

Two days later, [in January, 1954] at North Bay, I talked with Flying Officer William Scott, in charge of the RCAF Filter Center. Scott told me he took the flying-saucer reports seriously.

"We've received several for which there is no normal explanation," he said. "Whatever the UFO's are, they're worth our serious consideration."

The next day at Ottawa I met W. B. Smith, head of Canada's flying-saucer Project Magnet. I had known Smith/ since 1950, when he told me that Project Magnet reports indicated the saucers were interplanetary. During my visit Smith showed me the Shirley Bay flying-saucer observatory. The equipment included an ionospheric reactor, an electrical device for measuring sound, a gamma-ray detector, and a gravimeter.

During my visit I told Smith what I had learned since we last talked.

"There's one thing that bothers me," I said. "Remember, in 1950 we thought the saucers must be remote-controlled -- that is the ones which made such sharp turns and speeded up so fast." I told him about the Pearl Harbor report. "The creature which the Navy pilot saw must have been able to withstand a terrific number of G's." (One G equals the normal force of gravity).

"There have been some new developments," said Smith. "I still believe the discs are using electromagnetic power. Besides the earth's magnetic field there are tremendous forces in space which could be tapped. It has been proved now that the sun is a magnet like the earth. Undoubtedly all suns and planets are surrounded by magnetic fields. There are millions of volts in the cosmic clouds of space. This has been proved by the cosmic ray bombardment of the earth's atmosphere."

Smith paused. "The new point is this. The discs may create their own gravitational field -- that is, they could nullify the pull of the earth's gravity. If this is true, then living creatures on board could withstand sharp turns and swift accelerations. Actually, they would feel nothing un-

usual, for the force propelling the discs would apply simultaneously to every object and every being aboard. They could turn sharply at 5000 miles an hour and never know it."

But for Smith's background and his important position with the Canadian government I might have discredited the idea. The "anti-gravity shield" had been used as a device / in hundreds of science-fiction stories, but I had never taken it seriously. As a pilot I knew of the powerful G forces in even such ordinary manoeuvres as pulling sharply out of a dive. More than once I had felt myself rammed down in my seat with my vision blurred, though I had never blacked out completely. The idea of a violent turn at 5000 miles an hour, without even feeling it, was fantastic.

Smith looked at me with a dry smile.

"Don't take my word for it. Ask some of your scientists down in the States -- that is, if you can get them to talk. I think you'll find your government is working feverishly on it."

"Well, it is hard to believe," I said. "If it's true it would certainly change the entire picture."

"Part of the picture," said Smith. "For instance, you might have a being from a planet like Jupiter, where the gravity is two and a half times the earth's. Such a creature would be accustomed to tremendous gravitational pull. Here on earth, if he took a step, he might bounce 30 or 40 feet in the air, the way you might do on the moon if you didn't wear weighted shoes. But in a space ship the gravitational field could be made identical with that of any planet. So your Jupiter 'man' or a creature used to a very light gravity like that of Mars, wouldn't feel any effects at all."

"Could there be any other effects?" I asked.

"Yes. There's one that ties in with the saucer's silence, why there's no sonic boom when saucers go through the sound barrier."

"If they're fairly high," I said, "you wouldn't hear a boom anyway."

"Yes, but if the discs do have their own gravitational field, then you wouldn't hear a sound at any altitude."

"Why?" I asked.

"Because the saucer wouldn't hit the sound barrier with a hard impact like a plane. Instead, the air close to it would / be dragged along with it by the gravitational field. So there would be a cushion of air molecules around the saucer when it came to the barrier. Besides this, I believe there will be a corona discharge ahead of the saucer caused by the electromagnetic propulsion. This would lessen the transmission of sound waves."

Next day at the Department of Transport Building I had a brief talk with Deputy Minister Baldwin. He told me that flying-saucer sightings were classified by the Canadian Defense Research Board.

"I'm surprised they didn't keep the Shirley Bay Station under wraps," I said.

"Perhaps it would have been better," said Mr. Baldwin. "It received more publicity than anyone expected."

Mr. Baldwin refused to tell me his opinion of the saucers. "However," he said, "this Shirley Bay Station may give us the answers. At least we're making a serious effort to learn what the saucers are."

After leaving Baldwin's office, I wondered whether I should have asked about the Kinross case, since Canadian flyers had been involved in the search. Instead, I decided to question Smith. As head of the telecommunications section, in charge of radio and TV monitoring, he was naturally an expert on radar.

First, I put it to him as a hypothetical question.

"Suppose you saw the blips of two aircraft -- both at the same altitude -- suddenly merge on a scope. What would you think?"

"Obviously the two planes collided," Smith answered promptly.

"If someone told you," I said, "that the two blips were actually from objects miles apart, what would you say?"

"I'd say he didn't know anything about radar," Smith replied. "Why? What's this all about?"/

"It was a saucer chase." Then I explained what had happened.

When I told him about the plane's disappearance and the Air Force explanation -- that the GCI operators had misread the scope -- Smith gave me an odd glance.

"Very curious, very curious," he said. He glanced thoughtfully out into the wintry sky.

"Well," I said, "exactly what do you think happened?"

Smith looked down at his desk for a moment.

"Because of the statements your Air Force has made," he said slowly, "I'd rather not try to answer that."

D. E. Keyhoe, The Flying Saucer Conspiracy (New York: Henry Holt and Co., 1955), pp. 94-98.

214 Kent Road,
Alexandria, Va.
Dec. 2 1954.

Dear Wilbert:

Hope you'll accept my profound apologies for the long silence. So much has happened -- mainly my wife's illness, which kept me from writing, even important letters. My book has been delayed badly, but it may be fortunate, since so many new things have happened.

I'll go back to your Sept. 6th letter, first. I heard about the Shirley Bay station, and I was not sure whether it was a cover-up - the official announcement -- or not. I still am not certain, since you would obviously not be in a position to say anything about it. What makes me more uncertain is the fact that you did get a gravimeter reading that day. If the station had shown up something, it might be a reason for putting down the lid. Also, your Government could have been asked to make the statement, by someone in the Pentagon -- they are really clamping down, here. But ~~xxxx~~ naturally I expect no confirmation on that.

Mr. Young did give me some information, in regard to the Maine business. I started some action with a Navy contact, to find out if there was a Navy assst security officer named Hudson. I turned out the name is Hutson, and I learned that ~~he was~~ was up in Maine, apparently at the request of Admiral Knowles. However, Hutson told my contact -- or so I was told -- that it hadn't been important -- it was merely linked with a medium. I didn't comment, but privately I wondered why the Navy should send a lieutenant-commander up there on any such errand, unless they thought it was important. Not knowing the whole story, I can't judge carefully, of course.

Mr. Young also said he'd been checked by the FBI, at Chicago. I'm positive I did not mention his name, to my Navy man. The only other way it could have been learned, in connection with me, would have been if my phone were tapped. It's been suggested several times -- Frank Edwards once was sure of it -- but I don't know. If the matter is as serious as I now believe, it's quite logical that they'd check on any ~~xxxx~~ thorough investigator, especially one who had considerably strong contacts.

I notice that APRO (you probably know the publication) carried your gravimeter report, dated as of August 8, 1954. Is that correct? I suppose you released the story; I'd like to be sure, so I can quote it accurately. APRO must have picked it up from a newspaper.

Has any word come out on the Avro "saucer"? I heard it was already flying; another rumor said it had been dropped.

Another investigator and I have turned up positive evidence as to the seriousness with which our Defense Dept. views the UFO situation. I can't put details in writing, but if you come down here I'll pass them along. I can say this -- it has entered a new phase. They are now carefully watching any press or radio people who make any intensive investigation -- and in one case at least, they have either given out some important facts, officially and deliberately -- or else they have tried to mislead the man and get him out on a limb. (And incidentally me, since he was passing all the "revelations" on to me.) There are new orders out, to pilots, stressing secrecy. And some special intelligence unit is now practically running the show, keeping all the rest in the dark as to developments.

You've probably seen the foreign reports; some of them are official, and I find that the English Air Ministry is now quite concerned, especially over some strange radar reports.

Do you have any new ideas -- or information? I'll promise not to reveal any source, or identifying details, if you wish.

I have one report, which I won't believe without confirmation despite my knowing the source as honest. He says that Allis-Chalmers Co. representatives revealed that there had been a number of strange generator failures in a narrow zone running through two or three States. And that later it was found that a huge UFO had flown that same course, at a fairly low altitude. ~~Some~~ he also talks about a unipolar source of power, quoting some electrical engineer in Michigan.

But he also cited one thing you mentioned a while back -- a new AF station in Arizona (or New Mexico.) I haven't found any definite proof, but I understand that they have a large secret station there, solely ~~pass~~ in connection with propulsion experiments -- trying to get the secret of the UFO propulsion, so it can be duplicated. Do you know about this station and where it is, and the general purpose? My source also said it is now a back-and-forth race with Russia for the secret -- which I can well believe.

What do you know about the "blue rain" incident, Sept. 24, 1954, near Ramore, Canada? I think it is in Ontario... I have a long newspaper account saying an OPP constable saw a shining elliptical object in the sky, just before the blue rain fell. When he saw the thing apparently disintegrate in a shower of light particles. The blue rain was tested by health officials and a sample sent to your Nat. Res. Council. Do you know any results?

One other item. A 34-year old man in Canada, a member of the AFRO group, got -- perhaps two months ago -- what he thought was a fragment from a UFO, or something dropped by one. He was trying to have it analyzed, according to what he told AFRO. Then silence. A month later, he wrote, and acted almost terrified. He implied he'd been "visited" by authorities who took the fragment, told him to keep still and evidently told him something about the seriousness of the UFO situation. Personally, I don't buy it without more proof. I do know, however, that several people supposed to have fragments have suddenly clammed up and intimated they were "visited" and told certain disturbing facts. I can see that officials

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There is a picture in this morning's Washington Post, showing a small group of Sicilians gazing up at two "flying saucers" -- the UFOs loom up in the picture, not just small round spots. They look like elliptical shaped devices with a projection below, instead of on top, where they are often described. If it is a faked photo, it is very well done; the group of Sicilians portrays rapt interest, and the two UFOs look like solid objects, of considerable size (thought of course the size can't be estimated, with nothing for a reference point.)

I am convinced that this thing has gone into a very important new phase, and that it is worrying a lot of officials. How much longer they can sit on it, I don't know. I was sure they couldn't keep it quiet this past summer, but they did.

Incidentally, and off the record for the time, our Air Force had to order one of their Intelligence colonels to retract some false statements he made about me and about my book. He told three people none of my AFIC cases was cleared, that none of the material in the book was ever cleared by the Air Force, that the Utah pix didn't exist and that I was in effect a liar and a fraud. At least, that's what they said he said, and he had to admit talking with them -- which in itself is against AF orders about UFOs. I threatened a suit for slander and AF Intelligence HQ -- Gen. Samford, I assume -- ordered this colonel to write a retraction. I have a copy of it -- he was told to send one to me -- and I am now going to ask for an ~~apology~~ apology (the letter was written to one of the ~~men~~ three witnesses.) I have proof of other AF attempts to smear me -- they may seem unofficial, but it constitutes a policy, I think, by a certain group. I shall expose the entire thing in this coming book -- that is, if I ever get it done.

I hope you will have some new information, but regardless of that, I shall be glad to hear from you. And I hope you get down here some time relatively soon-- before I finish the book, anyway.

Please give my regards to your wife; I still remember my visit with great pleasure, and I hope to see you both, either here, or up in Canada some time.

With best wishes,



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Major, U.S. Marine Corps, Ret.

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