

**Air Services
Telecommunications Division**

OTTAWA, Ontario, November 24, 1950.

Dear Major Keyhoe:

The draft of your proposed article in True Magazine was referred to me through our Embassy in Washington. I certainly appreciate your willingness to let us see this advance document and comment upon it.

I feel, however, that the presentation might cause considerable embarrassment to the Canadian Government since they would be required to make some sort of official statement shortly after the release of the article which they are not, at the present time, in a position to do.

I have no objection whatsoever to the publication of the actual information contained in your article but I would much prefer that it be presented as an engineering opinion rather than the product of a definite project. I am sure you will appreciate this viewpoint since, as you know, our investigations have not progressed to the point where we can say conscientiously that we know the answers.

I have taken the liberty of redrafting the first five pages of your article to the asterisk marked at the top of page six. I sincerely hope that you will accept this suggestion in the spirit in which it is offered.

Yours truly,

(W.B. Smith)
Senior Radio Engineer

OTTAWA, Ontario, November 24, 1950.

MEMORANDUM TO DOCTOR O.M. SOLANDT:

I am returning herewith the draft article by Major Keyhoe, together with a proposed revision of the first five pages and a letter to Major Keyhoe.

I would suggest that the article, as revised, be scrutinized by others in the group and any amendments which they may suggest to be incorporated in the revision. I am quite sure that Major Keyhoe will accept the revised material in the same spirit in which it is offered and furthermore that the publication of this material, if permitted by the United States Research and Development Board, would be in the public interest.

(W.B. Smith)
Senior Radio Engineer

DRAFT OF PROPOSED REVISION OF "TRUE" ARTICLE ON
FLYING SAUCERS.

A group of Canadian scientists has been working for some time on certain problems connected with the earth's magnetic field. These investigations appear to point the way to a new technology in magnetics, and if the initial conclusions are correct, they offer a ready-made explanation for many of the striking features which have been reported in connection with the sightings of flying saucers. The basic premise is that it is possible to produce a magnetic "sink" within the earth's field; that is, a region into which the magnetic flux will flow at a controlled rate, giving up some of its potential energy in the process. Such a sink would have many interesting properties, such as the following;

1. Electrical power could be obtained from the collapse of the earth's magnetic field into the sink.
2. Powerful reaction forces could be developed in a conducting ring surrounding the sink and off-set from it, sufficient to support a suitably designed ship and to propel it.
3. If the rate of flow of magnetic flux is modulated the resulting magnetic disturbance

could be used for communication purposes.

It is curious to note that most of the descriptions of flying saucers are in accordance with the design which would be necessary to exploit the properties of a magnetic sink. For example, the saucers are described as consisting of a large circular disc, slightly dished, with a small central cabin. In this case, the sink could be located in the upper central part of the cabin, and the collapsing field in cutting through the surrounding metallic ring would induce in it an electric current which would react with the magnetic field which induced it, producing a force which would have a substantial vertical component. Support and propulsion of the ship would then be a combination of this resultant force, the airfoil action of the disc, and the interaction between eddy currents induced in the disc by its rotation and the main field.

Rotation of the disc may be either deliberate, for the induction of eddy currents or may be incidentally caused by the electron drag of the very large current circulating around the disc. In any case, there is good observational evidence that the disc appears to rotate.

Since the lift on the saucer will be proportional to the product of the earth's magnetic field and the field produced by the current induced in the disc, it follows

that when the saucer is accelerating upwards, a greater force is required and hence a greater circulating current. If the circulating current is sufficiently large and the cooling of the disc is inadequate, it may become red or even white hot, which is in line with several reported observations. Also, under certain conditions of operation a very high voltage may be built up between the center and rim of the disc, which could result in a corona discharge through the surrounding air if the saucer were at a sufficiently high altitude. Such a discharge would resemble the northern lights but would be very much more intense. This also seems to be confirmed by observations.

Navigation of such a flying saucer would be a very complex process indeed. In the first place the earth's magnetic field makes all sorts of angles with the horizontal, depending upon geographical latitude, and upon peculiar local conditions. Thus, the direction of the force which results from the interaction of the earth's field and the field of the disc may be in almost any direction. Furthermore, the tilt of the saucer to get the reaction force in the wanted direction most probably will result in aerodynamic forces in some other direction. Navigation therefore would resolve into a determination of the field direction, comparison with the direction in which it is

desired to move, and an analysis of the aerodynamic forces which would result from such a motion, and a suitable correction in the initial tilt of the saucer and flow of magnetic flux. It is doubtful if a human pilot could manage to do all this at the speed which would be necessary to manoeuvre a saucer at the speeds and through the intricate motions which have been observed. It is therefore highly probable that the saucer control systems are semi if not fully automatic, and most likely a push button effort.

There are many reports of saucers hovering in one spot for some time. For a saucer designed to operate as described, this would probably be its easiest manoeuvre, as it would be necessary merely to adjust the flux flow and tilt until the resultant force exactly balanced the weight of the saucer. There would be little or no aerodynamic problem in this case.

The only sound which would be expected from such a saucer would be a swish as of any object passing swiftly through the air, plus any incidental noises which might originate with the internal machinery of the saucer. There would be no roar of engine exhaust or jets, or beat of propellers, or other noises usually associated with aircraft.

It would be quite possible for a saucer such as has been described to leave vapour trails if it happened to pass through a region of supersaturated air, with a sufficient voltage on the disc to produce a corona discharge. The ions produced by the discharge would form nuclei for the condensation of droplets of water or crystals of frost, and the path of the saucer would be marked by the resulting visible cloud.

There is no indication that the accelerations to which a saucer crew would be subjected would be any different from the accelerations experienced in any other type of aircraft going through the same manoeuvres. Those authorities who have been consulted say that even Einstein's Unified Field Theory does not indicate that gravity can be neutralized or the inertia of matter overcome. Where saucers have been observed to execute close turns and other manoeuvres which would result in large accelerations, it is most probable that such saucers are remotely controlled and do not contain living matter as we know it.

Air Services
Telecommunications Division

SECRET

OTTAWA, Ontario, January 3, 1951.

Dear Gordon:

I would like to bring you up to date in our magnetic program and also request from you any information which you have been able to obtain along these lines since we last discussed the matter.

We have three engineers working full time on the program, together with two technicians, with concentrated effort on the magnetic sink. Progress is, of necessity, slow because of the physical labour involved in making the various set-ups and measurements necessary.

Full co-operation is being given by Defence Research Board and National Research Council although at this stage in the work there is not a great deal that they can do beyond assisting in some of the machine work and providing materials and instruments. The holiday season of course made quite a hole in our program as no one felt inclined to put forth a maximum effort at that time.

I understand that Doctor Solandt was in Washington for sometime recently but I have not had a chance to speak to him since he returned. I do not think that he uncovered anything of significance or he would have passed the information along to us. It is possible that Mr. Wright may be able to add something.

Incidentally, our program is now official within the Department of Transport and is known as Project Magnet. It is classified as secret until such time as we know where we stand. Doctor Solandt has requested that we respect fully the United States classification on these matters.

Doctor Solandt referred Donald Keyhoe's draft article to me for comment. I took extreme exception to the first portion of the article which dealt with material which we had discussed, and in order to preserve our position I took the liberty of redrafting the first part of this article.

I returned the article with the revision to Doctor Solandt together with a letter to Keyhoe explaining my action. I also asked Doctor Solandt to show the article revision and letter to the others in our group for their comments and any further revisions which they might consider in Canadian interests.

I have heard nothing further in regard to the Keyhoe article and I was wondering if you could throw any light on the subject. I imagine that it has long since been returned to the Canadian Embassy in Washington after which I understand Keyhoe was to take it to Doctor Bush for clearance. I do not know what Doctor Bush's reaction will be to the material contained in the major portion of the article and my revision, but his reaction should certainly be interesting and I would like you to have a talk with Keyhoe sometime at your convenience to ascertain this point.

I trust that you had a completely satisfactory Yuletide season and kept up the tradition of Canadians in Washington.

Yours sincerely,

(W.B. Smith)



SECRET

1746 Massachusetts Avenue, N.W.,
Washington 6, D. C.

January 6, 1951

Dear Wilbert,

Thank you for your letter of January 3. I was glad to hear how well you were progressing with arrangements for Project Magnet and I hope that this will give you ample opportunity to proceed with your research.

There is very little more that can be done here for the present. The official position is still that nobody knows anything about the matter here at all. We are, of course, keeping our ears and eyes open and if anything does develop you will probably hear through the Wright and Solandt channel. On the Ambassador's instructions no one in the Embassy, apart from Wright and myself, is to discuss the matter with anyone.

I shall be glad, of course, to act as a post office and I think it would be useful to keep this channel open.

I have not yet had an opportunity to meet Keyhoe but I can easily do so through Bremner, and I will make an exploratory contact in the near future. I did not see his article after it was referred to you. I can appreciate your annoyance with the first two or

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W.D. Smith, Esq.,
Air Services,
Telecommunications Division,
Department of Transport,
Ottawa, Canada.

three paragraphs. The article was returned to Keyhoe through Wright and he has not seen it since nor has he heard anything from Bush or what Bush did. I may be able to get something more on this angle after seeing Keyhoe.

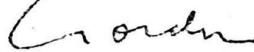
Is it possible to get "True" in Canada or should I send you a copy when and if the article comes out?

The Ambassador and I would be particularly interested in any indication you may have heard when you were here on the possibility of an official U.S. Government statement. It is this political angle with which I will be principally concerned. Anything you can do to help in this respect will be welcome.

There are a number of matters which I would like to discuss with you and if I manage to get up to Ottawa anytime in the next month or so I will make a point of getting in touch with you.

Thanks very much for your Christmas card. I hope that your celebrations were as alcoholic as ours.

Yours sincerely,



Gordon E. Cox.