

Subject: Donald Keyhoe. Part 2.

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Back during these times they were trying to capture a UFO so they could study it.

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In Puerto Rico, near dusk on December 26, 1964, Ramey Air Force Base radar spotted two large discs. As A4D jets streaked up to pursue them, the discs accelerated to terrific speed. Making instant right-angle turns-impossible for any known aircraft-they vanished over the Atlantic.

On March 21, 1965, Capt. Yoshiaki Inada, piloting a Toa Airlines Convair on a domestic Japanese flight, was chased by a "mysterious, elliptical luminous object." Flying close to the plane, the UFO blanked out his radio and "violently interfered" with his automatic direction finding equipment. Puzzling earlier cases also are being rechecked. On July 1, 1954, an AF F-94 - a two-man jet - was scrambled to chase a UFO near Waleville, New York. When the pilot tried to close in, a sudden, unbearable heat filled the cockpit. Half-dazed, the pilot and radar officer bailed out. The jet crashed in the street, killing two children and their parents. These odd phenomena, high radiation, mysterious heat and electrical interference may be side effects of gravity control devices. Like most people, you probably took gravity for granted before space flights began. Now you know, for example, that one "G" is the Earth's normal gravitational pull. This is what holds you to the seat of your chair - and more important, keeps you from being tossed into the air by the Earth's rotation. You feel two or three G's in a roller coaster or a stunting plane -- a mere hint of what our astronauts have to endure during blast-off and acceleration. But gravity causes a lot of trouble and expense we seldom think about.

Aircraft and rocket builders have to provide heavy engines, huge weight of fuel, just to offset gravity. In construction of buildings, bridges, and in a hundred other ways, G affects our lives and adds billions to the cost of work.

Gravity control could reduce or end many of these problems.

How soon can we expect antigravity? Some researchers say it may take a long time. Others believe there may be a sudden breakthrough. If that happens, there will be some fantastic results. First, obviously, our space program would take a big leap forward. Instead of our present wasteful rockets, we could build spaceships matching the UFO's high speeds and maneuvers. With such advanced ships, we could make swift flights to the moon and the planets.

Recently, Alexander de Seversky stated that "with abundant energy available, we will move in space with constant acceleration or deceleration. Accelerating half-way to our goal and decelerating the rest of the way at one G or 32.2 feet per second, the moon will be reached in three and a half hours, Venus in 36 hours, Mars in two days, Jupiter in six.

According to Oberth, German physicist Burkhard Heim and other scientists, gravity control will enable spaceships to reach even greater speeds than these.

With such advanced machines, we could explore the nearest star systems a century or more ahead of our present timetable. Using carrier or "parent" ships with short-range probes, we could fully explore a planet - either by remote control or direct

observation - before attempting to land. Many cases are on record in which large UFO's have launched small units, apparently for close observation of the Earth, then retrieved them in swift, precise operations. In one such case (an official AF Intelligence report), groups of small UFO's flying at 5240 mph. - were seen and tracked by the crew of an AF B-29. One group, after abruptly slowing to pace the bomber, resumed its speed within seconds. The small UFO's were then seen to merge with or go aboard a huge carrier which accelerated to more than 9,000 mph. before it disappeared. Because of G-crafts' tremendous speeds, the picture of possible military operations becomes hair-raising. Let's take as a basis the figure in a documented case at White Sands Proving Ground, where Navy scientists saw and tracked a UFO flying at 18,000 mph. Such terrific speed could put bombers back into the picture in place of missiles. Attacks by G-bombers from bases near major targets would take less than five minutes. If a "rush-fire" war broke out halfway around the world, a huge G-transport carrying a fully armed division - or even an army - could be on the scene in 40 minutes, or less. Another effect of gravity control will be a big change in air travel. Here's what a G-liner trip would be like, according to several researchers. Let's say you are making a flight from New York to London. You go aboard a large ship - probably disc-shaped, from present indications. Your seat has no safety belts - none are needed. The ship takes off vertically, accelerating at incredible speed. You feel weightless but you feel no motion. The airliner arcs up into a great circle course, silently, with no "bumps" - no rough air. In 10 to 15 minutes, London suddenly takes shape below. There is no long approach, skimming over rooftops. You descend vertically and land.

If traffic is heavy, your pilot would stop the ship in midair and hover until cleared. In spite of the speed, you'd be safer - especially in regard to many of the strange eddies which have thrown jet airliners into uncontrollable dives. In probing the riddle of gravity, project scientists try widely different approaches - some even contrary to accepted natural laws. Under an Army contract, a University of Detroit team has built a 4,000-pound, specially wired rotor which spins at 100,000 rpm. With this unique device, scientists are testing gravitational radiation theories searching for a possible key to G control.

Using gravity meters based on new principles of physics, Air Force teams make frequent flights around the equator and over the poles, to speed up worldwide measurement of the Earth's gravitational pull. Tied in with this is a network of gravity stations and special projects all over the world. Though no breakthrough has occurred (unless in highly secret projects) two significant facts have been established. The Earth's G field is relatively weak, compared with the pull of gravity between planets and the sun. There is a connection between gravity and electromagnetic fields. Igo Sikorsky, discussing the colossal force of spatial G, says a steel cable about 8,000 miles thick would be needed to hold the Earth in its orbit --if it were not for gravity. But, for our anti-G search, the Earth's gravity pull, for objects on the ground or at average flight altitudes, is fairly small. Likewise, the force required to cancel its pull would be relatively small - if a method can be found. Using various barriers we can shield ourselves from the heat, light and sound waves. But, so far, no way has been found to create a gravity shield. Some scientists still call the gravity shield idea a "lunatic fringe" notion.

But many now refuse to say that such a thing is completely impossible. Are UFO's using a gravity shield? In an effort to find out, the Air Force is renewing its attempts to capture a UFO. If we could get one on the ground, undamaged, it might make possible a big shortcut in our gravity research and save us years of slow, tedious scientific work. In the past, many Air Force pilots have tried to down UFO's, without success. But the Air Force has new reason for hope now, based on the recent increase in low-altitude UFO approaches and "touch landings."

Part 2.

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