

**A Biolocation Survey of the
Rendlesham Forest UFO Landing Site**

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By

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Summary

A forensic study of the Rendlesham Forest UFO landing site concludes that an alien craft landed at the site with engine trouble in late December 1980. The landing site of a rescue ship has been identified along with some of the detail of the rescue mission. This scenario appears to fit the pattern of events in December 1980 as reported by eyewitness accounts. It is proposed that an observer corps is set up to investigate and assess UFO sightings, reports of hovering craft and landings.

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Preface

A group of researchers have been using biolocation techniques to study the archaeological evidence for the presence of Galactic Intelligent Life Forms ('GILFs') in the British Isles. The study has included an astronomical one. This study has been following GILF activity in the Solar System since July 2011. Considerable extra-terrestrial activity is being tracked in the Solar System on a regular basis. It has therefore become necessary to investigate reported sites of UFO activity, particularly landings. This report is of one such study.

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Introduction

The Rendlesham Forest UFO landing site is the UK equivalent of the Roswell site in the United States of America. There are very good eyewitness accounts given by United States Air Force personnel stationed at the twin military bases of RAF Bentwaters and RAF Woodbridge in Suffolk, written at the time, of an alien ship that landed in Rendlesham Forest in late December 1980. A review of the information available on the incident is given in http://en.wikipedia.org/wiki/Rendlesham_Forest_incident. One description by an eyewitness of the alien vehicle is very significant. The witness became physically weaker as the craft was approached and felt as if he was moving through treacle as well as experiencing a dreamlike state.

A similar description of the physical effects when approaching a UFO is given in a Russian report from their 'Grid' project. These descriptions are consistent with the effects of a strong magnetic field on the body, possibly a diamagnetic field. The involvement and description of a physical effect on observers fits in with what is known about the craft of Galactic Intelligent Life Forms or GILFs and indicates that the observers did see a real object and were able to get close to it. The observers describe the craft as being black or metallic with black marks on one side.

These observations indicated that the UFO landing site in the Rendlesham Forest should be investigated using the latest archaeological techniques and methods. If an alien craft had landed it would have left a characteristic 'chemical footprint' in the soil. Chemicals would be deposited for example from engine exhaust, landing gear (hydraulics), and from any crew who may have disembarked and walked round the craft, as well as by abrasion caused by contact of material with the ground.

Sufficient amounts of chemical would be present to allow a biolocator to detect their paramagnetic and diamagnetic fields, which could then be subjected to analysis.

A highly magnetic object would also deposit chemicals by the phenomenon of Quantum Tunnelling. The process of detection of 'chemical footprints' is described in detail in 'The Secret of the Stones'.

The chemical characteristics of GILF technology and their activities are now known and in particular those associated with their engines and craft structure. Craft are typically made up of welded titanium plates. Landing gear is made of titanium and uses mineral oils and greases in their moving parts. Aluminium is used for some structures such as ladders to disembark from the craft. Canopies and windows are made from polycarbonate, and silicon rubber seals are commonly used. The engines contain iridium and are maser particle accelerators. Intense magnetic fields are generated in the engine that accelerate chemical particles (atoms and molecules) out of the engine exhaust possibly near the speed of light, generating huge thrust from a relative small mass of fuel. This ejected material includes ammonia nitrate, copper and beryllium. Sufficient was therefore known about GILF technology for a team to carry out a site

forensic study of the UFO landing site and apply crime scene investigation techniques. The crime scene investigation involves following leads. The first was to look for the chemical imprint of an engine exhaust. This identifies that a craft had been there. Did it land? Are there chemical imprints of the titanium feet, and of the outer rim of the hull? Is the engine in the centre; if not where are the other engines? The process involves following an enquiry trail and using it to guide the forensic study. Behind the investigation is a knowledge of the GILFs and their technology. There is a report at the draft stage which outlines some of the GILF technology (RN68/12).

Procedure and results

Once on site the procedure was for the team to look for the craft's major features such as the titanium footprints of the landing gear, the titanium outline of the hull and the imprint of the engine exhaust. Later, magnetic cables made from polyamide and graphene were looked for and also neon laser guns. If the vehicle had remained on the ground for a number of hours it was possible that chemicals quantum tunnelled into the ground had produced a sort of photographic image. This was in fact found to be the case and the team was able to mark out an outline of the ship where the Forestry Commission notice board said it had been, along with its engine exhausts. Since the Planetary Excursion Vehicle ('PEV') landed many trees have grown up in the area and this made it difficult to follow the outline of the craft and its structure in detail. The diagram of the vehicle is therefore not precise, figure 2. At first it looked as if the PEV had a single engine but as it was offset to one side this did not make sense. A second engine was then found but its imprint on the ground was much smaller. When the exhaust stains were studied the main imprint consisted of ammonia, nitrate and copper. This is the imprint of a 'P' GILF engine (see review of GILFs below). The second imprint only had ammonia. It looked very much as if the PEV had engine failure and had landed on one engine. This left an exhaust imprint offset from the centre of the vehicle.

During the survey a magnetic cable was found coming in from outside the craft and going to the faulty engine. The cable was followed back to the landing site of a second PEV about 40 metres away. With the magnetic cable there was a titanium cable. The conjecture is that the vehicle was a rescue vehicle which provided fuel or power to the faulty engine and perhaps towed the crippled craft away.

The crippled craft was on the ground for possibly a number of hours from about 2am. During this time sufficient chemical was left in the ground due to abrasion and quantum tunnelling for a detailed picture of the craft to be created. The iridium rings of the engines could be identified, the atomic reactor, the four crew members and two neon laser guns. The craft was not circular having a forward flight deck with a rather blunt nose. The sides swept and curved back and were joined at the rear by a 'square' stern (Figure 2). There could be airfoil surfaces for steering but they were not found.

The need to accommodate engines and a crew compartment would lead to a central bulge and the lack of clearly defined wings would create the appearance of a flying saucer or that of a typical UFO.

The description of the incident

The general description of the incident on the morning of the 27th December 1980 describes lights being sighted in the sky and then in the woods. On finding the source of the lights two patrolmen reported a conical object floating on beams of light 12 inches above the ground. They then saw the craft rise rapidly in a flash of light. The following day three triangular depressions were found in the soil. They were 1.5 inches deep and 7 inches wide. The ionizing radiation level was reported as ten times the background level. The first patrol reported hearing women screaming. On the evening of the 27th, watch was kept for any possible return of the craft. That evening lights of a craft were seen to enter the forest.

To assess the incident, the description of events given in the reports at the time and from the Rendlesham Forest UFO Trail are listed in Table 1, and compared with what is now known about GILFs, but first a general review of what is known about GILFs and about the incident.

Review of GILFs

The latest current research has now identified seven species of GILF. There is archaeological evidence that at least three of them were active on planet Earth during the early Bronze Age. Three crash sites have been identified with one of them having been subjected to a crash site investigation (RN66/11). Many landing sites dated to the early Bronze Age or earlier have also been identified by their chemical footprints. There are also the chemical imprints of paintings of the GILF craft made at the time by the early Bronze Age people. The presence of alien craft in the atmosphere is therefore not a new event; neither is contact and interaction between aliens and humans.

Review of the incident

In the present incident at least two craft were involved. If a craft had landed due to engine failure then it may be that it took until the following evening to get a rescue vehicle to it or it was waiting for cover of darkness. A companion craft may have been present in the early hours of the 27th December and it is possible that this is the craft that was seen by the patrol to rapidly take off. A craft with one failed engine that has been forced to land is not going to take off fast or otherwise. On the following evening the rescue vehicle comes in and is able to recover the craft that has a failed engine. Turning to Table 1 and dealing with each of the points in turn.

Table 1

Specific points in the description of the incident by those present as given in Forestry Commission publication 'The Rendlesham Forest UFO Trail Leaflet'.

1. Date: 27 December 1980, 2am in the morning and the following evening.
2. The lights that were seen were described as 'unusual', 'a strange glow in the sky'.
3. The lights were seen outside an RAF Airfield manned by USAF personnel.
4. The object seen by patrolmen was described as conical and about the size of a car (an American car)
5. The object appeared to float on a beam of light 12 inches above the ground.
6. There was a mist surrounding the object.
7. The object was metallic with black markings on one side.
8. A patrolman felt that he walked in slow motion near the object.
9. The craft rose rapidly in a flash of light when it took off and disappeared.
10. Ionizing radiation levels were 10 times the normal background levels

The following night

11. A sighting was reported to the East over open fields.
12. A craft was spotted manoeuvring through the forest.
13. The craft had pulsating lights, red on top, blue lights underneath.
14. The shape was reported as a pyramid. Approximately 30ft across and 20ft high
15. One patrolman could not move when near the craft.
16. The first search party reported hearing women screaming.
17. It would be expected that the engine exhaust would have left a burnt patch.
18. It would be expected that the crippled craft would have been seen during daylight on the 27th, by people investigating the incident.

Comments on the listed points

1. The time frame of the event indicates that either the crews of the craft did not want to be observed and avoided daylight hours or that the rescue craft took about 12 hours to organise and reach the location.
2. The engines of the craft almost certainly produce light. Small particles such as atoms and molecules, are being ejected by the engines at or near light speed. Such high speed particles are likely to emit radiation some of which will be at visible wavelengths. The glow of Cerenkov radiation or a mini aurora may be responsible for the light. The glow is not due to an air breathing engine as there is no mention of the roar of a jet engine. The engines are most likely to be based on the 'maser' design described in RN68/12.
3. The location, close by an airfield with the latest military technology and weapons, would be an attractive site for GILFs to study and/or monitor.

4. The reported size and shape of the craft fits that of PEVs used by the GILFs and described in report RN71/12.
5. The craft is supported on titanium legs which hold the body of the craft clear of the ground. The engines could be kept ticking over so maintaining the glow.
6. The exhaust from the engines would contain a lot of energy which would have to be dissipated as heat. At the end of December the soil would contain a lot of water which would be evaporated only to condense in the cold air, forming a mist.
7. The craft used by the GILFs are normally black with insignia. They are constructed from titanium, which is silvery, and painted. If the craft involved in the incident were not painted black or dark grey they would have been easy to see in flight. This would be the case if there was any street lighting hitting the underside of the craft.
8. The account by at least one of the patrolmen of walking in treacle, walking in slow motion, fits that from a Russian report describing a close encounter with a UFO. The engines of the craft are based on the use of very strong diamagnetic and paramagnetic fields. The diamagnetic fields affect muscle strength and produce weakness. The craft also normally have magnetic cables round the hull to provide a protective diamagnetic field. The accounts of the craft do not appear to mention these cables. However, another effect of these magnetic fields is perception distortion or disruption so some craft details may not have registered consciously. One Rendlesham witness was observed touching the hull but had no recollection of doing so.
9. A craft with engine trouble would not be able to take off in the manner described. For this reason it is likely to be a companion craft that was seen taking off. The description of rising rapidly does not say vertically. A craft shaped a bit like a saucer does not have the aerodynamics for rapid vertical flight. It probably took off at an angle, possibly away from the observers, and would seem to quickly disappear.
10. Radiation levels are reported as being high. Normally when identifying an area of radioactivity the source and the isotopes giving rise to the radiation would be identified. There are two possible sources for the radioactive material, the engine or the onboard reactor that powers the craft. From our knowledge of the engines there is no reason to believe that radioactive material comes from them. However, as electrons when travelling at high speed can produce ionising radiation when they hit a target e.g. x-rays, so the high speed atoms and molecules with their electrons might do the same. The effect could last for a few days and then fade without trace. The craft is designed to operate in space so it is conceivable that radioactive waste from the reactor that powers it is vented into space. If that was happening when the craft was on the ground there should be to this day a radiation signature where the craft landed.

Events on the following night

11. & 12 Coming in over the fields and then entering the woods at a low level makes sense. It may still be possible to pick up the exhaust trail if the craft did this.
- 13 The red light on top could be the flight deck or a navigation light. The blue light could be from the engines. Pulsations could be due to trees blocking the light as the craft moved or a feature of the engines.
- 14 The estimated size and shape for one of the sighted craft corresponds with what was found by the Biolocation survey team.
- 15 The patrolman described the effect of exposure to a diamagnetic field.
- 16 The survey showed that the craft had at least a crew of four, of which three were humanoids. All humanoids identified in GILF craft to date, bar one, have been female. The patrolmen on the first night are probably the first people since the Bronze Age to hear a GILF voice.
- 17 With the power and the particle stream coming out of the engines it would be expected that a visible and identifiable mark would have been left on the ground. The particle stream would be lethal to living organisms and the energy it contains would heat the ground and possibly move or change the surface appearance. There is no report of such an observation. However, the location of the Forestry Commission notice board and the centre of the craft are so close that a mark on the ground may have guided whoever placed the post and notice.

If there was no mark one possible reason is that the particles penetrated the soil in depth, heated the soil water which then boiled off. As temperatures do not rise above 100°C there would be no change in the colour of the forest ground litter.
- 18 The fact that the crippled craft was not seen the following day is most interesting. Where was it? We now know that the GILFs use visual cloaking and have a little information on the cloaking device they use. It is therefore possible that the craft was cloaked during the day. However, the cloaking device is a physical object; however good it is at cloaking it might be expected that somebody might have run into it physically and discovered its presence.

Discussion

After a survey it is easy to identify with hindsight what should have been done but was not. However, the tell-tale traces identified during the May 2012 visit will remain available for biolocation examination for many generations to come. A second visit will confirm the observations made on the first and will address the following additional points. The exhaust from the engine kills the worms in the soil leaving a chemical trace. The incoming and take-off exhaust tracks should have been looked for. The traces left by the cloaking device if one was used and the aluminium stain from a ladder. Detailed examination of the traces left by the second - rescue - craft. The radiation level on the site should have been checked and we should have looked for other craft that might have landed nearby. The survey was, however, a success and confirmed the power of site forensics as an archaeological tool. The engine exhaust was easily identified as were the titanium pads and the outline of the craft. In a separate study the engine exhaust chemicals are being looked for in crop circles and to date one simple circle has been found with an exhaust pattern.

The survey shows that the Rendelsham Forest incident is a very important event in UFO studies. Biolocation substantiates witness accounts confirming it is a UFO landing site and highlights the inability of humans to accept the implications of credible witness accounts and to recognise the incident as a major event of considerable scientific interest. It appears that the GILFs can leave it to us to hide them, even in a close encounter, and they may well know this human failing and use it to hide their activities.

Military men (Military Police) could be called upon to testify in a military court and their testimonies acted upon accordingly by the authorities. These reports have been scrutinised by experts with varying outcomes including attributing experiences to the psychological effects of a flashing lighthouse a few miles beyond the forest. It seems experts from a variety of disciplines cannot accept that the witnesses are telling the truth. The incident until now has remained an enigma except for the 'encountees' and those who are prepared to accept the evidence of reputable witnesses.

In looking for evidence of alien craft and their visits to planet Earth it is as well to remember that they would not be able to do so with a level 1 or Newtonian technology which is the stage humanity is at in the 21st century. They have to have a level 2 technology ('The Phoenix Point' pg. 219), which is partly based on quantum science. This for some is a big barrier, particularly for the scientists and technologists who base their assessments on an Earth centric point of view. They have no physical evidence of a science that enables aliens to exist and fly their craft in the way it is reported. The current level of our knowledge is such that it appears impossible to do. Also, despite all the astronomical methods in use today, space always comes up as empty and planets round stars can only be identified using indirect methods. The direct methods used in biolocation have to date not been adopted by astronomers.

In 'The Phoenix Point' we refer to Earth's Newtonian technology as level 1 technology - the stage humanity is at in the 21st century. Even with technological advancement we are limited to a planetary based existence with some local excursions possible into space although at great cost

and risk. If it is possible to define a level 2 technology then it becomes possible to look in the Galaxy and in the Solar system and the planets for species which use it. To travel between the stars a species needs to have forged the first of the four keys to the Universe which is energy, and be well into forging the second key, knowledge or information.

The first key requires mastery of fission, that is, atomic reactors and of hot and cold fusion, and this is what is looked for in their craft and wherever they have set up 'camp' on planet Earth. Once a species has the energy, the engines and the magnetic fields to protect those on a ship travelling between the stars, all that are required are the materials to implement the engineering. These will be materials which are in some respects the same as those used by a level 1 technology such as titanium, aluminium, polycarbonates, graphene, polyamide fibres, silicone rubbers, materials to conduct magnetic fields and protect against them. Once the GILFs arrive on planet Earth they will leave traces of these materials, together with chemicals from their bodies and food with their characteristic biochemistry. For example there may be respiratory pigments which are based on copper and vanadium as well as iron. From the above it can be seen that the approach to finding GILFs anywhere in the Solar System is a forensic one. On planet Earth it is a straight forward forensic and crime scene investigation. However, looking for their level 2 technology in the night sky using level 1 methods is a futile exercise. In addition to level 1 technology not knowing what to look for, there is no doubt that one of the rules of successful space faring is not to be 'seen', or at the very least to make detection as difficult as possible. Certainly our evidence is that they are very good at cloaking the visual wavelengths. Yet biolocation and forensic analysis of magnetic fields seems to bypass this clandestine existence, revealing them in glorious detail in a number of ways.

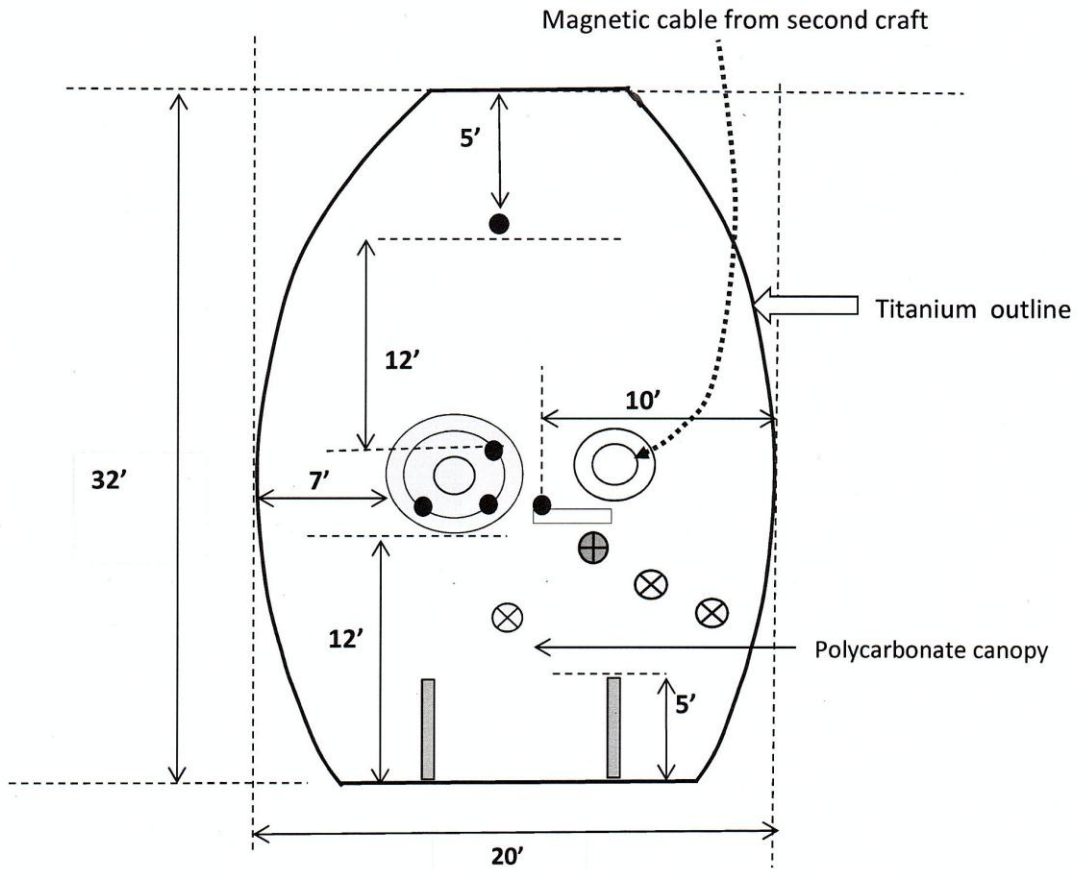
It is perhaps now possible to see why the evidence for UFOs has been lacking in substance and consequently unconvincing - for examples closer to home see the paper by Val Germann - and also why the authorities have been so unconvincing in their denials. If you are going to look for something you have to know what you are looking for - i.e. a level 2 technology. You have to know how to look for it - i.e. forensics - and you have to be able to recognise it when you 'see' it. These requirements apply equally to archaeological remains and to current GILF activity in the Solar System.

When 'The Phoenix Point' was written (2011) our work had extended to identifying habitable planets round stars and the presence of life as indicated by ATP (the organism's energy coin that runs the system) on Mars and some moons round Jupiter and Saturn. At the time we thought the life we were identifying in the Solar System was primitive bacterial life which had developed in the Solar System. Now that we know that GILFs are in the Solar System and have been here for many thousands of years, we may have been mistaken. Occasionally GILF visits to Earth are going to result in a craft being subjected to engine failure and a recovery vehicle having to come down. The ships may also hover over a site leaving an engine signature. Visits may not be common but it is now known what to look for and their technological base. The establishment of a trained observer corps should be given serious consideration as a matter of priority. The pattern of visits and the sites visited will tell us at least a little about how they regard homo sapiens with their level 1 technology. The biggest mystery is why they visited Earth in such large numbers during the early Bronze Age and appear to have left homo sapiens alone since then.

Figure 1 Looking towards the craft. The four field investigators in the picture are marking the positions within the PEV where the craft's crew were positioned. The sets of wood sticks on the ground indicate the position of the guns. The traces of neon and titanium from the guns can be identified. The rescue vehicle was about 40m to the rear.



Figure 2 A diagram of the chemical imprint left by the PEV that landed in Rendlesham Forest. Humanoid crew positions are shown along with a P Gilf facing a viewing screen. The four titanium feet were identified (not shown). The imprint of the port engine is very much reduced. The complete shape of the craft could not be marked on the ground due to trees and forest debris.



KEY

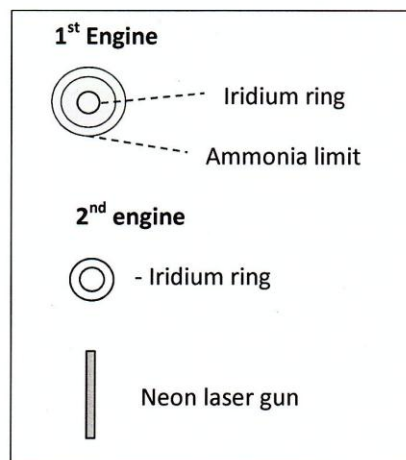
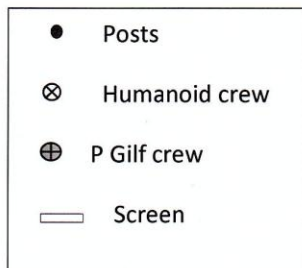


Figure 3 The outer edge of the starboard engine exhaust imprint is shown by the red pegs. The white pegs indicate the limits of the ammonia exhaust and the canes the iridium ring of the engine. The Forestry Commission notice is almost in the middle of the craft. The white circle top left is the second engine which only has an ammonia stain and lacks the copper and nitrate.



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