

Messrs. Wood: re your just-issued e-mail update, quoted below:

<Four documents come directly from the National Archives or were released through the Freedom of Information Act process, and are listed here in chronological order:

FROM NATIONAL ARCHIVES AND RECORDS ADMINISTRATION (NARA) - COLLEGE PARK, MARYLAND

Intelligence Advisory Board, 14th Meeting, 17 July 1947 (20k)
http://www.majesticdocuments.com/documents/archives/pdf/iab14meeting_17july47

From Record Group 353, Entry 411-413, Box 96, Interdepartmental committees, comes a revealing memo concerning the Intelligence Advisory Board. The Central Intelligence Group (CIG) had an Intelligence Advisory Board, which held its 14th meeting on Thursday, July 17, 1947. The agenda memo shows one blacked-out agenda item, number three, and none of the associated tabs are yet declassified. This would have been the first official meeting of the IAB after the reported July 1947 crashes of UFOs in New Mexico, and logically the event(s) would likely have been discussed. This document does not preclude that conclusion, and the question remains open: Why is this material classified to this day - more than half a century later?<

Assuming neither of you has yet to seek from the CIA/NARA/USAF a "mandatory declassification review" of this document and its tabbed enclosures, I plan to ask my congressman to request, on my behalf, that the responsible agency(ies) conduct that review in accordance with the applicable statute. Once each proponent agency acts upon the congressman's request, I then would submit an FOIA request for all agency-generated records pertaining to the ensuing review (or decision not to conduct the review). That request also would reiterate the original FOIA quest for full disclosure of the document. Eventually, through the appeals process, I would be in a position to have my attorney, Mark S. Zaid, pursue the matter through the courts. This pursuit might at least entice the judge to perform an in-camera inspection of the censored material. And, of course, the resultant public airing of the issue might induce some Deep Throats to come forward with further smoking-gun leaks.

What say you about this strategy? -- OO

P.S. Would you please forward this message to Timothy Cooper (for whom I apparently have an obsolete e-mail address)? Thanks.

Joseph H. Short Dies; Truman's Press Secretary



Associated Press wirephoto
Joseph H. Short Jr. during a
news conference in Key West

**Ex-White House Reporter
Succeeded Charles Ross
2 Years Ago; Was 48**

From the Herald Tribune Bureau
WASHINGTON, Sept. 18.—Joseph H. Short Jr., forty-eight, press secretary to President Truman since Dec. 18, 1950, died tonight at his home in Alexandria, Va., apparently of a heart attack. The White House announced that he had died at 7 p. m., but did not specify the cause of death.

Mr. Short's predecessor, Charles G. Ross, a long-time friend of the President, died at his desk at the White House Dec. 5, 1950, of a heart attack attributed to overwork.

The White House said Mr. Short was taken ill the evening of Sept. 9 after putting in a full day at his desk. Friends said tonight that the press secretary felt he might be suffering from a heart condition and went to George Washington University Hospital that night for exhaustive tests. It was said no definite condition was identified, but he kept running a slight fever.

Mr. Short returned to his home last Monday. Associates said he was cheerful and kept in daily touch by telephone with his office. This evening he dined with his wife, the former Beth Campbell, and their children, Alexander, Stephen and Victoria. Mr. Short was reported to have retired upstairs and collapsed soon after dinner.

Mr. Short was the first newspaper man in history to go directly from the White House press room into the \$18,000-a-year press secretary's post. He made the transition for two reasons: He was a close friend of the President, even as a White House correspondent, and he was a good newspaper man. At the time, he was White House correspondent for "The Baltimore Sun."

Close to Truman

The tall, courtly reporter's closeness to Mr. Truman, whom he had known since the President was Senator from Missouri, was exemplified when Mr. Truman met the press the day after his surprise victory in the 1948 election. Mr. Short had been called back to Baltimore by his office and was not on hand to greet the jubilant Chief Executive.

"Where's Joe?" were the words with which the Presidential news conference opened.

Mr. Short had a hand in the dissemination of all momentous stories that have broken at the White House for nearly two years. Perhaps his most memorable assignment was the release of the news that the President had dismissed General of the Army Douglas MacArthur. He announced the action to dazed reporters hastily summoned to a news conference at 1 a. m. April 11, 1951.

A White House reporter for more than a decade when he took the press secretary's post, Mr. Short met his wife in the course of his duties there. He was covering the late President Roosevelt for the Associated Press and Miss Campbell was the A. P. reporter assigned to Mrs. Roosevelt. They were married Dec. 27, 1937.

Born in Vicksburg, Miss.

Born in Vicksburg, Miss., on Feb. 11, 1904, Mr. Short was the son of Joseph Hudson Short and Irene Elizabeth Short. He was the grandson of two soldiers, one who fought with the South and another with the Union in the Civil War. He thought he wanted to be a soldier too, but after he was graduated in 1925 from Virginia Military Institute he went into newspaper work immediately as a reporter for "The Jackson, Miss., Daily News," at \$20 a week.

Mr. Short later worked on "The Vicksburg Post and Herald" and "The New Orleans Times-Picayune" before joining the Richmond bureau of The Associated Press in 1929. He entered the A. P. Washington Bureau in 1931, and remained there until he joined "The Chicago Sun's" Capital staff in 1941. He joined "The Baltimore Sun" in 1943.

Soft-voiced and friendly, the lean, bespectacled Mr. Short was widely known and respected among Washington correspondents. In 1948, he was elected president of the National Press Club.

Initiated in Senate work, Mr. Short's close friendship with Mr. Truman really began during the 1944 election campaign, when he was assigned to the campaign train of the then-obscure Vice-Presidential candidate. He rode with the nominee through most of the rigorous ten-speech-a-day routine, with only four other reporters in the permanent party. The so-called "campaign train" was only two special cars that were shunted from train to train, according to the dictates of the schedule.

Mr. Short always considered the 1948 campaign, on which he rode every mile of the way with the President's train, his hardest, biggest and most interesting assignment as a reporter. He was one of the few reporters who were not convinced that the President was doomed to lose despite his aggressive fight for re-election.

As a reporter and later as a White House aid, Mr. Short was renowned among newspaper men as a chronic worrier, fretting about the inevitable details that aren't available when deadlines come around.

RECEIVED NICAP SPECIAL BULLETIN

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NICAP EVIDENCE READY FOR CONGRESS

Documentary proof of the AF cover-up on UFOs has been prepared by NICAP for seven Congressional committees. Key points in this documentary evidence include:

1. Proof that the AF secretly ordered an airliner carrying passengers to leave its assigned course and chase a UFO.

2. An extract from an AF Intelligence Report describing mysterious UFO "explosions" near an AF transport over the Pacific, and the transport captain's opinion that the plane had been "shot at" by some unknown object. This report also cites unsolved disappearances of AF transports in the same area and states that the crewmen who saw the "explosions" appeared to have linked this action with the previous disappearances.

3. A new public statement by Major Dewey Fournet, USAFR, who as an Intelligence officer was assigned to monitor the UFO Project "Blue Book" for AF HQ. Major Fournet, now a NICAP Board member, has just confirmed the existence of a document the AF has repeatedly denied.

The Top Secret Estimate of the Situation drawn up in 1948. This hidden document was first publicly cited by Capt. E. J. Ruppelt, former head of the project. Ruppelt revealed that the secret official conclusion was that the UFOs were interplanetary spaceships. Numerous members of Congress, also members of the press and NICAP, have been flatly told by high AF officers that no such document ever existed. Major Fournet's new confirmation will probably have an important effect on Congressmen who were given the official denials.

4. The censored page of the Armstrong Theater script on UFOs. This page contained a disclosure about the 1948 Top Secret conclusion and other hidden AF opinions about UFOs, first approved by the Armstrong Theater writer for broadcast by NICAP's director. This important section was stricken from the NICAP script at AF insistence, along with other important evidence.

5. Hidden UFO sightings from confidential sources, including: An encounter with a giant flying-disc, by a Navy plane over the Atlantic; a close-up observation by a Navy commander who admitted the sighting had scared him; a sighting by a well-known scientist and some of his staff; an encounter with a rocket-shaped UFO by pilots of a Navy squadron, with subsequent orders by the Air Force to keep it secret.

6. Contradictory AF documents and letters which fully prove that the facts have been kept from the public.

Several of the preceding items, among them surprising proof of the secret airliner chase, the hidden cases and the Pacific mystery report, are included in the new book *Flying Saucers: Top Secret* by the Director of NICAP. This is a

(see next column)

FORMER CIA DIRECTOR SAYS UFOs UNDER INTELLIGENT CONTROL NICAP Majority Conclude Objects Interplanetary

In his first public opinion on the nature of UFOs, Vice Adm. R. H. Hillenkoetter, former head of the Central Intelligence Agency, has stated that the "unknown objects are operating under intelligent control." Speaking as a NICAP Board member, Adm. Hillenkoetter said it was high time the secrecy was ended.

"It is imperative," he said, "that we learn where the UFOs come from and what their purpose is." Commenting on official sighting reports in World War II and the years immediately afterward when he headed the CIA, he added: "I know that neither Russia nor this country had anything even approaching such high speeds and maneuvers."

Also for the first time, the majority opinion of the Board and Special Advisers has now been released:

The unknown devices reported by reliable observers are intelligently controlled machines from outer space.

Joining in this opinion were the following:

Board members: Dr. Marcus Bach, Rev. Albert Baller, Mr. Frank Edwards, Col. R. B. Emerson, Rear Adm. H. B. Knowles, Prof. Charles A. Maney. Special Advisers: Norman Bean, chief of engineering, WTVJ, Miami; Albert M. Chop, former AF information official on UFOs; A. L. Cochran, electronics expert; Samuel Freeman, former AF major; Frank Halstead, for 25 years curator of Darling Observatory; Dr. Leslie Kaeburn, chief of bio-electronics, Univ. of Southern California; Prof. N. N. Kohanowski, Univ. of N. Dakota; Capt. R. B. McLaughlin, Navy missile expert, and Capt. W. B. Nash, Pan American Airways.

detailed, behind-the-scenes story of the Committee's fight to end UFO censorship and determine the facts. Some of the basic incidents are known to members, though more details are given than was possible in condensed NICAP publications. In addition, there are several discoveries which were held for the documented report to Congress, including the officially approved script prepared for closed-circuit use at Lackland AFB, which fully admitted that UFOs are interplanetary devices.

(In the following months, the main topics of this book will be reported, in digest form, in the *UFO Investigator*, and if space permits also in NICAP bulletins, so that members can learn the essential facts without securing the book.)

(To date, we still do not have a majority vote on the question of purchasing the above-mentioned book through NICAP, at a discount. If a decision is reached before we go to press, a bulletin will be inserted on another page.)

Menzel Admits He Did Not Get UFO Facts

Dr. Donald H. Menzel, harshest skeptic of UFO reports, has admitted that he failed to get all the factual evidence before debunking important sightings.

In a discussion with NICAP's director, on the Garroway program of May 16, the head of Harvard Observatory conceded that he did not have the detailed AF reports when he labeled many UFOs as mirages and illusions. He said he found the AF would have muzzled him if they gave him the cases. Before this interview, Menzel had publicly scoffed at charges of AF censorship.

During the TV interview, it was also revealed that the chief AF consultant on UFOs, noted astronomer Dr. J. Allen Hynek, had labeled Menzel's UFO explanations as "not a serious treatise." Anyone looking for a serious study, stated Dr. Hynek, would be disappointed.

In 1958, a high AF official wrote Rep. Carl Vinson that Dave Garroway had agreed to help put the UFO story in "proper perspective," obviously implying aid in debunking the subject. But during a moment off camera, Garroway told Menzel that he was one of the "believers." In addition, one of Garroway's staff said they had no knowledge of any promise to help debunk UFOs. Rep. Vinson is being informed of this apparently false statement by the AF.

"Argosy" Exposes UFO Secrecy

This June issue of *Argosy* contains a documented expose of AF censorship, including photographed sections from AF Reg. 200-2 and JANAP 146. By-lined "as told to Harold Salkin" by NICAP's director, the article also includes new details of the AF censorship imposed on the Armstrong Theater staff during rehearsals for the January 1958 program "UFO-Enigma of the Skies."

Because of the unfortunate U-2 "spy plane" publicity, a long-planned Washington press conference, to get these new UFO revelations into the newspapers, had to be canceled. If expected developments materialize, an important news story will probably go on the wires within a month. Meantime, all NICAP members are urged to inform their local newspapers and broadcasting stations of the key items in this bulletin.

THE INSIDE SCOOP ON HARRY S TRUMAN'S UFO VIEWS

A full-page ad in the Feb. 19th issue of the newspaper USA Today is of interest. It was placed there by the International Space Sciences Organization, which is in reality millionaire saucer enthusiast Joe Firmage. Fourteen celebrities or public figures are quoted as to their positive feelings about UFOS. The ad is nicely done, but unfortunately several of the quotes are misleading or taken out of context.

The most extreme example of this is the quote from Harry S Truman which reads: "I can assure you that flying saucers, *given that they exist* (italics ours), are not constructed by any power on earth". This statement is from a 1950 White House press conference and sounds very impressive, except that the phrase in italics is the key part. We had a brief private meeting with Truman in 1954, after he was out of office, and the quote he gave us regarding flying saucers was simply "I've never seen a purple cow, I never hope to see one ... He refused to add to that statement.

Several years later we attended a Truman press conference (not at the White House), and received similar negative responses from the ex-president in answer to our UFO-related questions. Naturally we never asked about Roswell or MJ-12, as these were still unknown to the public at that time.

This Truman story is one of the items we were saving for our forthcoming book with Karl Pflock, but it looks like the millennium may end before said book is ever published. (Our thanks to hard-core non-subscriber Denis Corey for this item.) ...

Matt Graber.

VERY IMPORTANT PEOPLE

Talking About

Many times I have seen flying discs following and overtaking missiles in flight at the experimental base at White Sands, New Mexico, where, as is known, the first American atom bomb was tried out.

(Statement in 1949.)

COLONEL MACLAUGHLIN,
Missile Expert.

I can assure you that flying saucers, given that they exist, are not constructed by any power on earth.

(Press conference, April 4, 1950.)

PRESIDENT TRUMAN.

If we knew who constructed flying saucers we would gladly order a few squadrons.

(Press conference, August 4, 1950.)

GENERAL JOHNSON
(Then Minister of Defense, U.S.A.)

The existence of these machines is evident and I have accepted them absolutely.

AIR CHIEF MARSHAL LORD DOWDING.

Flying saucers have an extra-terrestrial origin. Neither Americans nor Russians are capable of constructing machines of this sort. The charac-

teristics of the discs are clearly superior to present possibilities of science.

PIERRE CLOSTERMANN,
French air ace.

It is possible that these machines come from Mars using the side of the moon invisible to earth as a base.

PROFESSOR WALTER RIEDEL,
Late Director of Peenemunde base.

These extra-terrestrial explorers are separated from us by a gigantic barrier higher than the Himalayas—which is our retarded technical knowledge and our haughty ignorance.

GABRIEL VOISIN,
Pioneer of French Aviation.

It is a phenomena which interests all humanity.

ANGELO CERICO,
President of Defence Commission of Italian Senate.

If they should come from Mars we should not be frightened.

GENERAL TWINING
(During a talk to pilots at Amarillo Base on May 15, 1954.)

FSR Vol 5. No. 5 1959

Archives

Truman quote

The Saucers

I do not think it would be correct to say they come from a planet (that is, from one single planet as General Twining said).

(Press conference, November, 1954.)

PRESIDENT EISENHOWER.

Reliable reports indicate there are objects coming into our atmosphere at very high speeds and controlled by thinking intelligences.

(Press conference, January 16, 1957.)

ADMIRAL DELMER FAHRNEY,

Former American Navy Missile Chief.

The discs use a means of propulsion different from ours. There is no other possible explanation—flying saucers come from another world.

LOUIS BREGUET,

French aircraft manufacturer.

Flying saucers can come from another world.

PROFESSOR HIDEO ITOKAWA,

Japanese scientist.

I believe extra-terrestrial intelligences are watching the earth and have been visiting us for millenia in their flying saucers.

PROFESSOR HERMANN OBERTH.

Flying saucers—unidentified flying objects—or whatever you call them, are real.

U.S. SENATOR BARRY GOLDWATER,

Jet-flying Air Force Reserve Colonel.

I believe the flying saucers come from outer space, piloted by beings of superior intelligence.

WILLIAM LEAR,

President, Lear Inc.

(Makers of Aircraft and
Electronics Equipment.)

At the moment, it is of the first importance to confirm these observations by organising an international programme of observation and collection of sightings. The time is past when the matter can be left to civilian researchers of necessarily limited means, such as Aime Michel. It is the business of governments to take a hand, if only to avoid the danger of global tragedy such as was revealed by the Soviet complaint to the Security Council recently. For if we persist in refusing to recognise the existence of these unidentified objects, we will end up, one fine day, by mistaking them for the guided missiles of an enemy; and the worst will be upon us.

(Extract from preface to book *Flying Saucers and the Straight-Line Mystery*, by Aime Michel.)

GENERAL L. M. CHASSIN,

*General Air Defense Coordinator,
Allied Air Forces, Central Europe
(NATO).*

United Kingdom Scientific Representation in the United States

Official United Kingdom scientific representation in the United States at the present time consists of two principal organizations:-

- (1) The United Kingdom Scientific Mission in the British Commonwealth Scientific Office (North America), and
- (2) The British Joint Services Mission (Technical Services) which, as its name implies, is part of the British Joint Services Mission in Washington.

Joint Technical Services are mainly concerned with defense technology developments in United States Military Research Organizations. Sir Alwyn Crow, C.B.E., is Director of the Joint Technical Services, Land and Air, and Sir Charles Wright, K.C.B., is Scientific Advisor to the Admiral, British Joint Services Mission (Navy Staff).

The United Kingdom Scientific Mission in B.C.S.O., of which Dr. F. N. Woodward is Director (shortly to be succeeded by Dr. W. A. Macfarlane), is the successor agency to the British Central Scientific Office which was established in this country during the war by the U.K. War Cabinet as a wartime measure to develop and maintain liaison in defense science matters between the United States and Great Britain. Similar, but smaller, Missions were gradually established by the Governments of Canada, Australia, New Zealand, and South Africa, and these were associated in July 1944 under the new Name of British Commonwealth Scientific Office. The five separate Missions in the Commonwealth Office, i.e.:-

United Kingdom Scientific Mission
Canadian (N.R.C.) Scientific Liaison Office
Australian Scientific Research Liaison Office
New Zealand Scientific Liaison Office
South African Scientific Liaison Office



collaborate freely in the fields of non-defense science but each retains its full autonomy and independence under the jurisdiction of its parent Government.

The U.K. Scientific Mission is therefore completely independent of the other Missions in B.C.S.O. and neither in principle nor in practice is there any exchange of confidential or other security classified material with other Missions. It is staffed by scientists seconded from United Kingdom Government Departments, all of whom are subject to the provisions of the Official Secrets Act.

The Commonwealth Office was placed on a permanent basis by the U.K. and the four Dominion Governments as a result of the recommendation made by the Royal Society Scientific Conference held in London during the Summer of 1946.

The dividing line between the United Kingdom Scientific Mission in B.C.S.O. and the Technical Services of the British Joint Services Mission is roughly the division of interest between fundamental research and research with military implication, although the United Kingdom Scientific Mission has undertaken, and still does undertake, inquiries relating to certain fundamental scientific investigations for the Service Departments.

The United Kingdom Scientific Mission was for administrative convenience placed on the vote¹ of the Department of Scientific and Industrial Research upon the dissolution of the Ministry of Production at the end of the war. The Department, however, neither has, nor has had, responsibility for defining policy. Its sole responsibility is to service the Mission through its Overseas Liaison Division on behalf of all United Kingdom Ministries and Departments concerned with scientific research and development.

Furthermore, the most stringent precautions have always been taken to insure that no information of American or Canadian origin is passed on to the industrial members of Department of Scientific and Industrial Research Trade Research Associations or to industry itself without the prior permission of the donating authority. Such permission has only been requested on a very few isolated occasions during the past few years.

Responsibility for defining the mission's policy is assigned to the Committee on Overseas Scientific Relations which is answerable to the Lord President of the Council. The Lord President of the Council at present is the Right Honorable Herbert Morrison M.P., Deputy to the Prime Minister, Mr. Clement Attlee. The permanent membership of the Committee on Overseas Scientific Relations includes the principal Government Departments and semi-official Bodies concerned with scientific research and development, viz:

Department of Scientific and Industrial Research
Agricultural Research Council
Medical Research Council
Ministry of Supply
Admiralty
Colonial Office
Lord President's Office
Ministry of Fuel and Power
British Council
Commonwealth Agricultural Bureaux
Royal Society
Universities
Standing Council of Research Associations



Papers of the Committee are sent to the War Office and the Air

¹Included in the appropriation of

Ministry and to all other Departments concerned with scientific research and development whose representatives attend the meetings of the committee when necessary. The Secretariat is provided by the Overseas Liaison Division of D.S.I.R., which is to be regarded as a common agent organised for convenience only within D.S.I.R.

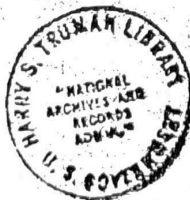
Functions

The main functions of the U.K. Scientific Mission at the present time are briefly as follows:

- (1) Maintenance of close liaison with American and Canadian Government, American and Canadian University, and other research institutions in the fields of fundamental science and non-defense technology.
- (2) Stimulation and maintenance of exchange of scientific and technical information between the Governments of the United States and the United Kingdom.
- (3) Keeping abreast with new developments and changes in policy and organisation on scientific matters in Canada and the U.S.A.
- (4) Answering questions raised by any home Department or Ministry concerned with scientific research and development.
- (5) Procurement of books and chemicals, scientific apparatus, biological materials, etc., for official use.

In addition it assists and serves as a pied a terre for scientists visiting North America on behalf of U.K. Government Departments. A limited amount of assistance mainly as regards arranging itineraries and the giving of advice and introductions is also afforded properly sponsored non-official scientific visitors.

Washington, D.C.
November 23, 1948.



FLYING SAUCERS—THE REAL STORY: U.S. BUILT FIRST ONE IN 1942

Jet-Propelled Disks Can Outfly Other Planes

Observers of "flying saucers" aren't just seeing things. They're real—aircraft that conform to accepted laws.

Sky disks, manned by regular pilots, can hover aloft, spurt ahead at tremendous speed, outmaneuver conventional craft.

No official announcements are being made yet. But about the only big secret left is who makes them. Evidence points to Navy experiments.

The real story on "flying saucers" is finally coming to light. What the saucers are, how they operate, and how they have been tested in U. S., all can be told in detail at this time.

That story, without violating present security regulations, points to these basic conclusions by engineers competent to appraise reports of reliable observers:

Flying saucers, seen by hundreds of competent observers over most parts of U. S., are accepted as real. Evidence is that they are aircraft of a revolutionary type, a combination of helicopter and fast jet plane. They conform to well-known principles of aerodynamics. An early model of these saucers was built by U. S. engineers in 1942, achieved more than 100 successful test flights. That project then was taken over by the Navy in wartime. Much more advanced models now are being built. Just where present saucers are being built also is indicated by evidence now available.

In more detail, the story pieced together from nonsecret testimony of responsible U. S. scientists, private observers and military officials, is this:

Early models of the flying saucer, pictured on this page and the next, were built by U. S. Government engineers of the National Advisory Committee for Aeronau-

tics. Similar flying-saucer projects were begun in Germany and Italy at the same time, in 1942.

The first U. S. model, designed by Charles H. Zimmerman, of NACA, was elliptical in shape, powered by two piston engines and driven by twin propellers. It had a maximum speed between 400 and 500 miles an hour. More important, it could rise almost vertically and its minimum speed for landing was only about 35 miles an hour, a great advantage in military and naval aircraft. And it was far more maneuverable than conventional military planes.

Idea behind those original flying-saucer projects, both in U. S. and abroad in Germany and Italy, was to overcome basic drawbacks of conventional aircraft by new techniques. A plane that could rise almost straight would not need long airfields, could be used from any cleared area just behind front-line troops or from the deck of any Navy combat ship. If that plane, in addition, had great speed and more maneuverability, it could probably outfly any conventional aircraft. In United States, the first model seemed to fulfill these requirements, but the less-

ened stability of the wingless craft required more research.

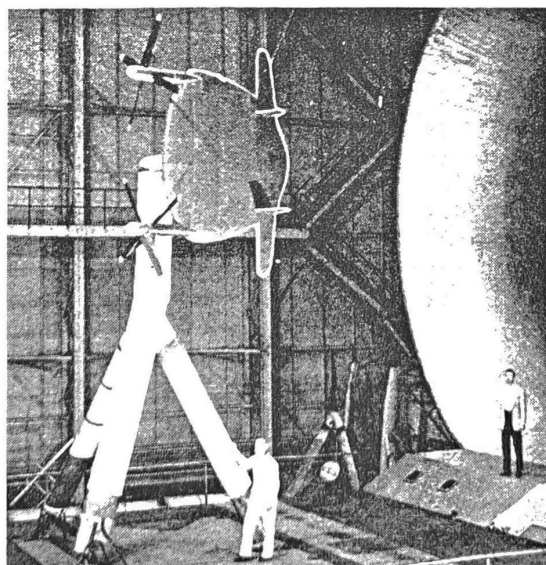
Present flying saucers apparently have overcome this problem of stability by use of very advanced design. An analysis of reports submitted by competent observers show this:

What they look like, first, is described in well-documented accounts. Those accounts show saucers to be exactly 105 feet in diameter, circular in shape. They have what appear to be jet nozzles arranged all around the outer rim, just below the center of gravity. They are made of a metal alloy, with a dull whitish color. There are no rudders, ailerons, or other protruding surfaces. From the side, the saucers appear about 10 feet thick—there are no exact measurements from this angle in publicly available accounts. They are built in three layers, with the center layer slightly larger in diameter than the other two.

That is the picture agreed on by qualified observers of saucers in flight—commercial aircraft pilots, fighter pilots who have chased these aircraft, trained airplane spotters, high-ranking Army and Air Force officers. It is backed by exact measurement made by a group of scientists last April near White Sands Proving Ground base, with instruments set up to observe high-altitude balloons, who suddenly observed a saucer and tracked it for several minutes, thereby getting reliable data on its size, speed, altitude and maneuverability.

How they operate now can be told in some detail, too. Based on this description, the probable technique used by current saucers is explained by a top-level Government aeronautical engineer in this manner:

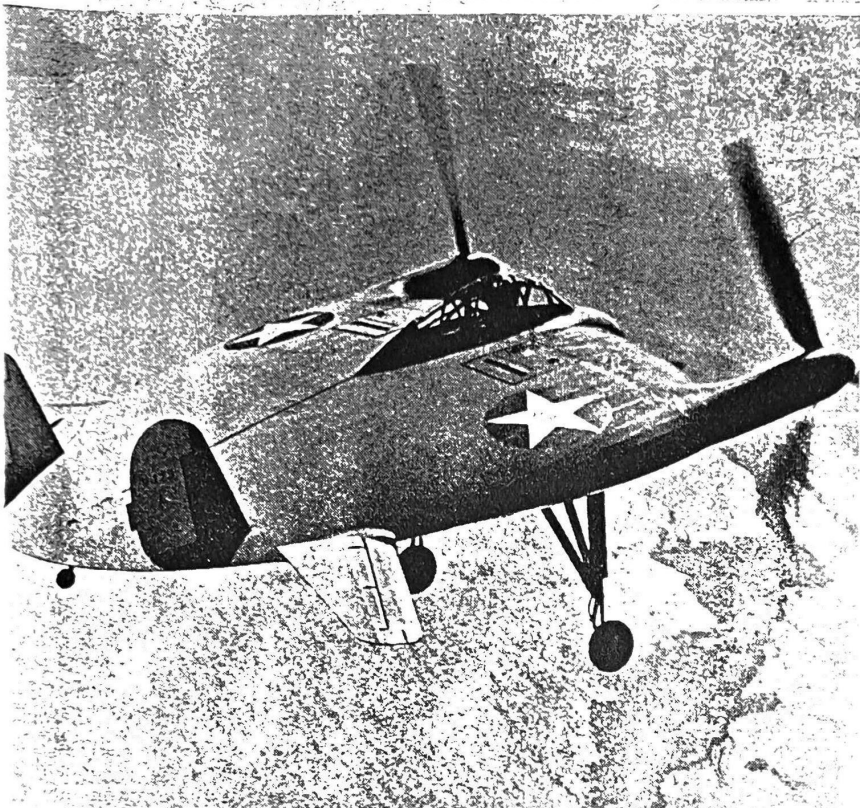
Power for these aircraft, at their present stage of development, obviously is supplied by jet engines. Each saucer appears to have a series of variable-direction jet nozzles around its rim, with a complicated central control system. Fuel used is unknown—the exhaust flame has been observed to be red-orange in some cases, blue in others, miss-



U. S. 'SAUCER'—1942 MODEL

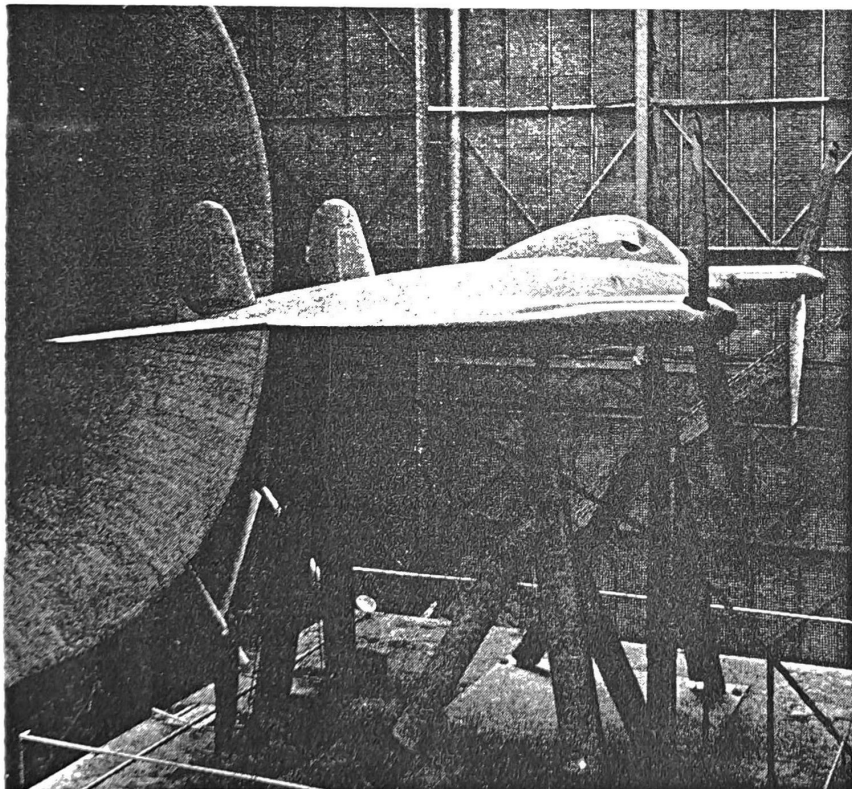
... a combination of helicopter and fast jet plane

FACT: THESE DESIGNS, AND LATER ONES ARE REAL



DISK-LIKE NAVY FLOUNDER PROJECT WAS 'DROPPED'

—U. S. Navy



—NACA photo

MOCK-UP OF EARLY MODEL IS TESTED IN WIND TUNNEL

... latest models are circular, faster, more maneuverable

ing in still others. The saucers appear to have the power to "coast" long distances, thus saving on fuel consumption.

Direction of the aircraft and its velocity, in turn, evidently are controlled by the angle at which the jet nozzles are tilted, the number operating, the power applied. By choosing which nozzles to turn on or off and the angle of tilt, the pilot could make the saucer rise or descend vertically, hover, fly straight ahead, or make sharp turns. A right-angle turn, for example, could be made by turning off the rear jets, turning on the side and front nozzles. Great speed can be obtained by focusing to the rear all nozzles in the after half of the aircraft. With all nozzles pointed downward, the saucer could rise straight off the ground, and, with less power, could descend the same way.

That is the explanation, based on accepted principles of aerodynamics, given by an authoritative engineer as the likely answer to how these saucer aircraft operate. As evidence that this explanation is correct, there are these actual cases of publicly observed saucer behavior:

Rows of window-like openings around the rims of saucers traveling at more than 500 miles an hour are mentioned in several documented reports. In all cases, these "windows" glowed as if they were jet-nozzle openings. The most recent of these reports was made last month by two experienced pilots of the Chicago and Southern Air Lines, who passed within 1,000 feet of a saucer traveling over Arkansas. Another similar report was made by two Eastern Air Lines pilots who narrowly missed colliding with a saucer in July, 1948, while flying a DC-3 over Georgia.

Saucers' ability to hover in mid-air, accelerate at tremendous speed, and then rise almost vertically is described in several reports, one documented by Air Force officers at Fort Knox, Ky. That saucer, seen by dozens of officers at the post, was chased by three military pilots flying fast F-51s. The saucer quickly outmaneuvered the planes.

Speed of one saucer was measured by ground instruments in the White Sands case at well over the speed of sound, indicating the use of a number of jet engines. Cruising speed has been estimated in other cases at 200 to 600 miles an hour.

What it all adds up to is this: Flying saucers being observed in many parts of the U. S. are not mysterious visitors from Mars. They are actual planes, soundly engineered on principles developed by U. S. in wartime. By using this new design, they can do things that no conventional aircraft can be expected to approach.

Who's building the saucers now being observed in test flights over U. S.

is not yet publicly proved until a plane made or until a saucer's home base—because of its jet engine makes take-offs completely safe. But that point to an official inquiry. Official inquiry face of overwhelming saucers are real, however, in December. This inquiry Air Force officials originate and are they, as they were from Russia at the same time that a secret Air Force responsible.

Best use of full craft, however, time not by the Navy. All fleet an air cover, even fare, and a plane copter could be combat ship, no sive aircraft can reason that the cer was purchased the original model. That first full Chance-Vought, by Navy engine was released then dropped. Early cers, thus, cent

Big spending ters in the Navy twice as many Navy last year secret guided—no public account the only Government atomic-energy spent with great

Surface independent search centers guided-missile present flying-project has the dollars, the ground of each saucer-type aircraft remain, despite Navy front of on the big money

But, regarding saucers are being points to a U. S. mean a radical in coming decision of helicopter easily outfly military aircraft. a nearly crash expected to reveal It all points to the end of flying

he saucers appear to coast" long distances, consumption. aircraft and its velocity are controlled by the jet nozzles are operating, the power g which nozzles to the angle of tilt, the saucer rise or de- fly straight ahead, A right-angle turn, e made by turning ng on the side and speed can be ob- the rear all nozzles e aircraft. With all ward, the saucer the ground, and, descend the same

tion, based on ac- rodyamics, given ineer as the likely ucer aircraft oper- his explanation is e actual cases of r behavior:

openings around raveling at more are mentioned in orts. In all cases, l as if they were e most recent of e last month by of the Chicago es, who passed saucer traveling similar report tern Air Lines d colliding with while flying a

ver in mid-air, is speed, and is described in umented by Air nox, Ky. That officers at the military pilots er quickly out-

s measured by : White Sands eed of sound, number of jet as been esti- 0 to 600 miles

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aucers now ts over U.S.

is not yet publicly disclosed. It cannot be proved until a public announcement is made or until a saucer crashes away from its home base—which is highly unlikely because of its jet helicopter action that makes take-offs and landings almost completely safe. But there are these factors that point to an answer:

Official inquiry by the Air Force, in the face of overwhelming evidence that the saucers are real, was called off last December. This indicates clearly that top Air Force officials know where the saucers originate and are not concerned about them, as they would be if these aircraft were from Russia or Mars. These officials, at the same time, denied emphatically that a secret Air Force project is responsible.

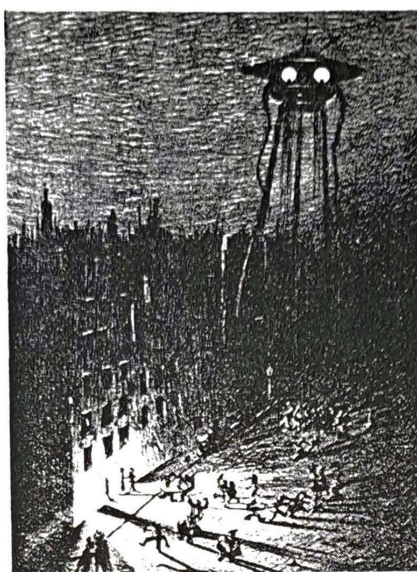
Best use of fully developed saucer aircraft, however, could be made in wartime not by the Air Force, but by the Navy. All fleet operations now require an air cover, even in antisubmarine warfare, and a plane that can rise like a helicopter could be used from any Navy combat ship, not only from big, expensive aircraft carriers. It was for that reason that the first U.S. flying saucer was purchased by the Navy after the original model was tested in 1942. That first full-size aircraft, built by Chance-Vought, was thoroughly tested by Navy engineers. Then a statement was released that this project had been dropped. Early experimenting with saucers, thus, centered in the Navy.

Big spending on missile aircraft centers in the Navy now, too. More than twice as many dollars were spent by the Navy last year as by the Air Force on secret guided-missile research. There is no public accounting for these millions, the only Government funds aside from atomic-energy dollars that still are being spent with great secrecy.

Surface indications, then, point to research centers of the U.S. Navy's vast guided-missile project as the scene of present flying-saucer development. That project has the scientists, the engineers, the dollars, the motive, and the background of early Navy development of saucer-type aircraft. This likelihood will remain, despite any future denials by the Navy front office, until secrecy is lifted on the big missile program.

But, regardless of just where these saucers are being built now, the evidence points to a U.S. development that will mean a radical change in aircraft design in coming decades. In war, this combination of helicopter and fast jet plane will easily outfly any present types of military aircraft. In peacetime, the safety of a nearly crash-proof aircraft may be expected to revolutionize civil air transport. It all points to a big advance in the science of flying.

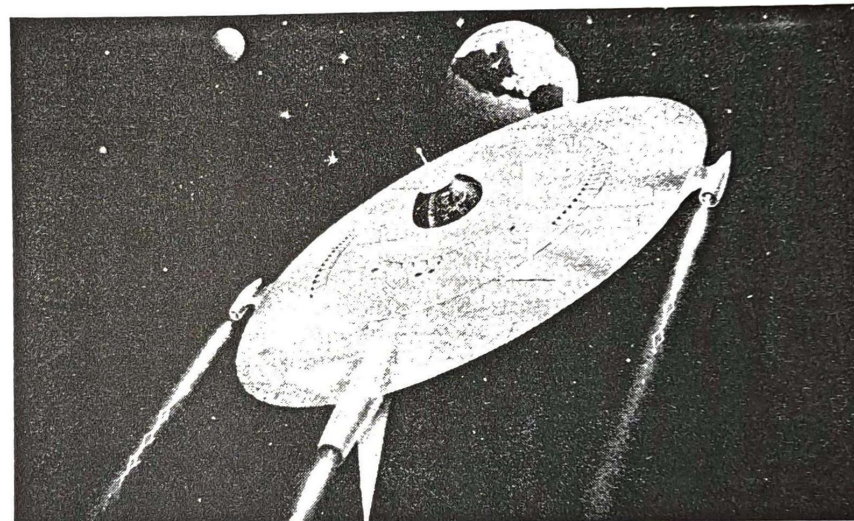
FANCY: SPACE SHIPS, MONSTERS, MARTIANS, MAYHEM



NOCTURNAL 'INVASION'



SURPRISE PACKAGE FROM MARS



A PLANE DESIGNER'S DAYDREAM



—photos from Bettman, Acme, White World

HOME-MADE SAUCER

The real thing is strictly a one-planet proposition

Compromise

Reporters for the State Department's Voice of America have long been barred from Senate and House press galleries; Washington newsmen feared that admitting the Voice would open the dikes to a flood of other "Government propagandists" (TIME, Feb. 27). But friends of the Voice pointed out that either its reporters needed seats to cover the news, or the U.S. didn't need the Voice. Last week a compromise was worked out: Voice Reporters Joseph Sitrick and Grattan McGroarty were admitted to the periodicals (magazine) galleries on an unofficial basis.

The Saucer-Eyed Dragons

Ko-Ko: Well, a nice mess you've got us into, with your nodding head . . .

Pooh-Bah: Merely corroborative detail, intended to give artistic verisimilitude to an otherwise bald and unconvincing narrative.

—The Mikado

In June 1947, a private pilot named Kenneth Arnold told reporters a wonderful yarn. While flying alone over Washington's Mount Rainier, he said, he had spotted nine round, shiny, mysterious objects flipping and flashing along in the sky "like saucers." Since then U.S. newspapers and magazines have credulously—or jokingly—printed hundreds of other stories about flying saucers, usually based on "reports of eyewitnesses." The witnesses generally seemed to believe that flying saucers exist, that they were manufactured by the U.S. or Russia, or came from the outer reaches—maybe from Venus or Mars.

Last week, in cocktail bars from Boston to San Bernardino, true believers renewed their faith, for they had a notable recruit: David Lawrence's *U.S. News and World Report* (circ. 365,492). A news magazine with a reputation for sobriety and conservatism, *U.S. News* devoted three pages to a story and pictures headlined **FLYING SAUCERS—THE REAL STORY: U.S. BUILT FIRST ONE IN 1942**. Gist of the account: as part of its guided-missile program, the Navy has developed a revolutionary type aircraft, a combination helicopter and jet plane capable of outflying any other; it is this plane that is the flying saucer.

Later in the week, Editor Lawrence said the same thing in his sober, respected column in the *New York Herald Tribune* and 200 other newspapers. In a notable omission of a pertinent fact, Lawrence cited *U.S. News* as an authority, but neglected to mention that he publishes it. As another authority he quoted one Commander Robert Bright McLaughlin, U.S.N., author of an article in the March issue of *True*, to the solemn effect that flying saucers are real.

The *U.S. News* story gave the flying-saucers-are-real thesis a big boost. It was put out over the air last week by ABC's Henry J. Taylor and ("for what it's



Yale Joel—Life
COMMANDER MCLAUGHLIN

At sea . . .

worth") by Mutual's Fulton Lewis Jr.; it was the subject of a documentary, neither pro nor con, by CBS's Edward R. Murrow. Columnist Robert Ruark declared that "I believe . . ." Henry Holt announced a "serious" book on flying saucers by *Variety's* Columnist Frank Scully. The *Herald Trib*, pooh-poohing the *U.S. News* article, concluded: "And yet—And yet there is something puzzling about the business . . ."

"Wild Statements." What puzzled many Washington newsmen and officials was: How and why did the *U.S. News* fall



Michael Rougier—Life
EDITOR LAWRENCE

. . . and on the air.

for the flying-saucer story? According to Managing Editor L. Noble Robinson, *U.S. News* "got the idea" for its story from Commander McLaughlin, the same man who wrote the *True* story. *U.S. News* did not talk to McLaughlin ("He was out at sea") and did not quote him by name; but the editors had evidently relied heavily on his reports. In port at Boston last week with his destroyer *Bristol*, McLaughlin disavowed the *U.S. News* piece as full of "wild statements."

Most of the rest of the *U.S. News* case rested on a "secret" experimental Navy plane, the XF5U or "flying pancake," which was developed by the Navy and the National Advisory Committee for Aeronautics. But the fact was that only one full-scale plane of the XF5U type was ever manufactured (by Chance Vought), and it never flew. A 3,000-lb. scale model, the V-173, made its last test flight in 1947, is now at Norfolk Navy Depot ticketed for transfer to the Smithsonian Institution. It was pictured in *U.S.* publications, including *TIME*, in July 1946.

Space Ships. From September 1946 to February 1948, Commander McLaughlin, the 37-year-old Annapolis man who spun the best of the flying-saucer yarns, was chief of the Navy's guided-missiles unit at the White Sands Proving Ground, N.Mex. While there, he sent a report to Rear Admiral Daniel V. Gallery, then in charge of the guided-missile program, that he had sighted a flying saucer at White Sands; he calculated its diameter at 105 ft. Recalled Admiral Gallery last week: "I sent back a message, 'What kind of whisky are you drinking out there?' The Navy has not had, nor does it have now, anything resembling flying saucers . . ."

Shortly after, McLaughlin was moved to a post where he could get some salt air; he became commander of the *Bristol*. Still vowing that he had seen a saucer in his telescope, he sold the idea to the Sunday supplement *This Week*, which prepared a four-page EYEWITNESS REPORT stating that "saucers are space ships from another planet." At the last minute, *This Week* got cold feet; it sold the story to *True*, which ran it. From essentially the same evidence on which McLaughlin (in *True*) conjectured that the saucers are made-in-Mars, *U.S. News* concluded that there are made-in-the-U.S. flying saucers.

The Department of Defense backed up Admiral Gallery's denials of the *U.S. News* story last week: "None of the three services or any other agency in the Department of Defense is conducting experiments . . . with disc-shaped flying objects which could be a basis for the reported phenomena . . . There has been no evidence [to attribute them] to the activity of any foreign nation."

Venus in Daytime. For two years, the Air Force's Project Saucer collected and analyzed "eyewitness" reports of saucers. After evaluating more than 200, the Air Force concluded: "Reports of unidentified flying objects are the result of: 1) misinterpretation of various conventional objects [such as weather balloons, meteors, targets and the planet Venus, which can

According to Robinson, its story the same U.S. News. He was out by name; elied heav- Boston last istol, Mc- Vews piece

News case ental Navy pancake," avy and the for Aero- it only one J type was ce Vought), scale model, ght in 1947, pot ticketed an Institu- publications,

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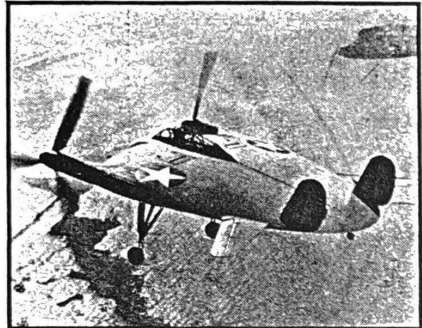
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two years, the er collected and orts of saucers. an 200, the Air s of unidentified ult of: 1) mis- onventional ob- lloons, meteors, enus, which can

sometimes be seen in daytime]; 2) a mild form of mass hysteria; or 3) hoaxes." Although Project Saucer has been abandoned, the Air Force continues to study reports, has found nothing to change its conclusions. In his column last week, David Lawrence hinted darkly that there was more to the Project Saucer reports than the Air Force admitted: "Nobody on the outside has been allowed to check up on those reports and analyze them..." This was simply not true: since January, the records have been open to the public.

A Convivial Round. Others were also guilty of bad reporting. The Taos, N.Mex. Star last week insisted that "3,000 witnesses" had seen a saucer. Fortnight ago the Scripps-Howard Houston Press ran a scarehead on Page One: WAS IT A FLYING DISC? WEIRD SKY RACER ZOOMS ACROSS HOUSTON RADAR. The rival Post exploded the story: the Humble Oil Co. had made the radar pickup in 1947, thought it might have been caused by a meteor.

Probably the wildest story appeared in



FLYING PANCAKE
"There has been no evidence..."

Hearst's Los Angeles Herald & Express last month. It reported that the wreckage of a saucer had been found on a Mexican mountainside. The finder was a California explosives salesman named Ray Dimmick. The saucer was "powered by two motors," Dimmick told the Her-Ex. "It was about 46 feet in diameter... built of some strange material resembling aluminum." The pilot, he said, was dead. He was a "midget 23 inches tall with a big head and a small body." The Her-Ex story had been picked up by an editorial writer over a convivial round with Dimmick. Next day, after thinking it over, Dimmick decided that he had been "misquoted." He had not seen the wrecked saucer or its pilot himself; it was two other guys in Mexico City.

Nevertheless, distributed deadpan by the wire services and printed in many newspapers, the Dimmick "little man" story, and variations of it, are still making the rounds. Why is the press ready to print, and the public to believe, such fantastic tales? Said Admiral Gallery last week: "If you'll look back about 500 years ago, you'll find that the people of England had a period of hysteria, when everybody was seeing flying dragons in the sky. We are going through the modern version of flying dragons."

Pitti-Sing: Corroborative detail indeed! Corroborative fiddlestick.



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snapped back: "If Tydings said that, then he is not telling the truth. Period." Tydings replied: "I'll let my reputation for accuracy stand. McCarthy's is a completely self-serving statement. It is significant that no member of the committee contradicted it when I made it in the presence of the committee."

The next day, Republican Sen. Bourke B. Hickenlooper of Iowa, a subcommittee member who had not been present at the off-the-record meeting, went over the Lattimore file himself. He announced: "I completely disagree with Senator Tydings's statement." He emphasized that he still hadn't made up his mind about Lattimore, but he thought further investigation was indicated.

Despite Hickenlooper, the outlook was dark for McCarthy, but he was still plunging ahead. He spent the week end in Baltimore and New York, talking with his witnesses to see whether they would testify before the subcommittee. He had never been one to sell his luck short.

DELUSIONS:

Flying Saucers Again

Ever since the afternoon of June 24, 1947, when a businessman named Kenneth Arnold spotted nine shining objects scooting over Mount Rainier at "1,200 miles an hour" "flying saucers" accounts bubbled and burst in the press. Two airline pilots spotted a "wingless aircraft, 100 feet long, cigar-shaped," which gave off a . . . dark-blue glow . . . The exhaust was a red-orange flame."

A Berkeley Springs, W. Va., doctor saw an object "about 50 to 150 feet in diameter . . . in three concentric circular portions." The inner circle was rotating very slowly. A Los Angeles salesman returned from Mexico with an account of a flying saucer which had crashed there. In it, he claimed, was the lifeless body of a man from Mars, huge-headed but a mere 23 inches in height.

A woman in Oregon excitedly reported that she had seen a whole squadron of disks maneuvering in the sky. They had spelled out the word "Pepsi," which the woman suggested was a foreign code word. In Venezuela, two pilots were frightened by a huge "aerodynamic" flying turtle. A Navy guided-missiles expert expressed the view that the saucers were interplanetary vehicles, probably from Mars, "operated by animate intelligent beings." Three airmen died chasing disks.

So persistent were the rumors that the United States Air Forces set up a top-secret "Project Saucer" to investigate. After carefully studying 375 eye witness

reports, the Air Force announced that it was a combination of mass hysteria, hoaxes, and "misinterpretation of various conventional objects" such as birds, cosmic-ray balloons, comets, and shooting stars. Radar-target balloons, it was noted, were equipped with blinking lights and gleaming equipment.

But the Air Force's debunking job had no effect. People continued to see objects



Flying disks inspired silly hats

resembling an "ice-cream cone topped with red," or "a tremendous teardrop, at times almost fluid." Last week, the saucers were soaring again, unexpectedly powered by the radio commentator Henry J. Taylor and the magazine United States News and World Report. Both flatly stated that the saucers did exist, that they were wingless craft, and that they were a secret weapon.

Taylor, in detailed broadcasts, hailed the contraptions as "secret" but "wonderful news." What people were seeing, he said, were two separate secret weapons. There was the "roughly circular" Flying Phantom plane with a "series of jet engine louvers" on its body. And there were the saucers, disks of various sizes which "disappear in the air after a given time." They are marked "Secret" and "Nonexplosive." U.S. News pegged its story on a turtle-shaped all-wing plane, built by Chance-Vought in 1942 and rejected. Immediately, the Navy and the Air Force denied the stories flatly. President Truman sent word through his press secretary Charles G. Ross that he knew nothing about the saucers. If an experimental project was in the works, certainly the President would know. And Gen.

Carl Spaatz, retired Air Force chief, said: "If the American people are capable of getting so excited over something that doesn't exist, God help us if anyone ever plasters us with a real atomic bomb."

Four days later, a New York designer created a "flying saucer" hat for singer Marguerite Piazza and three Kentucky farmers announced that they had seen three flying objects, about the size of "30-foot oil drums," moving in formation and leaving a smoke trail behind.

TRIALS:

'Arry the Commy

Harry Bridges was guilty. After 81 days of bitter wrangling in a San Francisco Federal Court and 31 weary hours of jury deliberation, the pugnacious International Longshoremen's and Warehousemen's Union chief had been convicted of perjury and of conspiring to evade and defeat the nation's naturalization laws by denying his affiliation with the Communist Party. Convicted with Bridges in the three-count indictment were two of his ILWU associates, J. R. Robertson and Henry Schmidt, who were part of the conspiracy.

As Edward A. Mitchell, clerk of court, read the words which would send the three defendants to jail, Bridges turned pale for a moment. Then he flushed, a sardonic smile fixed on his face. Schmidt grinned, turning to his daughter Louisa, who had begun to weep. Robertson glowered.

"You have finally found the golden truth shimmering in the fiery crucible of this trial," said Judge George B. Harris as he thanked the jury for its service to the court. When the judge had stepped down and the jurors had left the room, there was a rush of sympathizers to the defense table. It was Mrs. Harry Bridges, who gave her husband a big hug. "We'll win yet, higher up," she said. The long-faced labor leader spoke bitterly. It was a "frame-up," he said. "The government's agents were just too good at intimidating and bribing witnesses," he added. "The fight isn't lost yet; I've got a kick or two left in me."

Gloom: Vincent Hallinan, the irrepressible defense chief who had earned a six-month contempt-of-court sentence for his conduct during the trial, insisted bitterly that from now on the government could imprison anybody in a case involving Communism. Schmidt said: "If Franklin D. Roosevelt were still alive, we wouldn't be here." Only Robertson ducked behind the "no comment" screen.

But anger and determination would

Rense.com

Classified Documents Validate US Military/Presidential UFO Involvement

Dr. Robert M. And Ryan S. Wood
Majestic Document Researchers
www.majesticdocuments.com
9-10-1

REDWOOD CITY, California - The Majestic documents investigation team has just released three leaked classified UFO documents. Actually, there are two one-page memorandums to President Truman and a memo from General Hoyt Vandenberg along with supporting authentication material. All of it is posted to the Majestic documents website at <http://www.majesticdocuments.com>. In addition to leaked documents, the team's discoveries at the National Archives continue to validate a deep-seated involvement by national security organizations with UFOs and control of the related crash retrievals.

Four documents come directly from the National Archives or were released through the Freedom of Information Act process, and are listed here in chronological order:

FROM NATIONAL ARCHIVES AND RECORDS ADMINISTRATION (NARA) -
COLLEGE PARK, MARYLAND

(note: the first three pdf files have probably been moved. Try
<http://www.majesticdocuments.com/documents.html>

Intelligence Advisory Board, 14th Meeting, 17 July 1947 (20k)
http://www.majesticdocuments.com/documents/archives/pdf/iab14meeting_17july47

From Record Group 353, Entry 411-413, Box 96, Interdepartmental committees, comes a revealing memo concerning the Intelligence Advisory Board. The Central Intelligence

Group (CIG) had an Intelligence Advisory Board, which held its 14th meeting on Thursday, July 17, 1947. The agenda memo shows one blacked-out agenda item, number three, and none of the associated tabs are yet declassified. This would have been the first official meeting of the IAB after the reported July 1947 crashes of UFOs in New Mexico, and logically the event(s) would likely have been discussed. This document does not preclude that conclusion, and the question remains open: Why is this material classified to this day - more than half a century later?

Air Materiel Command (AMC) Opinion Concerning "Flying Discs," 23 September 1947 (67k pdf file)

http://www.majesticdocuments.com/documents/archives/pdf/twiningopinionamc_23sept47.pdf

Found at the National Archives in Record Group 341 by several researchers, at least a decade ago, this three-page memo is an unequivocal statement from a senior Air Force general supporting the reality of Flying Discs with remarkable and unexplained characteristics. General Twining, head of the Air Materiel Command (AMC), plainly states: "The phenomenon reported is something real and not visionary or fictitious." Note that this is a Secret memo and deals with the sighting and other data alone. The opinion does clearly refer to "the lack of physical evidence in the shape of crash recovered exhibits which would undeniably prove the existence of the objects." Is this in conflict with the other memos that support crash retrievals? No, it is not. This is a Secret memo and could be an effective cover story if leaked to Soviet Intelligence. For those who have security clearances this is garden-variety compartmentalization. Although the memo was signed by Twining it was coordinated with a number of others at AMC: Col. Moore - Chief of the Aircraft Laboratory; D.A. Dicky - Chief of the Propeller Laboratory; General D.L. Putt - Engineering Division; Col. Minty - Chief Power Plant Laboratory; and General Bevtual of T-3 (one of the AMC technical intelligence units).

Furthermore, Twining - who is elsewhere clearly cited in Majestic documents as knowledgeable of the UFO retrievals - reports in this Secret memo the conclusions of this group, not his own. He does not say "It is my opinion" nor "I have concluded," etc. ... but uses the anonymous voice: "It is the opinion that ...". In effect, the matter is so tightly protected that this AMC group conducting "prosaic" intelligence work would not have been provided the fullest extent of the evidence. The memo reports only what this group concluded based upon what they were told. This group, even in its own terms, must have seen a weight of evidence that was so compelling they were willing to come to such startling official conclusions.

Why would Twining publish such a memo? Since Twining would have known the reality of these objects and the fact that they do, sometimes appear to unexpected observers, he and other authorities in the know would have wanted to say something to air commanders around the world and give them some serious guidance. And interest

would have been stirred among air officers by the reports and rumors circulating from the Roswell event(s). Note the timing. If between July 1947 and the memo date of September 1947, such a weighty conference-based opinion had been formulated, it stands to reason that there must have already been a substantial body of previous material in hand, not just that collected in two months.

By putting this as an OFFICIAL intelligence-collection matter in September 1947 just weeks after the initial Roswell news release by base commander Col. Blanchard to the papers and radio, it would have made very clear that the unwitting authorities could not afford another commander making a public pronouncement out of naive belief that the matter should not be confined to controlled channels. In fact, that is the exact conclusion of the memo: "Awaiting a specific directive ... for transmittal thru channels." That is, in the wake of the initial public flurry, which was squelched, air commanders whose own interest would still be piqued are put on notice that they should not treat the matter lightly and should see it as a classified intelligence matter.

The net result of this memo is that the government has confirmed the validity of the phenomenon and later goes on to establish programs Sign, Grudge, and Bluebook on the Secret level while at the same time developing a Top Secret Majestic Intelligence program to deal with the super-sensitive aspects of dead ET bodies and crash wreckage analysis. After all, you can't say, "If you see a UFO land and people get out to inspect your garden, please call the most-super-secret MJ-12." Instead, even for Air Force commanders themselves, there had to be a data collection process created: thus, this memo giving the matter credibility so that commanders knew they were violating secrecy if they said anything outside "channels."

If that is not the case, then why has the evidence reviewed by this group not been released? Since the government asserts that there is nothing to the so-called UFO phenomenon, why hasn't the Air Force declassified and released the entire body of evidence that led its most senior technical intelligence officers to reach precisely the opposite conclusion? Would these sober-minded experts in aeronautical technology have risked their reputations to come to such an unorthodox conclusion if the body of evidence, even without seeing "hardware," were not so compelling? What was that evidence? The military now claims there is nothing to the matter. It is a half-century later. Surely, if the Air Force were correct, there would be no harm in releasing all this information for the sake of history and to lay the matter to rest. Scholars, journalists and active citizens would readily ask these reasonable questions in any other field.

Concepts for Detection of ET Life, NASA, 1965

<http://www.majesticdocuments.com/documents/archives/pdf/nasa-etlife.pdf>

This NASA document was written in 1965, titled "Concepts for Detection of Extraterrestrial Life" (NASA SP-56). This particular copy was released from the U.K. via Nick Redfern. Note the stamps on the cover that mention the University of Warwick

and A. V. Roe & Co. Ltd. Weapons Research Div. Woodford, Wilkshire. Overall, it is straightforward science of the time, but focus on extraterrestrial life with such a sophisticated team of people including Carl Sagan is fascinating.

Citizens Against UFO Secrecy vs. The National Security Agency In Camera Affidavit, 9 October 1980 (557k)

http://www.majesticdocuments.com/documents/archives/pdf/causaffidavit_091080.pdf

This Top Secret UMBRA document, specifically Civil Action lawsuit No. 80-1562, Citizens Against UFO Secrecy (CAUS) versus the National Security Agency (NSA), clearly confirms deep and widespread government involvement with UFOs. This document was released and declassified as a result of a FOIA process and shows numerous blackout areas related to COMINT (communications intelligence) and SIGINT (signals intelligence). This in-camera affidavit for Judge Eugene F. Yeates is simply a justification by the National Security Agency (NSA) to withhold the information that CAUS was seeking. Would it be some internal NSA or related military unit - or the National Reconnaissance Organization (NRO) -- or could it be even more black: the modern version of Majestic 12? At a minimum such documents belie the government claim that UFOs do not constitute a matter of interest to national security.

Along with these documents from archives and the numbers of others posted at the Majestic investigation team's web site, there are posted leaked Majestic documents that have never before appeared in public.

NEWLY POSTED LEAKED CLASSIFIED DOCUMENTS

Secretary of State Marshall, Memo to The President, 24 September 1947 (55k pdf file)

http://www.majesticdocuments.com/documents/pdf/marshall-pres_24sept47.pdf

Marshall writes a memo to the President concerning the "Presentation of Report to the President Re; ULAT" dated September 24, 1947 that expresses concern about the timing of the internal release of this report. "It would be better to discuss the report during the meeting (National Security Council). This would give the members a better picture of the situation rather than having it released piecemeal." Marshall goes on to say, "I further suggest that Twining present the findings of the Majestic-12 briefing to be given by the Director of Central Intelligence with a detailed showing of visual as well as written materials." File references, format, and signatures suggest authenticity.

Twining's Report to The President, Parts I-V, 26 September 1947 (70k pdf file)

http://www.majesticdocuments.com/documents/pdf/twining-pres_26sept47.pdf

General Nathan Twining writes to the President on 26 September 1947 and respectfully submits his report on Flying Saucers. This is "In accordance with your instructions, advisors from State, Treasury, War, and Navy departments assisted me in a two month exploratory mission concerning the reality of other-world visitation." The memo is

impressive for its authentic looking pentagon Joint Chiefs of Staff and Combined Chiefs of Staff filing references along with clear older sized paper markings.

General Vandenberg to Chief of Staff, 17 December 1947 (14k pdf file)

http://www.majesticdocuments.com/documents/pdf/vandenberg-chiefstaff_17dec47.pdf

This memo from Vandenberg to the Army Chief of Staff does not clearly relate to UFOs. However, it is clear that the decision process at White Sands and Alamogordo was in turmoil and that clarification was needed. Possibly as a result of the UFO wreckage being stored there and different access requests and priorities. The addition of a senior Army Ordnance Officer being permanently assigned to work with the joint committee for range coordination was the resolution to improve local decision making. What could be so important that would involve top generals to clarify decision-making? The leaked version (page 1), is nearly identical to a document we found at the National Archives, RG 341, Entry 174, Box 141 (page 2), showing the same language in Paragraph 1 but an additional clarifying paragraph has been added which states: "This agreement concerns only decisions on joint range problems and does not extend into command and administration matters at Alamogordo Air Base." It is possible that either Vandenberg or the Army Chief of Staff upon seeing or reviewing the first memo might say "we need to clarify this so that no one misconstrues our intent and screws up the basic functions of Alamogordo Air Base."

The Majestic team continues to examine these leaked materials with investigative and forensic rigor and has not yet encountered a body of public documents that refutes their extraordinary story. Increasing numbers of documents from archives are congruent with the leaked materials. Taken together they tell a remarkable story, which could transform the way we see our history and ourselves. The Majestic investigative team continues its careful work.

OVERVIEW OF THE MAJESTIC 12 UFO PROGRAM

<http://www.majesticdocuments.com/documents/intro.html>

The above URL provides an executive overview of the Majestic UFO program, which is just an introduction to <http://www.majesticdocuments.com>. This brief overview provides a groundbreaking look at the United States UFO program called Majestic and the top secret government documents that tell the story of presidential and military action, authorization, and cover-up regarding UFOs and their alien occupants. A remarkable work of investigative journalism, this website is the first to authenticate top secret UFO documents that tell a detailed story of the crashed discs, alien bodies, presidential briefings, and superb secrecy. Special attention is paid to the forensic authentication issues of content, provenance, type, style and chronology. The story the documents tell leaves the reader with little doubt that the cover-up is real, shocking, and at times unethical.