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'Flying Saucers'—

Are They Myth, or Fa

U. S. Air Force Calls Mystery Discs 'Headache'

Noted INS Writer to Give Facts to Readers as He Finds Them

The U. S. Air Force is still investigating reports of flying saucers, despite an announcement that its efforts to hunt down the mysterious objects were abandoned. What it has found in tracking down thousands of tips, rumors and eyewitness accounts makes a fascinating modern-age detective story. To find the true story of the flying saucers, Bob Considine went first to the men who know the story best—the Air Force operators of "project saucer." This is the first of four articles.

By BOB CONSIDINE

International News Service Staff Correspondent

"I've seen a lot of flying saucers," calmly remarked Col. Harold E. Watson, the Air Force's foremost authority on the controversial subject.

"Plenty of them," the intelligence chief of Wright Field's air materiel command went on, with the weariness of a man who has told a story too often. "And I've chased after them in the Air Force's fastest propellor-driven plane, the F-51. Caught them, too.

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"And every single saucer turned out to be the sun shining off the wing or body of a distant DC-4, or a jet, or a weather balloon, or it was a reflection off a water-tank, or something else that is readily explainable.

'There Are No Flying Saucers'

"I don't know what it takes to convince the public," he said, not without a note of despair. "But there are no such things as flying saucers. They don't exist. They just don't exist!"

We asked him how he accounted for the increasing number of persons who report their alleged observation of objects of non-astronomical origin streaking through the skies.

Colonel Watson sighed.

"We are going through a seasonal hallucination," he explained. "We've kept a careful check on these periods of mass illusion. They reach peaks shortly after some unusual stir in the saucer field. The two articles

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MYSTERY DISCS IRK AIR FORCE

Trailing of Flying Saucers Reads Like Detective Tale

(Continued from Page One)

that appeared in True Magazine caused jumps on the graph. Henry J. Taylor's broadcast caused another.

"The most recent jump was the result of Frank Scully's book, 'Behind the Flying Saucers,' which made me ill after 15 pages.

"The series you plan to write for International News Service will cause still another outbreak of saucer stories—even though you reverse the field and tell the people the absolute truth: That it's a lot of damned nonsense."

Cranks, Publicity Hounds Blamed

Colonel Watson stated with emphasis that at the end of nearly every flying saucer report that can be tracked down stands a crackpot, a religious crank, a publicity hound, or a malicious practical joker.

Pranksters actually have gone to the trouble of building and then destroying bizarre gadgets which they at first swore had landed in their yards or farms from outer space.

(3)

Hundreds of other well-meaning persons have become helpless foils of the mass hysteria induced by fears of aerial invasion, the Colonel said. They feel it their duty to report whatever oddity they see, or think they see, in the sky.

"It keeps us busy," Colonel Watson said, thumbing through the thick dossier of flying saucer memoranda which he had brought with him from Wright Field, for our meeting at the Pentagon.

U. S. Air Force Concealing Nothing

He repeated that the Air Force is concealing nothing from the public, despite a number of charges levelled against it by authors, and by periodicals which either believe naively in the existence of the saucers or feel that the categorical Air Force denials will have a bad effect on sales.

But with characteristic precaution he would not permit us to examine the text of the dossier.

"It is marked 'confidential,' as you can see," Colonel Watson said, and with a smile he added, "but that's not because we have anything in this file that relates to alarming findings. These are reports made to us by our OSI (Office of Special Investigation), the FBI and Post Office Department inspectors.

"It would serve no purpose to reveal the name of these agents."

'Still in Business' Seeking Evidence

We reminded the colonel that he appeared to be in charge of a unit which the Air Force announced it was formally discontinuing last December 27, after 375 flying saucer investigations had proved fruitless.

"We're still in business," the colonel added. "The Air Force naturally will always have a lively interest in whatever is reported in its sky. That's our job.

"But we no longer chase down such tips as this," he said, opening his sheaf of papers to a scrawled letter and quoting some of its many allusions to Biblical prophecies.

"We look into only such reports as appear to be outside the spheres of regular reports we receive on the scheduled and unscheduled movements of commercial and military aircraft, the regular radar and astronomical reports we receive, meteorological balloon releases, rocket and guided missile tests, and air targets dragged by mother planes.

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'All Have Been Fools' Errands'——

"In this way we're able to weed out all but about five flying saucer alarms a day. These we're likely to track down to the point where the hoax or misconception is obvious to the agents. Of course, we're always ready to examine any wreckage reported as the remnants of a flying saucer.

"But these have all been fools' errands. Costly errands, too, that tie up the time and talent of good men."

We asked him to explain the accounts of mysterious flying objects which have been reported by responsible pilots for TWA, United, Eastern, Chicago and Southern, and other lines.

Colonel Watson shrugged.

"Fatigue, I'd say," he replied. "And the power of suggestion. And the optical tricks that windshields can play on an airman—especially at night.

"I'm not questioning the integrity of these men, or of the occasional hostess or passenger who has 'corroborated' their testimony. But the most careful inquiry into their stories has produced not a shred of real supporting evidence."

Even an 'Alert' at Wright Field

To spotlight the vigilance of the Air Force, and at the same time its own susceptibility to the flying saucer scare, Colonel Watson revealed that even Wright Field—where the world's foremost aeronautical engineers are stationed—recently had a saucer "alert."

A radar operator at the field picked up a curiously shaped object on his screen shortly after a nearby farmer had phoned the field that he had spotted a saucer headed that way. Visual observation was not possible at the field because black smoke from the chimneys of a nearby cement plant settled over the area.

Jets were immediately dispatched to chase the object. As they neared it—obscure in the smoke haze, but of a vaguely different color—the radio compasses on their instrument boards spun around as if they had just passed over a radio guide-beacon.

This Planet Not

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This Planet NOT Being Spied Upon

It was a magnetically charged cloud, a familiar phenomenon of the heavens and one that is always able to jar a plane's radio compass, and reveal itself on a radar screen.

At the conclusion of a comprehensive session with the Air Force spokesman, which will be further dealt with in subsequent articles, Colonel Watson declared:

"I don't know how to make it plainer than this: the Air Force has in its possession no flying saucers, or parts of flying saucers. It has no bodies of 'little men,' nor any samples of the so-called clothes these imaginary creatures wore.

"It has investigated hundreds of rumors without finding an iota of responsible supporting testimony or a shred of evidence.

"This planet is not being spied upon by space-creatures, nor has any potential earth enemy sent observation ships against us. No branch of the Armed Forces has an aircraft or missile resembling the structure or alleged performance of a flying saucer."

Harvard Astronomer Replies It's 'Nuts'

Harvard astronomer Dr. Donald H. Menzel stated the matter more briefly. Asked about the space ship theory, he simply exploded "nuts!"

Dr. Harlow Shapley, Harvard's Observatory director, said, "The whole thing is so crazy that I don't think astronomers should dignify it by commenting."

A public which has reluctantly but finally come to comprehend that one small A-bomb can destroy an entire city, now believes implicitly that science is about to produce an H-bomb so appallingly destructive that it will use the A-bomb as a mere detonating cap. But science is not too sure.

The public has been confronted with countless other marvels, including the crossing of an ocean by a submerged submarine; plus the smashing of the sonic barrier by the rocket plane XS-1, and a non-stop flight around the earth by a B-29.

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It therefore is prone to credit flying saucer stories as either wholly true or within the realm of probability. Despite the warnings of responsible scientists, and critics who took the trouble to check up on its manifest absurdities, the American reading public has made a best-seller out of Scully's book.

In the face of delusion and downright hoax, the harried Air Force issues its periodic denials—and at the same time begins to understand why Jules Verne sold well and Jersey farmers stampeded in terror before Orson Welles' "Invasion of the Martians."

(TOMORROW: The Air Force's six-month search for two non-existent flying saucers, complete with non-existent "little men.")

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'Flying Saucer' Story of 'Little Men From Venus' Traced

Los Angeles Exami
Mon., Nov. 13, 1950 Se

Golfers at Lakeside Country Club Involved

Trail Leads to Albuquerque and Then to Phoenix

(The United States Government has spent thousands of dollars and the time of its top investigators to find out if flying saucers are real. Its most bizarre adventure, the quest for 16 little men from Venus, is detailed in the following second article of a four-part series bringing up to the minute the answers to the question: ***"Flying saucers: myth or mystery?"***

By Bob Considine
Staff Correspondent International News Service

In his book about flying saucers, a best-selling tome which the Air Force either laughs at derisively or condemns as a trouble maker, Frank Scully presented to a gullible public an account by a "Dr. Gee," of two grounded saucers containing midgets from the planet Venus.

According to the mysterious "Dr. Gee," identified as "the top magnetic research specialist in the United States," he and seven other scientists were called in by the Air Force to examine a strange aircraft that had landed in a very rocky, high plateau territory, east of Aztec, N. M."

The Doc's group, according to Scully, watched the thing from a safe distance for two days, bombing it with "cosmic rays and other protective devices."

"Then they advanced close enough to it to note that it was saucer-shaped and the width of the saucer measured 99 and 99/100th feet. Solution of a 'double knob" opened a door and enabled the men of this pipe dream to enter

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"We took the little bodies out, and laid them on the ground," Scully says the Doc told him. There were 16 of them, ranging in height from 36 to 42 inches.

There then follows an account of how charred their skins were, but Scully's drowsing muse allowed him to quote Gee's description of their clothes, navigation charts, equipment and other perishable properties somehow uncharred.

'No Cavities' in Their Teeth

Gee went to the trouble of reporting that the teeth of the little men "contained no cavities or fillings." But the wicked Air Force men seized the bodies, for dissection, and broke up the nice saucer—which was put together with "no rivets."

The Air Force tossed Dr. Gee a few crumbs, the story went: A tiny tubeless radio, a few gears and some small disks, for study.

Another saucer which Scully said was examined by Dr. Gee and his staff fell "near Phoenix." It was 36 feet in diameter (*". . . and the size of the cabin and all the rest of dimensions balanced out on the same system of 9's that had been found in the other ship."*)

Two midgets were in this one, also very dead. No toilet facilities, as in the plush-job saucers. No food wafers which, when dropped into a gallon of water, " . . . boiled over the sides of the container."

Hate Officers Seize Evidence

Again the hated Pentagonians (unnamed officers who constitute the menace in the preposterous book) stepped in and took away all the fine evidence, including some watches from Venus which, inexplicably, worked in consonance with our moon, not Venus' moon.

I spread this now familiar story before the Air Force's outstanding authority and official spokesman on the flying saucer hoax, Col. Harold E. Watson.

At the request of Brig. Gen. Sory Smith, Watson had flown to Washington from Wright Field, Dayton, Ohio, for the interview. He is, in addition to his trying saucer duties, chief intelligence officer of the Air Material Command.

"I'll tell you the origin and ending of that ridiculous yarn," Watson said, opening the dossier of restricted investigation reports he had brought with him.

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Air Force's Story Given

This is the Air Force's story, with dates and names documented by the FBI and Office of Special Investigation:

Late last year in the drinking room of the Lakeside Country Club in Hollywood, Bruce Cabot, the actor, overheard a man say that he knew of a man who had in his possession portions of a flying saucer.

Later Cabot called an Air Force office in the Los Angeles region and reported the incident. His informant's name, he said, was either Newton or Newman.

Newton or Newman had added, Cabot stated, that his friend had salvaged a mysterious little "magnetic radio" from the wreckage of a saucer and that they were using it to locate oil deposits.

Hunt for Cabot Proves Tedious

The tedious and expensive (to the taxpayers) job of querying Cabot—who was suddenly very hard to find—and of finding Newton or Newman got under way.

After several wrong turns, the investigators learned that a Si Newton, who was in the oil business, sometimes played golf at Lakeside but the club had no phone number or address for him. Cabot was "on location."

On January 6, 1950, a Kansas paper printed an interview with one Rudy Fick, giving somewhat similar details. The investigators tracked down Fick, who said he had been told the story by someone he called "Coulter."

Didn't know the first name or where to reach him, but "Coulter" was a friend of Jack Murphy, of the Ford Company, Denver.

"Coulter" became George Koehler after the investigators spoke to the skeptical Murphy, but, at the time, little else was learned except that Murphy understood from Koehler that parts of two saucers were in the "U. S. Research Bureau," Los Angeles.

There is no such organization, the Post Office reported.

Trail Promptly Grows Cold

The trail led to Albuquerque in quest of a Dr. Gebauer or Jarbrauer, from whom Koehler is said to have borrowed the "magnetic radio." And promptly grew cold. No Gebauer, no Jarbrauer.

Back in Denver, Murphy said that most of what he had heard had come from one Morley B. Davies, of the J. Walter Thompson Advertising Agency, who knew Koehler—by now identified as an advertising salesman for a Denver radio station.

Murphy had asked Davies to ask Koehler to show him what he had, and Koehler had appeared with several small gears and metal disks and a gadget he called a radio that spoke occasionally in a tongue not of this earth.

Murphy told the investigators that he had identified the disks as "knockout plugs"—of the kind placed on the walls of some automobile engines to militate against cracks through freezing. The gears, he said, were "just gears," and the radio, if it was one, wouldn't work.

Story Continues to Expand

But the story expanded nevertheless. Investigators soon had to gumshoe a report, credited to Koehler, that he and the mysterious Gebauer or Jarbauer had "lifted" one of the grounded saucers (seems it was very buoyant) but had dropped it back to the ground when it showed signs of "taking off."

It was reported, too, that 15 other midgets had parachuted safely to the Badlands of the Southwest but had "made themselves invisible" when pursued by Gebauer. Davies insisted that Koehler had told him the saucers had come from Venus at a speed of 100,000 miles per second.

Davies also related that Koehler had told him that he (Koehler) had examined a saucer in "Gebauer's" alleged laboratory near Phoenix and that, before entering the place, he was asked to disrobe and put on a special one-piece suit.

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'Little Men' File Closed

Despite these precautions, the investigators patiently heard, a warning bell sounded as he entered, "because of the plate in his head."

In the course of the bizarre inquiry, whose subject so soon was to be presented straight-facedly in book form by Scully (whose Hollywood chores bring him in contact with members of the Lakeside Club), investigators tracked down a report that one of the "little men" had been sent to Chicago's "Rosenwald Institution." The directors of the famed Rosenwald Foundation issued an indignant denial.

After six months of costly work, which sorely immobilized officers and agents who had been trained for more realistic work at a cost of hundreds of thousands of dollars, the file on the "little men" was closed and the ludicrous story ended with several of the principals refusing to answer investigators "on constitutional grounds."

(TOMORROW: More saucer hoaxes and misconceptions that have been run to earth by Government agents.)

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Pilot's Death in Flying Saucer Chase Still Mystifies

(In this third chapter of his four-part series providing the most authoritative available information on "flying saucers," Bob Considine tells the strange story of the Air Force pilot who lost his life in pursuit of one of these mysterious "objects.")

Nov 14 1950 By Bob Considine Nov 14 50
Staff Correspondent International News Service

One of the feeble straws usually reached for by the amateur or professional "true believer" in flying saucers is the strange death of Capt. Thomas F. Mantell Jr.

The "true believers" refuse to accept the Air Force's assay of the tragedy, which took place near Fort Knox, January 7, 1948.

Captain Mantell and two other veterans of the air war in Europe were flying F-51s to Louisville early that afternoon when state police notified Fort Knox that a round object, estimated to be 250 feet in diameter, was headed for the vast gold reserve area.

Several observers at the nearby Godman Air Base verified the police report and officially noted that the aerial object was giving off a reddish glow. The air field's commander, on learning that three F-51s were in the vicinity, at good altitude, asked them to take a look.

During the next half hour Mantell sent several messages back to the control tower. Whatever it was, he reported, it was climbing at what he estimated as 360 miles per hour. It looked metallic, he said, and was "tremendous."

Mantell's Body Found Near Fort Knox

The three F-51s climbed to 18,000 feet where, in broken clouds, Mantell was lost sight of by the other two. These two peeled off and dropped back to Godman Field, and explained they had given up because their craft were not equipped with oxygen tanks. Neither was Mantell's.

The last word from Mantell to the tower was that the "thing" was still climbing as fast as his F-51 and that if he could not close in on it by the time he reached 20,000 feet, he'd give up.

Mantell's body and the wreckage of his plane were found a short time later near Fort Knox —the wreckage strewn over an area of half a mile.

(3)

The Air Force's understandable inability to put its finger exactly on the cause of the F-51's crash has since served only to cement the conviction of flying saucer disciples that Mantell will be remembered in the future as the first American to die in such combat.

At first the Air Force advanced the theory that Mantell probably was chasing a large, silvery meteorological balloon used in the study of cosmic rays, and, in following it too long, reached a height which produced unconsciousness or death from lack of oxygen.

Later it was suggested that Mantell might have been chasing a rare daytime reflection of the planet Venus, and eventually suffered the same lack of air to breathe. Finally, 15 months after the death, a spokesman for the Air Force's "Project Saucer," said, "the mysterious object which the flier chased to his death is still unidentified."

Unconscious or Dead Man at the Controls

Col. Harold E. Watson, saucer-scare authority and A-2 for the Air Force's Air Material Command, told me recently that the only plausible explanation about the crash itself was that Mantell's plane went into a spin or power dive with an unconscious or dead man at the controls.

"Mr. Keyhoe wrote that in view of the fact that the wreckage of the E-51 was scattered over an area of half a mile it obviously had disintegrated in mid-air," Col. Watson recalled at our Pentagon meeting.

"A B-29 that disintegrated at 30,000 feet spread its wreckage over a 20-mile area. If the F-51 had collided with something, or been shot up, it would have spread itself over a much greater land area than half a mile."

Neither Watson nor anyone else can give a complete answer to other testimony presented to the Air Force by a large cross-section of alleged observers of flying saucers.

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During our talk at the Pentagon, Col. Watson took a sequence of three photographs from his confidential saucer-inquiry file and let me examine them. They were enlargements from a bit of 16 millimeter movie film on which the manager of the Great Falls, Mont., baseball club was said to have recorded the flight of two saucers.

Shortly after it was revealed by the Great Falls Leader, local newspaper, that Manager Nicl

Mariana had seen and filmed saucers in action, the Air Force's Office of Special Investigation rushed agents to Montana for Mariana's story and film.

Story and Photographs Studied by U. S. Agents

It turned out to be 15 feet of black and white (not color, as originally reported) made around 11:30 a. m. on the clear morning of August 15. This is the story the investigators derived from Mariana:

He was standing in the grandstand of the Great Falls ballpark, talking to Virginia Raunig, team secretary, when he noticed two fast-flying and brilliant spots in "the deep blue Montana sky."

He ran out of the stands, gained the street, unlocked his car, took out his camera, ran back to the stands, adjusted it, and shot the 15 feet. According to the investigators' report, he estimated that this took him 20 seconds.

The enlarged film showed two bright dots which advance toward (and over) a water tower in the foreground.

"Mr. Mariana had to shoot into the sun, you'll notice," Colonel Watson pointed out. "The spots are sun reflections off the water tower."

"But he swears he saw two bright objects flying through the air at about 350 miles an hour, before he ran for his camera," I reminded him.

"He did," the Colonel said, turning over another page in his file.

Then he read a report from the operations officers of the Great Falls airbase. Two F-84's (Air Force jets with a top speed of 600 M.P.H.) had landed at the nearby airport at 11:33 a. m.

(Tomorrow: The saucer pranksters.)

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Air Force Experts Trace

Los Angeles Examiner * Wed., Nov. 15, 1950 Sec. I—14

Flying Saucer Clews

(This is the last of four articles giving the latest, most authoritative answer to the question that has intrigued millions of Americans and other millions throughout the world: "Flying Saucers—Myth or Mystery?")

NOV 15/50

By Bob Considine

Staff Correspondent International News Service

Last June 19 the Air Force's Air Material Command, the arm of the Government which has the tedious task of running down every flying saucer clew, but has no power to arrest practical jokers who bombard it with false alarms, received a letter from one Martin W. Peterson of Warren, Minn.

Postmarked in Cincinnati, the letter told of a man named Walter Sirek, also of Warren, who had in his possession what must be a junior sized flying saucer.

For proof, Peterson inclosed several snapshots of his friend holding on his knee a bizarre object with a saucer-like body from two of whose thin sides protruded what looked like the tip of a spear and the fins and exhaust pipe of a midget sized V-2.

Into action went the investigative arms of the Air Force, at the customary expense of the taxpayer. It took some time for the agents to learn that Peterson was a native of Warren, Minn., and that he had mailed his letter from Cincinnati while on a visit to that city.

Strange Device Found 2 Years Ago

When Sirek was located in Warren, working at a gas station, he told the investigators that he had found the strange device two years before imbedded in the earth behind a place named Nish's Tavern, in Warren.

He hadn't taken it seriously, Sirek said.. He said he figured it had been made by a local tinsmith named Art Jensen.

Jensen remembered that he had put something of the sort to-

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gether at the requests of a Warren hardware man named Ted Heyen and a radio repair man from the same city, named Robert Schaeffer. An acetylene torch had been played over the tail surfaces to give it the appearance of having been scorched by escaping gases.

After having it mentioned briefly in a Warren newspaper, its owners threw it away. Sirek found it. Peterson, visiting Sirek, took some snapshots of him holding it and two years later sent them along with his letter to the Air Materiel Command.

It took the investigative chain r action from June 19 to September 27 to run its course. Agents had to be transported from Wright Field, Dayton, Ohio, Air Materiel Command, to Cincinnati, to Warren—fed, housed and paid.

Apologies for All Their Hard Work

When the case had ended, all they had for their pains were a few apologies and the "saucer"—which turned out to be made of the lid of an automatic washing machine, tin spearhead and tail assembly and an "engine" made from a disemboweled midget radio and an old insecticide "bomb"—spent.

OTHER GAGSTERS HAVE GONE TO THE TROUBLE OF BUYING AND ASSEMBLING MOUNDS OF SCRAP STEEL AND IRON, BURNING IT INTO AN ALMOST UNRECOGNIZABLE TANGLE AND REPORTING TO THE AIR FORCE THAT A FLYING SAUCER HAS CRASHED AND BURNED ON THEIR PROPERTY.

Tracking down such malicious work and examining the "wreckage," has cost the Air Force's office of special investigation and the FBI considerable sums and the wasted time of good talent. But according to Col. Harold E. Watson, the Air Force's saucer spokesman, nothing can be done about it.

They See It in 'The Thick Pines'

The Air Force vigorously and sometimes vehemently denies the existence of flying saucers, either of earthly or interplanetary origin. But since it is charged with the defense of the skies it often feels duty bound to look into cases which, on their face value, would be rejected as too improbable by the editor of "weird comics."

It did not, however, look too

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deeply into two recent tips solemnly presented to Air Materiel Command.

One of these, presented jointly by man and wife, swore that they were taking a walk in a woods together not long ago and saw a flying saucer moving about in the thick, tall pines. An investigator asked them to estimate how far away it was from them. "In the thick pines," they said, "about two or three miles." The investigator clapped on his hat and went home.

In the other case, an Ohio farmer excitedly called in a vivid description of what he called two huge flying saucers which raced out of the stratosphere, hovered over two small islands in a lake near his home, lowered eight angular steel legs from each saucer, scooped up samples of earth and sped away. "After tucking in the 16 legs," he added.

A brief inquiry, in the man's village, showed that he had been released two weeks before from an asylum for the insane.

THERE IS NO DOUBT IN THE AIR FORCE'S MIND THAT MANY HONEST PERSONS HAVE DUTIFULLY REPORTED WHAT THEY SOLEMNLY BELIEVED TO BE FLYING SAUCERS.

They have been misled by any one of a hundred causes that have nothing to do with the supernatural.

Their eyes have played tricks on them, as eyes will. They have been subtly influenced by the international tension and by stories of new and wondrous aircraft in the process of development. They have been misled by the tricks of our atmosphere which on hot days, for instance, can make the motorist believe he is approaching a shallow lake in the road ahead.

Nature can fling a bolt of neon or fluorescent-type light across the night skies at fantastic speed, or make it seem to hover as if contained in a tube.

A vast majority of human beings recognize this as the aurora, but a new and stubborn belief in many persons that flying saucers indeed exist prompts them to regard these flitting lights as some craft that has both substance and menace.

At such peaks of flying saucer interest as we and other nations, especially England, are currently reaching, a certain covetousness enters the picture and further distorts it.

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The neighbor of a man who has had his name in the newspapers as one who saw a flying saucer will envy him his notoriety and wish to secure for himself the same attention. Once this wish is put into action, it does not take him long to see a flying saucer.

As a matter of fact, the envious neighbor (or any one else) can see a host of flying saucers simply by looking a bit too long at a bright sun and then looking to another part of the sky.

Red corpuscles flitting past the retina of the eyes supply the mirage. A slight touch of dyspepsia also helps the eager watcher for saucers.

The first pilots of the F-51 perhaps saw more saucers than any other group of Americans. Not only that but they saw whole farms or sections of cities floating through the air above them.

"So we did something about the plastic canopy that inclosed the pilots," Colonel Watson told me with a smile. "Changed the angle of it a bit and it stopped picking up reflections."

Then the heavily decorated airman repeated:

"Try to get this over to the people—there aren't any flying saucers. There weren't any *'little men.'* There weren't any *'magnetic scientists'* who examined fallen flying saucers in Arizona and New Mexico or any place else.

"Neither the Air Force nor the Navy has built anything resembling the things described by people who swear they've seen flying saucers. And no power on this planet or any other is sending this kind of craft against us, or any other kind of craft.

"There just ain't no such animal."

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Air Force Closes Books on "Unsolved" Cases

The Air Force therefore has had to close its books on several dozen cases, including the disclosures made by an Eastern airliner crew on July 24, 1948, and by a National Guard lieutenant on October 1, 1948.

The Eastern crew reported at 2:45 a. m. (an hour after a flaming object was observed over Robbins Field, Macon, Ga.) that a big, wingless thing, glowing like a magnesium flare, shot past their DC-3 near Montgomery, Ala.

According to the pilot, Clarence S. Chiles, former ATC man, and Co-Pilot John B. Whitted, a B-29 pilot in the war, the fiery-tailed thing passed the airliner and shot up out of sight into an overcast at nearly 700 miles per hour—". . . its jet or prop wash rocking our DC-3." One passenger partially corroborated the pilots' story.

National Guard Lieut. George F. Gorman described, the following October, a "dog-fight" he had waged one night over Fargo, N. D., with an indefinable "light" which he estimated to be about six or eight inches in diameter.

At the time the Air Force spoke of "hallucinations" or "weather balloons," or "flares," "fireballs," "meteorites" and the like. It still does.

But its inability to explain away decisively the testimony of admittedly responsible airmen has caused it to become the goat or villain of many a saucer adventure.

It finds itself accused of withholding from the public what would be the most momentous news in history—the existence of interplanetary flight.

"If the Air Force had solved the so-called saucer principle of flight," the well-decorated colonel asked me, "don't you imagine we would have used the system in Korea?"

Watson's group, which instigates investigations of all saucer reports not instantly spotted as coming from misguided persons or obvious cranks, has made a close study of all photographs purporting to have been taken of such craft.

Some have turned out to be trash-can lids twirled into the sky and photographed by pranksters. Others are curious cloud or smoke formations. Some are weather balloons, others aircraft reflecting the sun.

Los Angeles Times 2★ THURS., MAY 4, 1950—Part I 23

PILOTLESS FLYING STOVEPIPES READY FOR NAVY TO SHOOT AT

BALTIMORE, May 3 (AP)—The Glenn L. Martin Co. announced today it has completed the first of some new "flying stovepipes" for the Navy to shoot at.

They can go as fast as a jet fighter plane. They can be maneuvered by radio from the ground. They have no pilot.

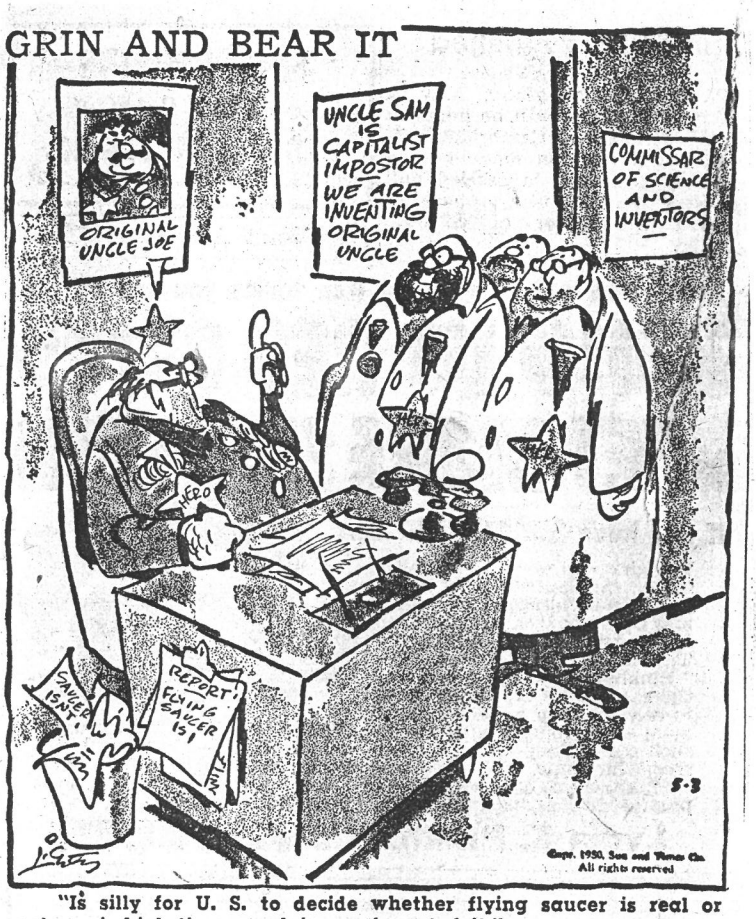
The new gadget, developed from an earlier pilotless aircraft built by Martin, is called the KDM-1. Martin has a contract to build an undisclosed number for the Navy.

The KDM-1 is a small airplane with a 10-foot wingspread. Hanging beneath it is a ram-jet engine, which looks like a length of stovepipe. There are no moving parts in the engine. It burns gasoline, generating a whoosh which drives the plane along.

The KDM-1 is taken aloft by a mother plane, mounted beneath a wing, and then turned loose when the speed and altitude are right. From then on it is controlled by radio.

The Navy will use them for targets during antiaircraft artillery drills aboard warships.

AGGRESSOR FOE ROUTED



"Is silly for U. S. to decide whether flying saucer is real or not . . . is high time we claim we invented it."