

TRUCK, RIG, ABDUCTED (?)

BAY OF BENGAL SIGHTING — 1960

By Iris Maack

(The following is self-explanatory from a letter received at APRO Headquarters)

On the night of Tuesday, January 12, 1960, I sat in an armchair on the open terrace above our apartment at 11/10, Muthu Gramani Street, Mylapore, Madras, and lit my cigarette. My wife, Parvathi, and our three children — Sekar 14, Lata 12, and Jay 2 — were dozing off on their cots nearby. All India Radio's musical program had gone on for about 5 minutes with a *veena* concert. The sky was clear, with the moon out of view.

Quite casually I noticed some slow-moving lights in the distant sky and almost ignored them, thinking that an airliner was on its way from the Madras (Meenambakkam) airport to Calcutta, Kuala Lumpur or Singapore. But then, it struck me that these lights were different and that the airplane's sound was totally absent. I concentrated further and saw tiny glitters of three distinctly separate groups of light (as though three rows of electric bulbs — resembling the digits "6", several in number, evenly arranged — were placed at regular intervals on an invisible string) moving in the northeasterly direction over the nearby Bay of Bengal.

I called out to my wife. She came up near me, looked skyward, and exclaimed that it certainly was a strange sight. Our son Sekar and daughter Lata also joined us and stared at the mysterious lights in the sky. With the lights moving steadily onward, I realized that there was no time to lose. "Hurry up, Sekar," I cried, "Go downstairs and bring my camera! Quick!"

My son came up with the camera, but there was no unexposed film to load it with! By this time our neighbors and others numbering about twenty had come up to the terrace. None of them had any camera or film either. "Could be some aircraft," someone muttered, but I pointed out that these were three separate rows of bulb-imaged lights without the slightest hum emerging from them. "Maybe the aircraft is flying at an unusual height and that's why we can't hear its sound," they said. I reacted differently and said that these had no resemblance whatever to aircraft and, unless proved otherwise, they could be three "alien" vehicles from outer space passing over the Earth at a height which we could not

(See Bengal—Page Three)

Rod Serling would say, "What you are about to read will take you into the Twilight Zone." However, many of us in the field have come to recognize coherency from many of the random stories which crop up occasionally from credible people who have never before been exposed to phenomenology . . . people who have encountered the 'twilight zone.'

"Hey, southbound 18-wheeler! Where you going to, Buddy?"

"And from that moment on," Harry Joe Turner said, pulling out another cigarette, "it was like I walked through that door right there into another world."

Harry Joe Turner — truck driver, ex-Navy sharpshooter, amateur boxer, winner of 24 fights, and donator of 27 pints of blood in his 28 years, exhaled a plume of smoke and continued his story.

"Ever since it all began, I've just been sitting here going over and over in my mind trying to piece things back together. I'd feel pretty good if I could figure out where I've been."

What unfolded was how Harry Joe Turner and his 80,000 pound tractor rig, loaded with ketchup and mustard, were taken captive August 28, 1979 by 'alien beings', hauled off to an unidentified galactic community 6.8 light years from Earth, and returned to a Fredericksburg, Virginia warehouse a few hours later.

Since his experience, Turner has been unable to work, he has sought psychiatric and neurological help in an effort to understand what happened to him. He has only partial use of his left side and, most frightening, he has been 'revisited by the aliens' on at least two occasions.

He claims the space odyssey, which allegedly took him 2.5 light years beyond Alpha Centauri, destroyed his nerves, he has to rely on sedatives, he seems to be gaining 'bionic strength' in his right arm, and he has a 'craving' for such things as bananas, coconut and deer meat, items he never liked before.

"I never used to read anything but the Winchester Evening Star and Hustler magazine."

Now he goes through a variety of magazines, periodicals and religious literature with lightning speed.

"The only trouble is that I have to do a lot of the reading twice, once for them and once for me. They're using my left eye to learn about the planet, I think."

"It was a rainy night," Turner recalls, when he wheeled his tractor and trailer out of Bigman's Restaurant parking lot in Winchester, Virginia.

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 AERIAL PHENOMENA
 RESEARCH ORGANIZATION, INC.
 3910 E. Kleindale Road
 Tucson, Arizona 85712
 Phone: 602-323-1825 and 602-326-0059
 Coral E. Lorenzen, Editor
 Norman Duke, Richard Beal,
 Brian James, Lance P. Johnson,
 Robert Gonzales, Artists

A.P.R.O. STAFF

International Director.....L.J. Lorenzen
 Director of Research.....James A. Harder, Ph.D.
 Public Relations.....Hal Starr
 Secretary-Treasurer.....Coral E. Lorenzen
 Membership Secretary.....Madeleine H. Cooper
 Staff Librarian.....Allen Benz
 Office Manager.....Christine Panter

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He stopped a block away at a gasoline station and purchased a soft drink. He glanced at his watch. It was 10:52 p.m.

He was bound for Fredericksburg on a trip he'd never made before. "There was a little lightning and stuff, but the strangest thing was there was hardly no cars on the road. Everything just seemed deserted."

Seventeen miles into the 80-mile trip, Turner had just crossed Paris Mountain and was heading south on US 17 when he saw the lights of an approaching truck in the distance.

The lights of the truck kept blinking on and off. The CB screeched irritatingly and Turner cupped one hand over his ear while he kept his other hand on the wheel.

A beam of almost palpably thick white light settled over the truck, Turner said, and the steering wheel no longer responded.

"It was like the whole truck was just floating, like it was being vacuumed up into this thing."

"I don't know what to call those things, but one of them opened the door and there was another on the roof," Turner said. He felt a tremendous pain in his shoulder. "The thing had a grip like steel."

Turner grabbed his .32-caliber revolver, pushed the barrel to his left until he felt resistance, and then fired 8 hollow-point slugs.

"The gun just seemed to move right through the

thing. Nothing happened and then I started to fade out."

Turner's next memory was waking up in the warehouse parking lot in Fredericksburg. He has no idea of how he got there. He was sitting on the passenger side of the truck and the seat belt on the driver's side was fastened. His watch read 11:17, but a clock at the warehouse showed 3:00 a.m. The two mileage indicators on the truck showed the vehicle had traveled only 17 miles since leaving Winchester, Turner said.

Returning quickly to Winchester after unloading, Turner said the truck consumed 114 gallons of fuel, enough to make the 160-mile round trip more than three times.

Since the events of August 28, Turner claims details of his experience are filtering from his memory, details that he at first seemed unaware of.

Speaking of his 'captors', he said, "My best recollection is that they were like you or me, only they were dressed in white clothes like a surgeon. They wore white caps and when they lifted up the fronts, there were numbers on their heads.

He struggled to recall landmarks and thought of the words, "Alpha Centauri", a star light years from Earth he had never heard of before.

"They want to help us, but they say things have gone pretty far here and that the end is coming soon," Turner said.

At first glance, one tends to dismiss Harry Joe Turner's story as a hoax. There are no witnesses, no evidence. Nothing is known about his background, his physical or psychological condition. If he had an actual experience, how much has his 'research' splurge contributed to romanticizing his story?

The most outstanding clue in his story is the possibility of hypnotic induction by the lone, oncoming truck's blinking lights. At this, the most obvious questions raised are, (1) Was Turner fatigued to the extent that the blinking lights actually did hypnotize him until he reached his destination? (2) Having been a prize-fighter, is there some prior brain damage which possibly has created prior black-outs, or at that point created a short-circuit? (3) Is he at the critical age of 28 when, generally, most people experience dissatisfaction with what they've so far accomplished, and attempt to generate a more successful future for themselves? (4) Did Harry Joe Turner actually encounter a UFO?

The episode with the truck's blinking lights raises too many questions for the case to go unexamined. It is a unique and logical story.

The possibility of hypnosis should be considered with caution. Turner's memory has elaborated on the experience or the hallucination, and only an expert and ufologically experienced hypnotist would be knowledgeable to conclude the validity of this story. There is no physical evidence.

His paralysis, his personality change (he is since awaiting a court appearance after he led police on a 110 mph chase, claiming an 'alien' was in the car with

him), could be the result of stress. The question is what trauma created his condition?

All stories, regardless of their bizarre nature, should be closely examined. We owe it to the percipients, and to ourselves.

Bengal

(Continued from Page One)

estimate properly. Ten minutes later the lights had vanished into the depths of the sky.

The next morning I was disappointed to find that neither the newspapers nor the radio had conveyed any report on this astounding occurrence.

I got in touch with the local meteorological department and asked them if they had observed this phenomenon. They said they hadn't. Besides their inability to explain the event as I had described it to them, they reacted with a "this-guy-must-be-crazy" attitude.

That was the strangest sight I'd ever seen in the sky. Rows of light such as those I'd seen have never been known to glitter in that fashion from air or spacecraft. That more-than-nineteen-year-old mystery may yet continue to remain unsolved unless someone luckier than I might have seen it as it traversed elsewhere across the Earth that night and could have — with or without the aid of a camera — probed deeper into the phenomenon than I had done.

S. Rama Nathan

SIGHTING SUMMARY

By Iris Maack

SEPTEMBER 5th, Larry Hogan sighted an object in the sky which made the dark green foliage of the woods an excellent background for defining the lines of the metallic silvery craft . . .

In Dresser, Wisconsin, the object made absolutely no noise as it hovered over the Louis Kloce bean field about 10 feet above the vegetation. There were no external features to the craft, no lights or appendages and, at that point, it seemed to be moving about 30-40 mph.

Hogan was joined by a man from Yellow River Supply. The two saw the silvery object rise slowly and move to the southeast over East Lake where it again seemed to hover at an altitude which witnesses estimated at 200 feet.

Common observations of the witnesses were that the vehicle moved in a deliberate manner and that it was intelligently controlled, possibly by remote control. It seemed to have a purpose - 'like one of our space probes', the men said.

The size was estimated at 6 to 8 feet with a 2 to 4

foot thickness and silvery to reddish metallic coloring.

SEPTEMBER 11th, Flora Mississippi police confirmed a UFO sighting shortly after a motorist said she saw the object hovering in the sky over Mississippi 22 between Canton and Flora.

'I just don't know what it was,' said police officer Percy Whitehead. 'It looked like a big red ball of fire shot out from it. When the ball shot out of it, it moved a little distance and disappeared.'

Whitehead said he and his partner, Ronnie Posey, sighted the UFO about the same time Gladys Hefferson reported seeing the reddish-blue, funnel-shaped object . . .

She said her car radio quit playing. Police said their two-way radio also quit.

Whitehead said they watched the object for some time, and then saw what appeared to be another similar object. The second object went below the tree line and disappeared.

'The dogs got to barking out on Pocahontas Road. Then we heard a loud clicking sound. We have never heard that sound.'

Whitehead said the object appeared to be a bright light, but said different colors could be distinguished . . . 'after the light went out, it just disappeared. We didn't see it fall or anything. So we don't know what it was. I don't look for those things at night.'

Posey, a part-time Madison County Deputy Sheriff, said he first saw 'the bright lights' while he was at work for a flora lumber company.

Posey said he saw two reddish-blue objects after he got off work at midnight. He called Whitehead to be a 'witness' . . . 'when he got there, we watched two or three of them . . . Man! Could they move!' 'It looked like one of them shot out of the other ones and disappeared.'

Posey said another man who was watching 'was almost crying he was so shook up.'

SEPTEMBER 18th, Gary Ottermen was looking out his living room window when he saw an object hovering over the trees in his front yard in Grand Rapids, Michigan . . .

'I saw this orange ball . . . it went through the sky and was fairly large . . . first it became a bright white, then red, then blue, and then green.'

Once sure that his eyes weren't playing tricks, Ottermen called Grand Rapids police. The police report that they also saw the object hovering over Ottermen's house. They said the object remained overhead a few moments before shooting to the northeastern sky where it stopped and continued to glow.

Police estimated the object as about 5 to 10 miles out in the sky, and the red and blue light seemed to rotate as it climbed higher in the sky.

SEPTEMBER 15th, something landed in the Bethany area near Reidsville, North Carolina. Elwood Wall of Reidsville, saw the strange light in the sky, but he cannot figure out what he saw. Robert Pearman, of Reidsville, also saw the light along with his family as they were driving home from the

Stokedale area on US 158 . . . 'It was the strangest thing we have ever seen.'

'I was fixing to get into my truck when I saw it,' Wall said. Wall described the UFO as 'a huge light in the sky coming from the south. It really had that side of the world lit up. I saw it right over the Transcontinental Gas Company.'

Wall said two neighbors also reported seeing the bright light and told him 'it looked like a big ball of fire.'

Pearman reported that his wife and two children saw four red lights about the size of automobile lights which looked as if they were sliding across the highway. 'The sky was lit up. The woods and kudzu vines were lit up as red as they could be. I thought it was an airplane crashing. I was expecting to hear an explosion and we rolled down the windows. We heard nothing.'

'It was the strangest thing we have ever seen.' Pearman and his family saw the bright lights for only about five minutes. When they arrived home, Mrs. Pearman, who saw three red lights and a blue one, called the sheriff's department and also reported the UFO to the FAA.

A spokesman for the FAA in Raleigh said the FAA does not investigate UFO sightings.

SEPTEMBER 25th, two men fishing on Lake George in southwest Rochester, Minnesota reported they saw a silvery UFO following a leisurely course from southeast to northwest.

The two men, Tim Thorndale, of Zumbro Falls, and David Hinrichs, of Zumbrota, described the object as chrome-colored, highly reflective and spherical in shape, though flat on the top and bottom.

Thorndale, who called the Rochester Airport, the National Weather Service, Rochester police, and the Rochester Post-Bulletin, gave this account:

While fishing on the artificial lake in Green Meadows Subdivision with friends, he said they spotted the object about 5 p.m., and continued watching it until the object, moving higher as it traveled northeast, rose out of sight. He described it as round, flat on the bottom, 'like a frisbee', without wings, having no lights, making no sound and leaving no visible trail.

SASQUATCH CONTINUES TO MAKE HIS BID FOR NOTORIETY . . . who else has a 'normal' stride of 3½ to 4 feet? Feet that measure 12 inches long and 4½ to 5 inches wide with an exceptionally high instep? Six toes on each foot, some measuring 3 inches long? Enjoys jogging on a remote country road in the mud barefoot?

AUGUST 31st, Kerry Meyers of International Falls, Minnesota, discovered freshly made tracks on the Jim Jonson acreage which measured 12 inches long, including 3 inch toes. There appeared to be 6 toes on each foot. The arch appeared to be exceptionally high on the inside, and the impression left by the ball of the foot, just behind the toes, appeared to be larger than normal size for a man. The foot at the widest part

measured approximately 4½ inches.

The tracks were discovered midway of a mudded road while Meyers and his family were scouting the wilderness for a bear hunting site. There appeared to be no ingress or egress for the tracks; they appeared and disappeared.

JULY 28th, two Odgen, Utah men were frightened when they heard barking and screams while camping on Steel Creek west of China Meadows on the north slope of the Uintas . . .

'The two men, who wish to remain anonymous, reported, "They were like nothing I had ever heard before. It was about 5:30 a.m., and the sounds came from heavy timber nearby.'

One of the men said the sounds first started as a deep bark or 'jabber'. They then became very high pitched and had tremendous volume.

These sounds match those heard by others, including Jay Barker of North Odgen and his party of seven who saw and heard a creature fitting the description of 'Big Foot or Sasquatch.'

The creature was seen near a small lake in the Cuberant Basin at the head of the Weber Ricer drainage.

When spotted by the party, it loped off through timber and disappeared. It was described as large and 'gorilla like' with a white mantle of hair over its shoulders.

SEPTEMBER 8th, a Russian newspaper reported that an expedition into the Pamir Mountains, in the southern sections of Central Asia, bordering Afghanistan, discovered a huge footprint left by what the group believes is Central Asia's version of the Abominable Snowman.

The expedition, led by veteran mountain climber Igo Tatsl, made a plaster cast of the print which measured 14 inches in length and more than 6 inches in width.

'The toes were slightly spread, the big toe was considerably larger than the others, and the sole was flat.

Igor Burtsev, a member of the expedition, said he believed that the footprint is genuine. He said it resembles samples taken of 'Bigfoot', the American creature that is believed to roam parts of the northwestern United States.

SEPTEMBER 25th, a trio of hunters have planned to stake out a farm by night which has been plagued with Sasquatch-like damage . . .

'We have to end this mystery and the only way this will be done is to take a speciman,' said Wayne King, director of the Michigan Bigfoot Information Center in Millington, Michigan.

King and two associates plan to be on watch for the legendary furry beast near the farm of John and Virginia Culham in rural Ingham County.

Mrs. Culham said there was 'one heck of a mess in the family's grain shed September 14, when two dozen 50-pound bags of feed and salt were ripped to pieces.'

'Then,' she said, 'they found an 11 inch-long handprint outlined in dew in the dust atop their pickup

truck.' King says he's convinced its the print of a Bigfoot or Sasquatch because 'it's close to the foot of a gorilla.' The thumbprint was much lower on the wrist than a human's hand would be, he said.

Mrs. Culham also says the family has heard 'loud screaming between 1 and 3 a.m. My son says it's the most terrifying scream he's ever heard.'

SEPTEMBER 23rd, the colorful Irish-born Peter Byrne lost a round to Bigfoot. After nine years, Byrne, the most respected, most credible, best financed and most publicized Bigfoot hunter is calling it quits . . .

However, he is still convinced the legendary creatures, generally described as being between 6 and 10 feet tall, weighing upwards of 1,000 pounds, with dark brown hair and leaving footprints up to 24 inches long - exist.

'Do you know why I've kept on with the hunt? It's such an incredible damned proposition. It's kept me going for all these years . . . here in the United States-Canadian outback, where there are probably 200 or more creatures scattered in small families or colonies.'

'They're cunning and mobile and very shy, which partly explains why they've never been captured. They see man as a threat, but the evidence indicates that they're not belligerent. It appears that the creatures make up a small group of primates, definitely humanoid in characteristic. They aren't apes - nothing walks upright but man. I give the creatures an 80 to 90 percent chance of being human.'

MUTILATIONS CONTINUE TO PLAGUE CERTAIN AREAS, BUT TO A LESSER DEGREE THAN THE FIRST TWO QUARTERS OF '79 . . .

The beleaguered Arkansas Cattleman's Association still has a \$1,000 reward for any information leading to the arrest and conviction of persons found guilty of mutilating cattle.

Nancy Owens, an anthropologist at the University of Arkansas, received a grant from the Arkansas Endowment for the Humanities to study the impact of cattle mutilations in northwest Arkansas.

Despite the fact there have been no reports of cattle mutilations in Arkansas since July, interest is still growing.

October 17th, an 'official' task force of concerned state officials met for the first time at Governor Bill Clinton's office to begin their 'informal' study of the unexplained deaths.

OCTOBER 8th, the Faulkner County sheriff's office investigated a report of a cow mutilation near Enola, Arkansas . . . the first such incident in 'almost two months'.

Jimmy Wooley of Enola, owner of the cow, reported that he found the carcass and the animal appeared to have been dead about three days. Sheriff Randy Leach said the animal's left ear and left eye were missing as well as the tongue and the heart.

HAPPY HUNTING . . .

THE "BIG MOTHER" UFO

By Coral E. Lorenzen

During the twenty-eight years that I have been involved with the Aerial Phenomena Research Organization, I have probably read on the order of 100,000 reports of unidentified flying objects. They have been reports of objects of all shapes, many sizes and a myriad of different colors. Most are merely distant objects seen occasionally in the daytime but by and large just various colored lights seen at night.

Although there does seem to be some standardization of shapes such as discs, globes, cigar shapes and triangles, and size (the 35-foot diameter disc is the most frequently described, especially where an object is reported on the ground) we seldom encounter reports of objects that match up in more than one way. It is to this latter category that I would like to address myself, for five reports that have come to my attention are so similar as to be remarkable if not startling.

Taking them chronologically, we can examine the information available in the October 28, 1902 sighting off the west coast of Africa. The details of this sighting first surfaced in a book titled "Strange World" by Frank Edwards, which was published in paperback in 1964. Edwards gave no documentation for the information he offered and although he was notorious for getting his "facts" garbled (he made no less than 13 errors in his presentation of the famous Socorro incident which he detailed in his book, "Flying Saucers—Serious Business", published in 1966), this particular case has a ring of truth. Jacques Vallee, an astronomer and serious UFO researcher apparently felt there was substance to this report, as he mentioned it in his book, "UFOs in Space". He even gave the exact location of the incident: 5° 31' S. Latitude and 4° 42' W. Longitude. And this is what allegedly happened:

The British commercial ship Fort Salisbury was proceeding at a speed of 7 knots through the Gulf of Guinea off the west coast of Africa. It had been an uneventful journey at that point. The night was clear and the stars were bright and there was nothing worth noting until 3:05 a.m. when the lookout spotted an object in the water dead ahead of the ship, and he strained to make out the details as he was afraid that his eyes were playing tricks on him. If it turned out to be something substantial, he would have to notify the ship's officers and he wanted to make sure as they did not care to be called from their bunks in the dead of night, only to be told that a mistake had been made. However, as they drew closer to the thing, he was sure of what he was seeing and shouted the alarm to the pilot who took emergency action to miss the thing, if possible.

The second officer, Mr. A.H. Raymer, hurried on deck and immediately ordered the searchlight turned

on and the long finger of light pierced the darkness. All were startled at what they saw: A huge, metallic-appearing object estimated by the men to be six hundred feet long and a hundred feet in diameter, in the shape of a cylinder, was lying in the water and clanking sounds and unintelligible voices which sounded excited, could be heard. Raymer and the crew members stared in disbelief at the thing, which appeared to be made of metal plates, and it was slowly and surely sinking, whether deliberately or otherwise. The ship's lights played on the object, and Raymer shouted inquiries concerning what was wrong and whether they needed any help. No sound of recognition was forthcoming, and the vast metal bulk slowly sunk beneath the waves, the water eventually obliterating it and the two small orange-red lights near one end and the two blue-green lights near the other.

*TO BE CONTINUED
IN THE NEXT ISSUE.*

Better Understanding of Unidentified Space Vehicles by Reviewing Identified Space Vehicles

VISIT is a relatively new organization in comparison to APRO. It is a nonprofit corporation located in the Houston area consisting of professional members including aerospace engineers, doctors, scientists, commercial artists, and secretaries. The organization obtains funds from members donations as well as public donations thereby maintaining its research independence. It seeks to interface with all competent UFO research organizations such as APRO in order to help effect a timely, scientific, and most important, a public investigation of a particular aspect of the UFO phenomenon known as UFO abductions.

VISIT has focused its efforts on the medical, scientific, and engineering study of the abduction cases. In particular, emphasis is placed on the study of (1) the medical consequences of the encounter to the abductee, (2) the medical corollary of the tests performed on the abductee, (3) the correlation of scientific and engineering data from case to case, (4) the internal engineering of systems of the USV (unidentified space vehicle), (5) the physiology of the USV occupant. The remainder of this article will deal with the latter two aspects of VISIT's research efforts. For information on the other aspects the reader is referred to the references at the end of this article.

VISIT does not attempt to prove the validity of each abduction case. VISIT holds the premise that if there are real frequent occurrences of abductions of humans by USVs, then the abductees will retain information about the USV engineering systems as

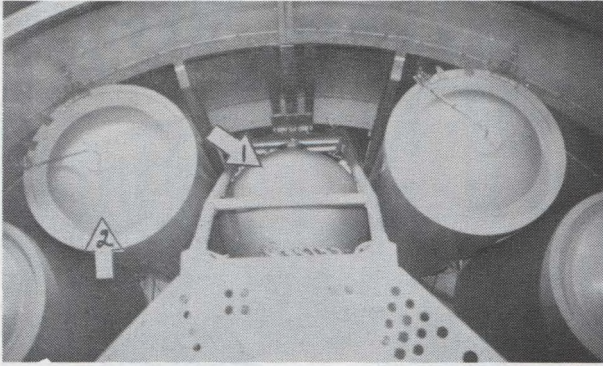
well as information about the abductor(s). By studying a large number of cases, descriptions of similar engineering systems should begin to emerge.

The premise contains the necessary assumption that the occupants of the USVs who undertake abductions of humans would endeavor to acquire information from more than one abduction.

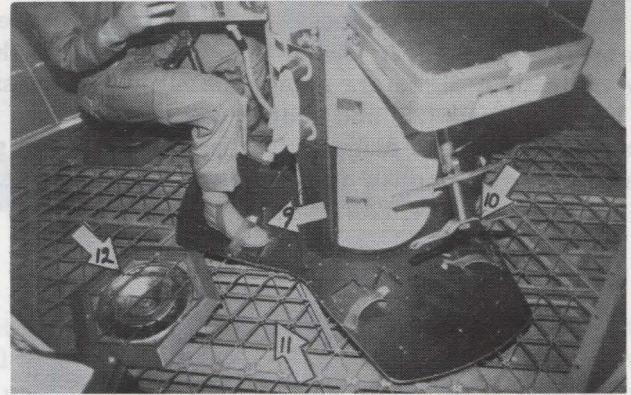
What type of scientific and engineering data can be obtained from the observations of an abductee while he is under the trauma of an encounter with a USV? Even with scientific and engineering information which could be acquired, how would a randomly picked member of the public recognize and remember such information? The answers to these questions depend on each case and on each individual involved in that case. Each person has a unique history of experiences which will more or less prepare him or her to remember the characteristics of the USV equipment and of the occupant. The capability of the interviewer is a crucial factor for obtaining meaningful data. Finding the past experiences to which the abductee can relate to describe the interior of the USV requires expertise such as that of APRO's Dr. Leo Sprinkle. VISIT hopes to lend our expertise to researchers such as Dr. Sprinkle to obtain the maximum amount of scientific and medical information from abduction cases.

What type of engineering data are obtainable from abduction cases? To answer this question, a review of the type of information that can be obtained will be made by making a walk through our own spacecrafts.

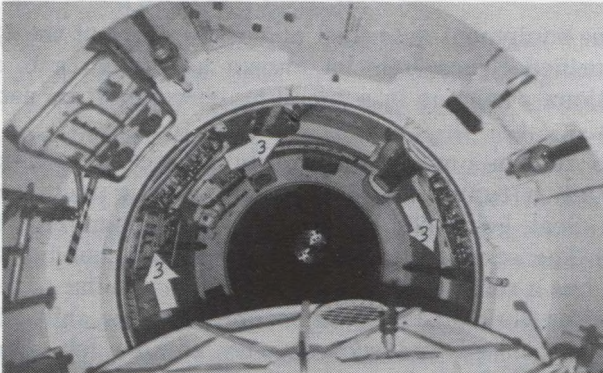
As our fictitious abductee approaches the 20 foot diameter by 70 foot cylinder, he observes two types of objects within the 20 foot diameter. The first is a sphere (1) and the second is a 20 foot long by 3 foot diameter cylinder (2). The end of the cylinder is rounded with a small tube penetrating the end. The shapes of these objects imply that they may store pressurized fluids. The fluids may or may not be fuel. As the abductee floats into the entrance of the vehicle, he notices that there is equipment (3) around the total tunnel wall. There is no walk way, steps, or ladder indicating that an antigravity force is present or that the vehicle is used in outerspace only. Upon entry one notices an occupant (4). This occupant has 2 eyes, a nose, a mouth, 2 ears, 2 arms, 4 fingers and a thumb on each hand, is 5 feet 8 inches tall and appears to be human in all aspects. This occupant is seated at a table and is eating some pudding-like food (5). One container of food (6) is floating indicating the lack of gravity. In the background, one of many cabinets (7) for storage of the provisions essential for long duration space travel can be seen. The round window (8) has many layers of glass like that found in an airliner. This can be expected when the craft has a higher cabin pressure than the outside atmosphere. A foot strap (9) is used to constrain the occupant from floating around in zero gravity. The seat (10) is not designed to withstand significant forces which would result in a



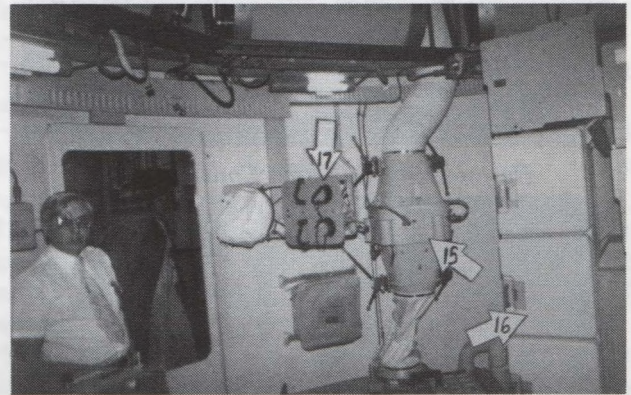
Fixed Airlock Shroud [1] hydrogen tank [2] oxygen tank



Interior of Orbital Workshop



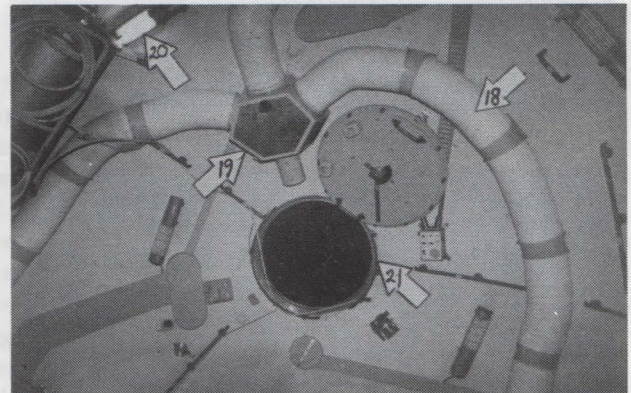
Airlock Module [3] airlock controls & experiments



Work area of Orbital Workshop



Interior of Orbital Workshop



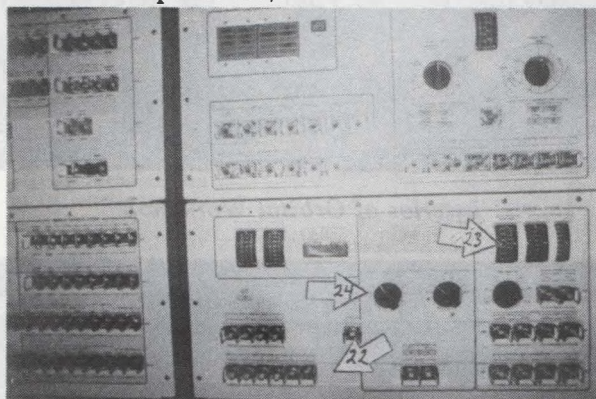
Top of the room above



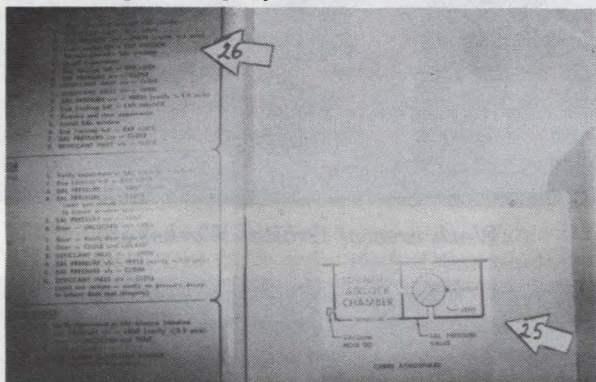
Sleeping Quarters of Orbital Workshop

rapid acceleration. The floor (11) is a thin wire grid which would be inadequate support in an earth gravity. On the floor is an air vent (12) indicating that the occupants require life support provisions. A second occupant is sleeping in a sleeping bag (13). Voices can be heard over a speaker (14) which awakens the occupant indicating they communicate audibly. In a second room, a medium pitched hum originates from a box (15) which has ducts (18) connected to it. More cabinets (16) and foot straps (17) are also seen. At the top of this room is a hatch (21) which does not have steps leading to it. The ducts (18) lead to an air vent (19). Light is provided by fluorescent fixtures (20). A control panel has many switches which are protected from accidental activation by guards (22). It would not

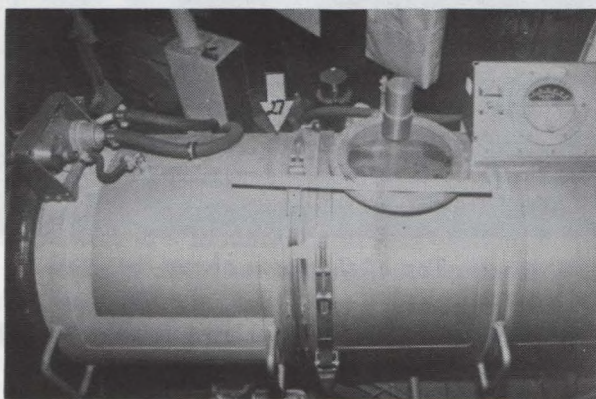
be a problem for our abductee to fit his finger between the guards and activate the switch. This indicates that the occupant's digits are approximately the same size as his own. Dials (23) and gauges (24) are also seen on the panel. Only one diagram (25) is noticed. There are many words in English on the control panels (22) and on information panel (26).



Engineering Systems Control Panel

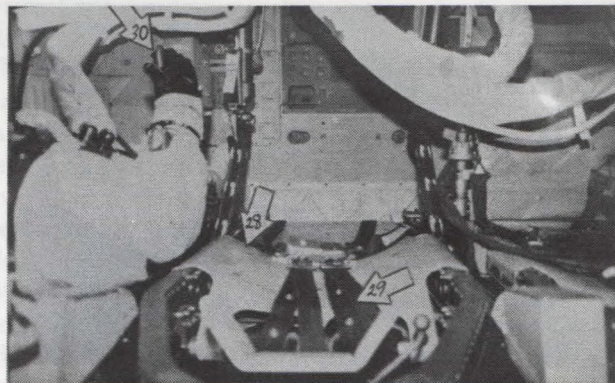


Experiments Instructions



Lower Body Negative Pressure System

Our abductee has a medical exam performed on him. He has his body from the waist down placed into a cylinder (27). A rubber gasket at the end fits snugly against his waist. Suddenly he feels his lower body swell and his skin becomes warm. His heart begins to beat faster and he feels slightly flush. (This is a description of some of the effects of an actual test which was performed aboard a spacecraft to stress the cardiopulmonary system of an astronaut under conditions of zero gravity.)



Interior of Apollo Spacecraft

The equipment described above are parts of the ISV (Identified Space Vehicle) known as Skylab and our fictitious occupant is a manikin portraying an astronaut.

To return our fictitious abductee, he is taken through a tunnel and placed in a strong metal seat (28). Seat belts (29) are used to strap him into the seat. The occupant places his hand on a handle (30) that has a rubber bellows at the bottom similar to that found on the bottom of an automobile gear shift. The hatch is closed and soon gravity can be felt again. After awhile he feels acceleration forces and he notices that when the occupant moves the handle the vehicle moves in a different direction. Our fictitious abductee has just taken a ride in the Apollo spacecraft which was designed to operate in a gravity field as well as outerspace.

More detailed hardware descriptions than that presented are within the capability of most Americans. A wealth of information about the technology of a USV can be obtained from such descriptions. A description of the lack of such hardware is equally important. The equipment described above was developed with early 60's technology. Early 70's technology can be seen in the controls of a state-of-the-art sewing machine. When it is activated a dark panel displays the controls which are actuated by the voltage associated with the human skin. The difference in controls associated with 10 years of development is significant. A peek at the differences which must be present between the interior of USVs and our ISVs may be available through the observations of abductees.

For a final note, the inability of an abductee to describe anything about the interior while having a vivid recollection of other details may be cause for suspicion as to the truth of the incident.

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