

GEE NOW WHAT IS THIS? ODD THINGS IN THE SKY; DISCS COMING FROM THE SEA NEAR HAWAII!

I recently received a large packet of information from a reader which contained a transcript of a recorded lecture by Bill Cooper, and a computer printout of several reports of UFO sightings in Belgium.

Belgium Air Force officials categorically deny that the UFOs sighted by police, citizens, Air Force personnel and government officials are military aircraft (particularly US secret aircraft), and especially not F-117s or B-2 Stealth Bombers.

True, they are not F-117 Nighthawks or B-2 Bombers. They are THAP RPVs. This is what people are seeing worldwide. THAPs may be configured as RPV photo surveillance and cartographic scanning vehicles. In other words, it obtains images that are subsequently made into computerized maps for systems like Joint STARS, and for inclusion in remote VCASS simulator control units.

Joint STARS stands for Joint Surveillance Target Attack Radar System. Originally mounted in aging 707s, this system utilizes radar images overlaid onto computerized maps of any region of the world and can pinpoint single human beings from several hundred miles away. This information is displayed on any of a dozen monitors in the airborne aircraft and, simultaneously, to ground units (Army and Marine) who are in a position to strike the people and/or machines observed on the screens. The information is also instantly transmitted to air squadrons who are in a position to attack and destroy the enemy units.

STARS was used during the Gulf War to observe Iraqi reinforcements moving toward Al Kafje in Kuwait. They never made it. STARS was also used to observe Iraqi units leaving Kuwait City in the face of advancing coalition forces. The "Highway To Hell" scenario attests to the effectiveness of the STARS system. Nothing moves on the face of Earth that cannot be seen and tracked and ultimately destroyed by using Joint STARS.

But, in order for STARS to work, it must first have accurate, up-to-date maps of the area over which the 707s (and other aircraft) will fly (the Theater of Operations). These up-to-date charts and computer maps with roads, lakes, even foliage, are obtained by 1) Aurora, and 2) THAP RPVs.

By now, STARS is probably standard equipment on most tactical penetrators and on all Aurora aircraft since it seems no longer necessary to have the 707s in the loop, they having proved that STARS is a viable airborne system.

But, why, you might ask, is the CIA mapping the whole world? No answer is required; you can figure it out for yourself, I think. Cold War mentality and the grandeur of ultimate power rank very high as reasons. Also see my Report #1, ref: mapping for future space flights.

Next subject: Bill Cooper.

I really don't know what to make of Bill Cooper. I have a video tape of one of his lectures in which he makes a lot of serious historical errors and contradictions.

I realize the reader was transcribing from a tape and might have heard some things incorrectly, however, if transcribed properly, some errors appear that Mr. Cooper could not possibly have made if he is telling the truth (rather than just guessing).

1) He claims his Security Classification TS/M/RI* is imprinted on the front of his DD-214. Not likely. It would not even be imprinted on the back of the DD-214. There is no space for it. The DD-214 is a record of a person's enlistment, date of entry, dates of promotions, duty stations and dates, awards, medals and ribbons, date and type of discharge. Security clearances are shown on separate sheets of paper provided by the investigating agency.

2) He claims (if heard right) that BI stands for Bureau of Investigation. Not so. BI stands for Background Investigation. Information on the page will tell who performed the investigation. It is not always the FBI. A Background Investigation is standard procedure for anyone requesting or required to obtain a security clearance and does not denote any particular priority or favor to the person. A person obtaining a Confidential clearance (lowest) will receive a BI just as a person receiving a Crypto clearance (highest known) will receive the same, although more complete, BI.

3) Project Grudge was the Air Force investigation of UFO sightings which was later changed to Project Blue Book. It seems unlikely they would have two operations with the same name. The government doesn't normally work that way.

4) The MAJority documents have been tested and found to have been falsified.

5) The Germans built and test flew a highly advanced jet-powered saucer shaped craft in 1944, very near the end of the war. It was built by the BMW plant in Prague and was destroyed so it would not fall into allied hands (so the intelligence reports would have us believe).

The reason Germany was unable to deploy these aircraft against allied troops was because it was NOT derived from alien technology, although it most certainly used advanced (for that time) ideas. The allies may or may not have captured a disk which later flew (1946-47) from the American Southwest National Ranges. We may be seeing developments of those aircraft today!

6) Mr. Cooper names Professor Hermann Oberth as "James Oberth", and claims he was the greatest rocket scientists who ever lived. Professor Oberth, considered by many to be the "father" of German rocket science, did not "retire" from government service; he elected to go back to Germany after only a two-year "scientific advisor" position at Redstone Arsenal in Huntsville, Alabama (1955 to 1957). His expertise in the field of rocketry was deemed so inconsequential that his "advisor" position was offered on a one-year basis, renewable by request of either party. Professor Oberth realized that his stipend from the German government would be many times greater than his salary at Redstone or any accrued retirement, so he went back to Germany.

Professor Oberth was actually barred from Dornberger's military rocket center at Kummersdorf during the 1930s because he was of Rumanian citizenship and considered a potential spy! That made him ineligible to work at Peenemunde as well. In 1938 he moved to Vienna where he investigated the possibilities of liquid propelled rockets, remaining there until 1940, when he moved to Dresden, Germany to take a similar middle-post position. Not until one year later, in 1941, when he requested to return to Mediash, Romania, did he discover that he was a virtual prisoner in Germany because he knew a bit too much about Nazi rocket developments.

He had two options: To renounce his Rumanian citizenship and become a naturalized German or to remain on the Nazi's "alien" list, a course which could land him in a concentration camp. He chose German citizenship, and the Nazis sent him to Peenemunde in 1941 where, after recovering from the shock of learning of the great advances of von Braun's team, he was assigned an inconsequential position as "consulting engineer."

In 1943 he was transferred to Wittenberg and remained there as an "investigator" until the war ended in 1945. Intensive interrogation by allied intelligence units revealed that he did not possess information worthy of exploitation so he was allowed to return to his country house in Feucht, West Germany.

Until 1952 he could do little more than "grow cabbages and turnips in my little vegetable garden," and he was unable to land a job even as a teacher in a secondary school. Eberhard Rees, von Braun's deputy at Redstone Arsenal, learned of Oberth's plight in 1952 and he was subsequently employed there in 1955, again, as only a "scientific advisor." It would be interesting to find out where the Oberth "press conference" was held (if) and obtain news releases. Perhaps Mr. Cooper can provide them.

Other information contained in his report is only half-researched and half-correct. It makes me doubt his credibility since it seems necessary, in explaining the UFO phenomena, to be correct all the time (allowing for minor typos or misinterpretation of dates or job descriptions, etc.). Making just one mistake can cast a great deal of suspicion on the entire testimony. Mr. Cooper has made several mistakes, and glaring ones at that! If his other information is true (documents he saw while in Hawaii, craft rising from and diving into the sea), why would he taint it with obviously incorrect information about historic figures and historic events? If he has not researched historic (verifiable) events except summarily, then how deeply has he probed other (unverifiable) events?

Much of the information Mr. Cooper lectures about is speculation that has circulated through inner circles since about 1950. I was reading most of it in 1964 when I was attached to 1) Naval Reconnaissance Technical Support Center and 2) Defense Intelligence Agency in Washington, DC. Except for a very small percent which could not be verified, nearly all of it has been shown to be speculation or downright false information.

But if Mr. Cooper wants us to believe him, why would he make false statements any of us can verify with a phone call, a letter to the Navy Department, or trip to our local library? Surely he doesn't expect us to take everything he says at face value without doing some investigating on

our own!

Witnesses and investigators of the Belgium sightings were astounded by the maneuvers of the UFOs. One UFO speeded up when acquired by the radar of a pursuing F-16 from about 280 KPH to 1800 KPH while descending from 3000 meters to 1700 meters in one second, an acceleration of 40 Gs!

As the F-16 continued to search for the intruder, the UFO dove for the ground until at an altitude of 200 meters, at which time it was below the scan of the ground radar.

One G is equivalent to the exact force of the gravity of Earth, or 9.81 meters per second per second. Since humans generally die at forces greater than 8G, everyone assumes the vehicles are unmanned or are manned by creatures not of human origin.

They fail to take into consideration the possibility of an anti-mass field surrounding the vehicle and its passengers. A vehicle and crew rendered massless would not be subjected to inertial forces and could, therefore, perform extreme maneuvers without harm to the airframe or to the crew.

Another objection was the absence of sound, especially of engine noises or a sonic wave as the vehicle accelerated past the speed of sound at tree-top level. Sound, which is a wave vibrating in air, can be nullified by computers emitting the exact opposite wave.

Additionally, reflected light, which is also a wave vibrating in air, can be altered by causing the vehicle to vibrate at frequencies not visible to human senses or recording devices, rendering the aircraft virtually invisible!

SUGGESTED READING:

The Paperclip Conspiracy,

The Hunt for the Nazi Scientists; Tom Bowker;

Little, Brown & Company, 1987, ISBN 0-316-10399-3

The Rocketmakers,

The Dreamers Who Made Space Flight a Reality.

Harry Wulforst; Orion Books, 1990, ISBN 0-517-56586-2

Stealth Technology,

The Art of Black Magic; J. Jones; TAB AERO, 1991,

ISBN 0-8306-8381-3