agency had a close encounter. As he was driving his official car toward Blaine Air Force Station, in Washington, a flying disc 30 feet in diameter hurtled down at his automobile. At the last moment the disc arced up steeply, avoiding collision. When the officer jumped out, he saw the UFO hovering overhead. After a minute, it shot up into clouds at high speed. A short time afterward, the UFO—or a similar one—was seen landing in a field near Blaine, melting the snow and scorching the ground before it took off. When the AF questioned the federal officer, they said they had tracked the UFO by radar as it raced down toward his car. This officer, like many other UFO witnesses, was warned by his superiors not to let his name be used in connection with the sighting.

On January 27, 1965, two NASA engineers sighted a UFO which touch landed near Hampton, Virginia. One witness was Maj. John Nayadley, a retired AF jet pilot. The other was A. G. Crimmins, who saw the strange machine maneuvering toward the ground.

"It was zigzagging as if searching for a landing spot," said Crimmins. "I watched it through 20 x 50 binoculars and I could see flashing lights. They appeared to be on the rim of a rapidly rotating disc."

Before anyone could reach the spot, the flying disc took off and rapidly climbed out of sight.

The step-up in UFO chases was demonstrated at Washington, D.C., on January 11, 1965, when AF jets pursued several flying objects over the city. The chase was confirmed by an Army lieutenant-colonel and a group of Army communications specialists.

If jets had been near any of the "touch" sites, they might have swarmed down and kept the UFO from getting away. But records of previous attempts to capture UFOs indicate it will be a tough job.

Whether we capture a UFO or not, the search for the elusive secret will go on. The connection between gravity and electromagnetic fields may provide the key to the mystery.

For several years, Burkhard Heim, director of the German Research Institute of Field Physics at Goettingen, Germany, has been searching for the answer to the gravity riddle. Finally, Heim revealed that by direct experimentation he had discovered a positive lead to antigravity. The discovery involved an intermediate field, neither electromagnetic nor gravitational.

The results, Heim stated, if applied to space flight, would be direct levitation, conversion of electricity into kinetic energy without any waste, and "immunizing the occupants and the structures of such vehicles against any effects from acceleration of the vehicle, however great and violent."

After the first shock, several scientists examined Heim's claims.

"His approach is not in conflict with known laws of nature, and it agrees with the quantum theory," A. R. Weyl said in an analysis for the British magazine, *Aeronautics*. "If Heim were right, the amazing properties commonly ascribed to the 'mysterious flying saucers' would be, in fact, sound physics and proper engineering."

Heim's work toward the goal of an actual antigravity device using "field inducers" has evidently been put under official German security. He has refused to divulge the key to his formula.

Heim's findings would indicate that antigravity researchers may discover new scientific laws and that their work may invalidate old theories. Some scientists are already saying privately that Einstein's famous "general theory of relativity" may turn out to be totally fallacious. Newton's law has also come in for attacks. However, Robert Forward, G expert of Hughes Aircraft Company, uses the Einstein theory to show that it is possible to partially nullify the Earth's gravitational field. The amount of nullification obtainable with present-day technology is extremely small, however. Forward predicts that some day, when our technology is greatly advanced, we will be able to "create artificial gravity fields at will."

With a real all-out effort this could happen a lot sooner than the 10 or 20 years many scientists have in mind.

But getting enough top men to work in the field is a problem. One scientist says, "Scientists are sensitive about their reputations and many of them still think antigravity is a joke. If they knew the facts, they'd be eager to get into it."

Fear among scientists is partially due to the Air Force censorship of UFO reports. Air Force censors not only hide the facts but also belittle those who publicly report UFO sightings.

One recent victim was Dempsey Bruton, chief of satellite tracking at NASA's Wallops Island station in Virginia. On January 5, 1965, Bruton saw a strange round object flying at terrific speed toward the station. After it passed overhead, the UFO shot straight up out of sight. Using the elapsed time—six to nine seconds—and angles and times reported by other witnesses, Bruton said the speed was definitely "several thousand miles per hour, possibly 8,000 mph. or even higher." The AF, implying he was incompetent, rejected the report and said it was not evidence of any technically superior machine.

But AF policy notwithstanding, the drive to get the secret of antigravity is well underway. It can't be stopped now. But it *can* be speeded up. We are already spending billions on the space program—on the race to the moon, to Mars. Harnessing gravity could put us years ahead and save us enormous sums of money.

With control of the universe at stake, a crash program is imperative. We produced the A-bomb, under the huge Manhattan Project, in an amazingly short time. The needs, the urgency today are even greater. The Air Force should end UFO secrecy, give the facts to scientists, the public, to Congress. Once the people realize the truth, they would back—even demand—a crash G program.

For this is one race we dare not lose.

—Maj. Donald E. Keyhoe

Note: NICAP will be happy to receive UFO sighting reports from readers and to furnish additional information on UFO operations. The address is NICAP, 1536 Connecticut Avenue NW, Washington, D.C. 20036.