

# DAILY STAR

JUST WHAT YOU DIDN'T EXPECT!

THURSDAY, MARCH 30, 1989

20p

(21p Cls)



# SHUTTLE'S CREW SAW ALIEN CRAFT

## Discovery 'buzzed' UFO BUZZES

ALIENS buzzed the space shuttle Discovery high above Earth, it was claimed last night. Experts say a UFO tracked the spaceship during its five-day flight early in the month.

At one stage, the alien craft "locked" onto the shuttle, causing a sudden loss of power, it was claimed.

The Discovery's five-man crew reported the sighting to NASA ground control. And it was reported that the shuttle's radio hams through the mission.

NASA chiefs in Houston said they had recordings of their top officials' reactions.

...timore, ...tuned into ...and taped the ...

...approached ...

...was played to the Daily ...and Col. Blaha is ...early heard saying:

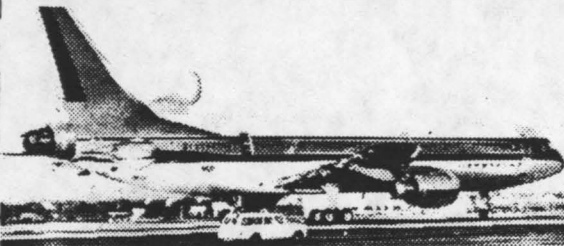
"Houston, this is Discovery. We still have the alien spacecraft under observation."

The radio exchange allegedly happened as Discovery orbited ...

## HOLIDAY JET

QP/018

Another ...  
...shuttle ...  
...astronaut ...  
"Houston ...  
We have ...  
secret ...  
And a ...  
to have ...  
Blaha to ...  
frequent ...  
discuss ...



Plane terror... TriStar hurtled towards ground

# PANIC AT 30,000ft

# THE NASA/TRISTAR INCIDENT

## THE NASA / TRISTAR TAPE

### INTRODUCTION

AT THE START OF THIS TAPE, WE HEAR LBC JOURNALIST SUSAN WALTON DESCRIBE EVENTS ON BOARD THE INAUGURAL FLIGHT OF A BRITISH ISLAND AIRWAYS TRISTAR EN-ROUTE FROM MALTA TO GATWICK AIRPORT ON 21st MARCH 1989. LATER, YOU WILL HEAR THE 'LIVE' RADIO INTERVIEW GIVEN TO MS WALTON BY CAPTAIN TAYLOR, ONLY MINUTES AFTER THE UFO ENCOUNTER.

PETER VILLA, CHAIRMAN OF BRITISH ISLAND AIRWAYS, WHO HAPPENED TO BE ON BOARD AT THE TIME, THEN OFFERS HIS OPINIONS.

TIMOTHY GOOD, AUTHOR OF 'ABOVE TOP SECRET', COMMENTS ON THE CASE AND COMPARES IT WITH OTHER UFO AERIAL ENCOUNTERS.

IMMEDIATELY AFTERWARDS, OUR ATTENTION TURNS TO THE EVENTS ON BOARD THE SPACE SHUTTLE 'DISCOVERY' ON 13th MARCH 1989. YOU WILL HEAR THE ACTUAL CONVERSATION BETWEEN TIMOTHY GOOD AND AMERICAN RESEARCHER ROBERT OECHSLER AS NEWS OF THE HAPPENINGS WAS FIRST RELATED.

AFTER THE INITIAL COMMENTS BETWEEN THE TWO, THERE IS A CERTAIN AMOUNT OF STATIC AND CONVERSATION BETWEEN 'DISCOVERY' AND GROUND STATIONS JUST BEFORE THE IMPORTANT STATEMENT IS MADE. LBC JOURNALIST SUSAN WALTON THEN PRESENTS THE CASE TO LISTENERS, AND INTERVIEWS MR OECHSLER AND NASA SPOKESMAN JAMES HATSFIELD. INTERESTINGLY, YOU WILL HEAR HATSFIELD DENY ANY UFO CONNECTION, AND IMPLY THE TAPE IS A HOAX. SINCE THEN, HE HAS ADMITTED THE TAPE RECORDING IS GENUINE.

DETAILS ON BOTH CASES CAN BE FOUND IN QUEST INTERNATIONAL VOLUME 8 NUMBER 6.

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## THE NASA/TRISTAR INCIDENT

CONTROVERSY SURROUNDS THE INAUGURAL FLIGHT OF A BRITISH ISLAND AIRWAYS McDONNELL DOUGLAS 83. THE AIRCRAFT WAS EN-ROUTE FROM MALTA TO GATWICK AIRPORT ON THE 21st MARCH 1989. AT AN ALTITUDE OF 30,000ft THE AIRCRAFT WAS APPARENTLY 'BUZZED' BY A UFO OVER SARDINIA.

At approximately 7.00pm, Captain Bob Taylor announced to the 140 passengers that another aircraft could be seen approaching the aircraft. This news was met with some excitement. Susan Walton, a presenter with LBC (London Broadcasting Company) was on board the flight and saw a luminous glow with several coloured lights within. After the lights had veered away, all that remained was a trail of smoke.

Passenger Brian Challis claimed the sky lit up in the distance and he could see a cloud-like swirl with lights inside it, "it was very spectacular" he said.

According to Captain Taylor, his crew had been observing the lights for some twenty minutes prior to the passenger announcement. He said the phenomena appeared similar to the remains of a condensation trail yet 'it' approached the aircraft quite quickly. Thereafter, the lights missed the aircraft and climbed to an extreme height.

Taylor later remarked; "at first I thought it was an aircraft, it was the way it suddenly disappeared that made me change my mind, I have never seen anything quite like it before." He then transmitted a second message to the shocked passengers, "it wasn't an aircraft - it could have been a missile or a UFO. But if it was a missile, we would have been warned of the firing." Controversy followed. Some passengers have stated that Taylor commented to them he had overheard air traffic control [facility not identified at present] mention something about a 'misfired missile'.

Several minutes then passed, suddenly, the aircraft plunged thousands of feet, causing many of the passengers to hit their heads on the ceiling and spill drinks and coffee. Fortunately, there were no serious injuries. Some people on board the aircraft are convinced that this incident was connected with the UFO, and was not the result of turbulence as some people have suggested.

## **THE NASA/TRISTAR INCIDENT**

Susan Walton then managed to speak with Captain Taylor and carrying her tape recorder with her, obtained his instant reaction. Susan was herself interviewed by LBC. Before relating her unique conversation with Taylor, it is worth noting the comments she made to the radio station on her arrival back in London:

**WALTON:** "The captain thought we might like to take a look. So we looked out of the window... it appeared there was a plane coming towards us and all of a sudden there was nothing, great silence and a few people were wondering what was happening. A few minutes later the pilot came back to say - 'In fact it wasn't an aircraft', in his opinion it was... it could have been a missile, or it could have been a UFO."

**LBC:** "Was there any sound or movement or anything?"

**WALTON:** "There was no sound. It was absolutely quiet, except for the [aircraft] engine noise. In fact the aircraft did drop quite considerably, although this did happen a few minutes after and it might have been an un-related incident. But it was a drop considerable enough for me to bang my head on the ceiling."

**LBC:** "And then you went into the cabin to talk to the captain... and this is what he told you."

**TAYLOR:** "It looks like the remains of a contrail, we watched it [the unidentified lights] about twenty minutes ago. It was a completely straight white light, I have seen it before when an aircraft has been climbing fast towards the upper atmosphere and the Sun's reflection on the contrail - the ice particles causes that beautiful silver light. However, this came towards us somewhat faster than normal, in fact, when I say came towards us, it was climbing tremendously high, well above us."

In the last twenty minutes the contrail has been blown around by the upper winds and dispersed - and you're [Walton] seeing what you see now... a lovely white light in the sky.

That was the initial thought, it was the way it suddenly disappeared that made me change my mind."

**WALTON:** "Did it frighten you or amuse you?"

**TAYLOR:** "No, it was 'Oh! look, isn't that nice'."

**WALTON:** "And I suppose if it was a UFO coming towards us, you wouldn't know what course of action to take would you - because its never happened?"



## THE NASA/TRISTAR INCIDENT

TAYLOR: "There is nothing in our standard operating procedures what to do if a UFO comes towards you, no... we have not written that one yet."

WALTON: "So did it show up on their [ground] radar?"

TAYLOR: "They didn't say."

WALTON: "That's interesting isn't it?"

TAYLOR: "Yes it is."

WALTON: "Will you ever know?"

TAYLOR: "Not really, just speculate."

WALTON: "So you can tell your children you might have seen a UFO?"

TAYLOR: "Yes... might have seen a UFO."

One of the passengers on board the Tristar was in fact **British Island Airways Chairman, Peter Villa**. Some twenty fours after the event, LBC journalists traced Villa for his response and opinion on the observation.

LBC: "What do you think it was last night that caused the captain to drop the plane?" [LBC are referring to the 'turbulence']

VILLA: "The two incidents are totally unconnected; I mean... I've never heard anything so stupid. I was sitting on the aeroplane."

LBC: "But the captain said that there was no indication on the radar that it was actually a plane, or a satellite or anything. And it just disappeared."

VILLA: "Listen, were getting really stupid here. The captain never made any comment connecting the two." [Reference to phenomenon and turbulence]

LBC: "Well, we actually have him on tape making those comments."

VILLA: "I don't believe you have... if you listen to that tape carefully. I was sitting on the aeroplane, I videoed the lights he referred to out of the left hand window and they were anything from five hundred to three thousand miles away."

LBC: "But whatever it was didn't show up on radar."

## THE NASA/TRISTAR INCIDENT

VILLA: "Well it wouldn't. It was too far away."

LBC: "So you have absolutely no doubt in your mind this was not an unidentified flying object?"

VILLA: "I'm certain it was not a UFO. I expect it was quite capable of being explained as a phenomena or smoke or contrail with the Sun shining on it in the distance over the horizon."

Peter Villa was quite forcefully playing down the entire incident - and he wasn't the only person to do so. The MD83 carried several journalists and travel agents who had been inspecting a new holiday resort in Malta. Some have questioned the way the 'encounter' was blown up out of all proportions. Nevertheless, the crew did see something and the aircraft did experience a massive drop in altitude. According to Susan Walton, "some passengers started to pray."

The Mediterranean is one of the busiest air traffic routes in the world. However, even the defiant Villa admits the phenomenon observed by so many persons on board the flight was not an aircraft. This then leaves us to ponder upon the exact nature of the subject image.

One explanation offered by Taylor was that a missile could have been responsible. Any aircraft in that region of air-space under normal circumstances would have been informed of such a launch - unless the missile was fired accidentally of course. Such situations have arisen in the past, and unfortunately innocent people have ultimately paid the price. Nine years ago mystery surrounded the destruction on an Italian DC-9 airliner, blown out of the sky high over Sicily.

Nobody at the time of the incident would admit firing a missile. However, in March 1989, an Italian Judicial report has confirmed that the aircraft (eighty one persons dead) was struck by an air-air missile launched by an unidentified aircraft was to blame. That report also concludes radar records for the night in question were subsequently obliterated. Specualtion surrounded the incident, and many believe the aircraft was accidentally hit by a USA fighter trying to intercept Libyan war planes. Both countries have denied this allegation.

The un-predictability of the Libyan government must be a cause for concern. Couple that with recent Iranian threats against the West, and



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there is every possibility the flight experienced a near-miss by a missile.

However, possibly the major clue in respect of this incident lies in the comments and observations made by the crew and passengers, and the severe turbulence experienced by the Tristar.

Several passengers on board the Tristar concluded the phenomenon appeared 'cloud-like' with a multitude of coloured lights within. The trajectory of the 'vapour' or trail is important. Captain Taylor commented on the straight line which was visible for quite some time after the phenomenon had disappeared. Other passengers likened the observation to that of 'disco-lights'. Indeed, even Taylor admits the lights were a minimum of two hundred and fifty miles away. The Tristar's crew picked up a brief conversation from ground control of a misfired missile. Importantly, some twenty four hours after the event, fire officers in Nice, France, informed the media that the observation made by the passengers and crew of the Tristar was in fact a rocket which had been launched to test the atmosphere. **[We have yet to confirm the launch of such a rocket]**

It was subsequently exploded at sixty thousand feet. Taylor did in fact report, "it was obviously missing us and climbing tremendously high way above us."

Some people have recently speculated that the massive drop in altitude was due to the rocket exploding. However, given that the aircraft and 'UFO' were several hundreds of miles apart, this must remain pure speculation. There are several anomalies within this fascinating case that require clarification, including certain issues raised by QUEST researcher, **Francis Nellam**:

Nellam reacted very quickly regarding the incident and made contact with one of the prime witnesses who requested anonymity. His report to Tony Dodd raised several interesting aspects, none more so than a fluctuating attitude shown by the witness in respect of 'concealment'. [The witness is referred to as David Campbell]

THURSDAY 23rd MARCH 1989

## THE NASA/TRISTAR INCIDENT

### [Transcript of conversation]

NELLAM: "Hello, David Campbell?"

D.C.: "Yes, I'm David Campbell."

NELLAM: "Sorry to bother you if you are working. I believe that you were a witness to a UFO sighting? If I explain to you who I am, would you mind furnishing me with some information about your sighting?"

D.C.: "No, I don't mind, but who are you?"

At this point Nellam relates his own function in respect of UFO investigator; and that information offered would be kept strictly confidential. David Campbell was also informed that details would be passed on to the Yorkshire UFO Society and QUEST INTERNATIONAL. Campbell agreed to these conditions only if he was given confidentiality.

NELLAM: "What did you see?"

D.C.: "Bob Taylor told us over the intercom to look out of the ports and we would see something interesting. I looked out and saw a silver/grey elongated shape coming towards us. I noticed what seemed to be a vapour trail behind it. It looked like a vapour trail [aircraft] but was very thin and wispy."

NELLAM: "What did you think it was?"

D.C.: "I don't know really, I suppose my answer to that would be, that I may have seen a UFO. But I am not really sure."

NELLAM: "Is Bob Taylor the pilot?"

D.C.: "Yes, he had to make a very sharp turn to avoid it [the UFO], and there were a few of us thrown about. I don't think anyone was hurt though. I later asked Bob Taylor what had happened. He told me that he had just avoided colliding with an object, commonly known as a UFO. I said to him, 'I thought pilots were of the view that UFOs did not exist'? Taylor replied, 'officially yes, I know what I have just seen and avoided'."

NELLAM: "Do you trust Bob's judgement as a pilot that he actually saw a UFO?"

D.C.: "Yes, I saw it with my own eyes, and he confirmed what I thought."



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**NELLAM:** "So did you think at that time, the object could have been a UFO?"

**D.C.:** "As I have said before, I am not sure. I had quite a few thoughts in my head at the time, but I suppose now - having got over the initial shock, I would have to say it was something I have never seen before."

**NELLAM:** "Would you be willing to complete a report form if I sent you one?"

**D.C.:** "Yes, I would like to do that for you."

Nellam then outlined a number of the questions which are contained in the report form, Campbell mentioned that his occupation should help in this matter. That day the Berkshire representative for QUEST forwarded the prime witness a report form. Several days then passed: on the 3rd April 1989, Nellam once again contacted the informant.

**NELLAM:** "Hello, David Campbell?"

**D.C.:** "Yes?"

**NELLAM:** "I'm the chap who telephoned you on the 23rd March regarding your UFO sighting. I was wondering if you had managed to complete the report form that I have forwarded?"

**D.C.:** "Oh yes, I have been told .... (long pause), look, I don't believe in UFOs and I'm sorry I have not filled in your report form (said quite abruptly)."

**NELLAM:** "I am sorry to hear that, I thought you were interested in the UFO phenomenon."

**D.C.:** "Well, no I'm sorry, but I do not wish to say anything about what I saw."

**NELLAM:** "Forgive me asking, but is there any reason why you have changed your mind. Have you been contacted by any other organisation?"

**D.C.:** "Well, yes I have."

**NELLAM:** "Would you mind me asking which organisation have approached you. Was it another UFO group?"

**D.C.** "I don't know who they were, sorry but I don't believe in them [UFOs] and what I saw must have been something else."

## ***THE NASA/TRISTAR INCIDENT***

Nellam in his excellent report questioned the fluctuating response and current negative positional stance of Campbell.

As a professional investigator in his own right, Francis was concerned regarding the witnesses obvious turnabout. Concerned, he placed much emphasis on information which indicated somebody had spoken to Campbell and told him to remain silent. In summarizing he asks, 'but by whom'?

### **OTHER RELEVANT ASPECTS**

# Taylor has argued that his flight (amongst many others using that airspace at the time) would have been notified of such a rocket launch - it was not.

# He pointed out his aircraft was nowhere near the launch site designated for atmospheric testing.

# And why some may say, did Peter Villa video the phenomenon if he thought nothing was untoward?

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## **THE NASA/TRISTAR INCIDENT**

On Monday evening 27th March 1989, I received a quite remarkable telephone call from our friend and colleague, Timothy Good.

During the course of the next five minutes, I was informed of an incident which allegedly involved the crew of the Space Shuttle 'Discovery' encountering some form of Unidentified Flying Object. Apart from the fact that this news was very recent, Mr Good kindly played a tape recording over the line, and the voice I heard on the tape was allegedly that of one of the astronauts on board the Shuttle.

During the course of the next 48 hours, Timothy was in constant communication with American researchers to obtain a clear picture of events, and with their approval, the British media were informed of the situation. This culminated in a front page headline appearing in the 'Daily Star' which pronounced **'SHUTTLE'S CREW SAW ALIENS - Discovery 'buzzed'**.

Later, the London Evening Standard featured the affair, and LBC Radio (London Broadcasting Company) publicised the matter through Mr Good. For our part, Mark Birdsall spoke 'live' on BBC Radio Leeds, and his comments were broadcast on the local radio network.

Whilst this was taking place, American researchers were themselves releasing details to their own media sources, and at a stroke, the incident had become a major talking point both here at home and abroad.

The immediate US source of information regarding the disclosures, was **Bob Oechsler (MUFON)**. Mr Oechsler is himself a former NASA mission flight controller, and a close friend of Mr Good.

## **THE NASA/TRISTAR INCIDENT**

The 'Discovery' message was picked up by Donald Ratsch in Baltimore, Maryland. He is a member of the Goddard Amateur Radio Club, which monitors all NASA space flights. The message itself was taken from a repeater broadcast from Goddard Space Flight Centre, USA. 'Discovery' was launched on 13th March 1989. 20.45 hours into the mission, at exactly 06.42 Eastern Standard Time, the following message was heard to come from the Shuttle:

**"HOUSTON, THIS IS DISCOVERY, WE STILL HAVE THE ALIEN SPACECRAFT UNDER OBSERVANCE."**

Immediately after this message, transmission frequencies were altered to 'secure' modes. According to Mr Oechsler, another radio enthusiast overheard NASA instruct the Shuttle crew to switch frequencies

It is alleged that shortly before this startling communication took place, the crew of the Shuttle notified Mission Control Houston that they had a problem, "We have a fire." It is believed this message was a codeword for UFO, to alert NASA that something untoward was taking place in or around the Shuttle itself. This message was picked up by an amateur radio enthusiast in Ohio.

At first, it was suggested the voice heard on the recording was that of Lt Col. John E. Blaha, but subsequent voice analysis has dismissed this possibility. According to Norman Oliver, who recently attended the Arkansas Conference and heard Mr Oechsler talk on the matter, he (Oechsler) now had voice recordings of all five astronauts on board 'Discovery', and further voice analysis may prove conclusive.



## **THE NASA/TRISTAR INCIDENT**

There is little doubt that something dramatic took place on that flight. The Shuttle did experience a sudden loss of power, itself deeply alarming in view of the 'Challenger' disaster. Furthermore, three totally independant persons overheard significant statements from the crew and NASA itself.

When challenged over the affair, NASA dismissed the matter out of hand, but according to Mr Oechsler, his former bosses were "lying through their teeth."

He said: "These astronauts are so well trained I suspect they could pass a lie-detector test.

"Only one man got a tape, but it is backed up by other radio hams who also heard the conversation. The facts are simple - either NASA is lying or the tape is a hoax. "We are having a voice print analysis of the tape and when we get the results of that NASA will have to make the facts public.

"The broadcast came from the Goddard Space Centre, which is the back-up centre for Houston, and is not publicly monitored. I believe that not only was it a UFO they saw, but that it impacted itself to the aircraft (Shuttle) and interfered with the power supply.

He added: "There has been a massive Government cover-up of UFO's for the past 40 years, so it would not be surprising if NASA denies the claim."

There can be little doubt this affair will produce a great deal more information as US researchers 'bite-the bullet' and continue to press

## **THE NASA/TRISTAR INCIDENT**

NASA for further details. As QUEST goes to print, my understanding is that despite requests under the Freedom of Information Act, some of the transcripts between the Shuttle and NASA have been censored out. If true, I find it incredible because this particular Shuttle mission was not a DoD flight.

**NASA SPOKESMAN JAMES HATSFIELD HAS ALSO THROWN A SPANNER IN THE WORKS BY STATING "THE TAPE IS GENUINE, BUT THE INCIDENT WAS A HOAX."**

It is a proven fact that NASA collaborates with the CIA [Central Intelligence Agency], DoD [Department of Defence], NRO [National Reconnaissance Office], NSA [National Security Agency].

There have been many instances where NASA personel have encountered UFOs:

During **April 1962**, NASA pilot Joseph A. Walker filmed five or six cylindrical or disc-shaped objects from his X-15 aircraft

On **17th July 1962**, Major Robert White observed a UFO whilst piloting an X-15 to a height of 58 miles.

In **April 1964**, two radar technicians observed UFOs in pursuit of an unmanned Gemini space capsule.

On **31st July 1964**, UFO researchers took samples of a rock which had traces of an unusual metal to scientists at the NASA Goddard Space Flight Centre for examination. The traces came from the landing leg of a UFO which had scraped particles onto the rock.



## **THE NASA/TRISTAR INCIDENT**

Despite earlier claims by NASA scientist Dr Frankel to researcher Ray Stanford that the metal was 'not manufactured on Earth', NASA later contradicted the statement by stating Dr Frankel was mistaken. [Only after Frankel had attended a top-level security conference].

A number of NASA astronauts are alleged to have encountered UFOs. Amongst them: Scott Carpenter on Mercury 7 - James Lovell on Gemini 7 - James McDivitt on Gemini 4 and Apollo 9 - Neil Armstrong and Edwin Aldrin on Apollo 11.

Most, if not all of the alleged sightings have been dismissed as 'fanciful' by Ufologists and the astronauts themselves. Nonetheless, none of us, no matter how well qualified, have the remotest idea of what can or cannot take place in space during American or Soviet manned missions.

We can only judge UFO encounter stories in space on their merits, but if one places the 'Discovery' episode in a table of such incidents, I believe it would probably sit atop them all. Naturally, like you, I await further developments with impatient interest!

The Crew of Discovery:

COMMANDER MICHAEL COATS

COMMANDER JAMES BUCHLI

PILOT      JOHN BLAHA

# **THE NASA/TRISTAR INCIDENT**

PILOT      ROBERT SPRINGER

PILOT      JAMES BAGIAN

**References:** Above Top Secret - Timothy Good - Sidgwick & Jackson

Daily Star - London - 30th March 1989

Evening Standard - London - 29th March 1989

Thanks to Timothy Good [London] & Bob Dechsler [USA].



Daily Star, London

30 MAR 1989

# **DAILY STAR**

## **The closest encounter**

**IS THERE anybody else out there? Mankind has been asking that question for thousands of years.**

Now at last we might have the answer: YES.

For an alien spacecraft was spotted by the crew of America's Shuttle, Discovery Orbiter.

You can't get much better proof than that. Except that NASA have denied the report.

But then they would, wouldn't they.

Sunday Express, London

26 MAR 89

## **UFO illusion**

● EXPERTS now believe that a UFO sighting by passengers on a British jet was the Northern Lights.

Witnesses saw a huge multi-coloured, cloud-like object close by at 31,000ft.

Moments later the British Island Airways plane dipped sharply as it passed over Sardinia.

But yesterday a spokesman for the Ministry of Defence, which investigates UFO sightings, said: "As far as we are concerned it was the Northern Lights."

The lights are caused by unusual atmospheric conditions.

The Guardian, London

29 MAR 1989

**A**N UNIDENTIFIED Flying Object scared British Airways passengers over Sardinia last week when it buzzed their Tristar jet. A cluster of bright lights appeared, vanished and then reappeared, according to one passenger, as "a bright glistering cloud with lots of colours and a trail of smoke."

## **Alien UFO 'tracked shuttle'**

From Page One

into orbit. NASA and Col. Blaha angrily deny there was any contact with a UFO during the mission.

But British and American UFO experts are convinced the Baltimore ham's tape is genuine—and that the eerie encounter DID happen.

Former NASA mission controller Bob Oechsler said his ex-bosses were "lying through their teeth."

He said: "These astronauts are so well trained I suspect they could pass a lie-detector test."

## **Explored**

"Only one man got a tape, but it is backed up by other radio hams who also heard the conversation."

He added: "The facts are simple—either NASA is lying or the tape is a hoax."

"We are having a voice print analysis of the tape and when we get the results of that NASA will have to make the facts public."

The British UFO Research Association says NASA ALWAYS denies UFO sightings.

"They would never admit it even if there was irrefutable evidence," said a spokesman.

British UFO expert Timothy Gold hopes NASA will be forced to reveal details under America's Freedom of Information Act.