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THE PHILADELPHIA EXPERIMENT: AN UPDATE

by William L. Moore

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Did the U.S. Navy succeed in making a destroyer escort vessel invisible during a Top Secret experiment conducted in the Philadelphia Naval Shipyard in 1943? The answer may never be known for sure in spite of an incredible amount of research into the subject. The passage of time, the inevitability of death, the continuing unavailability of government files on the topic, and a general lack of time and resources with which to conduct the necessary research have all combined to place the matter into a sort of limbo ever since publication of The Philadelphia Experiment: Project Invisibility (NY: Grosset & Dunlap) in 1979. The research which led to that volume was a five year project. Although the book provided a great deal of new information, it ended with almost as much speculation as it had begun; concluding only that something highly unusual had indeed occurred but that the case for precisely what it was remained unproven. "If the Philadelphia Experiment never happened as described, what actually did happen in a high security area of the Philadelphia Navy Yard..." is the closing line of the final chapter.

In fact, the legend surrounding the supposed experiment had been whispered quietly amongst occult researchers for years before the publication of The Philadelphia Experiment brought the matter into the public arena. Not surprisingly, the book's widespread acceptance over the past five years resulted in the surfacing of new information which almost certainly would have remained obscure otherwise. It has also inspired a soon-to-be-released high tech adventure film which takes the alleged events of the original experiment one step further into the realm of the fascinating and the fantastic. The Philadelphia Experiment, a 10 million dollar film from New World Pictures starring Michael Paré and Nancy Allen, is scheduled for release across the United States and Canada in mid-July. In connection with the film, a nationwide search for survivors of the actual

experiment is now underway. Of particular interest is information regarding D.J. "Don" Myers, last known as a crew member of the carrier U.S.S. Antietam in late World War II; former Bosun's Mate 2nd Class Harry Euton, and a second crew member known only as "Walker", both last known aboard the destroyer U.S.S. Gainard in the early '50s; and Charles W. Dwyer, known to have been a transient in New York City during the '60s. All are believed to have been eye-witnesses. Anyone with information that may be of assistance in this effort is urged to contact Mr. Philip Little of West Coast Detectives, 5113 Lankershim Blvd., North Hollywood, California 91601 (Phone 818-980-7393).

The legend of the Philadelphia Experiment is that the U.S. Navy was engaged in experimental efforts to create invisibility for ships and planes during World War II using high-energy electromagnetic fields. As the story goes, one such experiment, conducted in the Philadelphia Naval Ship Yard in 1943, succeeded all too well when a destroyer escort vessel and its crew not only disappeared, but were actually teleported 200 miles to Norfolk, Virginia, and then back again in a matter of seconds. Fantastic? You bet. But great stuff for a film. While the actual facts of the matter appear to have been somewhat more mundane (there actually was an experiment, the goal was radar, not optical invisibility, and the bizarre effects reported in connection with it-- men walking through walls, other men bursting into flames-- seem to have been the result of hallucinations of those witnesses who got too close to the high-powered low frequency force field involved) the film uses an excellent blend of speculation, fact and fiction to build to a fantastic, yet not totally impossible conclusion.

All too often, people who read a book which they regard as excellent are treated to a less-than-acceptable rehash when the film version is released. Not so with the film The Philadelphia Experiment, which begins by recreating the experiment in a blaze of special effects and then centers in on the two sailors who allegedly died when the actual experiment went horribly wrong. Instead of dying, however, the two men in the movie are incredibly transported ahead in time to 1984 where, following a harrowing series of events, they meet up with one of the scientists responsible for the original project-- a man now forty-one years older, but still involved with force field experiments using the technology of the '80s. David Herdeg (played by Michael Paré) knows that the only hope of getting back to his own time lies in cooperating with Dr. Longstreet (played

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by Eric Christmas). Longstreet, for his part, comes to realize that the only hope of saving the world from his latest experiment-gone-awry lies with David. Their ultimate agreement to cooperate leads to the climax of the movie.

The film is not a documentary, but a thriller in the truest sense of the word. Those who want the real facts after seeing the film, should read the book, which will be reprinted in paperback by Ballentine Books in time for the film's release.

But getting back to the experiment itself, it has already been noted that the controversy and publicity centered around the appearance of the book in 1979 resulted in some new information coming to light. To those readers who are already familiar with the legend of the experiment as set forth in the book, the remainder of this article should serve as an update. Others, to whom the Philadelphia Experiment is new material, may want to obtain and read the book first so that they will be better able to place the following material in its proper context.

Critics of the alleged experiment, self-styled skeptics who generally prefer to conduct their "research" from armchairs, have almost universally based their pronouncements against the reality of the event upon the argument that the whole story was cooked up by one Carl Allen, alias Carlos Allende, a former merchant seaman of questionable mental stability who wrote a series of bizarre letters to author Morris K. Jessup beginning in late 1955. Such an argument holds up, however, only so long as Allen(de) remains the sole source of the story. If the tale of the Philadelphia Experiment is nothing more than a science fiction yarn concocted out of thin air by an unbalanced Allen(de), then it should be impossible to discover any sources of information about the experiment dating any earlier than Allen(de)'s 1955-56 series of letters to Jessup. The very fact that such sources do exist, and that none of them had ever heard of Carl(os) Allen(de) prior to the publication of the book, is sufficient to at least lend serious question to the Allen(de)-as-perpetrator argument, if not to utterly destroy it.

The fact of the matter is that the whole Allen(de) sideshow which has permeated arguments both pro and con about the Philadelphia Experiment for years, is

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nothing more than a huge red herring-- a quagmire into which both researchers and skeptics alike have fallen far too many times. Clearly if truth is to be found, it is not to be found with Allen(de), whose testimony can be seriously questioned or discredited on any one of a dozen or more grounds. If anything, the available evidence would seem to suggest that Allen(de) is best dismissed as a probable crackpot, while at the same time testimony from other sources which appear to have no visible connection with him should be examined more carefully. As stated on page 64 of The Philadelphia Experiment (hardcover ed.), "... (it all) boils down to the simple fact that while Carlos may have started the controversy that has raged on over the so-called Philadelphia Experiment for more than two decades, he really doesn't appear to have the essential information needed to solve the mystery."

A similar problem exists with the U.S. Navy, which claims it has been totally unable to locate any documentation indicating that such an experiment ever occurred. Small wonder, for if such files do still exist, they would be buried in the literally tons of virtually unindexed material in the National Archives devoted to military wartime experimental projects and undertakings of every conceivable sort. Most of these are not filed under the various military services at all, but rather have been lumped together in the massive files of the old National Defense Research Board which comprise some several million documents in their own right. If one knew precisely where to look, there is a fair chance something might be located which, if found to be releasable upon declassification review, might provide the proof needed to solve the mystery one way or the other. But given the sheer volume and general disorganization of material in the Archives, coupled with a minimal staff already severely taxed just trying to keep up with the work at hand, there seems little hope of breakthrough short of a private researcher literally camping out at the place and spending months or perhaps years of valuable time physically searching the available files. (This author speaks from experience. I've already spent weeks in the place.)

Rather than dismissing the matter for lack of convincing documentary evidence, however, the case remains open on the basis of anecdotal evidence gleaned from the personal testimony of individuals who have come forward over the years to state that such an experiment did in fact take place and that, for one reason or

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another, they had some personal (although not always first-hand) knowledge of it. With that in mind, the following accounts are all significant in that in most instances they pre-date Allen(de)'s letters to Jessup, and in all cases none of the individuals involved ever met or was even aware of the existence of Carl(os) Allen(de).

(1.) Mr. Eric Nelson, a writer who lives in Saskatoon, Canada, communicated the following in a letter dated April 18, 1980:

"I have recently completed your excellent book The Philadelphia Experiment and wanted to send you the enclosed letter from a Sacramento acquaintance.

"I met Mr. Mazlum at the Los Angeles airport last March (1979) while we were both waiting for a bus and as we got talking and as a result of his telling me he is an electrical engineer I mentioned to him my long-time interest in the Philadelphia Experiment.

"...I subsequently received the following letter from Abe Mazlum... (which I am sending on) to you maybe as another clue in the puzzle...."

*(Letter from D.A. Mazlum to Eric Nelson dated April 24, 1979:

"...It happens that there is an Eric I work with in the office, Eric Ericson, that is. He was in the U.S. Navy at one time and associated with a fellow by the name of Harry Euton. Harry was a part of the Philadelphia Experiment evidently, and he was awe stricken one day when he saw himself standing on the deck of a ship with no bottom and no rear end. Eric says that the guy shuddered with the mystery of the event every time he related it. I haven't read about the experiment and had never heard of it before. I cannot brush it aside as fiction, but in everything I am used to showing some restraint...."

During a personal interview conducted with both Mr. Mazlum and Mr. Ericson on July 25, 1980, Ericson stated that he had served aboard the destroyer U.S.S. Gainard (DD-706) during late 1950 or early 1951. The Gainard was a Sumner class destroyer which at the time was part of the Atlantic Fleet's first section, 12th squadron.

While serving on the Gainard during Operation Portrex, an electronics counter-measures exercise in the Caribbean which involved simulated attacks on the ships by jet aircraft, Ericson (then an Electrician, 1st Class) met Bosun's Mate 2nd Class Harry Euton. It was Euton who told him the story of having been a part of an experiment which rendered a ship invisible. According to Ericson, Euton had been in between assignments on two capital ships during World War II when he was "selected" to be a participant in some sort of Top Secret experiment which was to test a new concept of camouflage against radar which involved the use of heavy degaussing generators and equipment.

Euton went on to relate that during the experiment something went wrong and the ship literally "vanished" from the second anti-aircraft mount to the rear of the vessel. Suddenly the ship had no bottom and no stern. Euton described himself as standing, but with nothing beneath him to stand on. Several other people who had been near him at the time simply vanished with the ship. Other people forward of him were visible, but they did not look like they did normally-- a point which Ericson said Euton had steadfastly refused to clarify or even to discuss further. At the same time, Euton said that he felt an intense pain in his bridgework (teeth), and that his automatic reaction to "reach out and grab something to keep from falling" resulted in his grasping a cable or a pipe which he could feel but not see.

Shortly after the "failure" of the experiment, those survivors who were not in the hospital were "debriefed" as a group, told to "forget" the experiment, that it was a Navy secret, and that none of them were to speak of it again. At the end of the debriefing session, each of the sailors involved received transfer papers to different places. They were also told that all work on the project was being stopped.

Ericson went on to relate that a third party present during his conversation with Euton was a fellow named Walker, possibly Dave Walker. Ericson left the Gainard in 1951. Harry Euton was still with the ship at that time. He was not certain about Walker.

(2.) Mr. Riley Crabb is head of Borderland Sciences Research Foundation of Vista, California, a psychic-oriented research group which publishes a bi-monthly journal. In January, 1970, Riley received the following letter from Mr. Russ Griffin of New York:

"...Getting to the point of my writing is rather important since it concerns something that I may have accidentally uncovered through the discovery of some US Naval documents... These concern almost to a fact the case of the application of the Unified Field Theory of Dr. Albert Einstein to a converted Naval destroyer in 1943, and the actual (alleged) teleportation from a dock in Philadelphia to its home port in Norfolk, Virginia....

"The classification of the papers is obvious, however, since I have access to them I must at my own risk conceal the contents.... I can only assure you of the authenticity of these papers and swear to my honor as a cleared person that they are real and verified. I am running the risk of being court martialed for even disclosing to you my knowledge of these papers...."

Griffin wrote this letter on January 20, 1970, while stationed at the U.S. Naval facility in Nicosia, Cyprus (south of Greece in the Mediterranean Sea). It is possibly important to note here that the Eldridge (DE-173) was sold to the Greeks in 1951, and it may be that some of her records were stored on Cyprus before the final transfer was made. (This, of course, is strictly conjecture.) In any event, Griffin, now back in the U.S. and still active in the intelligence community, confirmed the above events to me in a lengthy telephone conversation in late 1981. He continues to refuse to disclose the precise nature of the documents he saw in Cyprus.

(3.) The following is excerpted from a letter from Mr. John Clarkson of New Jersey, dated April 16, 1980:

"In the latter half of 1969 I was in London and visiting the offices of the Society for Psychical Research....

"I got to talking at my lunch breaks with the society's secretary (a merry man whose name escapes me....) I had just finished reading Steiger's book and over a pint one day I gave my friend the bones of the story and asked him if he had read it.

"He told me that he hadn't but that the story fascinated him as he had been involved in the affair.

"During the war he had been a member of Sir Robert Watson-Watt's

team which had gone to the U.S. to introduce the U.S. Navy to the mysteries of radar. Whilst there (in Philadelphia) they were invited, by the U.S. Navy, to evidence a demonstration at sea of ship camouflage.

"What they were to see, they (the Brits) were told was a way of disguising a ship's outline with the use of lights. My storyteller said that the object ship was of Destroyer/Frigate class. The trials were held in broad daylight and the weather was excellent.

"Although at no time was it apparent that any lights had been 'switched on' the ship's light began to change quality and started to shimmer. Suddenly the vessel's outline began to disintegrate and seemed to disappear down to the waterline. The hull image, below the waterline, was quite clear.

"Now Sir, however much they may deny, obfuscate, fudge or even (God forbid) tell taradiddles- the U.S. Navy was up to something in the 1940's, out of Philadelphia, and it had to do with invisibility."

(4.) In October, 1977, Mr. Alfred Mills of Gwynedd, North Wales, United Kingdom, wrote to the Department of the Navy, Fourth Naval District, Philadelphia, PA, asking for any information they might have on the so-called Philadelphia Experiment. Lt. Commander A.E. Norton, Public Affairs Officer, Philadelphia Naval Ship Yard, responded on November 1, 1977, as follows:

"...The questions surrounding the so-called 'Philadelphia Experiment' arise from quite routine research which occurred during World War II at the Philadelphia Naval Shipyard. Until recently, we believed that the foundation for these apochryphal stories arose from degaussing experiments which, although they have no effect on humans, can cause a ship to become 'invisible' to magnetic mines. A private researcher has revealed that a more likely genesis of the stories about levitation, teleportation and bizarre effects on human crewmembers arose with experiments with the generating plant of a destroyer escort, USS Timmerman. This ship was part of an experiment to test the effects of a small, high frequency generator providing 1,000 cycles per second instead of the standard 400 hertz. However, the higher frequency generator produced corona discharges, sparking and other phenomena often found at high fre-

quency power plants. The ship was never teleported, nor did any of the crew suffer lasting effects from the experiment...."

Research into the history of the U.S.S. Timmerman (DD-828, later AG-152) conducted by private naval historian Mr. Zenon Hansen of Chicago, produced results which are somewhat at odds with the Navy's claims. According to Mr. Hansen's letter dated Sept. 24, 1980:

"...(the history of) U.S.S. Timmerman, DD-828 and later AG-152... has no relationship whatsoever to the Philadelphia Experiment, having been commissioned September 26, 1952.

"Lt. Cmdr. Norton adds further confusion when he refers to the Timmerman as a destroyer escort (DE) which is what Eldridge was. It was actually a Gearing class destroyer (DD) hull modified as an experimental destroyer (EDD) and later reclassified as Auxilliary General (AG-152), probably because it was purely a test ship and saw no regular fleet use...."

Jane's Fighting Ships, 1957-58 edition, further clarifies the status and relevant dates for the Timmerman:

"General Notes:

This ship was completed to a new design. She is a modification of the original 'Gearing' type. First ship of post-war construction completed for the Navy. No tubes. Built by Bath Iron Works Corpn. Laid down 1 Oct. 45. Launched 19 May 51. Commissioned 26 Sep. 52. Reclassified from DD-828 to AG-152 in Jan. 54. Decommissioned to Reserve Fleet in 1957. Not as yet scrapped, but is completely disembowelled." (Note: Scrapped, 1959.)

"Engineering Notes:

Fitted with 'more powerful machinery of light weight', employing much higher temperatures and pressures than hitherto. The reduction in weight is far beyond anything previously attempted to determine how light naval machinery can be without sacrificing strength. Largely experimental, several novel engineering features being incorporated...."

Given the above, it would appear that the Navy's reference to the Timmerman experiments as a "likely genesis" for the rumors surrounding the Philadelphia Experiment, is nothing more than a neatly offered red herring.

(5.) The Winter 1977-78 edition of Coevolution Quarterly contains an article by one Ira Einhorn who mentions that his "friends" in the aerospace industry suspect that the Tesla Magnifying Transmitter was involved in producing the effects reported in the Philadelphia Experiment.

While it remains unclear just exactly what the "Tesla Magnifying Transmitter" is (or was), Tesla's name has more than once cropped up in discussions about the Philadelphia Experiment. It is also (perhaps) of interest that in some of Tesla's patents there are depicted some highly unusual shaped coils which are sometimes labelled "antenna", and that, in 1912, Tesla claimed he was able to produce a highly unusual form of energy field not characterized by the usual Hertzian wave form.

Curiously, Ira Einhorn was later indicted (in Philadelphia) for murder in the death of his girlfriend under highly unusual circumstances. Einhorn, claiming that he was innocent and that he had been set-up by the government, later jumped bail and disappeared.

(6.) Page 252 of the paperback edition of The Philadelphia Experiment contains the account of Mr. Frederick Tracy of New Hampshire, who recalls having heard about the experiment while serving aboard the carrier U.S.S. Antietam (CV-36) in 1945. Tracy, who had heard the story from a shipmate named D.J. "Don" Myers, seemed to recall that a ship called the "Yarmawa", or some name similar to it, was also somehow connected to the experiment.

As an update to this information, it should be noted that a search of Navy records failed to locate any trace of a ship bearing the name "Yarmawa". Again according to Mr. Hansen of Chicago, the nearest similar name was the U.S.S. Yamacraw, a Coast Guard cable layer (WARC-33) which was given the name in June, 1946. This ship was built at Marietta Manufacturing Co., Point Pleasant, West Virginia, in 1942 as a mine planter for the Army Coastal Auxilliary Corps and was originally called the General A. Murray. In late 1944 or early 1945, the Navy acquired the vessel, converted her to an auxilliary minelayer, and renamed her

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the U.S.S. Trapper (ACM-9). In June, 1946, the Coast Guard obtained the ship from the Navy, converted her to a cable layer, and renamed her the U.S.S. Yamacraw. If there was an earlier use of the name Yamacraw by another vessel, either Coast Guard or Navy, there is no record of it.

Tracy, in a letter dated March 10, 1980, not only stood by his original recollection, but went on to recall that Myers, who he said was originally from Philadelphia, had shown him a worn collection of several small newsclippings which he kept in his wallet and which had to do with the bar room brawl incident. According to Tracy:

"The clippings (I saw) were...small articles, one from Camden, N.J. They were published about three months after (Myers said) the incident happened. I read these articles, and one other about the reporter who was fired. They said he was drunk when he wrote these stories."

One final comment with respect to the Tracy account as it appears in the book is that the name of the Captain of the U.S.S. Antietam was Capt. J.R. Tague, not "Teague" as previously reported. The Antietam was launched August 20, 1944 at the Philadelphia Naval Ship Yard, and was commissioned on January 28, 1945.

(7.) In seeming confirmation of the above, Mr. Joseph Merenda of Philadelphia, PA, wrote the following to Gray Barker on March 14, 1981:

"...I live in the vicinity of the Philadelphia Naval Base and the alleged occurrence has emerged as something of a local legend here.... I have inquired to many South Philadelphians about this (matter). Those who can recall it emphasize wholeheartedly its validity.

"Although my parents, Basil and Edith, do not recall the experiment, they were instrumental in recalling the then existing tavern off-base where the ruckus supposedly took place. (This was known) as 'The Big House', which is no longer in existence. It was an average sized tap room and was located at Broad Street and Oregon Avenue. It was (also) a favored watering-hole of the Philadelphia sailors."

(8.) One of the strangest leads is the following, which is quoted from a letter written on March 29, 1980 by Mr. William Frazetto of New York City:

"...My father, an ex-member of the U.S. Air Force Office of Special Investigations, told me of an experiment that the Navy undertook in an effort to render a destroyer invisible through the use of advanced electronics. I was about 14 years old at the time.... My friend Micheal (sic.) and I were quite amazed at Dad's story and attempted to look into it further. All we could find was a footnote in some book on UFOs.... By the way, Dad did not claim to have seen the experiment, only to have known of it (he didn't give us much detail). For several years we hardly even mentioned the incident to each other until Micheal came upon something...very interesting. While in the War Memorial at Battery Park in Manhattan, Micheal came across some writing that at first appeared to be the work of a lunatic. Scrawled for hundreds of feet along the wall surrounding the Memorial, with what looked like a magic marker, was the story of a man who claimed to have been the subject of a 'Ghost Ray' experiment in Philadelphia during the War. The bizarre writing went on to (describe) creatures, also called aliens, along with a lot of gibberish about Religions, torture, the Navy, etc. He claimed his name was Charles W. Dwyer and included his military ID number and his social security (number).... The scrawlings are now almost invisible due to the effects of the weather...."

Such information is interesting but, of course, essentially useless without some form of confirmation. An effort to follow-up on this lead while in New York two years later (1982) proved fruitless.

(9.) A letter dated April 20, 1980 from a Rio Linda, California, individual who has asked to remain anonymous, reads in part as follows:

"...Now back to my reason for writing. If you understand how serious this is and still wish to know, then here is the Military Code Name assigned to the Audio-Visual Training film of the experiment for those in ECM (Electronic Countermeasures) on a need to know basis who have above Top Secret clearance (Blue-4)....

'Experiment Ship Cloaking - Camouflage'

It starts with aerial shot of Navy Yard...with narration, saying that

before W.W. 2, JANA was experimenting with the camouflaging of ships; then zooms down to dry dock on left of picture where you see the mist which is the invisible ship.

"I do hope you understand how many people can be hurt if you use my name indiscreetly."

An answer to this letter dated June 16, 1980, produced no further response. In light of the writer's unwillingness to coöperate, no effort has been made to research this matter more thoroughly. Indeed, the letter may well be a hoax.

(10.) In 1982, Charles Berlitz received the following unattributed, undated clipping from a correspondent in Europe. Best guess is that it originated in an English language news magazine probably dated in the 1930s. (The clue, of course, is the mention of the Vienna Exposition in paragraph one, the date of which should be a matter of record for anyone who has the time to research it.)

"Thousands of visitors to Vienna's Exposition of Hygiene have been amazed and startled to see people and things vanish before their eyes. There is no trick about it. The miracle is performed by M. Armand Pinther, a former Austrian officer, who for four years has worked on a new theory, and has recently been giving demonstrations of what his invention can do.

"He is able to make a person invisible in the twinkling of an eye. We know the person is there, for we may touch him, but it is impossible to see him. If the person does not vanish from our sight suddenly, he gradually fades away, objects behind him showing more and more clearly until they are seen as plainly as if there was no one between us and them, yet the person is there all the time. If we put out our hand to make sure of this, we can touch him though we cannot see him, and our hand vanishes from sight when it enters the zone of invisibility.

"The method by which this apparent miracle is performed is a secret which the inventor has no wish to make known at present."

While it is only fair to note here that such articles as this are commonly published in Europe as April Fool jokes, the status of this one will have to remain "grey" until someone does the necessary research to uncover the facts behind it.

(11.) With respect to Dr. Albert Einstein's possible involvement in the Philadelphia Experiment, there is no question that he was enlisted as a "consultant to the N.D.R.C. (National Defense Research Board)" on June 10, 1943, and continued as such through March, 1944, when his services were "transferred to the Navy Department". In spite of persistent rumors that Dr. Einstein was not cleared for highly classified work, a letter, uncovered by researcher Brian Parks, from the War Department to the N.D.R.C. dated July 19, 1943, clearly states that "the Office of the Provost Marshal General...(has) no record of having placed a restriction on the amount or type of classified work for which Professor Einstein may be eligible. This office knows no reason why a limitation should be placed on the use of Professor Einstein's services...."

Admittedly, such material does absolutely nothing to prove that Dr. Einstein was in any way connected with the Philadelphia Experiment; it only continues to leave the door open to the possibility that he could have been. Allegations concerning Dr. Einstein's possible involvement with the Philadelphia Experiment are discussed at length in the book.

(12.) Mr. Ken Garret, a former special agent of the Air Force Office of Special Investigations who is now living in northern California, related during a personal interview conducted on January 25, 1980, that his first wife, now living somewhere in Minnesota, had related details of the Philadelphia Experiment to him in 1951 while working with a Dr. Frick in the Washington, D.C. area on a related Navy project. According to Garret, his wife had had access to a Top Secret file on the project while part of a classified effort by Navy medical personnel to more fully understand why some men had died in connection with the experiment and others had experienced unusual physical and mental symptoms. Of special interest was a disturbing sensation of extreme vertigo which seemed to recur at unpredictable intervals for months after the original experiment. Garret recalled that his wife had studied the medical records of twenty-one men as part of her duties in connection with this project, but that her rôle was essentially limited to submitting raw data to others higher up. She was transferred off the project before any final reports were written.

In conclusion, based on the status of research to date coupled with additional

testimony from a key individual which cannot be published until a year and a day after his death, it continues to appear that some kind of experiment did take place and that some unusual things happened as a result of it. Admittedly, it remains difficult to determine just where the facts end and the myth begins, but the best guess at this point is that a 1943 Navy experiment involving an attempt at radar and perhaps magnetic, but not optical, invisibility went wrong and that at least two men were killed and others injured both mentally and physically as a result of it. The fact that no convincing evidence currently exists to support Allen(de)'s more bizarre allegations of teleportation, time travel, and the physical effects of men walking through walls and bursting into flames, in no way precludes the possibility that something might turn up in the future. Equally, evidence which could conclusively show the entire matter to be an elaborate hoax might also come to light. The art of propaganda and disinformation took some elaborate twists during World War II. Until then, the mystery, while perhaps not quite so mysterious as before, is still a mystery.

Comments or new information from readers are invited. The author may be reached by writing c/o Burbank Postal Center, 4219 W. Olive St., Suite No. 247, Burbank, CA 91505.