

From: Michael <michael@theyfly.com>
Date: August 25, 2004 5:18:10 PM PDT
To: SKEPTICMAG@aol.com, Kramer <kramer@randi.org>, James Underdown <jim@cfiwest.org>, JREF <challenge@randi.org>, Dave Thomas <nmsrdave@swcp.com>, derek@iigwest.com, Vaughn Rees <Vaughn@cfiwest.org>, Plejarens_are_real@yahogroups.com
Subject: Re: Roswell UFO case

Oh no! Now they're surely going to accuse me of shooting at an unarmed man.

Unfamiliar as you obviously are with the media, Dave, it's still no excuse for you to be a *non-responsive*, uniformed shill for the now very irrelevant illusionists and jokers. If it was you? It *IS* you Dave and, typical of the kind of twits you represent, you are zero credibility. I should mention that even though we haven't made Newsweek yet, you fellas are getting *a lot* of international exposure thanks to my very regular media interviews (2-4 per week) so keep up the great representation for Randi and company. I *always* tell the great CFI challenge and the Randi retraction story.

(BTW, If you *want* to put up or shut, Dave, duplicate the sounds, also known as "*physical evidence*" still freely available on the site. Natch, I'm not holding my breath.)

Talk about spin, your avoidance of dealing with the facts (and the abysmal failure of CFI-West) is dazzlingly consistent with the rest of dolts. Dave, I've had some pretty nifty correspondence from scientists and critics alike but nothing as paltry and patently dishonest as your moronic drivel.

You, fella, are a first class phony. Why would I be surprised, look at the company you keep.

And now, a further demonstration. Here boy, sit, chew on this, and show your idiocy by, again, slandering people you couldn't carry water for:

Robert Post: JPL photo laboratory for 22 years, was the head of that lab in 1979, and oversaw the developing and printing of every photograph that came out of JPL at the time: "From a photography standpoint, you couldn't see anything that was fake about the Meier photos. That's what struck me. They looked like legitimate photographs. I thought, 'God, if this is real, this is going to be really something.'"

Marcel Vogel: Research chemist for IBM for twenty-two years, held thirty-two patents, and invented the magnetic disk coating memory system still used in IBM disk memories. A specialist in the conversion of energy inside crystals, Vogel probed crystalline structures with the most complete optical microscopic equipment available in the world - a system of scanning electron microscopes costing \$250,000. Lieut. Col. Wendelle Stevens, USAF (Ret.): One of the original investigators in the Meier case. In 1979, he sent Vogel crystals and metal samples Meier had received from the Plejarens.

Vogel reported, "When I touched the oxide with a stainless steel probe, red streaks appeared and the oxide coating disappeared. I just touched the metal like that, and it started to deoxidize and become a pure metal. I have never seen a phenomenon like that before." Of another metal sample containing nearly every element in the periodic table, Vogel stated, "Each pure element was bonded to each of the others, yet somehow retained its own identity." At 500 X magnification thulium was revealed. "Thulium exists only in minute amounts. It is exceedingly expensive, far beyond platinum, and rare to come by. Someone would have to have an extensive metallurgical knowledge even to be aware of a composition of this type", said Vogel. At 1600 X Vogel said, "A whole new world appears in the specimen. There are structures within structures - very unusual." At 2500 X he found that the sample was, "metal, but at the same time ... it is crystal!"

Vogel put the full weight of his expertise in these summary comments: "With any technology that I know of, we could not achieve this on this planet! ... And I think it is important that those of us who are in the scientific world sit down and do some serious study on these things instead of putting it off as people's imagination." Again, here is another top-level scientific specialist who is unable to duplicate the material presented to him by Meier.

A portion of these recordings was also given to **Robin L. Shellman, an undersea sound technician**, who studied them with a spectrum analyzer (a state-of-the-art device) built by **Spectro Dynamics in San Diego**. The demodulation showed that one must be dealing with a rotating device—249.6 U/min. modulated at 4.16 Hz.

The high-speed device produced a sound that began at 520 Hz and increased in steps up to 990 Hz, only then to decrease again down to 520 Hz in the same frequency steps. The tonal groups comprising 520 Hz disappeared together at 520 Hz and reappeared at 600 Hz, only to disappear again at 720 Hz. At 990 Hz, however, they reappeared and were very strong. The same occurred in the other direction. The condition remained stable for a moment and then shifted again. This shift was somehow random, but nevertheless constant. At certain times, the high-speed device was still, and a deep, throbbing beat was audible; and then the high-speed rotation began again, and the sound increased rapidly to a high vibrating crescendo in the upper 50,000 U/min. range or higher. Simultaneously, the slower 249.6 U/min.-rotation again became audible. The vibration was produced by the high-speed rotation of approximately 29,000 U/min., which accelerated to over 59,000 U/min. This was most certainly not a normal sound!

These sounds were brought to the **Naval Undersea Sound Center in Groton, Connecticut, where Steven Williams and Howard Ilson—both from N.U.S.C—**used different equipment to obtain visual data representations. Initially, they identified all sounds that did not originate in the target object. Three conventional airplanes were discovered, two of which were propeller-driven. The third was a single-engine jet. Frequency graphics were prepared, and attempts were made to find consistencies in the 'sound archives'. The first airplane to be identified was a 'Pilatus Porter', a light, single-motor Swiss Army reconnaissance plane. Its 'Doppler effect' showed that the plane was flying at approximately forty to fifty knots, which corresponded to the actual progression on the tape recorder, but which also corresponds to the normal speed of an airplane on a reconnaissance flight.

The second plane was identified as a Junker JU-52, an old tri-motor transport plane that was built in 1933. And again, the frequencies of the plane motors exhibited a linear movement, calculated with the Doppler shift. This plane moved away, turned slightly, and then flew off on its way toward the recording.

When we listened to the tape ourselves, we never heard these sounds, which is why we had to examine this information. One can imagine our surprise when we discovered that the Swiss Army Pilatus Porter planes were routinely used for reconnaissance flights; and even more astounding was the confirmation that the Junker planes, JU-52 Transporters, were still being used for skydiving flights and that one had been used on this day in the area of Bettswil! All of this fit together perfectly.

The third plane was a single-motor Mirage jet fighter. With respect to conventional plane sounds, no unusual characteristics were determined. Furthermore, background noises that were discovered included a small barking dog, a crowing rooster, a European police siren, and some clicks and vibrations, possibly the clicking of a camera shutter release.

In this study, no consistency of the targeted sound of the spaceship was discovered in the 'sound archives'.

I don't know about you, Mike, but if it was ME sitting on the story of the millennium, and I knew that my scientific proof was compelling and repeatable, I would be doing everything in my power to get it out there, re-tested and confirmed, not just for the million smackers, but for the cover of Time and Newsweek, a place in history beside Galileo, Darwin and Einstein, appearances on Leno and Oprah, etc. etc. If it was me, I would be negotiating very earnestly, seriously and politely with the Randi foundation to set up the required tests.

Instead of entering serious negotiations with JREF, however, you are simply tossing out charges of dishonesty and cowardice ad nauseum. That says a lot about how you REALLY feel about the quality of your "evidence."

In other words, you don't have diddly-squat, and deep down, you know it. And all the sound and fury in the world isn't enough to cover that up, Mike. I bet that, whether you realize it or not, you're afraid that the work of your "experts" won't stand up to real scientific scrutiny.

And all that's left is for you to make ridiculous charges and accusations, put words in other's mouths, and generally put so much spin on everything that you must be permanently dizzy.

I'm very glad that I'm not you, Mike.

Sincerely, Dave

At 01:49 PM 8/25/2004 -0700, Michael wrote:

The "little problem here" is your lack of truthfulness, integrity, professionalism and character. (other than that, things are looking good for you.) But, once again, you and the cowards at JREF and CFI-West,

remain

unresponsive to all that has been provided to you and show that you are clearly out of your league.

So, if you insist on further humiliating yourself and your associates, be my guest.

And, as my guest, here's some (abridged) reading material for you. Would you like to comment on it now, perhaps, and let us know how unqualified this "so-called expert" is? Or are you just waiting for the dentist?

David Froning: At the time, Dr. Froning had already spent 25 years as an aeronautical engineer at McDonnell Douglas in highly classified military defense and, in 1979, became interested in Meier's accounts of Plejaren starship travel, which mentioned tachyon propulsion. Dr. Froning found Meier's account of tachyon propulsion (which was only beginning to be discussed by a very small and select group of theoretical physicists), and his calculations for above light speed travel to be amazing. In 1983, he was pursuing his Quantum Interstellar Ramjet idea (JBIS vol. 33, no. 7, July 1980; AIAA 81-1533, July 1981; IAF-85-492, October, 1985) and plugged in his Quantum Ramjet performance equations, assuming: a given starship density, vacuum energy conversion efficiency (in transforming positrons and electrons within the quantum vacuum into photons), and vacuum energy conversion scales of distance of the order of the Compton wavelength. The resulting vehicle acceleration enabled achievement of almost light speed in about 4.3 hours and deceleration from light speed in about 4.3 hours. Meier said that the elapsed time during the "hyperspace jump" took only several seconds. Thus, trip time between the Pleiades star cluster and Earth with Froning's slower-than-light Quantum Ramjet Drive plus a hypothetical tachyon drive would be 8.6 hours, which was within 20% of the Plejaren trip time reported by Meier. But, while Froning's calculations were based on many arbitrary assumptions, and in no way proved the truthfulness of Meier's account (since it was a theoretical system he was working on, only time will tell as to which are correct) Froning was somewhat startled that his arbitrary flight time computations were within 20% of the flight time mentioned by Meier. Regarding the Meier material, Dr. Froning also publicly stated that, "My colleagues and I may have made breakthroughs in our understanding of possibilities and ways for traveling faster than light from Billy Meier's accounts of his encounters with the Plejarens."

"Life is too short to occupy oneself with the slaying of the slain more than once." - Thomas Huxley