



# The Alpha Control Reference Manual

supply of fuel, more than enough to sufficiently power an Intergalactic Probe on its entire trip to Alpha Centauri, or to whatever location would finally be chosen for the colonization mission.

The sixth ship in the series was considerably modified so that the center hold/docking section was turned into a living area large enough to accommodate a crew of two USSC-trained flight officers. The outer tubes carried some fuel, but primarily held computers, equipment, and enough supplies to sustain the ship for well over ten years. The "landing pad" was also modified to include an automatically-sealing gangplank that would attach itself to a Gemini/Jupiter series ship to provide an entrance into the crew quarters/command section. The actual purpose of the altered vessel was to provide information to passing ships regarding the status of the section of space in which it would be located, making it a "weather station" of sorts. This last vessel was launched in 1996 after the five fuel barges, but the general public and all but a few Alpha Control employees (including the Robinsons) knew nothing of the true nature of the lighthouse, or that it was manned by a volunteer crew.<sup>3</sup>

After its launch, the station was to prove fairly successful, although there was actually very little for the crew to do as the ship was highly automated.<sup>4</sup>

## DESTINATION CONFIRMED

In March of 1997, the first Deep Thrust Telescopic Probe reported in from Proxima Centauri. None of the star's five planets were capable of supporting terrestrial life. On July 7, 1997, scarcely five months before the planned Jupiter 2 liftoff, another probe reported favorable conditions existing on the third planet of the Alpha Centauri system. The probe's internal programming commanded it to land on Alpha Centauri III to confirm the findings of its long range sensors. The planet checked out to be ideal according to the probe's model B-8 environmental control robot - a breathable atmosphere, safe levels of radiation, an Earth-like gravitational field, a plentiful water supply, and an excellent climate. Mission specialists recommended a change in the launch date for the Jupiter 2: October 16, 1997. It was also during this time that a pilot for the Jupiter 2 was chosen: Major Donald West was picked from an elite group of twenty top-notch USSC pilots specially trained for the mission. The decision was announced on June 2, 1997.

## MISSION HISTORY

The early pre-launch countdown which commenced at zero minus 48 hours proceeded smoothly. During the final portion of the countdown, some problems did develop, including power failures, etc. (see Table III for a detailed account of the sequences occurring during the launch). The Jupiter 2 lifted off at 8:17 pm (EST) on the scheduled date, and for the first 50 million miles the craft was intended to be controlled by radio telemetry from Earthbound and lunar tracking stations. Alpha Control's records indicate that almost immediately after leaving Earth orbit, the Jupiter 2 began to deviate from its planned trajectory. Lunar tracking station #2 Omega reported a negative flight profile, but all attempts to initiate a course correction using vector telemetry were ineffective. The flight deviation was simulated at Alpha Control's main computer complex in Houston and calculations indicated a 200 pound excess weight condition aboard the spacecraft, which we now know to be the result of Dr. Zachary Smith's presence on board the troubled ship. The Jupiter 2's payload had been calculated to within a fraction of an ounce, therefore the automatic navigator, not having been programmed for an excess weight condition of this magnitude, was powerless to redirect the Jupiter 2.

The spacecraft, travelling further and further off course, headed towards a swarm of chondrite rock meteorites. Remote telemetry indicated that fires had broken out behind all magnapanel, and the flight controls had been severely damaged. Later, Lunar Tracking Station Copernicus reported a sudden increase in speed of the Jupiter 2, which proceeded to travel beyond the range of all tracking facilities. No further communications were received, and in an October 21 press release, Alpha Control representatives theorized that further damage may have been caused by the premature activation of the spacecraft's environmental control robot, and that sabotage of the robot's programming was suspected.

The next contact was reported in December of 1997 when word of an alleged incident involving Will Robinson was received by Colonel Mason at Alpha Control. Mrs. Clara Sims and Sheriff George Baxendale of Hatfield Four Corners, Vermont, filed depositions that the youngest Robinson had visited them for nearly four hours after travelling on a maser beam from an unknown planet on

which the Robinson's had crashed, which they had named Priplanus. Will reportedly returned, in full view of a number of townspeople, back to Priplanus on another maser beam. Even though photographs and descriptions matched the boy, Alpha Control requested a news blackout, as the entire incident was scientifically unexplainable at the time. The townspeople, wishing to avoid publicity, readily agreed.

In September of 1998, contact was reported by Alpha Control telemetry operators with John Robinson. At that time he reported that the Jupiter 2 had exhausted its supply of fuel and was unable to make a course correction for Earth. This incident was not reported to the public due to the difficulty in confirming the facts. Neither was another incident a year later, when a hostile alien craft attempted to land on the Earth before it was warded off by missiles. The craft bore more than a passing resemblance to the Jupiter 2.5

With the information recently recovered from the F-12 weather station, we are now able to piece together some of the incredible adventures of the Robinson family. We have confirmed that staff psychologist Zachary Smith, reported missing at the time of the Jupiter 2 launch, was a stowaway and saboteur. It was Col. Smith's reprogramming of the B-9 robot to destroy several key subsystems that sent the Jupiter 2 out of this region of the galaxy under runaway acceleration. If it had not been for the fact that the Robinson's were revived from suspended animation so that they could put a stop to the robot's activities, their mission would have ended in catastrophe.

## NOTES

1. Located in 1986 by an orbiting space telescope.
2. An investigation into the situation revealed the distinct possibility of sabotage of the ship's fuel system, probably by a member of the same organization that would attempt to destroy the Jupiter 2.
3. The reason for the secrecy was because of treaty agreements signed between the US and the Soviet Union barring the use of "Star Wars"-type weapons and manned observation posts in Earth orbit. Although not intended for that purpose, the launching of the weather station could have been delayed by several years because of protests from the Soviets, as the comprehensive electronics carried on board the sixth barge could have been used for electronic surveillance of the Soviet Union and Warsaw Pact countries.
4. The ship was accidentally found by the Robinsons on Sept. 11, 1999. At that time the ship was off course and headed into a cosmic storm sweeping that part of the galaxy. The commander, Col. Siras J. Fogey, had been abandoned by his partner some two years before when Captain Nutting - by this time hopelessly mentally unbalanced because of their long period of isolation in space - left via the life raft. Fogey was also affected by the secluded atmosphere of the space station, and at the time that he was found by the Jupiter 2 crew, was claiming to be the ship's "janitor and handyman".