

10 Lotta Street
City View Post Office
Ottawa, Ontario.
October 30, 1953

Dear Mr. Wright,

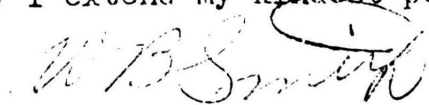
Thank you for your letter of October 15, calling to my attention Keyhoe's latest book on Flying Saucers. Major Keyhoe kindly sent me a complementary copy of the book which I very much enjoyed.

I am afraid, however, that Major Keyhoe was a bit optimistic in his references to our work. One would gather that we have the answers practically sewed up, but such is definitely not the case. While we think that we are closer to the answers, we are really a long way off. About all we can honestly say that we know now is where to start looking.

I do not attach the significance to our early experiments that Keyhoe attaches to them, since they were primarily designed to establish precisely the manner in which the various fields behaved, and we did succeed in establishing a few interesting points. However, we have encountered the usual range of obstacles, only a few of which we have been able to overcome, so progress is necessarily slow.

For your information we are placing in operation an observation post near the DRB establishment at Shirleys Bay, for the purpose of getting measurements on various reported factors, should we be fortunate enough to have one of the 'objects' pass near. The equipment will detect and measure simultaneously gamma radiation, radio noise, magnetic variations, and gravity variations. It will also trigger the ionospheric recorder and get a trace of anything which happens to be overhead. According to past statistics we should be pretty sure of a sighting here within a year.

Again thanking you for your continued interest in this subject, may I extend my kindest personal regards



W.B. Smith



CANADIAN JOINT STAFF

1700 MASSACHUSETTS AVE., N.W.
WASHINGTON 6, D.C.

15 October, 1953

PERSONAL

Dr. W.B. Smith,
Air Services,
Telecommunications Division,
Department of Transport,
Ottawa, Canada.

Dear Dr. Smith:

Perhaps if you have not already had it drawn to your attention you would be interested in Donald Keyholes latest book - "Flying Saucers from Outer Space" published by Henry Holt & Co., which includes much of the information you checked for him in November 1950, and quotes you extensively.

Kindest personal regards,

A handwritten signature in cursive script, appearing to read "A.L. Wright".

(A.L. Wright)

Dec. 27, 1952

Civilian Saucer Investigation
Box 1971, Main Post Office
Los Angeles 53, California.

Gentlemen,

Thank you for your letter of Dec. 15, enquiring if I would be interested in becoming an Associate Member of your group.

I shall be pleased to do what I can to assist, but I am already engaged in precisely this work on behalf of the Government of Canada. Unfortunately, the Canadian program is classified at the moment and I am therefore not in a position to pass along to you much of the information which comes to hand. I can assure you however, that sightings in Canada are subjected to a pretty rigorous investigation, and it is hoped that the results may someday be made public.

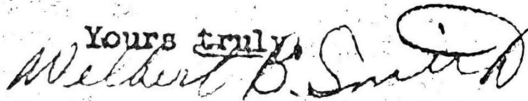
There are actually two programs in Canada, one dealing with sightings, and the other dealing with the physics of the objects. I have the honour to serve on both programs so you will appreciate that I may not be able to

of as much help as you would have a right to expect.

I was fortunate enough to see a flying object myself on Dec. 16, and I feel that I am at liberty to pass along to you the pertinent information on this sighting as it concerns me personally. I might say that it is typical of a number of sightings which have come to my attention. The information is contained on the form which we use in our investigations, and while you may make whatever use you wish of the information I would ask you not to publish the form itself.

If, under the circumstances you feel that I might be of some assistance to your group, please let me know and I shall do my best within the limits within which I find I must operate.

Yours truly,



Wilbert B. Smith, P.Eng.

10 Lotta Street,
Cityview, Ontario,
August 6, 1952.

Dear Mr. Keyhos:

Thank you for your letter of July 27, 1952 concerning the latest developments in the flying saucer question.

You will appreciate that I am not at liberty to discuss this matter to the extent that I would wish because of security classifications and restrictions. I can, however, say that we are continuing our work.

You have probably seen the article by Dr. Menzel in the June 17 issue of Look. Dr. Menzel's theory will undoubtedly explain some of the saucer sightings but I am rather doubtful if it can be used as an explanation valid across the board. As a matter of fact I spent two years designing optical equipment for the production of illusions and I can honestly say that we would have a very hard job designing equipment to produce the illusion of a flying saucer, even if we did have control over all the atmospheric and other factors which might be involved. I have tried to fit some of our sightings into Dr. Menzel's theory but without success since I come up with such anomalies as a concave mirror of necessary diameter more than three times its radius of curvature and sines of angles greater than unity.

The recent flurry of sightings over Washington might conceivably be explained by atmospheric conditions. I do not know since I do not have access to this information.

So far as our own work is concerned we are carrying on under a very real difficulty of the severe inadequacy of mathematics generally. We find we can devise very interesting equations which are insoluble under the best mathematical scrutiny which we have been able to obtain so far. We have not, however, given up hope.

I am still largely of the opinion that the saucers are real alien vehicles of some sort and that while as yet we know pitifully little about them, I feel that it is a matter of great importance that we find out as much as we can as fast as we can.

I would like to suggest that you prepare a further book on the subject of saucers in an effort to bring to the public the idea that even though some doubt may still exist, we cannot afford to ignore the reality of the saucers and that some honest to goodness scientific study be made of this saucer phenomena. I do not feel that the present effort of merely

- 2 -

correlating and cataloguing sighting data is nearly sufficient. I maintain that it takes only one black sheep to prove that all shepp are not white, and one unexplained saucer sighting should be enough to warrant establishing a serious scientific study group. If you consider preparing any further publications on the saucer problem I shall do all I can within security limitations to assist.

Yours sincerely,

(W.B. Smith)

Air Services
Telecommunications Division

OTTAWA, Ontario, January 15, 1952.

Dear Arnauld;

Further to our discussion in Washington in December, I have given the matter considerable thought and feel that it would not be wise to discuss our activities with American scientists until we have had an opportunity to have them discussed thoroughly within an entirely Canadian group.

I expected to have a report on our activities in the hands of Doctor Solandt before our next visit to Washington but for one reason or another, mostly great activity in the Section, I have not been able to get the report in shape. We expect to be in Washington during the week of January 21st and it looks as though the report will have to wait until sometime after I get back.

I shall, however, bring with me to Washington some of the data and my draft report so that you can see at first hand what we have been doing. I am sure that you will agree that it would be premature to discuss these matters with nationals of another country before we have them cleared by our own people.

With kindest personal regards.

Yours very truly,

(W.B. Smith)

Doctor Arnauld Wright,
Defence Research Board Liaison Officer,
Canadian Embassy,
Washington, D.C.

OTTAWA, Ontario, November 24, 1950.

MEMORANDUM TO DOCTOR O.W. 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

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

Sept 15-1935

Notes on interview through the
Summer with Dr Robert S. Suddeth.

MSB: I am doing some work on the
collapse of the earth's magnetic
field as the source of energy,
and I think our work may
have a bearing on the flying
saucers.

R/S: What do you want to know.

MSB: I have read Suddeth's book on
the saucers and would like
to know how much of it is
true.

R/S: The facts reported in the book are
substantially correct.

MSB: Then the saucers do exist?

R/S: Yes they exist.

MSB: Do they operate as Suddeth
suggests on magnetic
principles?

Q.5. We have not been able to duplicate their performance

WBS Do they come from some other planet?

A5 All we know is, we didn't make them, and it's pretty certain they didn't originate on the earth.

WBS I understand the whole subject of Sources is classified

A5. And it is classified two points higher even than the H-Score. In fact it is the most highly classified subject in the US Government at the present time.

WBS May I ask the reason for the classification?

A5 You may ask, but I can't tell you

1088

As there any way in which I can get more information, particularly as it might fit in with our own work,

P.S.

Perhaps you could be cleared through your own Defense Department and I am pretty sure arrangements could be made to exchange information. If you have anything to contribute we should be glad to talk it over, but I can't give you any more at the present time.

Note:

The above is written out from memory following the interview. I have tried to keep it as nearly verbatim as possible.

D R A F T

25/9/50

COMMITTEE ON GEOPHYSICS AND GEOGRAPHY
RESEARCH AND DEVELOPMENT BOARD
PENTAGON BUILDING
WASHINGTON, D.C.

Gentlemen,

I am studying the conversion of energy by the collapse of the earth's magnetic field, and the reaction forces resulting therefrom. During the course of enquiry into the status of the art in regard to this matter, I was advised that it was closely allied with certain classified material.

Since my preliminary work appears promising and of some significance, I am anxious to continue with it, but I do not wish, inadvertently, to violate any security regulations. Would you be good enough to indicate where I stand on this matter?

Yours truly

W. B. Smith, M.A.Sc.

26/7/50

Major Donald E. Keyhoo
Wellington Ave.
Alexandria

Sir;

I found your book on FLYING SAUCERS very interesting and informative. I am associated with a project involving the conversion of energy by the collapse of the earth's magnetic field, and the reaction forces resulting therefrom, which may eventually lead to an explanation of how some of the saucers operate.

If at all possible I would like to discuss this matter further with you, since you may be able to give me some leads to sources of useful technical data.

Yours truly

W.B.Smith, M.A.Sc.

10406 S. Downey Ave.
Downey, California.

February 7, 1958.

Mr. W. B. Smith
10 Lotta, P. O. Box 51,
Cityview, Ontario,
Canada.

Dear Mr. Smith:

Thank you for your letter of February 3rd., and for the information it contained re. your coil. I believe I understand your position concerning the coil and its potential.

Though you did not care to answer my questions concerning the coil, neither did you raise any objections to my publishing whatever I felt best to concerning it, or those results I might obtain relative to its use from experiments I might make with it, or obtain from others who might have experimented with it. If you do have any such objections, I hope you will be specific in your reply.

The reason I asked particularly about the Patentability of the coil was that - in this country, at least - if certain information regarding a matter is published in a general circulation medium before the patent is granted, no patent can ever be granted on it. I did not wish to be so responsible should you have decided to patent the coil.

Neither did you make it clear, whether or not, in any published material concerning the coil, you wished to be identified with it?

I do not know how far your home may be from Windsor, but at Windsor, lives - or did so - a Mr. E. W. Mennie, at 979 Windson Ave., Windsor, Ontario. He is interested, I believe, in some of the same things you are, and you might find it interesting to contact him, should ~~be~~ you be close enough. Mr. Mennie appears to know something of a man named Henderson, who used to be with the old Winton engine Co., and who had done something toward the development of a device developing "free energy".

Are you at all interested in "anti-gravitic" devices? If so, do you know about the Gravity Research Foundation, New Boston, New Hampshire? If not, a note to them will bring you information which may interest you.

Do you happen to know of the Borderline^{Science} Research Associates, at 3524 Adams Ave, San Diego 16, Calif? If not, a request for

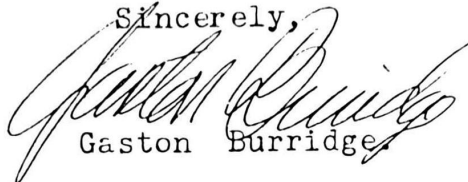
2.

a sample copy of their bi-monthly publication, Round Robin might interest you.

I suppose you of the De La Waar Laboratories, Raleigh Park Road, Oxford, England, and their quarterly, "Mind and Matter"? If not, this might prove an interesting contact.

Thank you for your interest and courtsey.

Sincerely,

A handwritten signature in cursive script, appearing to read "Gaston Burridge".

Gaston Burridge

(separate file)

February 11, 1958

Dear Mr. Burrige.

Please let me put you straight with respect to that coil. The information leading up to its construction came from "topside", and therefore I feel that I have absolutely no property rights to it, and I would be most pleased if data on it could be published to an extent which would preclude future patentability.

I have good reason to believe that the real significance of the coil WILL NOT BE KNOWN until we are civilized enough to use it properly. I certainly shall not go out of my way to present such a thing to a belligerent bunch of characters as would gobble onto it even if I did have the whole story, which I haven't. Dave Middleton knows as much about the coil as I propose to tell anyone at this time.

I do not care one way or the other whether or not I am identified with the coil, but if I am I would prefer to be merely the intermediary by whom the design was received.

Thank you very much for your reference of Mr. Mennie, in Windsor. I very seldom get to Windsor as it is about 6 or 7 hundred miles from here and I don't have much excuse to go there, although I have several names and addresses in the adjoining city of Detroit and some of these days I shall make a trip down there and do one big job of looking people up.

I am most interested in "anti gravity" devices, and would welcome ANY information I can get on the subject. I know of the Gravity Research Foundation. I am also acquainted with the B.S.R.A. group, Mark Probert, et al. Also, the De La Warr Laboratories.

Best regards



W. B. Smith

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omega of gravity. Since flying saucers demonstrated what appeared to be gravity control, it certainly seemed logical to assume that such control could be established. Furthermore, certain aspects of the behavior of these craft gave us valuable clues to the real nature of the universe, and its elegant simplicity.

At the present time we do not have all the answers. Nor do we have anything like an integrated theory. All we have is a collection of facts based on observation and the results of a number of experiments, but we feel that this foundation is considerably more secure than that of our current orthodox science, for in it there are no anomalies. We know that gravity is not at all what Newton visualized. Far from being a basic force in Nature, it is really a derived function, and is the consequence of a dynamic condition, not a static one. We know what goes into its makeup; we know its "formula" and have a pretty good idea of how to go about bringing it under control. We have conducted experiments that show that it is possible to create artificial gravity (not centrifugal force) and to alter the gravitational field of the earth. This we have done. It is fact. The next step is to learn the rules and do the engineering necessary to convert a principle into workable hardware.

So far, this work on gravity has been carried on entirely as a personal project, privately financed at a cost which is minute compared with the cost of the current rocket program, and with the volunteer assistance of a few people who are sincerely interested enough to put in long hours after their normal working day, and face the criticism leveled at anyone who dares to think differently. I am sure that if even a small fraction of the money being spent on rockets were spent on proper research looking toward gravity control, with the example of the flying saucers before us, and with the possible help from these people from elsewhere, we could join them in space much sooner, more safely, and more economically than we will ever be able to do on the business end of a rocket.

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