

The following section includes new and updated material that has been added to **Chapter 2 (Alien Technology)** of *Time of Contact* (draft edition 1.9) by 'Caius Axim'. The central part of the section discusses selected reports of "tractor beams" that alien craft used to lift (or try to lift) animals or people, and a link is provided to a report of a helicopter whose altitude increased after it encountered an alien craft which radiated a luminous beam. There are reports of vehicles like cars being levitated but these are not covered in this section. Aliens or their surrogates have also used tractor beams for transportation, but only two instances are mentioned in passing, in this section. Alien craft have also been observed to suck up water although some reports suggest that they used hoses to do this (perhaps in conjunction with a source of suction like a pump located inside the craft) rather than *tractor beams*.

Tractor beams may each consist of an artificially generated (synthetic), matter-attracting acceleration force field that is focussed or directed by a separate X-ray or gamma ray frequency electromagnetic field.

In order to provide context, the section begins with a discussion of a relatively mainstream encounter with an airborne alien craft in Norway. The alien craft approached a car being driven by Herr Reidar Salvesen (a young businessman) and hovered over it before moving in front of it and subsequently ascending. Just prior to the craft ascending it may have focussed a synthetic, matter-repelling, acceleration propulsion force field using an X ray or gamma ray frequency electromagnetic field. As the propulsion force field was focussed it may have "pushed" Reidar (who had stopped his car and got out to observe and sketch the craft) to the ground and broken the car's windscreen (windshield).

The section ends with a report of an earlier encounter during which an alien or alien surrogate may have truthfully explained (at least in outline) to a human engineer who encountered the entity and went aboard its craft, the nature of the force that propelled the craft and how it was generated.

The section contains a few simple calculations, for example, to try to determine the acceleration of the alien craft that was encountered in Norway (mentioned above). More complex and varied calculations based on other observations of, and encounters with alien craft are available in, for example, [A Forensic Analysis of Navy Strike Group Eleven's Encounter with an Anomalous Aerial Vehicle, dated March 2019](#) and [Unconventional Flying Objects: a scientific analysis](#), by [Professor Paul R. Hill](#), published in 1995.

In addition, the section contains more speculative calculations that attempt to estimate the energies of, and power inputs to what may have been synthetic acceleration force fields and an electromagnetic field that may have focussed the synthetic acceleration, propulsion force field of an alien craft. These calculations are provided only to stimulate thought and discussion about how alien craft may use synthetic acceleration force fields for propulsion and to protect their hulls, users and systems, and to lift (or attempt to lift) animals and people, etc.

Illustration 1A below is a work in progress and although it is at least reasonably to scale, future improvements will include making the alien craft more closely resemble its description in the referenced reports; the sketch of Reidar was kindly made by my wife, and I imported it into *Illustration 1A* and adjusted it to scale. I have attempted to add [diacritics](#) to all names that require them and correct the capitalisation of personal names, in the summaries of reports:

A [NASA](#) scientist and engineer, [Professor Paul R. Hill](#) analysed an encounter reported by Herr Reidar Salvesen of Norway (a 35 year-old businessman) with an airborne alien craft of the [scout craft](#) type or class; in this encounter the craft's users (if any) were not visible within, on, or outside the craft. Reidar stopped his car, got out and stood beside it to better observe and sketch the craft; he was then forced to the ground, his car's windscreen (windshield) broke, and the alien craft ascended. Professor Hill concluded that the craft's "*force field*" (a matter-repelling, artificial or synthetic, acceleration propulsion force field) was responsible for these events.

It is perhaps more accurate to say that the alien craft's acceleration force field "transported" Reidar to the ground because he reported that he felt no pushing force. The car's windscreen was made of "*hardened glass*" and fixed in a frame so that it was relatively rigid and immovable but evidently fragile enough to break when it was accelerated by the force field: [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section VII (Direct Evidence of Force Field Propulsion), Part B (The Evidence), Example VII-B1 (Man knocked down), *pages 98 & 99*, and Section VIII (Force Field Evaluation: Which Type?, *page 111*, of the paperback edition published in 1995, referring to the article entitled *UFO-Car Encounter in Norway*, [The A.P.R.O. Bulletin, January – February, 1971](#), *page 7*, which was based on a report in the Norwegian newspaper [Verdens Gang \(VG\)](#).

Reidar's encounter occurred during a period of time in which there were multiple reports of observations of, or encounters with alien craft from Nordic region countries including Denmark, Sweden, Norway, and Finland; the "wave" of reports began in "*late autumn (1970)*": *Strange Norwegian Encounter near Helleland*, by [Herr Anders Liljegren](#), published in [Flying Saucer Review Case Histories, Supplement No. 4, April 1971](#), *pages 4 – 7*.

Reidar's encounter began at about 1640 hours local time on Thursday, 29 October 1970 while he was driving his car about 3 kilometres (km) east of [Helleland](#) in the county of Rogaland, in Norway. The car was stated to be a "[Hillman Sunbeam](#)" or possibly "*Minx*" model; it was probably a "Hillman Minx" or "Sunbeam Minx": [The cars: Hillman Hunter \(Rootes Arrow\) development story](#), by Mr. Keith Adams, 17 December 2022. The car's "*registration*" number (almost certainly its [vehicle registration plate](#) number) was "*number K-52102*".

Reidar was travelling on a road with an "*asphalt*" surface called the E-18 (what may now be the E-39 road) returning from business in [Stavanger](#) to his home in [Vågsbygda](#), Kristiansand where he and his wife Synnøve and their two children lived. The time was close to sunset (sunset is at about 1652 hours local time in *Helleland* on that day) and Reidar was driving with his "*parking (auxiliary) lights on*". "*The temperature was 10 – 12 (degrees Centigrade), and it was cloudy with a light rain*".

Reidar stopped his car after being "*blinded by a very strong light, blue-white, like the light from a welding flame*." An "*intense light-body, maybe 20 metres in diameter*" came down towards him over sloping ground and hovered over his car. "*The light only lasted for a few seconds*." He opened his car door, looked up and observed "*about 10 metres above, an object, round, shiny and smooth*" hovering in the air "*without any motion or noise at all*". Reidar turned off the car's engine and got out and stood beside the car; "*the object moved some seven or eight metres forwards and stopped almost as though sliding in front of the car*". Reidar took his "*note book from its place between the front seats and started to sketch*

the object.” His sketches are included in the article: *Strange Norwegian Encounter near Helleland*, by [Herr Anders Liljegren](#), published in [Flying Saucer Review Case Histories, Supplement No. 4, April 1971](#), pages 4 – 7. Reidar’s sketches have been used by the author of *Time of Contact* together with the text of the report and some calculations to help compile *Illustration 1A*, which appears later in this section.

Flying Saucer Review earlier published a very brief report of Reidar’s encounter that was evidently sourced from the [Associated Press](#) (“A.P.”): *World round-up, Norway – Motorist hurled to ground by UFO*, [Flying Saucer Review, November/December 1970, Vol. 16, No. 6](#), page 31.

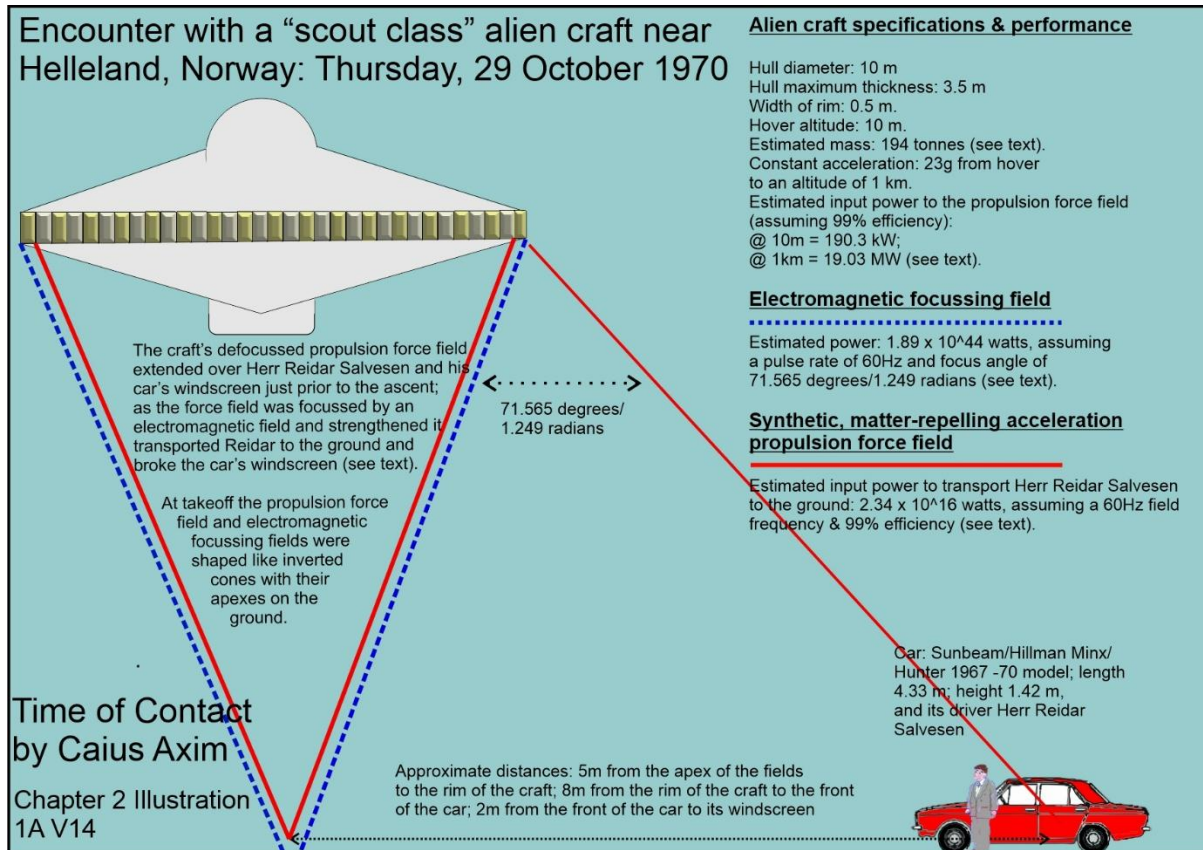
Reidar compared the size of the alien craft with the size of his car (evidently after the hull of the craft became visible when the initial bright light disappeared) and estimated “*the diameter of the ‘machine’ to be about 10 metres. The width was hard to judge ... but I think it was 3 – 3 1/2 metres (m) at the centre and about 50 centimetres (cm) on the rim. On the underside was a shallow cylindrical section about 2 metres in diameter, and on the upper side a cupola of the same diameter. The rim of the object was marked by a ‘wave belt’, shining like gold.*” A “[wave belt](#)” is a belt that may be [braided](#), plaited or woven in appearance and has narrow overlapping or interlocking segments; the author of *Time of Contact* has made an attempt to reproduce what the rim of the object might have looked like in *Illustration 1A* below.

The appearance of the *wave belt* or rim of the craft may have been due to its being the source of the alien craft’s “*propulsive waves*” (a synthetic acceleration, matter-repelling propulsion force field) “*and the ionizing waves*” (X-ray or gamma ray frequency electromagnetic fields that may focus and direct the propulsion force field or be associated with its generation), i.e. “*two separate entities that (more or less) go out together*” (from the rim of a [scout craft](#) type or class of alien craft with an [ellipsoid](#)-shaped hull): [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section X (Propulsion Oddities), Part C (Discussion), pages 141 – 144 of the paperback edition published in 1995.

Reidar reported that the “*material*” of which the craft was made “*was completely smooth, with a glint of steel-blue (colour). The hull had neither doors, port-holes nor joints. No signs of flags, letters or numbers – just a smooth and shining surface. No signs of life. No noise. Not even a vibration. Some 50 seconds later, without experiencing any form of violence, pressure or physical pain, I suddenly fell on my back. I simply couldn’t stand on my legs. By putting out my right hand I broke my fall fairly well. At the same moment I heard the sound of the front (wind) screen (windshield) going to pieces. Most of the pieces fell inside the car. As I was rising from the ground the object lifted straight up into the air. Within 2-3 seconds it was small, like a 10-öre coin (about 15 mm [millimetres - in diameter]). I estimate it was at an altitude of 1 kilometre. Once again it was surrounded by an intense light, and it disappeared in the next second. The clouds were rather low*”: *Strange Norwegian Encounter near Helleland*, by [Herr Anders Liljegren](#), published in [Flying Saucer Review Case Histories, Supplement No. 4, April 1971](#), pages 4 – 7, and [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section VII (Direct Evidence of Force Field Propulsion), Part B (The Evidence), Example VII-B1 (Man knocked down), pages 98 & 99, and Section VIII (Force Field Evaluation: Which Type?, page 111, of the paperback edition published in 1995.

According to the report in [Flying Saucer Review Case Histories, Supplement No. 4, April 1971](#), Reidar's encounter was also reported in the Norwegian newspapers [Christianssands Tidende](#), 2 November 1970 and 4 November 1970, [Faedrelandsvennen](#), 3 November 1970, and in the weekly publication [Hjemmet](#), No. 4/71, 19 January 1971 which may be, or may become available to view online.

Illustration 1A below is based on the text and illustrations in the report in the [Flying Saucer Review Case Histories, Supplement No. 4, April 1971](#) and includes the results of the calculations that follow *Illustration 1A*.



Many alien craft including apparently very massive craft can accelerate extremely rapidly, meaning that they must use large amounts of power for propulsion unless they can reduce their mass or, utilise a very efficient propulsion system. As discussed in **Chapter 1 (How alien aerospace craft fly)** Professor Hill concluded that an alien craft's propulsion system radiates a focusable beam of matter-repelling force-carrying particles that very efficiently reflect and re-reflect between the hull of the craft and the surface of a massive body like Earth. When the craft ascends on a focussed beam it is almost as though it is carried up by an extending "[pole](#)" analogous to our lifting a mass using a crane; Professor Hill used the analogy of a person propelling a small boat using a pole, i.e. an alien craft "*needs a good force base against which it can 'pole the boat'*": [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section XX (Summary and Conclusions), Part 3 (Some Field Engine Properties), page 313 of the paperback edition published in 1995.

The author of *Time of Contact* has assumed (again based on Professor Hill's conclusions) that alien craft also use synthetic acceleration force fields to protect their hulls and users and

travel through our atmosphere without experiencing any drag or friction, discussed in **Chapter 1 (How alien aerospace craft fly)** and later in this section.

Professor Hill suggested that matter-antimatter annihilation (specifically [electron-positron annihilation](#)) might generate the force fields used to propel alien craft: [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section XIX (UFO Operational Capabilities), Part E (Performance Unlimited – Energy Gathered En Route, Does Science Agree (With Oberth) That UFOs Can Convert Gravity Into Useable Energy?), pages 300 – 306, Section XX (Summary and Conclusions), Part 15 (Speculative Theories of the Force Field – What Is It?), pages 330 – 331, and Appendix 7 (Analysis of UFO Fields), Part C (Equations for UFO Field if Generated by Positron-Electron Annihilation), pages 411 & 412, of the paperback edition published in 1995.

Although it is still not known publicly how synthetic acceleration force fields are generated, where we have sufficient information from observation or encounter reports (such as for the *Salvesen* craft) we may be able to calculate the energy and power of a particular propulsion force field and possibly also the associated electromagnetic field that may focus or direct the force field.

The *Salvesen* craft had an approximately ellipsoidal shape with a centrally-located short cylinder about 2 metres (m) in diameter protruding from the base of the craft's hull. In addition, what looked like approximately two-thirds of a spherical structure also with a diameter of about 2 m protruded from the centre-top of the craft's hull. If we ignore the protrusions and assume the craft was an ellipsoid 10 m in diameter and 3.5 m in width with axes whose horizontal radii a and c were both 5 m and whose vertical radius b was 1.75 m, the general formula to calculate its volume (v) is $v = (4/3) \times \pi \times a \times b \times c$, or $(4/3) \times \pi \times 5 \times 1.75 \times 5$. Therefore, $v = 1.333 \times 3.142 \times 43.75$, or approximately 183 cubic metres. This agrees with the value of approximately 183 cubic metres for the volume obtained by inputting the values for the radii of the craft's hull into an online service for calculating the volume of ellipsoids: [Planetcalc](#).

Landing gear (undercarriage) impressions that were left behind by landed alien craft whose approximate dimensions were also reported by observers enabled their [mass densities](#) to be calculated (assuming that their propulsion systems had fully powered-down); some of the craft had mass densities that were about the same as the mass density of water or a nuclear-powered submarine: [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section I (Physical Properties and Effects), Part B (Evidence of Weight and Massiveness), Example I-B4, pages 34 & 35, of the paperback edition published in 1995.

If we assume the *Salvesen* craft had a mass density the same as water, or 1,060 kg or 1.06 metric tonnes per cubic metre its mass (M) is calculated as follows: $M = 183 \text{ cubic metres} \times 1.06 \text{ metric tonnes per cubic metre} = 194 \text{ metric tonnes or } 194,000 \text{ kg}$, approximately.

After it took off the *Salvesen* craft travelled a vertical distance (d) estimated at 1,000 m (1 km) in about "2 - 3 seconds" and the velocity V it reached during this time (assuming constant, i.e. gravitational acceleration) is calculated as follows: $V = (2 \times d)/t = 2 \times 1,000 \text{ m}/3 \text{ s (seconds)} = 666.7 \text{ m/s}$.

We can also calculate the craft's constant acceleration (a) "*in a straight line from a standing start*" (for example, hovering)": $a = (2 \times d)/(g \times t^2)$ where d is the distance travelled (1,000 m), g is the force of gravity at the Earth's surface (approximately 9.81 m/s²) and t is the time taken (if we again assume 3 seconds). Therefore, $a = 2 \times 1,000/(9.81 \times (3 \times 3)) =$ approximately 23g: [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section II (Performance), C. Acceleration (Acceleration in a straight-line trajectory), *page 48*, of the paperback edition published in 1995.

Professor Hill wrote that "*the total kinetic energy of all the virtual exchange particles (synthetic acceleration force-carrying particles) in the beam of a hovering UFO (alien craft) is shown to be small, and about equal to the product of the UFO weight and its height above ground level. This is only the amount of energy it would take to lift the UFO from ground level to hover height*": [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section XX (Summary and Conclusions), Part 3 (Some Field Engine Properties), *pages 313 and 314*, referring to his calculations in Appendix 7 (Analysis of UFO Fields), Part B (Field Energy Variation), *pages 408 - 411*, of the paperback edition published in 1995.

Professor Hill also wrote that "... *the dynamic energy in the beam of a hovering UFO is a little greater than the work it would take to raise the UFO from ground level to hover height*" and the "*minimum energy the UFO has to supply to form the (propulsion force field) beam is small. Also, according to equation (A7-8) the UFO could raise itself from ground level to height h (hover height) with its beam with the same amount of energy it would take to do the same job with hydraulic jacks, cranes, or a powerful elevator!*": [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Appendix 7 (Analysis of UFO Fields), Part B (Field Energy Variation), *pages 408 - 411*, of the paperback edition published in 1995.

Following Professor Hill, we can calculate that the dynamic energy in the beam of the propulsion force field of the *Salvesen* craft (expressed in [joules](#) (J)) when it hovered at an estimated height of 10 m was "*a little greater*" than the result provided by the following formula: mass (M) (1.94×10^5 kg) x g (9.81 m/s²) x height (h) (10 m) = 1.903×10^7 J (1.903×10^7 kg.m².s⁻²). Professor Hill clarified that "h" is actually "*the hover height (of an alien craft) plus the mean ground penetration distance (of the beam)*" which is why the dynamic energy in the beam is a little greater than "*the work it would take to raise the UFO from ground level to hover height*": [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Appendix 7 (Analysis of UFO Fields), Part B (Field Energy Variation), *pages 410 & 411*, of the paperback edition published in 1995.

Professor Hill also concluded that the propulsion force fields radiated by alien craft are cyclic, i.e. while they are very efficient, they are regularly replenished with additional energy rather than being steady or continuous. He noted that people who observed or encountered alien craft often heard humming, whirring, buzzing, or whining, etc. sounds that suggest that the craft's synthetic, matter-repelling acceleration, propulsion force fields are indeed cyclic, as discussed in **Chapter 1 (How alien aerospace craft fly)** and later in this chapter: [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section IX (The Saucer Hum and the Cyclic Field), *pages 119 – 130* of the paperback edition published in 1995.

If we assume the propulsion force field of the *Salvesen* craft as it hovered, cycled at a rate of 60 cycles per second (60 [Hertz](#) or 60 Hz) and that the propulsion system was so inefficient

that 100% of the force-carrying particles had to be replenished every second then the power (P) input or rate at which energy was transferred to the field each second by the craft's power supply specified in [watts](#) (one watt is defined as one joule per second) was 1.903×10^7 watts or 19.03 megawatts (MW). However, if we follow Professor Hill's calculations and conclusions and instead assume that the propulsion system was so efficient that, for example, only 1% of the force-carrying particles had to be replenished each second then the power (P) input required to enable the *Salvesen* craft to hover at an altitude of 10 metres would have been 1% of 1.903×10^7 watts, i.e. 1.903×10^5 watts or 190.3 kilowatts (kW).

After the *Salvesen* craft had ascended 1 km vertically, if we again follow Professor Hill's calculations and conclusions the kinetic energy in the propulsion beam = mass (M) (1.94×10^5 kg) \times g (9.81 m/s^2) \times height (h) (1×10^3 m) = 1.903×10^9 J ($1.903 \times 10^9 \text{ kg.m}^2.\text{s}^{-2}$). Assuming that the beam of the synthetic acceleration force field was focussed tightly so that it still operated with 99% efficiency the power (P) input required to the beam would have increased as follows: 1% of 1.903×10^9 watts = 1.903×10^7 watts or 19.03 megawatts (MW).

If alien craft did not use such an efficient propulsion system they would require far more power for propulsion, for example, the force (F) required to accelerate the *Salvesen* craft with a mass M of 194,000 kg at 23g = $M \times a = 194,000 \text{ kg} \times (23 \times 9.81 \text{ m/s}^2) = 194,000 \text{ kg} \times 225.6 \text{ m/s}^2 =$ approximately 43.8 million (or 4.38×10^7) [newtons](#). The work done to move the craft a distance (s) of 1,000 metres = $m \times a \times s = 43.8$ billion (4.38×10^{10}) J (joules). The power P that would have been required to propel the *Salvesen* craft during its ascent = the work done divided by the time taken, i.e. 43.8 billion J divided by 3 seconds = 1.46×10^{10} watts or 14.6 billion watts or 14.6 gigawatts (GW) (1 watt is defined as 1 J/s).

Put another way, without an efficient propulsion system the power P that would have been required to propel the *Salvesen* craft a specified distance s in a specified time t is $P = F \times s/t$ where s/t = average velocity (V_{av}). Assuming V_{av} is 333 m/s (1000 m/3 s) and since one newton.metre is defined as one joule, power $P = 43.8$ million newtons \times 333 m/s = approximately 14.6 billion J/s or (again) approximately 14.6 GW.

As mentioned earlier, Reidar reported that "*without experiencing any form of violence, pressure or physical pain, I suddenly fell on my back. I simply couldn't stand on my legs. By putting out my right hand I broke my fall fairly well. At the same moment I heard the sound of the front (wind) screen going to pieces. Most of the pieces fell inside the car. As I was rising from the ground the object lifted straight up into the air*".

Reidar's description of falling without feeling any pressure suggests that he was immersed in a matter-repelling acceleration force field that affected every part of his body simultaneously and transported him towards the ground; he would have been able to observe he was moving towards the ground but would not have felt anything. Expert explanations of this phenomenon are summarised in **Chapter 1 (How alien aerospace craft fly)**; they include, for example, an explanation attributed to the aerospace pioneer [Professor Dr. Hermann Oberth](#) that "... even the most dangerous acceleration would not harm any beings aboard (an alien craft), for the propulsion force would apply simultaneously to them as well as to the space ship", [The Flying Saucer Conspiracy](#), by [Major Donald E. Keyhoe](#), published in 1955, Chapter 17 (Oberth and the G-Field), pages 253 & 254.

Professor Hill wrote that a “(synthetic acceleration) *force field, with its gentle push, whatever its detailed nature, is an ideal agent for imparting acceleration to the occupants of a space vehicle undergoing high acceleration. With the (force field) pushing directly against each internal cell of the body, none of the structure or internal organs of the body tend to get crushed or even strained. In fact, it is easy to prove that if a uniform field gradient provides the total acceleration to a passenger, the passenger undergoes no stress whatever. He wouldn’t feel a thing, even that he was accelerating*”: [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section VII (Direct Evidence of Force Field Propulsion), Part B (The Evidence), Example VII-B5 (UFO touches or bumps pickup truck), pages 102 & 103, published in 1995.

Professor Hill also wrote that “*It would be virtually impossible to get the field strength and vehicle acceleration too high, for every atom and molecule (of a starship) would be pushed in proportion to its mass, all accelerating equally. ... The passengers, instruments, stowables, and the vehicle itself would feel no g stresses*” in the context of hypothetical, very powerful synthetic acceleration force field launch systems that might be based on moons, etc. and used to impart high accelerations to departing craft to reduce the amount of fuel the craft would have to carry on board (Professor Hill believed such systems would have to be based on bodies like moons without atmospheres and not planets with atmospheres to avoid creating “*atmospheric storms, not to mention stripping the planet of some of its atmosphere*”): [Unconventional Flying Objects: a scientific analysis](#), by [Professor Paul R. Hill](#), Section XIX (UFO Operational Capabilities), Part D. (Mass Ratios and Speed – All Energy Stored on Board), Force Fields for Launch? pages 293 & 294, published in 1995.

Other explanations also referenced in **Chapter 1 (How alien aerospace craft fly)** include the statement that “*a spaceship whipping around a planet like Jupiter can be enormously accelerated without any ill effects on the astronauts, since every atom of the ship and its contents will be accelerated alike*”: [Extraterrestrial Civilizations](#), by [Professor Dr. Isaac Asimov](#), published in 1979, Chapter 12 (Interstellar Flight), Time Dilation, [pages 249 – 250](#), and “*The reason you would experience no sensation or physical stress when being accelerated by a gravity field of any intensity is that it would act simultaneously upon every atom of your body. There would be no push transmitted through you layer by layer from (your) seat or the floor of the vehicle*”: [Profiles of the Future: an inquiry into the limits of the possible](#), by the inventor, author and presenter [Sir Arthur C. Clarke](#), Bantam edition of the book published February 1972, Chapter Six (The Quest for Speed), page 67.

Reidar’s car had a front windscreen (windshield) that (based on photographs of “[Hillman Minx](#)” or “[Sunbeam Minx](#)” cars of that period) was mounted in a rigid frame that sloped back from the vertical, presumably for aerodynamic reasons. The windscreen was made of “*hardened glass*” that “*fragments into small pieces*” if an object such as a stone thrown up from the road struck it with sufficient force. Assuming that the windscreen was accelerated in relation to its frame by a force field that was radiated downwards from the alien craft towards the car and broke as a result, it might be possible to estimate the force field’s strength by experiment. For example, a similar windscreen could be mounted in a frame like that in Reidar’s car and a gradually-increasing and measured mechanical pressure applied uniformly to as much of it as practicable, until the windscreen breaks.

As calculated earlier the craft’s acceleration during its ascent to an altitude of about 1 kilometre may been approximately 23g; its actual acceleration may have been higher or

lower than this figure at take-off and at other times during its ascent. The strength of the force field may have varied too, for example, being stronger where it was focussed more tightly.

We may be able to calculate the energies of the matter-repelling, synthetic acceleration propulsion force field and of a gamma ray or X-ray frequency electromagnetic field that may have focussed the force field of the *Salvesen* craft. As a starting point we could assume that the craft radiated a single propulsion force field that was initially defocussed so that it radiated downwards and outwards, extending over Reidar and the windscreen of his car as shown in *Illustration 1A* above.

When the craft started to ascend the force field may have been focussed so that it was shaped like an inverted cone, with the apex of the cone on the ground 10 metres below the centre of the base of the craft. Observations of, or encounters with alien craft that appeared to radiate cone-shaped force fields are discussed in **Chapter 1 (How alien aerospace craft fly)**; *Illustrations 6 – 9* in **Chapter 1** depict airglows that may have been caused by powerful electromagnetic fields shaped like inverted cones, that focussed the acceleration force fields.

However, other reports suggest that some alien craft may radiate multiple narrow, cylindrical acceleration force fields; one or more such craft may have been observed and photographed: *La Veillée Nationale d'observations a Barjol (VAR), Nuit du 23 – 24 mars 1974*, [Lumières dans la Nuit \(LDLN\), Octobre 1974, No. 138](#), colour cover photograph and pages 22 – 24.

In addition, an airborne alien craft in Germany that was hovering an altitude of about 30 metres illuminated, moved and bent over a single, small tree 100 metres from the craft. *“The little tree was surrounded by other small trees, but none of the other trees were illuminated and it was also the only one that was swaying back and forth ...”* A narrow, focussed, matter-repelling acceleration force field may have radiated outwards at an angle to the base of the craft; the tree may have been illuminated by an airglow caused by a powerful electromagnetic field that focussed and directed the force field: [A UFO in a street in Plauen, Germany](#), by Dipl.-Phys. [Illobrand von Ludwiger](#), Master of Science (MSc.), Physics, May 2000, page 2, a report by the [Society for Scientific Investigation of Anomalous Atmospheric and Radar Phenomena MUFON-CES, Inc.](#), discussed later in this chapter.

It is also possible that Reidar was transported to the ground and his car's windscreen broken by a focussed matter-repelling acceleration force field radiated by the alien craft which was not used for propulsion but to ensure Reidar was lying flat on the ground when the craft ascended; the intent of the craft's operators might have been to reduce the injuries Reidar would suffer due to his close proximity to the craft's powerful electromagnetic field; the injuries that Reidar did suffer are discussed later in this section.

In any case, we can try to estimate the strength of the synthetic acceleration force field that transported Reidar to the ground by experiment: attaching one end of a [spring balance](#) (spring scale) to a wall and the other to the belt of an average-sized male human being, and having him fall backwards supported only by the spring balance. When the author of *Time of Contact* did this experiment on himself the spring balance registered approximately 26 kg or 26 [kilogram-force or kgf](#), equivalent to approximately 255 [newtons](#) (the newton is a standard

unit of force). The spring balance used (made by Rebüre of Germany) was a then-new “*pocket balance*” that could measure up to 50 kg.

If we assume the minimum amount of kinetic energy E of the synthetic acceleration force field was approximately equivalent to the 26 kg value for mass, we can convert this mass to energy using the formula $E = Mc^2$ where E is energy measured in joules, M is mass measured in kilograms, and c is the speed of light measured in metres per second; in the Excel format, the formula with values inserted is:

=SUM(26*(2.99792458*10^8)^2)

The result is a value of approximately 2.34×10^{18} J (joules) for the energy of the force field.

If we assume the propulsion force field of the *Salvesen* craft cycled at a rate of 60 cycles per second (60 Hertz or 60 Hz) and was 99% efficient, the power level of the field or rate at which energy was transferred to the field per second measured in watts (1 watt = 1 J/s) was 1% of 2.34×10^{18} watts or 2.34×10^{16} watts.

The above result is clearly at odds with the kinetic energy of the propulsion force field beam based on Professor Hill’s calculations and conclusions, which when the craft was at an altitude of 1 km was calculated to be 1.903×10^7 watts. The answer may lie in Professor Hill’s warning: “*But can the inner workings of the UFO (alien craft) in the production of fields really be explained by today’s physics? My feeling is that while we may make plausible attempts, the answer is no. We cannot reliably leap centuries of knowledge with imagination*”: [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section XIX (UFO Operational Capabilities), Part E (Performance Unlimited – Energy Gathered En Route, Does Science Agree (With Oberth) That UFOs Can Convert Gravity Into Useable Energy?), page 305, of the paperback edition published in 1995.

In addition, since Professor Hill wrote [Unconventional Flying Objects: a scientific analysis](#) we have discovered thousands of confirmed exoplanets orbiting other stars. We now know that alien science and technology may not just be centuries more advanced than ours, but thousands, millions or even billions of years more advanced because their civilisations may have developed so much earlier than ours. For example, we have discovered exoplanets “*whose orbits have been unchanged for billions of years*” around a star whose age may be much greater than our Sun’s age of 4.6 billion years, [HD 110067](#) an orange dwarf, [K-type star](#) 105 light-years distant that may be up to 12 billion years old: [Discovery alert: Watch the synchronized dance of a 6-planet system](#), 29 November 2023, and [Six planets found orbiting a bright star 100 light-years away](#), printed publication title ‘*Perfect*’ planetary system found 100 light years away, [New Scientist](#), 9 December 2023, [No. 3468](#).

However, on a more positive Professor Hill used the analogy of the [Rutherford](#) versus the [Bohr models of the atom](#), stating that the *Rutherford* model was correct in some features and “*formed a good stepping stone to a better model*” perhaps suggesting that after all, we are not wasting our time by analysing alien craft with the tools provided by our current science and technology: [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section XIX (UFO Operational Capabilities), Part E (Performance Unlimited – Energy Gathered En Route, Does Science Agree (With Oberth) That UFOs Can Convert Gravity Into Useable Energy?), page 305, of the paperback edition published in 1995.

If we share Professor Hill's optimism, we could use our existing knowledge of science and technology to try to calculate the energy of the X-ray or gamma ray frequency electromagnetic field the *Salvesen craft* may have used to focus its matter-repelling, synthetic acceleration propulsion force field. We could begin with a "light-bending" formula that was used to calculate by how much the immense, natural, matter-attracting acceleration force field (gravity) of our [Sun deflected the path of a beam of electromagnetic radiation](#) e.g. the visible light from another star: $\alpha(r) = 4G \times M(\text{Sun})/c^2 \times r$ where $\alpha(r)$ is the deflection angle at a distance r from the Sun's centre expressed in [radians](#), G is the [gravitational constant](#) ($6.6743 \times 10^{-11} \text{ m}^3 (\text{metres cubed}) \text{ kg}^{-1} \text{ s}^{-2}$), M is the [mass of the Sun](#) ($1.988475 \times 10^{30} \text{ kg}$), c is the speed of light ($2.99792458 \times 10^8 \text{ metres/second}$) and r is the [radius of the Sun](#) ($6.957 \times 10^8 \text{ m}$). In [Microsoft Excel](#) format the light bending formula $\alpha(r) = 4GM/rc^2$ using the above values is:

$$=\text{SUM}(4*6.6743*10^{-11})*1.988475*10^{30}/(6.95*10^8*(2.99792458*10^8)^2)$$

The result is 8.490288×10^{-6} radians, and if we convert to [arc seconds](#) (1 arc second = 4.84813×10^{-6} radians) then $8.4903 \times 10^{-6}/4.84813 \times 10^{-6}$ equals 1.75125 arc seconds. This is close to the value that was predicted by [Professor Dr. Einstein](#) as well as values that have subsequently been obtained by observations referred to in [Bending Light](#), Chapter 6.3 of [Reflections on Relativity](#), by Mr. Kevin Brown.

We can rearrange the *light bending formula* to give a result for mass, input values derived from the report of Reidar's encounter and then calculate values for the energy and power of the *Salvesen craft's* gamma or X-ray frequency electromagnetic field, that may have been used to focus the craft's propulsion force field.

First however, we should check if rearranging the original light-bending formula and its result when applied to starlight just grazing the Sun actually gives us the mass of the Sun. i.e. $M = \alpha(r)rc^2/4G$.

If we add values and units and calculate manually step-by-step:

$$M = 8.490288 \times 10^{-6} \text{ radians (dimensionless)} \times 6.957 \times 10^8 \text{ m} \times (2.99792458 \times 10^8 \text{ m s}^{-1})^2 / 4 \times 6.6743 \times 10^{-11} \text{ m}^3 \text{ kg}^{-1} \text{ s}^{-2}$$

$$M = 59.0669 \times 10^2 \text{ m} \times (2.99792458 \times 10^8 \text{ m s}^{-1})^2 / 4 \times 6.6743 \times 10^{-11} \text{ m}^3 \text{ kg}^{-1} \text{ s}^{-2}$$

$$M = 59.0669 \times 10^2 \text{ m} \times 8.987551787 \times 10^{16} \text{ m}^2 \text{ s}^{-2} / 26.6972 \times 10^{-11} \text{ m}^3 \text{ kg}^{-1} \text{ s}^{-2}$$

$$M = 530.8668 \times 10^{18} \text{ m}^3 \text{ s}^{-2} / 26.6972 \times 10^{-11} \text{ m}^3 \text{ kg}^{-1} \text{ s}^{-2}$$

$$M = 19.88474 \times 10^{29} \text{ kg or } 1.988474 \times 10^{30} \text{ kg which is approximately the mass of the Sun.}$$

In the Excel format with values inserted the calculation is:

$$=\text{SUM}(8.490288*10^{-6}*6.957 \times 10^8)*((2.99792458*10^8)^2)/((4*6.6743)*(10^{-11}))$$

The result is once again approximately the mass of the Sun: $1.988475 \times 10^{30} \text{ kg}$.

Applying this approach to the *Salvesen* encounter we can measure the angle between a line drawn from the rim of the *Salvesen craft* so that it just passes behind Reidar and the

windshield of his car, and another line drawn from the rim of the craft to the apex of the cone under the centre of the craft's base, representing the focussed force field: 71.565 degrees or 1.249 radians. The radius of the craft was approximately 5 m and this data together with values for the gravitational constant and the speed of light may enable a value to be calculated for mass (M).

Using the Excel formula above to calculate mass gives a result of approximately 2.102365×10^{27} kg.

We can recheck this result by calculating manually, step-by-step:

$$M = 1.249 \text{ radians (dimensionless)} \times 5 \text{ m} \times (2.99792458 \times 10^8 \text{ m s}^{-1})^2 / 4 \times 6.6743 \times 10^{-11} \text{ m}^3 \text{ kg}^{-1} \text{ s}^{-2}$$

$$M = 6.245 \text{ m} \times 8.987551787 \times 10^{16} \text{ m}^2 \text{ s}^{-2} / 26.6972 \times 10^{-11} \text{ m}^3 \text{ kg}^{-1} \text{ s}^{-2}$$

$$M = 56.1272609 \times 10^{16} \text{ m}^3 \text{ s}^{-2} / 26.6972 \times 10^{-11} \text{ m}^3 \text{ kg}^{-1} \text{ s}^{-2}$$

Once again, $M =$ approximately 2.102365×10^{27} kg.

If we convert the value for mass to energy using the formula $E = Mc^2$ where E is energy measured in joules, M is mass measured in kg, and c is the speed of light measured in m/s, the result expressed in joules may provide the energy of the electromagnetic focussing field: approximately 1.889511×10^{44} J.

If we further assume that, similarly to the synthetic acceleration force field, the gamma or X-ray frequency electromagnetic field was pulsed at a rate of 60 Hz the maximum power transferred to the field measured in watts (one watt = one joule per second) was 1.889511×10^{44} watts. These are very large values for energy and power, for example, the largest measure of watts for which we have a name is 1×10^{30} watts or 1 quettawatt (QW); by way of comparison our Sun “only” outputs 3.8×10^{26} watts: [Calculating the energy output of the Sun \(Key Stage 4\)](#) published by the [Royal Greenwich Observatory](#).

Astronomers have calculated the masses of two nearby white dwarf stars by observing *light bending*: [Astronomers observe light bending around an isolated white dwarf](#), by Ms. Sarah Collins, Communications Manager (Research), published on 2 February 2023 by the [University of Cambridge](#) and [First semi-empirical test of the white dwarf mass-radius relationship using a single white dwarf via astrometric microlensing](#), by Dr. Peter McGill et al, freely available online and published in the [Monthly Notices of the Royal Astronomical Society](#), Volume 520, Issue 1, March 2023, *pages* 259 – 280 plus [Weighing up a white wanderer](#) (the white dwarf star [LAWD 37 \(Gliese 440\)](#)), by [Dr. Paul Woods](#), published in [Nature Astronomy](#), 7, 240 (2023) that may be freely-available by contacting the author, and [Relativistic deflection of background starlight measures the mass of a nearby white dwarf star \(Stein 2051 B\)](#), by [Dr. Kailash C. Sahu](#) et al, published in [Science](#), 7 January 2017, Volume 356, Issue 6342, *pages* 1040 – 1050 and freely downloadable following registration with *Science*.

Although we can make speculative calculations about the energy and power levels of the synthetic acceleration force fields radiated by some alien craft that have been observed or encountered (and the energy and power levels of electromagnetic fields that may be used to

focus or direct the force fields) we do not yet know how the force fields are generated or how much energy is used to generate them. We are still undertaking and proposing experiments that may eventually tell us whether natural, matter-attracting, acceleration force fields (gravity) can even be brought “*under the framework of quantum dynamics*”: [The bold attempt to solve the toughest mystery at the heart of physics](#), printed publication title *Defying gravity*, by [Mr. Jon Cartwright](#), who has a [Masters in Physics](#) from the [University of Bristol](#), published in [New Scientist](#) magazine, [No. 3543](#), 17 May 2025, pages 30 – 33.

Aliens, their surrogates or human beings working for them who discussed their craft’s propulsion systems with people who encountered them, have often communicated false information ([disinformation](#)). We could speculate optimistically that their reason for the communication of *disinformation* is because the generation and control of synthetic acceleration force fields are possible for us even given our current level of science and technology, and the aliens wish to withhold this science and technology from us. Unfortunately for this idea, as long ago as the late nineteenth century and early 1950s when our science and technology were less advanced than they are today, aliens or their surrogates or human beings working for them still communicated *disinformation* about how alien craft generated energy and were propelled that was appropriate to the level of human science and technology at the time.

For example, “*about noon (midday)*” on Monday, 19 April 1897, possibly near to “[Lake Charles](#)” in the state of Louisiana, United States a man encountered an alien craft and its human-appearing users who invited him aboard, showed him around the craft and conversed with him for some time. The alien craft evidently simulated a human-designed [airship](#) and the man was supplied with detailed *disinformation* about how it was propelled and shown what appeared to be working physical technology which (to some extent) reflected the human technology of the period: *Was Aboard An Airship – The First Description Of The Modern Invention to Be Published. A San-Francisco-New York Line – Travel to Be Revolutionized Within Two Years-Speed of 1000 Miles in Eight Hours.*, [The Galveston Daily News, Wednesday, May 5, 1897, 56th year – No. 42, page 7](#), columns 2 & 3, discussed in **Chapter 4 (Aliens)**.

Over fifty years later [Mr. Aldous Huxley](#), a world-famous intellectual, wrote a detailed report of a meeting that he and his friend [Mr. Gerald Heard](#) (a pioneering researcher, investigator, analyst and author in respect of reports of alien craft) had with two visitors to Mr. Huxley’s home. The visitors tried to persuade them that alien craft were propelled using [electrogravitics](#) which at that time may have appeared to be a plausible means of propulsion: Letter from Aldous Huxley to his son [Matthew Huxley](#) and Matthew’s wife Ellen, dated July or August 1951, [Selected Letters of Aldous Huxley](#), edited with an introduction by [Dr. James Sexton](#), published in 2007, pages 422 - 424 and discussed in **Chapter 1 (How alien aerospace craft fly)**.

However, it may be that the aliens simply have a policy of communicating disinformation whatever the level of our current science and technology; if we remain optimistic we could also speculate that during the *Draakensteen* encounter discussed at the end of this section one of the users of an alien craft may have been unaware of or disregarded an alien policy of only communicating disinformation about their craft, and provided a truthful explanation (in outline) to a human engineer of how their craft was propelled, as follows: “*We don’t have any engines ... We have a different system. We nullify gravity. That is how we rise*”. The craft’s

user also said *“that they used a very heavy fluid, which circulated in a tube. And with this system they created a magnet ... That is to say, somewhat as we (i.e. human beings) do with electromagnets, except that they, instead of using electricity, were using this fluid”*, and that *“this fluid was subjected to a velocity similar to the velocity of light”*: *The UFO naut’s plea for water*, by Señor Juan José Benítez, translated from the Spanish language by [Mr. Gordon Creighton](#) and published in [Flying Saucer Review, August 1978, Vol. 24, No. 2](#), pages 3 – 6.

The intense visible light that the *Salvesen craft* radiated or caused the surrounding atmosphere to radiate made it appear to have a diameter of approximately 20 m when Reidar first observed it. When the light disappeared and the hull of the craft was clearly visible as it hovered over and then in front of his car, he estimated that its hull was 10 metres in diameter. In addition, Reidar’s reported health problems following his encounter suggest that the craft radiated electromagnetic energy at X-ray or gamma ray frequencies and may have caused the surrounding atmosphere to radiate electromagnetic energy at the frequency of ultra-violet light, as also mentioned a little later in this section: [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section IV (How Hot is UFO Radiation?), pages 70 - 82 of the paperback edition published in 1995.

Support for the idea that alien craft can radiate synthetic acceleration force fields and electromagnetic fields containing large amounts of energy was provided by calculated values up to 30 gigawatts (GW) just for the visible light that alien craft output (or cause to be output from molecules that their propulsion, hull protection and other systems ionize and excite in the air around the craft): [Estimates of Optical Power Output in Six Cases of Unexplained Aerial Objects with Defined Luminosity Characteristics](#), by [Dr. Jacques Vallée](#), published in the Journal of Scientific Exploration, Vol. 12, No. 3, 1998, pages 345 - 358, copyright 1998, [Society for Scientific Exploration](#).

By comparison the United States Navy’s [Gerald R. Ford class](#) aircraft carriers are each equipped with two [Bechtel A1B nuclear fission reactors](#) with a combined continuous output of only approximately 1.4×10^9 watts (1.4 GW).

Our most powerful lasers, for example, an [Extreme Light Infrastructure \(ELI\)](#) laser can deliver 1×10^{16} watts (10 Petawatts) of electromagnetic energy, but only at a rate of one pulse per minute; the pulses are also extremely short: 25×10^{-15} seconds or 25 femtoseconds, and only across a distance of 3 micrometres in the case of ELI.

Another indication that alien craft generate large amounts of energy was the observation of an airborne alien craft that may have radiated magnetic fields with a maximum strength of a “million gauss” (100 Tesla) up to 40 m from the craft. The magnetic fields may have been used to protect the craft and its users from charged particles when travelling in interplanetary or interstellar space, or in planetary atmospheres, and to defend the craft against any weapons that used charged particles. The magnetic fields may also have been associated in some way with the craft’s propulsion or airflow control systems. The craft was observed at about 1000 hours local time on the morning of 5 May 1953, “one mile north of Spain Flying Field, seven miles east of [Yuma](#)”, and “just off [U.S. Highway No. 80](#)”, in the state of Arizona, United States: [Symposium on Unidentified Flying Objects – Hearings before the Committee on Science and Astronautics of the United States House of Representatives, Ninetieth Congress, Second Session, 29 July 1968 \[No. 7\]](#), Statement of [Professor Dr. James A.](#)

[Harder](#), at pages 115 – 118, and Prepared Statement of Professor Dr. James A. Harder, at pages 121 – 123.

A reusable electromagnet of the U.S. [National Magnetic Field Laboratory](#) was intended to radiate a magnetic field with a strength of over 100 Tesla: [Meet the Hundred Tesla Pulsed Magnet](#). However, the magnetic fields radiated by the alien craft observed east of *Yuma* described above were apparently maintained continuously for at least several minutes and had a strength of 100 Tesla up to 40 m from the craft whereas the *Hundred Tesla Pulsed Magnet* would only have produced a pulse lasting for 15 milliseconds once per hour over a much shorter distance. Three of the *Hundred Tesla Pulsed Magnet's* electrical circuits were to be powered by a 1.4 GW generator. We can reasonably conclude, based on our current knowledge, that the *Yuma* craft must have used far more power than this to generate its magnetic fields.

Taken together the various energy and power estimates discussed in this section suggest that alien craft of the [scout craft](#) type may be generating energy for their propulsion systems using [matter-antimatter annihilation](#), one estimate of whose energy per unit mass is 9×10^{16} joules per kg. They also tend to support Professor Hill's idea that alien craft may be "over-designed for the investigation of planet Earth"; the craft may be capable of operating in much harsher planetary environments than our atmosphere and oceans, as well as in interplanetary space; larger alien craft may be used for interstellar journeys: [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section XX (Summary and Conclusions), page 319 of the paperback edition published in 1995.

If relatively small, alien *scout class* craft can generate as much energy as the above calculations suggest then the "fantastically advanced technologies" of our alien visitors can probably "impart the tremendous energies to a vehicle which it needs when leaving for the stars" and power "propulsion systems (that) should drive the craft toward and close to that ultimate velocity, the velocity of light": [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section XIX (UFO Operational Capabilities), B. Heading for the Stars, and D. Mass Ratios and Speed – All Energy Stored On Board, pages 285 & 293 of the paperback edition published in 1995.

In addition, interstellar travel should be possible (due to [time dilation](#)) even for beings that live as long as we do or less, for example [Alpha Centauri B](#) a star about 4.3 light-years distant could be reached in only "6 weeks" according to the clocks aboard a starship if it accelerated at 140g to a velocity of 99.99% of the speed of light: [Unconventional Flying Objects: a scientific analysis](#), Section XVIII (Time Requirements for Interstellar Travel), Part C (Parametric Studies), Results of Study, page 272, and Figure XVIII-3 at page 273. Professor Hill had his "derivation of the equations needed to calculate interstellar travel time" checked by relativity experts among his colleagues at [NASA Langley Research Center](#), his workplace: [Unconventional Flying Objects: a scientific analysis](#), Section XVIII (Time Requirements for Interstellar Travel), Part B. (Acceleration and Mission Profile), page 267 of the paperback edition published in 1995.

Reidar's health problems following his encounter were similar to those experienced by some other people after they observed or encountered alien craft; examples of these problems are discussed in **Chapter 7 (Health, Security & Safety)**. Reidar's first health issue was a brief sensation while driving just after the encounter, comprising "a strange feeling in his tongue

*and mouth, like the post-anaesthetic numbness after a visit to the dentist". He also experienced other health issues which were more serious and lasted longer; he reported: "I was so blinded for 2 – 3 days that I could hardly see (due to the strong light during 2 – 3 seconds at the beginning of the sighting). It was difficult to look at strong lights for about a week and my eyes were bloodshot". The skin on his right hand (which he used to break his fall) "shed flakes in the same way as it would after sunburn": *Strange Norwegian Encounter near Helleland*, by Mr. Anders Liljegren, published in [Flying Saucer Review Case Histories, Supplement No. 4, April 1971](#), pages 4 – 7.*

Professor Hill concluded that people can be injured by X-ray or higher frequency, gamma ray electromagnetic fields radiated directly by alien craft, or by ultraviolet radiation that the X-rays or gamma rays cause to be radiated by air molecules close to the craft: [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section IV (How Hot is UFO Radiation?), pages 70 - 82 of the paperback edition published in 1995. People also appear to have been injured by strong infra-red radiation during at least one encounter with an alien craft introduced in the **Prologue: [The Cash Landrum Incident](#)**, copyright © 1998/2022, by [Mr. John F. Schuessler](#), an aerospace engineer who was the Deputy Director of the [Mutual UFO Network \(MUFON\)](#) and the encounter's "primary investigator".

While analyses of observations of, and encounters with alien craft like that experienced by Reidar (including their interactions with people, vehicles, crops, trees, roofs of buildings, etc.) suggest that they are propelled by synthetic (artificially generated), matter-repelling acceleration force fields, Professor Hill also proposed that alien craft use synthetic, matter-*attracting* acceleration force fields in conjunction with matter-repelling acceleration force fields to protect their hulls as they travel at high velocities through planetary atmospheres. Alien craft also seem to be able to travel rapidly within bodies of liquid like our oceans: [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section VIII (Force Field Evaluation: Which Type?), pages 109 – 118 and Section XIII (Silent Supersonic Operation), pages 181 - 207 of the paperback edition published in 1995.

Reports suggest that synthetic, matter-attracting acceleration force fields radiated by alien craft have also been used to pull, lift or transport people, animals, vehicles, and at least one helicopter, and to transport aliens or their surrogates. When used for lifting or transportation these force fields are generated as or focussed into narrow beams that may be invisible in daylight but are sufficiently luminous to be visible at night. As mentioned earlier, the luminosity may be caused not by acceleration force fields but by powerful, X-ray or gamma ray frequency electromagnetic fields that are also radiated by alien craft and accompany some of their synthetic acceleration force fields: the electromagnetic fields may ionise and excite molecules in the Earth's atmosphere to create a visible plasma. These electromagnetic fields may focus and direct matter-attracting acceleration force fields.

Borrowing a term from [science fiction](#) we may call such combinations of matter-attracting, synthetic acceleration force fields and electromagnetic fields "tractor beams". For example, an airborne helicopter may have been lifted about 1,800 feet by a *tractor beam* during an encounter with an alien craft: [Coyne Helicopter Incident](#), that occurred close to [Mansfield](#) in the state of Ohio, United States, shortly after 2300 hours local time on Thursday, 18 October, 1973.

Some of the reports summarised below described *tractor beams* that appeared to rotate; the propulsion force fields of alien craft have caused swirling patterns in crops or vegetation beneath their hulls, suggesting that the force fields, or the craft themselves were rotating (as reported by some observers). It seems probable, therefore, that both synthetic matter-repelling and matter-attracting force fields may be generated, focussed and directed in similar ways.

Reports of swirling patterns in crops or vegetation caused by alien craft have sometimes been accompanied by photographs, for example: *World round-up, Canada, The farmer and five UFOs*, [Flying Saucer Review, December 1974, Vol. 20, No. 3](#), *Farmer sees UFO 15 feet away*, [Skylook, October 1974, No. 83](#), page 4, *Five Objects Hover Over Canadian Field*, [The A.P.R.O. Bulletin, September – October 1974, Vol. 23, No. 2](#), page 8, and [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section X (Propulsion Oddities), Part B. (Saucer Rings), Example X-B2. Grass Rings, pages 138 & 139, and Figure X-3, a photograph of the swirled crops over which one of the alien craft hovered, page 139, of the edition published in 1995. More details of Mr. Fuhr's encounter may be freely-available online, including an [Interview with Canadian farmer Edwin Fuhr about his encounter with UFOs in 1974](#) a video file published on 14 March, 2017.

Descriptions of the appearance and other characteristics of *tractor beams* were supplied by people who reported that they were pulled, lifted up or transported by them. For example, four young men provided detailed descriptions of how they and some of the users of a relatively large, crewed alien craft were transported by a *tractor beam* up to and back down from the craft. Their encounter, introduced in the **Prologue** and discussed in **Chapter 4 (Aliens)** occurred on the evening of Thursday, 26 August 1976 close to *Smith Brook Campsite* on the southern part of [Eagle Lake](#) in a wilderness area of the northern part of the state of Maine, in the far north-east of the United States: [The Allagash Abductions: Undeniable Evidence of Alien Intervention](#) by [Mr. Raymond E. Fowler](#), the [Mutual UFO Network \(MUFON\)](#) Director of Investigations, first edition published in 1993. Their encounter was also described in videos: [The Allagash Incident of 20 August 1976 \(History Channel\), Part 1](#) and [Part 2](#) and [The Allagash Abductions – an openminds.tv documentary](#), attributed to Ms. Amanda McDonald and published on 15 March 2016.

A report of an earlier encounter also contained details of the characteristics of a *tractor beam* (including its appearance and how it operated: similarly to a [moving walkway](#)) and the experiences of two young women who were transported to and back from another relatively large, crewed alien craft together with some or all of the craft's users. The encounter began at 0200 hours "on a chill March 22 (Sunday) night" in 1953 at the women's isolated home in the [Tujunga Canyons](#) in the state of California, on the west coast of the United States: [The Tujunga Canyon Contacts](#), by [Ms. Ann Druffel](#) and [Mr. Douglas Scott Rogo](#), Chapter 2 (The First Regression), pages 20 - 21, & 28, and Chapter 4 (The Second Regression), pages 42 - 43, & 55 of the hardback edition copyright ©1980.

Several of the following reports of observations of, or encounters with *tractor beams* used by smaller alien craft suggest that they were limited in terms of how much mass they could lift. The reports also suggest that it may be necessary for smaller alien craft to descend quite close to and position themselves directly over whatever is to be lifted. It is possible that these apparent limitations are due in part to synthetic, matter-attracting acceleration force fields operating less efficiently than the matter-repelling acceleration force fields that propel

alien craft: a propulsion force field may be highly efficient if it continuously reflects between the Earth below and the hull of the craft, as discussed in **Chapter 1 (How alien aerospace craft fly)** but this may not be possible with *tractor beams* because they attract rather than repel matter.

Another indication that the strength of some *tractor beams* may be limited is that some of the people who encountered *tractor beams* felt that they were being pulled or lifted; this sensation was possibly caused by matter-attracting, synthetic acceleration force fields that were not strong enough to affect their entire bodies. Their experiences contrast with what would be expected if they had been immersed in a matter-attracting acceleration force field that acted simultaneously on every atom in their bodies; in that case they might have been able to observe that they were moving upwards or downwards (if they could see the ground) but would not feel any pulling or lifting force.

In addition, the energy of the X-ray or gamma ray frequency electromagnetic field component of a *tractor beam* may be deliberately limited to avoid injuring or damaging whatever the *tractor beam* is trying to lift; if this has the effect of reducing the focussing or containment of the synthetic acceleration force field component it may limit how much mass the *tractor beam* can lift.

Such limitations may explain a few reports of people being lifted not by *tractor beams* but by hooks attached to physical cables deployed by alien craft; there are however few of these reports (discussed later in this section) compared with reports of *tractor beams*. There is also at least one report from the late nineteenth century of an animal being lifted by a cable that was evidently not equipped with a hook or hooks; the report is summarised at the end of this section.

Similarly to synthetic, matter-repelling acceleration force fields used to propel alien craft, the synthetic, matter-attracting acceleration force field component of a *tractor beam* may contain a great deal of energy, as may the electromagnetic field which may focus or direct the force field. Energy considerations may explain why the *tractor beams* of some smaller alien craft may be fixed to point directly downwards and why they seem to position themselves close to and directly over whatever they try to lift. Finally, we presently have no idea of how much energy is required to generate a synthetic acceleration force field because it is not publicly known how alien craft do this; however, in the *Draakensteen* encounter discussed at the end of this section one of the users of an alien craft may have provided a truthful if brief explanation for how these force fields are generated, to a human engineer.

Two reports of *tractor beams* radiated by relatively small alien craft observed or encountered during daylight will now be discussed. The first report described an observation of a relatively small and therefore possibly automated or remotely-controlled alien craft that pursued and then seems to have used a *tractor beam* to abduct an animal called an [elk](#) in the [Mount Saint Helens](#) area, in the state of Washington, United States, in daylight “*shortly before noon* (1200 hours or mid-day local time) *on the last Thursday of February* (25 February) *1999*” (information about the [Mount St. Helens Elk Herd](#) is available online).

A single elk that became separated (or was deliberately separated by the alien craft) from a herd of the animals was pursued by a small alien craft that travelled quite close to the ground. The elk was lifted until its head appeared to be in contact with the base of the craft's

hull. No visible cable or hook, etc. was observed suggesting that a *tractor beam* was used to lift the elk. The craft, still carrying the elk, eventually flew out of the observers' sight, ascending "*at roughly a 45-degree angle into the distance until it was obscured by clouds*". No sound was heard from the craft, which made an oscillating motion described "*as similar to that of a spinning coin as it is winding down and closely approaching a flat surface*". *Daylight abduction of elk updated*, by Mr. Robert A. Fairfax, Mr. Ruben Uriarte, Mr. Peter B. Davenport, and Ms. Kathleen Anderson, published in the [MUFON UFO Journal, July 1999, No. 375](#), pages 3 – 7, and *Elk abduction*, by Mr. Peter B. Davenport and Mr. Robert A. Fairfax, published in the [MUFON UFO Journal, May 1999, No. 373](#), page 18. The elk abduction is discussed in detail in [Missing 411 -The U.F.O. Connection](#), beginning at about 23 minutes into the 1 hour and 32 minutes video file.

As discussed in **Chapter 1 (How alien aerospace craft fly)** the oscillating motion described above (which other alien aerospace craft have also been seen to make) may enable an airborne craft to hover or make relatively small adjustments to its altitude by constantly losing energy while keeping its propulsion system throttled-up to a level normally used to ascend. When an alien craft stops the oscillating motion it immediately ascends without having to throttle-up. Professor Hill discovered that, based on his own experiments, what he called this "*silver-dollar wobble*" manoeuvre "*was found to dissipate energy by an almost unnoticeable circular motion and served as a [vernier](#) altitude control also*". [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section XI (Saucer Dynamics), Part G. (Platform experiments), page 164 of the paperback edition published in 1995.

The base of the *Mount Saint Helens* craft's hull was only approximately 7 or 8 feet in width and about 5 feet in length while the hull's "*depth*" or thickness was about "*14 – 18 inches*". If we assume the craft resembled a rectangular cuboid with dimensions of about 8 feet (2.44 m) times 5 feet (1.52 m) by 18 inches (0.46 m) its volume would have been about 1.7 cubic metres. If we assume the craft had a mass density similar to that of water, or 1,060 kilograms (kg) per cubic metre based on the mass density that was calculated for a landed alien craft which was encountered near [Quarouble](#) in northern France (discussed later in this chapter) its mass = 1.7 cubic metres x 1,060 kg per cubic metres = approximately 1,800 kg.

The elk that the craft lifted up and against its hull may have weighed approximately "*500 pounds*" (approximately 227 kg) so the total mass of the craft and the elk may have been approximately 2,027 kg or just over 2 tonnes.

The energy (E) required for the alien craft to lift the 227 kg mass elk to an arbitrary height (h) of 10 metres above the ground may be calculated as follows: E (in [joules](#)) = M (mass) x g (9.81 m/s² - the acceleration downwards due to the Earth's gravitational field on or near its surface) x h (10 m); E = 227 kg x 9.81 m/s² x 10 m = approximately 22,269 joules or 22.269 kilojoules.

The power P in [watts](#) (joules per second) required to lift a mass in a specified time in seconds t is P = E/t. Therefore, the power required to lift a 227 kg elk to a height of 10 metres in an arbitrary 5 seconds = 22,269 J/5 s = 4,454 watts or 4.454 kilowatts (kW), approximately equivalent to the electrical power consumption of a pair of domestic electric room heaters.

However, the kinetic energy of the synthetic, matter-attracting acceleration force field component of the *Mount Saint Helens* craft's *tractor beam* may have been much greater than the approximately 22.269 kilojoules of energy needed to lift the elk. For example, if the force field's energy was at least equivalent to the mass it lifted then using the formula $E = Mc^2$ where E is energy measured in joules, M is mass measured in kg, and c is the speed of light measured in m/s the Excel format with values inserted is:

=SUM(227*(2.99792458*10^8)^2)

The result is a value of 2.04×10^{19} J for the kinetic energy of the matter-attracting, synthetic acceleration force field component of the *tractor beam*.

As mentioned earlier alien craft have often been reported to make humming, whirring, buzzing, or whining, etc. sounds which may be caused by their synthetic, matter-repelling acceleration, propulsion force fields being cyclic, i.e. regularly replenished with additional energy rather than being steady or continuous, as discussed in **Chapter 1 (How alien aerospace craft fly)** and later in this chapter: [Unconventional Flying Objects: a scientific analysis](#), by Professor Hill, Section IX (The Saucer Hum and the Cyclic Field), pages 119 – 130 of the paperback edition published in 1995. Similarly, the matter-attracting force field components of *tractor beams* may be cyclic; one of the reports of encounters with *tractor beams* discussed later in this section may support this idea.

We could assume that the force field component of the *Mount Saint Helens* craft's *tractor beam* was replenished completely every second (i.e. a frequency of 60 cycles per second or 60 Hertz (Hz)) because unlike a matter-repelling propulsion force field the force-carrying particles of a *tractor beam* do not reflect and reflect between the hull of an alien craft and the ground below. The input power or rate of energy transferred per second to the *tractor beam*'s force field component measured in watts (one watt = one joule per second) may have been 2.04×10^{19} watts or 20.4 exawatts (EW), far exceeding the power needed just to lift the elk, calculated earlier. As mentioned earlier, speculative calculations also suggest that a great deal of additional energy may be required to focus or direct a *tractor beam*.

In addition, it is still not publicly known how much energy is used to generate the synthetic acceleration, force field component of a *tractor beam*. However, in the *Draakensteen* encounter discussed at the end of this section one of the users of an alien craft may have provided a truthful (if brief and outline) explanation for how synthetic acceleration force fields are generated, to a human engineer.

Estimates of the masses of some alien craft together with the high rates of acceleration and deceleration and high velocities of many alien craft that have been observed or encountered, and earlier calculations of the energy of an electromagnetic field that may have focussed and directed an alien craft's propulsion force field, suggest that their propulsion systems consume a great deal of energy. This has led to speculation that alien craft may be able to reduce their mass and therefore decrease the amount of energy they require for propulsion, as discussed towards the end of this chapter. However, reports of *tractor beams* do not suggest that the masses of the animals or people that they lifted or attempted to lift were reduced during those encounters.

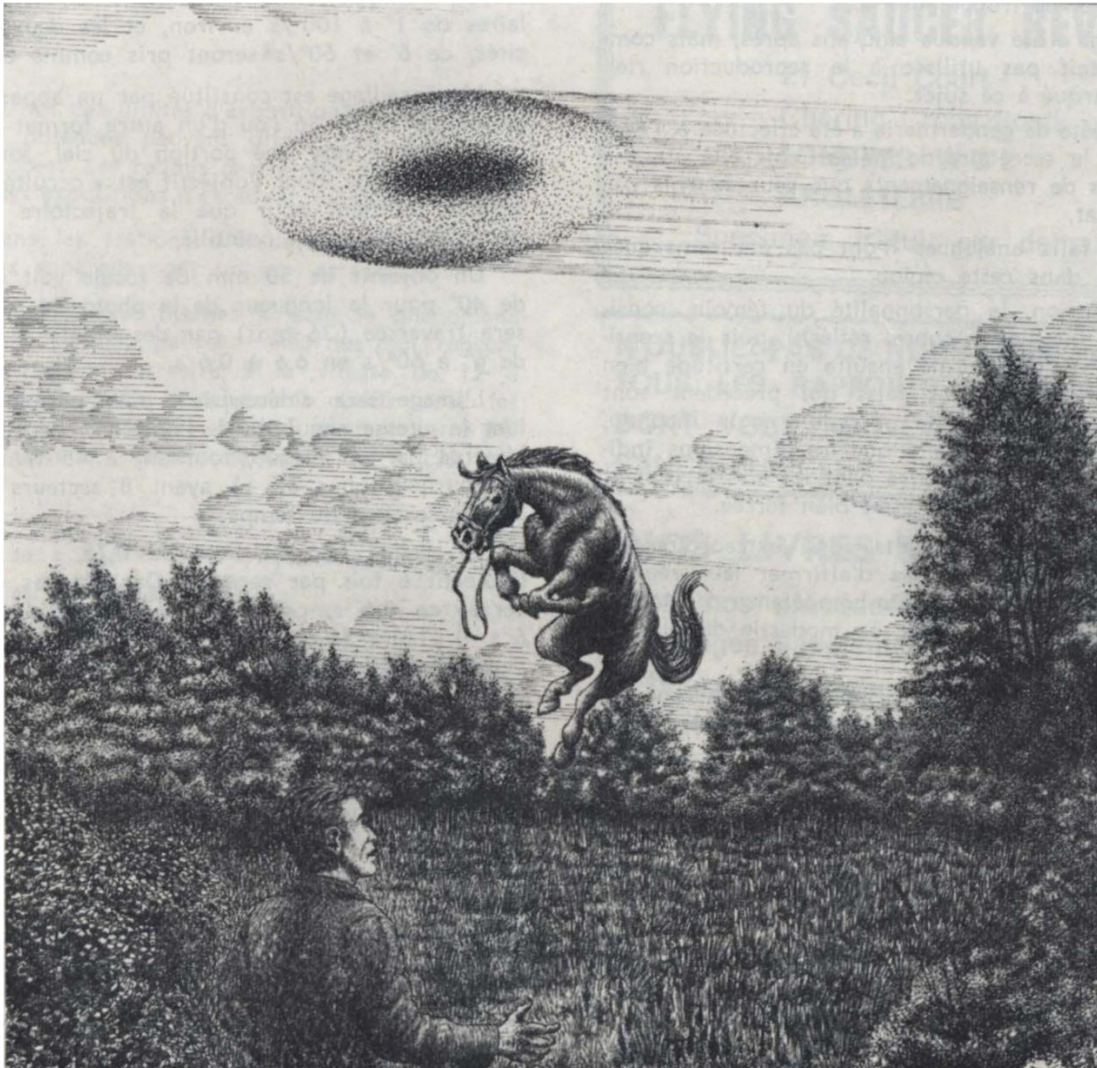
The author of *Time of Contact* used [Google Translate](#) and online dictionaries to translate the following report from the original French into English; the availability of many relevant historical journals, newspapers, magazines and books online together with online machine translation tools has transformed research and analysis in our field of study. [Mr. Gordon Creighton](#) a multi-lingual, former diplomat made many expert translations into English of foreign reports for the leading journal [Flying Saucer Review](#), but he appears to have been exceptional. For example, in 1967 Mr. Robert A. Stiff, Director of Foreign Information for [Saucer Scoop](#) magazine (edited by Ms. "Joan Whritenour") made a request for "*those of our readers who are able to translate foreign languages from the clippings received from abroad*" to contact him: *International Dateline*, by Robert A. Stiff, [Saucer Scoop, Vol. 2, No. 1, April 1967](#), page 10 of the PDF.

An earlier encounter with a small alien craft that evidently used a *tractor beam* to lift an animal during daylight occurred in south-western France on the morning of Sunday, 17 October 1954, towards the end of the large "wave" of encounters with and observations of alien craft or their users that occurred primarily but not exclusively in France in 1954. A farm horse was lifted 3 metres up into the air before being dropped back down to the ground. The *tractor beam*, which was not visible, was evidently radiated by an airborne, grey-coloured, circular alien craft about 1.5 m in diameter; the small size of the alien craft suggests that it was automated or remote-controlled.

The horse may have been lifted accidentally instead of the man, who could have been the actual target for an abduction. The horse may have been too heavy for the alien craft to hold suspended and transport, and it therefore abandoned the attempted abduction; the horse may have weighed possibly 500 kg or more compared with the weight of the man which was possibly 70 - 80 kg or thereabouts: *Une Jument s'envole au départ d'un M.O.C* (Mystérieux Objet Céleste), edited by Fernand Lagarde ("F.L."), the investigator being Monsieur Delphieux: [Lumières dans la Nuit \(LDLN\), Decembre 1970, No. 109](#), pages 17 & 18, and case reference [17-Oct-54-Cier](#) in the [1954 French flap](#) (wave) files, by Patrick Gross.

Illustration 1B below displays the horse being lifted into the air. The illustration is by Monsieur Tallé and the landscape is based on photographs of the scene of the encounter taken by Monsieur Delphieux, who visited the site: [Lumières dans la Nuit \(LDLN\), Decembre 1970, No. 109](#), page 17.

A horse was lifted 3 metres vertically by a *tractor beam* radiated by an airborne alien craft in south-western France on the morning of Sunday, 17 October, 1954.



The above illustration is by Monsieur Tallé; the landscape is based on photographs of the scene of the encounter taken by Monsieur Delphieux, who investigated (and visited the site of) the encounter. Credit: [Lumières dans la Nuit \(LDLN\), Decembre 1970, No. 109, page 17.](#)

Chapter 2 Illustration 1B V2

Time of Contact by Caius Axim

The encounter occurred during daylight, at 0930 hours local time on Sunday, October 17, 1954 in or near to [Cier-de-Rivière](#) a commune in the department of [Haute-Garonne](#) in south-western France and was reported by Monsieur Guy Puyfourcat, aged 22 years at the time, who had recently completed his military service. The encounter was re-investigated in June of 1970 by Monsieur Delphieux for [Lumières dans la Nuit \(LDLN\)](#). Guy Puyfourcat had left

the town five years earlier to run a restaurant in [Pau](#) and was evidently not interviewed, but Monsieur Delphieux “met with Guy’s father, who lives in Cier-de-Rivière, and he told me he remembered what his son said had happened on (Sunday) October 17, 1954, around 9:30 a.m. His son had taken a four-year-old mare (an adult, female horse) to collect a [hay rake](#) that had been left the day before in a field on the other side of the valley, about 2 kilometres distant. In order to reach this field, Guy had to take a sunken dirt road bordered by [thickets](#), heading towards the top of the hill. This path was very little used. Guy walked on the left side of the horse, holding it by the bridle.

Just before the top of the “[pass](#)” where the path crosses the hill, there is a fairly flat area, about 300 square meters in size. As Guy and the horse emerged from the thickets through which they had been travelling and reached the edge of this area, Guy noticed that the mare seemed frightened and was looking to her right. At that moment Guy heard three piercing cries, like the cries of wild birds, and, at the same time, an alien craft, making a hissing (or possibly whistling) noise, rose up from behind a grove of trees to the east that had screened it from view.

There was a large air movement and Guy, to his great amazement, tinged with fear, saw the mare apparently sucked up vertically to a height of about 3 metres. Guy let go of the bridle to avoid being lifted up along with the horse. Then, the mare fell to the ground like a dead weight, making a dull thud, because she fell on her side so that her body contacted the ground rather than her legs, or head or neck. Meanwhile the alien craft had risen to a height of 50 metres above Guy and the horse; the craft paused briefly before speeding eastwards (in the same direction as what is now [Le Parc Naturel Régional des Pyrénées Ariégeoises](#)). According to his father, Guy, when relating what had happened, said that the alien craft was grey and circular, with a diameter of 1.5 metres”.

Guy evidently had enough time to release the bridle the horse so we may assume the horse was not lifted instantaneously, and we can calculate the energy and power of the synthetic acceleration force field component of this *tractor beam*. If we assume that the horse weighed 500 kg and was lifted to a height of 3 m in 3 seconds, the energy E required to lift a 500 kg mass object (M) a height of 3 m (h) from the surface of the Earth is calculated as follows: E (in joules) = M x g (9.81 m/s² - the acceleration downwards due to the Earth’s gravitational field on or near its surface) x h (3 m); E = 500 kg x 9.81 m/s² x 3 m = 14,715 joules or 14.715 kilojoules.

The power P in watts (joules per second) required to lift a mass in a specified time in seconds t is $P = E/t$. Therefore, the power required to lift a 500 kg horse 3 m in 3 seconds is $14,715/3 = 4.905$ kW, approximately equivalent to the power consumption of a pair of portable electric room heaters.

However, we should consider the possibility that the total energy of the matter-attracting, synthetic acceleration force field component of the *Cier-de-Rivière* craft’s *tractor beam* was much greater than approximately 14.715 kilojoules. If for example, we assume the beam’s energy was equivalent to the estimated 500 kg mass of the horse it lifted, then using the formula $E = Mc^2$ where E is energy is specified in joules, M is mass specified in kg, and c is the speed of light specified in m/s, the Excel format with values inserted is:

=SUM(500*(2.99792458*10^8)^2)

and the result is a value of 4.49×10^{19} joules for the kinetic energy of the synthetic acceleration force field component of the *tractor beam*. If we assume that the force field component cycled at 60Hz the power level of the field or rate of energy transferred per second measured in watts (one watt = one joule per second) was therefore a maximum of 4.49×10^{19} watts or 44.9 exawatts.

As mentioned earlier, speculative calculations of the energy required to focus a synthetic acceleration, matter-repelling propulsion force field suggest a great deal of additional energy may also be required to focus or direct the matter-attracting force field component of a *tractor beam*.

“The mare remained still on the ground for about ten minutes before she got up, covered in sweat and mud. Guy brought the horse home without collecting the hay rake, which had been the object of the journey. When he arrived home, Guy told his father what he had seen, and what had happened. His father did not want to believe Guy although he knew his son was very level-headed, but after seeing the state of the mare and feeling that his son was still afraid, he understood that he was telling the truth.”

In the afternoon, the two men went to the scene of the encounter to look for any traces that could have been left by the alien craft. As they could not determine where the craft had been because of the trees that had initially screened it from view, they limited their search to the open ground before the “pass” but found nothing. ...”

“A police investigation was carried out at the time according to the former town hall secretary (a local government official, Monsieur Verdier), but it did not produce any more information than had already been provided by Monsieur Puyfourcat. No other, similar encounters have been reported in this region since 1954 ... Monsieur Tallé's drawing (Illustration 1A above) was made from photographs of the scene of the encounter taken by Monsieur Delphieux, who visited the site”.

Towards the end of the article in L.D.L.N. it was suggested that the alien craft “*was perhaps a little larger than the dimensions that were reported*” possibly because the writer felt that it would have taken a larger craft to lift a heavy animal like an adult working horse which could evidently be used to pull farm implements like the hay rake; as mentioned earlier the weight of the horse could have been 500 kg or more: *Une Jument s'envole au départ d'un M.O.C* (Mystérieux Objet Céleste), edited by Fernand Lagarde (“F.L.”), the investigator being Monsieur Delphieux: [Lumières dans la Nuit \(LDLN\), Décembre 1970, No. 109, pages 17 & 18](#) and case reference [17-Oct-54-Cier](#) in the [1954 French flap](#) (wave) files, by Patrick Gross.

Further information is available about the October period of the 1954 French wave or flap: Part 3: Full Orchestra – October 1 to 11, 1954, Part 4: Diminuendo (reports from 12 October – 18 October) and Part 5: The Facts in the Case (The Curtain Falls – reports for 20, 21 & 27 October), [Flying Saucers and the Straight-line Mystery](#), by [Monsieur Aimé Michel](#), first published in English in 1958, *pages 101 – 203*), and the [1954 French flap](#) (wave) files by Patrick Gross. The preface to *Flying Saucers and the Straight-line Mystery* was by [General L. M. Chassin](#), General Air Defense Coordinator, Allied Air Forces, Central Europe ([NATO – North Atlantic Treaty Organization](#)), and was dated 23 April, 1958. *Flying Saucers and the Straight-line Mystery* was published in 1958 in the French language under the title [Mystérieux Objets Célestes](#). A second edition published in 1966 was titled [A propos des](#)

[soucoupes volantes: Mystérieux Objets Célestes](#). An online video that features Monsieur Michel (in the French language) may be available: [Aimé Michel et “Les Soucoupes Volantes” \(1965\)](#).

Selected reports of people who were pulled or lifted off the ground by *tractor beams* in Brazil are summarised below; the first encounter that was reported occurred in August 1976:

Senhor Cicilio Higinio Pereira was walking towards his home near [Jaboticatubas](#) in the Vale das Velhas, north-east of [Belo Horizonte](#) (the capital of the state of [Minas Gerais](#)) in south-eastern Brazil shortly after 2000 hours local time on Monday, 9 August 1976, in the company of two of his neighbours, when they saw a bright airborne light. They all ran away when the light came towards them, but a strap on one of Cicilio’s sandals broke and he couldn’t continue to run in his bare feet because of the rough road surface. Cicilio was crouched on one knee trying to repair his sandal strap when an alien craft he described looking like “an open [umbrella](#), but huge” descended over him. The craft then ascended, and then descended again, very close to Cicilio. He described the craft as looking “like a [headlight](#)” as it approached and like an umbrella at close range; he also mentioned a light which was green and another yellow “like the headlight on a truck” and that the latter light blinked.

Cicilio felt what may have been an electric shock and was lifted up slightly. He felt very cold and also felt a cold wind; the synthetic acceleration force field component of the *tractor beam* that lifted Cicilio may possibly have refrigerated (cooled) the air that moved into it:

[Unconventional Flying Objects: a scientific analysis](#), by [Professor Paul R. Hill](#), edition published in 1995, Section III (Illumination), Example III-B2, page 56, and Section XIV (The Aerodynamic Heating of UFOs), Part C. (Cooling: A Fallout from the Heating Problem), pages 214 – 216, in which Professor Hill sought to explain the observation reported in the following article: *The Strange Case Of The Frozen Pond*, [The A.P.R.O. Bulletin, March – April, 1968](#), pages 1 & 3.

Cicilio also heard a “humming noise”. We do not know whether the noise was made or caused by the alien craft’s propulsion force field or the *tractor beam*, or both, but as mentioned earlier alien craft have often been reported to make humming, whirring, buzzing, or whining, etc. sounds which may be caused by their synthetic acceleration force fields being cyclic.

Cicilio saw “through a door of some kind that opened and closed”, “what looked like two or three small men inside the object” who were “about four feet tall”. The alien craft then “disappeared” and Cicilio was able to reach his home. However, he became very sick immediately following his encounter and was still ill in bed when he was visited by the investigator Senhor Hulvio Alexio, who evidently heard of the encounter within days of it happening; Senhor Alexio was advised by telephone two months’ later that Cicilio had died. Cicilio’s illness may possibly have been caused by his close proximity to the alien craft and the strong gamma ray or X-ray frequency electromagnetic field it may have radiated to focus and direct its matter-repelling, propulsion force field or the matter-attracting force field component of a *tractor beam*: [UFO Danger Zone](#), by Mr. Bob Pratt, published in 1996, Chapter Twenty-One (The Deadly ‘Train’), pages 193 - 197.

Mr. Pratt also discussed his investigation of encounter reports in Brazil in articles published in contemporary journals: *Letter from Brazil*, by Mr. Bob Pratt published in [MUFON UFO](#)

[Journal, August 1987, No. 232](#), pages 14 – 18, and *An Extraordinary Field Investigation trip to Brazil*, by Mr. Bob Pratt, [Flying Saucer Review, March 1989, Vol. 34, No. 1](#), pages 7 – 12.

Cicilio called the alien craft a “*Train*” but the journalist, investigator and author Mr. Bob Pratt could not explain why he used this term; other terms used by people for alien craft in rural areas of “*central and northeastern Brazil*” included “*chupa*” which means “*to suck*” in Portuguese and variants of this term, because of beliefs that the craft “*sucks blood or energy from humans and animals*”: [UFO Danger Zone](#), by Mr. Bob Pratt, published in 1996, Introduction and Chapters Nine, Twenty and Twenty-Two.

Alien surrogates that apparently removed the blood of animals they encountered and possibly some body parts too, are discussed in more detail in **Chapter 3 (Alien craft)** and **Chapter 4 (Aliens)**: [Unsolved Mysteries, Season 6, Episode 3](#) (listed in Wikipedia as “*Season 8, Episode 25*” that was originally broadcast on “*19 April 1996*”) beginning at about 20 minutes and 30 seconds into the video file, and *Vampire “Chupa-Chupas” in Puerto Rico*, by [Mr. Gordon Creighton](#), published in [Flying Saucer Review, Vol. 41, No. 1 \(Spring, 1996\)](#), pages 10 – 13.

According to Mr. Pratt other terms for the craft used by people in rural areas of “*central and northeastern Brazil*” included “*the Light, the Fire, the Animal, the Worm, the Apparatus, the Machine, the Thing, the Train and the Object*” as well as “*Disco Voador (flying saucer)*” or “*Disco*”. In addition, according to Mr. Pratt the formal term for an alien craft in Portuguese “*Objeto voador nao identificado*” or “*OVNI*” was apparently not often used by ordinary people when describing their encounters with alien craft: [UFO Danger Zone](#), by Mr. Bob Pratt, published in 1996, Introduction, pages *xiii - xiv*.

Senhor Alfredo Marques Soares was walking in the dark, early on an evening in July 1977, near Cardeiros in the state of [Ceará](#) in the north-east of Brazil, when something struck hard against the back of his left leg. He saw a “*big beam of light*” behind him that was “*yellowish-white*” in colour and resembled a “*tarrafa*” fishing net which is conical in shape, and used in shallow water by Brazilian fishermen. Alfredo “*felt like something was trying to suck me up. I grabbed a wooden fence and hung on. It was a very strong pull, and I really had to struggle to keep from being pulled away. ... I felt heat and cold at the same time*”. The encounter “*only lasted for a few minutes*” and eventually “*the light around him began to grow dim*” and the encounter ended without his seeing any details of what was radiating the beam. Alfredo may have felt cold because of the refrigerating effect of air moving into a synthetic acceleration force field as mentioned earlier, and heat because he was at or near the focal point of a powerful electromagnetic field that focussed the synthetic acceleration force field component of the *tractor beam*.

Mr. Bob Pratt personally interviewed Alfredo in September 1991, together with the investigators Senhor José Jean Alencar and Ms. Cynthia Newby Luce. Mr. Pratt reported that Alfredo’s left leg had been injured when the alien craft he encountered “*was at least several hundred yards away from him*” and that his leg was “*black and blue and had been burned*” possibly suggesting that an alien weapon or tool such as a laser or particle beam was used to disable him so that the craft could more easily pursue him, and abduct him with a *tractor beam*. Reports of other encounters in which alien weapons or tools disabled or injured people, sometimes fatally, are discussed in **Chapter 7 (Health, Security & Safety)**.

Alfredo's leg subsequently blistered and the blisters became infected; he also experienced "*stomach ache, diarrhea and bad headaches, and my left side hurt*" suggesting that he suffered additional, internal injuries from a powerful X-ray or gamma ray frequency electromagnetic field that may have focussed the synthetic acceleration force field component of the *tractor beam*: [UFO Danger Zone](#), by Mr. Bob Pratt, published in 1996, Chapter Four (Uplifting but Terrifying), *pages 26 – 28*, and Chapter 6 (It's Coming After Us!), *pages 47 & 48*.

Three more encounters with *tractor beams* occurred in October 1978 in the Vale das Velhas "*north of [Belo Horizonte](#)*" (the capital of the state of [Minas Gerais](#)) in south-eastern Brazil, according to the investigator [Professor Hulvio Brant Aleixo](#) (Professor Aleixo discussed the reports with Mr. Pratt in September, 1992). Two encounters took place in [Baldim](#): in the first, a woman twice felt she was pulled upwards after she observed a "*light overhead*"; both times she held onto a fence pole to save herself; in the second encounter a young man "*saw an object overhead*" and saved himself from being pulled upwards by gripping a tree. The third encounter took place in [Mocambo](#) where a teenaged boy "*saw a glowing object and felt himself being pulled up*". He did not grip anything to save himself and experienced an "*intermittent*" upwards force and not a steady pull, possibly suggesting there was a fault in the tractor beam, or that the beam was cyclic and that in this encounter the cyclic rate was slow: [UFO Danger Zone](#), by Mr. Bob Pratt, published in 1996, Chapter Four (Uplifting but Terrifying), *pages 28 – 30*.

At about 2000 hours local time on an evening in early January 1979 an alien craft used a *tractor beam* to lift Senhor Francisco Henrique de Souza (known by his nickname "Januncio") as he walked towards his home about a mile away on Fazenda Cacaruaaba, his 1,300 acre farm "*twelve miles southeast of [Santa Cruz](#)*" in the state of in the state of [Rio Grande do Norte](#) in north-eastern Brazil. After lighting a cigarette Januncio encountered a silent, cylindrical craft "*at least twenty-five feet tall*" with a round base "*from twelve to fifteen feet in diameter*" that appeared 3 metres above him.

A door opened in the base of the craft and Januncio saw what appeared to be "*a man and a woman* (wearing a dress)" sitting motionless "*in seats like a car*". When the door opened there was a bright, hot light and Januncio felt he was being pulled upwards. He wrapped his arms and legs around a "*small palm tree*" but was dragged upwards five times "*until his feet left the ground*" and he then dropped back down, possibly due to his weight plus the grip he had on the tree exceeding the strength of the *tractor beam* (he weighed 170 pounds or about 77 kg). What felt to Januncio like hot oil then dropped onto him and burned his arms but he continued to grip the tree until the door in the base of the craft closed; it departed very quickly ("*like lightning*") and Januncio ran home; he was let into his house by his wife Nina.

Januncio was ill for the following two days: his symptoms included "*a bad headache*" and burns on his arms "*like cigarette burns*". In addition, his chest was "*scratched and red*" possibly from close contact with the tree that he had clasped tightly and was dragged up against by the *tractor beam*. The alien craft or its users' attempt to pry Januncio loose from the tree he was gripping so tightly by dripping something resembling hot oil on to him, suggests that the lifting power of the matter-attracting, synthetic acceleration force field component of the *tractor beam* was limited. Alternatively, the craft or its users may have been unwilling to increase the strength of the X-ray or gamma ray frequency electromagnetic field component of the *tractor beam* that was used to focus the force field because this may

have injured Januncio so badly that he would have been rendered unsuitable for the purposes for which he was being abducted: [UFO Danger Zone](#), by Mr. Bob Pratt, published in 1996, Chapter Two (Horror in the Night), *pages 12 – 17*.

Another encounter that took place later the same month (January 1979) and in the same general geographical area as Januncio's encounter, occurred at about 2300 hours local time on Saturday, 27 January 1979. Senhora Francisca Bispo de Assis and her daughter Josefa were walking home to [Sitio Timbaúba](#) also in the state of [Rio Grande do Norte](#) in north-eastern Brazil, when Francisca was lifted from the ground after she was struck by a "*beam of light*" radiated by an airborne alien craft. The craft looked at first like a star and then like a bright "*ball of fire*" and "*as it got closer, it looked like an umbrella when it opens up*".

Josefa pulled Francisca back down, but Francisca ordered her daughter to run away. A "*big wind*" that Francisca thought was coming from the alien craft then struck her and she felt "*very cold*"; she reported that the light (presumably the luminous *tractor beam*) was hot and that while she was "*hot from the hips down*" she was "*cold from my hips up*". The lower part of her body might have felt hot because it was located at the focal point of a powerful X-ray or gamma ray frequency electromagnetic field that focussed the matter-attracting, synthetic acceleration force field component of the *tractor beam*; her upper body may have been within the acceleration force field, that possibly also refrigerated (cooled) air that moved into it.

Francisca was lifted from the ground again, this time to a height of about 20 metres and was moved about 40 metres toward the alien craft. The "wind" then ceased and she was "*lowered ... back down to the ground again*". Francisca ran to her house where "*Josefa and the rest of her family had been watching from a window, afraid to go outside and help her*". Despite her close proximity to her mother during the initial stage of the encounter Josefa had not felt anything, suggesting that the *tractor beam* was very narrow or tightly-focussed on Francisca only. We can only speculate as to why Francisca was spared; possibly the craft or its users decided she was unsuitable for their purposes, or Francisca was accidentally targeted instead of Josefa, or the craft ran out of time for its mission (other encounter reports suggest that aliens or their surrogates and by extension their automated craft, may operate under time constraints). It is perhaps notable too, that Francisca was lowered to the ground and not simply dropped from a height which could have injured or killed her.

Francisca was interviewed by the investigator Mr. Bob Pratt only "*twelve days*" after the encounter had occurred; she said that "*her body was numb for two days, and she'd had severe headaches every day since the incident. She was nervous and afraid the UFO (the alien craft) was going to come back*". [UFO Danger Zone](#), by Mr. Bob Pratt, published in 1996, Chapter Five (The 'Animal' has got me!), *pages 36 – 39*.

Between 1900 and 2000 hours local time on an evening between August and November, 1979 during the "dry season", Senhor Benedito Henrique de Souza (known informally by his nickname "Beato") and a son of Senhor Francisco Henrique de Souza ("Januncio") mentioned earlier, had an encounter with an airborne alien craft and its *tractor beam* that was similar to his father's experience. Beato's encounter occurred only "*a few months after Januncio(s) ... and only a mile or so away*"; Beato was interviewed in September 1991 by Senhor José Jean Alencar ("*an investigator from [Fortaleza](#)*"), Mr. Bob Pratt and Ms. Cynthia

Luce, and again by Mr. Pratt and Ms. Luce after Mr. Pratt returned to Brazil, in September 1992.

Beato's encounter occurred as he walked home on a dark, moonless evening; he was only two or three hundred yards from his own home which was two miles from the main house on Fazenda Cacaruaba, his father's farm *"twelve miles southeast of [Santa Cruz](#)"* in the state of [Rio Grande do Norte](#) in north-eastern Brazil. After he lit a cigarette an alien craft appeared about 7 or 8 metres above him; the twenty-foot wide base of the craft looked like *"a fishing net" with a "hole" in it, so brightly-lit that it hurt his eyes*. Beato was pulled upwards, but he saved himself by gripping a *"huge desert bush about ten feet tall"*.

Beato saw *"three people inside the craft, two men and a woman" who "seemed to be sitting in seats"*. Drops of what felt to him like a *"scalding liquid fell on his shoulders"* but he maintained his grip on the bush and the light went out and when he looked up the alien craft had gone. Once he had regained his sight (he was temporarily blinded by the bright light) he ran home; his wife *"found about a dozen tiny burns on his shoulders"*; whatever burned him felt to him *"like a few drops of hot oil ... which passed through my shirt and didn't leave any stain"*. After the encounter Beato's eyes were painful for several days: [UFO Danger Zone](#), by Mr. Bob Pratt, published in 1996, Chapter Three (A Family Affair?), pages 18 - 25.

The following encounter occurred several years later: at about 2200 hours local time on a night in September 1983, Senhora Maria dos Dolores Lopes and Marileide (one of her teenage daughters) plus their dog called "Doggie" were outside of their house when they were all lifted about a metre into the air by a *tractor beam* radiated by an airborne alien craft, in the town of [Bom Jesus](#) again in the state of [Rio Grande do Norte](#) in north-eastern Brazil. Another daughter, Maria DaGuia, ran away and escaped into their house when an airborne light that at first looked like a *"rainbow"*, then like *"an intense white light shaped like a tub"* (i.e. possibly cylindrical) and finally like a *"tarrafa"* fishing net (which is conical in shape and used in shallow water by Brazilian fishermen) descended *"very quickly"* towards them. Maria *"felt this cold wind all around me, pulling all three of us up"*. When Maria *"tried to lift my leg, I felt a cold wind like when someone opens a refrigerator"* suggesting once again that a synthetic acceleration force field that refrigerated the air that moved into it was a component of the *tractor beam*.

The craft or the *tractor beam* appeared to be *"spinning"* and the *"wind was like a hurricane, going in circles"*. Suddenly the *"light moved swiftly away, the cold wind stopped, and all three (persons) dropped to the ground rather hard"*. We can speculate that the matter-attracting, synthetic acceleration force field component of the *tractor beam* was not powerful enough to lift both women and their dog. Alternatively, perhaps only Maria, or her daughter Marileide, or her daughter Maria DaGuia (who escaped) or their dog, may have been the intended target of an abduction; the craft or its users may have aborted the abduction because they were unable to abduct only their selected victim.

Maria and Marileide were traumatised by their encounter and Maria did not go out of the house at night for five months afterwards, but both of them and "Doggie" were otherwise apparently uninjured. Ms. Cynthia Luce and Mr. Bob Pratt interviewed Maria in September 1992, and Mr. Pratt re-interviewed her in July 1993: [UFO Danger Zone](#), by Mr. Bob Pratt, published in 1996, Chapter Six (It's Coming After Us!), pages 43 - 49.

One night in March 1991 at about 2300 hours local time, Senhor Jorge Fernando de Sousa was beside or in a field by [Lagoa do Apodi](#) close to [Apodi](#), once again in the state of [Rio Grande do Norte](#) in north-eastern Brazil when he was pulled upwards by a noiseless *tractor beam* that may have been rotating. Jorge experienced a “wind” that appeared to rotate around him “like a tornado” and “was pulling” on him; he crawled on the ground, crouched, and grasped the grass to try to save himself. The “wind” felt cold but Jorge felt hot, possibly suggesting that he was at the focal point of a powerful electromagnetic field that focussed the synthetic, matter-attracting force field component of the *tractor beam*.

The alien craft that radiated the *tractor beam* was square-shaped and at its centre was a “bluish-white light” that was “four to five meters wide and round like a drum”. The craft was 100 feet above Jorge when he saw it and made a “very quiet ... humming sound”. The “wind” stopped when Jorge saw the light and he ran “four hundred yards” to his home with the “light following right behind”. Jorge’s eyes were painful for 30 minutes after the encounter but his health was otherwise unaffected: [UFO Danger Zone](#), by Mr. Bob Pratt, published in 1996, Chapter Four (Uplifting but Terrifying), A Noiseless “Tornado”, pages 33 - 35.

A total of three people were reported to have been lifted up not by *tractor beams* but by hooks attached to physical cables that were deployed from alien craft; two of the reports were made during the twentieth century in Brazil. In the earliest such report from Brazil, Senhor Hermelindo da Silva and his dog were walking towards his home close to [Vargem Grande](#) in the Vale das Velhas, north-east of [Belo Horizonte](#) (the capital of the state of [Minas Gerais](#)) in south-eastern Brazil, at 0200 hours local time on 9 September, 1976 when there appeared above them “an intensely bright object about ten feet in diameter, surrounded by yellow and violet hues” and with a hole in its base.

Hermelindo tried and failed to open the back door of the bar which he owned that was located close to his house, so he hid in the doorway under an overhanging roof. He wielded a pole with which he struck the alien craft and received a “slight shock” (presumably electrical). He then attempted to run to his house. However, the craft dropped four cables equipped with hooks from a height of about 25 feet, and a small humanoid being came down one of the cables and placed a hook around Hermelindo’s ankle. Hermelindo was then drawn up towards the base of the craft, but just as he reached the hole in its base he broke free from the hook and fell about 25 feet into a [yucca plant](#).

Hermelindo’s brother-in-law viewed the end of the encounter from the house which he shared with Hermelindo and his family; he was able to see the whole of the alien craft, describing it as being “conical in shape, but with a round top”. The encounter was investigated soon after it occurred by [Senhor Hulvio Aleixo](#) from Belo Horizonte, and in September 1991 he accompanied Mr. Bob Pratt to Hermelindo’s home to hear about the encounter first-hand: [UFO Danger Zone](#), by Mr. Bob Pratt, published in 1996, Chapter Eight (UFO Bait), pages 56 – 60.

In the second Brazilian encounter, Senhor Antonio Amador de Lima, who lived in [Santo Antonio](#) “fifty miles southeast of [Santa Cruz](#)” in the state of [Rio Grande do Norte](#) in north-eastern Brazil was working in a field at about 1900 hours local time (it was dark) on an evening in November 1979. He saw a light flying towards him, and while walking towards his home was pulled up from the ground about 50 cm by a cable with a hook which had caught on the back of his shirt. He grasped a plant to avoid being lifted further, and after about 15

minutes his shirt tore and he fell back to the ground. Antonio's description of the alien craft was that it was brown, cigar-shaped and about twice the size of a car, and hovering about 15 to 20 feet above him. The craft appeared to contain two women and a man, and he heard a comment made about him from one of the "women". The craft spun 3 or 4 times and departed; as it did so Antonio saw a small red light in the back of it. The encounter was investigated by Senhor Rogério Freitas who interpreted for Mr. Bob Pratt when he visited Antonio in January 1980: [UFO Danger Zone](#), by Mr. Bob Pratt, published in 1996, Chapter Eight (UFO Bait), *pages 60 – 65*.

During the 1896 – 1897 "airship wave" in the United States, at about 2230 hours local time, on Monday, 19 April 1897, in [Vernon](#) (11.6 miles by present-day roads north-east of [Yates Center](#), in [Woodson County](#), in the state of Kansas) Mr. Alexander Hamilton, a farmer, his son Mr. Wall (Wallace) Hamilton and his tenant Mr. Gid Heslip encountered an alien craft. The craft evidently simulated the appearance of a large airship: *"a great cigar-shaped portion possibly 300 feet long with a carriage underneath"*. One of Mr. Hamilton's cattle, a "2-year old [heifer](#)" (a young female that has not calved) was taken by the airship by means of a cable or rope knotted around the neck of the animal: *Air Ship Takes A Cow – The Thrilling Experience of a Woodson Stockman*, published in *The Farmers Advocate*, Yates Center, [Woodson County](#), Kansas, Friday, April 23, 1897, Vol. 7., No. 49, *page 5*, column 4, available from [Newspapers.com](#). The encounter was discussed in *The Strange Case of the 1897 Airship*, by Mr. Jerome Clark, [Flying Saucer Review](#), July - August 1966, Vol. 12, No. 4, *pages 12 – 14*. Mr. Clark asserted that when Mr. Alexander Hamilton's granddaughters were interviewed in 1965, they said that their grandfather had maintained that the report was accurate to the end of his life (he died in 1912).

In March of 1897 an alien craft attempted to abduct a person by lowering a cable to which was attached a type of hook called a [grapnel](#) (a small anchor with several gripping projections from the point to which a rope or cable is attached). Mr. Robert Hibbard, a farmer who was resident "fifteen miles north of [Sioux City](#)" in the far west of the state of Iowa was walking on his farm at night when he observed *"a dark body, lighted on each side, with a row of what looked like incandescent lamps"* which *"loomed up some distance to the south of him at a height of perhaps a mile from the ground. He watched it intently until it was directly over his head."* The craft turned around and reduced its altitude "considerably". Mr. Hibbard *"did not notice a drag rope with a grapnel attached which dangled from the rear of the car until suddenly, as the machine rose again from the ground, it hooked itself firmly in his trousers and shot away again to the south. Had it risen to any considerable height, the result, Hibbard thinks, would have been disastrous. Either his weight was sufficient to keep it near terra firma (the ground), however, or the operator (of the craft) did not care to ascend to a higher level. On the bank of the dry run (a dried-up riverbed), where the farmer finally made his escape, grows a small sapling (a young tree). Hibbard passed near this obstruction in his flight, and as a last resort, grabbed it with both hands. Instantly there was a sound of tearing cloth and the machine went on with a section of Hibbard's [unmentionables](#) (a nineteenth century euphemism for trousers or underwear), while Hibbard himself fell precipitately into the (dry) run. He related his experience to several neighbours and despite their grins of incredulity, firmly maintains the truth of the story"*: [The Saginaw Evening News](#) newspaper dated 5 April 1897, of Saginaw, in the state of Michigan, quoted in the book *Operation Trojan Horse (Why UFOs)*, by Mr. John A. Keel, published in 1970, Chapter 9 *The Physical Non-Evidence*), [pages 160 - 161](#) of the Internet Archive, online edition.

The above encounter was also reported earlier, in an article entitled *News of Iowa*, published in [The Cedar Rapids Evening Gazette](#), Volume 15, No. 67, Cedar Rapids, Iowa, Monday, March 29, 1897, *front page*, that may be viewable online on the [Newspaperarchive](#) website in unreadable quality except for the title; a higher quality image is probably available for payment. The report was discussed or referred to in the articles: *The Strange Case of the 1897 Airship*, by Mr. Jerome Clark, [Flying Saucer Review, July - August 1966, Vol. 12, No. 4, page 10](#), and *Texas Odyssey of 1897*, by Mr. Donald B. Hanlon, [Flying Saucer Review, September - October 1966, Vol. 12, No. 5, page 10](#), and in articles by Mr. Jerome Clark & Mr. Lucius Farish entitled *The 1897 Story - I*, [Flying Saucer Review, September - October 1968, Vol. 14, No. 5, page 13](#), and *The 1897 Story – Part 3*, [Flying Saucer Review, January – February 1969, Vol. 15, No. 1, page 27](#).

There was at least one publicly-known possible instance where a land-based [gravimeter](#) may have detected a synthetic acceleration force field radiated by an alien craft. At 1501 hours local time on Sunday, 8 August 1954 the recording gravimeter of a Canadian government facility located at [Shirley's Bay](#), near [Ottawa](#) in the province of Ontario in south-eastern Canada detected a “*gravimetric variation*” although no unfamiliar airborne craft was observed visually: the [Project Magnet Report](#), by [Mr. Wilbert B. Smith](#), Engineer-in-Charge, *Project Magnet*, whose [final page \(6\)](#) concluded that “*we are faced with a substantial possibility of the real existence of extra-terrestrial vehicles*”, in [Library and Archives Canada](#). An [audio file of Mr. Smith speaking](#) may be available online.

It is possible that one of the users of an alien craft may have truthfully told a man who encountered the users and their craft how the force that propelled the craft was generated. The man was an instrumentation engineer who encountered an alien (or alien surrogate); he subsequently saw four more aliens when he boarded their craft. The encounter occurred in the Spring of 1951 (assuming that this meant Spring in the Southern Hemisphere, this could have been during August – October) and began as the engineer was driving on a road about 900 feet above sea level on a mountain called the *Draakensteen*, which was “*ten or twelve kilometres distant*” from the town of [Paarl](#), and evidently in the [Klein Drakenstein](#) range of mountains just to the east of *Paarl*, in the Western Cape province of South Africa: *The UFO naut's plea for water*, by Señor Juan José Benítez, translated from the Spanish language by [Mr. Gordon Creighton](#) and published in [Flying Saucer Review, August 1978, Vol. 24, No. 2, pages 3 – 6](#).

After 2315 hours local time the engineer encountered a [humanoid](#) being that requested water using the English language. The engineer drove the alien to a nearby stream, provided it with a container with which to collect and carry the water and returned it to an evidently landed aerospace craft. The craft, which was apparently resting on the ground near “*the foot of the mountain*” in “*the dark area formed by its shadow*”, was “*completely circular*” and biconvex in appearance. It had square ports or windows set within a band that ran horizontally between the upper and lower parts of the craft. It rested on landing gear having four legs in total.

The engineer estimated that the craft's diameter was “*between ten and fifteen metres*” and “*from the foot up to the top it could have measured say four metres or so*”. *Illustration 2* below is based on one of the drawings made by the engineer and displays the exterior of the craft in side profile. The colours used in *Illustration 2* are arbitrary because the original sketch was a monochrome drawing and no colours were mentioned in the report. While the

craft's exterior was apparently not brightly-illuminated, the report refers to an "opening" which was "lit up" in the "under part" and reached by "some steps" which "led to the interior of the machine".



The engineer was invited aboard the craft and observed that the interior was "completely circular ... There were square windows all around it, and under these windows a sort of circular couch going all the way round". There were four other humanoid users aboard, three of whom were tending to one of their number who was lying down; the engineer was told he had been burned in a "slight accident." The engineer was requested to remain "just by the entrance" to the craft and after setting down the container of water "near to where the other four were" the original humanoid returned and asked the engineer "whether there were any matters on which I would like to ask questions and be given information". The engineer described the appearance and behaviour of the craft's users and drew a sketch of one of them which appears in the article referenced below. A colourised adaptation of this sketch is included in **Chapter 4 (Aliens)**.

The engineer asked how the craft worked and where the engines were, and was told that, "We don't have any engines ... We have a different system. We nullify gravity. That is how we rise". He asked the humanoid how they overcame gravity and was told "that they used a very heavy fluid, which circulated in a tube. And with this system they created a magnet ... That is to say, somewhat as we do with electromagnets, except that they, instead of using electricity, were using this fluid". When questioned further the humanoid reiterated that "It is

a *very heavy fluid*” and also stated that “*this fluid was subjected to a velocity similar to the velocity of light*”. Reports of sequentially moving or rotating airglows that appeared to be within, on, or around alien craft and (as mentioned earlier) physical effects on crops, trees, etc. that appeared to have been caused by rotating force fields and reports from people who may have encountered rotating force fields, suggest that aliens’ synthetic acceleration force fields may be generated by matter or energy being rotated or moved within or around the craft.

The report of the encounter contains the engineer’s sketches that display not only a side profile view of the craft’s exterior on which *Illustration 2* above is based, but also the interior crew and control section he observed (displayed as if viewed from above) and his impression of the underside (base) of the craft. Some of the apparent controls the engineer observed within the craft may seem to us to be anomalously old-fashioned or “retro” for an advanced aerospace craft. This observation, in conjunction with some other encounters introduced earlier in this section and discussed elsewhere in *Time of Contact* seems to suggest that aliens or their surrogates have attempted to deceive people about what their craft really looked like both externally and internally and how they were propelled. Nevertheless, it is possible that some aliens told the truth as far as they were able. This might have been the case because they were unaware of, or were disregarding a general policy to only supply disinformation to us about their craft, or because their science and technology were so advanced compared with ours that they had to use [analogies](#), [metaphors](#), [symbols](#), etc. when trying to explain them to people they encountered.

Our control over [plasma](#) (probably assisted by [Artificial Intelligence \(AI\)](#)) may improve sufficiently to enable us to generate electrical power using [nuclear fusion](#); we may speculate that by propelling plasma at very high speeds or creating fast-moving waves in plasma contained in circular tubes such as those that may ring some alien craft, we might discover new phenomena including the generation of *synthetic acceleration force fields* that could be used to propel and protect an aerospace craft and its users. This may be the meaning of the alien’s statement mentioned earlier that “*We nullify gravity. That is how we rise*” using “*a very heavy fluid, which circulated in a tube ... this fluid was subjected to a velocity similar to the velocity of light*”: *The UFO naut’s plea for water*, by Señor Juan José Benítez, translated from the Spanish language by [Mr. Gordon Creighton](#) and published in [Flying Saucer Review](#), August 1978, Vol. 24, No. 2, pages 3 – 6, [Nuclear fusion: WEST beats the world record for plasma duration!](#) published by the [CEA](#), 18 February 2025, [DeepMind uses AI to control plasma inside tokamak fusion reactor](#), by [Mr. Matthew Sparkes](#), MSc. Advanced Computer Science, [University of East Anglia](#), published in [New Scientist](#), 26 February 2022, No. 3375 and [Why cracking nuclear fusion will depend on artificial intelligence](#), by [Ms. Abigail Beall](#), published in [New Scientist](#), 13 June 2020, No. 3286.