

LTT

Levitation Teleportation & Time Travel

By

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INTRODUCTION

Perhaps ancient civilizations understood laws of levitation, teleportation and time travel permitting the building of pyramids with rulers that represented themselves as gods. If true, there are few scholars today who will accept such early extraordinary capabilities. Here we will introduce the LTT concept which is capable of explaining much of the ancient as well as modern accomplishments. Even today our civilization appears divided between those that know but aren't telling and those that simply disbelieve.

Our present understanding appears to have started with Nickola Tesla, especially with his work at his Colorado Springs laboratory in 1899. What we are attempting to do, therefore, is to extend Tesla's work 100 and more years later. Without question, some of Tesla's demonstrations still defy explanation. One example is his room with two large round plates on either side, which could cause the air within the room to emit light. How did he do that?

The LTT thing, however, appears to be more than unexplained. There appears to be varying reasons for keeping these capabilities secret. Magicians may use the principles as an ability that they were born with or learned with great difficulty. Their shows depend on keeping secret their ability "to fly", i.e. to levitate. The military also attempts to keep their capability secret, however this appears to be a battle already lost. Perhaps there is hidden disagreement within the military as to the desirability to "keep the secret". In either the case of the magician or the military, a good way to keep the secret is not to try and depend instead on the public mindset that these things are simply impossible.

David Copperfield openly tells his audiences that "he can fly!" and does so over the Grand Canyon and theater auditoriums. He "evokes an illusion" to escape from a jail by just walking through jail bars in full view of a live television camera. The Navy openly exhibits boats that can "blink" from one port to another around the world. The public and especially the academia, however, have not accepted LTT as anything but myth.

Time is a very personal matter with all of us. Some amongst us accept "travel from another dimension" with no hesitation, but time travel? Never! All of us, from academia to UFO buffs, use the speed of light to prove the impossibility of visitors to Earth

from other planets but readily explain sightings as "spirits from another dimension".

TESLA

Drawing heavily on the work of Margaret Cheney¹, "Man Out of Time" and of Margaret Cheney and Robert Uth², "Master of Lightning", both published by Barnes & Noble, our extension of Tesla's work starts:

Nicola Tesla was born at precisely midnight between July 9 and 10, 1856 in Smiljan, province of Lika, Croatia. His father was the Reverend Milutin Tesla of the Serbian Orthodox Church. Tesla's youth was far from ordinary and among other things Tesla saw flashes of light and images in some ways suggesting that he could see peoples auras. I have a friend that sees auras making me wish to do scientific work within Beckwith Electric Research on the analysis of aural energy. The secret being kept here is sometimes by operators of aural cameras at shows who get \$20 a pop to take your aural photograph.

Now let me jump to a point in about 1890 when Tesla had become interested in resonant frequencies of things from rods in the laboratory to bridges and buildings. Tesla demonstrated that he could break rods by exciting their resonance with a mechanical vibrator, which could hold itself at the resonant frequency of anything on which it was placed. Being a great showman he sometimes carried his demonstrations to the point of frightening his audience and the public in general.

The closest we come today to Tesla's resonators are acoustic guitars that use electronic feedback to make strings continue to sing after being plucked.

Tesla theorized that the Earth, the planets and stars have natural resonant electromagnetic frequencies and that he could measure them. From this claim he has been given credit by some for establishing radio astronomy. I do not believe, however, that radio astronomy involves frequencies as low as that of a planet's electromagnetic resonance. Have we measured the resonance of various planets visited by space probes? Do some planets have active resonances continuously excited by lightning strokes and capable of delivering energy as does Earth?

Tesla estimated the Earth's fundamental frequency at about 8 cycles per second (Not, of course called Hertz at that early time!). This frequency is now properly termed the Tesla-Schumman (TS) frequency including an honor to W. O. Schumman's work in Germany in the early 1960's. Tesla undoubtedly measured this frequency with great accuracy in his 1899 experiments.

I can remember knowing that the TS frequency was used as a standard in the early days of vacuum tubes.

Tesla invented the induction motor and developed the practicality of alternating current (AC) electricity as the basis for forming the Westinghouse Electric Company. George Westinghouse was in competition with Thomas Edison, proponent of direct current (DC) electric power. Tesla focused his interest in finding ways to send electric power over distances through the earth and the atmosphere as a way of overcoming problems in sending power over long distances by wire.

In 1899, at his laboratory at Colorado Springs, Tesla demonstrated the production of artificial lightning from a huge ball on the top of a tower. Not only local artificial lightning but the production of lightning from the ground, fence posts and other conduction objects 10 to 20 miles away. Again he drew wide and frightened audiences especially those 10 to 20 miles away who saw lightning jumping up from fences and other metallic objects on the ground.

Electromagnetic energy of a lightning stroke decreases rapidly with distance. Engineers know of no way to cause lightning strokes at a distance without the help of a phenomena not presently in use. I believe that Tesla introduced Earth's energy into his tower by rotating magnets in synchronism with the TS frequency thus teleporting lightning energy to remote locations. This technology may have a modern counterpart in the HAARP⁷ system which teleports balls of energy and water for purposes such as weather control. See HYPOTHESES⁸ for more details.

It seems unlikely, however, that Tesla experimented heavily with these large-scale lightning experiments. The experiments overloaded the local power company, turning the lights off and greatly disturbing the population in general. The electric power company told him that he would get no more free electricity for his laboratory if he turned the lights off again! It is more likely; therefore, that Tesla spent most of his effort in 1899 exploring table top experiments, which he could do in secret without objection from the power company.

I believe that Tesla carried out his work on a table having a shelf where he placed objects for experiments in levitating, teleporting and disappearing. The advantages of this work would have been that physical objects can be seen to move in space and disappear in time whereas electromagnetic energy cannot be seen.

Cheney and Uth tell of Tesla's intensive experimental work in Colorado Springs for 9 months in 1899 but relate that his notes are very sparing in details. It seems clear that Tesla recognized that he was onto something big and kept a second very secret set

of detailed notes whose present location is a mystery. His recognition of the social and political responsibilities that go along with LTT could have created the first above top secret document. Did he hide it? Give it to a trusted friend? Give it to the President? Give it to Hitler? Give it to someone in his homeland? How many friends knew of the experiments? Obvious not very many, since secrets like this one of Tesla's are hard to keep. Did he simply exclude observers during the experiments in order to keep the experiments secret? Whatever the case, I believe that the truth should now be known and LTT be given a major respectable place in industrial and university research.

Tesla must have found in detail how to produce levitation magnetically which showed him that the effect is independent of the nature of the material being levitated. More recently magnetic levitation was demonstrated at Nottingham University by Dr. Peter Main on April 13, 1997. Main's experiment was verified at the National High Magnetic Laboratory at Florida State University on about December 1, 1997. In these experiments it was shown that objects of any nature (including frogs) can be levitated by use of a high magnetic field. In my simple explanation, when experimentally applied magnetic field force lines exceed the strength of the far force lines between atoms of objects and the atoms of the Earth then objects of any nature used in the experiment will levitate. I believe that there is no gravitational field otherwise. Please refer to the appendix for a technical explanation of far force lines.

In both of the recent experiments very high magnetic fields produced force lines greater than those producing the effect we call gravity thus causing levitation of objects. In both cases a frog was included to show that there was no differentiation between living and non-living objects. Tesla, however, used energy from the Earth's resonance to greatly reduce the power that he required but apparently did not include a frog in his experiments.

Nickola Tesla may have first understood these engineering basics as early as 1885, however he was at the disadvantage that no human language at the time contained our modern words of electrical engineering. Followers of Tesla's work struggle to interpret the words that Tesla did use. For example, why did Tesla measure inductance in centimeters?

BOB BECKWITH'S INVOLVEMENT

It is apparent that at some time before his death (January 7, 1943) and at a very low point of World War Two, Tesla told Dr. Edward Teller of his 1899 experiments. This then led to the 1943 experiment in which the Navy moved a boat, the IX97, back two weeks in time from a point in Long Island Sound to berth at Newport RI. Here was where my involvement started.

After getting an engineering degree from Case School of Applied Science I went to work with the General Electric Co. In 1942 I developed highly successful frequency shift keyed (FSK) transfer trip equipment³. This eliminated one high voltage circuit breaker at each substation where generator power was stepped up in voltage for sending over a distance. Our work had the same AAA priority as the Manhattan Project. The equipment became a part of a nationally coordinated electric utility crash program to connect existing generation together into what today has become the national power grid. The specific need in 1942 was to supply power to Oak Ridge and to Hanford for the "Manhattan Project" development of the atomic bomb.

Our use of FSK was some 5 years ahead of a second use in FSK telemetry (we had always called it telemetering). The FSK telemetry was derived from our work by Walt Hause and others from the GE lab at Ithaca NY. They had a contract for test firing captured German V2 rockets at White Sands. FSK has since blossomed into worldwide use.

Now we must get into the mind set of the nation during WW2. In about July of 1939 the Hearst Sunday supplement section of the Cleveland Plain Dealer carried an article telling of Fermi's theoretical work on nuclear fission. I remember reading about the predicted tank of water in everyone's basement with a bit of uranium heating the house for years at very low cost. Nuclear trains, planes, automobiles and everything else were projected. And also, so was the bomb. If a copy of this article could be found it would be of great historical interest!

Remembering the Hearst article, there was never a doubt in my mind that our work with FSK was related to whatever was happening on the Manhattan project. I was silent, however, since everyone else seemed to have missed or forgotten the Hearst article. Or perhaps some were playing the same discrete game of silence that I was.

I wish I had kept a small article in the paper about a congressman, Harry Truman, who demanded to know why a lot of young men at Oak Ridge Tennessee and Hanford Washington were deferred. Someone must have taken congressman Truman aside and told him it was OK since no more of his objection followed in the newspapers.

In April 1945, President Roosevelt died and Truman became President. Soon after that President Truman made the big decision to drop the bomb.

In late 1942, the success of the FSK power line carrier equipment attracted the interest of people at Bell Telephone's Muray Hill Laboratories near Morristown NJ. In a trip by my supervisor at GE, Ed Kenefake, and me to Bell Lab we learned from Dr. Edward Teller of the problem of the bottom anchored German mine with its magnetic detector. Oppenheimer had pretty much taken over technical direction of the Manhattan Project and Dr. Teller took on the problem of the German mine since it seemed we could lose the war by not being able to get troops to England before the development of the bomb was complete.

The Germans had developed a floating mine towards the end of WW1 that was set off by a triggering device without necessary physical contact with a ship. It did this by detection of the magnetism of a ships steel hull and screws. Fig. 1 shows the detector consisting of a magnetic triggering device. This has a spring-loaded solenoid with a permanent magnet floating in oil against the spring. An orifice through the magnet was calibrated to give the mechanism a resonant frequency in the 5 to 8 Hertz range so as to seek the ships screws where the most crippling damage could be done. Early WW1 floating mines had detonation spikes that exploded the mine when they hit a ship. With the magnetic triggering device the newer WW1 mines would detonate as the ships went past without requiring actual contact.

Between WW1 and WW2 we had developed minesweepers having cables hanging along both sides. The cables formed a loop carrying a low frequency AC current at the resonant frequency of the triggering device. The magnetic field from the current induced the magnetic slug in the triggering device to move making contact while still at some distance from the minesweeper. This caused the WW1 floating type mines to detonate far enough away from the minesweeper so as not to cause damage. Note that the idea of making something vibrate by exciting its resonant frequency comes directly from Tesla.

Then at the start of WW2, the Germans surprised us with a mine anchored to the bottom that would not explode when the detector was first activated by the minesweeper but would rise to the surface just in time to get the minesweeper. This was often fatal to our minesweeper and became a major problem in keeping our shipping lanes open. I don't remember how these mines were laid by the Germans but most likely from submarines just off the US coastline, far removed from the radar war over Europe.

The total WW2 firing mechanism was quite sophisticated in that it would count ships before releasing the mine to the surface. The intent could have been to try to get the minesweeper

or perhaps a troop carrier as a more important target than supply ships. For that reason the order of the ships in a convoy as it left a harbor was kept secret. The problem with that was, it wasn't difficult for a spy to watch ships as they left a harbor and report their positions.

When Tesla called Dr. Teller to his deathbed towards the end of 1942 he told Teller what he could remember about his experiments in 1899. The Earth's cavity formed between the ionosphere and the magnum is continuously activated by lightning strokes producing an electromagnetic signal at the TS frequency. Lightning strokes around the globe are estimated as many per second on the average. I have seen no estimate of the total energy stored in the Earth's field but it must be enormous.

Being 43 years later and extremely poor health, Tesla must have conveyed the principles of LTT rather well to Teller but failed to get across the importance of exact synchronism with the TS frequency for extraction of energy from the field.

As said before, when Ed Kenefake and I visited Bell Laboratory in 1943 the new problem of the bottom anchored German mines was discussed. Dr. Teller told us of Tesla's experiment and said that he needed to repeat the experiment on the scale of a minesweeper to solve the problem of this new version of German mine. This new bottom located mine was having a devastating effect on troop ships from the US to England. As Teller told us, there was no time to repeat Tesla's table top experiment. As a result the IX97, shown in Fig. 2a, became the first ship to time travel. We were told that the IX97 would be used in a time travel experiment with the intent of moving it a mile or so rather quickly as sonar detected a mine moving up from the bottom. This experiment was scheduled in late 1943.

We described our idea that FSK sonar might detect mines at a sufficient distance to find and destroy them. After all, we were enthusiastic about the excellent results that we were getting with the very new FSK technology applied to power line carrier equipment. Bell Lab was anxious to try anything that could quickly be reduced to practice if proven feasible and an experiment was planned.

We also described our suggestion that the 26 kHz sonar heads be supplied with voice modulated signals to permit ship to ship and ship to submarine communications. This would be of great value as destroyers and submarines worked together protecting convoys. This idea was also accepted and an experiment using the IX97 and a second millionaires yacht, the Sardonyx, was agreed on.

We went back to our labs at General Electric's Campbell Avenue plant in the suburbs of Schenectady NY. There we developed

equipment for FSK sonar and other equipment for sending a sonar signal voice modulated in frequency about a 26 kHz carrier.

In 1943 the FSK sonar experiment was carried out at a very secret lake facility found by following one's way through the woods beyond a particular mailbox along a rural road outside Boonton NJ. One very helpful mail carrier helped us find the lake by telling us where this mailbox was where he left mail for the laboratory. We found the mailbox but found no evidence at all of a road. We simply followed the only possible path between trees having been told vaguely by people at Bell Lab how to do this.

The lab at the lake was operated by Bell Laboratories with Dr. Horton as our technical director. I remember Dr. Vannevar Bush being mentioned as the 'big man in charge' with names of Einstein and Tesla mentioned as involved.

Unfortunately we found out that the FSK sonar didn't work. The sonar head ran along a track in the lake. Using the FSK sonar, the head would run up and touch a spherical dummy mine without seeing it!

GE received a Navy contract OEMst 323 to develop the frequency modulated sonar at 26 kHz for surface to surface and surface to submarine communications. This was potentially a secret means of communications since the Germans couldn't hear 26 kHz and might not know of its use for voice communications. Even if they did, there was no 26 kHz equipment on the German submarines. The FM communications research was to be tried out at the Underwater Sound Laboratory operated by Bell Lab at the New London CT Navy base. This second experiment was to modulate the 26 kHz sonar head with frequency modulated voice so as to establish communications through seawater. Arrangements were made to use the IX97 and a converted luxury yacht, the Sardonyx. It was obviously not practical to use a submarine for the experiment and felt to be rather easy to design voice communications for use on a submarine once a principle was established.

THE IX97 (See Figs. 2a & 2b)

There were two major problems for electrical engineers during WW2. One was the battle of radar directing our fighters and bombers in their attacks on Hitler's forces over Europe. Our Radar was advanced over the German's and was an important factor in the victories of our air strikes. Sir Watson Watt of England was given credit for the development of Radio Aircraft Detection and Ranging (RADAR) and I remember meeting him at an AIEE winter power meeting in New York City shortly after the war ended.

A second problem was the battle of Sonic Oceanographic Navigation And Ranging (SONAR) against German submarines and mines. Our sonar was made by the Submarine Signal Co. of Groton CT as was the sonar of all other nations. I remember working with engineers from Sub Signal who bragged about furnishing all of the sonar to the German and Japanese navies. As a result both the Germans and the Japanese had 17kHz sonar whereas only the U.S had Sub Signal's 26 kHz version. Neither enemy country had developed sonar technology and couldn't catch up with ours during WW2. The older technology used essentially electro-magnetic (EM) 'big loudspeaker' technology and our newer sonar heads used a then very secret barium titanate transducer. (Such chips now form our modern ceramic microphones, speakers and even singing chips in greeting cards.)

Sonar heads could be extended downward from surface ships much as an upside down periscope. The sonar was generally built in place on submarines. The EM sonar heads operated at frequencies of about 17 kHz. Ours, on the other hand, used newly developed barium titanate transducers operating above the audible band at about 26 kHz. We could hear them but they could not hear us!

I remember visiting the IX97 at Brewer's Drydock Co., Staten Island N.Y. with Dr. Horton to get details of how to mount and connect up our equipment. Installation of the 26 kHz sonar was being done at the yard. The shipyard was not in the best part of town and I remember Dr. Horton telling me that all of shipyard workers were good guys and not to be concerned.

Quoting from the "Dictionary of American Naval Fighting Ships"¹⁰, Fig. 2a "shows the *Martha's Vineyard* (IX97) (that) was built as a motor yacht by the Charles L. Seabury Co. Consolidated, New York, N.Y., in 1911; acquired by the Navy under the name *Thelma* from George A. Miller, Jr. New London, Conn. 11 January 1943; renamed *Martha's Vineyard* 23 January 1943; converted by Brewer's Drydock Co., Staten Island N.Y.; and placed in service 30 March 1943, Lt. William W. Boyton, USNR, in command."

"Assigned to the 3d Naval District, *Martha's Vineyard* departed New York Navy Yard, New York N.Y., 4 April for New London, Conn., arriving the same day. Two days later Navy and civilian scientists from the Underwater Sound Laboratory, New London, embarked to cruise Long Island Sound until the 12th testing new sound equipment. She spent the next 3 years in similar test operations along the New England coast interspersed with training exercises off Newport, R.I. *Martha's Vineyard* decommissioned and was stripped at New York Naval Shipyard before she was delivered 6 September of that year to WSA for return to her owner."

When we got to New London we found that, after the time travel trip, the IX97 had remained there for our work and that the Sardonyx was there also.

As said above, during our visits to Bell Lab in 1943 we heard of the program to quickly move a minesweeper out of the way a mile or so when a mine was detected by sonar as rising from the bottom. In 1944 as we were working out of New London, the amazing happening with the IX97 became the constant scuttlebutt conversation during meals and idle time as our boats moved in and out of the New London harbor. The stories were about the disappearance and movement of the IX97 and disturbing results that led the skipper, William W. Boyton, USNR, and Dr. Horton to quickly shut down the experiment when they suddenly found themselves at the dock in Newport RI. They had moved back two weeks to the time when the IX97 was docked at Newport RI nearby the General Electric Pittsfield Mass. plant from which three current generators were installed.

Dr. Horton told us of raising the three currents to the upper limit and being disappointed that nothing had happened. They then tweaked the frequency resulting in the unexpected jump to the Newport dock. Undoubtedly they had rather accidentally passed through the TS frequency.

Skipper Lt. Bill Boyton and Dr. Horton, in charge of the time travel experiment, may have been completely enclosed in the inner cabin's divided space and 'went along for the ride' with no ill effects. The IX97 may have stayed in Newport only long enough for those two frightened operators of the experiment to see where they were and suddenly turn off the power bringing the ship back to Long Island Sound.

Unfortunate sailors on deck were not totally within the divided space within the cabin and must have been partly moved in time giving them the mind disturbing time/space separation of Fig. 3. It may be that the bodies of the sailors on the deck of the IX97 had become separated into a number of isolated spaces. In Fig. 3 the areas marked by % are in a first zone, by \$ in a second, by # in a third, by + in a fourth, by @ in a fifth and in * in a sixth. If so, heat and nerve signals could not flow across the dividing boundaries. It is easy to visualize the disruption of the functioning of a body so divided.

One most unfortunate mate fell from the deck to a position where he was trapped in the steelwork. Part of his body was inside and part outside of a cowling just forward of a port side cabin sliding door. I was shown fresh paint to cover his blood stains on the inside and outside of this curved cowling intended to keep water from coming through the sliding doors in heavy seas. This cowling can be seen at the front corner of the forward cabin in Fig. 2.

I found as we operated with seas coming over the bow that the cowling was not very effective. The floor inside of the cabin became wet and slippery!

It appears that the IX97 time travel trip was planned in part at least, by Dr. Horton and others at Bell Lab with people at the Underwater Sound Lab operated by Bell Lab. We worked with the Underwater Sound Lab in our communications experiment. The IX97 must have been the minesweeper involved since what other reason would there have been for the third overhead 'degaussing' cable that we saw when we used the IX97? Scuttlebutt about the time trip came out in casual conversation with several who had been involved who simply couldn't keep the amazing experience a secret. I followed the general WW2 rule of keeping secrets during the war and did not discuss the stories with anyone outside of the group with whom I was working.

For our communications experiments we used the Sardonyx, a luxury yacht converted for sonar work and the experimental minesweeper IX97. The IX97 was very cramped whereas the Sardonyx was deluxe with a lounge, kitchen, officer's mess and guest bedrooms.

Sardonyx, a steel, diesel engine yacht built in 1928 by Germania-Werft, Kiel, Germany, purchased by the Navy at New York on 19 June 41 from Mr. Alexander D. Thayer, Miami, FL. Commencing conversion immediately, she was renamed Sardonyx on 15 Aug. 41. Conversion, to a coastal patrol yacht, was completed in mid-October, and Sardonyx proceeded to New London for duty, under the National Defense Research Committee in support of experiments on the varied applications of electronics and underwater sound to naval warfare.¹²

In January 1942, Sardonyx shifted back to New York, but after a brief yard period, she returned to New London and resumed her work for the NDRC and the Navy's Underwater Sound Laboratory. Decommissioned and placed in service on 3 Jan. 44, she remained based at New London, conducting operations for the Underwater Sound Laboratory and escorting submarines in the area through the end of World War II and into 1946. In the spring of that year, she was ordered deactivated, and with the summer, she moved to New York, where she was placed out of service on 17 July 46.

The officers took the two ships where we needed them to go to carry out our experiments and had little involvement in the experiments except to volunteer to judge their ability to talk over the sonar with the communications noise and distortion that was always present when talking through the water.

I was issued the civilian pass SHIPS 3777 shown in Fig. 4 giving me access to government and military facilities and

especially to come aboard surface ships and submarines as required. The pass also got me my first ride on an airplane. It was on a DC3 on a flight to visit Hanford WA for work not related to the story here.

As described above, we developed equipment for FM voice modulation of 26 kHz sonar 'heads' for ship to ship to submarine voice communications. These were tested from June 16 to July 7, 1944, at the Underwater Sound Laboratories at the New London CT Naval base. Figs. 5a through 5e show my expense account for the trip. Note the reference on the page for June 26 to 15,000 yards communications between the Sardonyx and the IX97 using FM. Also note the lunch charges of 45 and 50 cents for meals on the Sardonyx when at the dock with no charge on days at sea.

Dr. Horton and I usually traveled with the Sardonyx where we were always guests of the officers. No food could have been better. I remember the toast consisting of a loaf of bread with the crust removed and toasted as a loaf on all four sides so that just the edges of each slice were brown. This was saturated with butter as a loaf and served with 1" cubes of butter. It was about the only butter that I saw during WW2!

On June 27, Dr. Horton appeared with a Bell Lab single sideband transmitter and receiver converted for the 26 kHz we were using; saying, "Today we are going to test SSB!" We did and it worked better than FM for a reason that surprised us both. On an oscilloscope, the distortion of the FM and SSB were about the same. The difference was that the SSB distortion was linear. Even when the voice changed between 'rain-barrel' to dolphin squeak quality, the meaning of the messages was recognizable. With FM the distortion was non-linear and reduced the voice quality to unintelligible.

I graciously conceded Dr. Horton, our boss, was very correct in his choice of single sideband.

Actually this FM/SSB argument started in the power line carrier current section of GE where the work on FSK was done. General Electric was formed by the merger of the Thompson Houston Company and the Edison Electric Light Company. Our major competitor was Westinghouse Electric Company formed by George Westinghouse with Tesla's inventive inputs. Westinghouse used SSB in their carrier current equipment used for voice communications. I was on Edison's side of his competition with Tesla! No wonder that I lost the argument with Dr. Horton!

I had long technical discussions with Dr. Horton about the merits of FM and SSB for the task at hand. Our Bell Lab supervisor was Vic Graff, and I must pause to tell his story which may never be recorded otherwise.

Before the war started, Vic was testing a Goodyear blimp with a prototype radar mounted on nylon cords glued to the air and gas bags between the upper gas filled portion of the blimp and the lower air filled portion. Air was pumped in and out of the lower part of the blimp in order to go up or down.

Before the submarine nets were closed at the entrance of Long Island Sound, it was found by sonar that a German sub had entered the sound waiting for the war to start. On an experimental run one evening, the sub was found on the surface charging its batteries. It immediately dove, however the blimp shut off its engines and drifted waiting for the sub to run out of air and to surface.

Shortly before the time expected for the sub to have to surface, a vacuum tube in the radar quit. Vic stripped to his shorts and crawled out on the lower fabric of the blimp, changed the tube, and got the radar working. Very soon after the repair was made the sub surfaced. As soon as the sub surfaced it was picked up again on the blimps radar and the blimp drifted just over the unsuspecting sub while Vic and others opened the door and rolled bombs out, brought along 'just in case', sinking the sub!

I also remember Dr. Horton telling us about a short trip to Pearl Harbor just before our June, 1944 experiment and telling of his ride on a submarine while there. It seems the sub got stuck in a bow up situation and had difficulty getting the ballast tanks straightened out so as to get horizontal again!

In appreciation for the work that I did, Dr. Horton arranged for me to go to sea on a sub-hunt-sub mission on Monday July 3. This turned out to be a game of our sonar vs. the German sub sonar. Our boat made no contact during the day but I well remember the return to base in the evening. We were entering the narrows leading to New London harbor where ships had to proceed one after another. Our sub was coming in on the surface and I was outside watching when suddenly a sub surfaced just ahead of us, cutting us off. Our skipper had to reverse props fast to avoid a collision. It seems that the other sub was French and had a broom tied to the periscope, the recognized indication of a clean sweep, i.e. a kill!

The bars that evening were full of French submariners that could do no wrong. Unfortunately, while I found myself always well accepted when working with the Navy personnel of all ranks, I felt very much out of place in the bars in the evening. Not really any place for a civilian!

I clearly remember the scuttlebutt among those of us working together in New London concerning the experiments and I had no reason not to believe the stories which included men trapped in steelwork and men with very serious mental disorders.

The mealtime and free time conversations may or may not have included Dr. Horton, but I believe that some did. As to the validity of the scuttlebutt concerning the ship moving experiment, I can only say that jokes of this kind simply were not made up during the war. Besides, how could one hoax a story involving so many people?

The Experiment could well have been planned and carried out by civilian scientists with little involvement of the Navy, as with the work in which I was involved.

Let me explain the IX97 time travel experiment in a little more detail. In Fig. 2b I have modified the picture from the Dictionary of American Fighting Ships to show the *Thelma* modified for use as the experimental minesweeper IX97 so that real minesweepers would not have to be diverted from their primary task of clearing mines. The original picture has a gap in a rear railing showing where the current generators had been edited out. Also a faint line showing a portion of the third overhead cable missed the editing. The original picture did carry the identification IX97.

The forward cabin of the IX97 formed the research room, which would house our experimental gear. The bridge was above. A second cabin aft housed controls for three special looking high current motor-generators the size and shape of oil drums standing on end. Integral motors were driven from ships power. These three current generators, manufactured by the General Electric Pittsfield Mass. division, were mounted on the fantail.

A heavy cable went from each of two of the generators to locations looping overboard on the port and starboard sides. These were useable carrying a single phase current in experiments in triggering a ship detector as in Fig. 1. A third cable was looped along the superstructure and the three cables were bonded together at the most forward point of the bow.

We understood that all of the generators would be driven at the same variable frequency to create a three-phase positive phase sequence source of power to produce a rotating magnetic field. Undoubtedly the IX97 was at Newport RI, nearby to Pittsfield Mass. for the GE installation of three current generators.

I believe the three phase currents were placed through the wires at about 8 Hertz, the resonant frequency of the German detonating device. Purely by accident this was close to the TS frequency of 7.32 Hz.

In Fig. 2b the three cables on the IX97 carrying three phase currents create a rotating three-phase magnetic field. I believe the effect of the rotating magnetic field, when at the TS frequency, is to create a vortex of far force lines in the Earth's

electromagnetic field which in turn produces a vortex in the neutrino field. It is, I believe the neutrinos that really do the work of creating a divided space by tearing the far force lines apart at the boundaries of the divided space. This permitted the IX97 to travel in time.

As Dr. Horton gradually eased the power upward, he found that lower power levels had no noticeable effect. Suddenly the TS frequency was reached, however, and, wham, the IX97 traveled back two weeks to the time it was berthed at Newport RI instead of the desired 15 minutes or so needed to get out of the way of a mine.

Turning the power off when the skipper and Dr. Horton saw what had happened reconnected the divided space to universal space, jerking the boat back to Long Island Sound. The return of the IX97 was within seconds of the time it left as likely seen by observers on the Sardonix.

It seems clear that the power used by the IX97 was far greater than needed if the phenomena had only been better understood at the time. All that was intended was to move the minesweeper a mile or so out of the way of the mine, corresponding to a time movement of a few minutes. It then could be kept there until the mine surfaced and was destroyed. Of course those details were not worked out since first it was necessary to find out whether the ship could, indeed, be quickly moved. There was only time for one quick experiment. Knowing what is known now the sailors on the deck could have been either sent off the ship or back inside before removing power in Newport RI. They didn't know, however. The sailors who were killed and injured by the experiment had little choice, which could have improved their lot, however, since their chances of surviving a trip to England on a troop ship wasn't very good at that time either.

The size of the three generators in the rear of the IX97 were about that of a 50 horsepower 60 Hz motor. Scaled down to 7.5 Hz, the power used may have been about 15 kW. Let's assume a weight of 1500 tons for the IX97 and one kW equivalent to one horsepower. This gives $15 \times 10^3 \text{ watts} / 3 \times 10^6 \text{ pounds} = 5 \text{ milliwatts per pound}$. This is the order of magnitude one can assume humans can tolerate in levitating and teleporting without 'frying their brain'!

I suggest that gifted humans produce a vortex by causing the DNA molecules in the body cells to form a spiral configuration. The neutrinos bounce off the molecules in sufficient number to create a vortex forming the divided space and allowing a human to levitate.

Is the drastic effect experienced by sailors participating in The IX97 time trip related to conditions of mental patients in general? If an effect as shown in Fig. 3 can be produced electromagnetically, surely some physicist can find a way to re-

couple all of the strong force lines within a human body. Intuitively this seems no more difficult than a CAT scan. If this is found to be a factor in mental illness, the procedure would certainly be beneficial. A procedure should be possible that is essentially without risk; surely so as compared to electric shock therapy.

There are stories of the technique being developed and used further during WW2, and the IX97 experiment surely was not forgotten. Where has this knowledge led in the 50 years since the end of WW2? The magnetic mine is long since obsolete or if not, highly refined. The effect noted on the minds of the sailors near the minesweeper during the experiment and as illustrated by Fig. 3 may well have been independently developed into an insidious offensive anti-personnel weapon leaving little or no trace of its use.

On a more positive note, since I know how the equipment on the IX97 worked, I am quite certain that I know basically how Tesla's 1899 bench top equipment worked. The IX97 story thus becomes an important element in the extension of Tesla's work to practical engineering developments of today.

Author⁵ Col. Philip J. Corso confirmed The Experiment from work he did with Admiral Burke while Chairman and chief policy maker of President Eisenhower's National Security Administration. Corso told me of Burke's knowledge of the experiment and his deep concern and regret over the loss of life that resulted. Corso further told me that my recall of the event has greater detail than any source that he knows of. He told me that the project continued and has progressed greatly since then. Col. Corso kindly gave his permission to use his name for this important confirmation of my 58-year-old memory.

The ability of gifted humans to levitate, teleport and travel in time can now be supported, duplicated and studied in university biology and psychology laboratories. Concurrently the barrier to low energy levitation, teleportation and time travel can be crossed in engineering and physics laboratories. Results from studies with humans and studies with machinery can then be compared in recognition of the same underlying principle: Divided Space! The principle of divided space needs to be expanded into an understanding of what separates the phenomena of levitation, teleportation and time travel. Then we will have caught up to Tesla!

There may be a source of information from older electric power generators that are not totally enclosed so that the rotors are visible at least on one end. Old hydro generators are generally of this type. I have heard stories of generator rotors becoming invisible as the generators are brought up to speed,

through the TS frequency, with their fields applied. Perhaps the phenomena are so common that operators pay no attention.

THE CARDINAL

The next step in this saga is with a development starting in 1928 at the Bavarian Motor Works (BMW) in Germany. This resulted in the "foo fighters" of WW2 as described at the International UFO Congress in Laughlin Nevada in March 2000. Hitler was not permitted to use these flying saucers aggressively, however, only for gathering information. Not permitted by whom?

And so, did Hitler tell Mussolini? How was Marconi Corporation involved? Why do we now depend almost entirely on Italian owned companies and technology for our Navy's advanced mine hunters?

Lets move to the United States Ship Cardinal⁶ (MHC 60) as obtained from the book covering the Commissioning Ceremony October 18, 1997. Quoting from the book: (p1) "The USS CARDINAL is the tenth ship of the OSPREY (MHC 51) Class, the Navy's newest Mine hunter and the fourth ship of the Fleet to bear the name CARDINAL."

(p36) "The shipbuilder was Intermarine USA, Savannah, Georgia. Intermarine USA was established in 1987 bringing the technology of Europe's foremost designer and manufacturer of military GRP ships, Intermarine SpA of Sarzana, Italy, together with the shipbuilding and industrial strength of the United States. This venture resulted in a "composites" shipbuilding facility unequaled in the western hemisphere today."

"The ship was the glass reinforced Plastic (GRP) Coastal Mine hunter of the MHC-51 "Osprey" class"

"The issues of electro-magnetic transparency, noise and vibration attenuation, underwater shock resistance and non-magnetic characteristics are effectively managed and engineered at Intermarine."

"In support of the GRP vessel design, Intermarine developed sophisticated resin impregnators so that the very heavy woven roving glass fabrics can be efficiently handled."

(p37) "Intermarine, USA P. O. Box 3045, Savannah, GA 31402-3045. (912)234-6579. Telefax (912) 234-0717"

Mrs. Beckwith and I visited the Cardinal at the Tampa Florida Navy station on the morning of Sunday, May 19, 1999, during Armed Forces weekend. We were the first group of about 30 people shown through the ship that morning. The following is a list of some of the things that we were told by the Navy personnel together with some of the things that were shown to us.

The ship contained no iron or other magnetic material.

The crew was warned not to have magnetic items in or on their clothing or personal effects. "Even a paper clip in your pocket could be lethal!"

The cabin doors were watertight, there were no windows other than along the front of the control house as seen in Fig. 13.

The following is from website www.navsource.org/archives:

The ship has a maximum operational depth of 1500 feet

The maximum speed is 10 knots

Displacement: 896 metric tons

Length: 188 feet

Draft: 13 feet

Speed: 10 knots

Propulsion: 2 Isotta Fraschini non-magnetic diesel engines driving two Voith Schneider vertical axis, cycloidal, controllable pitch propellers

No longitudinal or transverse hull framing. The skin carries all the stresses. The vessel is flexible under shock. Machinery is supported by cradles from the main deck

Crew: 51-5 officers, 46 enlisted

The ship "was in the Persian Gulf on Friday, in Tampa yesterday, Saturday, and will operate in Japan on Monday."

The ship is safe in harbors having potentially unfriendlyies present so long as they are operating in the invisible mode. Their duty is very dicey, however, when they must become visible so as to go on deck and secure a mine brought up to take back for reverse engineering of the latest triggering means.

We saw three large "degaussing" cabinets the size of a double width refrigerator manufactured by Marconi of Italy. (There is nothing magnetic to degauss!)

One of the cabinets had a small indicator light labeled "teleportation mode"!

The mine hunter was the choice duty in the Navy coming ahead of submarine duty. Mine hunter training used a mission control display showing a harbor with an icon for the ship. The display used about a two-mile square map identifying the ship location in plain English. The mission control officer told us that actual duty was the same as the training with the location "blinking" from one harbor somewhere on Earth to another. This capability was well known in at least parts of the Navy represented by the crew as a very poorly kept secret, thus becoming the choice of Navy assignments. The engineering officer on the Cardinal had been the engineering officer on a carrier but said that he chose this duty as "where the action is". His engineering crew on the carrier was much larger than the crew of about 65 on the Cardinal.

The following is a list of ships of the Osprey Class:

MHC-51	Osprey
MHC-52	Heron
MHC-53	Pelican
MHC-54	Robin
MHC-55	Oriole
MHC-56	Kingfisher
MHC-57	Cormorant
MHC-58	Black Hawk
MHC-59	Falcon
MHC-60	Cardinal
MHC-61	Raven
MHC-62	Shrike

I believe that public exposure and degree of acceptance of the reality of Levitation, Teleportation and Time travel will be the greatest driving factor to society in this century!

APPENDIX

Let me now introduce my theory of divided space to explain the LTT phenomena including the time travel of the IX97. This theory was developed in Draft 3, copyrighted 11-19-96, of a book HYPOTHESES⁸.

Six well known orthogonal dimensions are used routinely by electrical engineers. The six dimensions of engineering consist of the three dimensions of Euclidean space x , y , and z as shown in Fig. 6, the time dimension T as shown in Fig. 7, the electric field E as shown in Fig. 8. The magnetic field B is not shown but is at right angles to all of the other fields. By extending the far force model outward we find explanations extending from the effect called gravity here on Earth to the structure of the universe.

As to the time dimension, I cannot accept a physical universe with five dimensions going from plus to minus infinity but with the time dimension starting at a point to convenience mathematicians in our lifetime here on Earth and their big bang theory. I believe that time also goes from plus to minus infinity with an infinite number of universes collapsing and rebanging chaotically as shown in Fig. 7. Our universes have always been here!

It is the educated as well as the practical experience of engineers that effects in each of these dimensions are independent of the other five, i.e. the six dimensions are orthogonal. It is well known to electrical engineers how a motor works. It turns, a time function, through some three dimensional positions, using forces produced by the interaction of the E and B fields. It is known that these forces are analog in nature, which, however are often conveniently quantized for analytical analysis into force lines of a chosen quanta of force.

Taking our engineering approach to the macro universe I hypothesize far force lines pulling all neutrons and protons of the universe together thus forming a force model of the universe. The result of the pull between all of the atoms of ones body (or any other object) and all of the atoms of the Earth creates the effect that we call gravity.

Aether then consists of far force lines between all atoms of universal space. Aether therefore has a density of the total quantized number of lines in all directions per cubic volume of space, say in lines per cubic centimeter. Aether is a variable, being highest when holding solids together, of moderate magnitude within super clusters of galaxies and zero in dark voids of the universe. If the voids have no force lines then electromagnetic radiation including light cannot go there. The voids may be where we are looking at empty space outside of the universe.

Should there be an atom in a dark void it would be pulled into the universe at infinite speed, there being no continuous force line along which it must travel at the limiting speed of light. The outer limit of the universe is therefore unstable, at any surface the universe must be either expanding or contracting. This implies a universe having a jagged hyperactive outer boundary having anything other than a simple expanding bubble structure.

An article in Science, 288:2121,2000, describes the phenomenon called "the fingers of God" because galaxies seem to line up in filaments pointing at us. Our far force hypothesis indicates that this same pointing effect will be seen from any point in the universe as a result of the variable aether density. The fingers point at anyone in the universe looking at them!

If the direction that light travels is taken as the definition of a straight line then simple Euclidean geometry cannot be extended to the super clusters and dark voids. This complicates our view of the universe to say the least. It appears that it is impossible to describe the universe in only three dimensions!

Fig. 9 is a two dimensional representation of the far force lines of universal space holding atoms (o) together with far force lines. For the purposes of illustration, the lines of force in Fig. 9 are quantized into one line per atom vertically and one line per atom horizontally. Familiar laws of physics, especially those related to the speed of light, apply throughout universal space.

Fig. 10 shows a ball of divided space. This illustrates any volume of space having no far force line connections to universal space. Far force lines connect all atoms within a divided space and familiar laws of physics, especially those related to the speed of light, apply throughout a divided space. However, a divided space is an entity in itself and is not constrained by the laws of the surrounding universal space. A body of divided space can pass through universal space at any rate from zero to infinity. Anyone within a body of divided space is isolated from forces we call gravity and from forces of inertia as related to universal space. Anything contained within a divided space can disappear by moving forward in time by a fraction of a second and become invisible to those of us in universal space since we are not there yet! Spacecraft can appear and disappear, jiggle back and forth at high rates and fly at very fast. The concept of divided space then becomes the foundation for the LTT phenomena.

Electric power transmission uses three phase 60 Hz power transmission voltages and currents. These are modeled by breaking them down into components. One is the positive sequence component of rotating vectors having a force carrying power in a desired

direction over three power lines. All other components are undesirable to the ideal transmission of AC electric power. These same principles are useable to explain phenomena from effects of producing LTT behavior at the TS frequency to the travel of electromagnetic packets such as photons and neutrinos.

Fig. 12 shows a photon or neutrino electromagnetic wave packet with a positive phase sequence of rotating forward force F that follows far force lines in a packet direction F_d . If the packet is in a near vacuum the speed will travel along force lines approaching but never exceeding the speed of light. If the packet suddenly hits an object it will impart its force and sometimes seem to behave like a particle.

I believe that this same packet concept applies for all frequencies of wave propagation from the TS wave to neutrinos. Divided space can be created by forming a vortex of force lines at the TS frequency which are followed by a vortex of neutrinos. It is the neutrinos that behave like a tiny particle and break far force lines between atoms at the boundaries of the space causing it to divide.

One asks what does one do to teleport an object and direct where it should land? How does one keep the object from ending up inside someone's body with certainly dire effects? Time travel must make an object disappear. What happens when the effect is introduced very slowly? Does it disappear at the same time for various observers?

A related phenomena is the difficulty Dr. Ellen Crystall⁹ found in photographing spacecrafts. Here again, differences exist between human ability to see and the ability of inanimate devices including video, photographic film and radar. A consistent set of explanations of very fundamental differences appears possible.

One's ability to see thus takes on a form of a mountain range as in Fig. 11. Let us hypothesize that humans, aliens and likely some animals, have a time bandwidth so that our seeing ability becomes describable in three dimensions of light frequency, light amplitude and time. Visualize a possible bell shape to the time dimension extending both forward and back in time. Visualize also a great difference between people related to what is commonly termed their psychic ability. Some may be considered narrow minded i.e. they have a very narrow mountain range!

If one conceptually removes material from the mountain range by taking a slice not quite at the present time one would take no picture! The capability of any non-living recorder or detector of visual images, such as a film camera, a magnetically recorded video, or a radar has a frequency (color) characteristic with no dimensional width in the time domain. A picture is therefore

only possible when the information is all painted on a plane of present time with no time thickness (as it normally is).

THE END

Beckwith Electric Research is exploring extensions of the theoretical work contained herein with the purpose of producing repeatable experiments of interest.

One subject of our research is in developing equipment for measuring and outputting the TS frequency. We have an interest in Tesla's work using the fundamental TS component at about 7.32 Hz, which he perused for some nine months in 1899 at his Colorado Springs laboratory. Our force model of the universe may explain results of his experiments and gives us an incentive to attempt to replicate them.

This book is written in support of a paper¹¹ Drew Craig and I have prepared for presentation at the Florida Academy of Science Meeting at St. Leo University March 9, 2001. Copies of this book and the paper are available by written request to the Beckwith Electric Company.

Research results will be made available as they are obtained at our web site at beckwithelectric.com/ber

FIGURES

- Fig. 1 German mine triggering device.
- Fig. 2a The yacht *Thelma* built in 1911, renamed the
 USS Martha's Vineyard IX97 for use by the Navy in
 1942,1944.
- Rig. 2b The IX97 with three G.E. Pittsfield Current
 Generators driving three cables tied together at
 the bow.
- Fig. 3 A person divided in time.
- Fig. 4 R. W. Beckwith's Navy Pass.
- Fig. 5a, b, c, d & e. R. W. Beckwith's expense account from
 June 18 through July 4, 1944.
- Fig. 6 The x, y and z dimensions.
- Fig. 7 The Time dimension.
- Fig. 8 The E and B dimensions.
- Fig. 9 The far force lines of universal space.
- Fig. 10 The far force lines of a ball of divided
 space.
- Fig. 11 Human eye response.
- Fig. 12 Neutrino Wave Packet
- Fig. 13 The Cardinal.

¹¹Margaret Cheney "Man Out of Time" published by Barnes & Noble

²Margaret Cheney and Robert Uth "Master of Lightning", published by Barnes & Noble

³U. S. Patents 2,461,956; 2,531,103; 2,712,600; 2,802,936; 2,871,263

⁵Col. Philip J. Corso, (Ret.) "The Day After Roswell" published by Pocket Books

⁶COMMISSIONING CEREMONY October 18, 1997 Alexandria, Virginia brochure. United States Ship Cardinal (MHC 60). This is available in color on a CD available from Beckwith Electric Co. Inc., 6190 118th Ave N, Largo FL 33773-3724.

⁷Jeane Manning and Dr. Nick Begich "ANGELS DON'T PLAY THIS HAARP" published by Earthpulse Press, P.O. Box 201393, Anchorage, Alaska 99520

⁸Bob Beckwith & Drew Craig "HYPOTHESES" The latest Draft 9 is available by writing to Beckwith Electric Co. Inc., 6190 118th Ave N, Largo FL 33773-3724.

⁹Ellen Crystall "Silent Invasion" published by Marlow & Co.

¹⁰Dictionary of American Naval Fighting Ships Volume IV.1969. Navy Department, Office of the Chief of Naval Operations, Naval History Division, Washington.

¹¹ENGINEERING PRINCIPLES APPLIED FROM THE ATOM TO THE UNIVERSE WITH TRANSMUTATION OF NITROGEN 14 INTO CARBON 14 AS AN EXAMPLE by Bob Beckwith and Drew Craig. Available from the Beckwith Electric Co. Inc., 6190 118th Ave N, Largo FL 33773-3724.

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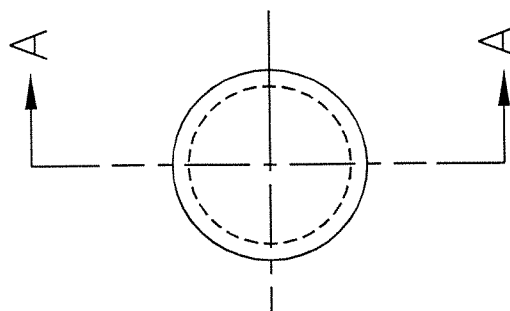
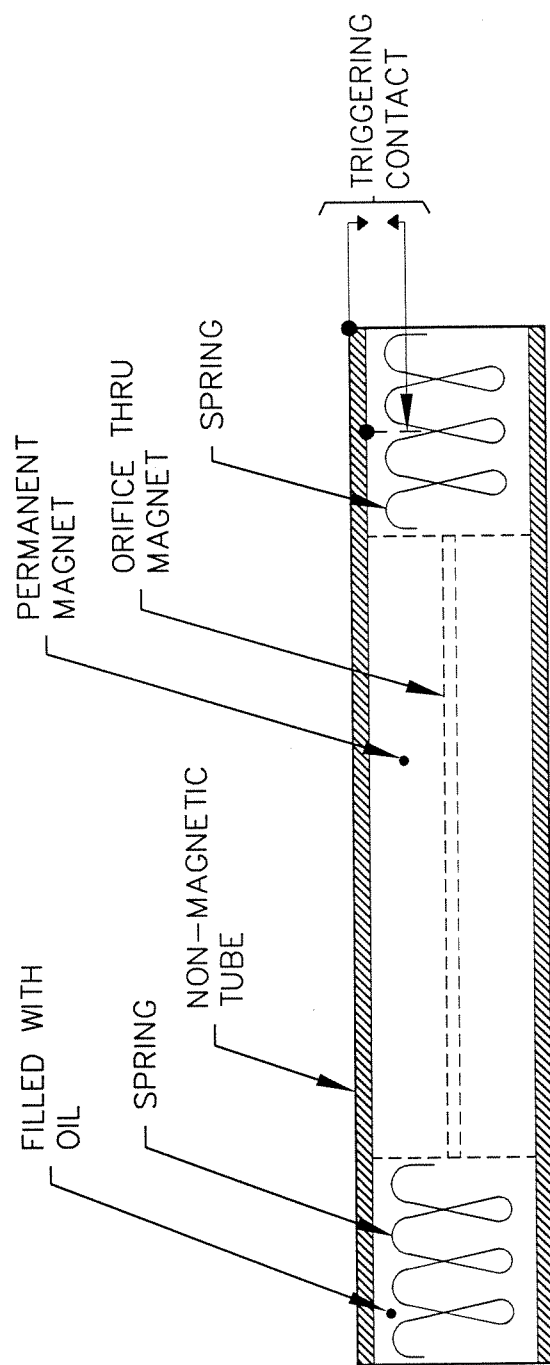


Fig. 1

USS Martha's Vineyard (IX-97)

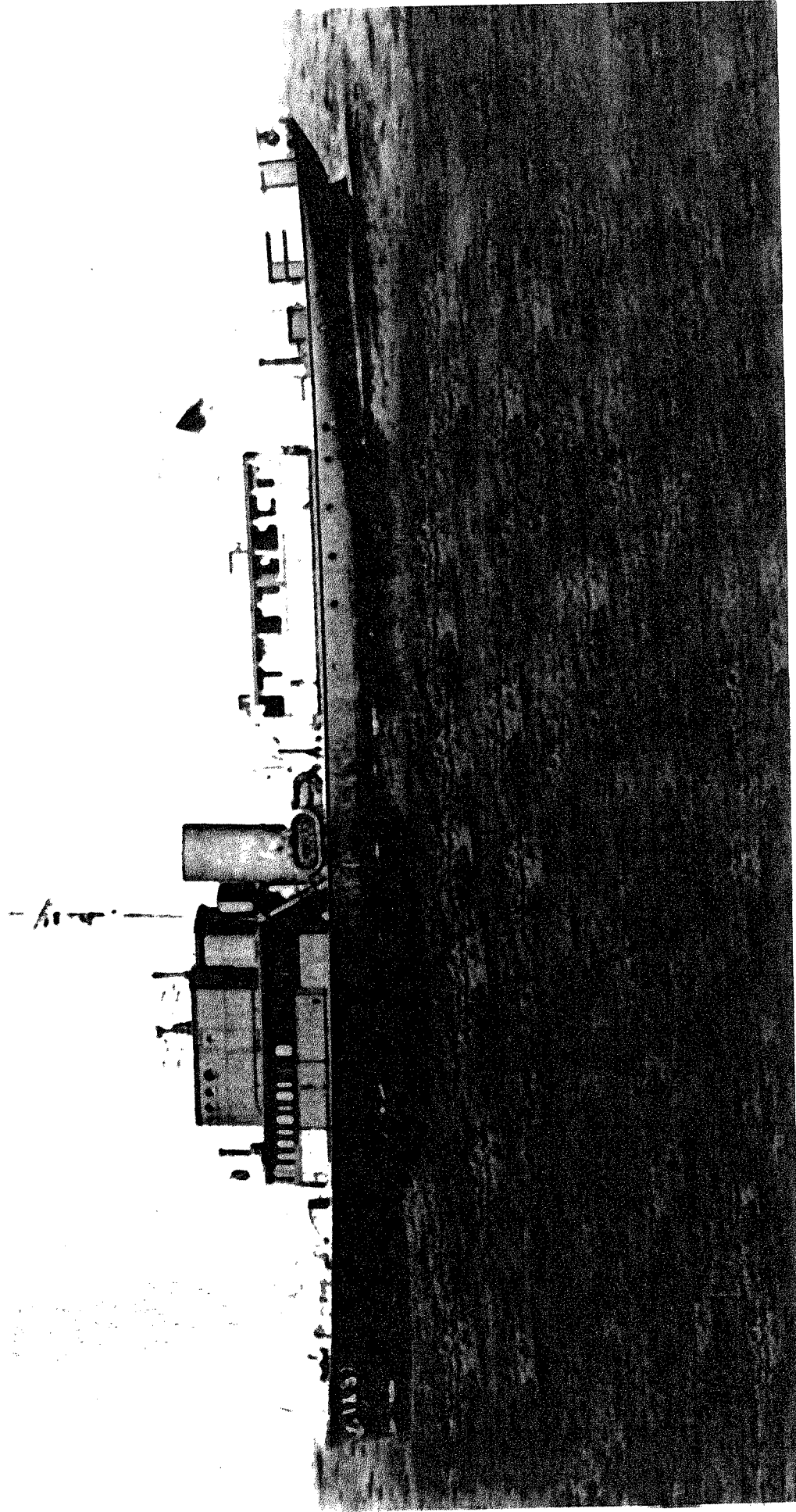


Figure 2a

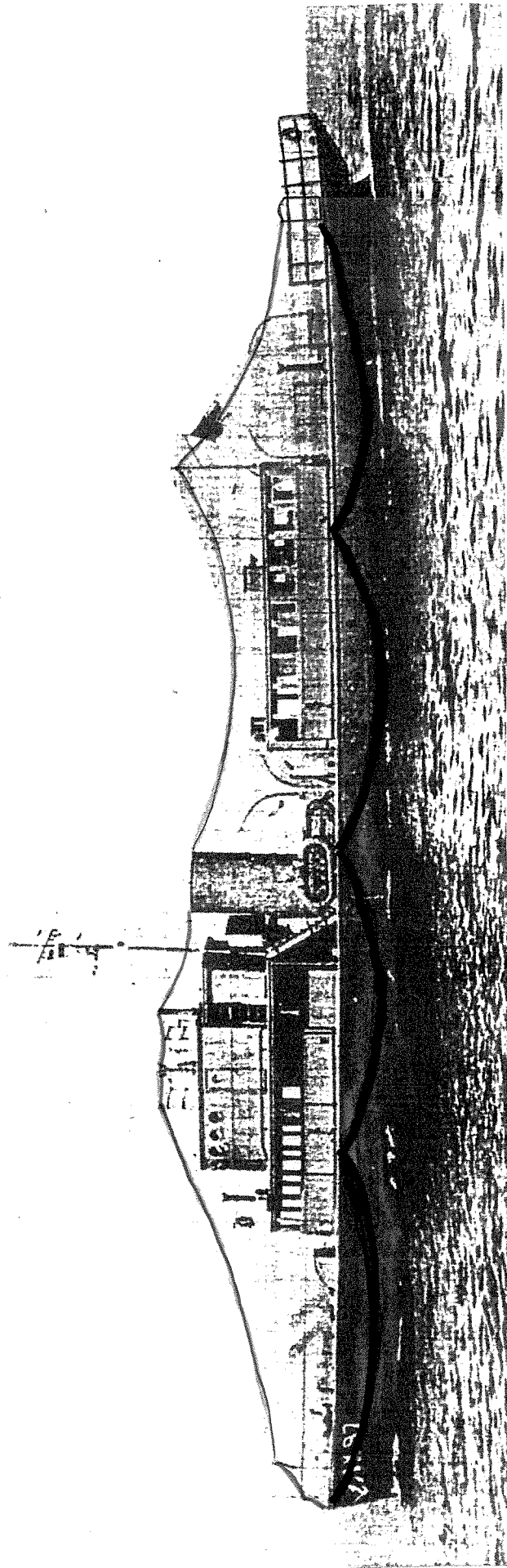


FIGURE 2b

Fig. 3

IN CASE OF EMERGENCY


Notify "The Chief of Naval Operations, Washington 25, D. C. or the Theater Commander," stating:

1. Name and employer of individual as shown herein.
2. Brief details of emergency.
3. Where this individual can be located.

WARNING

This card is issued by the Navy Department for official use of the authorized holder designated herein. Its use by any other person is unlawful and will make the offender liable to heavy penalty.

NAVY DEPARTMENT



WASHINGTON, D. C.

U. S. Navy Certified Civilian
Certificate of Identification

No. 241PS-177

THE CHIEF OF NAVAL OPERATIONS
NAVY DEPARTMENT
WASHINGTON 25 D. C.

16-JUN-51


Altn. OP-30-84

NAVY DEPARTMENT
WASHINGTON

THIS IS TO CERTIFY that BECKWITH, Robert W., whose signature, photograph, and fingerprints appear hereon, is a technical representative of General Electric Company (Company) and is accompanying the armed forces of the United States; that, as such, he is a noncombatant and is entitled to be treated as a lawful belligerent according to the law and usages of war.

By direction of The Chief of Naval Operations,
R. G. Mitchell
(Signature of issuing officer)
R. G. Mitchell
(Typed name of issuing officer)
Robert Wallace Beckwith
(Signature of bearer)

Date of birth 7/25/19
Color eyes Blue Color hair Blond
Weight 185 lb. Height 6 ft. 1 1/2 in.



Date issued 5/19/44
Loss of this card will be reported to The Chief of Naval Operations without delay by the individual named hereon, with the circumstances.

OP NAV 30-84-1 GPO 16-35426-1

NAVY DEPARTMENT
PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$500

NAVY DEPARTMENT
OFFICIAL BUSINESS

FINGERPRINTS—RIGHT HAND

THUMB

Fig. 4

(To be prepared in ink or indelible pencil)

Amount of cash drawn for this trip \$ 200

From June 18 to July 4 1944

Certified Correct

Signature of employee incurring expense—in ink

Approved

Manager or Dept. Head

Audited

Approved

Clerk

Auditor

See G.I. No. 30.3 and 31.6 for instructions covering the use of an employee's personally owned car on Company business.

Liab. ins.

Car: type

coverage \$ and make.

(Fill out only if personally owned car is used for Company business)

DISTRIBUTION

Paid by check

No.

Am't

Received Payment

Signature of employee receiving payment—in ink

SD. No.

Voucher No.

Date

July 5, 1944

Transport'n	Living	Other expenses	Entertaining expenses	Total
1	23 42	4 90	3 98	32 30
2		6 45	25	6 70
3		6 65		6 65
4		5 35	2 41	7 76
5		5 85	68	6 53
6		6 00		6 00
7		8 20	20	8 40
8		8 95		8 95
9		6 35	2 37	8 72
10		7 10	50	7 60
11		6 35		6 35
12		6 40		6 40
13		6 70	50	7 40
14		6 25		6 25
15		9 40	61	10 01
16		6 05		6 05
17	2 10	6 00	75	8 85
18				
19				
20			250	
21			151 97	
22				
23			98 03	
24				
25				
26				
27				
28				
29				
30				
31				
T.	2 52	113 90	12 65	151 97

Object of trip <i>Wash on OEMs + 323</i>			
S.O. <i>489-763-000</i>			
Incurred for Dept. <i>Radio Transmitters</i>			
Transportation	From <i>Schenectady NY</i>	Amt.	Totals
	To <i>New London Conn</i>	21 32	
	To		
	To		
	To		
Living	Berth—chair car—(indicate which)	2 1	23 42
	Lodging (name hotel) <i>Mohican</i>	2 50	
	Meals: Breakfast		
	Lunch		
	Dinner	2 70	4 90
Other Expenses	Street cars—Bus—Taxi—(indicate which)	1 25	
	Telephone or Telegraph (itemize)		
	<i>Shipping Equipment</i>	2 73	
	<i>To New London as</i>		
	<i>entertainment baggage</i>		3 98
Entertaining	Authorized entertaining expenses.* Give names of persons entertained, name of customer, and details of entertainment		
Date <i>June 18, 1944</i> Total for day \$ <i>32 30</i>			

*Use form FN-70 for entertaining at headquarters.

Fig. 5a

Object of trip				
9 hours				
Incurred for Dept.				
Transportation	From	Amt.	Totals	
	To			
	To			
	To			
	To			
	Berth—chair car—(indicate which)			
	Lodging (name hotel)	2.50		
Living	Meals:	Breakfast	1.00	
		Lunch at Sea	.25	
		Dinner	1.10	2.35
				5.35
Other Expenses	Street cars—Bus—Taxi — (indicate which)	60		
	Telephone or Telegraph (itemize)			
	F.A. 11/10, 11/11	1.31		
			2.41	
Entertaining	Authorized entertaining expenses.* Give names of persons entertained, name of customer, and details of entertainment.			
Date June 21		Total for day \$ 7.76		

*Use form FN-70 for entertaining at headquarters.

Object of trip				
12 1/2 hours				
Incurred for Dept.				
Transportation	From	Amt.	Totals	
	To			
	To			
	To			
	To			
	Berth—chair car—(indicate which)			
	Lodging (name hotel)	2.50		
Living	Meals:	Breakfast	1.25	
		Lunch	.45	
		Dinner	2.25	3.95
				6.45
Other Expenses	Street cars—Bus—Taxi — (indicate which)	25		
	Telephone or Telegraph (itemize)			
			25	
Entertaining	Authorized entertaining expenses.* Give names of persons entertained, name of customer, and details of entertainment.			
Date June 19		Total for day \$ 6.70		

*Use form FN-70 for entertaining at headquarters.

Object of trip				
9 hours				
Incurred for Dept.				
Transportation	From	Amt.	Totals	
	To			
	To			
	To			
	To			
	Berth—chair car—(indicate which)			
	Lodging (name hotel)	2.50		
Living	Meals:	Breakfast	1.25	
		Lunch at Sea		
		Dinner	2.30	3.35
				5.85
Other Expenses	Street cars—Bus—Taxi — (indicate which)			
	Telephone or Telegraph (itemize)			
	Lodging at Sea	68		
	RV Heater		68	
Entertaining	Authorized entertaining expenses.* Give names of persons entertained, name of customer, and details of entertainment.			
Date June 22		Total for day \$ 6.53		

*Use form FN-70 for entertaining at headquarters.

Object of trip				
1 hour				
Incurred for Dept.				
Transportation	From	Amt.	Totals	
	To			
	To			
	To			
	To			
	Berth—chair car—(indicate which)			
	Lodging (name hotel)	2.50		
Living	Meals:	Breakfast	1.15	
		Lunch	.50	
		Dinner	2.10	4.5
				6.65
Other Expenses	Street cars—Bus—Taxi — (indicate which)			
	Telephone or Telegraph (itemize)			
Entertaining	Authorized entertaining expenses.* Give names of persons entertained, name of customer, and details of entertainment.			
Date June 20		Total for day \$ 6.65		

*Use form FN-70 for entertaining at headquarters.

Fig. 5b

Object of trip				
Incurred for Dept.				
Transportation	From	Amt.		Totals
	To			
	To			
	To			
	To			
Berth—chair car—(indicate which)				
Lodging (name hotel) <i>Mohican</i>		2.50		
Living	Meals:	Breakfast	1.15	
		Lunch	2.75	
		Dinner	2.55	
			6.45	8.95
Street cars—Bus—Taxi — (indicate which)				
Telephone or Telegraph (itemize)				
Authorized entertaining expenses.* Give names of persons entertained, name of customer, and details of entertainment.				
Date <i>June 25</i> Total for day \$ <i>8.95</i>				

*Use form FN-70 for entertaining at headquarters.

Object of trip				
Incurred for Dept.				
Transportation	From	Amt.		Totals
	To			
	To			
	To			
	To			
Berth—chair car—(indicate which)				
Lodging (name hotel) <i>Mohican</i>		2.50		
Living	Meals:	Breakfast	1.00	
		Lunch	50	
		Dinner	2.30	
			3.80	6.40
Street cars—Bus—Taxi — (indicate which)				
Telephone or Telegraph (itemize)				
Authorized entertaining expenses.* Give names of persons entertained, name of customer, and details of entertainment.				
Date <i>June 23</i> Total for day \$ <i>6.40</i>				

*Use form FN-70 for entertaining at headquarters.

Object of trip				
<i>15000 yards on FM</i>				
Incurred for Dept.				
Transportation	From	Amt.		Totals
	To			
	To			
	To			
	To			
Berth—chair car—(indicate which)				
Lodging (name hotel) <i>Mohican</i>		2.50		
Living	Meals:	Breakfast	1.25	
		Lunch		
		Dinner	2.60	
			3.85	6.35
Street cars—Bus—Taxi — (indicate which)				
Telephone or Telegraph (itemize)				
<i>FM Rins today</i>		2.37		
				2.37
Authorized entertaining expenses.* Give names of persons entertained, name of customer, and details of entertainment.				
Date <i>June 26</i> Total for day \$ <i>8.72</i>				

*Use form FN-70 for entertaining at headquarters.

Object of trip				
<i>Int</i>				
Incurred for Dept.				
Transportation	From	Amt.		Totals
	To			
	To			
	To			
	To			
Berth—chair car—(indicate which)				
Lodging (name hotel) <i>Mohican</i>		2.50		
Living	Meals:	Breakfast	1.15	
		Lunch	2.15	
		Dinner	2.65	
			5.95	8.40
Street cars—Bus—Taxi — (indicate which)				
Telephone or Telegraph (itemize)				
				60
Authorized entertaining expenses.* Give names of persons entertained, name of customer, and details of entertainment.				
Date <i>June 24</i> Total for day \$ <i>8.00</i>				

*Use form FN-70 for entertaining at headquarters.

Fig. 5c

Object of trip									
9									
Incurred for Dept.									
Transportation	From	Amt.	Totals						
	To								
	To								
	To								
	To								
Living	Berth—chair car—(indicate which)								
	Lodging (name hotel) <i>Michigan</i>	2.50							
	Meals: <table border="1"> <tr> <td>Breakfast</td> <td>1.35</td> </tr> <tr> <td>Lunch</td> <td></td> </tr> <tr> <td>Dinner</td> <td></td> </tr> </table>	Breakfast	1.35	Lunch		Dinner			
		Breakfast	1.35						
		Lunch							
Dinner									
Street cars—Bus—Taxi — (indicate which)									
Telephone or Telegraph (itemize)									
Other Expenses									
Entertaining	Authorized entertaining expenses.* Give names of persons entertained, name of customer, and details of entertainment.								
Date <i>June 27</i>		Total for day \$ <i>6.40</i>							

*Use form FN-70 for entertaining at headquarters.

Object of trip <i>Institution of SS Island</i>									
9									
Incurred for Dept.									
Transportation	From	Amt.	Totals						
	To								
	To								
	To								
	To								
Living	Berth—chair car—(indicate which)								
	Lodging (name hotel) <i>Michigan</i>	2.50							
	Meals: <table border="1"> <tr> <td>Breakfast</td> <td>1.35</td> </tr> <tr> <td>Lunch</td> <td>.50</td> </tr> <tr> <td>Dinner</td> <td>2.70</td> </tr> </table>	Breakfast	1.35	Lunch	.50	Dinner	2.70	4.55	7.15
		Breakfast	1.35						
		Lunch	.50						
Dinner	2.70								
Street cars—Bus—Taxi — (indicate which)		50							
Telephone or Telegraph (itemize)									
Other Expenses									
Entertaining	Authorized entertaining expenses.* Give names of persons entertained, name of customer, and details of entertainment.								
Date <i>June 27</i>		Total for day \$ <i>7.60</i>							

*Use form FN-70 for entertaining at headquarters.

Object of trip									
11									
Incurred for Dept.									
Transportation	From	Amt.	Totals						
	To								
	To								
	To								
	To								
Living	Berth—chair car—(indicate which)								
	Lodging (name hotel) <i>Michigan</i>	2.50							
	Meals: <table border="1"> <tr> <td>Breakfast</td> <td>1.25</td> </tr> <tr> <td>Lunch</td> <td>.50</td> </tr> <tr> <td>Dinner</td> <td>2.25</td> </tr> </table>	Breakfast	1.25	Lunch	.50	Dinner	2.25	4.00	6.90
		Breakfast	1.25						
		Lunch	.50						
Dinner	2.25								
Street cars—Bus—Taxi — (indicate which)		50							
Telephone or Telegraph (itemize)									
Other Expenses									
Entertaining	Authorized entertaining expenses.* Give names of persons entertained, name of customer, and details of entertainment.								
Date <i>June 30</i>		Total for day \$ <i>7.40</i>							

*Use form FN-70 for entertaining at headquarters.

Object of trip <i>Trip by 1st class</i>									
9									
Incurred for Dept.									
Transportation	From	Amt.	Totals						
	To								
	To								
	To								
	To								
Living	Berth—chair car—(indicate which)								
	Lodging (name hotel) <i>Michigan</i>	2.50							
	Meals: <table border="1"> <tr> <td>Breakfast</td> <td>1.25</td> </tr> <tr> <td>Lunch</td> <td></td> </tr> <tr> <td>Dinner</td> <td>2.30</td> </tr> </table>	Breakfast	1.25	Lunch		Dinner	2.30	3.55	6.35
		Breakfast	1.25						
		Lunch							
Dinner	2.30								
Street cars—Bus—Taxi — (indicate which)									
Telephone or Telegraph (itemize)									
Other Expenses									
Entertaining	Authorized entertaining expenses.* Give names of persons entertained, name of customer, and details of entertainment.								
Date <i>June 28</i>		Total for day \$ <i>6.05</i>							

*Use form FN-70 for entertaining at headquarters.

Object of trip				
9				
Incurred for Dept.				
Transportation	From	Amt.	Totals	
	To			
	To			
	To			
	To			
Living	Berth—chair car—(indicate which)			
	Lodging (name hotel) <i>Waldorf</i>	2 50		
	Meals: Breakfast	1 05		
	Lunch			
Other Expenses	Dinner	2 45	3 50	6 00
	Street cars—Bus—Taxi — (indicate which)			
	Telephone or Telegraph (itemize)			
Entertaining	Authorized entertaining expenses.* Give names of persons entertained, name of customer, and details of entertainment.			
Date <i>July 3</i>		Total for day \$ <i>6 00</i>		

*Use form FN-70 for entertaining at headquarters.

Object of trip				
7				
Incurred for Dept.				
Transportation	From	Amt.	Totals	
	To			
	To			
	To			
	To			
Living	Berth—chair car—(indicate which)			
	Lodging (name hotel) <i>Waldorf</i>	2 50		
	Meals: Breakfast	1 35		
	Lunch	1 5		
Other Expenses	Dinner	2 20	4 35	6 85
	Street cars—Bus—Taxi — (indicate which)			
	Telephone or Telegraph (itemize)			
Entertaining	Authorized entertaining expenses.* Give names of persons entertained, name of customer, and details of entertainment.			
Date <i>July 1</i>		Total for day \$ <i>6 85</i>		

*Use form FN-70 for entertaining at headquarters.

Object of trip				
1				
Incurred for Dept.				
Transportation	From <i>New London Conn</i>	Amt.	Totals	
	To <i>Stonington 724</i>			
	To			
	To			
	To			
Living	Berth—chair car—(indicate which)	2 10	2 10	
	Lodging (name hotel)			
	Meals: Breakfast	1 35		
	Lunch	1 15		
Other Expenses	Dinner	2 50	6 00	6 00
	Street cars—Bus—Taxi — (indicate which)	75		
	Telephone or Telegraph (itemize)			
Entertaining	Authorized entertaining expenses.* Give names of persons entertained, name of customer, and details of entertainment.			
Date <i>July 4</i>		Total for day \$ <i>8 85</i>		

*Use form FN-70 for entertaining at headquarters.

Object of trip				
Incurred for Dept.				
Transportation	From	Amt.	Totals	
	To			
	To			
	To			
	To			
Living	Berth—chair car—(indicate which)			
	Lodging (name hotel) <i>Waldorf</i>	2 50		
	Meals: Breakfast	1 55		
	Lunch	2 70		
Other Expenses	Dinner	2 65	6 90	9 40
	Street cars—Bus—Taxi — (indicate which)			
	Telephone or Telegraph (itemize)			
	<i>10 Norfolk - Saturday</i>	61		
Entertaining	Authorized entertaining expenses.* Give names of persons entertained, name of customer, and details of entertainment.			
Date <i>July 2</i>		Total for day \$ <i>10 01</i>		

*Use form FN-70 for entertaining at headquarters.

Fig. 5e

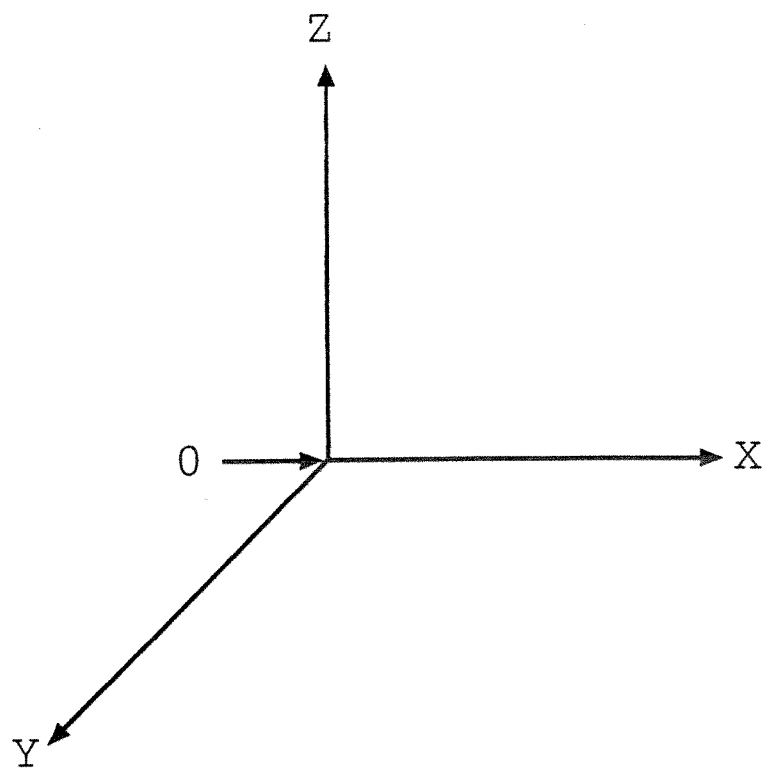


Fig. 6

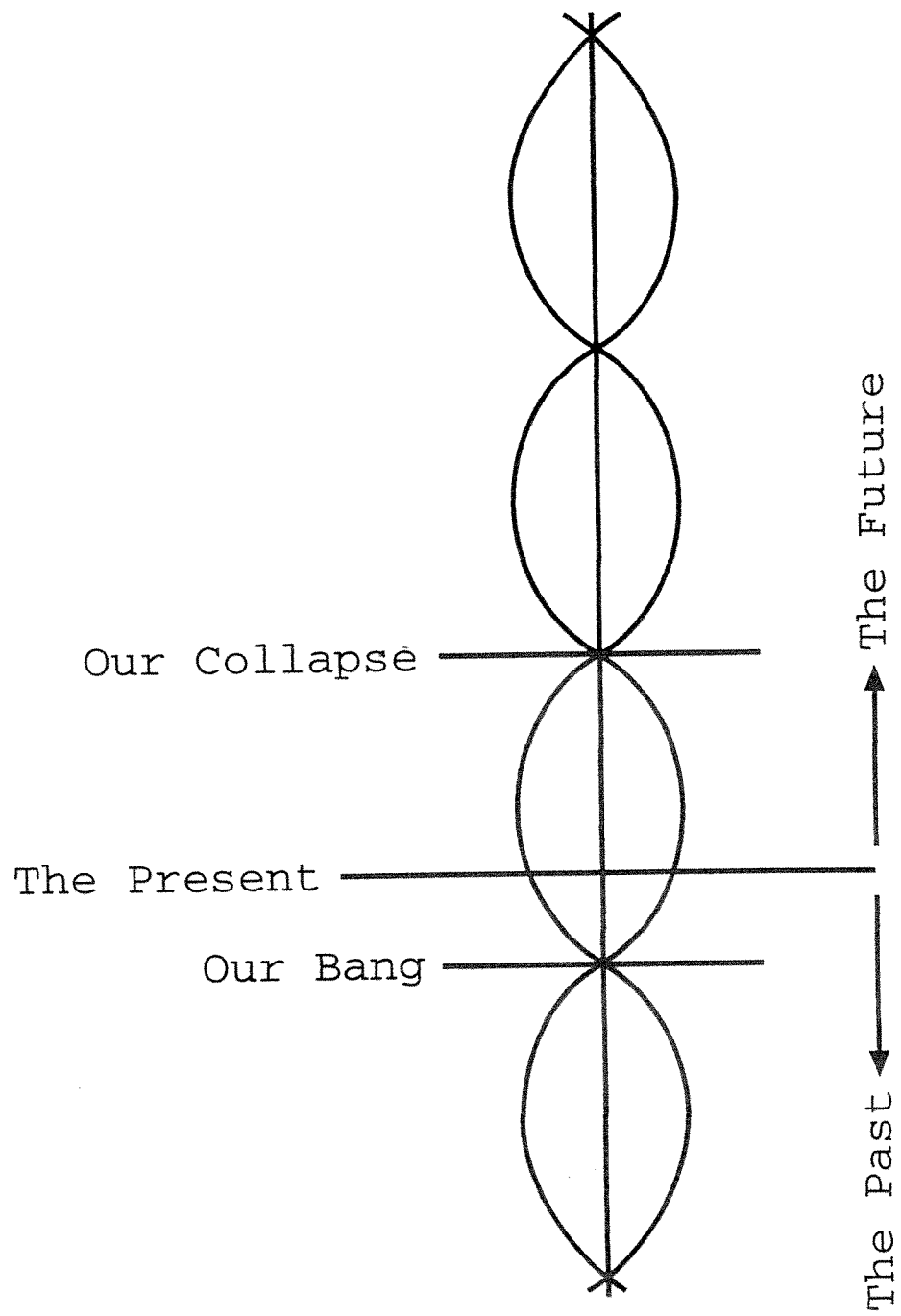


Fig. 7

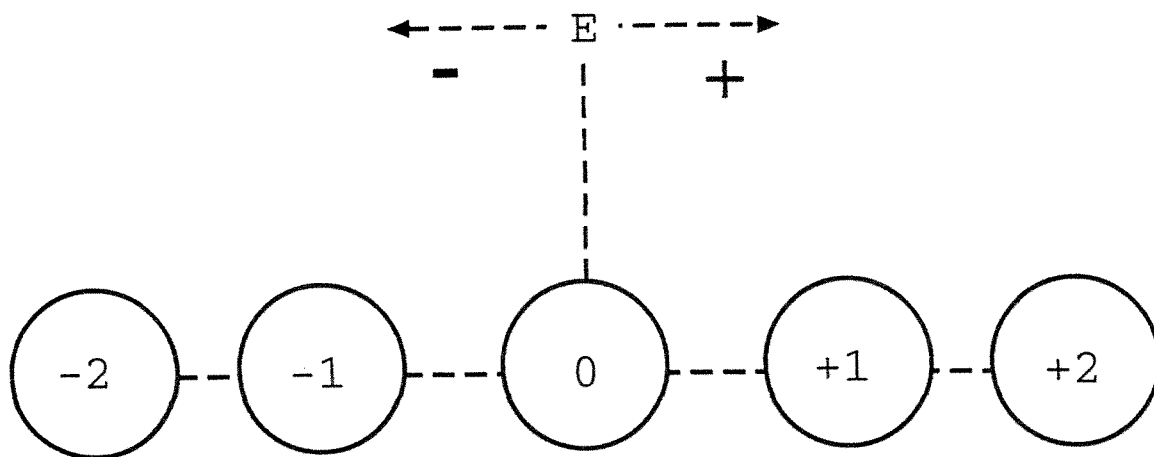


Fig. 8

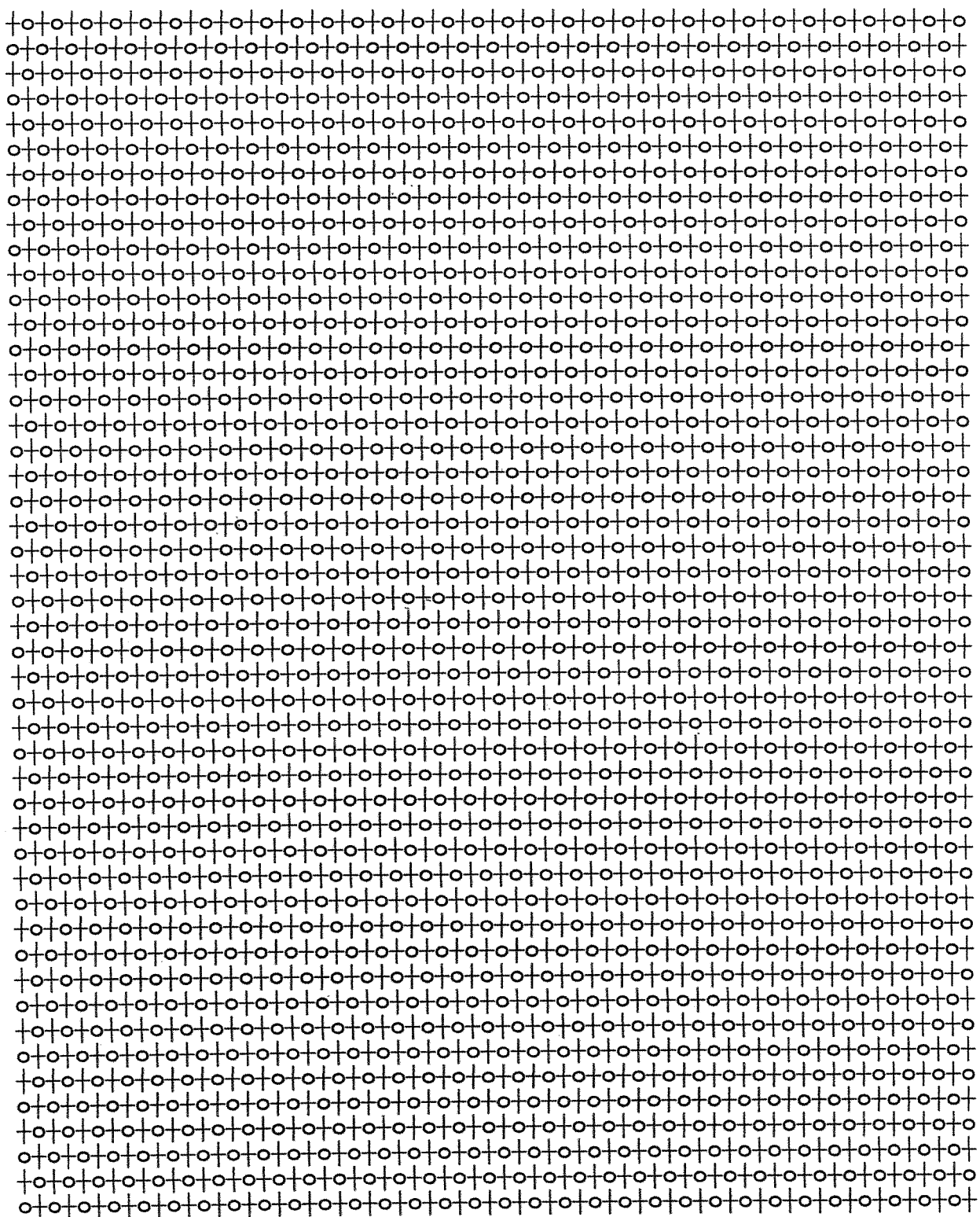


Fig. 9

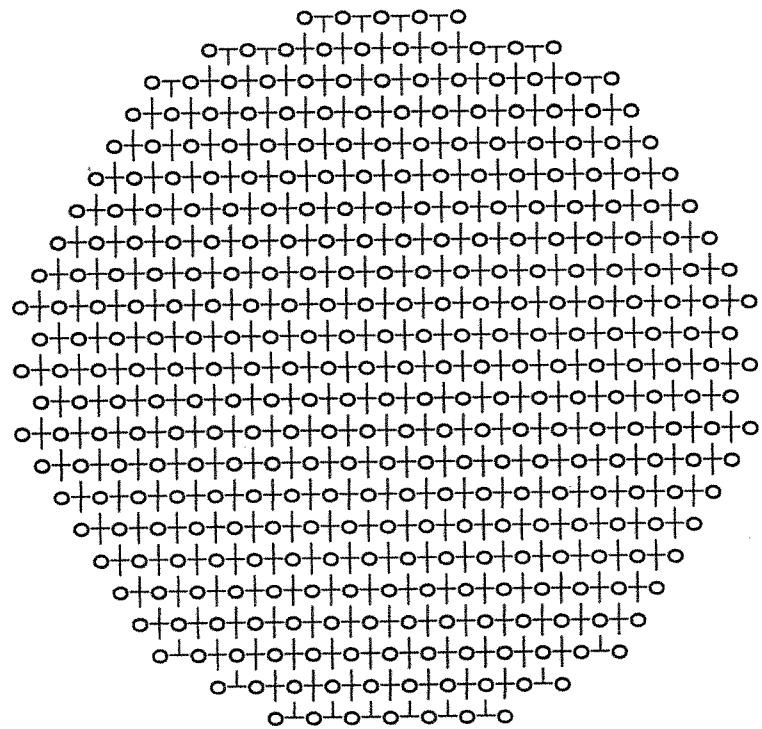


Fig. 10

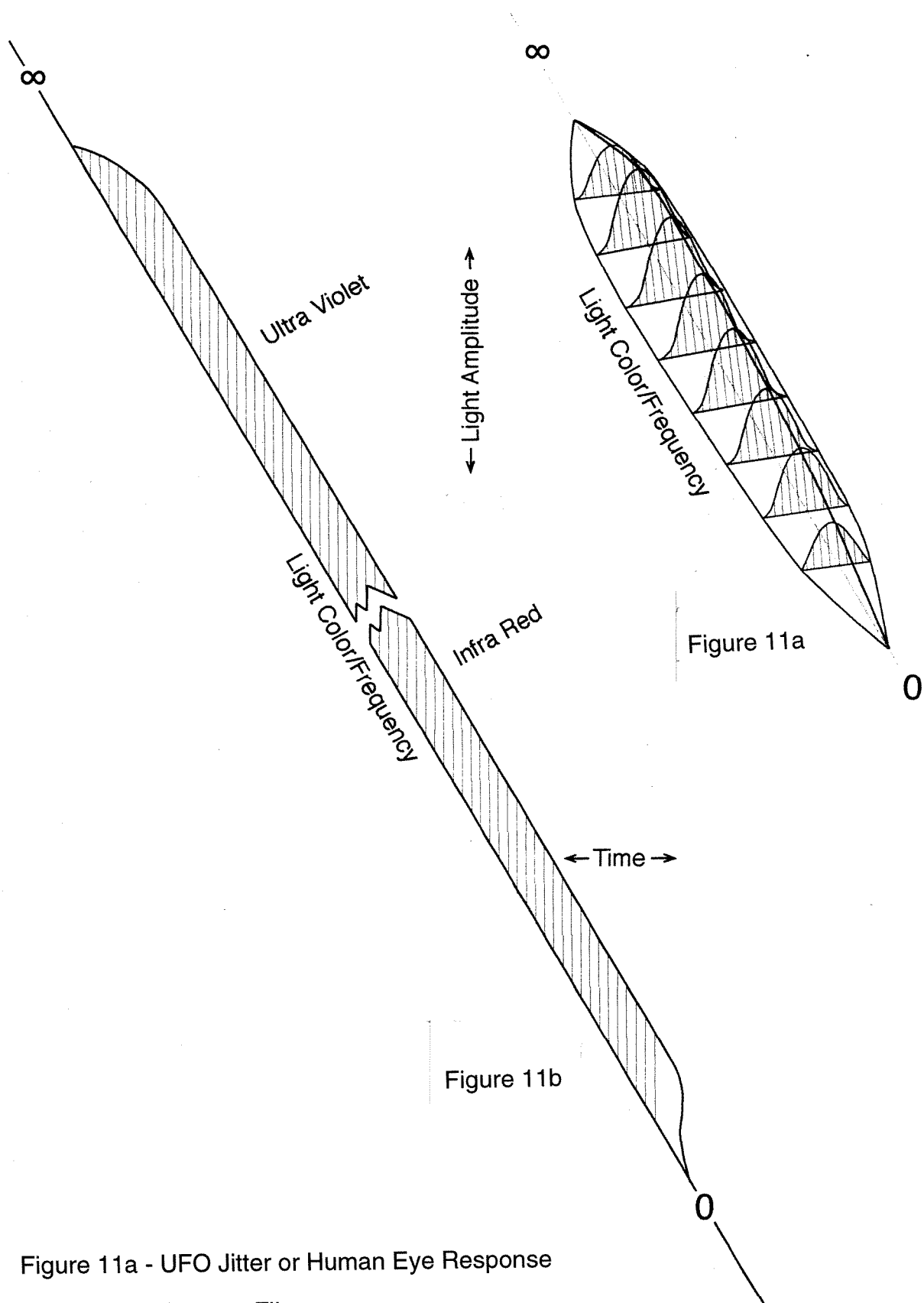


Figure 11a - UFO Jitter or Human Eye Response

Figure 11b - Camera Film

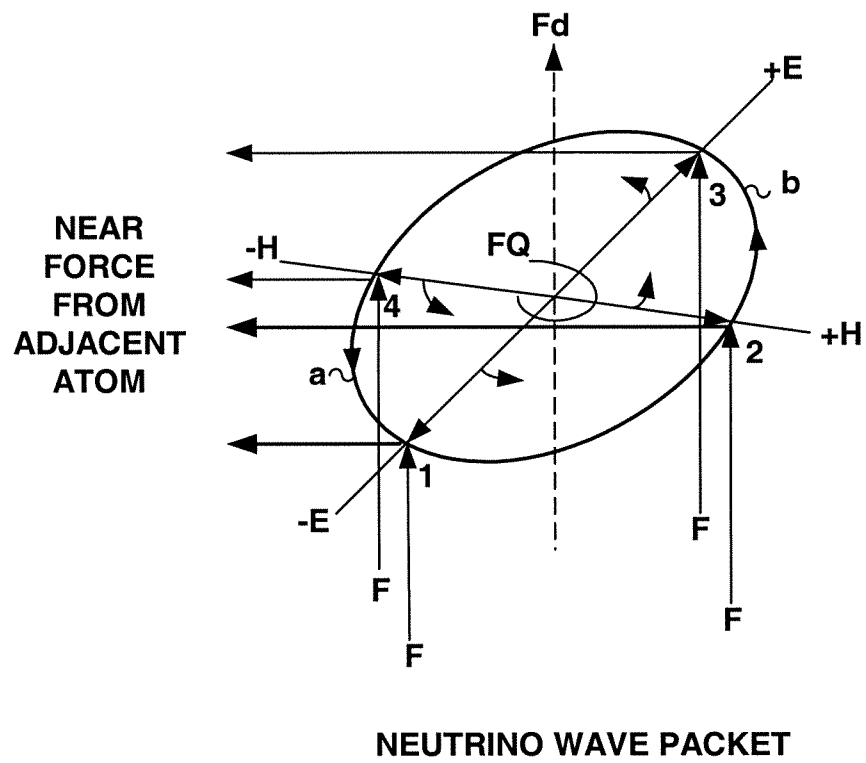


Fig.12

UNITED STATES SHIP CARDINAL (MHC 60)



**COMMISSIONING
CEREMONY**

**October 18, 1997
Alexandria, Virginia**

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