



The Alpha Control Reference Manual

Probe Series #22 of interstellar colonization ships. The proposed facilities were needed because of the huge increase in space traffic generated not only by NASA and Alpha Control, but by flights from the Soviet Union, China, England, Africa, and Germany. This increased activity in space caused a definite need for the tracking and control of ships traversing the solar system. Working with scientists and engineers from other nations, Alpha Control experts in telemetry and tracking systems proposed that a series of six stations be built on the Moon. Each station would be constructed and manned by a different country, or group of countries, but the six would work in conjunction with each other, similar to aircraft traffic controllers on Earth.

The practicality of building these bases was made possible by NASA's experience with space shuttles, and because of the payload capabilities made possible by the Gemini-type nuclear engines. An enlarged version of the early-style NASA space shuttles was used in conjunction with a lunar lander to carry prefabricated units to the construction sites. This method proved so successful with the Omega station that the countries sponsoring the Copernicus, Gamma, Theta, and Sigma stations rented the NASA shuttles to construct their sites as well.

Construction on the sites was initiated on March 15, 1992. The United States site, #2 Omega, was completed on April 16, 1996. Three other stations belonging to the Soviet Union, Great Britain and France, and Germany, were also completed by the time of the Jupiter 2 launch. The last two, Theta (belonging to a consortium of African nations) and Sigma (owned by China) were not completed until 1998 and 1999 respectively.

GEMINI DRIVE SYSTEMS

By this time the drive system of the Gemini spacecraft was in its twelfth and final revision. Alpha Control scientists and engineers were pleased with the performance of the deuterium annihilation engines, which they declared ready for a full scale test flight. However, there was still a hurdle to overcome. The deuterium annihilation engines produced a dangerous radioactive exhaust, meaning they could not be fired in the Earth's atmosphere. Several schemes were proposed to lift the vehicle into space on the top of a chemically-fueled rocket, but all had serious drawbacks. Work proceeded on several alternatives to chemical rockets which led to the development of a pollution-free antigravity drive in April, 1992. The anti-gravity drive was designed to repel against the gravitational field of another body, such as Earth. Once the spacecraft was propelled beyond the outer atmosphere, the deuterium annihilation engines could be safely initiated for interstellar flight. The compact antigravity drive was quickly incorporated into the first Gemini prototype.

THE INTERGALACTIC PROBE #22 SERIES

In May of 1992, Alpha Control went public with details of the Intergalactic Probe #22 series. This was the project name for the now-defunct plans to send a series of huge colony ships to Alpha Centauri, or some other star having a habitable planet. They would, according to over-enthusiastic Alpha Control press releases, be capable of sending "as many as ten million families a year" to their new home among the stars. Although the proposed "star shuttle" would have measured several miles in length (requiring it to be built in space), it would never have had this kind of capacity, but still could have transported an impressive 52,000 people on each trip. The Probe #22 series remained little more than wishful thinking on the part of Alpha Control, and an idea to drum up support from the general public for the Gemini project. Neither Alpha Control nor the country had the resources necessary for such a project.

DISASTER STRIKES; SUPPORT FALTERS

Despite all of these tremendous strides, the program was not without its critics. A large number of citizens felt that the countless billions of dollars being spent on the project would have been better spent elsewhere feeding a hungry public. They argued that it was illogical to send a ship to a place that, as far as anyone knew at the time, probably would not prove to be habitable. In their opinion, the project was an incredible pipedream, and a huge gamble on the part of the current President, who considered the Alpha Control program to be his pet project. Under a constantly increasing level of attack from the general public, the President lost his bid for re-election in 1992. The new President, and a congress under pressure, promised to investigate the validity of the entire Alpha Control program. It was in 1983, when the investigation was in full swing, that disaster

struck.

After the former president left office, Alpha Control mounted a publicity campaign to drum up support for its efforts. Part of the campaign included a new name for the colonization ship, now known as the Jupiter series. When the Jupiter 1 (once known as the Gemini 12) was rolled out before the press and selected visitors on March 10, 1993, they were suitably impressed and criticism of the program seemed to slack off. A few weeks later, on May 12, the ship was given its first test flight. A group of two USSC pilots and four engineers lifted off from the Kennedy Space Center on a flight to test the various Jupiter flight and life control systems. The flight didn't last long. Barely twelve hours after leaving Earth the ship exploded, with the resulting nuclear blast instantly killing everyone aboard and disintegrating the ship.

This event not only gave the critics more evidence of the uselessness of the program, but even shook those who had supported it. At this point, Alpha Control really didn't know if a habitable planet existed or not, and it appeared that their colonization ship was also a dud - and a deadly one at that.

While the details of the resulting political and legal battle have no place within the scope of this report, it is important to note their outcome. Alpha Control was, in essence, put on parole. The program had been saved from the wolves by the gallant efforts a few brave individuals who believed in the project enough to battle a militant, and vocal, group of extremists opposing the program. Many citizens, as well as a large number of politicians, had been swayed by the unfounded criticism spread by this group, but in the end the program won out.

A NEW BEGINNING

After the destruction of the Jupiter 1, work began immediately on the Jupiter 2. Unlike the Jupiter 1, the new ship had a recently-designed fuel delivery system correcting the problem believed to have been the cause of the first ship's destruction.² The Jupiter 2 also featured a new lower deck that contained a functional galley, living quarters, a second set of flight controls, a lab, engine room, etc.

On June 1, 1993, Alpha Control announced that the Robinson family had been chosen for their "unique balance of scientific achievement, emotional stability, and pioneer resourcefulness." Massive amounts of publicity followed the Robinsons through a rigorous training program that lasted from September 1 of that year up until the time of the launch.

Throughout 1994 and 1995, design refinements resulting from continued testing of prototype hardware insured that the Jupiter 2 would function safely. After the Jupiter 1 accident, Alpha Control requested funds to build a second Jupiter 1 prototype for an additional full scale test flight. The appropriations bill did not make it out of the House of Representatives. The Jupiter 2 had to be right.

Construction on the outer hull began in August, 1995. The Chariot was begun in June of the same year and finished in November, 1996.

One last major piece of equipment to be installed in the Jupiter 2 was the newly-designed B-9 robot, an improved version of the B-8 used in the Deep-Thrust Telescopic Probes for environmental analysis. The B-9 was a beautiful piece of equipment and certainly the most advanced design in the world. The first of the series featured fully programmable computers, a multitude of different analyzers, two different modes of movement, an offensive/defensive weapon capability, and much more. The logic circuits - created by Professor Lawrence Myers - were incredibly advanced, and it was his opinion that if given enough time (and enough exposure to human beings) it might be possible for the robot to develop independent thought capabilities, a concept we now know to be correct.

F-12 FUEL BARGES/LIGHT HOUSES

March and April of 1996 saw a series of launchings to put fuel barges at strategic locations in space. The F-12 fuel barge project, conceived of in 1992, was initiated to provide logistical support for the huge Intergalactic Probe #22 series of colony ships described earlier in this text. Six barges were constructed and launched, with five of the ships being little more than large refueling stations in space. Although intended for the Intergalactic Probes, Alpha Control prepared for other contingencies by providing in the center of each ship a landing pad for Gemini/Jupiter type vessels. Refueling either style of colony ships could be accomplished by using a transfer tube, provided for on an external mounting on the F-12 ships. The three large outer pylons of the barges contained a large