

THE SPHERES ABOVE

From the 1977 hovering-platform story to transports and orbital heavy lifters.



1 DECEMBER 1977

AL29 connects coastal air booms to alleged Soviet hovering weapons platforms. Beter presents the sounds as deliberate signals of a new capability. That explanation belongs to his account; an unexplained noise is not proof of a spacecraft.



2 HOVERING, NOT SIMPLY ORBITING

His defining claim is prolonged station-keeping above a chosen place. Unlike a normal low-orbit satellite passing overhead, a Cosmosphere supposedly holds position using a levitation system. This distinction underlies its proposed military role.



3 THE FIRST REPORTED GROUP

On 22 December 1977, Beter describes seven platforms over North America and nearby waters. He says four are crewed and three still under remote-control checkout. These are reported numbers, not independently confirmed deployments.



4 SEMIPALATINSK / AL37

In August 1978, Beter names Semipalatinsk as the assembly and fitting-out centre. He associates the site with nuclear power units and particle-beam weapons. The illustrated factory is an interpretation, not an authenticated facility plan.



5 NOVOSIBIRSK / AL37

He identifies Novosibirsk as an operational base and stresses servicing, supplies and crew support. Even in his account, extraordinary flight capability does not eliminate dependence on a vulnerable ground network.

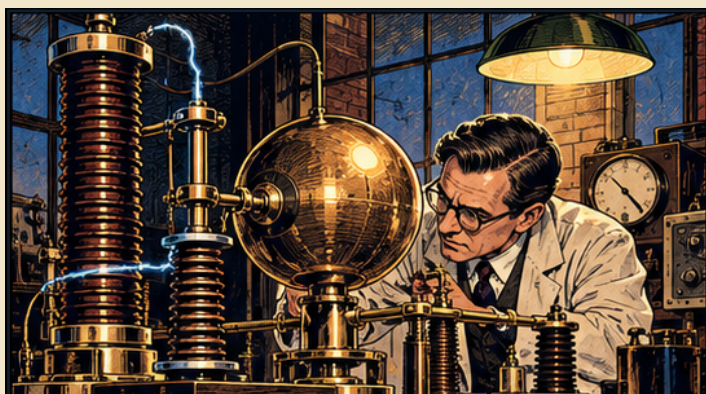


6 THREE TYPES TO FOLLOW

We distinguish the patrol weapons platform, the high-speed transport and the Jumbo or Super Heavy. These are editorial groupings drawn from the letters. The artwork does not establish exact diameters, internal layouts or engineering specifications.

ELECTROGRAVITICS: TWO STORIES

A historical electrical-propulsion thread and Beter's much broader levitation claim.



1 THE HISTORICAL THREAD

Thomas Townsend Brown's high-voltage experiments form part of electrogravitics' history. Later NASA reports examine related capacitors, without establishing a connection to Beter's alleged Soviet programme.



2 MEASURED ELECTRICAL THRUST

A 2004 NASA-hosted report found its capacitor-thrust measurements consistent with ions transferring momentum through collisions with air. Electrical thrust in a gas and control of gravity are different physical propositions.



3 BETER'S VERTICAL MOTION

AL29 describes early platforms lifting or lowering through a levitation field. It does not supply a tested field equation, construction manual or measured energy balance. The hovering sphere here visualizes his proposed capability.



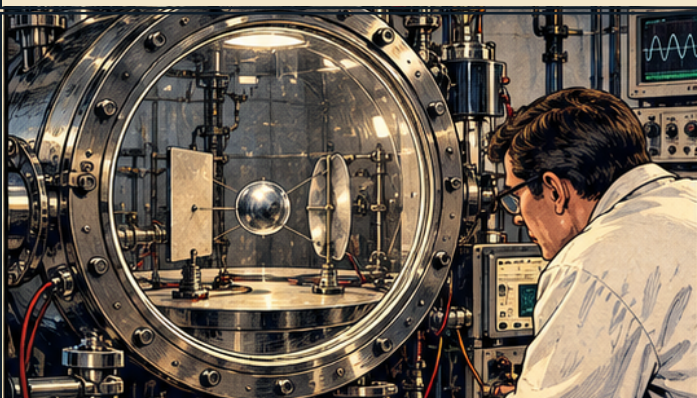
4 SIDEWAYS: SMALL ROCKETS

In that early description, vertical levitation does not provide all motion. Small rocket motors move the craft sideways. Keeping this detail matters: the first design is not described as having fully electromagnetic propulsion in every direction.



5 THE LATER PROPULSION CLAIM

AL46 says the transport version dispenses with lateral rocket thrusters and draws on Earth's electromagnetic fields. That is Beter's asserted advance. The painted glow is an artistic convention, not a measured field or demonstrated mechanism.



6 THE VACUUM CHECK

A separate 2004 capacitor-thruster report records no measured force in vacuum. Such experiments test particular devices; they do not establish anti-gravity or Cosmosppheres. The alleged space-flight system still needs evidence of its own.

TYPE A / THE WEAPONS PLATFORM

The first-generation role: persistent presence, intimidation and beam weapons.



1 A STATION ABOVE THE TARGET

In Beter's scenario, a platform can wait above a strategic area instead of approaching only when an attack begins. In AL37 he places such craft above missile installations, ready to strike missiles at launch.



2 CREWS AND CONTROL

AL29 distinguishes crewed platforms from remotely checked machines. The crew cabin shown here is imagined. The letter's earlier reference to forty-person American platform concepts must not be treated as a confirmed Soviet Cosmosphe crew complement.



3 POWER AND ARMAMENT

AL37 associates assembly with installation of nuclear power plants and particle-beam weapons. Those are Beter's broad descriptions. Specific reactor geometry, shielding thickness and weapon output are not established by the cited passage.



4 THE AIR-BOOM EXPLANATION

AL29 attributes the booms to deliberately defocused particle-beam shots depositing energy in the atmosphere. The broad light cone is a visual metaphor. It is not a photograph of a beam or a verified account of the sounds.



5 ALTITUDES CHANGE IN THE ACCOUNT

AL29 lists initial stations at 560-821 miles, roughly 900-1,320 km. AL60 later gives about 100 miles, or 161 km, as a normal patrol altitude. These are different reported settings, not one fixed specification.



6 STEALTH AND DESCENT

AL60 claims routine radar invisibility at high altitude and radar appearances during descents to five-seven miles. These claims are attributed to Beter. A spherical shape alone does not establish invisibility to radar.

TYPE B / THE FAST TRANSPORT

AL46's second generation: people, cargo and a claimed path to orbital speed.



1 A CHANGE OF MISSION

In May 1979, AL46 introduces second-generation Cosmospheres designed as high-speed transports. AL60 later describes them as stripped of weapons. Their distinguishing purpose is moving people and cargo, rather than maintaining an armed patrol.



2 PASSENGERS IN THE STORY

Beter uses the transports to explain secret diplomatic shuttles involving alleged doubles. The connection links this dossier to Doubles of Power. Seats, windows and boarding equipment in the illustration are imagined, not supplied technical drawings.



3 THE REPORTED FLIGHT PROFILE

AL46 gives a climb to 100 miles or more and a typical speed near 9,000 mph: about 161 km and 14,500 km/h. AL60 adds a claimed ability to reach orbital speed when needed.



4 THE CONVENTIONAL FIRST LEG

AL46 describes travellers leaving Washington for Bangor, Maine, before taking another aircraft toward a secluded Canadian landing site. In the story, ordinary transport infrastructure feeds into the secret high-speed network.



5 THE QUEBEC HANDOVER

Beter locates the Canadian rendezvous on the northern edge of Manicouagan Lake. From there, the Cosmosphere allegedly carries passengers toward Russia or other secluded destinations. The landscape is illustrative, not a surveyed landing-site map.



6 THE SATELLITE-CAPTURE CLAIM

AL60 alleges that a transport matched Satcom 3's orbit on 11 December 1979 and pulled it inside a cargo bay. This illustrates the expanded role Beter assigns the type; it does not establish the cause of the satellite's loss.

TYPE C / JUMBOS & SUPER HEAVIES

The immense experimental heavy lifters described in 1981.



1 BIGGER BY VOLUME

AL64 calls the Super Heavies larger in volume than the greatest 1930s zeppelins. That comparison is about enclosed volume, not length or airship shape. This drawing retains the sphere and uses only an illustrative human scale.



2 THE PAYLOAD CLAIM

Beter gives a payload above 50 tons and describes the type as an already operating, still experimental Soviet shuttle. We retain his unit as written; the passage does not specify whether these are metric or short tons.



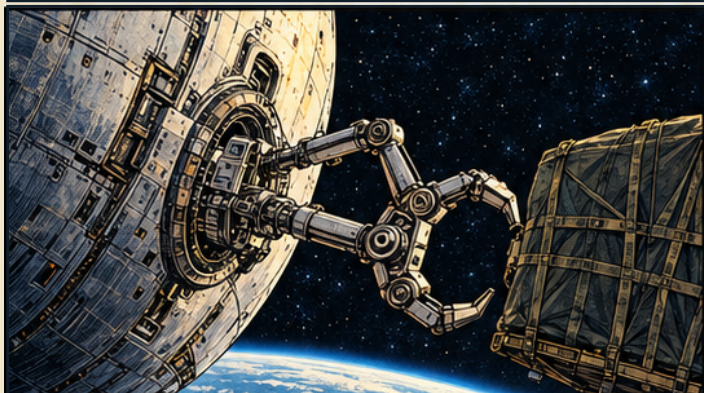
3 ORBITAL PERFORMANCE

AL64 attributes orbital-speed capability to powerful electromagnetic propulsion. AL70 later says Jumbos can outrun and outlift the American shuttle. These are Beter's comparisons; no independently validated performance curves accompany them.



4 SEVEN CRAFT, TWO ROLES

For his April 1981 Columbia account, AL64 describes seven Jumbos: five equipped for grappling and two with neutron particle-beam weapons. AL70, in December, raises the reported fleet to at least eight. The numbers refer to different dates.



5 THE ALLEGED GRAPPLING OPERATION

In AL64, five Jumbos seize Columbia's separated external fuel tank and redirect it. That operation is part of Beter's alternative account, not a documented recovery mission. The pictured grapping mechanism is an artistic reconstruction.



6 THE DOCUMENTED STS-1 RECORD

NASA records Columbia launching on 12 April 1981 and landing on 14 April with John Young and Robert Crippen. This conflicts with Beter's destruction-and-substitution account. Both accounts must not be presented as equally established history.

COMPARISON & OPEN QUESTIONS

Read generations in context; separate reported capabilities from demonstrated technology.



1 WHY THE GENERATION LABELS VARY

AL46 calls its transports second generation. AL64 calls Jumbos a third version, while AL70 calls them second-generation CosmoSpheres. We preserve this inconsistency instead of silently imposing a uniform I-II-III chronology.



2 A / PATROL AND WEAPONS

Role: stationary threat and interception of launches. Early movement: claimed vertical levitation plus lateral rocket thrusters. Armament: particle beams in Beter's account. An exact diameter is not established in the core passages used here.



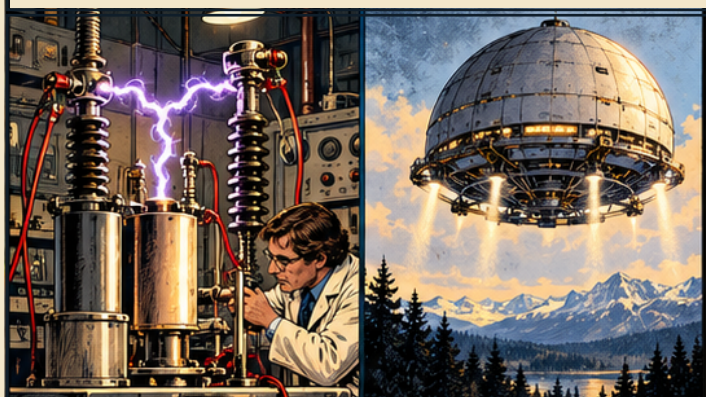
3 B / PEOPLE AND CARGO

Role: fast passenger and cargo transport; alleged satellite capture. Movement: claimed electromagnetic horizontal propulsion. AL60 describes the type as unarmed. Typical speed in AL46: about 9,000 mph, not a stated universal maximum.



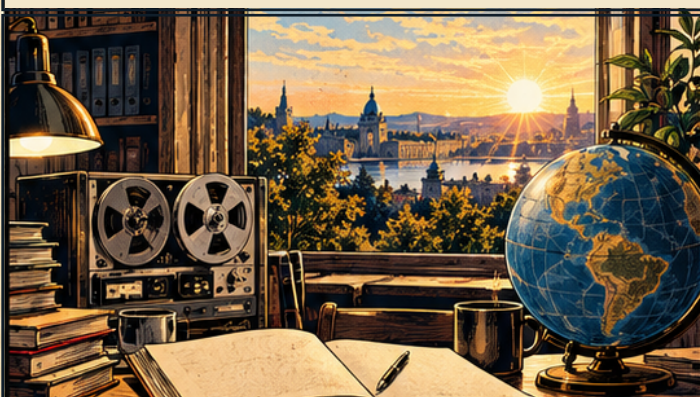
4 C / HEAVY ORBITAL OPERATIONS

Role: heavy lifting, grappling and, in certain configurations, beam weapons. AL64 reports more than 50 tons of payload and orbital speed. No exact diameter follows from the zeppelin-volume comparison without further assumptions.



5 SCIENCE IS NOT AUTOMATIC CONFIRMATION

Electrical-propulsion experiments can be examined independently. Their existence does not establish hovering warships, radar invisibility or the alleged fleet. Each additional capability needs reproducible measurements or independently traceable evidence.



6 NEXT: THE SPACE TRIAD

This dossier follows the machines and their changing roles. The next connects CosmoSpheres with Beter's alleged orbital interceptors and lunar bases. His published account is a source to study, not proof that the described system existed.