

This is from the Regina Leader Post on Friday, December 3, 1954. Front page. There are a lot of interesting comments here:

Saucer project cost too large



OTTAWA (CP) - The defence production department confirmed today that Canada attempted to build a flying saucer but said the project was dropped after it was found the eventual cost was more than it would be worth.

Trade Minister Howe spoke of the project in an interview when he arrived at Southampton, England, en route to trade talks in Geneva.

He was quoted as saying: "It cost about \$100,000,000 to develop and did not seem sufficiently promising to be worth going on with"

A department spokesman said \$100,000,000 was the estimated ultimate cost if the project was carried to completion and the production stage.

"But it was dropped a year or so ago after about 18 months' work and just a minute fraction of the \$100,000,000 estimated as the total cost was actually spent by the government," the spokesman said.

"Its ultimate cost was considered too much for what Canada would get out of it at this time."

Mr. Howe was also quoted in the interview as saying: "We did the engineering work on it and proved to ourselves that it would fly . . ."

The department spokesman confirmed work on the project "got fairly well advanced," but added that the oval-shaped aircraft "was never airborne." There was no present intention to resume the project.

A. V. Roe Canada Ltd. did the development work on the saucer at its Toronto plant.

Howe gave the statement Thursday on arrival at Southampton with his wife. Newspaper quote the trade and defence production minister as saying Canadian scientists worked 12 to 18 months on the project, but no model ever flew.

"I doubt if any country in the world has a flying saucer. The one we worked on was oval-shaped with exhaust pipes, not unlike some of the drawings which have appeared in magazines."

Later Mr. Howe also set the record straight.

"What I said - or what I thought I said - was that the project would have cost \$100,000,000 if carried through," he told a reporter.

He said the project actually cost "perhaps \$4,000,000 to \$5,000,000."

THE LEADER-POST, REGINA

Friday, Dec. 3, 1954

Saucer project shelved

Howe reveals

\$100,000,000

craft worthless

LONDON (Reuters) Trade Minister Howe said Thursday that Canadian scientists worked for about 18 months on a \$100,000,000 flying saucer project but it was finally shelved.

Howe made the statement when he arrived in Southampton aboard the liner Queen Elizabeth.

Howe, who will leave London Sunday for trade talks in Geneva, said the Avro-Canada firm planned the oval-shaped aircraft but finally dropped it.

"We did the engineering on it and proved to ourselves that it would fly but we did not carry it to the mock-up stage because it did not seem to have any useful purpose," he said.

"It cost about \$100,000,000 to develop and did not seem sufficiently promising to be worth going on with."

The above article has a **Also - "SAUCER," Page 29** From page 29 of the *Leader Post* Regina, Saskatchewan, Friday December 3, 1954 at the top of the newspaper

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"It cost about \$100,000,000 to develop and did not seem sufficiently promising to be worth going with"



Unidentified in Saskatchewan

This site was posted on the Saskatoon Free Net on 17 March 2000. My e-mail address is: aa711@sfn.saskatoon.sk.ca

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D.C.

IN REPLY REFER TO

Op-922H2D2/11c
Ser 001712P92
3 FEB 1955

SECRET

JANUARY INFORMAL LETTER TO U. S. NAVAL ATTACHÉ, MOSCOW

Ref:

- (a) NA Moscow IR 86-S-54 of 11 June 1954
- (b) December 1954 Informal Letter

Encl:

- (1) Radar Guidance consisting of pages 23-25 and attachments thereto to ANEEG Summary No. Seven
- (2) ONI Inst. 05500.10 of 18 Jan 1955 "Regulation of travel by Soviet Citizens in the United States"
- (3) OP 92B2C Memo for the Record of 21 Dec 1954, concerning Accreditation Visit of B. M. Polikarpov
- (4) Ltr from Acting Soviet Naval Attaché Fedorov to Chief, Foreign Liaison Section, ONI, of 13 Jan 1955
- (5) Field Activities Report
- (6) Items of General Interest

1. Reporting. Reports of military activities in the Arctic, of scientific, of scientific work there or of ice and weather conditions in general are of particular interest and their continued forwarding is appreciated.

Report 238-54 from NA, Tangier, not distributed laterally to you, had something interesting to say

about the use of radar on the SLAVA and its accompanying whale catchers. On their way through

Gibraltar all of them were observed to be fitted out with radar. It is considered to be the largest concentration of radar equipment on commercial type vessels known to this date. The report confirmed the trend of the increased availability of navigational radars for Soviet commercial vessels.

From another source information was received to the effect that NEPTUN radars, comparable to those currently used by Western merchantmen, have been installed in increasing numbers of Communist merchant ships during the past two years. As the Soviet Navy has priority in procurement over the merchant marine in electronic equipment, the increase in radar installations in

merchant ships indicates the capability of Soviet industry to surpass production requirements of the

Navy for this particular type radar.

The type of propulsion described in your report 174-54 was in use on the eastern waterways about three years ago. It is interesting that this report corroborates the fact by reporting the transport of such craft to the Far East.

2. Ship, Air and AAA Sightings. Soviet and Satellite naval vessel, naval, army and air force planes

sighted, significant Soviet and Satellite airfield

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Op-922H2D2/11c

Ser 001712P92

3 FEB 1955

sightings and anti-aircraft artillery sightings should be reported by naval message followed by amplifying written report if appropriate. CINCNEIM, USAREUR and USAFE should be included

as information addressees for these reports and COMSIXTHFLT should be similarly included for

sightings below 50 deg. parallel North. All message reports should include designation "Pass Air".

3. Radar Reporting. It is desired that what are believed to be first sightings of radars of any ship or

shore type radar, suspected radar locations and other radar information believed critical or

particularly significant such as new details of previously known radars and radar locations be reported by naval message, followed by amplifying intelligence reports. Lateral information addressees should be the same as indicated in paragraph 2 and message reports should include the designation "Pass Air".

Enclosure (1) is furnished for the purpose of reporting particularly Soviet shipborne radar. Such

radars sighted may be reported by their US-UK agreed "nicknames". When message reports are followed by written intelligence reports, use of the agreed "nicknames" is desired without accompanying sketches in cases of positive identity. It is hoped that this procedure will permit extra

time and attention to be devoted to new radars or other equipment about which little or nothing is

presently known. Sketches or pictures, annotated as completely as possible with estimated sizes of

shipborne radar not appearing in enclosure (1) constitute an important naval intelligence need.

Special attention should be paid to their dipole and waveguide dimensions and to their feed arrangements. Rotation and nutation data even of "nicknamed" radars sighted should be included in message reporting.

A new study, giving complete coverage of Soviet naval electronics equipment, is in the process of being written to replace ONI-26-1.

4. Pin-Pointing Locations in the Soviet Bloc. In pin-pointing locations in the Soviet bloc, it is desired that the following instructions be carried out as feasible.

a. When Air Objective Folder (AOF) materials are available for the area, Horizontal-Vertical (HV) or minimum character coordinates are desired, supplemented when possible by overlays and by reference to kilometer markers or street addresses.

b. When these are not available, distance and azimuth data from known prominent landmarks or positions should be given.

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Op-922H2D2/11c
Ser 001712P92
3 FEB 1955

c. When this is not possible. Distance and azimuth data from kilometer marks along routes used under the Joint Travel Program will be most acceptable, with the nearest town mentioned and located by the same kilometer marking system. As much additional verbal description as possible should also be given.

5. Ex-German type 26 Walther Submarines. There appears to be a remote possibility that the craft described in enclosure D to British Naval Attaché Moscow's R/S No. 134/54 of 7 June 1954 forwarded in reference (a) could be used as camouflage for the mock-up mentioned in paragraph 5 of reference (b). Its continued observation may dispel any such notion.

6. Soviet Plane. According to a report evaluated by B-3 by another agency, a two-seater Soviet A/C with the number 1410Y landed on Koethen Airfield, East Germany, on 4 January, apparently accompanied by five MIG 15's or 17's. Its fuselage appeared slightly longer and thicker than the MIG's but because of weather other distinguishing characteristics could not be noted. The aircraft number 1410Y is reported for the first time. This information is forwarded for background in case a plane with similar markings, etc., is sighted by naval observers.

7. Circular Type Aircraft. The Air Force Intelligence Digest, issue of December 1954, contains an interesting article entitled the Flying disk. Of particular interest to Naval personnel in the Soviet Union are statements therein that

a. Latest information indicates that a turbine powered, circular shaped jet aircraft -- literally a flying turbojet engine -- will be in existence in the West just five years from now,

b. If the United States accepts the possibility of success of circular-shaped aircraft, then it must also conclude that the Soviet Union is capable of developing such aircraft, and

c. The disk aircraft is a vertical riser which means that it could be housed aboard most naval vessels, including; submarines.

The article further states: "Obviously a disk aircraft and a sub would make a deadly combination in an offensive operation. It is estimated that in the space of thirty minutes, a disk could take off

from

its nesting place on the deck of a sub, climb to 65,000 feet or higher, make a run on a target area 200 to 300 miles inland, drop its bomb load and zip back home to the sub."

While it is obvious that the Naval Attaché is alert to reporting data on circular type aircraft should

he ever be in a position to gain such information, the above may be of interest on a subject which may assume greater importance in the perhaps not too distant future.

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Op-922H2D2/11c
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8. JIB London Requests. It is desired that any informal or formal requests levied directly on you in the past or in the future be reported to this office.

9. Soviet Representation at Washington. Enclosures (2), (3) and (4) relating to Soviet representatives in Washington are forwarded as of interest. It is suggested that enclosures (3) and (4) be destroyed after perusal.

10. Personnel. Capt. Moore, who has been Head, Collection and Dissemination Branch, was transferred in November to relieve captain R.N. Norgaard as Head, Foreign Branch, ONI. Commander E.B. Pugsley has been Assistant Head of the Collection and Dissemination Branch for the past year and will be Acting Head of the Branch until sometime in March 1955 when Captain W.H. Packard is expected to relieve him.

Captain R. Rutherford, USN, who had been undergoing briefing as your designated relief is not to proceed to Moscow, because of family considerations. You will be informed of a new prospective relief as soon as possible.

11. Enclosures. Enclosure (5) is forwarded for information and appropriate action. Enclosure (6) is

forwarded for information, guidance and action. Attention is specifically invited to the procedure for handling reports forwarding material received from CAS.

/s/

E. B. PUGSLEY
Commander, U. S. Navy
Collection and Dissemination
Office of Naval Intelligence

Copy to:
Op 922V
Op922Y
Op922F1C via Op 922F
Op 922F2

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FROST FOR AVRO Ltd., which reportedly were lost down in 1944.

When the United States began working with the Canadians, the idea of a circular aircraft was not new. It had produced its own flying saucer in 1942 when Charles H. Zimmerman designed the V-173 "Flying Flapjack" for the U.S. Navy. This experimental, disc-shaped craft was built and test-flown by Chance-Vought Corp. but reportedly was abandoned in 1947 as impractical. An original V-173 was on exhibit in the Smithsonian Institution for several years. Likewise, the AVRO-Car saucer project reportedly was termed a failure and canceled in 1960.

"However," wrote Harbinson in 1991, "while the Canadian and U.S. governments have insisted that they are no longer involved with flying saucer construction projects, there are many who believe that they are lying and that the Canadian, British, U.S., and even Soviet governments are continuing to work on highly advanced, saucer-shaped, supersonic aircraft based on the work done in Nazi Germany." Lending weight to this allegation was a CIA memorandum dated October 19, 1955, which stated, "[AVRO-Car designer] Mr. Frost is reported to have obtained his original idea for the flying machine from a group of Germans just after World War II. . . ."

A stranger variation of this charge came from former U.S. Air Force Lt. Col. George Edwards, who claimed he worked on the AVRO project and came to understand that it was a cover for testing a "real alien spacecraft." Edwards said, "The VZ-9 was to be a 'cover' so the Pentagon would have an explanation whenever people reported seeing a saucer in flight." This theme was taken up by writer Robert Dorr, an air force veteran who claimed to have learned of an alien saucer recovered from a crash on the East Coast in 1953. Dorr said use of the AVRO-Car as a "smoke screen" to shift public attention away from the real UFO answered many questions about the AVRO program—such as why the weapons system was never designed to be armed, why as the current aerospace leader the United States entered business with a secondary power like Canada, and why the AVRO was so publicized when first announced in 1955 but not publicized when test-flown in 1959.

It is intriguing to note that as will be seen shortly, America's first highly publicized UFO sightings took place in the northwest United States and, in both cases, the UFOs flew off toward Canada.

But before the first great UFO "flap" occurred, it should be mentioned that a literary endeavor may have built up both public reception and perception of the coming events.

In 1938, a Wisconsin-born hunchbacked dwarf named Raymond A. Palmer had been named editor of *Amazing Stories*, a pulp magazine targeting adolescent boys with tales combining heroic adventures, robots, science fiction, ghosts, and wartime patriotism. For example, one

story in the March 1938 issue concerned "A new asteroid [which] came to the solar system and circled Earth—and became a base for Nazi bombers!" In January 1944, Palmer ran a letter from a Richard Sharpe Shaver, a worker in the Philadelphia shipyards, who claimed to hear "voices" coming from his welding equipment. Encouraged by having his letter published, Shaver sent Palmer a rambling manuscript penciled onto envelopes, sacks, bills, and other scraps of paper entitled, "A Warning to Future Man." Shaver said his writings were based on memories of life on the long-lost continent of Lemuria induced in him by "alien minds" who had come to Earth 150,000 years ago and were still living in vast caverns within the earth. Palmer expanded Shaver's manuscript threefold and published it in March 1945 as "I Remember Lemuria!"

Despite the outré nature of Shaver's narrative, Palmer published it as a true story, though in later years he admitted to being aware that Shaver had spent some years in a mental hospital. Magazine sales soared to more than 250,000 a month, and stories about spaceships and aliens increased. In mid-1946, Palmer wrote, "If you don't think space ships visit the Earth regularly . . . and if you think responsible parties in world governments are ignorant of the fact of space ships visiting the Earth, you just don't think the way we do."

Author Curtis Peebles commented, "One would be hard pressed to find a more concise summary of the flying saucer myth. Yet this was a year before the first widely publicized sighting." The stage was set for the first major UFO reports, with visiting extraterrestrials, flying craft with miraculous energy systems, and government secrecy already a part of the public lore.

Arnold and the Maury Island Mystery

The year 1947 proved pivotal, separating previous accounts of objects in the sky from modern UFO sightings. Most people believe this stemmed from one major case that year. In fact, there was an epidemic of UFO incidents that year. These continuing sightings were only mentioned in local newspapers and many have remained unknown until today.

The beginning of one widely publicized UFO event of the modern era occurred on June 21, 1947, on Maury Island in Washington State's Puget Sound. Harold A. Dahl, a harbor patrolman, reported that at 2:00 P.M. he—along with two crewmen, his teenage son, and his dog—had guided his boat into a Maury Island bay to escape bad weather when they saw six "doughnut-shaped" objects about two thousand feet in the air. Five appeared to be circling the sixth, which seemed to be in difficulty and was losing altitude. They

Arno.

Mauro.

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10, million US. spent

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[SO] Revealed - Britain's 1950s Flying Saucer

Date: Mon, 27 Mar 2000 21:39:08 EST
 From: SHnSASSY1@aol.com
 Subject: [SO] Revealed - Britain's 1950s Flying Saucer

From: SHnSASSY1@aol.com

March 26 2000 BRITAIN

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 Light years ahead of its time: the British prototype of the experimental plane known as Project Y was designed to take off and land vertically

Revealed - Britain's 1950s flying saucer
 Jonathan Leake, Science Editor

Saucerful of secrets: the disc-shaped Avro plane was intended to fly at 2,500mph

IT is the nearest the RAF got to a UFO. Recently discovered photographs taken at a secret laboratory in the 1950s reveal for the first time how close Britain came to developing a saucer-shaped stealth fighter after the second world war.

The pictures, taken at a research centre in Canada, show a revolutionary ultra-high-speed jet fighter designed by the British engineer John Frost. Aviation experts who studied the pictures last week said the jet incorporated some of the features on America's stealth fighter plane.

Work on the aircraft in the 1950s was codenamed Project Y. Frost and his team initially set out to build a disc-shaped machine with vertical takeoff, but ended with a sleek, arch-shaped aircraft.

"The pictures are a wonderful find," said David Windle, who has researched the history of Project Y. "It is technology that Britain just lost and it is a pity the project was abandoned. Who knows what would have happened if they had pursued it."

The photographs were taken at a laboratory in Malton, near Toronto, where Frost was working with Avro-Canada, a subsidiary of the British firm Avro, to develop a jet fighter for the Canadian government. He wanted to create an aircraft which could fly at 2,500mph and take off and land on its tail.

The existence of Project Y has been known about for years, but no pictures of the aircraft have ever been found. An aviation researcher accidentally discovered the photographs in a file at the Public Records Office in Kew.

An elongated saucer shape was used because of the revolutionary "radial flow" jets designed to power it. The engines were designed to emit the exhaust gases from several small nozzles, increasing the thrust of the jet.

Aviation experts said last week that the prototype vehicle would have been almost invisible to radar because of its slim cross-section. It would also have been more likely to evade enemy missiles because of the lower heat output through the numerous jet outlets.

It is not known why the revolutionary jet never went into production, but the project was abandoned before the plane had its first test flight.

Reach for the sky: despite its sleek look, the Avro never flew. Alex Raeburn, then assistant superintendent of manufacturing at Avro, described the life of secrecy for those on the base. "The security was very tight," he says. "Armed guards were stationed on the doors and drawings were taken away as soon as we'd made the component. In fact, we never knew exactly what it was we were making."

Verne Morse, one of the team who worked on the secret project, said he was amazed any pictures had survived because of the total secrecy surrounding the project. He described how he saw a subsequent model designed by the team.

"When I saw it [the plane] for the first time I was stunned," he said. "I'd heard rumours we were working on a flying saucer, but I dismissed them. Now, here I was looking at it, and I was speechless."

In 1954, the Canadian government decided to end the development of the aircraft. The American air force took over the project and later a scaled-down version of the plane became an "air jeep", which was nicknamed the Avrocar.

Raeburn said he witnessed test pilot Spud Potocki flying the saucer-shaped craft. "I remember him flying up to the hangar windows and looking in like a humming bird might do. When he flew in cold weather the engines sucked pieces of ice off the puddles. They'd float around in the air, shining in the sunlight."

Professor Michael Graham, professor of aerodynamics at Imperial College, said: "In the 1950s there was a lot of interest in different aircraft shapes. This is built like a kind of flying wing. Its ability to hover is useful for landing in rough places."

While Frost worked on Project Y, American engineers were developing their own ultra-high-speed jets at desert bases in California and Nevada, which led to the development of spy planes such as the U2.

In 1961, however, despite the successful flights of the Avrocar, the American air force halted all funding for the company's researchers. There were no more British-designed flying saucers and Frost left Avro and moved to New Zealand, where he died.

Last week Tony, his son, said: "Dad was a brilliant artist who was always designing things, but he combined that skill with being a very capable mathematician and great lateral thinker."

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~~~~~Louise A. Lowry~~~~~

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All Articles and Comments Are Welcomed!

E-mail address [ShnSassyl@aol.com](mailto:ShnSassyl@aol.com)

"Tis Strange-but true; For truth is always strange; Stranger than fiction!"

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## TIDBITS OF WISDOM

### RAND CORPORATION ADMITS TO HAVING, BUT WON'T GIVE

The Rand Corporation of Santa Monica, California, a reputable "think-tank" outfit whose governmental connections have been both considerable and varied over the years, admits to having a Technical Report entitled "UFOs: What to Do?" The problem is that they just won't give— at least not to the public. The report is only available "for internal distribution", they say. And even then, those who have had access to it, like their librarian, have been cautioned not to talk about it. Since it's supposed to be a relatively innocuous document, one cannot help but wonder why the silence. Could its release perhaps help open the door to other Rand studies which this one may reference? Who knows?

In any case, quite a campaign has been developing lately to try to change Rand's collective mind (no pun intended). Anyone interested in joining the fray is invited to write and bother Rand about it. Write to The RAND Corporation, Publications Dept., 1700 Main St., Santa Monica, CA 90406.

### ALIENS, AIDS AND RIGHT-WING CONSPIRACY THEORIES

Those of us who have been keeping their fingers on the pulse of the UFO community's paranoia-mongering right-wing lunatic fringe have been hearing it for a couple of years now. The Bill Coopers, the John Lears, the Billy Goodmans and their groupies have the "proof"— AIDS, they say, is really a government plot, begun in the late 1960s with the assistance of aliens, to rid the planet of "undesirables" and prepare for the takeover of "the New World Order".

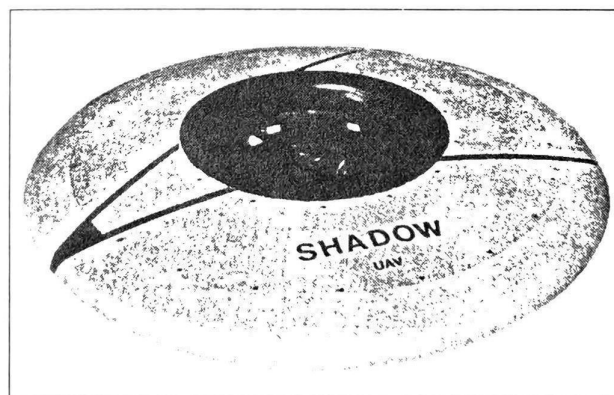
While there are quite a variety of these stories floating around, the one thing they all seem to have in common is the assertion that the AIDS virus was created and set loose upon the world not earlier than the middle 1960s.

A discovery made within the past year however, completely discredits all of the above rhetoric on the basis of date alone. AIDS, it seems, has been around far longer than anyone has heretofore suspected. Indeed, it has now been conclusively documented that a 25 year-old British sailor died of the disease in Manchester in 1959— a fact which, given the long incubation period the disease is known to have, strongly suggests that he must have become infected not later than the mid-1950s.

For more information, see Peter Radetsky's "The First Case" which can be found in the January, 1991 issue of Discover magazine.

### HOW DO WE KNOW THAT "THE SHADOW KNOWS?"

Several people have written in asking whether FOCUS can prove its claim (see March 31, 1991 issue, p.7) about the existence of a six-foot in diameter, disk-shaped, UFO-resembling reconnaissance drone which has been test-flown over the American Southwest and was used in the recent Gulf War. For those who are still skeptical of our story we say, check it out for yourselves. The "Shadow", also known as a UAV (unmanned aerial vehicle) was developed and test-flown by Cordray Research of Colo-



"Drawing of the USAF's "Shadow" UAV craft, a pilotless, 6-ft. diameter reconnaissance drone."

rado under contract to the USAF's Flight Dynamics Laboratory. According to our information, "the Shadow" was in fact used during the Gulf War, it was (and continues to be) tested over the U.S. Southwest, and the project's secu-

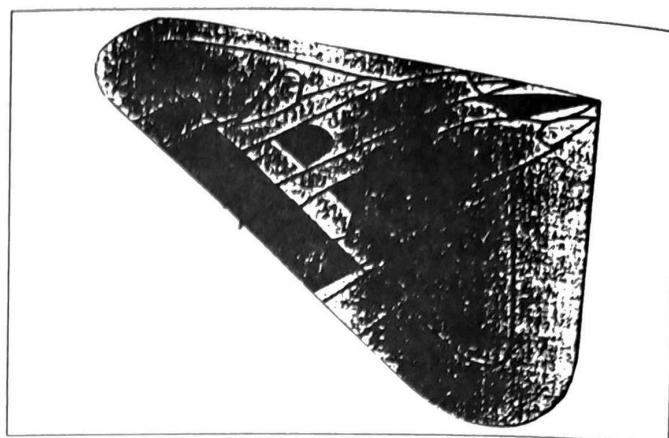
rity people continue to spread UFO stories in areas over which the drone has been sighted (such as Nevada, New Mexico and Southern California) as part of the disinformation cover they have developed to keep technical details of the project out of the hands of hostile intelligence services. And what better way to spread disinformation of this sort than to deliberately attract credulous UFO-buffs to remote places, put on a show for them, and let them talk all they want about what they think they saw?

Yet another benefit of this ingenious counterintelligence ploy is that luring the curious to some remote spot is an easy way to find out who's interested in what. Just monitor who comes and goes at the Little A'Le'Inn in Rachel, Nevada (the prime meeting spot and watering hole for Area 51/Dreamland/Groom Lake buffs), compile a list of license numbers and names from drivers' licenses, and you have a ready-made way to identify interested newsmen and potential agents of hostile intelligence services alike. In such a game, the UFO-buffs aren't regarded as the prime area of interest. Rather, the rumors and stories they are certain to spread with relish are seen as "bait" useful in attracting far larger fish. And in that sense, the real messengers of deception become the very UFO-buffs who are so quick to condemn disinformation when they perceive it coming from other sources. It's a neat little piece of duplicity, for if the government's agents weren't able to take advantage of the UFO-buffs' naive credulity in such a fashion, they just might be faced with having to do all the dirty work themselves.

### AND THEN THERE'S THE "THAP"

If you think that "The Shadow" has UFO-buffs confused, then what about the "THAP"? What's "THAP", you ask? It's another one of those strange-shaped things that folks have seen flying over Nevada, and New Mexico, and Southern California—and maybe even Europe. And, while "Shadow" is round just like a UFO, "THAP" (short for Tactical High-Altitude Penetrator) is... you guessed it... triangular, just like a UFO. Also known as the TR-3A, or "Black Manta", it's

a stealthy, 40+ feet long, 14 feet high triangular reconnaissance drone with a 60+ foot wingspan.



"Northrop's mysterious THAP, or "Black Manta", a stealthy, triangular reconnaissance craft with a 60+ ft. wingspan and a 3,000 mi. range. Built as a recon companion to the F-117a Stealth fighters, it is based with them wherever they are in the world and may be at least partly responsible for the recent wave of triangular UFO sightings over Belgium."

Its prime use is as a valuable companion to the F-119a Stealth fighters, for which it is capable of providing real-time recon capabilities. Wherever the Stealth fighter is based, there you will find also the "Black Manta", whether outside of Tonopah, Nevada; Holloman AFB, New Mexico; or... you guessed it again... NATO headquarters in Brussels, Belgium. Whether this explains the recent Belgian triangular UFO flap or not, we don't know; we just thought that you might like to know what we do know.

### BETTY HILL ANNOUNCES RETIREMENT

Thirty years after her harrowing experience with a UFO on the dark roads of backwoods New Hampshire, famed abductee Betty Hill, now 72, has decided to call it quits. Betty, with her late husband Barney, were the subjects of a worldwide controversy back in 1965 following the release of John Fuller's bestseller *The Interrupted Journey*, which told the story of what has since become the world's foremost UFO abduction case.

You're a grand and courageous lady, Betty. We wish you well.

## GREEN FIREBALLS AND THE U.S. NAVY

When so-called green fireballs were being sighted all over the American Southwest back in the late 1940s, the Air Force undertook an extensive investigation in an effort to determine what could be learned about them. ( See Mystery of the Green Fireballs <'82>, an extensive 180+ pg. collection of information on this topic, copies of which are still available from FWP for \$20.00.)

As a result of a cooperative research effort conducted by William Moore and Stan Friedman more than a decade ago, a large body of information was eventually released via the FOIA. Among those documents was a field report filed by AFOSI agent Jack Bolling on January 4, 1949, which contained the following very interesting paragraph:

"Special Agents Edgar J. Bethart and Robert B. Johns interviewed Mr. (name officially deleted), Las Cruces Auto Court, Las Cruces, New Mexico on 23 Dec. 48. (Deleted) is connected with Navy Project Task D, NORD 8555, which requires that he and his associate (also deleted) maintain a watch on the skies for about 95% of the time at night.... Arrangements were made for photographs of the night sky taken in connection with (deleted)'s work to be furnished to 17th District O.S.I."

Naturally this raised a number of questions. What was the Navy doing in New Mexico maintaining an almost fulltime watch on the night sky and taking pictures at the very height of the UFO green fireball phenomenon? What was Project Task D, NORD 8555? What pictures were furnished to 17th District OSI, and what became of them?

Years (literally) of FOIA correspondence with the Navy ensued before, finally, notification came from the Office of the Chief of Naval Operations in October, 1990 to the effect that they were forwarding our request to the Office of the Chief of Naval Research for disposition. In December, Naval Research notified us that two documents responsive to our request had been identified and that these were being referred back to Naval Operations because "the

subject matter... is not under the cognizance of... Naval Research." It took Operations five months to decide that they didn't want the ball either, at which point (now May, 1991) we were told that everything had been referred to the Commander, Naval Space and Warfare Systems. A month after that, we were told that Space and Warfare also didn't want to deal with it, and that they were forwarding everything to Naval Sea Systems Command!

Meanwhile, we were left wondering what could possibly have been found that would cause such a shuffle. Remember, these were documents dating from 1949.

At last, in early September, 1991, Sea Systems notified us that two documents had been cleared for release in their entirety. These turned out to be two rather lengthy Technical Reports (numbered 3 and 4 respectively) which had been prepared by one Luigi G. Jacchia of the Harvard College Observatory and Center of Analysis of the Massachusetts Institute of Technology at Cambridge.

One of these, labelled "Technical Report #3", was entitled "Photographic Meteor Phenomena and Theory: Meteor Photometry, Fundamental Equations & Constants, Durations & Flares." The second, labelled "Technical Report #4", was entitled "Atmospheric Density Profile and Gradients from Early Parts of Photographic Meteor Trails." Both bore only the date "Cambridge, 1949", with no specific month indicated.

Curiously enough, neither report makes even a single mention of any work done or photographs taken in New Mexico. In fact, Report #3 specifically states that the data used in compiling that report plus Technical Reports #1 and #2 came from cameras set up outside Cambridge, MA ("camera KA") and at Oak Ridge, Tennessee ("camera KB"). Report #4 references the same data as #3.

So what happened to the photographs which AFOSI obtained from the Las Cruces observation point? And why is there no mention whatsoever of any data from that locale in either of the two Technical Reports in hand which, it

*(Continued on page 30.)*