

UNCLASSIFIED

~~RESTRICTED~~

PROTECT 10073 RECORD

31 JAN

01/05/52

ATIC NO. _____

AF NO. 161581

REPORT NO. IR-3-50

DATE OF REPORT 9 Mar 50

TIME OF SIGHTING 0555 Z

SHAPE Elliptical

SIZE 3' Diam.

COURSE Earthward

NO. IN GROUP 1

SOUND _____

PHOTOS _____

SKETCHES _____

DATE OF INFO 01/ Feb 50

LOCATION Alaska 53°N 171° 11'W

SOURCE USAF Pilot

DATE IN TO ATIC _____

COLOR Red and White

SPEED _____ Estimated _____

ALTITUDE 11,000'-12,000' Measured _____

LENGTH OF TIME OBSERVED 2 Minutes

TYPE OF OBSERVATION Aerial

MANEUVERS _____

Temporary ATIC Form 329
(2 Jan 52)

UNCLASSIFIED OTHER (FLARE)

~~SECURITY INFORMATION~~

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT Report of Sighting of Unidentified Object		
AREA REPORTED ON Alaska	FROM (Agency) Director of Intelligence, Alaskan Air Command	
DATE OF REPORT 9 March 1950	DATE OF INFORMATION 10 February 1950	EVALUATION C-2
PREPARED BY (MOSBY) Lt. R. E. Smythe		SOURCE Alaskan Sea Frontier
REFERENCES (Control number, directive, previous report, etc., as applicable) None		

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List Inclosures at lower left. Begin text of report on AF Form 112-1 (Part II).)

At approximately 010555Z February, while flying at 9000 feet altitude, on Green Airway No. 8, approximately 120 miles northeast of Atka Island (approximate position 53° 00' N, 171° 11' E.) First Lieutenant J. J. Gofet, USAF, co-pilot MATS C54, Bu.No. 45530, sighted a red and white "flare" as it appeared to burst approximately 2000 to 3000 feet above and slightly to the right of the aircraft, at an estimated distance of 5 miles. This object was described as elliptical in shape, with a major diameter only slightly greater than the minor diameter. It had a reddish core and a white fringe, and appeared to be 3' in diameter when it burst. As it fell, it diminished in apparent size, and the red core gradually turned to white. After an elapsed time of approximately two minutes, the "flare" disappeared into the undercast. No parachute or other means of support were noted, and the object was reported as falling free. As it fell past the aircraft it was reported to have illuminated the plane cabin momentarily.

On sighting the "Flare" Lt. Gofet called it to the attention of the pilot, First Lieutenant T. E. Cornell, USAF, who also sighted the object as it fell, and lost sight of it when it entered the undercast at about 8000 feet. First Lieutenant Cornell climbed to the Astro dome to look for other aircraft, but none were sighted. He then fired an answering series of flares (one red and two green). Airways at Adak, North Shore Cape, and Kodiak were notified. No other traffic was reported on airways at this time. First Lt. Cornell was certain that this object was not a meteor or meteorite, because he has flown near meteorites on numerous occasions, and has always experienced a buffeting from the rough air in the vicinity of these objects.

Weather was reported as cloudless above 8000 feet with bright moonlight.

Comment: Object possibly a flare, as reported, or a meteorite.

APPROVED:

Raymond E. Smythe
RAYMOND E. SMYTHE
1st Lt, USAF
Admin Intelligence Officer

Philip Smith
for DENNIS J. MCINTYRE
Lt Colonel, USAF
Director of Intelligence

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

SXD-1

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dmb

UNITED STATES AIR FORCE TITLE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION		FILE NO. 24-51	DATE 20 January 1950
TITLE UNCONVENTIONAL AIRCRAFT (FLYING SAUCERS FROM VENUS COME TO EARTH)		REPORT MADE BY LAWRENCE A. APPLEBEE	<i>Kansas City Kansas 6 Jan 50</i>
		REPORT MADE AT DO #13	
		PERIOD 13, 14 January 1950	
		OFFICE OF ORIGIN DO #13	
		STATUS PENDING	
CHARACTER SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT			
REFERENCE TWX, HQ OSI; DO #14 and 17, 15 January 1950. Spot Intelligence Report - HQ OSI, DO #14 and 17, 16 January 1950			
SYNOPSIS Article in Wyandotte Echo, Kansas City, Kansas, 6 January 1950, stated Kansas City auto dealer, [REDACTED], while in Denver, met an engineer named [REDACTED], who claimed to have seen two "Flying Saucers" which had crashed at a radar station near the New Mexico and Arizona border. These craft, each carrying a crew of two, were constructed of some unknown metal and were stocked with food in tablet form. [REDACTED] also claimed to have removed from one of the craft a radio receiving and transmitting set, which, at 1115 hours daily, received a message in an unknown language. [REDACTED] said that about fifty (50) of these craft had been found in the United States in a two year period, forty (40) of them being presently at the United States Research Bureau in Los Angeles. [REDACTED] stated it was assumed the craft had come from the planet Venus.			
DISTRIBUTION CG, AHC, ATTN: MCIAXC-3 (Action Cpy w/2 Incls) 2 HQ OSI, w/2 Incls 2 DO #14, w/1 Incl 2 DO #17, w/1 Incl 2 DO #18, w/1 Incl 2 CG, SAC (Info Cpy) w/1 Incl 2 Det "A", Kansas City, Mo, w/1 Incl 1 File 2 Unauthorized disclosure of information prohibited by law, regulation, or executive order		ACTION COPY FORWARDED TO CG, Air Materiel Command, Wright-Patterson AFB, Dayton, Ohio, ATTN: MCIAXC-3 APPROVED <i>Earl E. Sparks</i> for MATTHEW THOMPSON Lt Colonel, USAF District Commander.	FILE STAMP

DOWNGRADED AT 3 YEAR INTERVALS;
 DECLASSIFIED AFTER 18 YEARS;
 DOD DIRM 5000.10

1-3112-27

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24-51

DETAILS:

1. This investigation was initiated at the direction of the District Commander, based on information contained in the Wyandotte Echo, dated 6 January 1950.

2. On 14 January 1950, Mr. [REDACTED], Kansas City, Missouri, was interviewed regarding the story appearing in the Wyandotte Echo, 6 January 1950, a weekly newspaper published in Kansas City, Kansas, at 715 Minnesota Avenue, concerning flying saucers and which quoted Mr. [REDACTED] (See Inclosure #1)

Concerning this article, [REDACTED] said the information contained in the article was correct in its entirety and was as he received it from Mr. [REDACTED], otherwise unidentified, at Denver, Colorado, about two weeks prior to the article appearing in the Echo. Mr. [REDACTED] went on to say that he gave the information to a man named [REDACTED], otherwise unidentified and unknown to [REDACTED], over the telephone. According to [REDACTED] he had no idea that the information would be published. According to [REDACTED], Mr. [REDACTED], an engineer at the Ford Plant, Denver, Colorado, knows [REDACTED] and his address, as does the representative of the J. Walter Thompson Advertising Company in Denver. At the time [REDACTED] talked to [REDACTED] in Denver, [REDACTED] had showed him a piece of metal and tiny receiving and transmitting set which he stated he had secured from one of the two "flying saucers" which had crashed near the Arizona-New Mexico border. The metal, [REDACTED] stated, was light weight and similar to aluminum. [REDACTED] informed [REDACTED] that he had taken the radio set to a radio station with which he is connected in Denver, and that tests there revealed that at 1115 hours each day a broadcast was picked up on the radio. The broadcast was in some strange language, and according to [REDACTED], sounded like "a Chinaman talking Japanese." [REDACTED] further stated that [REDACTED] was going to take the metal to the Ford Plant for analysis and that he did not hear what the results of this analysis were. [REDACTED] could add nothing further to the article appearing in the Wyandotte County Echo. (See copy of this article attached as Inclosure #1.)

1 Incl

Cpy of article in Wyandotte
Echo, Kansas City, Kansas,
6 Jan 1950

- PENDING -

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THE WYANDOTTE ECHO
Kansas City, Kansas
January 6, 1950

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"FLYING SAUCERS" FROM VENUS, CAME TO EARTH BY ACCIDENT, SAYS
FORD DEALER.

The secret of the "Flying Saucers" is a secret no longer. Two weeks ago, [REDACTED], well-known Kansas City auto dealer, stopped over in Denver returning from Ogden, Utah. While there he called on the manager and the assistant manager of the Ford agency there. Their conversation was interrupted by a call from two engineers, arranging an immediate meeting. One of these engineers, a man named [REDACTED], revealed some startling information.

Sees Saucers

According to the story told by [REDACTED], he "crashed the gate" at a radar station near the New Mexico and Arizona border after two weeks of arranging. Here he saw two of the highly secret "flying saucers." One of these was badly damaged, while the other was almost perfectly intact. These objects were space ships of an unusual design. They consisted of two parts, a cockpit or cabin about six feet in diameter, and a ring 18 feet across and about two feet thick surrounded this cabin. In flight, the ring revolved at a high rate of speed, while the cabin remained stationary like the center of a gyroscope. The ship has a bearing type tripod landing gear. The cabin was constructed of a metal resembling aluminum, but the actual make-up of the metal has defied analysis. [REDACTED] had a portion of this metal in his possession, and gave it to one of the Ford men with instructions to send it to the Dearborn Ford plant laboratory to see if they could either melt it or analyze it.

Crews Dead

Each of the two ships seen by [REDACTED] were occupied by a crew of two. In the badly damaged ship, these bodies were charred so badly that little could be learned from them. The occupants of the other ship, while dead when they were found, were not burned or disfigured, and, when [REDACTED] saw them, were in a perfect state of preservation. Medical reports, according to [REDACTED], showed that these men were almost identical with earth-dwelling humans, except for a few minor differences. They were of a uniform height of three feet, were uniformly blond, beardless and their teeth were completely free of fillings or cavities.

Strange Cloth and Food

They were dressed in uniform clothing made from blue material unknown on earth, the threads in the clothing seeming to be a sort of wire. The jackets had six buttons, and the trousers were tight-fitting. Their shoes were of a slip-on type. They did not wear undergarments, but had their bodies taped. [REDACTED] said that it was a matter of speculation

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[REDACTED]

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whether this was the customary garb of these people, or whether these were "space suits" or flying suits.

In each ship was a quantity of food in tablet form. One type of the food was in the form of small white tablets, about half the size of Alka-Seltzer tablets. Another type was a small brown cube, which, when immersed in water, swelled to a volume of about a gallon. Water contained in the ships had a weight twice as great as water on earth.

The ships seemed to be magnetically controlled and powered, as they had no power plant in the ship itself. No armament or exploratory equipment was found in them, and, since they seem to invariably crash near radar installations, it is surmised that they are attracted by radar, or possibly radar waves interfere with their control systems.

Lunar Clock

In addition to the piece of metal, [REDACTED] showed the group including [REDACTED], a clock or automatic calendar taken from one of the crafts. It consisted of two pieces of metal sandwiching some unusual type of material. On the face of one of these pieces of metal appeared an indentation, which, rotating around the disc, completed a cycle each 28 days, a lunar month.

Fifty Are Found

According to the information given [REDACTED], there are around fifty of these craft that have been found in the United States in a period of about two years, and forty of these are in the United States Research Bureau in Los Angeles.

[REDACTED] said that the best assumption as to the source of the ships was the planet Venus, for it is the only planet that has an atmosphere in any way similar to ours, and it seems to have magnetic properties that would make it the logical home base of these space ships.

Planned "Leak"

Mr. [REDACTED] assumption as to the reason behind the apparent lack of security is that the government desires the information to be spread from unofficial sources, until people are more or less familiar with the facts. He feels that the security departments of the military fear that the sudden shock of a surprise announcement of the fact that inter-planetary travel was possible might cause mass hysteria. No cause for alarm seems necessary, however, for, from all indications, the Venusian visitors are quite peaceful, and even unwilling, visitors to our planet.

[REDACTED]

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[REDACTED]

[Signature]
L. J. SHERBET
Major, USAF
District Commander.

DETAILS:

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AT DENVER, COLORADO

1. This is a joint investigation of Special Agent FREDERICK F. HANSEN and the writer.

2. Mr. [REDACTED], Region Manager, Ford Motor Company, and Mr. [REDACTED] were interviewed 17 January 1950. The following information was revealed. [REDACTED], Field Representative, J. Walter Thompson Company, has been bringing stories concerning flying saucers to [REDACTED] since early October 1949. These stories originated with G. [REDACTED] R. (previously reported as [REDACTED]), an advertising salesman for Station KMYR in Denver, Colorado. [REDACTED] stories describe the construction of flying saucers and the occupants. Just prior to Christmas [REDACTED] told [REDACTED] that [REDACTED] had some parts from a flying saucer, in his possession. [REDACTED] requested that he [REDACTED] attempt to arrange an interview with [REDACTED]. [REDACTED] and [REDACTED] came to the Ford Motor Company office where [REDACTED], [REDACTED], a Mr. [REDACTED], and several Ford Motor Company employees were present. [REDACTED] brought with him two (2) gears; several metal discs, similar to "knock out" plugs from electrical fixtures; and a gadget described as a radio. [REDACTED] claimed to have had the radio playing at one time and it played a type of music similar to Chinese. During the time of the visit at the Ford Motor Company the radio remained silent. While examining the gears with a magnifying glass, [REDACTED] discovered the arabic numeral "6" and a small arrow. [REDACTED] called in one of his shop engineers who examined the gears and pronounced them "just gears". [REDACTED] described the small metal discs as a soft aluminum like metal which scratched easily. [REDACTED] claimed that a friend of his at the Winter-Weiss Company (automobile equipment) was unable to analyze the type of metal. [REDACTED] immediately contacted Mr. A. [REDACTED] of the Winter-Weiss Company and had him check the truth of the Statement. Mr. [REDACTED] called back in twenty-five (25) minutes and stated positively that none of his employees had conducted an analysis of metal for [REDACTED] nor did any of them know [REDACTED]. At this time Mr. [REDACTED] offered to have the metals analyzed by the Ford Motor Company technicians in Dearborn, Michigan, but [REDACTED] declined the offer. [REDACTED] claimed to have entered an installation near Phoenix, Arizona and had actually seen two (2) flying saucers. They were mounted on a tripod type landing gear. The entire craft could be lifted by two persons. One craft was damaged and the occupants had been burned. The other craft was intact and the occupants were in a perfect state of preservation. They were three (3) feet tall, blond hair, beardless, and had perfect teeth. These occupants were garbed in a blue uniform of cloth made from wire fabric. [REDACTED] mentioned that the craft had a supply of food in tablet form and water weighing twice that of the water on earth. [REDACTED] mentioned a Dr. [REDACTED] (spelling unknown) who is supposedly a scientist in Phoenix, Arizona. According to [REDACTED], Dr. [REDACTED] told him that the flying saucers originated in Venus and that there were fifty (50) in existence in the United States. [REDACTED] also told of fifteen (15) flying saucer occupants parachuting to earth near Phoenix and that they became invisible when pursued. It is the

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firm opinion of Mr. [REDACTED] and Mr. [REDACTED] that [REDACTED] does not have a "full string of fish", and that he is "probably off his rocker". Since the meeting with [REDACTED] Mr. [REDACTED] has been contacted by a Washington newscaster and the editor of the Amarillo Globe (Texas), regarding the flying saucers, but told them that he would rather not be connected with any such fantastic tale. [REDACTED] and [REDACTED] stated that they would execute a signed statement if deemed necessary.

3. Mr. [REDACTED], radio advertising salesman, Station KMYR, Denver, Colorado, was interviewed 19 January 1950. He affirmed the meeting at the Ford Motor Company with [REDACTED], [REDACTED], [REDACTED], and several others. He admitted divulging to these persons information concerning flying saucers, but denied very profoundly having had any metals or gadgets. He also denied mentioning any names regarding his source of information. [REDACTED] stated that he had no parts of flying saucers in his possession at present. He denied having ever seen any flying saucers or their occupants. He stated that the source of his information was confidential in nature and that he was duty-bound not to reveal such source. [REDACTED] stated that if he had been contacted by OSI Agents a month ago, he would have given any information that he might have had. He claimed to have been contacted by his source and told to forget everything he knew, concerning the flying saucers. [REDACTED] claimed to have been approached by at least three magazines and offered as high as \$5,000.00 for his flying saucer story. He was also approached by a representative of the Kansas City Star. He declined to reveal any information. [REDACTED] stated that he fully believes that flying saucers do exist and that interplanetary travel is being accomplished.

4. Mr. [REDACTED], Field representative, [REDACTED] Company, Denver, Colorado branch, was interviewed 23 January 1950. Mr. [REDACTED] stated that [REDACTED] had been telling him stories concerning the flying saucers since early in October 1949. He described one as being 116 feet across and capable of carrying 16 occupants. He stated that they had come from Venus and had made the trip in forty-one (41) minutes. He stated the speed of these saucers was around 100,000 miles per second. [REDACTED] stated that his source of information was a Dr. [REDACTED] of Phoenix, Arizona and four other scientists. [REDACTED] told [REDACTED] that he had met these scientists through his wife, who was either related to one of them, or a friend of some of them. They had accepted a dinner invitation from [REDACTED] when on route to Phoenix, Arizona from the Wyoming Oil Fields where they had conducted experiments. [REDACTED] claims to have kept in contact with these scientists and gathered quite a bit of information concerning flying saucers. He told [REDACTED] that the flying saucers were landing near Albuquerque, New Mexico, due to the attraction of the radar installation nearby. He presumed that the radar activity had an affect on these saucers since they were powered by a magnetism drawn from the atmosphere. After landing near Albuquerque these saucers, according to [REDACTED], have been transported to an installation near Phoenix,

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DETAILS: (Cont'd)

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Arizona. This installation is controlled by the aforementioned scientists. [redacted] claims to have visited the installation on one occasion and in order to enter was instructed to disrobe and don a one piece coverall suit. When passing through a door, an alarm rang and it was determined that the alarm was set off by a silver plate in [redacted]'s head and his dental fillings. [redacted] told [redacted] that he was permitted to go inside the installation where he saw two small two place saucers. The occupants of one saucer were burned, but the occupants of the other were in a perfect state of preservation. The uniforms of all the occupants were indestructible and of material foreign to earth. They wore shoes of a substance similar in thickness and texture, to human skin. These shoes were also indestructible and showed no signs of wear. [redacted] described the craft as having a tripod landing gear with ball and socket wheels. They were light enough in weight for two persons to raise them from the ground. [redacted] told [redacted] that he and another man had lifted one craft and caused the balls in two of the legs to spin. When the ball in the third leg was caused to spin the craft suddenly tore itself loose from the men and fell to the ground. [redacted] told [redacted] this motion was so sudden it wrenched his back. The interior of the craft, according to [redacted] contained a series of buttons used as controls. A small radio was present, which [redacted] claims is the one which he displayed at the Ford Motor Company, in Denver. He further claims to have obtained from the craft a time device, consisting of two metal discs which rotate upon one another. He told [redacted] that the discs made a complete revolution every twenty-eight (28) days. [redacted] told [redacted] that he brought the radio, the time device, a few gears, and bits of metal back to Denver with him. He stated that the scientists had told him that the large 16 place saucer had been taken to Texas by Air Force representatives, one of whom was a three star General. According to [redacted], the scientists were displeased and informed the General that he would get no more of the saucers. During the meeting at the Ford Motor Company in Denver, [redacted] told the group that one of the saucer occupants had been removed and placed in the Rosenwald Institution, Chicago, Illinois, for public display. He stated that the room had been wired in order to record the Public's reaction to the display. Mr. [redacted] called a friend of his, connected with the Rosenwald Institution, and received the information that the entire story was false. Mr. [redacted] advised that [redacted] has been relating facts and figures regarding flying saucers to him since early October 1949 and the last reference made by [redacted] was that he had been contacted telephonically by an official of the Federal Bureau of Investigation, in Washington, warning him to refrain from any further reference to flying saucers. Mr. [redacted] stated that [redacted] is considered to be of excellent character, a non-drinker, and not known to be addicted to the use of narcotics. He further stated that he believed none of [redacted]'s story to be true and has no explanation for [redacted]'s action. [redacted] stated that he would execute a signed statement if deemed necessary.

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DETAILS: (Cont'd)

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5. Reference is made to report of Special Agent APTELLER, 20 January 1950, file 24-51, and TWX, DO #17, 210315Z. Investigation conducted by this office failed to reveal the exact location of the radar installation which [REDACTED] allegedly visited. Investigation failed to reveal that [REDACTED] claimed visiting any radar installation but that such an installation was mentioned as the landing place of the flying saucers. This installation reported to be near Albuquerque. The installation which [REDACTED] claims to have visited is not a radar installation, but a place near Phoenix where scientific research is conducted by the aforementioned scientists.

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[REDACTED]

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UNDEVELOPED LEAD

DISTRICT OFFICE #17, KIRTLAND AIR FORCE BASE, NEW MEXICO

AT PHOENIX, ARIZONA

Will attempt to identify, locate and interview a scientist, Dr. [REDACTED], possibly [REDACTED] (exact spelling unknown), located in Phoenix or vicinity.

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[REDACTED]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO.

24-51

DATE

17 February 1950

REPORT MADE BY

LAWRENCE A. APPLEBEE

REPORT MADE AT

DO #13

PERIOD

17 February 1950

OFFICE OF ORIGIN

DO #13

STATUS

PENDING

TITLE

UNCONVENTIONAL AIRCRAFT
(FLYING SAUCERS FROM VENUS COME
TO EARTH)

CHARACTER

SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

REFERENCE

RUC Rpt of Investigation, DO #18, dated 1 Feb 1950, File 24-42

SYNOPSIS

All logical leads within the geographical boundaries of the 13th OSI District have been developed. Leads are currently outstanding to District Office #17, Kirtland Air Force Base, Albuquerque, New Mexico, from District Offices #13 and #18.

DISTRIBUTION

CG, AMX, ATTN:
MCIAXO-3 (Action) 2
Hq OSI 2
DO #17 (Info) 2
CG, SAC (Info) 2
Det "A", Kansas City 1
File 2

ACTION COPY FORWARDED TO

CG, Air Materiel Command,
Wright-Patterson AFB,
Dayton, Ohio, ATTN:
MCIAXO-3

FILE STAMP

APPROVED

MATTHEW THOMPSON
Lt Colonel, USAF

District Commander.

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Unauthorized disclosure of information
contained in this report will be consid-
ered to be a violation of AFR 120-1.

24-51

DETAILS:

AT OFFUTT AIR FORCE BASE, OMAHA, NEBRASKA UNCLASSIFIED

District Office #13 is in receipt of RUC Reports of Investigation from District Offices #14 and #18 in reply to Undeveloped Leads set forth in PENDING Report, this District, dated 20 January 1950. Distribution of the aforementioned RUC Reports has been made to interested agencies. There are outstanding leads to District Office #17, Kirtland Air Force Base, Albuquerque, New Mexico, from District Offices #13 and #18. No additional information has been developed within the geographical boundaries of District Office #13 during the period of this Report and subject to submission of the aforementioned PENDING Report.

- PENDING -

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1 Feb 1950

DETAILS:

1. A check with local sources of information failed to reveal any firm or agency in Los Angeles or vicinity by the name of United States Research Bureau. The telephone directory lists a United States Research and Development Company of 5225 Wilshire Boulevard, Los Angeles, California. A check with that company reveals it is one owned by Mr. [REDACTED]. He is a consultant for a number of rubber companies and claims he uses the Wilshire Boulevard address only as a mailing address. Mr. [REDACTED] said that during the past few weeks he has received several letters addressed to the United States Research Bureau, Los Angeles, California, which were from individuals residing in Kansas and Missouri. The first batch of letters, according to Mr. [REDACTED], were forwarded to the U. S. Department of Agriculture, Bureau of Agricultural and Industrial Chemistry, 263 South Chester Avenue, Pasadena, California. He went on to advise that only recently he had received letters from Butler and Independence, Missouri, and when he called the Department of Agriculture, mentioned above, he was told to send them direct to the 18th District Office of Special Investigations.

2. Inquiry was made with the U. S. Department of Agriculture, 263 S. Chester Avenue, Pasadena, California, and in talking with Mr. [REDACTED] it was ascertained that he did not know of any such agency or firm in Los Angeles by the name of United States Research Bureau. Mr. [REDACTED] said that all the letters which he had received, addressed to the United States Research Bureau, had been forwarded to 18th District Office of Special Investigations.

3. For the information of offices receiving copies of this report, it is to be mentioned that numerous letters have been forwarded to this District Office from individuals residing in Kansas and Missouri and who saw the article in question in the newspaper. These letters were all addressed to the United States Research Bureau and requested to be furnished with information as to the authenticity of the article appearing in the newspaper. This office has acknowledged receipt of these letters and has forwarded them to Headquarters OSI for appropriate handling.

REFERRED UPON COMPLETION TO THE OFFICE OF ORIGIN

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DETAILS:

AT OFFUTT AIR FORCE BASE

It is believed that with the submission of FUC Report, District Office #17, same title, dated 6 March 1950, all logical leads have been developed and reported. This Investigation will be considered CLOSED in the files of District Office #13, Office of Special Investigations.

- CLOSED -

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