

(e) I have extensive files of flying saucer magazines, books, newspaper clippings, NACA and other technical reports, and correspondence with military agencies, collected personally starting when I first became involved in this field in 1949.

(f) My professional background can be found in "American Men of Science," 9th Edition, Volume 1.

(g) I am a trained engineer, with a doctorate in Chemical Engineering, and am a member of the New York Academy of Sciences.

(h) At Los Alamos Scientific Laboratory, I worked with the semi-official project looking for the "green fireballs" in cooperation with the Laboratory security organization.

(i) I was given a special private showing of the "Tremont Films" by Major Dewey Fournet, in a Pentagon briefing room, in November 1952, while the films were being kept secret from the public (and from Major Keyhoe.)

(3) If there were need to expand the above list further, I could list my correspondence files, including informative replies, from many scientists and officials, including members of the 1953 CIA panel, and many saucer researchers, including Adamski, Al Bender, Barker, Moseley, Dan Fry, Richard Ogden, Len Stringfield, Ruppelt, John Otto, LaPas, Mennel, Whipple, Munsick, Keyhoe, Dick Hall, etc. I could also point to my appearances on the Long John radio show, and my authorization (by Congressional action) to publish the official Air Force Project Blue Book Special Report No. 14.

(4) Let me now say what I think is the true explanation of the flying saucer situation as it now stands, and as it has developed. In a nutshell, it is this: The Central Intelligence Agency, formed in 1947, took over the public image of the "flying saucers" created by secret flights of U. S. aircraft and artificial meteor research, etc., during the 1947-48 period. By 1950 the CIA had set into motion a plan of encouraging public belief in interplanetary travel through a psychological technique of guiding the release of planted information, ordering "secret" tests of authentic military developments which gave misleading impressions to observers, etc. It delegated the Air Force to act as the official "investigator" to stave off public inquiry. It secretly sponsored the formation of saucer study groups and contact clubs, including NICAP (under T. Townsend Brown, with whom, incidentally, I have had voluminous correspondence.) The CIA set up many saucer publishers, sponsored the publicity received by Adamski's books and others, and sponsored the wave of saucer articles in 1952 in "Life," "Look," etc. The CIA also conducted the hoaxes played upon Adamski and Fry, including Adamski's desert contact, his "train disappearance," etc.

The motives of the CIA can best be described by Allen Dulles, who has recently retired from his position as leader of that Agency. He is quoted, in Stringfield's book, as saying that "by use of the injunction, if necessary, he would prevent anyone from testifying in court concerning Adamski's book, 'because maximum security exists concerning the subject of UFO's.' The Anti-Atom-Bomb drive of 1957-58, which led to the U. S.-Russian-English ban on nuclear bomb testing (only recently broken) was the only worthwhile objective of the CIA-sponsored flying saucer movement which is as yet publicly recognizable. The build-up for this is evident in the earliest saucer contact stories.

(5) A more detailed historical development of the CIA's role in the saucer story follows:

In 1946, based on research done during World War II, and taking a lead from German rocket and satellite information, the U. S. Navy developed

several interesting gadgets, including:

(a) The Flying Flapjack, scheduled for test flight at Muroc in the summer of 1947, the very place and time of Cases 1, 2, 3 and 4 of the official Air Force saucer investigation, Project Grudge. This plane was designed by C. H. Zimmerman of the NACA, and Chance-Vought.

(b) The "Flying Platform," also designed by Zimmerman, based on his patent #2,417,896, issued March 25, 1947 (applied for on Aug. 10, 1945.) This was not publicized until 1955, when the Office of Naval Research made the cover of "Look" and/or "Colliers" with it.

(c) The launching of artificial meteors from shaped charges carried aloft by V-2 rockets over New Mexico, starting in December 1946. (This led to the "green fireballs.")

(d) The "Skyhook" balloon project, and other high-altitude research.

In 1947, the Air Force was embarrassed by sightings of "saucers" at Air Force bases, although Naval air bases were not bothered. The Air Force had "flying wings" XB-35, but they did not fly well, and the XB-49 jet version crashed at Muroc in June 1948. Muroc was renamed "Edwards AFB" in memory of the test pilot, Capt. Glen W. Edwards. The Navy "flying flapjack," the XF5U-1, did not have any publicly reported flights; yet it was not officially scrapped until March 12, 1948. The Navy had a large restricted area near Arco, Idaho, through the end of 1947, which is now the site of the AEC Reactor Testing Station. The area is near the center of activity of "saucers" during that period, and could have been "their" base of operation.

The CIA started operations (under Admiral Hillenkoetter) on May 1, 1947. The earliest two dated cases in the official Air Force Project Grudge files are: May 17 (or 21), 1947. Oklahoma City. "Round, disk-like, ten times longer than thick, high speed." (Case 82); - May 19, 1947. Manitou Springs, Colorado. "Reversal of direction of flight; maneuvers." (Case 92.)

In early 1949, just after "unification" of the Army, Navy, and Air Force started to take effect, an Air Force general ordered the Air Force to discontinue the investigation of "flying saucers" and to close Project Grudge by the end of 1949. This general's name and the full text of his letter are given in the secret Project Grudge report, No. 102-AC 49/15-100, Project XS-304, Release Date August 1949.

Classification: Secret; written by Lt. H. W. Smith and Mr. G. W. Towles of Air Materiel Command Headquarters at Wright Field. In this letter the general ordered the name of the project changed at once from Project Sign to Project Grudge. The name Project Sign had been given, under CIA auspices, to help spread the idea that saucers were interplanetary bearers of messages of wisdom. This general, who was not in on the secret, but saw that the Navy was sending its "secret aircraft" to taunt the Air Force bases, used the name Grudge to connote the fierce inter-service rivalry existing then.