

sighting for the saucer files. On p. 159, Keyhoe states that this case was especially given to him as one which supported his interplanetary mother-ship theory.

I conclude with Keyhoe's words from p. 165: "Of all the official reports I'd seen, this was the most astonishing. That it had been released to me seemed to mean only one thing. Clearly, Intelligence....(the CIA?).... wanted the public to see this conclusive proof that the saucers were interplanetary machines."

What Really Happened in these Radar Cases: I do not claim that all radar sightings of flying saucers are caused by the use of ECM equipment. However, I believe that the radar sightings discussed in this article had no connection with real objects capable of speeds of thousands of miles per hour. Instead, I maintain, these particular reports were due either to accidental or purposeful generation of signals in the radar sets, from special ECM equipment in the vicinity. The ECM operations would have been conducted under normal secrecy rules befitting their novel military character. The ECM personnel may not even have realized that their operations would give rise to these UFO reports. The reports of the radar personnel show that they were not aware of any ECM possibilities, and were genuinely "taken in" by the display.

Such proceedings would seem normal, honest, and perfectly proper in the name of military research and development. But I think we must draw the line at the next step, misleading publicity. I believe that the CIA "promoted" publicity on these sightings, at least the American cases, for the purpose of fostering stories about the "interplanetary" nature of flying saucers. Shrewd manipulation of normal military moves, through top level contacts, enabled the CIA, without any extensive staff of operations, to perform certain necessary feats. A few examples are given below.

(1) The jet interceptors which guard Washington were moved from Andrews Air Force Base (4 miles away) to New Castle, Delaware (90 miles away) to "permit runway repairs" during the month of the sightings in Washington. This accounted for the delays and lack of sufficient interceptors. With the jets based at Andrews AFB, an ECM hex could not have been carried off.

(2) Ruppelt was prevented from traveling around Washington to collect facts from eyewitnesses. He states how he was unable to get taxi fare or a staff car on July 21st (Ruppelt, pp. 216-217). And on July 29th, he says (p. 221): "Major Fournet and I spent the entire morning 'just leaving' for somewhere to investigate 'something'. Every time we would start to leave, something more pressing would come up." A reason for the CIA to have kept him immobile appears on p. 224: "...Had someone gone out and made a more thorough investigation....(it) would have taken some of the (interest) out of the two (radar) reports. It took me a year to put....together.... but it could have been collected in a day of concentrated effort! He then quotes some data which cast doubt on the validity of the visual confirmations of the Washington radar sightings.

Conclusion: It should be noted that the Washington sightings were predicted in advance to Ruppelt, privately, by a CIA scientist, a few days before they took place. (Ruppelt, pp. 209-210). This is quite consistent with the contention that the CIA "sponsored" the sightings.

Those who find it hard to believe that a government agency would participate in such trickery should read the article in Life Magazine, Jan. 5, 1956, pp. 20-31, "How Insiders Kept Their Great Secret". Note particularly the sentence in the fourth paragraph: "A group of Signal Corps trailers....was brought under false orders at night....with the connivance of a cooperative but

mythified provost marshal, and parked in a remote spot (on the base)". When the full story of these 1952 radar sightings is finally told, there will be, I am sure, many such instances revealed, involving ECM equipment.

Researchers who want to learn the truth about flying saucers should learn all they can about ECM. Then let them consider whether they will admit that this may be a solution to these radar sightings.

Books Cited:

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| Michel, | "The Truth About Flying Saucers", Critterion, New York, 1956 |
| Ruppelt, | "The Report on Unidentified Flying Objects", Doubleday, Garden City, 1956 |

AN OPEN LETTER TO SAUCER RESEARCHERS - By Dr. Leon Davidson -

(1) I would like to deviate from my usual writing style and cast this article in the form of an open letter, without rigorous documentation. I have been unable to keep up properly with the correspondence that followed my article "Why I Believe Adamski." Hence this open letter of reply.

(2) Because of the somewhat unpopular position which I have always taken on this subject, I would like to state my qualifications, to justify the somewhat pompous position which I may seem to affect. I challenge any other saucer researcher to present a better list of qualifications to pontificate in this field.

(a) I have read the full text of the Secret version of the Project Grudge Report of August, 1949.

(b) I have worked for classified government projects, mostly in the atomic energy field, including a stint working for Uncle Sam in AEC Headquarters in Washington, at a highly respectable level.

(c) I have held high U. S. security clearances for over 15 years.

(d) I have lived in several areas of the country where and when flying saucer activity was going on, including New Mexico during the "green fireball" period, and Washington, D. C., during the 1952 "National Airport radar sighting" period.