England, 1975, pp. 117) an ancient crater located in the Libyan desert is described. Its co-ordinates are: 22 18'N i 25 30'E. According to the descriptions from this book, this unusual crater has all the attributes of being technologically made. Also, in its vicinity are strange minerals called "tektites" containing about 75% of silicone with the traces of aluminium and iron (i.e. having a composition closely corresponding to metallic debris found in the vicinity of the Tapanui Crater - see Figure M25). Structural analysis of these tektites revealed that their chemical composition is identical to the composition of sand in the surrounding Libyan desert.

In 1870 the German amateur archaeologist, Heinrich Schliemann, went into the history books because of his successful search for Troy based on clues from Homer's Iliad and Odyssey. His success proved that the nuclei of every legend originates from a real

event. Now there is a chance to repeat this same procedure in the search for UFO explosion sites. For some of these sites (e.g. Ukraine) the number of clues available seems to exceed that for Troy.

#4. Any destruction of a UFO must be accompanied by a powerful explosion whose energy yield exceeds a minimum of one megaton (see subsection G5.5). After the effect of such an explosion no large debris of a UFO can remain, and also this catastrophe itself could not be kept secret. Therefore, all speculation about alleged catastrophes of UFOs in the USA and Norway should be dismissed. No such catastrophe could leave a vehicle intact if the Oscillatory Chambers were damaged. Of course theoretically it can be assumed that a catastrophe could kill the UFO's crew but leave the Oscillatory Chambers undamaged. But if this was the case, no rationally thinking person would stay in the vicinity while an alien's vehicle was being investigated. This would be like gathering around an armed hydrogen bomb which is being disassembled by people who have no idea of its construction and operation.

M4. Fragments of UFO vehicles found on Earth

From time to time debris alien to our technology are found on Earth. Investigators classify them as fragments of UFO vehicles. Although there are a number of such findings reported, only one piece can be definitely confirmed as being a fragment of a UFO vehicle. This positively identified fragment was found in 1976 near the Vashka River, USSR. Some results of its research are published in a number of Russian papers. English-speaking readers can learn about it from the [1M4] "Ancient Skies" magazine (published by the Ancient Astronaut Society, 1921 St. Johns Ave., Highland Park, Illinois 60035, USA), Vol. 16, no 5, November-December 1989.

The Vashka debris takes the form of a fragment from a metallic cylinder, about 1.2 meter in diameter. When subjected to the slightest coercion (e.g. cut by a saw or a file), its material emits a powerful stream of sparks.

Research on the Vashka fragment showed that it is an alloy consisting of the elements: 67.2% of cerium, 10.9% of lanthanum, 8.78% of neodymium. Small amounts of the following elements were also found: iron, magnesium, uranium, molybdenum (the last two in an amount less than 0.04%). X-ray structural and electrographic analyses indicated that the debris was made of a mixture of powders with various crystalline structures. Each particle of the finest powder contains only about several hundred atoms. The magnetic properties of the alloy differ in various directions by more than 15 times.

The Theory of the Magnocraft provides an unambiguous interpretation of what the Vashka debris actually is. According to this interpretation, it represents a fragment of the central cylinder (see cylinder 3 in Figure G5) from a K4 type of UFO. Because this cylinder houses the vehicle's main propulsor, its material must display the property called magnetorefectiveness - see description in subsection G2.4.1. This property explains the unusual structure of the material, composed of very fine powders, its chemical composition, and also the surprising monotrophy in its magnetic properties. Because the magnetorefective shell represents almost 80% of the total shell of the UFO, it also explains why on the site of the Tunguska Blast a noticeable increase in the concentration of lanthanum and cerium has occurred.

The Vashka debris bears a vital significance to the Theory of the Magnocraft. This is because it provides a sample of material to copy from during the production of a shell for the first Magnocraft. As well, it confirms that the theoretically deduced properties and composition of materials for the Magnocraft's shell are already implemented by civilizations which build UFOs.



Fig. M1. Photographs of two different imprints of vehicles' legs left on the ground by landed UFOs. In both cases the main edge of the imprints (clearly visible in the above photographs) had the same dimension of about 0.55 meter, thus probably being equal to one Cosmic Cubit - see the equation M2). The author found further imprints similar to the above within the boundaries of landing sites presented in Figures M6, and M8. Notice that although the type and size of landed vehicles in each case differed, both (top) and (bottom) imprints display the same shape (i.e. of a "duck foot") and dimensions. To reflect their dimensions and orientation towards a magnetic south-north direction, the reference circle of 1 meter in diameter is also photographed. The arrow of this reference circle points towards magnetic north. Both photos were taken on 24 October 1987.

(Upper) The imprint left at the Maitland landing site of the K5 type UFO (this site is shown in Figure M3). Four imprints were embedded symmetrically within the boundaries of this scorched ring, and a further two were formed outside of the site.

(Lower) One of four symmetrical leg imprints found within the boundaries of the Waikoikoi K6 type UFO landing site.



Fig. M2. A perfect example of a landing site formed by a UFO operating in the magnetic whirl mode with its magnetic circuits looped under the ground (see the situation illustrated in Figure G39). The above photograph presents one of three circles of scorched vegetation made by low hovering UFOs on the paddock of Mr Barry Badman, Wrights Bush, Invercargill, New Zealand, on 6 December 1978. Both photographs are of the same landing site. In the lower one, a group of children are standing on the perimeter to illustrate the size of the landed vehicle. All three circles contain a number of scorch marks uniformly spaced on the circumference of the thinner circular line - see also Figure G38 (b). These scorch marks correspond to the expected location of the outlets from the vehicles' side propulsors. On the other hand the circle of a thinner line that links these marks looked like the path followed by the whirling force lines of the main magnetic circuits of the UFOs. The single large mark left by the main propulsor in each site was displaced towards the direction of magnetic south and was almost touching the circular line. In the above photographs, this single main mark is visible on the right hand side. An inspection of these landing sites made by the author in December 1984 revealed that in intensively scorched areas located directly under the outlets from the propulsors, the vegetation has still not regenerated after six years.



Fig. M3. A UFO landing site formed during the throbbing mode of operation when the vehicle's magnetic field was entirely looped under the ground. This site was formed on a paddock of Mr Graham Harvie of Merino Downs near Maitland (South Island, New Zealand) by a UFO type K5. Its diameter is $d_0=12.40$ metres. The land owner claims that it was formed about 1979, this photograph was taken eight years later. Within the site four symmetrical imprints of telescopic legs were found. A further two legs were imprinted outside the site. One of these imprints is presented in Figure M1.

A close-up photograph of the site taken on November 29, 1987. Scorched marks left by individual side propulsors are clearly visible.



Fig. M4. UFO landing sites formed when the vehicles' magnetic circuits looped back along the surface of the ground.

(Upper) The landing site of a UFO formed in manuka scrub at Ngatea, New Zealand, on 6 October 1969. It consists of four linear trails directed towards one central mark (the sticks in the above photograph indicate the exact location of these particular marks). The configuration of marks from this site corresponds exactly to the situation when a vehicle that operates in the throbbing mode hovers with its magnetic circuits tangential to the surface of the ground. Such a situation is explained in Figure G40 "b". The diameter of the patch of scorched vegetation in this landing site was about 17 metres. The photograph shown here is published in the book by B. L. Cathie and P. N. Temm, "Harmonic 695", ISBN 0-589-01054-9, page 80.

(Lower) The landing site of a UFO found in a wheat field at Tooligie Hill, South Australia in 1971. The above photograph is published in the book, "Into the Unknown", edited by Reader's Digest Services Pty Limited, Sydney, Australia 1982, ISBN 0-909486-92-1, page 316. It shows the ring-like area of destruction left by the magnetic whirl of a vehicle which hovered in an upright position with its main magnetic circuits tangential to the surface of the ground (see also the situation from Figure G40 "c").



Fig. M5. Two examples of swirled patterns left in vegetation by UFOs hovering high above the ground so that their magnetic circuits looped entirely in the air. The vegetation was flattened by the whirlwinds formed from the vehicles' magnetic whirls. In both cases the UFO that formed these patterns was observed. The above photographs illustrate the case shown in Figure G41 and described in subsection G10.5.

(Upper) A landing site made on the farm of George Pedley, Tully, Queensland, Australia, on January 19, 1966, around 9 a.m. - see [2J] p.370. The UFO hovered at a height of about 18 metres and flattened reeds in a clockwise direction. Mr Pedley observed it departing to the south-west (see the "Rolling Sphere Rule" - subsection G6.3.3).

(Lower) A landing site made in Nourradons, France, on 29 March 1971. A UFO was seen hovering about 10 metres above the grass. It then flew horizontally.



Fig. M6. Examples of UFO landing sites with double scorched rings, the diameters of which support the correction methodology developed by the author. Such sites allow for the exact determination of the nominal diameter "d" of a landed UFO. The methodology can be used only at those landing sites which contain two scorched circles located concentrically one inside the other. (Such circles are formed according to the theory explained in subsection G10.3.1 and illustrated in Figure G38 "c"). This methodology involves the measurement of the outer diameter "do" in the outer circle and the inner diameter "di" in the inner circle. The nominal diameter "d" of the UFO that scorched them represents a sum of these diameters, i.e. $d = d_o + d_i$ (see equation G32). Notice that a large percentage of UFO landing sites contain two such circles (in this monograph these are also presented in Figures M7 and M11).

(**Upper**) A landing site scorched by a UFO type K6 on the paddock of Graham Davie of Waikoikoi, New Zealand (taken on 1 November 1987). The diameters of both circles were: $d_o = 18.2$ and $d_i = 6.6$ metres. After applying the equation G32, this yields the nominal diameter of a landed UFO: $d = 24.8$ metres (see also Table G1). The photograph shows members of the Invercargill Unexplained Phenomena Society walking around both circles to illustrate their dimensions. In the right corner of this photo another landing site is visible, and also a row of depressions left by UFO soil sampling devices.

(**Lower**) A landing site scorched by a K6 type UFO on the paddock of Mr Grant B. Aitchison of Palmerston, 2 R.D., New Zealand (taken on 30 July 1988). The site's dimensions are: $d_o = 16.1$ and $d_i = 10.2$ (the slight deformation of this site results from a slanting of the slope on which it is located).



Fig. M7. Landing sites of K3 type UFOs. The sites shown on the above photographs were left in a silage paddock of Mr Geoff Genmell, Horse Range Rd, No 2 R.D., Palmerston, New Zealand. To reflect their dimensions, both sites are photographed with the reference circle of 1 meter in diameter (whose arrow points in the magnetic north direction). The upper site consists of two concentric rings, whose diameters are $d_o=2.1$ [m] and $d_i=1$ [m]. Thus, according to the correction routine expressed by the equation (G32), the "d" diameter of this UFO was $d=3.10$ [m] (see also Table G1). The lower site was elliptical, having the axes: $d_o(N-S)=4.06$, and $d_o(W-E)=3.1$ metres.



Fig. M8. Examples of two K4 type landing sites which allowed a precise measurement of their dimensions. The diameters of these sites in both cases were identical, i.e. $d_0=6.40$ metres, and $d_a=0.2$ metre (see equation G33).

(**Upper**) The site found in the paddock of Mr Graham Davie of Waikoikoi (South Island, New Zealand), only 12 metres distant from the site where a K6 UFO landed. Inside this ring imprints of three legs symmetrically located were found. The edges of the scorched ring were so clear that they allowed for an exact measurement of the width of the columns of the magnetic field produced by the side propulsors. This width was $a=0.30$ of a meter. At the edge of the site a square soil sample was taken by a UFO. The indentation left by this sample is visible on the photograph.

(**Lower**) Three sites formed by K4 (top), K6 (middle) and K7 (bottom) types of UFOs, photographed by the author on 3 January 1988, shortly after they appeared. They were found in the Weka Pass (Frog Rock area) on the west side of State Highway 7: Christchurch to Hanmer Springs. On the K4 site the scorch mark formed by the main propulsor was displaced in the south direction. This photograph perfectly illustrates the major principle of sizing the UFOs, which states that the diameter of each larger type of these vehicles is equal to two diameters of the previous type. (This means that the nominal diameter " d_K " of a landing ring produced by a UFO of a particular " K " type is always equal to two such diameters " $2 \cdot d_{K-1}$ " of a smaller type " $K-1$ " UFO, or to half the diameter " $0.5 \cdot d_{K+1}$ " of the next larger type " $K+1$ " of a UFO, i.e.: $d_K=2 \cdot d_{K-1}=0.5 \cdot d_{K+1}$. The equation which describes the nominal diameter of any type of UFO landing site is: $d_K=(0.5486 \cdot 2^K)/\sqrt{2}$ [meters].)



Fig. M9. The landing site produced by a UFO type K5. This site was photographed by the author on 30 July 1988 in the Puketapu Road, paddock of Mr. Grant B. Aitchison of Palmerston (R.D., Palmerston, New Zealand). Its dimensions were $d_o=13.6$, $d_a=1.2$ and $a_s=1.5$ metres. Thus the nominal diameter "d" of this vehicle was $d=12.4$ metres - see equation (G33). (Compare the site in this photograph with the one shown in Figure M3 which was also made by a UFO type K5.)



Fig. M10. Examples of the landing sites left by UFOs type K7. The nominal diameter of this vehicle is $d=49.65$ metres.

(Upper) The site scorched in the paddock of Mr A.E. Herbert of "Shellrock Farm", Weka Pass (Frog Rock area), North Canterbury, New Zealand. It was photographed by the author on 2 September 1987. The reference circle of 1 meter in diameter was placed on the mark scorched by the main propulsor (this mark is displaced northward from the centre of the site). The dimensions of the site are: $d_o=47.8$ metres and $d_i=1.8$ meters. Note that on this photograph an extremely clear K5 type landing site is also visible. It has a diameter $d_o=12.8$ metres. This K5 site was scorched about 50 metres further up the hill from the K7 one.

(Lower) The landing site scorched in the paddock of Mr Allan Chapman, Goodwood, R.D.1, Palmerston. Its diameter is $d_o=48.5$ metres.



Fig. M11. A photo of the landing site left by a UFO type K8, taken on 30 May 1987. The person visible on this photo is the author (i.e. Dr Jan Pająk). The UFO landing site is visible above his head. This is the first photograph of two landing sites formed by (probably) the same K8 type UFO. Another photo is presented in Figure M16. The site shown here contains a pattern of two concentric rings of scorched soil, located one inside of the other. It was discovered on the north-west slope of Coromandel Peak in Glendhu Bay, Wanaka, New Zealand. The land owner of this site is Mr Don McRae. The outer and inner diameters of both scorched rings are $d_o=77.5$ [m] and $d_i=22$ [m] (thus, according to the equation G33, the nominal "d" diameter of the UFO that scorched this site was about $d=99.5$ metres). Various local farmers claim that the patterns appeared between the years 1900 (this year was given by Mr. A.S. Scaife, 81 Tenby St, Wanaka, Tel: 443-7166 - the earlier, retired owner of this land) and 1955 (this year was given by the present owner), so when photographed they were at least thirty years old. To the best knowledge of the author the above photograph presents the biggest UFO landing site that has been found to-date. The total diameter of the vehicle that formed it was $D=140.44$ metres (see Table G1). This photograph supplements additionally the one shown in Figure M6 in illustrating the principles of the correction methodology applied by the author and explained in subsection G10.3.1 (see also Figure G38 "c").

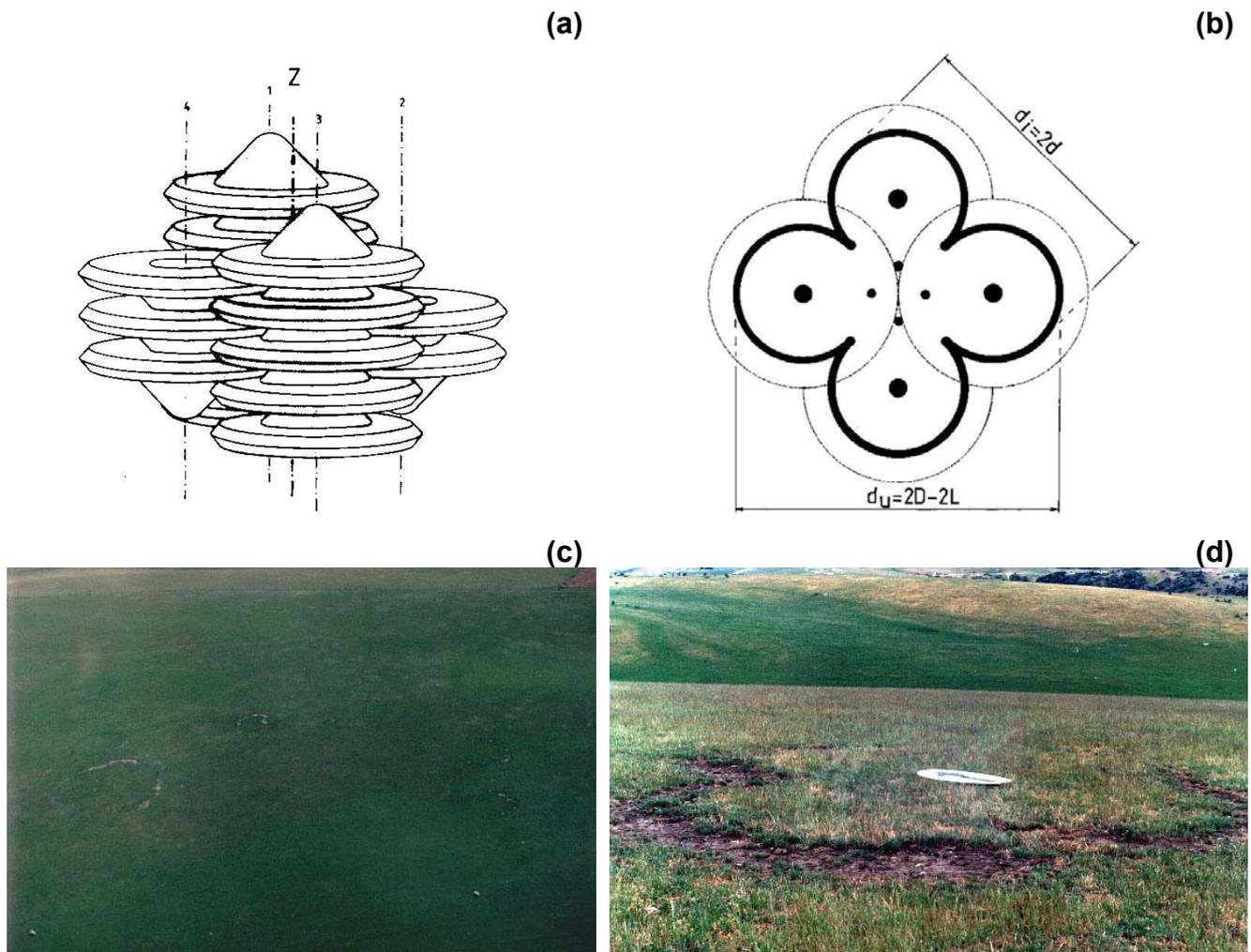


Fig. M12. A landing site left by a flying system of K3 type UFOs. Numerous such sites are caused by the effect of massive UFO landings occurring in the vicinity of the Tapanui Crater (especially along the lines of china stone and trinitite deposits - see lines C and T in Figure M21). Illustrated above is the landing site discovered in the paddock of Mr Gerrard Eckhoff of Coal Creek near Roxburgh (on the line of china stones). A characteristic attribute of such a system is that it scorches on the ground a unique "clover" shape which can not be formed in any natural manner. A field examination of the above site confirmed the presence of all the attributes predicted by the Theory of the Magnocraft.

(a) General appearance of a flying system. Notice that this configuration of UFOs and Magnocraft is obtained when four flying complexes shown in Figure G8 are coupled together by their flanges (see Figure G16).

(b) The shape and attributes of a scorched pattern left on the ground by a landed flying system. Notice that the equations G13 and G9 allow for an exact prediction of the expected dimensions "du" and "di" of this pattern for all subsequent types of UFOs (see Figure G42).

(c) An aerial photograph of this Roxburgh landing site taken by Mr Harry Latham of Invercargill on 15 November 1987. The measurement of the dimensions of the site yielded values: $du=7.5$ and $di = 6.2$ metres. Notice that apart from this site, the photograph also reveals a number of other UFO landing sites scattered around.

(d) A ground-level photograph of the same site taken by the author. Inside the scorched "clover" a white reference circle (1 meter in diameter) was placed with the arrow pointed towards magnetic north.

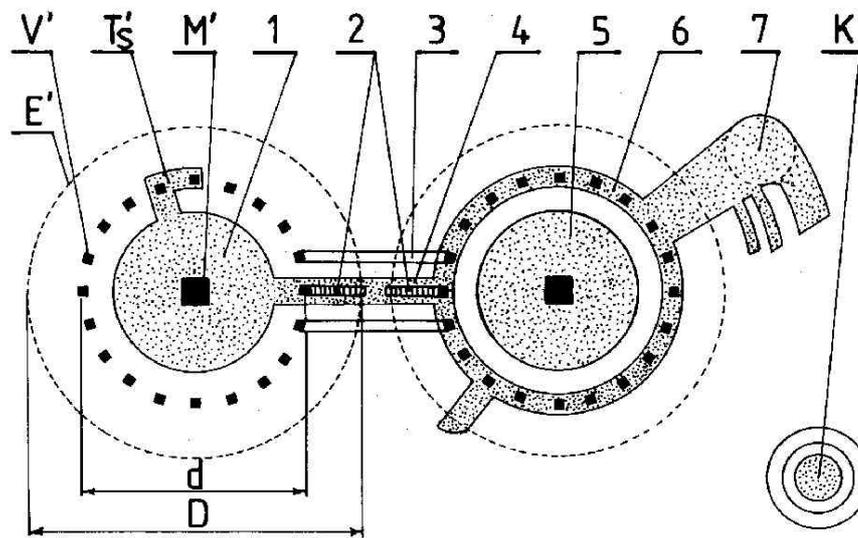


Fig. M13. An example of a landing site produced by a flying cluster. The site appeared in southern England. It was left by a cluster of UFOs whose main part formed two configurations of K6 type vehicles (i.e. a cluster very similar to the one illustrated in Figure G17). A site produced by a stable unit is shown on the left of the above photograph, whereas a site produced by an unstable unit is shown on the right. Two additional configurations of UFOs, i.e. a cigar-shaped complex of K5 type UFOs, and a single vehicle type K4, also participated in this cluster. In the interpretation (lower) drawing these are marked subsequently as (7) and (K).

(Upper) A photograph of the site published in the edition of "The Sun", on Thursday, 26 July 1990.

(Lower) The interpretation of the marks from this photograph. To explain the formation of the site, outlines (E') of two UFO vehicles type K6 are laid on top of the marks. The dimensions of these vehicles are $D=35.11$ and $d=D/2=24.82$ meters. Large black squares (e.g. M') indicate the position of the main propulsors in both these UFOs, whereas small black squares (e.g. V') show the position of the side propulsors. Labels (1) and (4) to (6) indicate marks produced by the subsequent magnetic circuits illustrated in Figure G17. Label (2) indicates separating circuits. Label (3) indicates the first of two symmetrical tuning circuits which have not produced their own marks in this landing. The line (4) that joins main sites together was produced by a holding circuit. Both K6 type arrangements clustered together had their compensating circuits (Ts') switched on, thus they formed additional side marks that look like they were produced by the tail propellers in helicopters (in the Magnocraft and UFOs these compensating circuits actually perform a function very similar to that of tail propellers in helicopters). Mark (7) has been produced by a compensating circuit that was also used as the holding circuit for a cigar-shaped complex of K5 type UFOs.



Fig. M14. Examples of permanent UFO landing sites (which may last even up to 100 years) formed because of the biological destabilization of the soil and its subsequent population with mushrooms.

(Upper) The oldest UFO landing sites discovered so far. They were scorched near Wairoau Station which is owned by Mr John Lee of Cardrona, New Zealand. These rings were noticed for the first time around the year 1920 by the father of the present property owner. Thus, when photographed by the author (i.e. 31 May 1987) they were definitely over sixty years old. The paddock containing these circles has been ploughed twice since. The land owner confirms that the dimensions of these sites have not changed in sixty years. Also measurements by the author confirm that these dimensions correspond to those left by UFOs types K3, K4 and K5.

(Lower) Mushrooms that grow on a UFO landing site (taken by the author in April 1989). This photograph illustrates the theory explained in subsection G10.1 that the strong magnetic field of the landed UFO sterilizes the soil thus providing perfect conditions for the growth of mushrooms. The population of mushrooms once established in the soil takes then many years to get rid of.



Fig. M15. A pine tree broken by a hovering UFO type K5. This tree is located in the corner of a small pine forest owned by Mr Allan Chapman of Goodwood, R.D.1, Palmerston, New Zealand. The UFO broke off the top of this tree at a height of 6.8 metres and simultaneously left underneath it a ring of scorched vegetation. The dimensions of the ring were as follows: $do(E-W)=12$, $do(N-S)=14.4$ and $a_S=0.65$ metres. This evidence is extremely valuable as it allows us to determine the average height at which UFOs hover when scorching their landing marks. It seems that this height equals about a half of the vehicles' outer diameters.

(Upper) The UFO landing site (note the white reference circle of 1 meter in diameter in the centre of it, the arrow of which points north) located near the corner pine tree from a small forest. Another landing site from a UFO type K6 is located more uphill.

(Lower) The photo of the part of that pine tree broken by a UFO which landed on top of it. Also visible are scars made by the hulk of that UFO pushing down on that tree.



Fig. M16. The landing site which confirms that UFOs always fly with their bases perpendicular to the force lines of the Earth's magnetic field. The above photograph shows the second of two landing sites found on the slopes of Coromandel Peak, Glendhu Bay, Wanaka, New Zealand (the first site is shown in Figure M11). This site is located on the slope pointing exactly towards the magnetic westward direction. It has the shape of two half rings with circumferences touching each other. It was either scorched by a solo flying K8 type UFO while it descended twice at a low height, or perhaps by a flying system composed of four cigars stacked from UFOs type K8 (the shape of a complete mark scorched by such a flying system is illustrated in Figure M12). The peculiar half-circle shape of both marks was caused because the descending UFO needed to be slanted in relation to the ground. When the landing of this vehicle took place on the north-west side of Coromandel Peak - see photo from Figure M11 - it allowed the UFO to keep its base simultaneously: (1) perpendicular to the Earth's magnetic field force lines and (2) parallel to the ground. Thus the mark left on the north-west slope is circular in shape. But during landing approaches made by the same UFO on the slope directed exactly to the west (see photo from this Figure) the Earth's field force lines were parallel to the surface of the ground. Therefore the UFO was unable to land with its base parallel to the slope. Thus it needed to slant itself in relation to the ground, forming the above landing sites in the shape of half-circles.



Fig. M17. One of the long, glassy, geometrically shaped tunnels from Ecuador. A gigantic system of similar tunnels, thousands of miles in length, has been discovered in the Province of Morona - Santiago (Ecuador) by Mr. Juan Moricz in June 1965. The above photograph is reproduced with the permission of Erich von Däniken from his book "In Search of Ancient Gods" (Souvenir Press, England, 1973, ISBN 0-285-62134-3, page 341). The saucer-shaped tunnel presented here was probably formed by a spacecraft (type K6) flying in an east-west or west-east direction. Particles of melted rock fell down and subsequently hardened after the flight of the craft, causing the formation of a rough and craggy floor which hides the lower half of the tunnel, symmetrical to its ceiling - compare this diagram with Figure G36 (c).

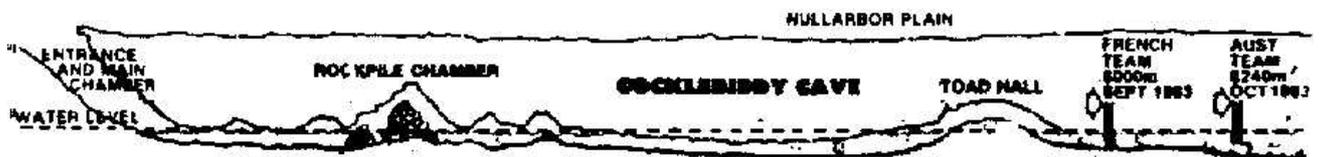


Fig. M18. The Cocklebiddy Cave from the Nullarbor Plain in Western Australia displays all the attributes of a long, straight and geometrically shaped tunnel made technologically by the underground flight of a vehicle utilizing the principles of the Magnocraft. The shape of this cave is elliptical, typical for a north-south direction of flight of such a vehicle (this tunnel in fact is directed south-north). Its lower part is buried under a thick layer of debris and particles of hardened rock - see Figure G36 (b). The walls display the monotropic structure reflecting the direction of the expansion of vapours from melted rocks. The shallow indentations on the walls, perpendicular to the axis of the tunnel, correspond to the motion of the craft's magnetic whirl. (A description of this cave, illustrated by numerous photographs, is published in the Australian magazine "People", December 5, 1983, pages 8 to 10.)

(a) The photograph illustrating perfectly the technological attributes of the cave.

(b) The shape of the part of the Cocklebiddy Cave which has been explored so far. It should be stressed here that the geographic orientation of this part is exactly in the south-north direction, whereas its geometry reflects the motion of a disc travelling through the ground.



Fig. M19. Photographs of the Tapanui Crater showing its shape and inner configuration.

(Upper) A distant view of the Tapanui Crater. This photograph was taken by Alister Raymond of Invercargill on 1 November 1987 from the entry to McPhail Road that connects Waikoikoi with Pukerau. The entry to this Road is located in the geographic north-west direction from the centre of the Crater. The "crow's flight" distance between the photographer and the Crater was about five kilometres. The photograph clearly illustrates that the soil removed from the crater does not appear below it (this means that the crater could not have been formed by a landslide). Moreover, it shows that the Tapanui Crater displays a complete lack of an uplifted rim (therefore it also could not have been made by a heavenly body impacting with Earth, because in all cases of such an impact a clearly distinguishable rim must be created).

(Lower) A photograph of the Tapanui Crater taken from its eastern edge. Because of the shade caused by the Sun, the outlines of the subsequent inner craters can be easily distinguished. Notice that the front edge of each inner crater has a local depression caused by the shockwaves' turbulence.

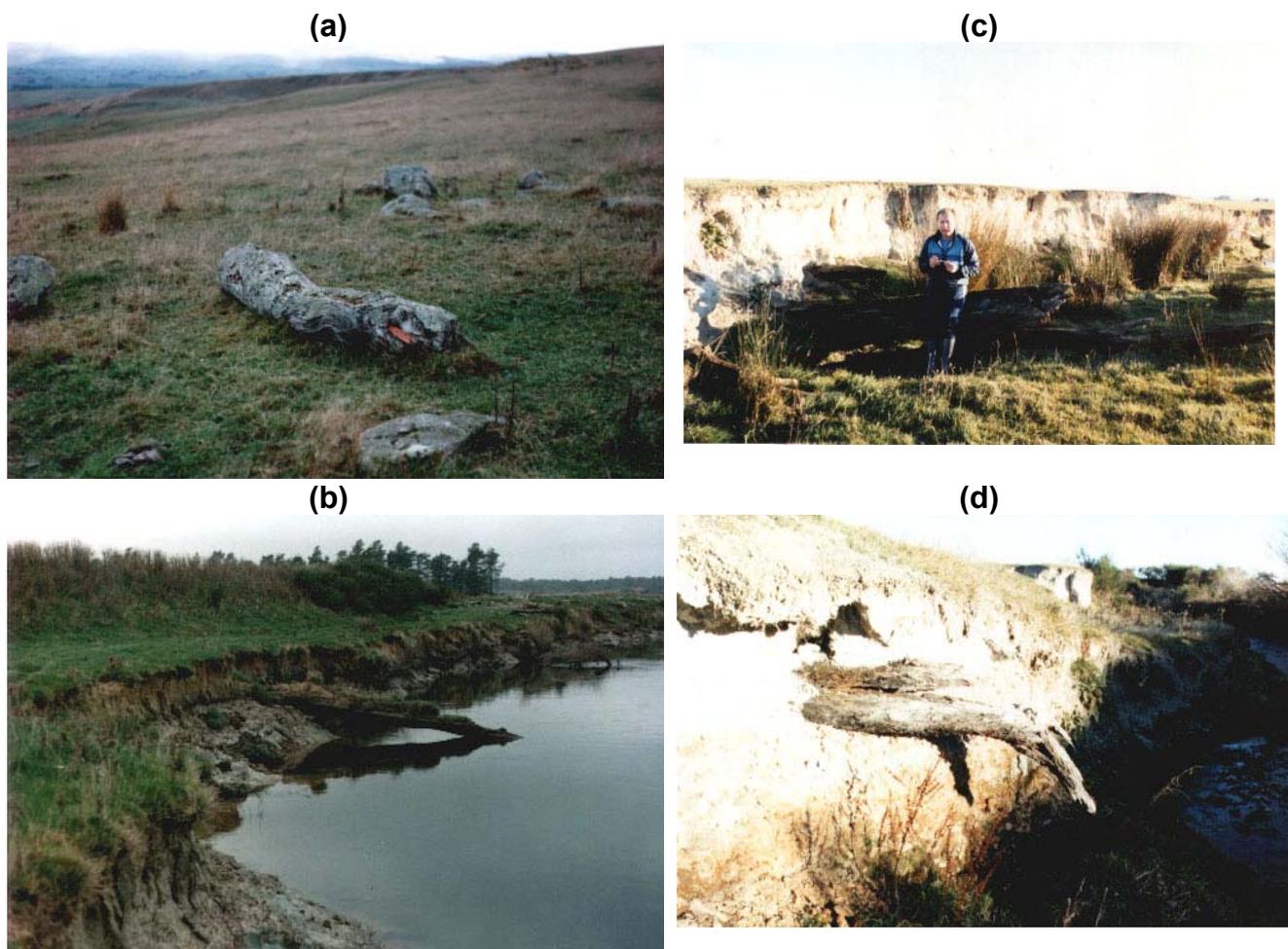


Fig. M20. Trees felled and scorched by the Tapanui explosion. At the turn of the last century, the vast area around the Tapanui Crater was literally covered with such uprooted trees, the trunks of which were pointing to the same spot, i.e. the centre of the Crater. The appearance of these fallen trees has been reported in old records as resembling that of the Tunguska explosion (see Figure M27). Early settlers in this area removed these trees, tidying up the land for livestock. The older locals still remember the amount of work this involved, as the surfaces of the trees were impregnated with grains of sand that blunted steel saws. At present only those trees buried underground or hidden in swamps remain.

(a) A trunk of a "totara" tree over eight hundred years old, saved only about 200 metres from the south edge of the Tapanui Crater. The crater is also visible in this photograph at the extension of the trunk's axis.

(b) Fallen and burnt trees at the mouth of the Mataura river, about 50 kilometres west from the Tapanui Crater. They partially stick out from the river bank, whereas their trunks point in the direction of the crater.

(c, d) Tree trunks partially sticking out from the banks of the Black Gully Creek, located between the towns of Tapanui and Heriot, about 20 kilometres north of the Tapanui Crater. A layer of the ground that contains these trees also contains charcoal and scorched stones. The orientation of the trees contradicts the direction of water flow and the slope of a local hill, but coincides with the direction of the Tapanui Crater.

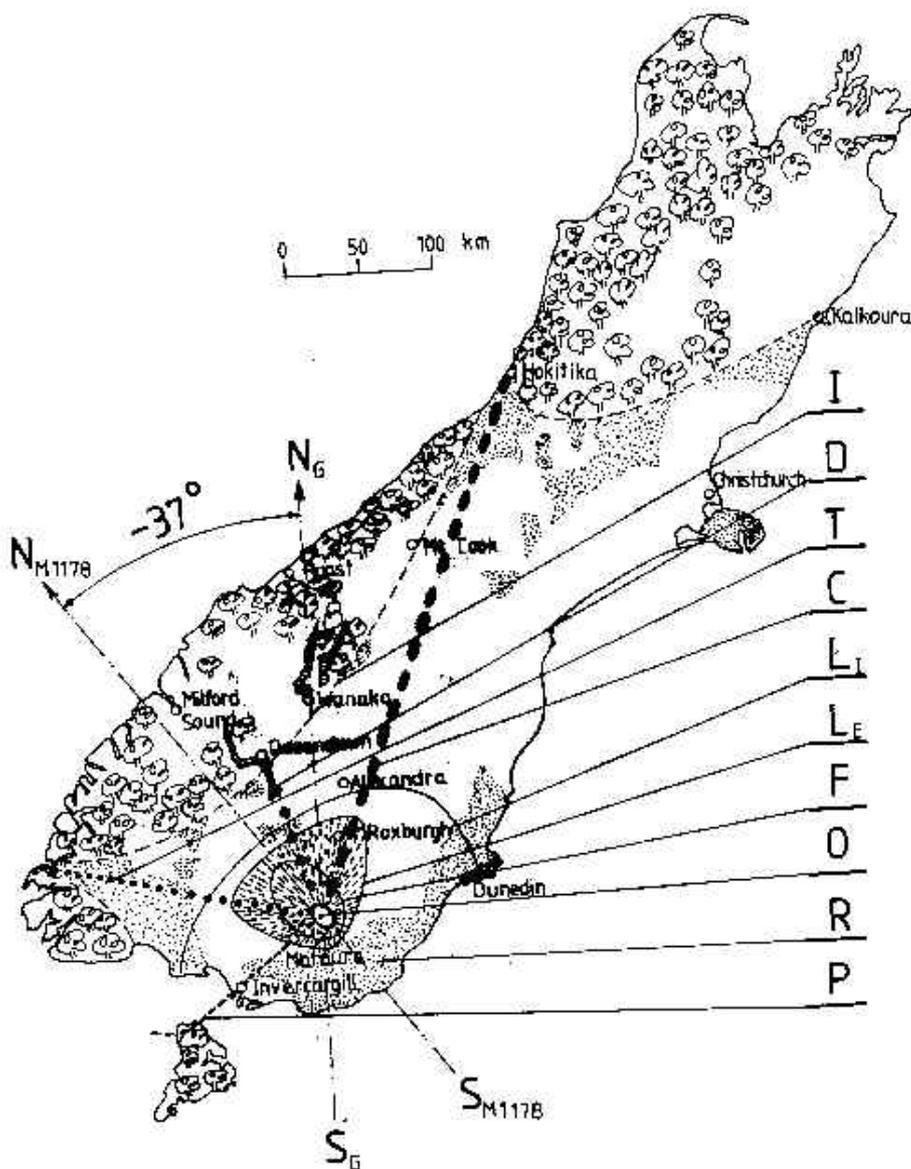


Fig. M21. A map of the South Island, New Zealand, showing the type and extent of damage caused by the Tapanui explosion. The approximate outlines from this map are based on the present sparse information available to the author and further research may be needed to increase their precision. The triangular area of devastation is highlighted. Symbols used in marking this map are as follows: I - the total range of the total bush fire ignited by the fall of red-hot china stones and spread by the reversed cyclone of implosion. Within this range no tree or seed survived. Beyond this broken line fires ignited by the china stones had only a local, limited spread, which left some trees untouched; D - the line along which unusual metallic debris (probably remains of the spaceships) have been found - see Figure M25; T - the major line of glassy "trinitite" deposits; C - the major line along which the heaviest fraction of "china stones" was deposited - see Figure M26; LI - the area of trees felled by the cyclone of implosion (their tops are oriented towards the Tapanui Crater); LE - the area of trees felled by the shockwaves from the explosion (the trunks of these trees lie along the lines that cross in the centre of the explosion, whereas their roots are directed towards the Tapanui Crater - see Figure M20); F - the range of bush fires ignited directly by the fireball from the explosion; O - the Tapanui Crater where the explosion occurred; R - forests that regerminated before the first white settlers arrived in New Zealand in the 19th century; P - the path followed by the vehicle prior to the explosion, as recorded in Maori legends. Notice that this path is contradictory to the orientation of the central axis of the explosion. This again confirms that the destruction could not have been caused by a heavenly body (e.g. a meteorite) impacting with Earth; SG/NG - the geographic south to north direction; SM1178/NM1178 - the central axis of the elliptical Tapanui Crater and the devastation area. This axis coincides with the magnetic south/north direction from the year 1178.

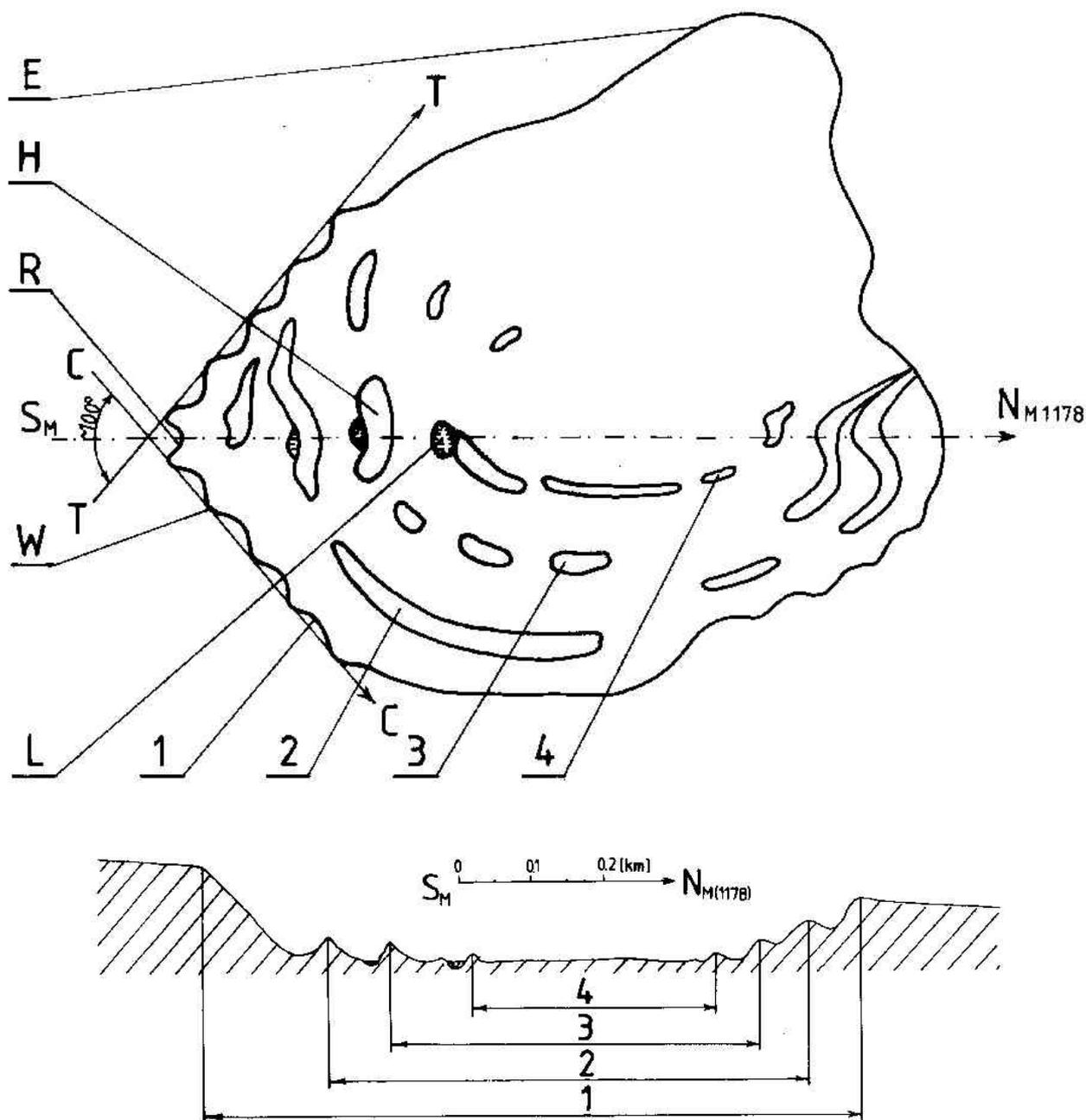


Fig. M22. The inner topography of the Tapanui Crater. The presence of at least four craters (marked by numbers 1 to 4), each one located inside the other, is visible. This shows that the Tapanui Crater was formed not by one, but by not less than four subsequent explosions occurring in a series. Each of these explosions created a further crater within the boundaries of the previous one. The existence of these four craters indicates that a cigar-shaped flying complex (see Figure G8) consisting of not less than four of the Magnocraft-like vehicles (UFOs) exploded top-down at Tapanui. Symbols: Sm/Nm - magnetic south/north direction for the year 1178; C/C - the main direction of heavy china stone deposits (see also the map from Figure M21); T/T - the main direction of the "trinitite" falls; E - the "tongue" of the eroded Crater's edge formed by the strong rain falls that followed the Tapanui explosion; H - the hummocks formed by the breaks in shockwaves; R - the cylindrical entry to the Crater that seems to reflect the shape and dimensions of the exploding spacecraft; W - five waves forming the triangular-shaped entry to the Crater (the number of these waves may have a connection with the number of spacecraft which exploded); L - small indentations, some are little lakes, formed as a forerunner to the breaks in the shockwaves.

(Upper) A sketch of the Crater's topography as seen from above (see also Figure M23). Notice that the shape of this Crater contains the same elements that are distinctive for the Tunguska devastation area - see Figure M30.

(Lower) The cross-section through the Crater along the axis of the explosion: SM/NM.

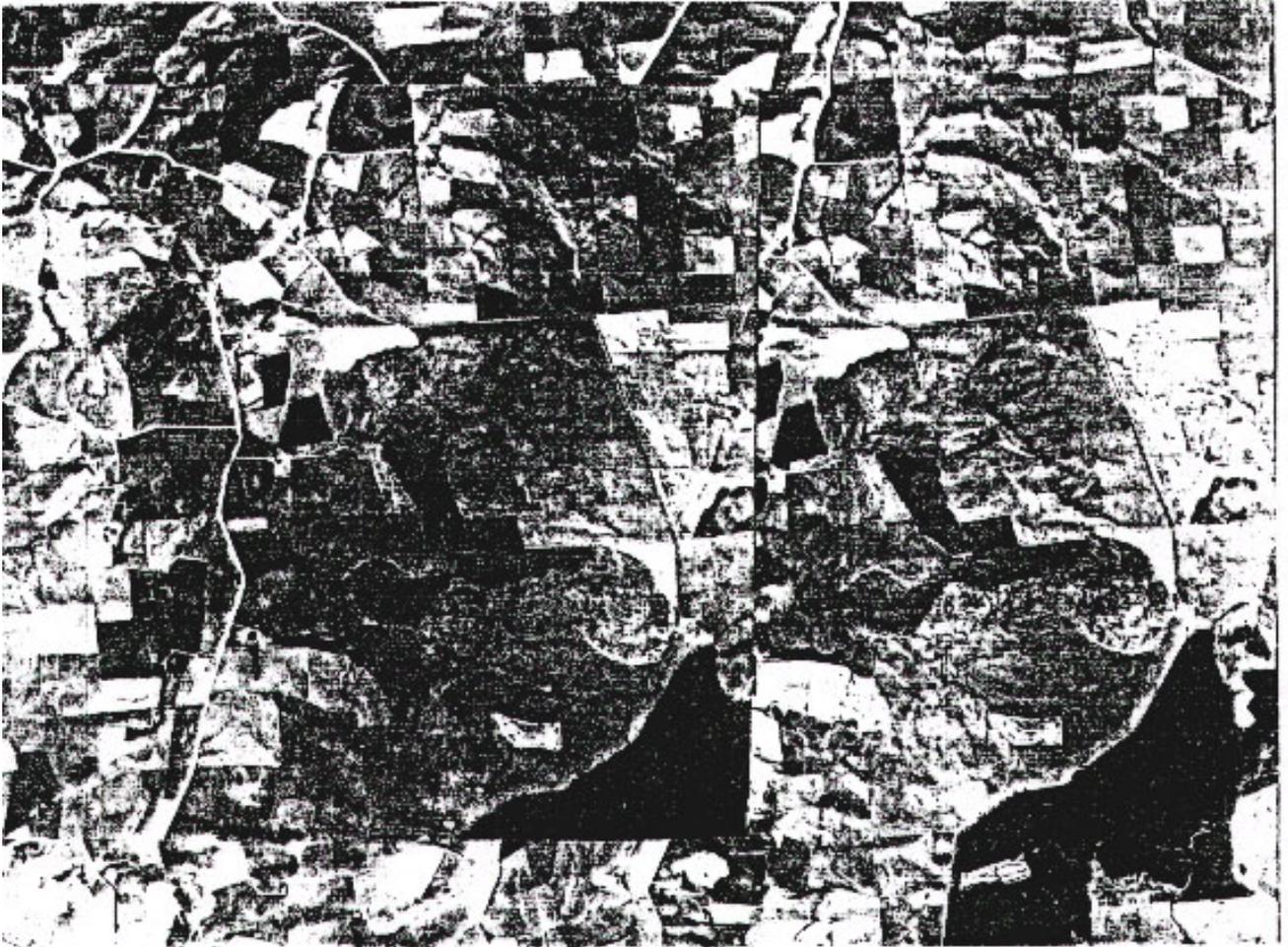


Fig. M23. Two aerial photographs of the Tapanui Crater, placed together to allow for stereoscopic vision of the area, if someone looks at them through stereoscopic glasses. (In the N.Z. Lands and Survey Department the aerial photographs of this area have the catalogue numbers S170/5/C and S170/6/A.) The Crater is positioned in the centre of a triangle defined by three towns in the South Island of New Zealand: Tapanui, Waipahi and Matura. Its geographical co-ordinates are: 46 04' S and 169 09' E. The evidence accumulated to date indicates that this large elliptical depression with the dimensions of 900x600x130 metres was formed by the effect of an explosion of a magnetically propelled flying vehicle. It should be stressed that the indigenous meaning in the Maori language for the words "Ta-pa-nui" is "The-big-explosion", for the words "Wai-pa-hi" it is "The-place-of-the-exploding-fire", whereas the words "Mata-ura" mean "The-glowing-spacecraft". The Theory of the Magnocraft reveals that when a magnetically propelled vehicle explodes, the central axis of the destruction area must be oriented exactly in the magnetic south/north direction. Thus the long axis of the Tapanui Crater should be pointed in the direction where at the date of the explosion, magnetic north was located. As this axis is declined -37 (westward) from the geographic north direction, the orientation of the Crater's axis confirms that the explosion took place in 1178 (this date was also established from other sources).



Fig. M24. Two photographs of a tornado taken by Mrs Diane Chittock of Waikoikoi at 5:15 p.m. on 19 December 1969. This tornado appeared exactly above the Tapanui Crater (tornadoes are unknown in this area of New Zealand) and lasted for only a few kilometres before it diminished. The strong turbulent magnetization of the Tapanui Crater is directly responsible for numerous unusual weather phenomena occurring in the area.

(Upper) The tornado develops its embryo funnel exactly above the Tapanui Crater (note the forest right to the Crater's southern edge).

(Lower) The fully developed tornado drifting eastward.



Fig. M25. A piece of magnetized iron found in the close vicinity of the Tapanui Crater. It looks like a metallic splinter from a spacecraft, torn apart by the explosion, melted, mixed with grains of local sand, and smoothed on the surface by a flight in hot air. It is magnetized in a turbulent manner, and its surface is covered with a layer of molten silicone. Spectrographic analysis has shown its chemical composition to be about 60% of silicone, 30% of iron, and 10% of aluminium. To reflect its dimensions, a coin of 31 [mm] in diameter is also photographed. It should be stressed that four pieces of such material have so far been found. Except for the one from the author's collection presented above, another almost identical piece is held by Mr Ken Goldfinch (26 Lothian Street, Maori Hill, Dunedin). Two further pieces that look like they have been cut out from a gold nugget are in the possession of the Geology Department at Otago University, Dunedin, New Zealand.



Fig. M26. Examples of the so-called "china stones" spread out from the Tapanui Crater. These stones are large lumps of baked clay and soil originating from the Crater that have hardened during flight. They tend to be spread along the east edge of the post-explosion falls (the west edge tends to have far more fine "trinitite" falls - see Figure M21), probably because of the clay and soil configurations inside the Crater. The china stones display aerodynamic shapes and their properties correspond to those of china. The most representative of all china stones is that exhibited at the entry to the Roxburgh Town Hall (the Roxburgh exhibit is also accompanied by the description of a thought-provoking legend from the gold rush period). This stone was deposited near the town of Roxburgh, i.e. over 50 kilometres as the "crow flies" from the Tapanui Crater.

(Upper) A china stone deposited near Black Gully Creek (see also Figure M20). As is typical for many of these stones it is located inside a small impact crater. The presence of such a crater confirms the airborne arrival of the china stones. The asymmetrical shape of these impact craters indicates that the direction of their landing corresponds to the location of the Tapanui Crater.

(Lower) An example of a china stone from the township of Roxburgh.

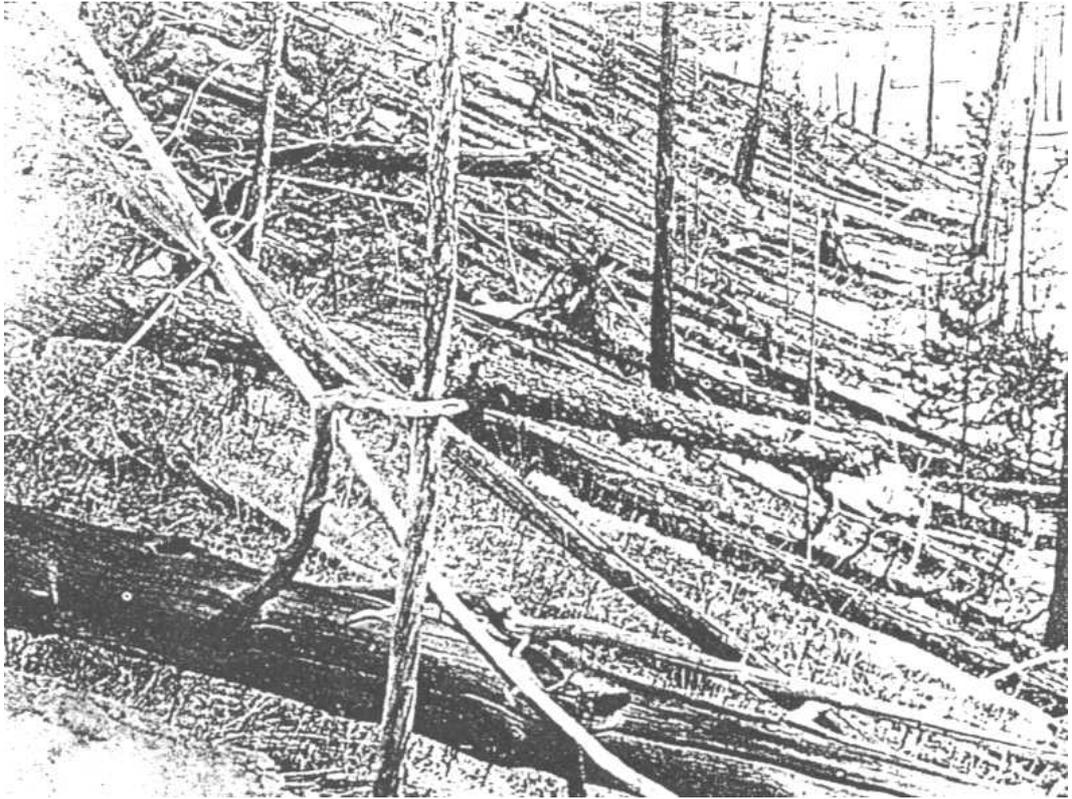


Fig. M27. The Siberian Taiga Forest felled by the Tunguska Explosion. All the uprooted trees are lying parallel and oriented in the same direction, with their roots positioned towards the blast and with their trunks pointing exactly to the centre of the explosion. Along the central axis of the explosion the range of felled trees extends up to 75 kilometres from its centre. A scene similar to the above was also reported around the Tapanui Crater by early New Zealand settlers (compare this photograph with Figure M20).

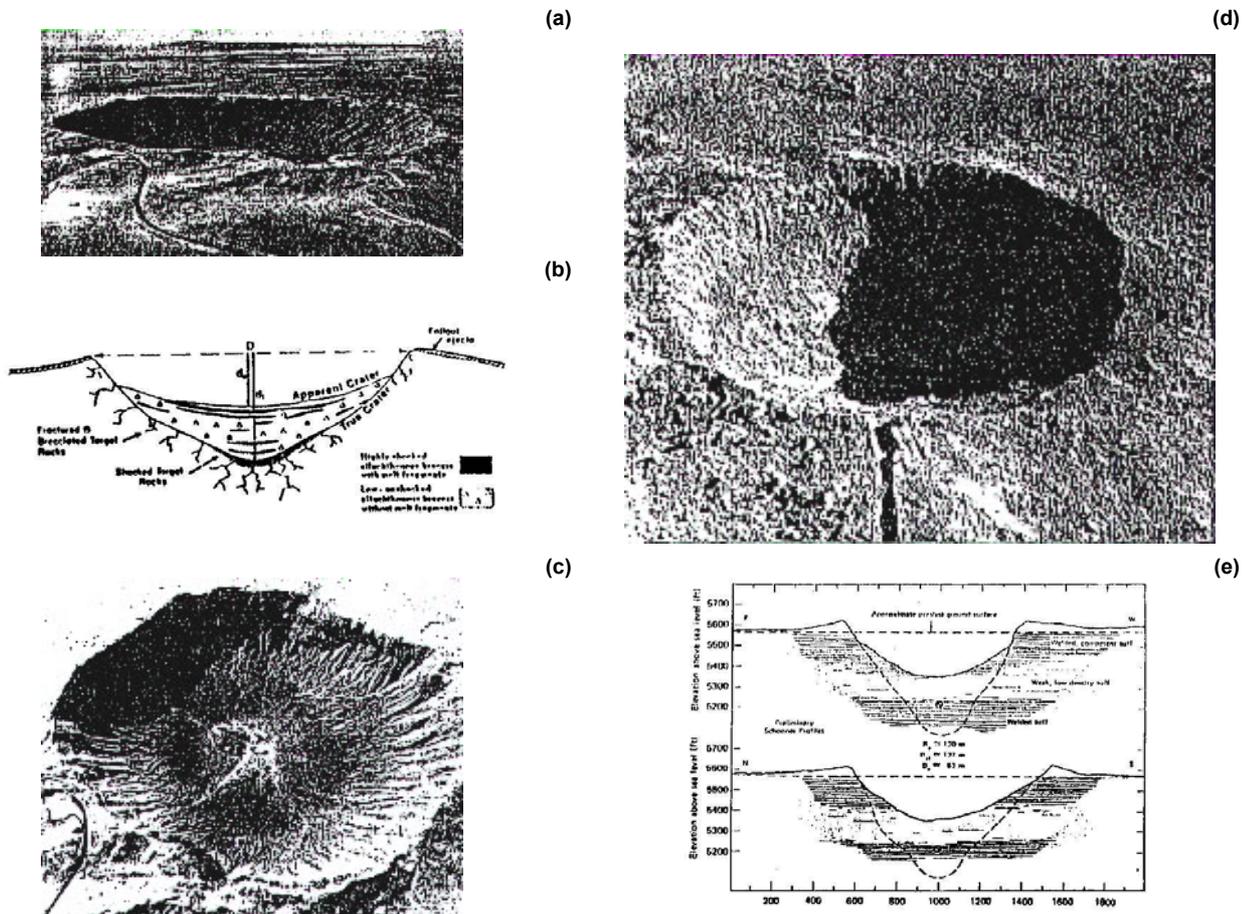


Fig. M28. Examples of impact craters.

(a) and (c) - aerial photographs which show the famous Meteor (Barringer) Crater at Canyon Diablo in the Arizona desert near Winslow, USA (35° 02'N, 111° 01'W). Its main dimensions (i.e. length x width x depth) are about 1200 x 1100 x 183 [metres]. The age of this Crater is estimated at 25,000 years. Notice the presence of features characteristic of impact craters, especially: (1) a distinctive, uplifted rim surrounding its edge, (2) fragments of a heavenly body occupying its centre, and (3) an east-west orientation (the photographs were taken from S to N). The crater is shown from various angles,

(b) - schematic cross section of the principal elements of the Crater formed in crystalline rocks (see the paper by Richard A.F. Grieve, "Terrestrial impact structures", *Ann. Rev. Earth Planet. Sci.*, 1987, 15, page 247).

(d) Crater Schooner, USA, formed in 1968 through exploding a single, 35 kiloton nuclear charge buried 108 metres underground (volcanic tuff). It represents a perfect illustration of a parabolic crater formed artificially during an underground nuclear blast. Both illustrations are adopted from the article by Milo D. Nordyke, "Nuclear cratering experiments: United States and Soviet Union", Roddy D.J., Pepin R.O., Merrill R.B., editors, (1977) *Impact and explosion Cratering*, Pergamon Press (New York, USA), pages 108-109.

(e) Vertical cross-sections (in directions E-W and N-S) of the Schooner crater.



Fig. M29. Shown above are two photographs that illustrate the similarities between the Tunguska Blast site and the centre of the mid-air nuclear explosion above Hiroshima in Japan. In both cases the trees located directly under the blast were still standing after losing their foliage and branches, although everywhere around this area they had been blown over. Numerous photographs which document close similarities between these two explosions are published in the book [1M3.2] by J. Baxter and T. Atkins, "The Fire Came By", MacDonal and Jone's Publishers Ltd., London 1976, ISBN 0-354-04012-X (see Figures 31 and 30 in the book [1M3.2]).

(a - upper) The "telegraph pole" forest left standing exactly in the centre of the Tunguska Blast. About 5 km directly above this forest, a 30 megaton blast occurred on June 30, 1908. If this explosion took place near the ground, a crater similar to that at Tapanui (see Figure M19) would have been left.

(b - lower) The upright black and leafless trees surrounding Hiroshima Castle, photographed after a 12.5 kiloton atomic bomb exploded about 550 metres directly above the castle on August 6, 1945.

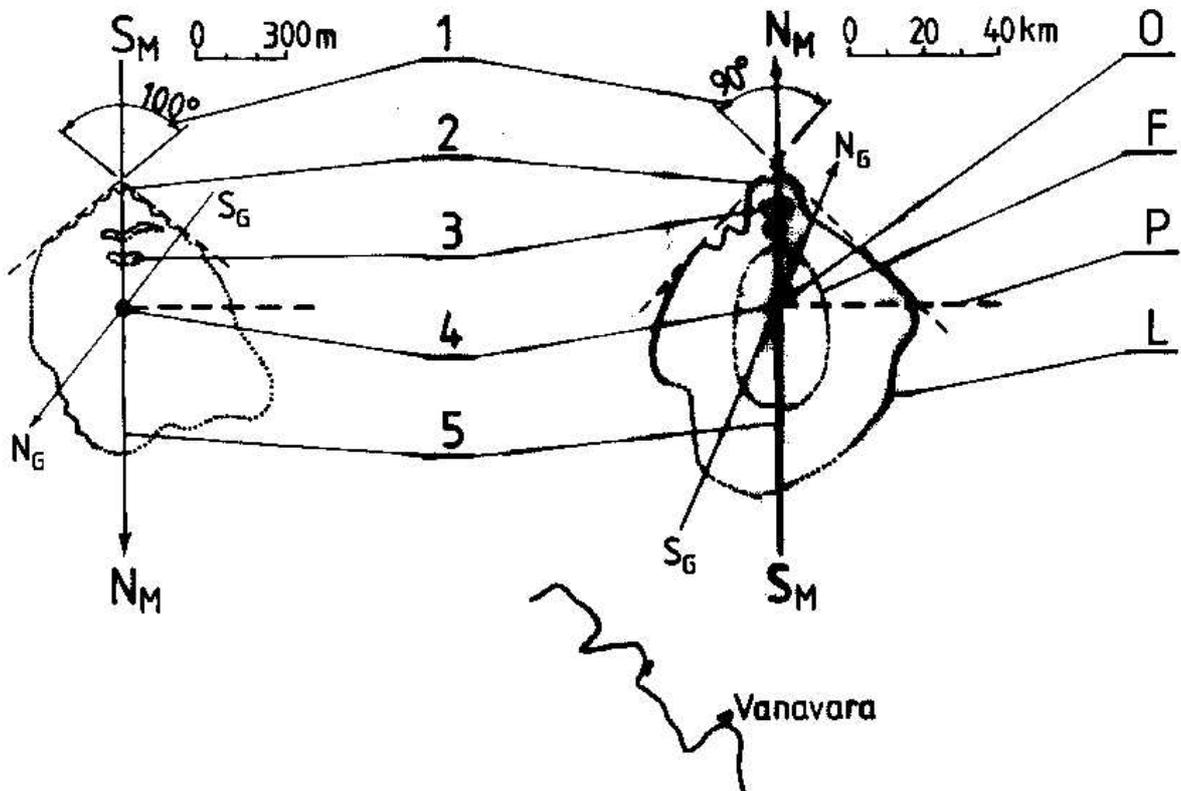


Fig. M30. An illustration of the similarities between the configurations of the Tapanui Crater and that of the Tunguska Blast Site. Notice the apparent correspondences in: (1) the manner in which the explosion shockwaves entered the ground, (2) the relationship between the apical angle of the triangular entries to both sites and their distance from the nearest magnetic pole of the Earth (i.e. at the moment of the explosion the Tapanui Crater was located much closer to the magnetic pole than the Tunguska Site, thus its apical angle is also much wider), (3) the breaking points of the explosion shockwaves, (4) the location of the centre of the explosions, (5) the magnetic meridian orientation of the sites, etc. Symbols: SG/NG - geographic south-north direction, SM/NM - magnetic south-north direction.

(a) The Tapanui Crater (co-ordinates: 46 04'S, 169 09'E).

(b) The Tunguska Blast Site (co-ordinates: 60 55'N, 101 57'E). This chart is based on the 1958 Tunguska summary map, published in [1M3.2] page 124 and [2M3.2] page 102 (this map shows the outlines of the area of a complete fall of trees, whereas later maps also include areas where only part of the trees were felled). Symbols: O - centre of the explosion, F - range of scorched trees, P - path followed by the vehicle prior to the explosion as reported by numerous eye-witnesses, L - range of trees felled by the shockwaves of the explosion (the trunks of these trees point to the centre of the explosion).

Chapter N:**SIGHTINGS OF UFONAUTS WHO USE MAGNETIC PERSONAL PROPULSION**

Recent sightings of UFO-nauts provide strong evidence that these extraterrestrial beings already use the type of personal propulsion whose attributes correspond in every detail to those listed in subsection H5. The most representative of this evidence is presented in this chapter. Unfortunately, the need for consistency does not permit comment on all the many encounters in which the attributes of the aliens' personal propulsion were reported. But the analyses presented here formulate the rules of interpretation which can be extended easily to all other cases we have knowledge of.

The evidence that supports deductions from this chapter was chosen from classic cases of UFOlogy. Therefore, detailed descriptions of each of these cases is contained in numerous books. For each case discussed in this chapter the author has provided references to resource materials. Most of these references point to one of the books from the list contained in the last page of subsection J.

N1. The characteristic appearance of the wearers of personal propulsion

In all reports describing UFO-nauts, the attributes of a personal propulsion garment are evidently present. The suits worn by aliens are designed as one-piece overalls (usually silver, gray, or green colour) that limit to a minimum the area of skin exposed to the action of a powerful magnetic field. Moreover, almost always these suits include a heavy belt, shoes with thick soles (or noticeable epaulets), and a hood or helmet. One of the better investigated encounters with UFO-nauts wearing such belts and shoes was that of Stanislaw Maslowski of Wroclaw, Poland - see Figure N1 (details of Maslowski's encounter are presented in subsection L1.3.) Frequently the shoes and belt are of a different colour (e.g. red) from the rest of the garment. Also numerous witnesses confirm that during poor light conditions the belt and shoes (or epaulets) emit a glow. One of the many examples of such sightings is shown in Figure N2.

In order to use the personal propulsion garments containing the main propulsors in the shoes, the UFO-nauts must adopt a very characteristic body stance. The first of two possible stances requires that both legs are permanently set apart - see subsection H4. The photograph from Figure N3 shows a UFO-naut in such a pose. This photograph is one of four flash pictures taken on the night of 17 October 1973 just after 10 p.m., by police chief Jeff Greenhaw of Falkville, Alabama, USA - see [3J] page 116. In spite of the fast motion of the photographed alien "faster than any human I ever saw", in all of the four photos the position of the UFO-naut's legs remain set apart. This can only be explained by the action of the forces "B" of reciprocal repulsion occurring between the main propulsors from the soles of the alien's shoes (see subsection H4).

The second possible stance to be used by the wearers of the personal propulsion garments containing the main propulsors in the shoes is when the legs are tucked up into a squat position. This stance is caused when the balance between the compressing forces "Q" and tensing forces "A" and "R" is disturbed by the wearer of this garment - see Figure H4. In such a case the attracting forces "Q" between the propulsors in the shoes and those in the belt become dominant, folding the wearer's legs. The upper UFO-naut in Figure N1 displays exactly this squat stance.

Use of the personal propulsion garments induces electric charges in the non-conductive materials from the vicinity. Thus the hair on heads and hands which are uncovered must stand erect. Carl Higdon met an UFO-naut at the northern edge of Medicine Bow National Forest (south of Rawlins), Wyoming, USA, on 25 October 1974, shortly after 4:15 p.m. - see [2J] page 171 and [5J] page 15. He noticed that the hair on the alien's scalp

was standing on end - see Figure N4. (More details of Higdon's encounter are contained in subsection K3 - item #2.) Also Stanisław Masłowski during his encounter, illustrated in Figure N1, was surprised and amused because the blood-red hair on the face and hands of the nearest alien was standing on end.

N2. The extraordinary abilities of UFOonauts wearing personal propulsion garments

The most distinctive characteristic of the UFOonauts wearing their personal propulsion garments is that they are able to fly noiselessly. This ability of aliens is confirmed by numerous witnesses who actually saw UFOonauts flying in the air.

A well-known case when the flights of aliens were observed is the Hopkinsville incident discussed further in this subsection. After one of the aliens was shot off the kitchen roof, he/she floated in the air to a distance of about 12 metres - see description in [2J] page 191.

There are also some encounters in which the flying alien is the main focus of the entire sighting. An example is the multiple sighting of the flying alien known locally as "mothman" who terrorized residents of Point Pleasant in West Virginia, USA, during 1966/67; or the sightings of "big bird" creatures in Rio Grande Valley, Texas, USA, in 1976 - see [2J] page 236 and [6J] page 117. Also the UFOonauts presented in Figure N1 were witnessed hovering (not standing) about a half meter above the ground. The grass under their feet was noticed to move vigorously (i.e. their personal propulsion must work in the "magnetic whirl" mode of operation).

The personal propulsion of UFOonauts also gives them the ability to perform various other movements which contradict our understanding of physical laws. For example, a UFOonaut who walks a vertical wall like an insect is shown in Figure N5 (see [5J] page 14).

The most extraordinary ability of UFOonauts is their resistance to bullets fired at them. The best account of this ability is contained in the reports from the Hopkinsville, Kentucky, USA (an area where people "shoot first, then ask questions"). The Hopkinsville encounter took place on August 21, 1965 - see [2J] page 190 and [3J] page 108. Here is a brief summary.

The family of Langfords from Sutton Farm (eight adults and three children) saw a brightly glowing object descending behind a barn. A creature in a glowing silver suit, about a meter tall, came towards them. Two men grabbed a 12-gauge shotgun and a 22-calibre pistol, and fired at close range. The being was knocked over - but to the amazement of the watchers, it then jumped up again and scurried away. The stunned family locked themselves inside their home. Then one of the women looked out of the dining room window and saw a face peering in at her, with wide slit eyes behind a helmet visor. The men rushed into the room and fired, but again the creature, although hit, ran away. A total of almost 50 rounds were fired at the five aliens over the next 20 minutes, but none of the bullets stopped them. Whenever one of the creatures was hit, it would float or fall over or run for cover. All the shots that struck them sounded as though they were hitting a tin bucket. The beings made no sound. The undergrowth would rustle as they went through it, but there was no sound of walking. The beings were seemingly weightless, as they would float down from trees rather than fall from them.

The entire Hopkinsville incident is a perfect confirmation of the formation of an inductive shield by the personal propulsion garments of UFOonauts.

The other important manifestation of the personal propulsion in operation is the induction of electric currents in the closed circuits of wiring, especially when these circuits contain a transformer at their entry. In this way television sets or radio receivers can malfunction or even burn out completely. An example which documents such effects caused by UFOonauts is the following chain of incidents, the first of which took place in Broadhaven, England, in the early hours of April 24, 1977 - see [3J] page 140.

Billy and Pauline Coombs were sitting in their front room at 1 a.m., when Pauline suddenly turned to look out the window. Blocking it was a towering, eerie figure wearing a

silver suit. Billy turned in his seat and also saw the monstrous outline. It was wearing a helmet with some sort of shiny visor. A pipe went from the mouth to the back of the head. The creature radiated a sort of luminous light and when it touched the window, the pane started to rattle as if all hell had broken loose - yet there was no wind. The family had two souvenirs of the incident - a burned out television set, and a rose bush near the window which was badly scorched. For a year after that, inexplicable happenings made the family's life a misery. The children frequently saw bright lights landing in the fields and found scorch marks next morning. On a trip to the coast at nearby St. Bride's Bay, they saw two silvery-suited figures and a flying disc which seemed to disappear into rock (refer to subsection K3!). Two of the children received strange burns. Five television sets and eight cars mysteriously burned out. Then, as suddenly as the incidents had begun, they stopped (i.e. a scientific expedition of UFOonauts returned to its planet).

There are also quite frequent sightings of UFOonauts during which the aliens' ability to become invisible is manifested. Classic examples of this ability are the cases of the LeBel family (taking place in New England, USA, during 1977 and 1978 - see [4J] page 157) and the Andreason family (described in the book [1N2] by R.E. Fowler, "The Andreason Affair, Phase Two", Prentice Hall, Inc., 1982, ISBN 0-13-0366-2). This kind of evidence confirms that extremely efficient magnetic lenses can also be formed by the personal propulsion garments of UFOonauts.

N3. The scorched footprints left by personal propulsion of a UFOonaut

The magnetic propulsors mounted in the shoes of the UFOonauts are also capable of making scorch marks on some organic matter. The marks left by such personal propulsion display physical attributes similar to the ones caused by landings of UFO vehicles (compare subsections M1 and G10). The best evidence of the scorching abilities of personal propulsion of UFOonauts in the author's files concerns the case of Jerzy Wasilewski of Wroclaw, Poland, which description follows.

On 4 September 1979, around 9:30 a.m., the flat of Mr Jerzy Wasilewski (ul. Kruszwicka 53/9, Wroclaw, Poland), located on the 4th (highest) floor of the building, was visited by a UFOonaut. The alien entered the flat through an open window in the kitchen and investigated the dwelling as he/she flew around. Then the being descended into the corridor and walked back to the kitchen window from which he/she flew out. While walking along the tiles of PVC (PolyVinyl Chloride) that covered the floor, his/her propulsors from the shoes scorched 17 marks arranged into a "footprint trail". Each mark resembled a circle about 13 [mm] in diameter - see Figure N6. The mean distance between subsequent "steps" was about 0.4 meter.

The PVC tiles containing these marks were examined thoroughly by scientists from the Institute of Organic Chemistry at the Technical University of Wroclaw, Poland. Listed below are the properties of the marks on these tiles, which were established during this examination:

1. The substance of the PVC tiles remained in its original structure inside the marks.
2. The surface of the marks displayed no trace of any mechanical deformation or crushing.
3. Any unfamiliar substances (even a trace quantity) were absent in the native material in the marks.
4. There was no trace of burned Polyvinyl Chloride. This substance burns if the plates are exposed to a temperature greater than 130 C.
5. The monotrophic, wavy, black patterns were distinguishable on the surface of the marks. Their thickness is several microns. The chemical composition of the patterns indicates that their cause could only be the action of an active ozone attacking the Polyvinyl Chloride particles.
6. The tiles in the area surrounding the marks were strongly discoloured. This indicates that a high energy agent (i.e. a powerful magnetic field) acted upon the tiles.

The above properties of the marks led to establishing that the following causes must be excluded as a possible cause:

- (a) Burning by contact with a hot, solid object.
- (b) Burning by a stream of hot gases, plasma or electrons.
- (c) Mechanical imprint or obliteration.
- (d) Impact by a decompressing stream of a cold medium.

In conclusion of the research, the only cause for these marks must be the concentrated action of an extremely strong, pulsating magnetic field, accompanied by a simultaneous action of the air ionized by this field (especially highly active ozone) that was in contact with the surface of the tiles.

On the day of their appearance, the alien's footprints had a very intensive, chalk-white colour which contrasted with the bluish-gray background of the rest of the PVC tiles. On these white marks the black wavy pattern of the ozone action was clearly distinguishable. But, as time passed, the intensity of the whiteness of the marks gradually diminished. The restoration of the tiles' original colour resembled the curve of radioactive isotope disintegration, in which the period of half-life was equal to about 120 days. When in 1982, just before leaving Poland, the author last saw these tiles, the colour of the marks was indistinguishable from their background. But the black ozone pattern remained unchanged.

When the footprints were first reported, the Wroclaw UFO research organization "Wzgorze Partyzantów" was aware of their extreme importance as being material evidence of UFO activity. Therefore, an instant decision was made to exchange the PVC floor from Mr Wasilewski's flat to a parquet floor in order to collect and preserve the marked tiles. As the assigning of government finances (the "Wzgorze Partyzantów" was a government funded organization) required some time, Mr Eugeniusz Rolewski, then the organization's chairman, disbursed his own private funds for this operation. Until 1982 the PVC tiles with the UFO-naut footprints were carefully stored in Wroclaw amongst other UFO evidence. The author believes that they are still there.

At approximately the same time two other similar incidents took place in Wroclaw. Unfortunately the footprints from these other incidents were not preserved for research. In one case a woolen carpet in which holes caused by steps had been found was simply thrown out before the owners realized what the evidence represented. In the other case, occurring after the Wasilewski tiles became well known, the PVC tiles containing the next lot of footprints were quickly taken away by unknown private collectors before authorities reached them. All three cases showed that incidents of scorched marks left by the personal propulsion of UFO-nauts are quite common, and that only a lack of knowledge or the fear of being ridiculed discourages the people involved in such incidents from officially reporting them.

N4. The consequences of the sighting of personal propulsion of UFO-nauts

The evidence provided in this chapter represents only a small fraction of a huge ocean of similar facts which overflow the files of UFO investigating organizations and the collections of private researchers. If one analyses these facts it becomes evident that they all display a perfect correspondence to the expected properties of magnetic personal propulsion (see subsection H5). The logical determination of such a correspondence constitutes formal proof that UFO-nauts already use magnetic personal propulsion garments. Completion of this proof introduces numerous consequences, the most important of which are listed below:

1. The proof confirms the correctness of this part of the theory of the Magnocraft which describes magnetic personal propulsion. This is because it indicates that the operational models of magnetic personal propulsion already exist.
2. It confirms again that UFOs have a strictly technological origin which results from the advancement of appropriate technical devices. It also reassures us that there is nothing

supernatural in the abilities of UFOonauts, and that all of their actions can be rationally explained with our present level of knowledge.

3. It testifies that UFO manifestations have an extraterrestrial origin, as human technology is yet unable to produce such propulsion devices. Also it provides the theoretical base for the piecing together of further secrets of the UFOonauts.

4. It creates a scientific foundation from which the future completion of magnetic personal propulsion can be launched.

The evidence accumulated in this chapter indicates also that the collection of empirical data concerning the personal propulsion of UFOonauts serves a very practical purpose. It facilitates and expedites our completion of these devices.

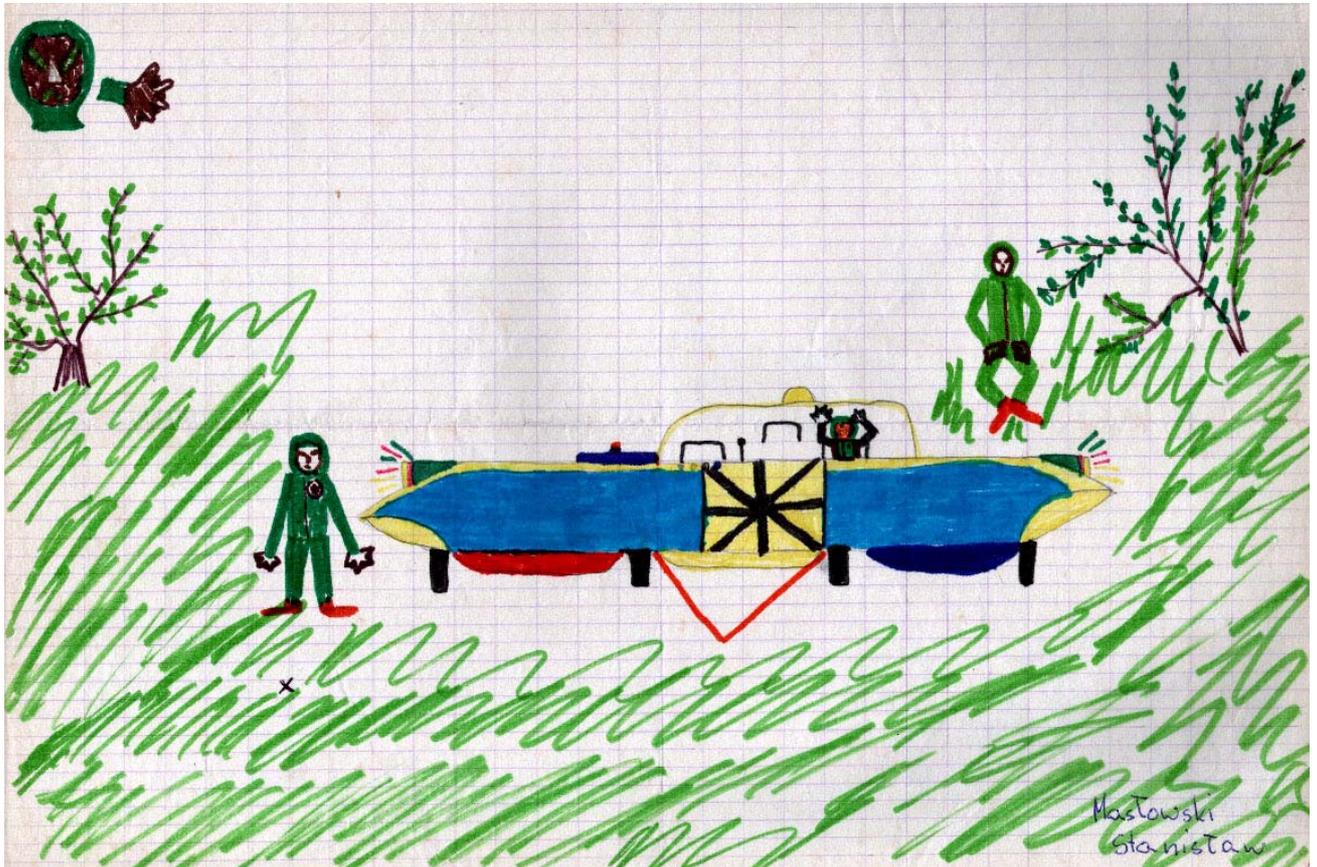


Fig. N1. An illustration of three UFO astronauts and their vehicle drawn by 9 year-old Stanisław Masłowski just after his close encounter in Popowice Park, Wrocław, Poland, on 29 August 1979. In spite of his childish manner of drawing, the vehicle presented by Stanisław very closely resembles the Magnocraft type K3 shown above his drawing in a frame (also shown in Figure G4). The four "black bars" of magnetic field from the UFO's side propulsors are indicated (the UFO apparently landed with a four-circuit mode of operation). The two glaring lamps of the SUB system are also visible on the upper edges of the flange (refer to Figure G35). The two UFO astronauts, wearing tight green suits with hoods and red belts and shoes, left the spacecraft, whereas a third one remained in the crew cabin. The nearest alien hovering in a standing position only about 2 meters from Stanisław has both legs spread apart. The one further back hovered in a squat position. Both these aliens were suspended in the air about 0.5 meter above grass level. The vegetation waved below the thick soles of their shoes. Stanisław noticed that the blood-red hair on the nearest UFO astronaut's face and hands stood erect. When the vehicle took off later, the sides of the discoidal UFO dissipated and from the entire base only outlines of the twin-chamber capsule from the main propulsor remained visible to the witness (see the explanation of this phenomenon in Figure G37). Stanisław described this chamber as a device with diamond-shaped outlines (i.e. the effect of seeing a square from an angle), which emitted a strong, dark-yellow light (see also subsection L1.3).



Fig. N2. An artist's reconstruction of the appearance of a UFO-naut who was observed in Lindley, New York, USA, on July 23, 1977, just after 1 a.m., by two girls Janine (aged thirteen) and Monica (aged twenty-six) - both surnames are kept confidential. The alien wore a belt from which a green light glowed. He/she also seemed to have a flashlight. The UFO-naut made a tombstone levitate while shining a light on it. Throughout this incident both witnesses got severe headaches, ringing ears, dry throats, and a shortened sense of time (they thought that the three-hour experience had lasted only an hour). All these symptoms indicate that the girls were under the influence of a powerful field emitted by the personal propulsion of this alien.

This illustration is published in the book by Allan Hendry, "The UFO handbook", Sphere Books Limited, 1979, page 123.



Fig. N3. This photograph is one of four flash pictures of a very fast-moving UFO-naut, taken by police chief, Jeff Greenhaw, on the night of 17 October 1963, just after 10 p.m. in a remote field west of the town called Falkville, Alabama, USA. In all four photographs the alien keeps his/her legs apart in a motionless, standing position. Because all the photos were taken while the alien was moving extremely fast, this indicates that his/her motion was produced by personal propulsion, not by a physical movement of the legs (stepping). The characteristic stance of the legs spread apart indicates that the alien wore a version of the personal propulsion, having the main propulsors located in the soles of his/her shoes. The UFO-naut was about the size of a large human, and was clad in a silvery suit that looked like tin-foil. Antennae appeared to sprout from the head.

It is worth mentioning here that after taking these photographs, Mr Greenhaw lost his job because the authorities decided that a person who photographed a UFO-naut could not be trusted any more (he is not the only victim of an official anti-UFO inquisition).



The tall humanoid seen by Carl Higdon.

Fig. N4. This illustration presents Carl Higdon's recollection of the alien called "Ausso" who abducted him from the northern edge of the Medicine Bow National Forest (south of Rawlins), Wyoming, USA, on 25 October 1974. It is published in the book [5J] by Joshua Strickland, "There are aliens on earth! Encounters", ISBN 0-448-15078-6, page 16. The alien was about 1.88 meters tall and weighed approximately 82 kilograms. He wore black shoes and was clad in a black, tight-fitting overall that resembled a diver's wet suit, clasped by a heavy belt with a shining yellow six-pointed star and an emblem below the star. The "Ausso" was bow-legged with a slanted head, no chin, and one long appendage in place of each hand. His hair was thin and stood straight up on his head (electrified by the main propulsors in his epaulets).

From the point of view of the Theory of the Magnocraft, the "Ausso" wore a version of the personal propulsion garment with the main propulsors located in the epaulets (note the reinforcing braces joining the belt with the epaulets). At the ends of his arms (i.e. in the appendages) additional enhancement propulsors were located (for aiding heavy physical work) - see Figure H3 "b". From the description available it can be deduced that these enhancement propulsors utilized a technological version of telekinesis.

How M. Ivorde's little man climbed the back wall.

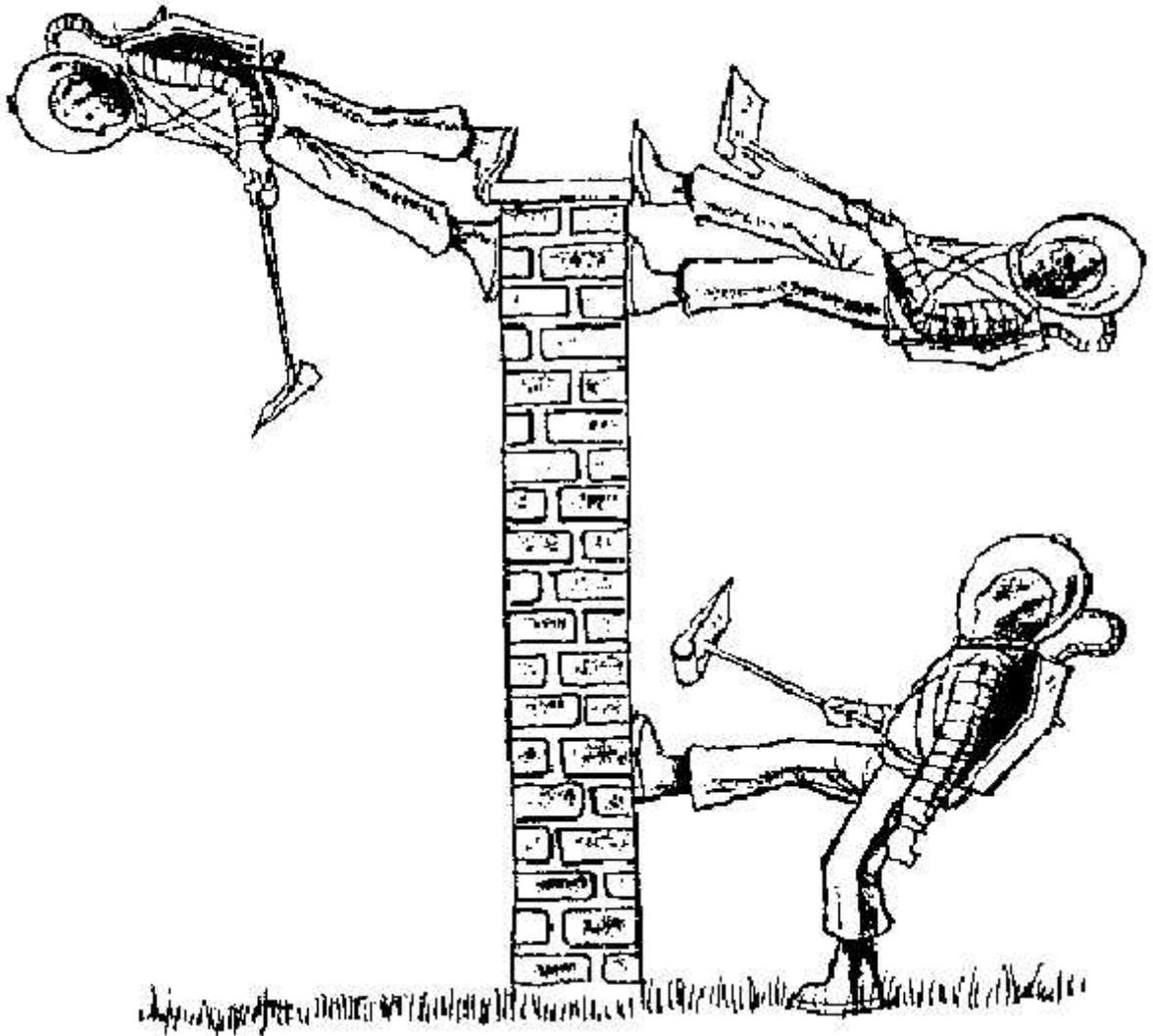


Fig. N5. This manner of climbing up (passing) a vertical wall is contrary to our understanding of physical laws, yet M. Ivorde of Belgium observed a UFO-naut doing precisely this. He reported a greenish man about 1 meter high in a helmet and space suit that was seen with what looked like a metal detector. The alien had pointed ears and large luminous yellow eyes surrounded by green rims. When the UFO-naut lowered his/her eyelids, the face, deprived of the glow from the eyes, became invisible (this luminescence confirms that the alien used a personal propulsion system whose powerful field was able to cause the eyes to glow). When M. Ivorde shone a flashlight at him/her, the UFO-naut walked up a wall in the manner presented in the above illustration (we tend to believe that only insects are able to climb up walls in this way).

This diagram is published in the book [5J] by Joshua Strickland, "There are aliens on earth! Encounters", ISBN 0-448-15078-6, page 14.

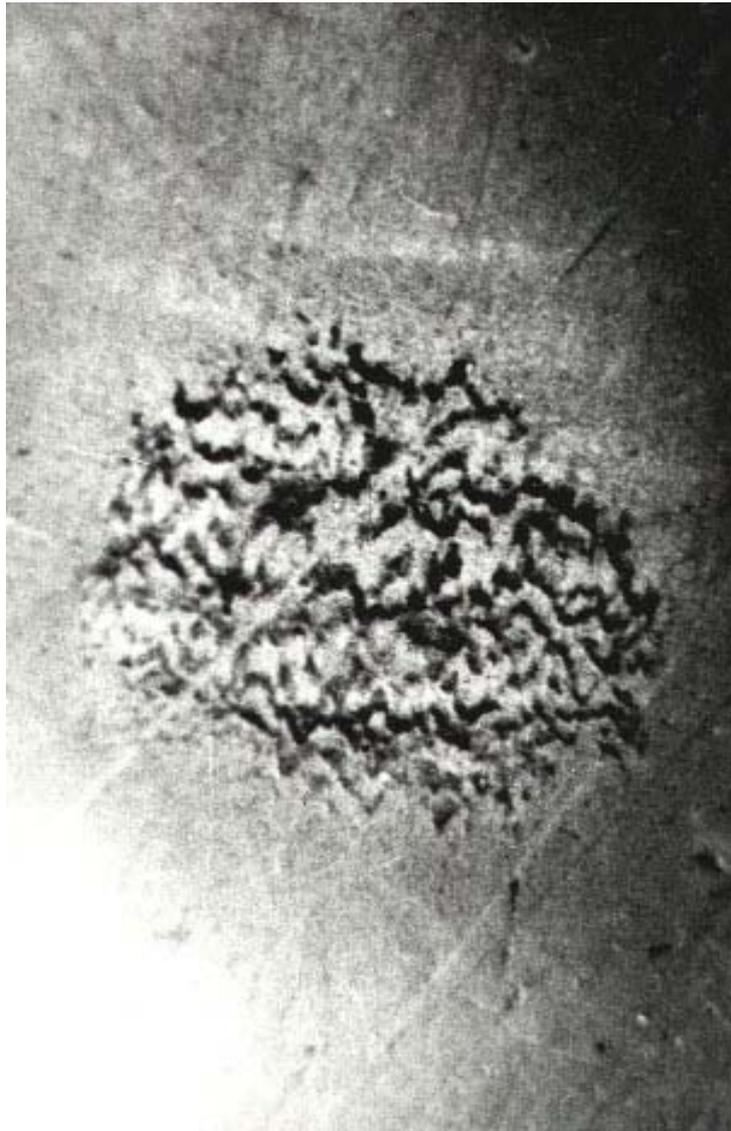


Fig. N6. This photograph presents one of the seventeen scorched footprints left by the main propulsors of an UFO-naut that walked along a PVC floor in the flat of Jerzy Wasilewski (ul. Kruszwicka 53/5, Wrocław, Poland) on 4 September 1979. Each of these marks looked like a chalk-white droplet left on a bluish-grey background of the floor. Marks were (on average) about 13 millimetres in diameter and had a black wavy pattern produced by an active ozone that attacked the PVC particles. All of the marks formed a "footprint trail" leading along a PVC (PolyVinyl Chloride) floor of the flat's inside hall. The relative distance between two successive footprints was about 40 cm. The research completed by a team from the Institute of Organic Chemistry of the Technical University of Wrocław, Poland, revealed that the footprints were produced by a highly concentrated pulsating magnetic field acting upon the surface of the Polyvinyl Chloride tiles. Thus these footprints represent conclusive evidence that UFO-nauts use magnetic personal propulsion. To the best of the author's knowledge, the PVC tiles containing these footprints are still held (together with other material evidence on UFOs) by a government sponsored UFO investigation group in Wrocław, Poland.

Chapter O:

CONTEMPORARY SIGHTINGS OF FOUR-PROPULSOR UFOs

Since it is formally proven that UFOs are already operational Magnocraft (see the deductions from chapter J), the validity of all conclusions derived from the Theory of the Magnocraft became verifiable through the sighting of UFOs. So far, in chapters J to N, the feasibility of building the Magnocraft together with its miniaturized version called Magnetic Personal Propulsion was validated. The deductions that follow will check the validity of the theory behind the four-propulsor spacecraft, described in chapter I.

The magnetic propulsors used by the four-propulsor spacecraft are based on the so-called "spider configuration" (see subsection F6.2) and thus they drastically differ in appearance and properties from those used by the Magnocraft and Magnetic Personal Propulsion (the propulsors of the Magnocraft are based on the "twin-chamber capsule" - see subsections F6.1 and G1). Also the shape and general design of this vehicle is different - see chapter I. For these reasons the attributes of four-propulsor UFOs should easily be distinguishable from those of the discoidal UFOs. The author carefully examined evidence available on UFOs, and has selected a number of cases which confirm that four-propulsor UFOs have been observed. The most representative of this evidence is discussed below.

O1. Classic sightings of four-propulsor UFOs

Probably the most documented and investigated sighting of a four-propulsor UFO, is the case of abduction of a Polish farmer, late Jan Wolski from the small village of Emilcin near Opole Lubelskie, Poland, that took place on 10 May 1978. (His postal address was: Mr. Jan Wolski, Emilcin kolo Opola Lubelskiego, 24-325 Skoków, Poland.) Here is a brief description of this abduction together with details of the vehicle.

"On 10 May 1978 early in the morning Mr Wolski drove his horse wagon through a forestry road near his village. He noticed two small humanoids (about 1.10 metre high) walking along this road, dressed in tight grey overalls with hoods. They moved in a clumsy and strange way, keeping their legs apart (see the properties of Magnetic Personal Propulsion). When Wolski began overtaking them, they jumped from both sides into his wagon, surprising him with their nimbleness. Sitting either side of him, they impetuously discussed something between themselves, using "devil" kind of language, consisting of sharp, quick sounds - coo and chuckle like. This convinced him that they were not humans. When the wagon reached a small clearing, Wolski noticed an unusual vehicle hovering above the ground at a height of about 30 metres - see Figure O1.

The vehicle had the shape of a small rectangular hut with a gable roof. Its square body slightly resembled that of a twin-rotor helicopter. It had no windows, only an open doorway located in the centre of the facing wall. The doorway revealed the thickness of the walls estimated by Wolski to be about 0.2 metre. The UFO had no flanges, wings, legs or wheels. The only elements protruding from its body were four barrel-like devices (propulsors) located exactly at the corners of the main body. From each of these barrels a dark, spinning, vertical "drill" extended downward. The medium that constituted these "drills" looked like very dark smoke. Its appearance resembled that of a solid substance, but it permeated underground without causing any visible opening or disturbance of the soil. All four "drills" were spinning very rapidly, although there was no noticeable motion of the air. While spinning they emitted a faint humming noise, quite similar to the sound produced by a bumblebee.

From the door of the UFO a small platform attached to four plastic ropes descended. One of the humanoids stepped on it and invited Wolski to follow him. The platform was firm and surprisingly steady under foot, although it looked fragile and unstable. It lifted Wolski and one of the humanoids to the vehicle, where another two humanoids were already waiting. The fourth humanoid joined the rest in a second descent of the platform. Inside the vehicle there was a dark, right-angled room. The only source of light was the door opening. The door was rolled up near the doorway into a vertical tube. Floor, walls and the flat ceiling looked as though they were casted from a material similar to glass, which was hard to the touch. The room was empty, with no furniture, only a few chairs attached to the wall opposite the door, and two control levers that were near the door sticking out from the wall.

After a brief medical examination and an activity that looked like taking photographs, the humanoids released Wolski. When rushing his horses home he noticed that the vehicle departed. While flying at a low speed above Emilcin, the UFO was also seen by another witness who described it as a "flying bus". Shortly after passing above this village, the vehicle accelerated, produced a loud sonic bang and disappeared from the view. The examination of the site revealed material marks left by the UFO and its crew, including small imprints of the humanoids shoes, scorched vegetation at the cleaning, and a mysterious "devil stone" (shown in Figure K1c) which turned out to be the main subject of this UFO visit."

The events following Wolski's abduction took a course tragically similar to so many other encounters with UFOs. The initial investigation of evidence and events proved the validity of his description and his experience. This, however, was unbearable to many close minded "experts" whose narrow personal philosophies allow no room for extraterrestrials. They began a campaign of "debunking", using irrational arguments. Finally, to cut off the escalating arguments that seemed to be out of control, Polish authorities decided to intervene, and they officially announced that Wolski's abduction was a "joke" played to him by a group of students (this announcement was not accompanied by the reason and explanation behind such an enormously sophisticated and expensive "joke"). Although this announcement was unconvincing and contrary to the evidence, it invalidated any further investigations and publicity for this case, thus squandering the scientific value of this extremely informative UFO sighting. Mr Jan Wolski died on 8 January 1990, at the age of 83.

All properties of Wolski's UFO correspond exactly to those envisaged for a four-propulsor spacecraft. The appearance and operation of its barrel-like propulsors also match in every detail those unique to spider configurations. This makes Wolski's abduction one of the best documented sightings of a four-propulsor UFO.

A four-propulsor UFO was also observed in the Roseneath suburb of Dunedin, New Zealand, by a local resident who prepared a detailed report of his sighting but requested his name and address be kept confidential. The sighting took place during a clear autumn night, when strong moonlight increased visibility. It provided excellent confirmation for the expected configuration of UFO's magnetic circuits that ionize the air. Figure O2 illustrates what was seen. Here is the eye-witness report which describes this sighting:

"It was 2.56 a.m. on 23 March 1989. I was awoken by a loud sonic bang similar to that caused by a supersonic aeroplane crossing the sound barrier (I remembered that a similar bang also awoke me about 4 months earlier). I decided to glance through my window. It was a clear night with strong moonlight shining on the landscape. I noticed a vehicle hovering above a patch of bush on the other side of the valley, about 1 kilometer away from my home. It was suspended motionless, about 10 metres above ground level on the non-populated slope of the hill known locally as "Blue Skin Hill", slightly to the right of the Sawyers Bay water reservoir. The position of this vehicle was approximately level with my house and located in the direction of NNW from my window, i.e. on the magnetic azimuth 330 . The UFO was clearly distinguishable against the background of the moonlight slope, because of the lines of bluish-white steady light that outlined its body. It had the shape of a transparent, cubical-type hut, covered by a gable roof. The side dimension of its square walls I estimate at about 9 metres. From the vehicle's corners four columns of

white-blue glitter light shone downwards. The glitter light grains of these columns resembled something like the flickering of 'white noise' visible on TV screens when working sets do not receive any station. Each side wall of the vehicle was crossed by strands of steady (i.e. non-glittering) bluish-white light. Also each edge of the vehicle was outlined by the layer of the same light. The lines of light appearing on the rear of the vehicle were also visible through its transparent body.

After observing the vehicle for a few minutes I stopped looking. But the strange view aroused my curiosity, so about 10 minutes later I had another look. The vehicle was still above the same spot. After a short watch I stopped looking. At about 3:15 I looked again and checked for the third time. The vehicle was gone. Four days later I prepared a drawing of what I saw, which I have enclosed with this report."

The field analysis of this sighting conducted by the author allowed a number of technical details to be established about this UFO. For example it revealed that the UFO represented a type T4 vehicle, whose design and day-time appearance is illustrated in Figure I1. Also it confirmed that the observed geometry and mutual relationship of dimensions of this vehicle correspond exactly to those described theoretically by the equations contained in chapter I. In addition the analysis revealed that this UFO was positioned so that its right rear wall was facing magnetic north. Moreover, the vehicle hovered slanted from the vertical position at the angle of about 20° so that the four columns of flickering light which extended down from its corners were parallel to the force lines of the local magnetic field. (The magnetic inclination for Dunedin is about $I=70^\circ$.) Both these findings confirm that the vehicle's propulsion system utilized the Earth's magnetic field, and for this reason the UFO needed to remain aligned to the force lines of this field.

Another classic sighting of a four-propulsor UFO was the abduction of Carl Higdon on 25 October 1974, which has already been mentioned in subsection K3 (evidence #2) and with reference to Figure N4 ([2J] page 171, [5J] page 16). The UFO that abducted Mr. Higdon also had the shape of a "cubicle". Unfortunately the descriptions available to the author concentrate more on the events than on the vehicle, therefore it is impossible to determine at this stage whether Mr. Higdon noticed barrel-shaped propulsors protruding from the corners of this UFO.

O2. Photographs of four-propulsor UFOs

In some instances four-propulsor UFOs have been photographed. The best example is the photograph taken above Albiosc, France, in 1974 - see Figure O3. The four columns of spinning ionized air yield at the corners of this vehicle could only be produced by propulsors that utilize the spider configuration of Oscillatory Chambers. The number of these columns and their location in relation to the body of this vehicle indicate that the photographed spaceship represents a four-propulsor UFO.

O3. Concluding this chapter

Although this chapter, when compared with chapters L, M, and N, presents not so frequently appearing type of UFOs, it still adds a further contribution to the vast body of evidence that confirms the validity of the Theory of the Magnocraft elaborated in this monograph. This evidence constantly ascertains that various vehicles known under the general name of UFOs: (1) exist objectively, (2) are explainable on the basis of contemporary knowledge, (3) document the successful technical implementation of the propulsion systems whose construction on Earth is proposed by this monograph, and (4) should be thoroughly pursued and investigated as their copying may win to us precious time and save us a lot of research and expenses.

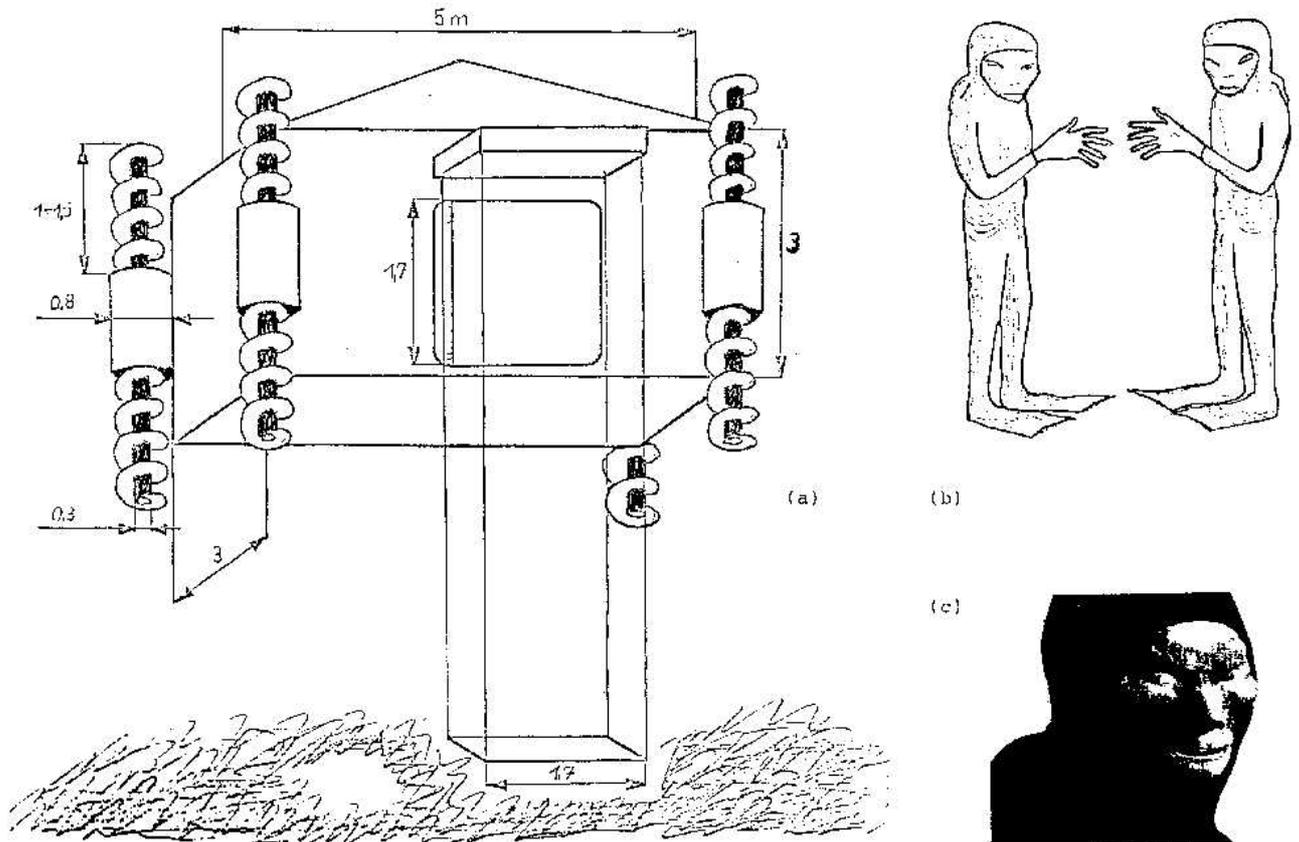


Fig. O1. A reconstruction (from descriptions) of the appearance of a four-propulsor UFO which abducted a Polish farmer Jan Wolski of Emilcin near Opole Lubelskie on 10 May 1978. The vehicle had the shape of a windowless hut, or "cubicle", with a pitched roof and a doorway. On the corners of the vehicle four vertical barrel-like propelling devices were located. These devices produced thin, long, and extremely fast spinning columns, which the witness described as looking like "black drills". The columns permeated under the ground, without opening or disturbing the soil. Also the rotation of these columns did not induce any motion to the stationary air. The UFO had a single square room inside, with a flat ceiling that did not correspond to the shape of the roof. The crew and abductee entered the UFO by a fragile (but stable) platform lifted to the doorway by four plastic ropes.

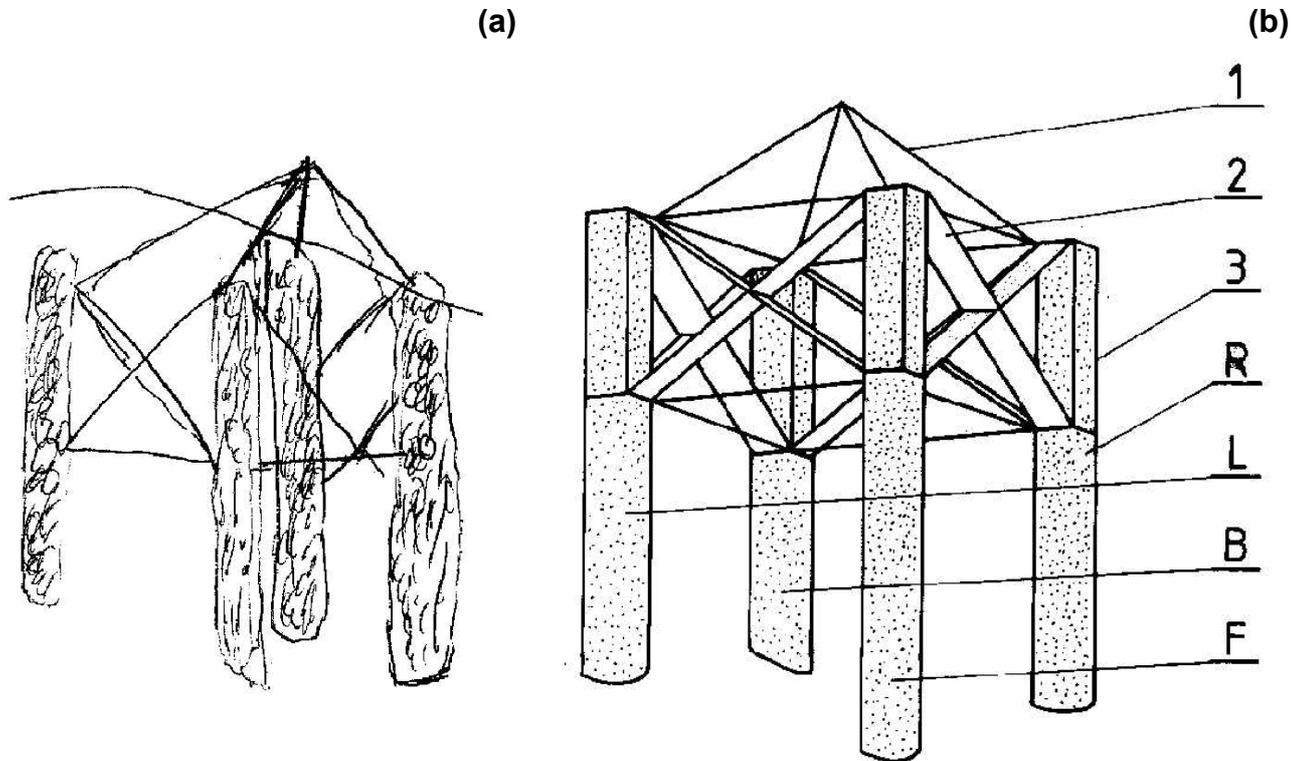


Fig. O2. The night appearance of a motionless four-propulsor UFO. The only visible features are strands of a white-blue light emitted by the magnetically ionized air that outlines the magnetic circuits and edges of the spaceship (the day-time appearance of this vehicle is illustrated in Figure I1). The lights at the vehicle's rear are also seen through its transparent body. The illustrated UFO was observed in the Roseneath suburb of Dunedin, New Zealand, at 2.56 a.m. on 23 March 1989. It hovered about 10 metres above ground level on the non-populated slope of the hill locally known as "Blue Skin Hill". During the sighting the object was about 1 kilometre distant from the observer, and positioned in the NNW direction (at the magnetic azimuth 330).

(a) The witness's original drawing of this UFO prepared from memory 4 days after the sighting took place.

(b) The author's reconstruction of the exact appearance of this UFO, based on the theory behind the four-propulsor Magnocraft and the field research of the sighting. Shown are: R,L,B,F - right, left, back and forth columns of a "white noise" type glittering light that was emitted by the spinning magnetic circuits of the vehicle's propulsors; 1 - layers of the ionized air glowing blue-white that outlines all the sharp edges of the vehicle; 2 - the crossed strands of glowing air that was ionized along the paths of magnetic circuits passing from each magnetic pole of every propulsor to the opposite magnetic poles of the next propulsors; 3 - the transparent walls of the main Oscillatory Chamber from each propulsor.



Fig. O3. A photograph of a four-propulsor UFO taken near Albiosc in the Vosges mountains in France, at 11:30 pm on 23 March 1974, by a local doctor who insisted on remaining anonymous - see [1J] page 223. It presents a vehicle flying in the magnetic whirl mode of operation, whose crew cabin is surrounded by a red glow. Notice that in New Zealand (southern hemisphere) this red glow is replaced by a blue one - see Figure O2. This in turn corresponds perfectly to the expected colours of the air glow within the range of the propulsors' magnetic poles (i.e. red near N poles and blue near S poles). In the four corners of the UFO, white, glowing columns of a spinning magnetic field are clearly distinguishable. Such columns of a whirling magnetic field can be produced only by magnetic propulsors that contain spider configurations. The mutual orientation of these columns in the above photograph, and the relative proportion of their dimensions, indicate that the pictured vehicle represented a four-propulsor spacecraft, similar to the one shown in Figure O1.

HOW TO ORGANIZE EDUCATIONAL COURSES DEDICATED TO "EXPLAINING THE UNEXPLAINED"

It is unfortunate to say the least that unexplained phenomena are pushed into a deadlock. On one hand numerous manifestations of these phenomena are continually registered (e.g. UFO sightings, ESP manifestations, faith healings, etc.) and there are scientific theories available which rationally explain them. On the other hand there is a condemnation and discrimination of these phenomena. It is the author's believe that one of the major reasons for such a situation lies in the lack of easy access to factual knowledge about them. To eliminate this, an educational programme familiarizing the general public with the facts concerning these phenomena must urgently be initiated. Because of an institutional denial of the existence of these phenomena, the implementation of this educational programme must be carried out privately by individual people.

This leaflet is to assist in the development of non-profitable educational courses aimed at the dissemination of scientific explanations for all previously unexplained phenomena such as UFOs, ESP, dowsing, etc.

Anyone who is interested in extending their own and others knowledge about these phenomena is encouraged to organize such courses. Below are listed and explained the main activities required when organizing them.

1. Forming a "Curriculum Committee". The Curriculum Committee is a formal body that will be responsible for the organization and conducting of the mentioned educational courses. Initially a group of 5 to 10 friends interested in unexplained phenomena is sufficient to gather together and to form this Committee. So as to not overwhelm members by an over-formalized title, the Committee should adopt a less formal name, e.g. the "Unexplained Phenomena Research Club", "UFO Research Society", etc. Later, after courses begin to run, each person who completes them should be offered participation in this Committee. It helps if the Committee's meetings are run in a formal way, i.e. are lead by the elected chairman and according to protocol.

2. (OPTIONAL) Finding a sponsor (e.g. local newspaper, radio station, bank, etc.) which would be interested in demonstrating open minded support to modern ideas.

3. Planning the first course. At one of the Committee meetings the technical realization of the first course should be decided. Especially the following activities should be completed (the Committee should note which member is co-ordinating which activity):

(3A) Finding a teacher for the first course. The teaching in this course is a relatively easy task, as it mainly depends on the presentation and explanation of numerous diagrams and photographs provided. Therefore an articulate dedicated hobbyist should be able to carry out this task.

(3B) Finding a location (classroom) where the course will be held. This is usually connected with some kind of formalities, and with the registration of the course in some kind of formal institution (e.g. WEA, Polytechnic, etc.). While choosing the classroom for the course, the availability of a blackboard (or whiteboard) and an overhead projector (OHP) should be verified.

(3C) Determining the timetable for the first course, especially starting date (e.g. the first week of June), time (e.g. 7 PM to 9 PM, each Wednesday), and duration (e.g. 10 subsequent weeks).

(3D) Preparation of teaching materials for the course. A course should have organized beforehand the following materials: (1) Textbook for the teacher. As this textbook the monograph No [4] by the author of this leaflet, entitled "The Magnocraft - Earth's version of a UFO" (ISBN 0-9597698-6-2, Dunedin 1990) is recommended (in the reduced size it has a volume of about 250 A4 leaves). This monograph contains about 150 illustrations. (2) OHP transparencies of all diagrams to be presented during the course (these

transparencies are simply copies of diagrams presented in the teacher's textbook). (3) Wooden models of the vehicles used for demonstrations during the lectures (see Figures P1 and P2). (4) Course outline (i.e. objectives and general content of lectures). (5) Detailed lecture plans. (6) Videos on UFOs and ESP to be presented during lectures. (7) (OPTIONAL) Pendulums for practicing ESP skills.

(3E) Determining the manner of providing textbooks for students. Each course participant should have a copy of his/her own textbook. This textbook can be either ordered from the author of this leaflet or, perhaps even less expensively and quickly prepared on the spot. Notice that copying the author's monograph No [4] (recommended as a textbook for these courses) for teaching purposes is allowed without any special permission.

(3F) Establishing costs of the course.

4. Organizing a preview of the course. The course teacher should present to the Curriculum Committee the material that he/she is going to teach. This presentation should take the form of an informal session, in which all materials and presentations appearing in the actual course would be tested.

There is a possibility that the author of this leaflet would find mutually agreeable terms to come for a few days (minimum 3 days are necessary) and to hold such a preview. In such a case the author would NOT charge for giving the lectures. The only costs that would need to be met by the Curriculum Committee would be those of travel from Dunedin and back. Also accommodation and meals should be organized by the Committee (to decrease the costs these could be provided in private homes of the Committee members).

5. Advertising, enrolment and holding the course.

6. Post-course interest groups. It is recommended that the people who attended the course should automatically become members of an appropriate Society (e.g. Unexplained Phenomena Society). This Society should maintain regular meetings (e.g. once per month) and further develop the interests of its members in the area of unexplained phenomena.

Note: the author of this information is prepared to give all the assistance possible (in a non-profitable manner) in the establishment of such courses. On request the following leaflets can be provided free of charge: (1) a proposal for the structure of the Curriculum Committee, (2) a proposal for the course's outline, (3) detailed plans for 10 subsequent lectures, (4) drawings of demonstration models (i.e. Figures P1 and P2), (5) a proposal (and useful hints) for the course advertisement, (6) a copy of the Magnocraft's promoters directory which provides contacts with other people developing similar courses, and (7) a copy of this leaflet. To obtain any one of these, contact: Dr Jan Pajak, 116 Rolla Street, NEV, Dunedin, New Zealand (providing a self-addressed, stamped envelope would facilitate a reply). All remaining materials mentioned in this leaflet (e.g. textbooks, OHP transparencies, etc.) can also be obtained after the receipt of costs involved (the information on current costs can be obtained on request).

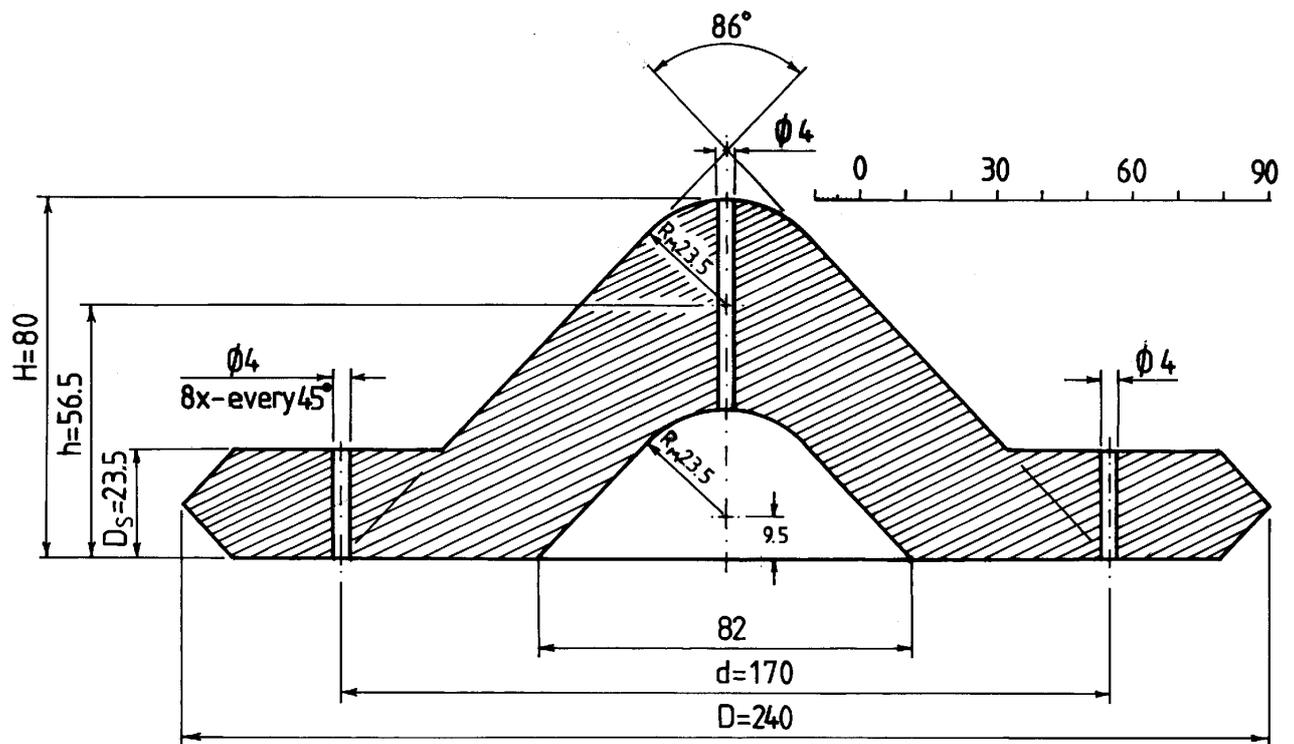


Fig. P1. The technical drawing of a reduced model of the K3 type Magnocraft. The original dimensions of this vehicle are reduced 18.29 times. This model should be used as a teaching aid. Its purpose is to visualize the Magnocraft's shape and coupling abilities. Eight identical such models are sufficient to demonstrate the principles of the Magnocraft coupling into various flying configurations shown in Figures G7 to G17. The model should be turned on a lathe from a cylinder of light material (e.g. aluminium or wood) of approximate dimensions 243x85. Notice that all the dimensions from the above diagram are obtained through appropriate reduction of the dimensions presented in Table G1. The equation applied for this reduction is as follows: $Y=X/s$ (where "X" is any dimension of the original vehicle taken from Table G1, "Y" is the same dimension but expressed for a reduced model of this vehicle, and "s" is the scale of reduction applied in the model). For example, the diameter D which in Table G1 for a K3 type of Magnocraft equals to $D=4.39$ [m], to be expressed in the reduction scale of $s=18.29$ should be calculated as: $Y=4390/18.29=240$.

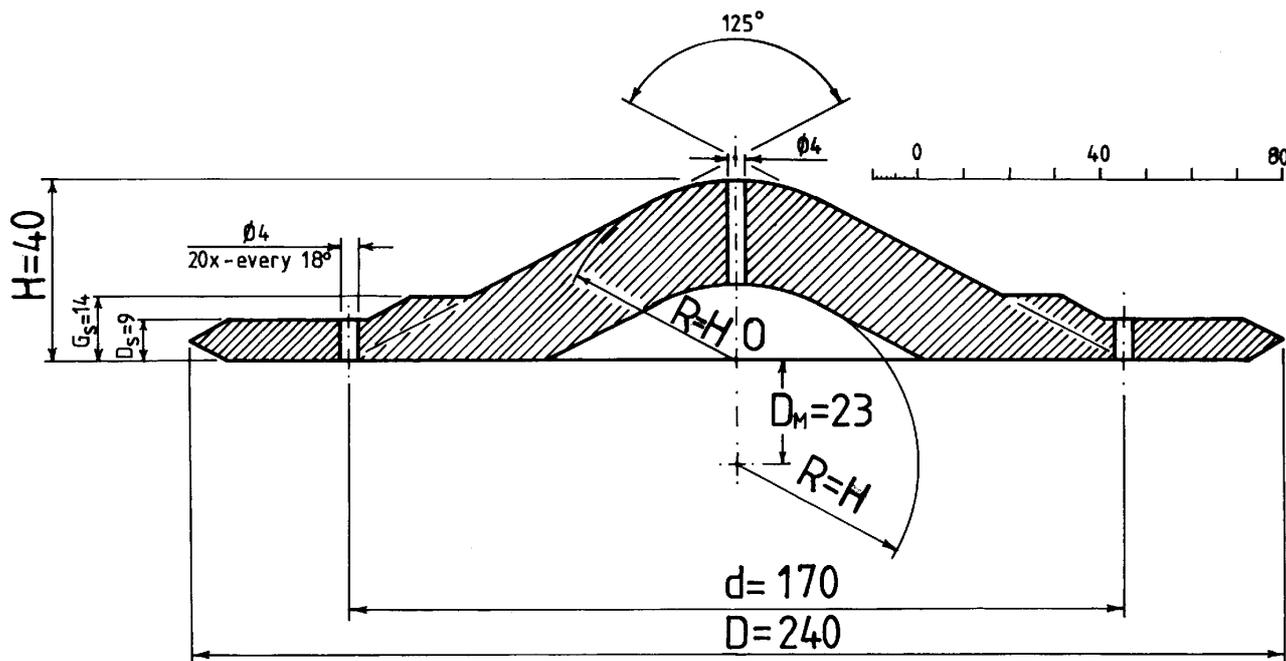


Fig. P2. The technical drawing of a geometrical model of the K6 type Magnocraft. The original dimensions of this vehicle are reduced $s=146.29$ times in comparison to those dimensions shown in Table G1. The above model contains all vital elements present in the shell of every type of the Magnocraft. Therefore it can be used as a teaching aid to demonstrate the Magnocraft's shape and coupling abilities. Two identical models are sufficient to demonstrate the principles of coupling into spherical and cigar-shaped flying configurations (see Figures G7 and G8). Note that in order to change the scale of reduction all dimensions from the above drawing need to be determined from the equation presented in the description to Figure P1.

Chapter Q:**ABOUT THE AUTHOR**

Dr Jan Pajak was born in Wszewilki, near Milicz, Poland, on 25 May 1946. He spent the first 36 years of his life in Poland where he gained his education and scientific experience. He was also a member of Solidarity from the days when this organization was first established. In 1982 he left Poland and arrived in New Zealand. On 28 August 1985 he was granted New Zealand citizenship.



Dr Pajak began his education in Milicz, where he attended the Gymnasium of General Education. After matriculation in 1964 he shifted to Wroclaw, where he studied at the Mechanical Engineering Department of the Technical University of Wroclaw. He graduated in 1970, receiving the degree of "Master of Engineering and Engineer" and commenced work as a lecturer at the same university. His scientific specialization is Computer Assisted Design. In 1974 he defended his doctoral dissertation on this subject and obtained the degree of "Doctor of Technical Sciences". In this same year he was promoted from the position of Senior lecturer to that of Adiunkt (i.e. Polish equivalent to a Reader). While holding his lecturing position at the Wroclaw University, he also worked part-time in Polish industry: since 1975 serving as scientific adviser in a computer-producing factory called MERA-ELWRO, and from 1978 as scientific consultant in a bus and truck producing factory called POLMO-JELCZ.

In 1982 he took up a one-year Post Doctoral Fellowship at the University of Canterbury in Christchurch, New Zealand. After completing this Fellowship in 1983, he was appointed as a tutor in Computer Programming at Southland Polytechnic in Invercargill. In 1988 he resigned from the College and took up the position of Senior Lecturer at the University of Otago in Dunedin, New Zealand, a position which he still held in 1990.

In 1972, while lecturing on selected aspects of propulsion systems to students of the Technical University of Wroclaw, Poland, he discovered the astonishing symmetrical pattern displayed by the subsequent inventions of propelling devices (see Table B1). This pattern, called later the "Periodic Principle", indicated that the commonly known electric motor built by Jacobie around the year 1836, must obtain before 2036 a follow up in the form of a space vehicle (i.e. the Magnocraft) also utilizing for flight the same principles of magnetic repulsion and attraction. The Magnocraft will be propelled by a kind of "magnet" (i.e. the Oscillatory Chamber) so powerful, that it will be able to lift itself and the mass of the spacecraft attached to it, as the effect of a repulsive interaction with the magnetic field of Earth, Sun or Galaxy.

While developing his ideas, he has paid special attention to their continuous verification both through confrontation with evidence available, as well as through worldwide discussion with experts in the relevant areas of expertise. For the purpose of this discussion he has published and forwarded to recognized investigators of the corresponding subjects, a number of papers and monographs which disclose the results of his research. For the first time his key discoveries and inventions were published and subjected to discussion in the following years: 1976 - the Periodic Principle, 1980 - the design and principles of operation of the Magnocraft, 1984 - the Oscillatory Chamber, and 1985 - the Concept of Dipolar Gravity. This monograph collects in one volume and accesses to interested readers all the key disclosures, previously spread amongst a number of separate publications.