

TOP SECRET/MJ-12

Central Intelligence Agency

From: Director of Central Intelligence (MJ-1)

To: MJ-2
MJ-3
MJ-4
MJ-5
MJ-6
MJ-7

Ref: Project MAJESTIC and JENOVAN (MJ)
Project EWING
Project PARASITE
Project PARHELION

In the context of the above it has become necessary to review and evaluate duplication of field activities in light of the current situation. To eliminate this problem, I have drafted new directives for your review and consideration. Please evaluate each draft on its own merit with the goal of finding acceptable solutions in which all can agree on. As you must know LANCER has made some inquiries regarding our activities which we cannot allow. Please submit your views no later than October. Your action to this matter is critical to the continuance of the group.

Tab (A) President's EYES ONLY
Tab (B) "NEED-TO-KNOW"
Tab (C) DoD 5200.1
Tab (D) Project BLUE BOOK
Tab (E) Freedom of Information
Tab (F) PSYOP
Tab (G) BW
Tab (H) Project ENVIRONMENT

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FROM SAFE
Jan 1 1984

Original carbon

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Directive Regarding President's EYES ONLY

In the likely event that the subject of unidentified flying objects or unconventional aerial weapons is a subject matter under discussion with the Chief Executive, National Security Council Staff, department heads, the Joint Chiefs, and foreign representatives, a clarification of the question is in order to ascertain the reason(s) for bringing up the subject. A standard response should suffice to redirect the question. Under no circumstances should a member suggest or by inference, that the subject is classified as a national security threat. In the unlikely event that UFO's overtly display hostile intent towards the security of the United States, as a group, and after consultation, should a full disclosure be made in accordance with the law as required.

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Directive Regarding "NEED-TO-KNOW"

In order to facilitate cooperation with current activities of the group, effective immediately "NEED-TO-KNOW" should be granted to the Director, FBI for maintenance of records until such time FBI involvement is no longer required. Back channel contacts should not be compromised by this action.

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Regarding DoD 5200.1

Until further notice, DoD 5200.1 will be utilized only in the performance of special task functions with military intelligence liabilities as specified in SCEO and 54/12 policy directive.

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Directive Regarding Project BLUE BOOK

BLUE BOOK will continue in its intelligence
activities and counterintelligence functions as
specified in current NIE. Reference to BLUE BOOK is authorized
only when responding to public and congressional inquiries.

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Directive Regarding Freedom of Information

Priority requests forwarded to members by authorized individuals or institutions are temporarily denied until the threat of exposure is eliminated and the assurance that no residuals are present before requests are acted upon.

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~~Directive 20, 2012~~

PSYOP units shall continue existing activities in the
condition of the unit until such time they are told to
Units designated for PSYOP are authorized to interrogate and
obtain any and all targets.

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Directive Regarding BW

Designated MJ projects should be held in readiness to perform SPIKE and HOUSE CLEANING operations in major population centers in the event conventional methods are not satisfactory. Specialists from MK-ULTRA and ARTICHOKE are hereby activated to conduct DOMESTIC.

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Directive Regarding Project ENVIRONMENT

When conditions become non-conducive for growth in our environment and Washington cannot be influenced any further, the weather is lacking any participation...it should be vet.

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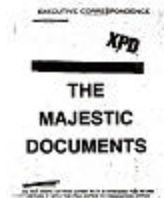
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DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT CHIEF OF STAFF FOR INTELLIGENCE
WASHINGTON, D.C. 20315

DAMI-CIS

25 SEP 1980

Mr. Richard Hall
P.O. Box 4743
Arlington, VA 22204

Dear Mr. Hall:

This is in response to your letter of 6 September 1980 under the Freedom of Information Act, 5 USC 552, requesting information concerning Army intelligence records related to UFO-encounter reports.

To determine the existence of Army intelligence investigative records responsive to your request we have conducted an indepth check of files and indices maintained by this office.

We regret to inform you that no record system is maintained within the offices of the Assistant Chief of Staff for Intelligence, Department of the Army to catalog, process, index or otherwise evaluate UFO information. This agency has not been a recipient of subject message.

Please be advised that the Interplanetary Phenomenon Unit of the Scientific and Technical Branch, Counterintelligence Directorate, DA was disestablished during the late 1950's and never reactivated. All records pertaining to this unit were surrendered to the US Air Force Office of Special Investigations in conjunction with operation "BLUEBOOK".

We regret that we are unable to be of more assistance concerning this matter.

Sincerely,

John C. Mc Caffrey, LTC, GS
WILLIAM B. GUILD
Colonel, GS
Director of Counterintelligence

(B)

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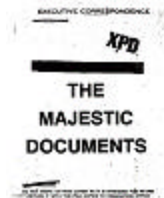
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THE WHITE HOUSE
WASHINGTON

DEPARTMENT OF DEFENSE

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November 12, 1963

NATIONAL SECURITY ACTION MEMORANDUM NO. 271

MEMORANDUM FOR

The Administrator, National Aeronautics and Space Administration

SUBJECT: Cooperation with the USSR on Outer Space Matters

I would like you to assume personally the initiative and central responsibility within the Government for the development of a program of substantive cooperation with the Soviet Union in the field of outer space, including the development of specific technical proposals. I assume that you will work closely with the Department of State and other agencies as appropriate.

These proposals should be developed with a view to their possible discussion with the Soviet Union as a direct outcome of my September 20 proposal for broader cooperation between the United States and the USSR in outer space, including cooperation in lunar landing programs. All proposals or suggestions originating within the Government relating to this general subject will be referred to you for your consideration and evaluation.

In addition to developing substantive proposals, I expect that you will assist the Secretary of State in exploring problems of procedure and timing connected with holding discussions with the Soviet Union and in proposing for my consideration the channels which would be most desirable from our point of view. In this connection the channel of contact developed

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Russia 070.91 (12 Nov 63)

SecDef Control No. 27478

334 NSAM # 271

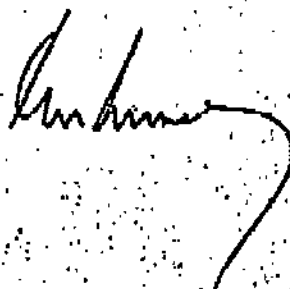
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by Dr. Dryden between NASA and the Soviet Academy of Sciences has been quite effective, and I believe that we should continue to utilize it as appropriate as a means of continuing the dialogue between the scientists of both countries.

I would like an interim report on the progress of our planning by December 15.



Information copies to:

Chairman, National Aeronautics and Space Council
Secretary of State
Secretary of Defense
Director of Central Intelligence
Chairman, Atomic Energy Commission
Director, National Science Foundation
Special Assistant to the President
for Science and Technology
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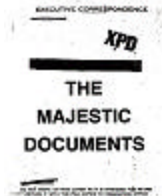
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III. CONCLUSIONS

1. Current studies of other-world visitation are in three phases:

- a. Technology exploitation
- b. Interplanetary travel
- c. Cultural communication

2. On 19 September 1947, the IAC, JIOA, and the JIC, reviewed a Top Secret intelligence report titled REPORT TO THE PRESIDENT, 1947, PARTS 1-V, MAJIC EYES ONLY, DTG 000190947, the report mentions: "In compliance with your directive . . . of 9 July 1947, the attached "REPORT ON FLYING SAUCERS" is respectfully submitted. In consonance with your instructions, advisors from State, Treasury, War and Navy Departments assisted me on a two month exploratory mission concerning the reality of other-world visitation. The principle investigators and storage areas were visited. Successful efforts were made to reach scientists of all levels as measured by their work in classified defense projects. Conferences were held with national security officials and leaders of private industry. Approximately 1,200 memoranda and intelligence reports were considered. The report presents this situation against a global background my estimates, current and projected, in both the U.S., and allied countries, and recommendations deemed to be sound courses of action for formulating plans and policies in light of recent developments.

3. All efforts have been made to identify the country or private concern which could have the technical and financial resources necessary to produce such a long-range flight. So far, no country on this earth has the means and the security of its resources to produce such.

4. A consensus reached by members of the panel, that until positive proof that the Russians did not attempt a series of reconnaissance flights over our most secure installations--the sightings and recovered objects are interplanetary in nature.

5. The occupants of these platform vehicles are, in most respects, human or human-like. Autopsies, so far indicate, that these beings share the same biological needs as humans.

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IV. DISCUSSION

A. Nature of the Investigation.

An analysis has been made of the first one-hundred intelligence reports in the ATIC Interrogation Reports and the ULATT EXPLOITATION-MAJESTIC SERIES 1-25, prepared by the Military Intelligence Section of GHC/IPU, in order to establish what material of flying saucer intelligence value concerning the ULATT is available in these reports.

1. The ATIC Interrogation Reports, numbered 1 to 93 (the last dated December, 1950), present significant information on a broad variety of subjects and areas where witnesses were detained subsequent to the post-1947 incident. The unpublished documents consolidate records of interrogation derived from the accumulated reports on interviews of selected witnesses from New Mexico and military personnel involved in removal of evidence.

2. In this digest, primary attention has been paid to information of bio-medical intelligence interest, particularly in the BW programs. Bio-medical intelligence is only one of the substantive fields covered by these Interrogation Reports.

3. For the most part, the sources interrogated were not trained observers, and their stories indicate they have been subject to the familiar pitfalls common to all eye witnesses. It must be emphasized that, because the interrogators used were not always specialists in this phenomena of celestial sciences, there is much lack of detail.

4. Because of the unique nature of the material under study, a

is effect. Most of the
research and development labs for

multi-layered security structure has been
results have been given to private research
further study.

based on Psy-Op development for

5. MAJESTIC SS&P are currently focused on
Cold War CI activities.

specialists has yielded valuable
as of flight dynamics, biological
intelligence gathering techniques.

6. Utilization of Paperclip specialists
results in new weapons research in areas
and chemical agents, mind control, and

B. Panel's Contribution to MAJESTIC

1. The contribution of the President's Special Panel to the MAJESTIC TWELVE PROJECT has supplemented information on the ULATT Program which could not be obtained in any other way. Although only a small part of the project, interrogation in technical and bio-medical field has produced at least 8,973 items for the files of Military Intelligence, GHC/IPU. Of these items, 1,764 have been published (up to December, 1950) in the ULATT EXPLOITATION-MAJESTIC SERIES. The coverage of the New Mexico incidents, from the over-all intelligence point of view, has been very good. (After the Panel's review was initiated, GHC/IPU published in March 1951, two summary "MAJESTIC SERIES," No. 98 and No. 99, of the series titled "New Medical Facilities for Biological Warfare; New Genetic and Pharmaceutical Development Programs." These summary reports have apparently made use of much of the AEC file material since 6,014 items are now reported as published "Medical Items" in the "Interrogation Reports" - see MAJESTIC SERIES, No. 98, page 1.)

2. For the clarification of published reports or for elaboration of the information of fragmentary nature, resort may be had to the AEC files of unpublished data as well as to the possibility of reinterrogating the sources.

C. Review of the Military Assessment

With current deployment obligations, troop commitments, and few air groups with stand-by fighters with radar capability, the Joint Chiefs are unable at the present time, to effect a complete and all-encompassing defense plan that would guarantee the protection and well-functioning of the national political order. Personnel, material, and logistical requirements for such a defense would deplete current resources. If such a crisis should occur--in government failure to defend and assure the public's trust, it is the belief of the Joint Chiefs, that the following would issue: insecurity and mistrust; employment of subversive agents; infiltration; incitement of disorder and chaos to disrupt normal economy and undermine popular support of government and its leaders; seizure of authority without reference to the will of the people.

D. Technology

At present, the ability to reconstruct the technology that may be ours ahead of us, the boost to our current efforts would be incalculable. Areas such as aircraft and missile design would benefit only after a working understanding has been achieved. Weapons sciences will follow.

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E. Nuclear Weapons Development

Miniaturization of atomic bomb components is the goal of the AEC and the AFSWF. Studies at MIT indicate that such a technology is within reach before the decade is out. The apparent use of micro-circuitry found on the recovered platform indicates that miniaturization, low-power transmission, light conductor/sensitive components are required for interplanetary space travel. Atomic engines and nuclear propulsion technologies could be advanced based upon current use of hydrogen and electro-magnetic research and weapons components development in U.S. and U.K.

F. Biological Warfare Programs

BW programs in U.S. and U.K., are in field test stages. Discovery of new virus and bacteria agents so lethal, that serums derived by genetic research, can launch medical science into unheard of fields of biology. The samples extracted from bodies found in New Mexico, have yielded new strains of a retro-virus not totally understood, but, give promise of the ultimate BW weapon. The danger lies in the spread of airborne and bloodborne outbreaks of diseases in large populations, with no medical cures available.

G. Genetic and Pharmaceutical Development Programs

Current research in U.S. and U.K., can be accelerated when studies are complete. Understanding the human makeup through EBE research will bring a varied wealth of information in how cells replicate themselves and may help in developing new drugs and markets. Healthcare industries are considered the best source of R&D for DoD programs.

H. New Materials Development

Conclusions reached by the Air Materiel Command in 1948, upon the close examination of the material structure of the Corona and Oscura Peak, N.M. sites, compelled the Air Force to launch a new machinability research program. Samples tested and evaluated by the AMC, suggested that future materials would have to incorporate new alloys and composites, if space exploration and hyper sonic dynamics are to be achieved. As a result, new machining techniques are underway for high-temperature alloys and titanium.

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I. Planned Future Rocket Development Programs

There have been a number of failed high-altitude rocket launches to study radiation effects on living organisms. The Air Force's Project BLOSSOM, conducted at Holloman AFB, is but one example. V-2 rocket launches at the White Sands Proving Ground, N.M., have been knocked down by undetermined jamming. The source of the jamming is believed to come from UFO sightings on or near the range. Guidance systems are believed to be vulnerable and this presents a clear and present danger. Such keeper flights carrying nuclear weapons are too horrific to contemplate. Shielding of systems and circuits are underway.

J. Nuclear Propulsion Development Programs

The AEC and NEPA are currently conducting research for advanced technologies in atomic engines and radical propulsion studies. Systems studies at Los Alamos, N.M., Oak Ridge, Tenn., and at Langley, Va., are attempting to duplicate the water drive and plastic core elements found on the engine being kept at HAFB. Intergration of hydrogen base fuels and electro-hydrodynamic technology, may open up for us development of super-aerodynes with mach 5 capabilities.

K. Intelligence Gathering and Analysis

Based on what is known of the technology and intelligence of the visitors, it is fairly certain that there will be other sightings and encounters of a spectacular nature. As to purpose and modus operandi, we are not certain, but it is clear, that if these visitors had conquest in mind, it would not be difficult for them, given their ability to penetrate our airspace at will, and their ability to jam radio, telephone, television, and teletype transmissions, let alone power grids. So far, reports and sightings are blatant and deliberate, thus allowing our intelligence agencies to gather good data. As to the analyses of such reports, only a continuous wave of sightings and encounters worldwide, would provide enough data for a clear understanding of intent.

L. Foreign Policy and National Security

To date, only Great Britain, Canada, and the Soviet Union, are contacted and appraised in the event invasion is eminent. It is the current policy of the Administration that no other foreign countries will be consulted or advised. The national security status of the MAJESTIC operation exceeds that of the H-bomb development.

M. Domestic and Constitutional Issues

In dealing with clear violations of civic law and guarantees as defined under the Constitution, it has been discussed among members of MAJESTIC TWELVE, that such protection of individual rights are out-weighted by the nature of the threat. Only a declaration of war or a national emergency, would give the government the power to enact martial law and recede individual rights.

N. Social, Religious and Scientific Reaction

It has been the downfall of great nations and cultures when a new reality is not readily accepted by the masses. The social order was severely ravaged by the last world war, with great damage to the religious dogma of "earth without end," thus making a government disclosure irresponsible and inherently dangerous. The scientific community would predictably question such a reaction as a world suffering from a Buck Rogers delirium and attack anyone of their own ranks for believing such fantasy. Science itself, may undergo a traumatic transformation, with belief structures in shambles, putting the institutions under scrutiny by the layman, thus eroding any credibility. Science would be left with an image of credulity.

O. Cold War Development

This is one of the most dangerous phenomenon of the twentieth century. To misidentify a flight of space objects for actual Russian bombers, or to dismiss Russian bombers as phantoms, is the most idiotic approach to take. Even though governments may distrust each other, it is the responsibility and creed of the military and intelligence professional to prevent wanton death and destruction of his country. It is advisable to maintain some form of direct communication with a hostile enemy before taking false assumptions of his response if faulty data wrongly indicates such. Even using the "Flying Saucer" ruse to create fear and confusion among your enemies leaders, could result in accidental war. Even our early analysis of the recovered planforms in 1947, led to the wrong assumption that the Russians were preparing a sneak attack on the continent.

P. Government Policy of Control and Denial

One of the most difficult aspects of controlling the perception in the public's mind of government attempts of denial and ignorance--is actual control of the press. Until a clear intent is established with diplomatic relations firmly in hand, it is the recommendation of the President's Special Panel with concurrence from MAJESTIC TWELVE, that a policy of strict denial of the events surfacing from Roswell, N.M., and any other incident of such caliber, be enforced. A inter-active program of controlled releases to the media, in such fashion to discredit any civilian investigation, be instituted in accordance with the provisions of the 1947 National Security Act.

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ANNEX A

1. The Panel's review of the AEC and AFSWP investigation of Site L-1 and the Air Force Site L-2, has led the Panel to conclude that the objects under study, are the result of a high altitude ejection of a escape cylinder from a fatal mid-air collision of two unidentified circular planform aircraft of interplanetary nature.
2. Of particular interest to the Panel was Site L-2, located at Lat. 33-40-31, Long. 106-28-23, as this site yielded the most material for analysis.
3. Site L-2 may be closely associated with Site L-1, due to the similarity of material recovered and that the impact at Site L-1 and debris pattern suggests that the craft hit the ground at a sharp angle and continued to remain airborne until coming to rest at Site L-2.
4. The craft found at Site L-2, is either the remains of a rocket-plane, or, a powered-glider. What remained of the power plant was examined and determined to be of a magnetic drive propulsion powered by a fusion reactor of sorts.
5. Lack of wiring, fuel systems, cables, motors, hydraulics, intakes, exhaust, and surface controls, strongly suggests that the craft was designed to travel outside of our atmosphere.
6. The second craft that impacted at Site L-3, provided very little evidence that it too was similar in design, as the impact was vertical in nature and at very high speed. It is believed that the debris discovered on 2 July 1947, by a local rancher was the result of a mid-air collision with an X-plane from HAFB; another unidentified object; or possibly collided with both. Radar film and tower logs do not explain the merging of three radar targets prior to collision and subsequent crashes.
7. There were five recovered bodies, two of which were found in a severely damaged escape cylinder, and the remaining three were found some distance away from the cylinder. All five appeared to have suffered from sudden decompression and heat suffocation (recovery and autopsies of the occupants are covered in detail in a separate study GRAY SUIT within Projects 612 and 621, ULTIMATE EXPLOITATION-MAJESTIC SERIES 4, p. 40-102), as a result of damage sustained from unknown causes.

8. The Panel was concerned over the contamination of several SED personnel upon coming in contact with debris near the power plant. One technician was overexposed and collapsed when he attempted the removal of a body. Another medical technician went into a coma four hours after placing a body in a rubber body-bag. All four were rushed to Los Alamos for observation. All four later died of seizures and profuse bleeding. All four were wearing protective suits when they came in contact with body fluids from the occupants.
9. Autopsies on the four dead SED technicians are not conclusive. It is believed that the four may have suffered from some form of toxin or a highly contagious disease. Tissue samples are currently being kept at Fort Detrick, Md.
10. The Panel was also concerned with the detection of air-borne release of radiation over the state of New Mexico. AFTAC detachment from McClellan AFB has conducted several airborne monitor flights over Site L-2. Radiation readings indicate a high neutron count was recorded as the plane flew over the site. Neutron count dropped off as the plane flew a considerable distance from the site. A report has been filed with the USRAIDS.
11. Detection of a high altitude explosion was recorded by a Project MOGUL constant level balloon on 4 July 1947. Radar from White Sands Proving Ground and HAFB also detected a surge.
12. Parachute recovery team from HAFB were dispatched to Site L-2. Upon arrival, the team, realizing the nature of the crash, radioed instructions and marked crash site for the investigators that arrived later.
13. In the opinion of the senior AEC medical officer, current medical equipment and supplies are wholly inadequate in dealing with a large scale outbreak of the alien virus.
14. Facilities at Los Alamos and Mayo clinics were considered as lacking in the current climate.
15. On 26 September 1947, the first meeting of the NSC-1 was held to discuss the New Mexico incidents and how to implement the policy established by MJ-12 SS&P.

1. Upon the creation of the MAJESTIC TWELVE GROUP by special executive order dated 24 September 1947, and given powers of authority by PDD/A-1, dated 26 September 1947, the Panel was empowered to convene and conduct a review of all available evidence and data collected by government and military intelligence agencies.
2. Because of the unique nature of the 1947/48 crisis, the Panel recommended to MAJCOM-1 that the authority of the Secretary of Defense be invoked in order to implement NSCID No. 1/1.
3. A meeting was held on 8 December 1947, between CIA and IAC concerning the IAB. Dr. Vannevar Bush, Chairman of the Panel, requested the DCI to convey the contents of a letter from Dr. Bush to Secretary Forrestal, thus breaking the deadlock over issues concerning authority and policy making dealing with the New Mexico incidents and subsequent exploitation of the finds.
4. On 13 January 1948, the NSC, with input from the Panel recommended to the President that third party group from outside of the Government be established for the purpose of conducting a impartial and objective survey of the activities and personnel of the CIA.
5. As a result of the DCI's lack of timely intelligence estimates and peer coordination of intelligence activities for MAJESTIC the NSC Survey Group issued its findings. At the suggestion of the Panel Chairman, the IAC met on 16 June 1948, at which the conclusions of the Survey Group were reviewed.
6. On 18 February 1949, the IAC met for the purpose of proposing some changes to a CIA draft proposal on MAJCOM activities.
7. General Joseph McNarney, with the assistance of Carlisle Hunselme and Robert Blum, prepare NSC 50/1. On 7 July 1949, the NSC adopted the recommendations of NSC 50/1 which directed the DCI to enlist the activities of the IAC in MAJESTIC intelligence activities.
8. MAJCOM-1 meets with the President in May 1950.
9. Admiral Hillenkoetter leaves position as DCI on 7 October 1950.
10. MAJCOM-1 with assistance of the Panel persuades the President to establish the Psychological Strategy Board on 4 April 1951.

~~T O P~~

ANNEX B (Cont'd)

11. Panel member and MAJCOM-4 meet with MAJCOM-1 on 10 October 1950 along with members of IAC. The Chief of Global Survey Group desired estimates requested by the Pentagon concerning possible defense project for MAJESTIC LOGISTIC SSP-1.
12. On 6 December 1950, MAJCOM-4 alerts MAJCOM-1 of a breach in DEW Greenland of a UFO on a south-western course. HQ IPU alerted and dispatched a scientific team to El Indio-Guerrero on the Texas-Mexico border. MAJCOM-4 orders a recovery team from Project STORK and MOON DUST to crash site. Teams transport debris from crash site to ADC HAFB and to AEC laboratories at Sandia, New Mexico.
13. MAJCOM-1 enlists the Panel's aviation consultants for the purpose of advising the "Princeton Consultants."
14. On 28 December 1950, MAJCOM-1 is provided with the "Black Book" summaries prepared by the Watch Committee. Beginning every Friday the President is briefed on world situation and on MAJESTIC via the CIA weekly Current Intelligence Review.
15. At the request of Panel member Cardinal Francis Spellman met with the President to discuss the containment within the Catholic Church and its hierarchy of religious speculation if mass sightings occur. Such containment was successful during the 1947 sightings when Cardinal Spellman met with the Secretary of War on 29 June. The President has been briefed on Defense Plan LP, which was written in part by the Panel member.
16. In support of the MAJESTIC program for developing atomic engines, Panel members and their association with the AEC, the Armed Forces and the National Advisory Committee for Aeronautics, have consulted MAJESTIC for the development of nuclear fission reactor for powered flight studies.
17. Atomic engines for aircraft built here on earth faces many difficulties because of size and weight of the reactor and radiation shielding. Such a nuclear power plant would give an aircraft unlimited range.
18. Panel members contributed to the writing of ULATT EXPLOITATION-MAJESTIC SERIES 5 title Hypersonic Small-Disturbance Theory, which gives consideration to a three-dimensional body fixed in a steady, uniform, hypersonic stream. The theory assumes that shock waves can be approximated by abrupt discontinuities and the planform body being thin, so that the slope of the local surface in the stream direction is uniformly small.

~~T O P~~

ANNEX E (Cont'd)

19. MAJCOM-4, a member of the Panel was instrumental in supporting the the creation of the Air Force's Scientific Advisory Board which MAJCOM-5 endorsed.
20. MAJCOM-5 recommended to the Air Force Chief of Staff, that the Top Secret report Where We Stand, be the basis for ULATT development. MAJCOM-5 urged the COS to enact the ideas of another report Science, the Key to Air Supremacy. Major General Curtiss LeMay Staff Director of Research and Development seconded MAJCOM-5's views.
21. The Panel Chairman argued for funding for air defense projects that would be useful in combating the new menace instead of developing ballistic missiles, which have proved to be useless.
22. On June 15 1947, Dr. Theodore von Karman chaired the first meeting of the SAB and discussed how the Air Forces could prepare for a possible air attack in light of the numerous UFO sightings over the U.S.
23. On 14 May 1948, MAJCOM-4 arranged for the promulgation of Air Force Regulation 20-30, which restored the powers of the SAB as agreed upon by Karman and LeMay in 1946.
24. MAJCOM-4 had a prepared speech read at a meeting of scientific advisers on 7 April 1949, highlighting new Air Force R&D organization and structures on UFO research for ULATT. Karman enlisted the aid of a Panel member to persuade MAJCOM-4 to endorse a separate establishment free from AMC and Pentagon control.
25. On 2 January 1950 a plan was presented to the Air Staff Council for separate R&D for ULATT.
26. On 23 January 1950, Research and Development Command and the Air Staff Deputy Chief of Staff for Research and Development was created.
27. In May 1951, Panel member MAJCOM-4 endorsed Karman's creation of IGARD and his presentation at the Pentagon of a lecture called "Mobilisation of Scientific Effort in Western European Countries."

1. Military commanders are taught a basic premise that the ideal defense as characterized by Karl von Clausewitz,--is a "shield of blows." When an enemy attack begins the defender yields the initiative, using his prepared positions and knowledge of the battle ground to slow its momentum and to strike the enemy with repeated, unexpected blows. Such a defense can work, only when the enemy is detected, his strength known, his weaponry identified, and, his tactics and movements are revealed.

2. In the annals of warfare mass disappearances of soldiers and their equipment are rare but are on record. In the eighteenth century during the Spanish War of Succession, 4,000 soldiers were reported to have disappeared, together with their weapons and equipment (horses included). In 1885, about 600 French colonial soldiers disappeared near Saigon, French Indo-China, without a trace of them nor their equipment. On August 21 1915, members of the New Zealand Army Corps' First Field Company signed sworn statements that they saw the One-Fourth Norfolk Regiment disappear in a unusually thick brewa cloud wich seemed to move and rise upward and vanished. There were no traces of the regiment nor their equipment. No explanation can be found in the historical records of the Imperial War Museum archives. In 1939, over 2,900 Chinese Nationalists troops were reported missing from their camp, just south of Nanking. Again, men, equipment, guns, were missing though camp fires and mess tents were undisturbed. During the Pacific campaign, there have been instances where whole platoons and larger units seemed to have disappeared without any sign of combat or a struggle. Men, equipment, weapons--vanish without a trace. In all instances the disappearances occurred in tropical climate and in the heat of battle or near combat zones.

3. Missing aircraft, pilots and crews, are of special concern to the military when no explanations fit the usual reasons outside of combat. One such incident is the disappearance of a flight of five U.S. Navy TBM-3 Avenger torpedo bombers from NAS Fort Lauderdale on 5 December 1945. While no explanation as to why navigation instruments on all five aircraft could have failed at the same time, and efforts to rescue the 14 crewmen were unsuccessful, it is believed that Flight 19 encountered a phenomenon of celestial nature. The last known radio transmission from the instructor pilot was heard by a ham operator, "Don't come after me . . . they look like they are from outer space. . . I'm at 2,300 feet. Don't come after me." After one of the most intensive air-sea rescue operations in U.S. naval history, the Naval Board of Inquiry said, "we were not able to make even a good guess as to what happened."

4. On 7 January 1948, a ANG F-51 pilot was lost near Godman AFB, Kentucky. After being directed to lead his flight of four F-51s by the tower, Captain Thomas Mantell pursued a large metallic object alone after two pilots returned to Godman AFB, and finally his wingman was ordered to return to the field. It is believed that Mantell was following a large, structured object not in the flight path of a classified Navy SKYHOOK balloon. Mantell radioed Godman tower that he was at 22,000 feet and still climbing. At one point Mantell said that the object had paced his aircraft for several minutes, then would speed up. His last transmission to the tower was, "It appears to be a metallic object . . . and it is of tremendous size . . . It appears to be a metallic object or possibly the reflection of sun from a metallic object." When Godman personnel arrived at the crash scene, Mantell's F-51 was found in many pieces, not large sections as one would find from a free stick descent. The wreckage contained unusual damage as if Mantell's plane was repeatedly hit by shotgun blasts. Some of the metal had pitted surfaces and unusual scoring. All rubber material had disintegrated in a soft powdery substance. There was no indication of gunfire damage or fuel burn. The crash site and debris exhibited an unusually high amount of radiation of undetermined nature. The site was cleared of debris and covered. Mantell's plane was subsequently sent to Wright-Patterson AFB, Ohio for examination. A autopsy was conducted on the body and interned in storage for future study. It is believed by the Air Force investigators that Mantell's plane had been destroyed by a ionization phenomenon, possibly from the propulsion wash of the object's exhaust.
5. From 1949 to late 1950, there have been several crashes of B-36 bombers on routine arctic patrol that bear all the earmarks of the Mantell incident. None of the crews were found. The atomic bombs were not recovered, thus creating a serious problem for the Air Force when nuclear weapons are lost over friendly countries.
6. The death of two Air Force counterintelligence officers in the crash of their B-25 aircraft enroute to Hamilton AFB, California, after interviewing two auxiliary GQ men who reported six UFOs over Maury Island, Washington, in June 1947. CIC agent Crisman had spoken to Kenneth Arnold, who on 26 June 1947, had reported a flight of UFOs over Mt. Rainier, Washington, and filed his report after he had spoken to Captain Davidson and Lieutenant Brown. The material given to Davidson and Brown was believed to come from Maury Island and may be celestial fragments containing metal from a nuclear reactor from a UFO. Fragments were turned over to CIA agent Shaw, and Crisman was ordered to the Alaskan ADC for assignment in Project IVY.

7. Aerial interference with military aircraft has demonstrated the ability to observe our air operations in war and peacetime conditions. During the war over 900 near-miss incidents were reported by allied pilots and crews in all theater of operations. One of the most dramatic near-miss encounters occurred on 14 October 1943, 8th AF Mission 115 over Schwienfurt, Germany. B-17 crews reported many formations of silverly discs flying down into the B-17 formations. Several times during the bombing mission, large objects were seen following the discs descent into the formations. Unlike previous reports, no engine failures or airframe damage was reported. After the surrender of Nazi Germany, GAF fighter pilots were interregated by AF intelligence concerning Mission 115. GAF did not have any aircraft above our bombers at that time.
8. On 1 August 1946, a C-47 piloted by Captain Jack E. Puckett, Assistant Chief of Flying Safety for TAC, experienced a near-miss of a cylindrical-shaped aircraft about 100 meters in length. The incident occurred at an altitude of 4,000 feet, northeast of Tampa, Florida. Just 1,000 yards on a collision course, the UFO flipped over sideways, crossing the flight path of Puckett's C-47. Three other crew members observed the UFO and described it as being over twice the length of a B-29 and cylindrical in shape with luminated windows. Observers on the C-47 reported a stream of fire trailing the object. The crew and Puckett watched the UFO for over three minutes. TAC radar stations had tracked a large target approaching the C-47 and then performed a right-angle course change while flying at speeds of excess of 600 mph.
9. On 1 October 1948, a ANG F-51 pilot engaged a blinking luminous UFO in a dogfight-style encounter over Fargo, North Dakota.
10. On 24 April 1949, engineers and technicians from the White Sands Proving Ground observed a elliptically-shaped object moving in a eastward course at very high altitude. The object was discovered while tracking a Skyhook balloon through a theodolite. The object appeared whitish in color and pale yellow at the tail end. The object was estimated to be two-and-a-half times as long as it was wide. It was difficult to see any structure of the object as it was moving at a very high speed. The object was observed through a theodolite for approximately one minute before disappearing in a steep climb. The object was estimated to be traveling at an altitude of over 60 miles.

11. From 1944 to early 1951, our atomic bomb and component plants have been the target of UFO reconnaissance. Of late, our NEPA projects are of special attention to the visitors. During some of the flights, radiation levels have risen sharply, then dropping suddenly to normal. In some instances plutonium production has been halted due to contamination of plant personnel during these sightings of low-level flights.
12. On 25 October 1950, the Superintendent of Security, Oak Ridge, filed a security report for I-10. He stated that a round object, about ten feet in diameter, burnished yellow in color, hung low over the Control Zone. The object would move slightly from one side to the other and emit a low hum sound.
13. On 24 October 1950, the Assistant Chief of Security, NEPA Division, Oak Ridge, observed a similar object near the restricted area (Restricted Flying Zone). The object emitted a varying color of light from red to green, to blue to orange. This sighting was confirmed by a Air Force officer also of NEPA Division, Oak Ridge. Radar from Knoxville Airport tracked several slow moving targets flying over the Southeast sector of the "Restricted Zone". Fighters were vectored to the radar targets but the pilot reported no visual contact.
14. Naval aircraft with nuclear weapons delivery capability have reported a sudden drop in neutron counters. Aircraft carrier storage of nuclear weapons have also reported unusual neutron counts. During recent NATO naval maneuvers, the USS Franklin D. Roosevelt has been trailed by numerous UFOs for long periods on-and-off since 1950.

CONCLUSIONS:

The future of American citizens and the world for that matter are jeopardized today by developments as portentous as those leading to World War II. Given the growing challenge from the Soviet Union and her satellites and the intrusion of extraterrestrials, the United States is compelled, therefore, to initiate realistic lines of action to protect United States strategic interests.

RECOMMENDATIONS:

It is recommended:
That the United States Government provide as early as practicable moral, advisory, and material support to the MAJESTIC-12 Project in order to contribute to the early establishment of peace in the world in consonance with the enunciated principles of the United Nations, and to protect United States strategic interests against forces which now threaten them.

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JUN 47

DRAFT June 1947

**Relationships with Inhabitants
of Celestial Bodies***file (31)*

Relationships with extraterrestrial men presents no basically new problem from the standpoint of international law; but the possibility of confronting intelligent beings that do not belong to the human race would bring up problems whose solution it is difficult to conceive.

In principle, there is no difficulty in accepting the possibility of coming to an understanding with them, and of establishing all kinds of relationships. The difficulty lies in trying to establish the principles on which these relationships should be based.

In the first place, it would be necessary to establish communication with them through some language or other, and afterwards, as a first condition for all intelligence, that they should have a psychology similar to that of men.

At any rate, international law should make place for a new law on a different basis, and it might be called "Law Among Planetary Peoples," following the guidelines found in the Pentateuch. Obviously, the idea of revolutionizing international law to the point where it would be capable of coping with new situations would compel us to make a change in its structure, a change so basic that it would no longer be international law, that is to say, as it is conceived today, but something altogether different, so that it could no longer bear the same name.

If these intelligent beings were in possession of a more or less culture, and a more or less perfect political organization, they would have an absolute right to be recognized as independent and sovereign peoples, we would have to come to an agreement with them to establish the legal regulations upon which future relationships should be based, and it would be necessary to accept many of their principles.

Finally, if they should reject all peaceful cooperation and become an imminent threat to the earth, we would have the right to legitimate defense, but only insofar as would be necessary to annul this danger.

Another possibility may exist, that a species of homo sapiens might have established themselves as an independent nation on another celestial body in our solar system and

evolved culturally independently from ours. Obviously, this possibility depends on many circumstances, whose conditions cannot yet be foreseen. However, we can make a study of the basis on which such a thing might have occurred.

In the first place, living conditions on these bodies lets say the moon, or the planet Mars, would have to be such as to permit a stable, and to a certain extent, independent life, from an economic standpoint. Much has been speculated about the possibilities for life existing outside of our atmosphere and beyond, always hypothetically, and there are those who go so far as to give formulas for the creation of an artificial atmosphere on the moon, which undoubtedly have a certain scientific foundation, and which may one day come to light. Lets assume that magnesium silicates on the moon may exist and contain up to 13 per cent water. Using energy and machines brought to the moon, perhaps from a space station, the rocks could be broken up, pulverized, and then backed to drive off the water of crystallization. This could be collected and then decomposed into hydrogen and oxygen, using an electric current or the short wave radiation of the sun. The oxygen could be used for breathing purposes; the hydrogen might be used as a fuel.

In any case, if no existence is possible on celestial bodies except for enterprises for the exploration of their natural riches, with a continuous interchange of the men who work on them, unable to establish themselves there indefinitely and be able to live isolated life, independence will never take place.

Now we come to the problem of determining what to do if the inhabitants of celestial bodies, or extraterrestrial biological entities (EBE) desire to settle here.

1. If they are politically organized and possess a certain culture similar to our own, they may be recognized as a independent people. They could consider what degree of development would be required on earth for colonizing.

2. If they consider our culture to^{be} devoid of political unity, they would have the right to colonize. Of course, this colonization cannot be conducted on classic lines.

A superior form of colonizing will have to be conceived, that could be a kind of tutelage, possibly through the tacit approval of the United Nations. But would the United Nations legally have the right of allowing such tutelage over us in such a fashion?

(a) Although the United Nations is an international organization, there is no doubt that it would have no right of tutelage, since its domain does not extend beyond relationships between its members. It would have the right to intervene only if the relationships of a member nation with a celestial body affected another member nation with an extraterrestrial people is beyond the domain of the United Nations. But if these relationships entailed a conflict with another member nation, the United Nations would have the right to intervene.

(b) If the United Nations were a supra-national organization, it would have competency to deal with all problems related to extraterrestrial peoples. Of course, even though it is merely an international organization, it could have this competence if its member states would be willing to recognize it.

It is difficult to predict what the attitude of international law will be with regard to the occupation by celestial peoples of certain locations on our planet, but the only thing that can be foreseen is that there will be a profound change in traditional concepts.

We cannot exclude the possibility that a race of extraterrestrial people more advanced technologically and economically may take upon itself the right to occupy another celestial body. How, then, would this occupation come about?

1. The idea of exploitation by one celestial state would be rejected, they may think it would be advisable to grant it to all others capable of reaching another celestial body. But this would be to maintain a situation of privilege for these states.

2. The division of a celestial body into zones and the distribution of them among other celestial states. This would present the problem of distribution. Moreover, other celestial states would be deprived of the possibility of owning an area, or if they were granted one it would involve complicated operations.

3. Indivisible co-sovereignty, giving each celestial state the right to make whatever use is most convenient to its interests, independently of the others. This would create a situation of anarchy, as the strongest one would win out in the end.

4. A moral entity? The most feasible solution it

seem would be this one, submit an agreement providing for the peaceful absorption of a celestial race(s) in such a manner that our culture would remain intact with guarantees that their presence not be revealed.

Actually, we do not believe it necessary to go that far. It would merely be a matter of internationalizing celestial peoples, and creating an international treaty instrument preventing exploitation of all nations belonging to the United Nations.

Occupation by states here on earth, which has lost all interest for international law, since there were no more res nullius territories, is beginning to regain all its importance in cosmic international law.

Occupation consists in the appropriation by a state of res nullius.

Until the last century, occupation was the normal means of acquiring sovereignty over territories, when explorations made possible the discovery of new regions, either uninhabited or in an elementary state of civilization.

The imperialist expansion of the states came to an end with the end of regions capable of being occupied, which have now been drained from the earth and exist only in interplanetary space, where the celestial states present new problems.

Res nullius is something that belongs to nobody such as the moon. In international law a celestial body is not subject to the sovereignty of any state is considered res nullius. If it could be established that a celestial body within our solar system such as our moon was, or is occupied by another celestial race, there could be no claim of res nullius by any state on earth (if that state should decide in the future to send explorers to lay claim to it). It would exist as res communis, that is that all celestial states have the same rights over it.

And now to the final question of whether the presence of celestial astroplanes in our atmosphere is a direct result of our testing atomic weapons?

The presence of unidentified space craft flying in our atmosphere (and possibly maintaining orbits about our planet) is now, however, accepted ~~as~~ by our military.

-4-

usdefacto

On every question of whether the United States will continue testing of fission bombs and develop fusion devices (hydrogen bombs), or reach an agreement to disarm and the exclusion of weapons that are too destructive, with the exception of chemical warfare, on which, by some miracle we cannot explain, an agreement has been reached, the lamentations of philosophers, the efforts of politicians, and the conferences of diplomats have been doomed to failure and have accomplished nothing.

The use of the atomic bomb combined with space vehicles poses a threat on a scale which makes it absolutely necessary to come to an agreement in this area. With the appearance of unidentified space vehicles (opinions are sharply divided as to their origin) over the skies of Europe and the United States has sustained an ineradicable fear, an anxiety about security, that is driving the great powers to make an effort to find a solution to the threat.

Military strategists foresee the use of space craft with nuclear warheads as the ultimate weapon of war. Even the deployment of artificial satellites for intelligence gathering and target selection is not far off. The military importance of space vehicles, satellites as well as rockets is indisputable, since they project war from the horizontal plane to the vertical plane in its fullest sense. Attack no longer comes from an exclusive direction, nor from a determined country, but from the sky, with the practical impossibility of determining who the aggressor is, how to intercept the attack, or how to effect immediate reprisals. These problems are compounded further by identification. How does the air defense radar operator identify, or more precisely, classify his target?

At present, we can breathe a little easier knowing that slow moving bombers are the mode of delivery of atomic bombs that can be detected by long-range early warning radar. But what do we do in lets say ten years from now? When artificial satellites and missiles find their place in space, we must consider the potential threat that unidentified space craft pose. One must consider the fact that mis-identification of these space craft for a intercontinental missile in a re-entry phase of flight could lead to accidental nuclear war with horrible consequences.

Lastly, we should consider the possibility that our atmospheric tests of late could have influenced the arrival of celestial scrutiny. They could have been curious or even alarmed by such activity (and rightly so, for the Russians would make every effort to observe and record such tests).

In conclusion, it is our professional opinion based on submitted data that this situation is extremely perilous, and

TOP SECRET

measures must be taken to rectify a very serious problem are very apparent.

Respectfully,

/s/

Dr. J. Robert Oppenheimer

Director of Advanced Studies
Princeton, New Jersey

/s/

Professor Albert Einstein

Princeton, New Jersey

Myself and Marshall have read this and I must admit there is some logic. But I hardly think the President will consider it for the obvious reasons. I understand Oppenheimer approached Marshall while they attended ceremony at

As I understand it Marshall rebuffed the idea of Oppenheimer discussing this with the President. I talked to Gordon, and he agreed.

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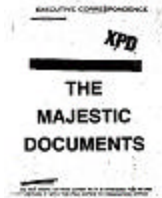
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MRS, USAF

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JOINT ATIC-WADC REPORT ON

PROJECT SILVER BUG

PROJECT NO. 9961

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15 FEBRUARY 1955

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JOINT ATIC-WADC REPORT ON

PROJECT SILVER BUG

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15 FEBRUARY 1955

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SUMMARY

*Originally Classified
Top Secret*

Purpose

This report presents factual technical data on A. V. Roe, Canada, Limited, proposed development, Project Y2 (Secret). This proposal is the second of two designs which can be classified as radical aircraft designs. The ultimate purpose of presenting this is two-fold; to correct the distorted picture presented in previous releases, both classified and unclassified, and to acquaint the intelligence community with the current state-of-the-art facts thereby alerting them to any air intelligence information which may become available indicating Soviet interest in this specialized field.

Factual Data

Several news mediums have published articles concerning A. V. Roe, Canada, Limited, Project Y2 (Secret) which, when supplemented by the December Air Intelligence Digest article, "The Flying Disc", present an inaccurate picture of the proposed project. It was decided that a factual account of this project would be presented, in the form of a joint Wright Air Development Center - Air Technical Intelligence Center study, to the intelligence agencies to correct any misgivings brought about by the above-mentioned articles.

Discussion

The subject of this report deals with a proposal for a new type aircraft by one of Canada's most progressive members of the aircraft industry, AVRO Aircraft, Limited, a member of the Hawker-Siddley Group. This project should in no way be associated with any science fiction or "Flying Saucer" stories because of its external appearance. The configuration was a result of an engineering investigation into the solution of a particular problem.

An examination of the AVRO proposal shows that the potential for a very high performance weapon system exists in the not-too-distant future. Although this proposal offers the USAF a potentially advanced weapon system having both vertical take-off and military performance capabilities, there are numerous technical problems which must be solved before a successful development can be realized.

The proposal is for the design of a supersonic research aircraft having a circular planform and VTO characteristics. One version provides for the use of several conventional axial-flow engines, while the ultimate aircraft configuration utilizes a new radial-flow type engine. Another unusual feature of this proposal is that the control of the aircraft is accomplished by selective direction of the exhaust gases which eliminates the necessity of conventional aerodynamic control surfaces.

Conclusions

This proposal offers a possible solution to the USAF requirement for achieving dispersed base operations.

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There appears to be no fundamental reason why this proposal should not ultimately result in a weapon system, however there are several technical areas which must be investigated before a full-scale development program is initiated.

The simplicity of airframe construction should alleviate many of the manufacturing and logistic problems normally associated with new aircraft developments.

Based on the above conclusions, a two-fold intelligence program is justifiable.

a. The technical information on this project should be followed by direct liaison between WADC and ATIC personnel.

b. A collection effort should be initiated to determine whether the Soviet Bloc is or has been conducting research efforts on a similar project, when this work began, and the present state of the Soviet development.

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SECTION I

CHARACTERISTICS

A. Background

There is a USAF requirement to develop means of operation from dispersed bases. This requirement stems from the growing and possibly catastrophic vulnerability of conventional air bases. The major feature of conventional air bases is the runway, which has grown wider, thicker, and longer as aircraft have become heavier and faster. The operational necessity of runways leads to concentrations of aircraft which have become critical targets. The logical approach to dispersed base operation would then appear to be toward reducing the length of runways or to their total elimination. Numerous schemes have been proposed, investigated, and some developed to reduce the take-off distance of aircraft. Among them are water ejection, after-burning, and RATO. Drag chutes and methods of thrust reversal have been developed for reducing landing requirements. Attempts to eliminate runways completely have resulted in helicopters, convertiplanes and what is known as VTO aircraft.

There are two general types of VTO aircraft - "tail-sitters" and "flat-risers". A flat-riser takes off in the vertical direction in a normal horizontal flight attitude, while the tail-sitter takes off vertically from a position which is 90 degrees to a normal level horizontal flight attitude. Examples of tail-sitters are the United States Navy projects with Lockheed and Convair which utilize a turboprop power plant, and the USAF project with Ryan Aeronautical Corporation utilizing turbojet power plants. Examples of the flat-riser are the Rolls-Royce "Flying Bedstead" and the Bell VTO aircraft. The basic design problem associated with any aircraft of this type becomes one of achieving in a single vehicle VTO and military performance capabilities. A possible solution to this problem has been proposed by A. V. Roe, Canada, Limited, in the form of their Project Y2 (Secret).

B. Description of the Proposed Aircraft

1. General Description

Two versions of small research VTO aircraft have been designed by the contractor, which, by company designation, are Project Y (Secret), a "tail-sitter", and Project Y2 (Secret), a "flat-riser". Early in the investigation, Project Y (Secret) was rejected by the contractor in favor of the flat-riser. Project Y2 (Secret) design proposal incorporates a number of advance improvements brought about by the utilization of several radical ideas in fundamental areas which, as yet, have not been thoroughly investigated. The original proposal was essentially for the construction of a very large radial-flow gas turbine engine which, when covered, will form a flying wing with a circular platform, similar in appearance to a very large discus. The engine is designed to fly "edge-on" to the wind instead of axially as is the present practice in conventional aircraft design. An alternate version for a multi-engine aircraft as shown in Figures 1 and 2 would avoid concurrent development of the airframe and engine while providing the other essential characteristics of the vehicle.

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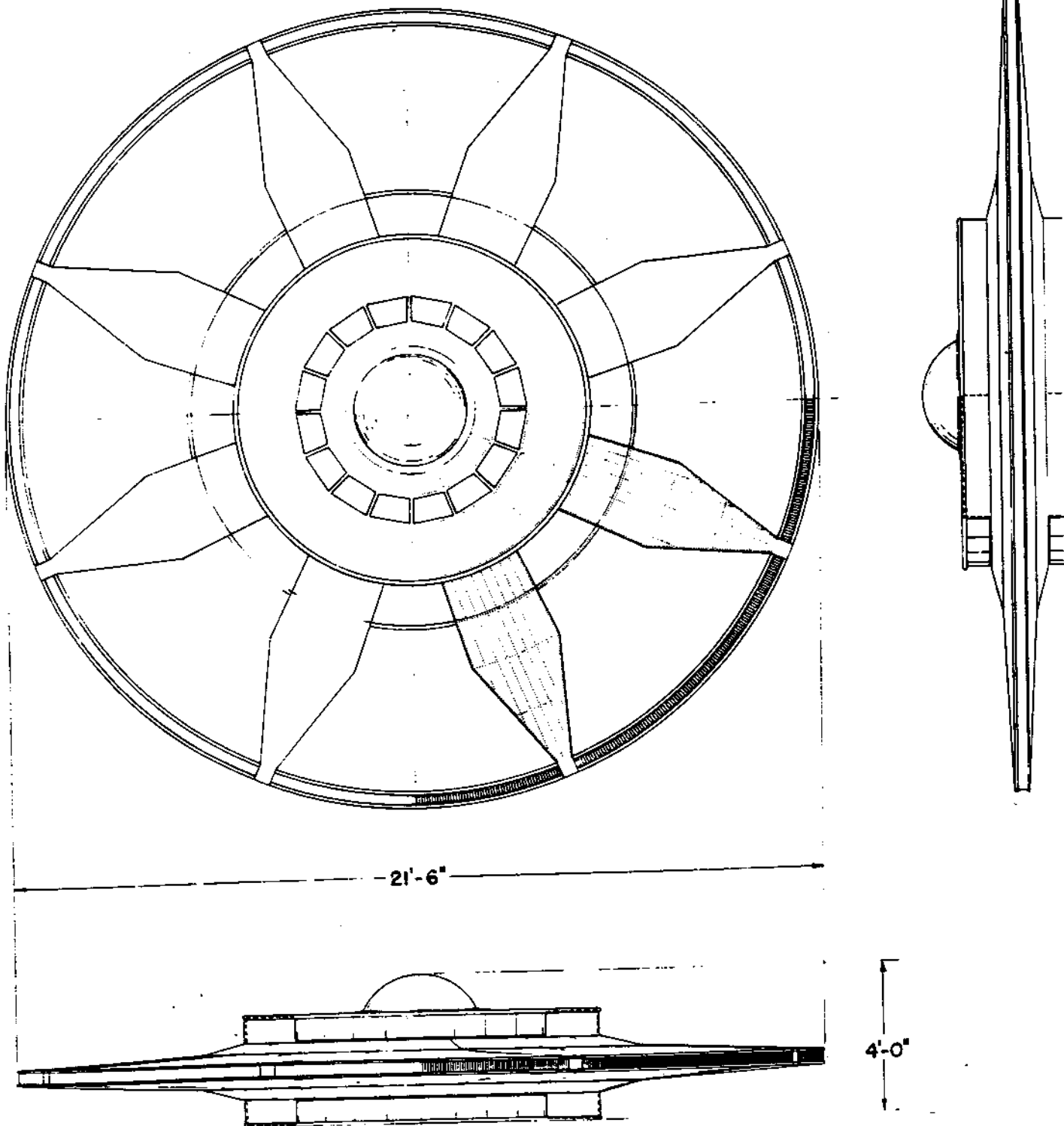


Fig. 1 Three-View General Arrangement of Proposed Multi-Engine Research Aircraft

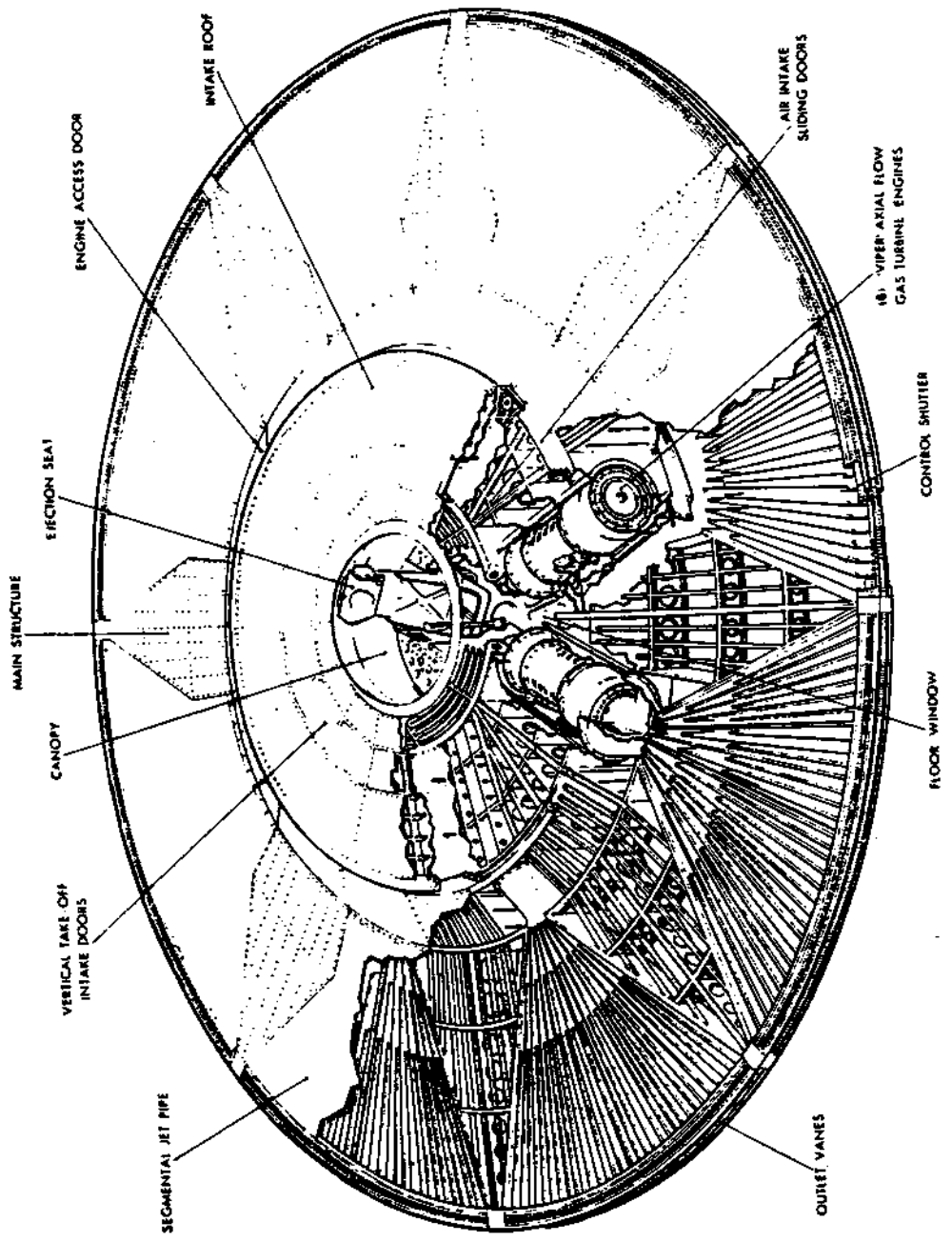


Fig. 2 Cut Away of Research Aircraft

The cockpit is located at the center of the aircraft with the orientation of the cockpit determining the fore and after center-line of the aircraft as well as the normal direction of forward flight. The airframe, fuel cells, and the gas turbine power plant encircle the cockpit. (See Figs 3 and 4.)

This aircraft is designed for vertical take-off and landings while in the horizontal flight attitude, i.e., a "flat-riser". Since this aircraft rises vertically from a horizontal position, it does not require a landing gear or auxiliary landing devices. The flat-riser flight take-off technique, the elimination of the landing gear and auxiliary landing devices, are brought about by the peripheral exhaust which produces a "powerful ground cushion effect" (Fig 5). This is one of the fundamentals upon which this new radical aircraft design is based.

Since this airframe and engine will have a circular planform, the outer perimeter of the aircraft will be the exhaust nozzle of the engine and the thrust forces will be used for control of the aircraft. A unified control system must be designed which will produce the same aircraft responses irrespective of whether the aircraft is in hovering, transition, or forward flight. The circular planform may be modified to accommodate trim flaps of some nature if they are found to be necessary.

The air intakes are placed in the inner circle on the upper surface of the aircraft for vertical take-off while additional air intakes are installed in the upper and lower forward facing surfaces for forward flight.

A multi-engine configuration (Figs 1 and 2) is proposed as a research vehicle for the purpose of investigating stability and control, performance, etc., before development of a multi-engine operational aircraft or radial-flow single-engine aircraft. This prototype configuration will also investigate certain fundamental areas concerning aircraft behavior; an example is the ground cushion effect.

2. Airframe

The cutaway (Fig 4) of the research aircraft with the radial-flow engine shows the details of the aircraft structure. The center location of the fuel cells allows for the use of the fuel as a coolant medium against aerodynamic heating for the cockpit. The mechanical engineering details should not present any unsolvable problems in the airframe design; however, the rotor assembly and exhaust control systems are considered major problems. The basic structural ribs of the airframe lend themselves readily to mass production since they are identical. Sixty ribs are proposed as the foundation of the airframe. These ribs are "butted" to the outer surface of the fuel cells with the inner side of the fuel cells comprising the cockpit opening. For the multi-engine version (Figs 1 and 2) certain engineering problems may arise due to the complexity of controlling eight engines, eight fuel systems, eight lubricating systems, etc.

3. Air Intake

The aircraft, at rest, cannot use the bottom forward facing air intake, therefore, "take-off air is supplied through 30 square feet of relieving door area

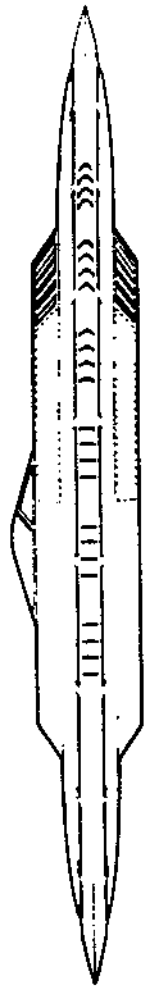
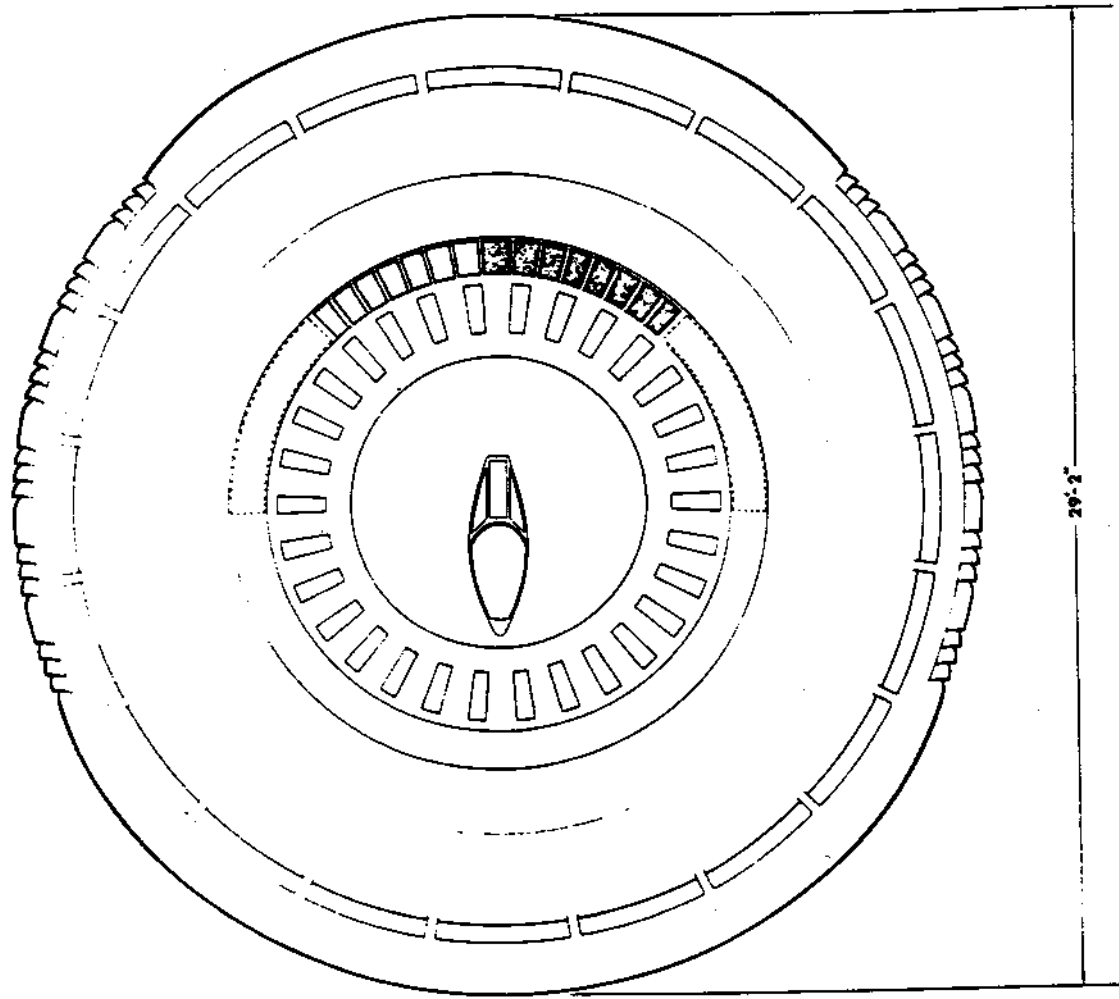
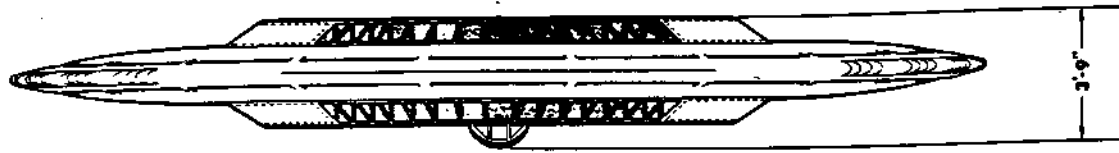


Fig. 3 Three-View General Arrangement of Research Aircraft

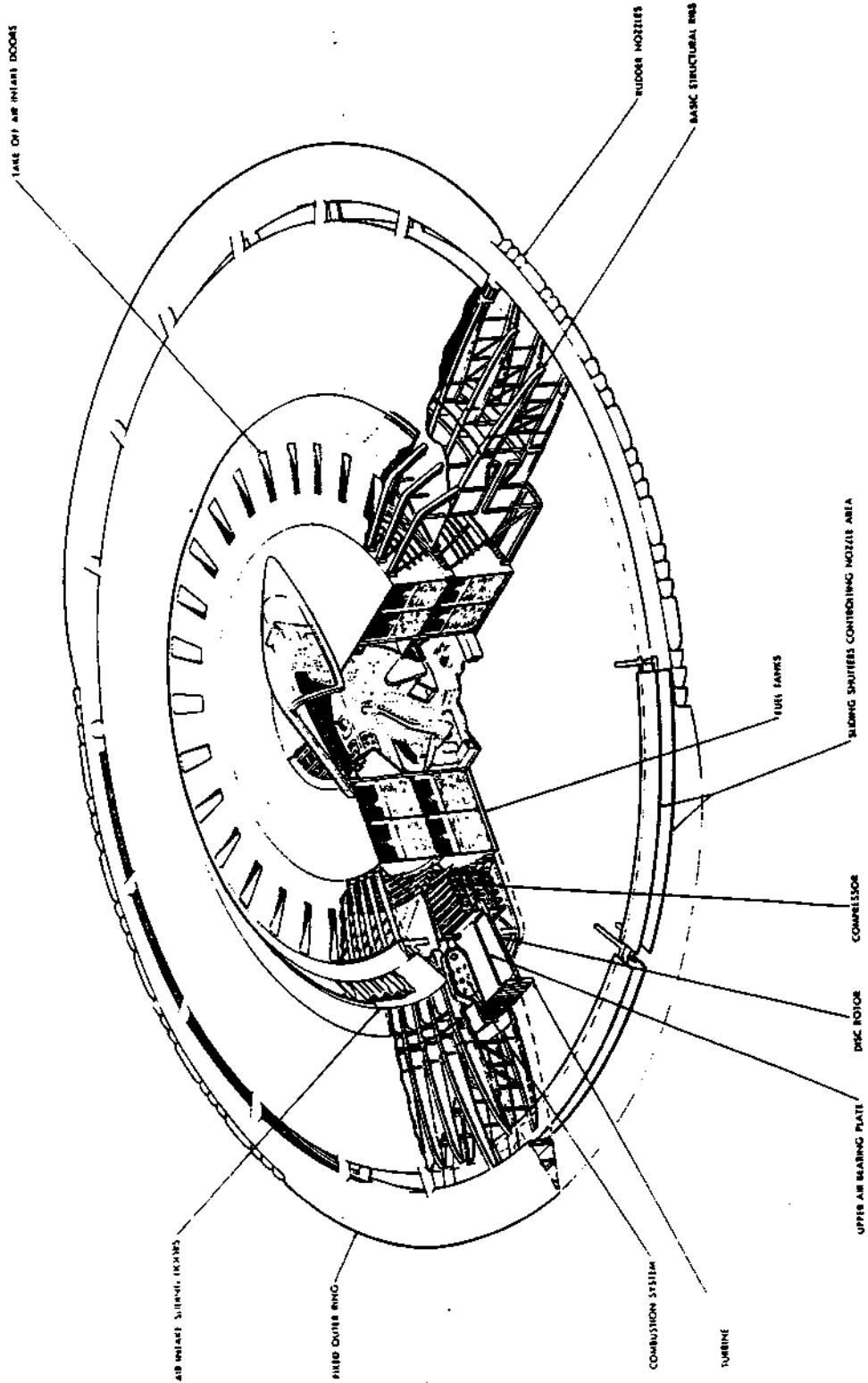


Fig. 4 Section Cutaway of Research Aircraft (Radial Flow Engine)

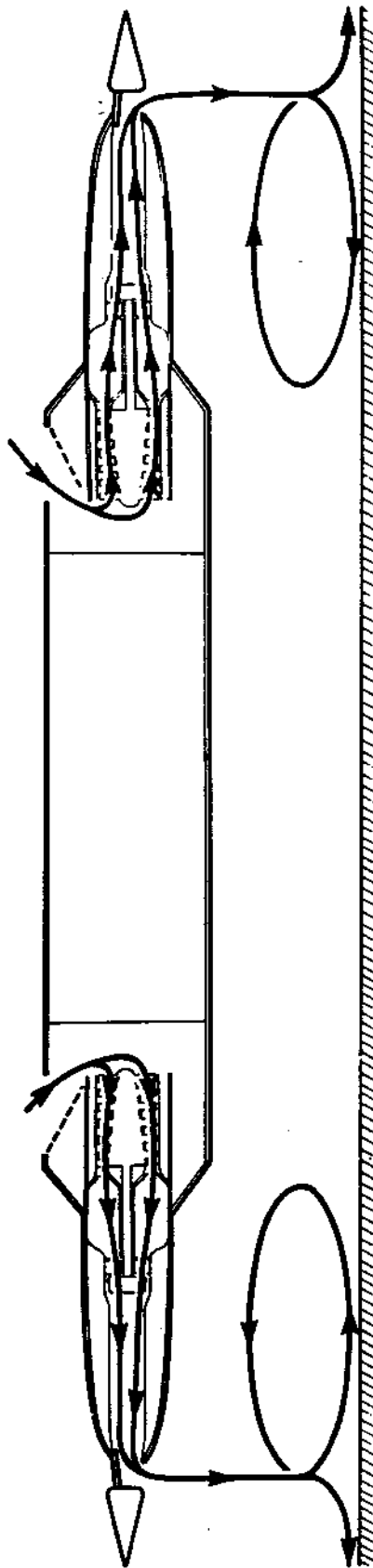


Fig. 5 Ground Cushion Effect

TABLE I

PHYSICAL CHARACTERISTICS

Radial-Flow Engine Aircraft

Particulars		Values
Weight Dimensions, etc.		
Aircraft Gross Take-off Weight	lb	29,000
Gross wing area	sq ft	670
Span (= diameter)	ft	29.2
Height over canopy	ft	3.75
Standard mean chord	ft	23.0
Aspect ratio	--	1.27
Mean t/c ratio excluding intake	--	0.06
Intake base area	sq ft	20.0
Approximate jet base area in forward flight	sq ft	16.0
Wing loading at mean weight of 26,000 lbs	lb/sq ft	38.8
Maximum internal fuel	Imp gal	950
	U.S. gal	1,140
Take-off thrust/weight ratio	--	1.73
SLS thrust/frontal area	lb/sq ft	900

TABLE II

WEIGHT BREAKDOWN

Radial-Flow Engine Aircraft

Particulars	Lb	Totals
Aircraft Main Structure		9,532
Cockpit well and fuel tank	696	
Intake structure	1,341	
Main structure	2,904	
Outer wing and exhauster	2,990	
Halo	781	
Cockpit and canopy	165	
Control shutters	410	
Control system	245	
Power Plant		10,450
Rotor assembly	5,750	
Stator blades, plates and attachments	2,120	
Combustion system	1,180	
Air bearing assembly	1,400	
Extra to structure		1,068
Cockpit equipment	118	
Radio and electrics	352	
Fuel system	284	
Air conditioning and oxygen	250	
Miscellaneous	54	
AIRCRAFT EMPTY WEIGHT		21,050
Disposable Load		7,950
Crew	200	
Fuel	7,750	
AIRCRAFT GROSS TAKE-OFF WEIGHT		29,000

in the top intake." This air is exhausted through exhaust nozzle (outer perimeter) of the aircraft and is directed downward (see Figs 6 and 7). This downward ejection of the air produces a "ground cushion effect", (see Fig 5) which results in an additional thrust component for take-off and allows for a ground cushion to brake the landing of the aircraft. This effect is present only when the exhaust air is distributed from the periphery of the aircraft (flat-risers). (See Fig 8.)

In forward flight, the air enters the plenum chamber through the forward facing air intakes in both the upper and lower surfaces of the aircraft. Engine exhaust gases are carried around the exhauster duct and are expelled through the annular nozzle which is located on the upper and lower surfaces near the periphery, and through the backward facing nozzles which are located on both sides of the aircraft. (See Fig 9.)

4. Propulsion System

The proposed power plant for the single-engine research vehicle is basically a double-sided radial-flow turbojet engine. The heart of this engine is a very large diameter rotor disc which utilizes compressor air bleed as its only means of lubrication.

The compressor stators, diffuser, combustion tubes, and turbine nozzle guide vanes are designed as an integral part of the airframe. The rotating element of the conventional gas turbine engine, namely, the compressor rotor, connecting shaft and turbine wheel have been rearranged to a disc configuration. The compressor rotor blades are mounted vertically on the inner disc ring; the turbine wheel blades are mounted vertically on the outer disc ring, and the connecting disc ring is comparable to the conventional connecting shaft. This disc rotates on a double-sided air bearing mounted between the upper and lower combustion tubes.

The combustion system consists of flame tubes distributed between the structural ribs of the aircraft. The engine pressure is contained between the outer skin and the rotor bearing plates with the latter structure being mounted between the combustion tubes. For take-off the intake air is brought through the top intakes to the first stage of the rotor and is compressed radially outward through six stages giving a normal pressure ratio of 3 to 1. From the last compressor stage, the air is diffused and passes through the flame tubes, turbine inlet guide vanes, through the turbine wheel, and then through the exhaust nozzle which is the outer perimeter of the aircraft. (See Fig 10.) During forward flight, the upper air intake ducts are closed and the forward facing air intakes are open. (See Fig 11.)

Due to the radial flow through the engine, the compressor blades and turbine blades are straight. Therefore, these parts may be more easily manufactured than for the conventional engine compressors and turbines.

The proposed air bearing supporting the rotating element eliminates many of the problems which are imposed by mechanical type bearings. The large area of the bearing surface, approximately 100 square feet on both sides, is available to support the weight of the very large turbine rotor. The air supply for the flat bearing comes from "secondary air" in the combustion region while the supply for the

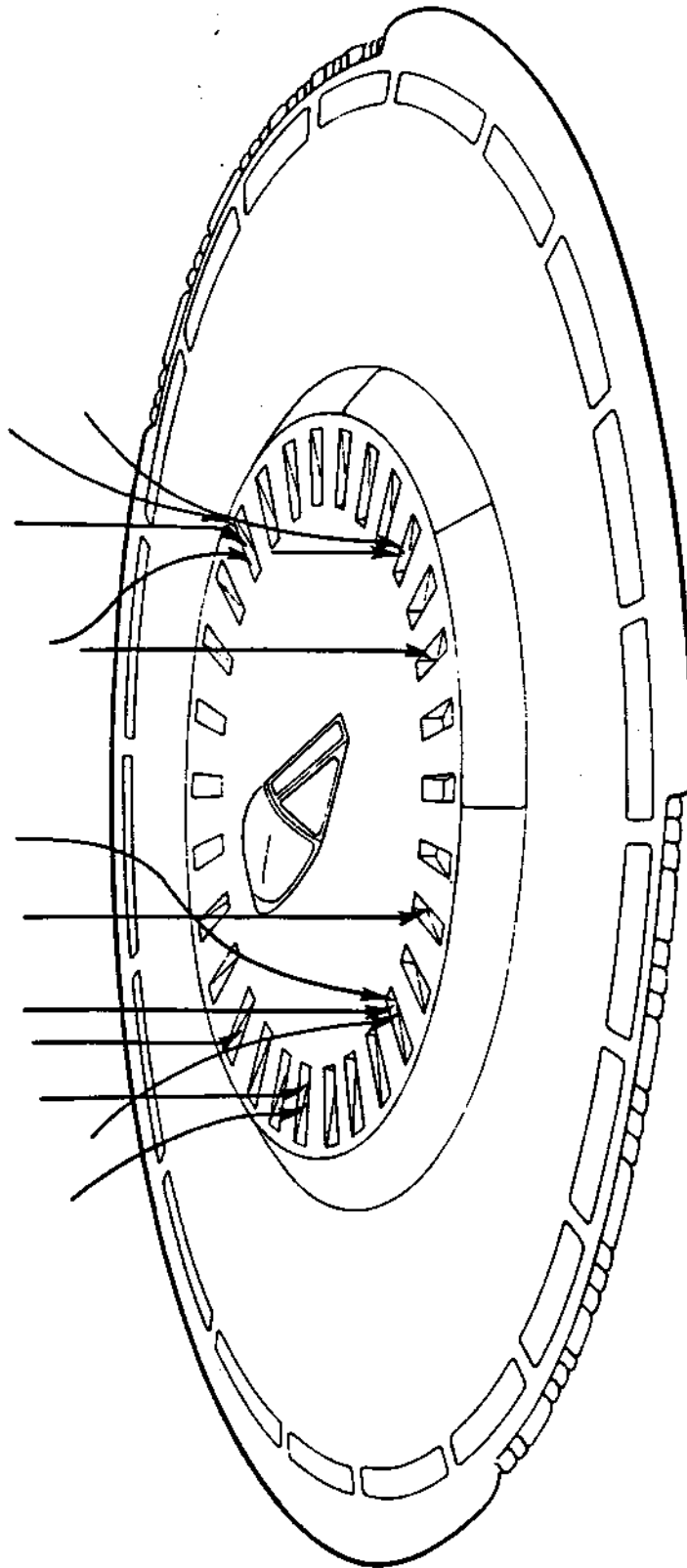


Fig. 6 Airflow Into Intake During Take-off and Landing

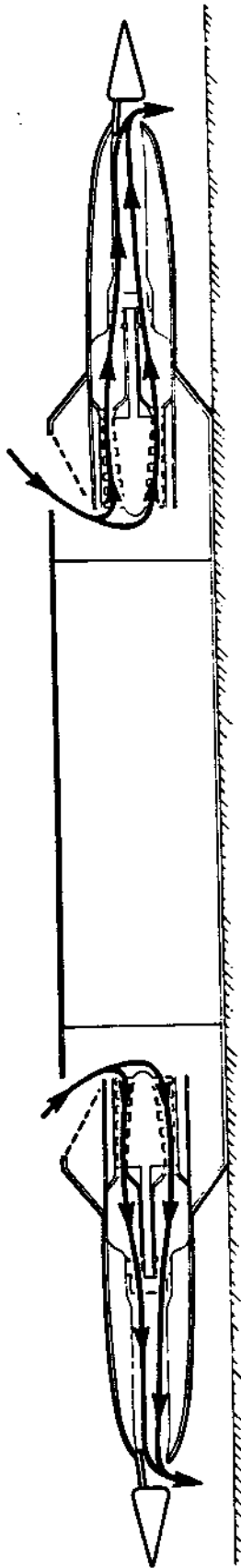


Fig. 7 Section of Airflow Pattern for Take-off

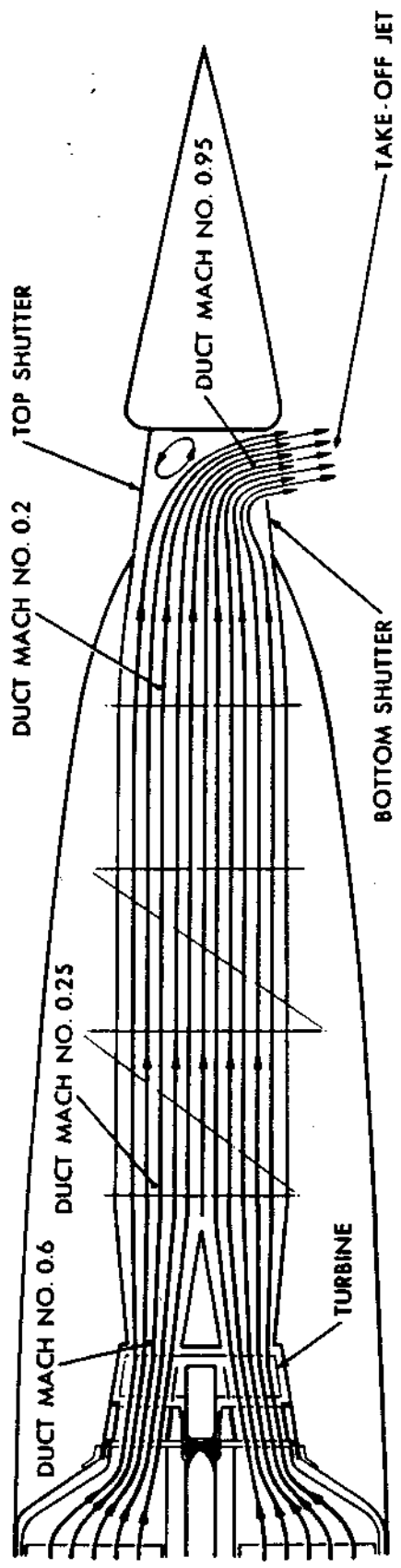


Fig. 8 Typical Section of Exhaustor Duct Showing Take-off Gas Flow

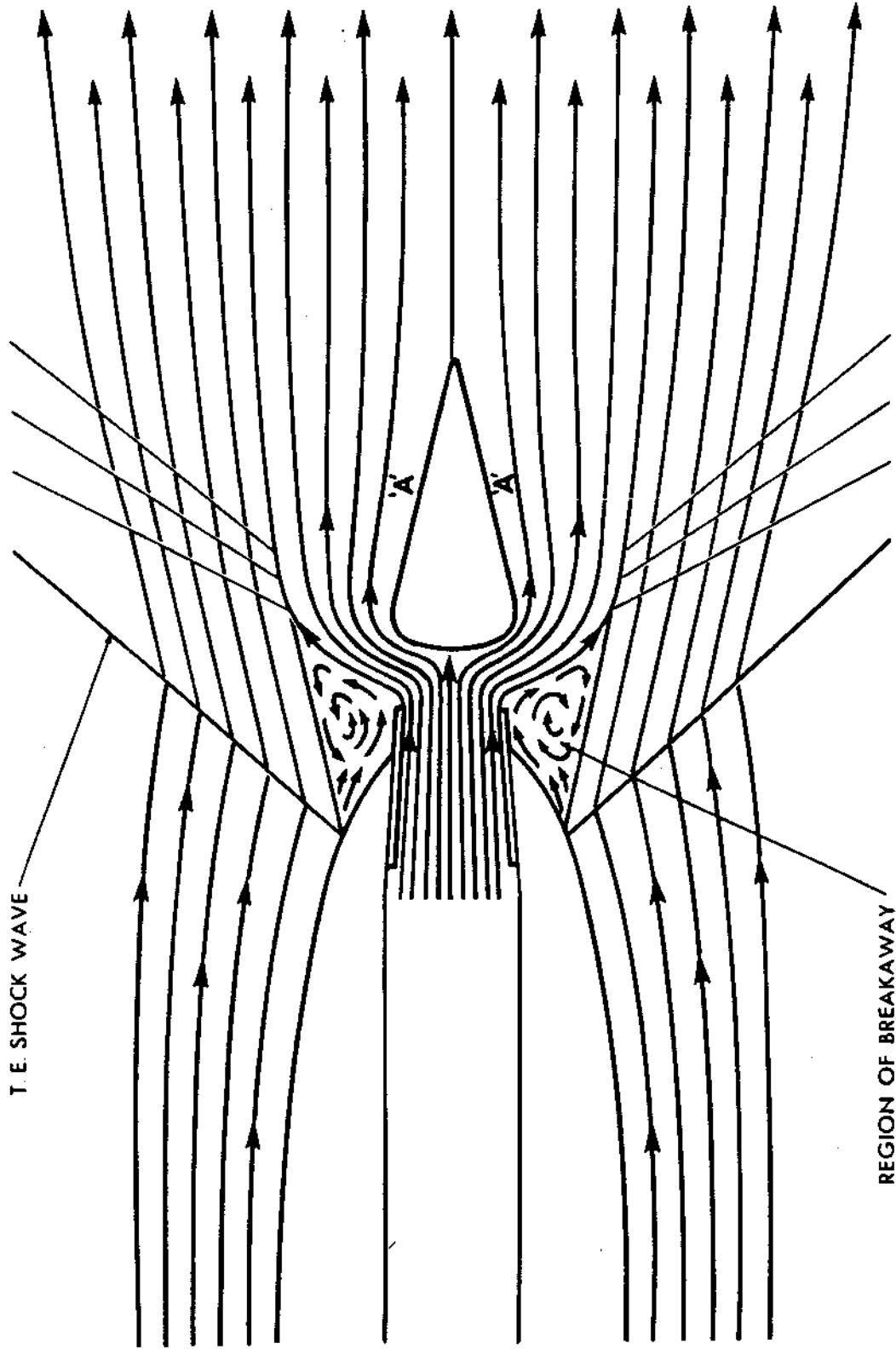


Fig. 9 Section Through Rear of Aircraft at Supersonic Speed

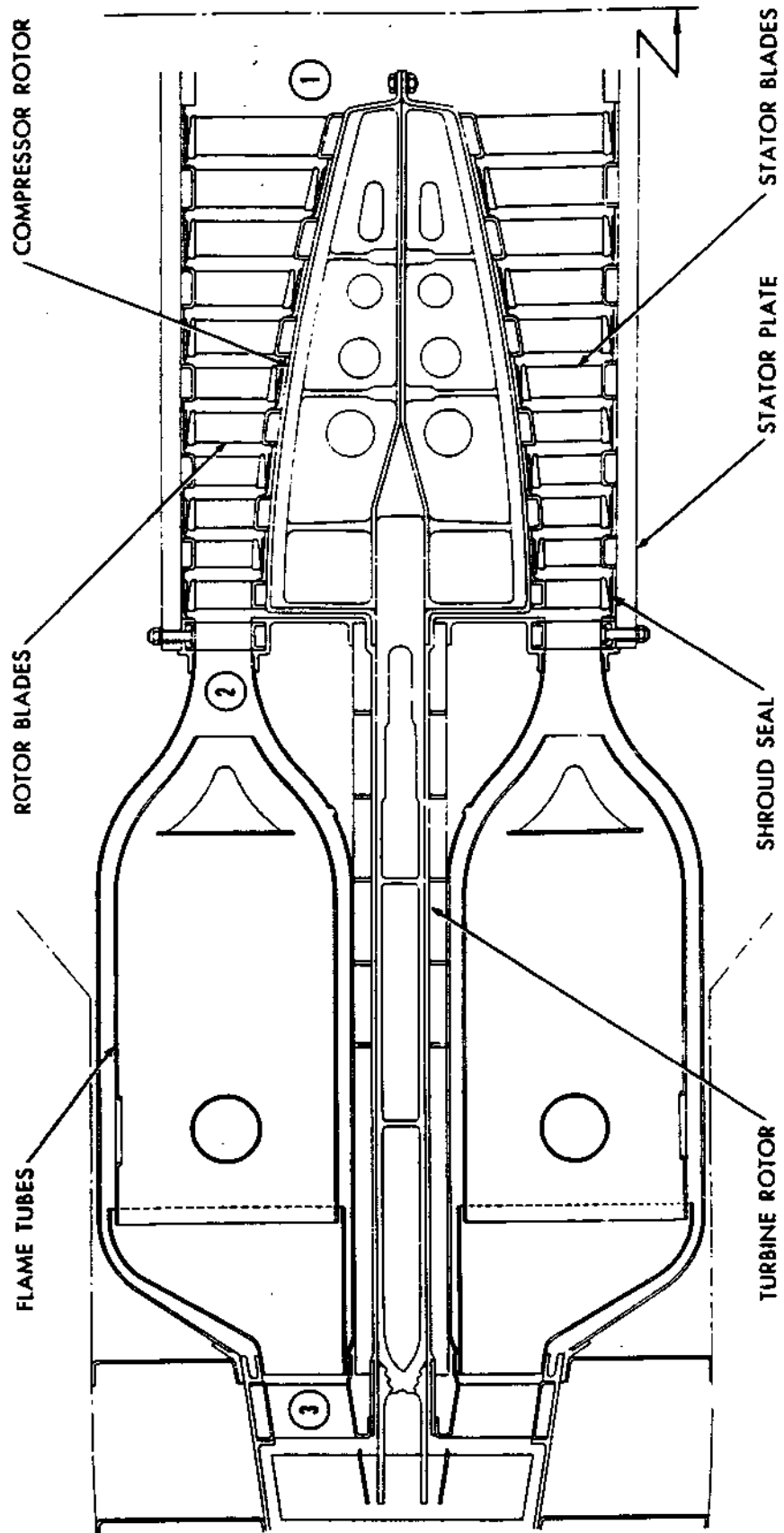


Fig. 10 Typical Cross-Section Through Engine

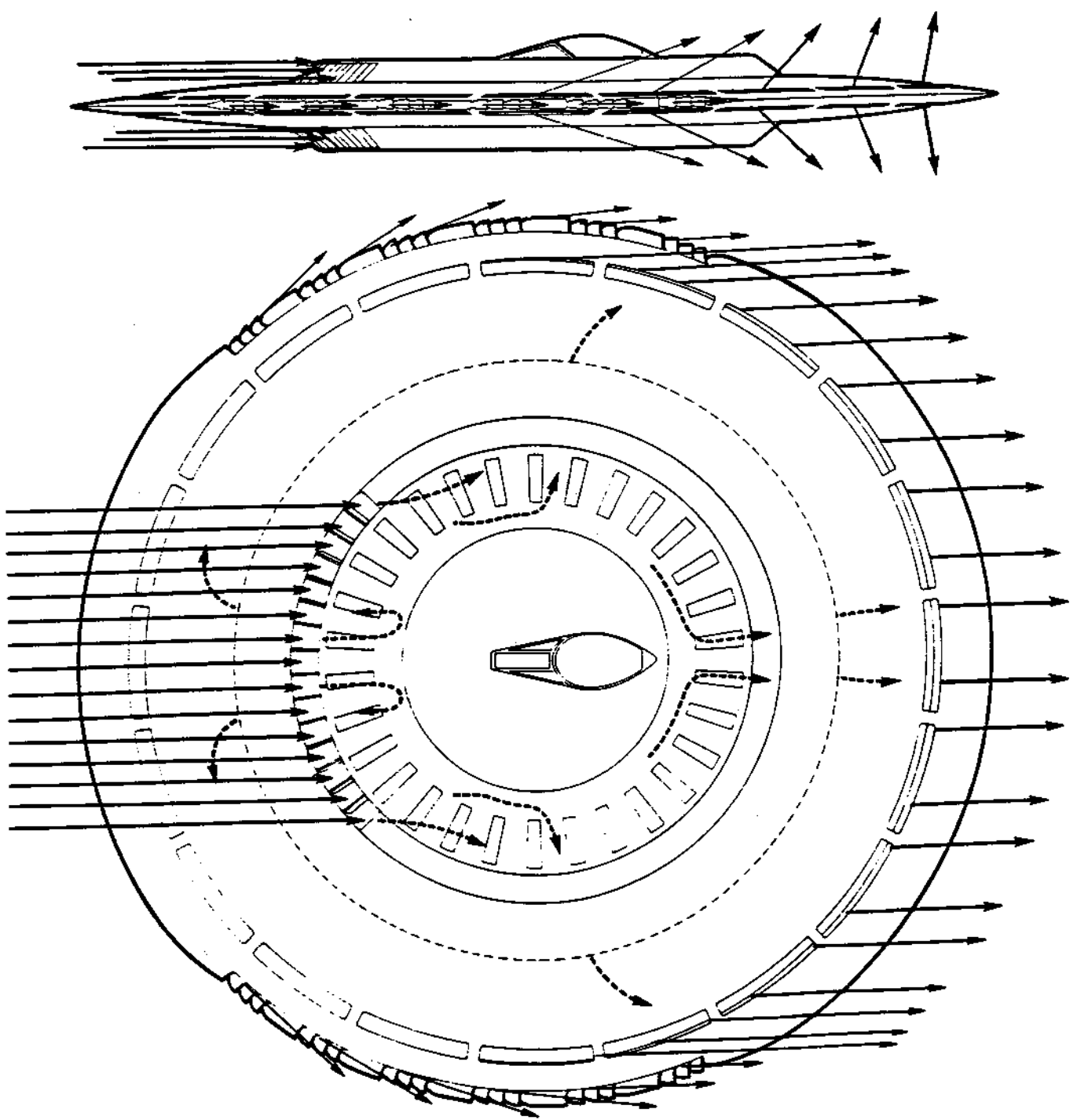


Fig. 11 Through Flow at Low Forward Speed

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vertical bearing comes from the rear of the last rotor stage of the compressor. Exhaust of the bearing air is controlled by a low pressure annulus and the main "exhauster" which utilized this air for cooling the turbine blade roots. Figures 12 and 13 show graphically the flow within the air bearing.

A ground supply of compressed air applied to air bearing will be used when starting the engine. In stopping the engine, the rotor will ground on self-lubricating bearing pads. The material used in the self-lubricating bearing pads will be cast iron or carbon which will provide good dry bearing surfaces on steel. These pads are not expected to suffer excessive wear or provide undue stopping torque on the turbine rotor.

The multi-engine version would utilize numerous small engines having low specific weights to provide the exhaust gases.

5. Control Systems

The aircraft is controlled by regulating shutters which vary the amount of thrust through the annular nozzles (for pitch and roll control) and through the backward facing nozzles for yaw control located on the peripheral edge. (See Fig 14.) The contractor claims that the use of this "jet control" at all times eliminates the difficulty associated with hinged control surfaces in supersonic flight. This statement on the part of the contractor is based on initial testing of the principle and much more data must be assembled before it can be completely accepted.

A proposed method of achieving jet control utilizes the so-called "Coanda effect" whereby a jet stream is deflected through large angles by having a curved surface in contact with its edge at one side. (See Fig 15.) Additional investigation into the mechanism required to utilize this effect must be accomplished in the early phases of this development.

In the proposed aircraft thrust forces are used for control at all times. It is mandatory to use the thrust force for take-off and hovering flight since there are no aerodynamic forces available due to the lack of forward movement. In forward supersonic flight thrust forces are used in lieu of conventional hinged-type controls. Some thought has been given to the mechanics of the control system as can be seen in Fig 14.

C. Performance

The performance estimated by the contractor was based on rather broad assumptions and has not as yet been investigated by a wind tunnel test program. (See Table III.)

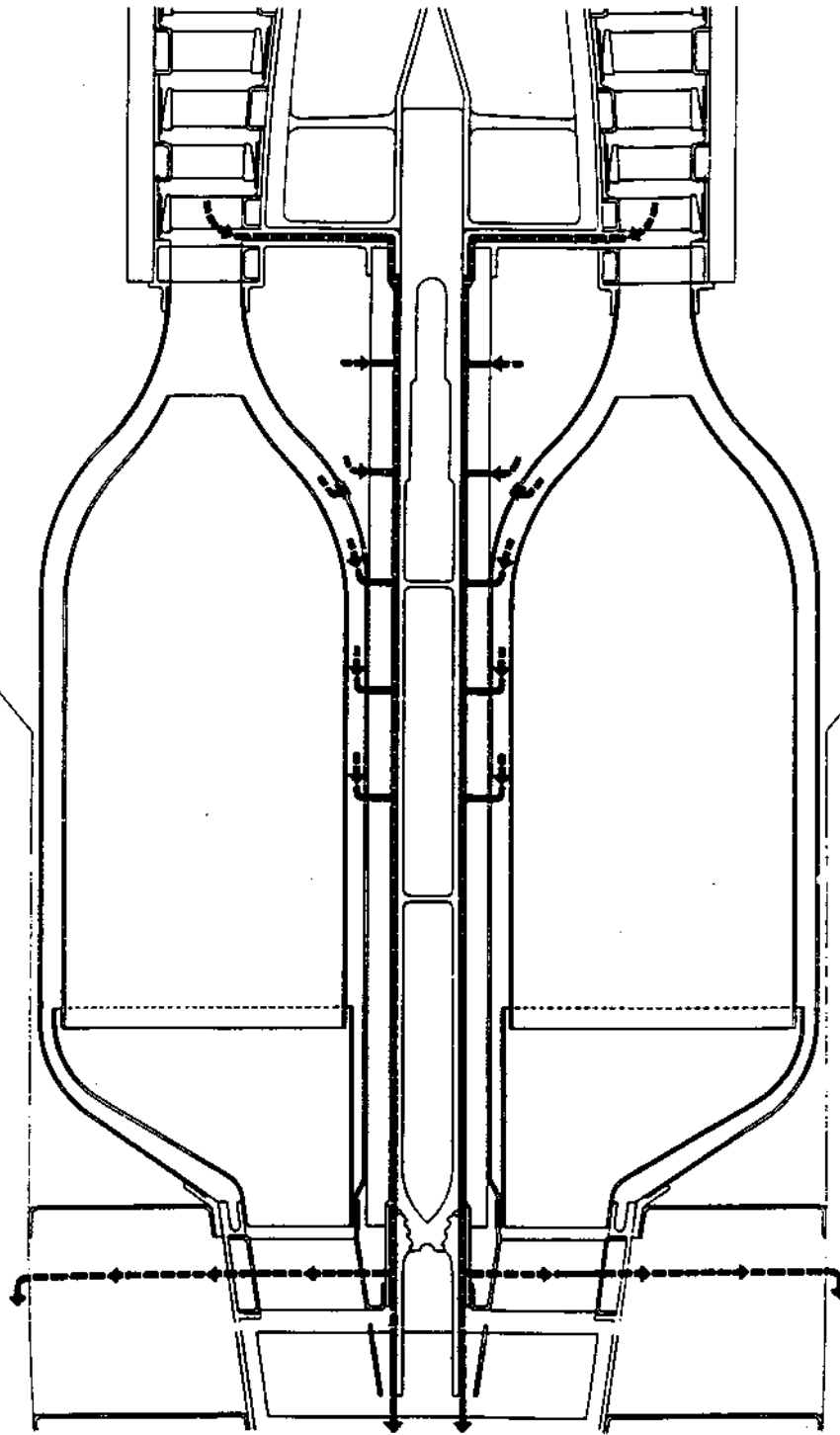


Fig. 12 Cross-Section Showing Bearing Airflow

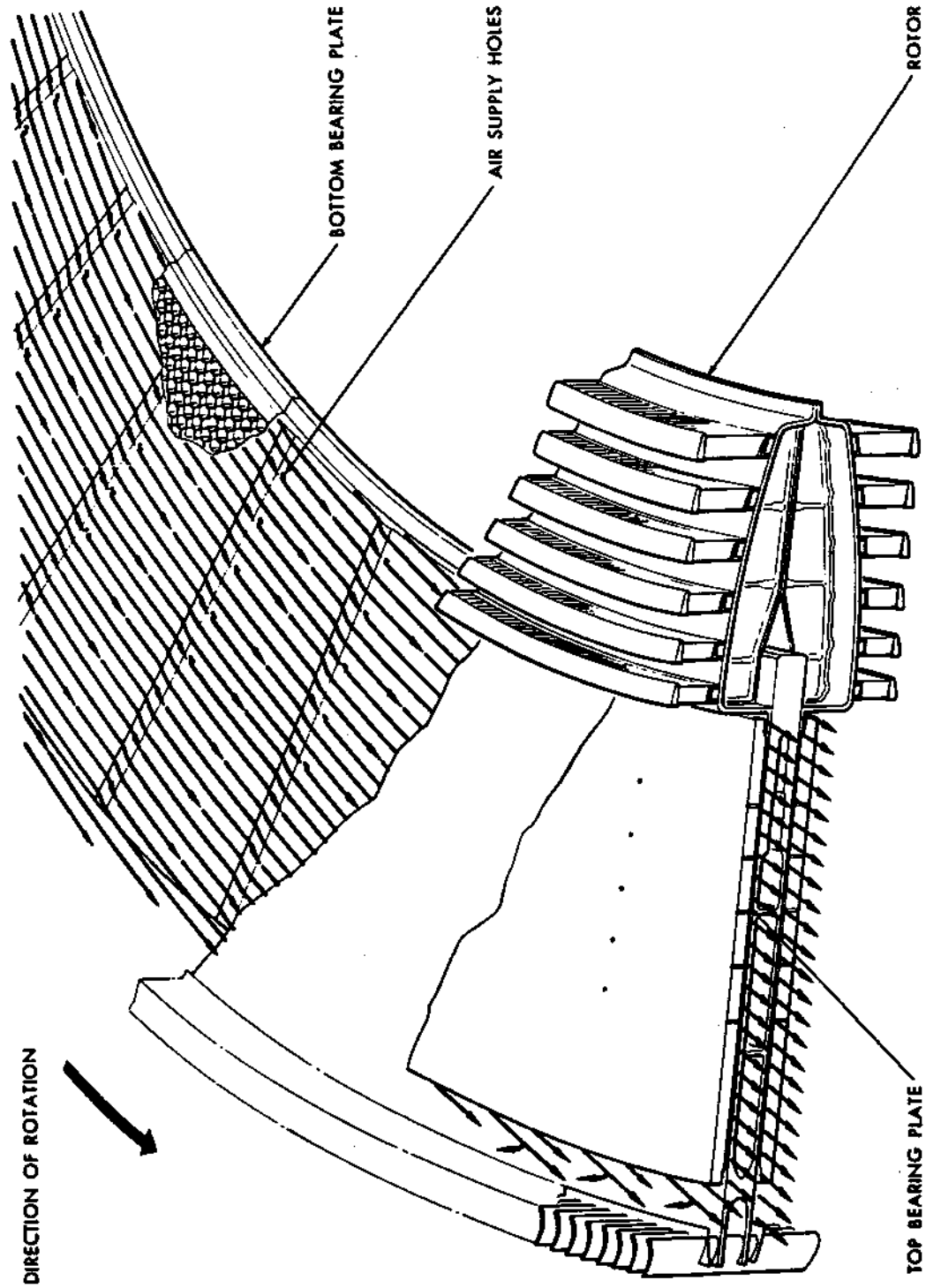


Fig. 13 Perspective View Showing True Path of Bearing Air

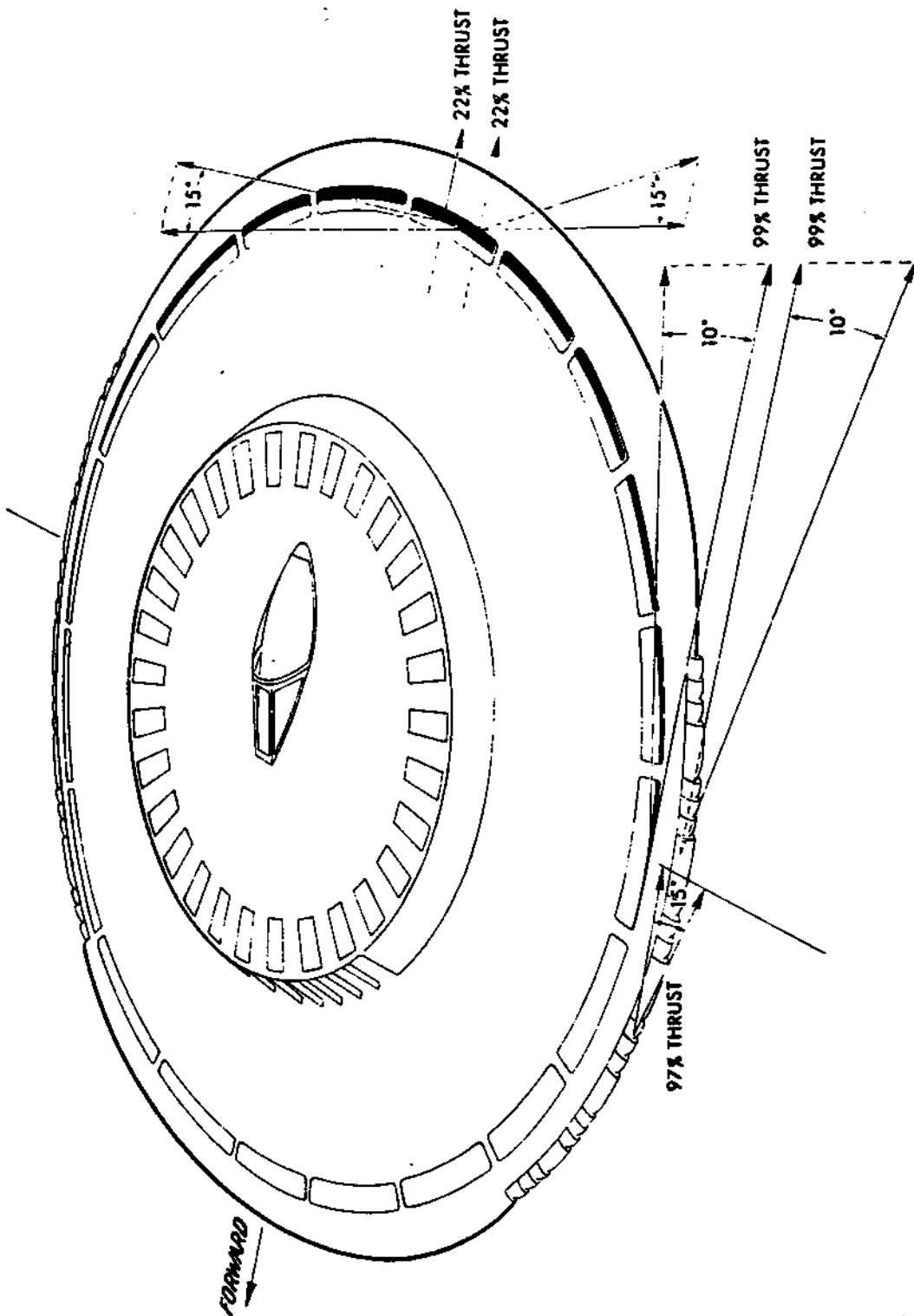


Fig. 14 Exhaust Jet Angles at Low Forward Speed

SECTION II

USAF RESEARCH AND DEVELOPMENT STATUS

A. Principal Problem Areas

In the preceding section we have presented very briefly the thought involved in A. V. Roe's design proposals for Project Y2 (Secret). The Wright Air Development Center has evaluated the detail proposals and feels that a one-year study contract which will investigate the following major areas must be accomplished before any further consideration can be given to a development contract for a research vehicle. These areas are:

- a. The air cushion effect
- b. The stability of the multi-engine configuration
- c. Air intake and exhaust systems
- d. Aircraft performance stability and control
- e. The radial-flow engine feasibility.

B. Present Development Status

Headquarters USAF directed that Headquarters ARDC would issue a technical requirement to pursue investigation of this project. This resulted in Technical Requirement No. 3 dated 13 August 1954, which in turn resulted in a development plan dated 15 September 1954, written by WADC, Directorate of Weapons Systems Operations, Bombardment Aircraft Division, New Development Office. Work on this project was delayed pending a decision by higher headquarters. On 29 December 1954 the order to proceed with this project was issued. The proposed statement of work dated 8 November 1954 will be incorporated in a study contract in the near future.

TABLE III

COMBACTOR ESTIMATED PERFORMANCE

Radial-Flow Engine Aircraft

Particulars		Without Reheat	With 1500°K Reheat	
Maximum level speed	mph	1,720	2,300	
	knots	1,490	2,000	
	Mach No.	2.6	3.48	
Ceiling (Max power at mean wt)	ft	71,600	80,600	
Time from hovering start to				
	36,090 ft	min	1.76	NA
	60,000 ft	min	2.66	NA
70,000 ft	min	4.2	NA	
Still air range with allowances for take-off, climb, cruise, descent, and landing	miles	620	NA	
Take-off and landing distances	--	Nil	Nil	
Max hovering alt from take-off	ft	10,000	NA	
Max hovering alt at mean wt, 26,000 lbs	ft	16,000	NA	

NOTE: The above estimate utilizes net thrusts and SFC which are based on the "simplifying assumption" - "Plain nozzles and 100 per cent thrust recovery from the jet bending."

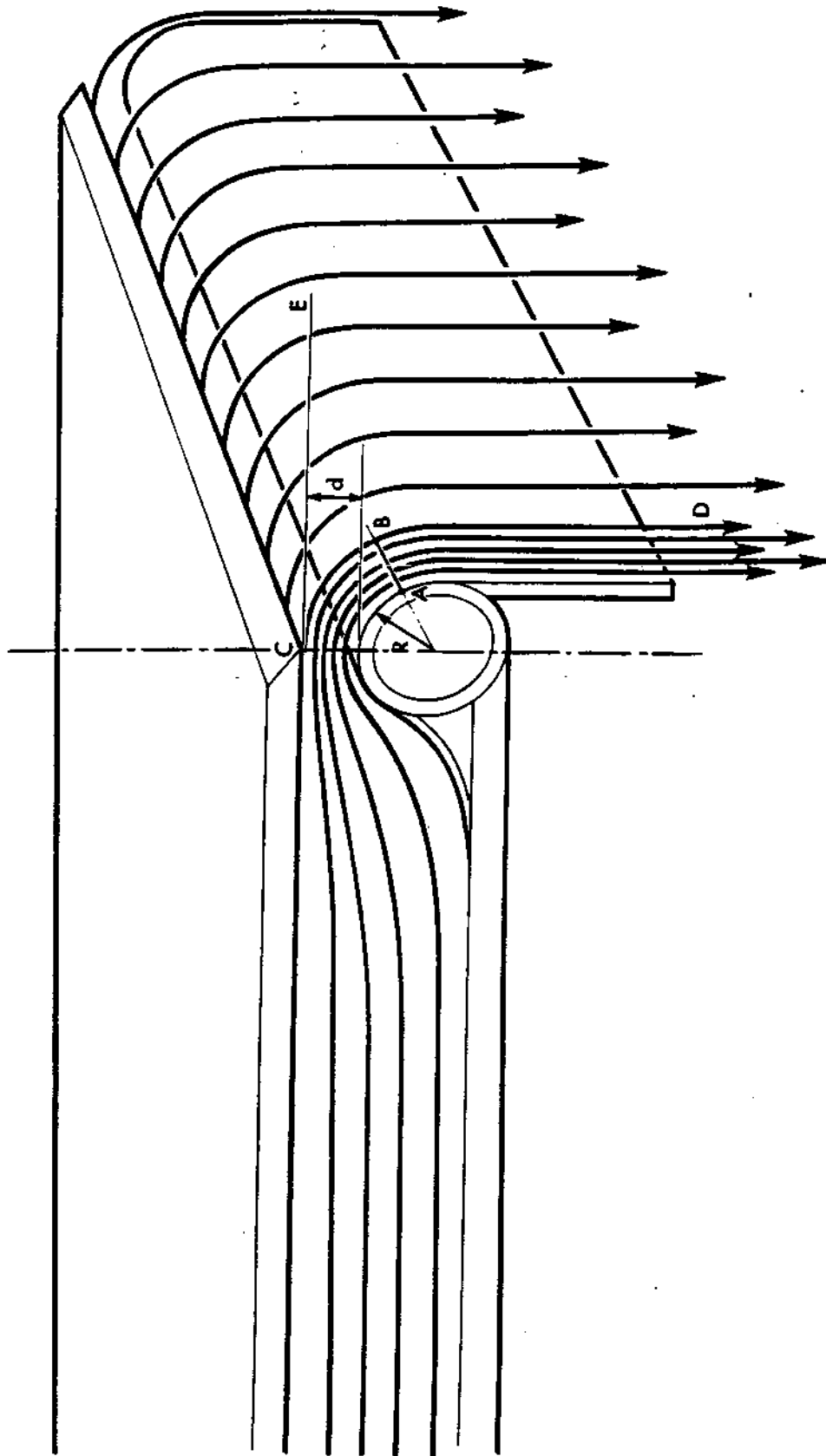


Fig. 15 Coanda Effect: High Aspect Ratio Jet Bending

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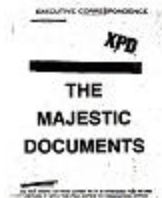
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WASHINGTON INSTITUTE OF TECHNOLOGY

OCEANOGRAPHIC AND PHYSICAL SCIENCES

DR. ROBERT L. SANBACHER
PRESIDENT AND CHAIRMAN OF BOARD

November 29, 1983

Answer
From Dr. Sanbacher
Received 12-5-83
Wm Steinman

Mr. William Steinman
15043 Rosalita Drive
La Mirada, California 90638

Dear Mr. Steinman:

I am sorry I have taken so long in answering your letters. However, I have moved my office and have had to make a number of extended trips.

To answer your last question in your letter of October 14, 1983, there is no particular reason I feel I shouldn't or couldn't answer any or all of your questions. I am delighted to answer all of them to the best of my ability.

You listed some of your questions in your letter of September 12th. I will attempt to answer them as you had listed them.

1. Relating to my own experience regarding recovered flying saucers, I had no association with any of the people involved in the recovery and have no knowledge regarding the dates of the recoveries. If I had I would send it to you.

2. Regarding verification that persons you list were involved, I can only say this:

John von Neuman was definitely involved. Dr. Vannever Bush was definitely involved, and I think Dr. Robert Oppenheimer also.

My association with the Research and Development Board under Doctor Compton during the Eisenhower administration was rather limited so that although I had been invited to participate in several discussions associated with the reported recoveries, I could not personally attend the meetings. I am sure that they would have asked Dr. von Braun, and the others that you listed were probably asked and may or may not have attended. This is all I know for sure.

Mr. William Steinman
November 29, 1983 - Page 2

3. I did receive some official reports when I was in my office at the Pentagon but all of these were left there as at the time we were never supposed to take them out of the office.

4. I do not recall receiving any photographs such as you request so I am not in a position to answer.

5. I have to make the same reply as on No. 4.

I recall the interview with Dr. Brenner of the Canadian Embassy. I think the answers I gave him were the ones you listed. Naturally, I was more familiar with the subject matter under discussion, at that time. Actually, I would have been able to give more specific answers had I attended the meetings concerning the subject. You must understand that I took this assignment as a private contribution. We were called "dollar-a-year men." My first responsibility was the maintenance of my own business activity so that my participation was limited.

About the only thing I remember at this time is that certain materials reported to have come from flying saucer crashes were extremely light and very tough. I am sure our laboratories analyzed them very carefully.

There were reports that instruments or people operating these machines were also of very light weight, sufficient to withstand the tremendous deceleration and acceleration associated with their machinery. I remember in talking with some of the people at the office that I got the impression these "aliens" were constructed like certain insects we have observed on earth, wherein because of the low mass the inertial forces involved in operation of these instruments would be quite low.

I still do not know why the high order of classification has been given and why the denial of the existence of these devices.

I am sorry it has taken me so long to reply but I suggest you get in touch with the others who may be directly involved in this program.

Sincerely yours,


Dr. Robert R. Sarbacher

P. S. It occurs to me that Dr. Bush's name is incorrect as you have it. Please check the spelling.

Washington Institute of Technology Oceanographic and Physical Sciences

Dr. Robert I. Sarbacher
President and Chairman of Board
500 Brazilian Avenue Palm Beach, Florida 33460 305-833-1116

November 29, 1983

Mr. William Steinman
15043 Rosalita Drive
La Mirada, California 90638

Dear Mr. Steinman:

I am sorry I have taken so long in answering your letters. However, I have moved my office and have had to make a number of extended trips.

To answer your last question in your letter of October 14, 1983, there is no particular reason I feel I shouldn't or couldn't answer any and all of your questions. I am delighted to answer all of them to the best of my ability.

You listed some of your questions in your letter of September 12th. I will attempt to answer them as you had listed them.

1. Relating to my own experience regarding recovered flying saucers, I had no association with any of the people involved in the recovery and have no knowledge regarding the dates of the recoveries. If I had I would send it to you.
2. Regarding verification that persons you list were involved, I can say only this: John von Neuman was definitely involved. Dr. Vannever Bush was definitely involved, and I think Dr. Robert Oppenheimer also.

My association with the Research and Development Board under Doctor Compton during the Eisenhower administration was rather limited so that although I had been invited to participate in several discussions associated with the reported recoveries, I could not personally attend the meetings. I am sure that they would have asked Dr. von Braun and the others that you listed were probably asked and may or may not have attended. This is all I know for sure.

3. I did receive some official reports when I was in my office at the Pentagon but all of these were left there as the time we were never supposed to take them out of the office.
4. I do not recall receiving any photographs such as you request so I am not in a position to answer.
5. I have to make the same reply as on No. 4.

I recall the interview with Dr. Brenner of the Canadian Embassy. I think the answers I gave him were the ones you listed. Naturally, I was more familiar with the subject matter under discussion, at that time. Actually I would have been able to give more specific answers had I attended the meetings concerning the subject. You must understand that I took this assignment as a private contribution. We were called "dollar-a-year men". My first responsibility was the maintenance of my own business activity so that my participation was limited.

About the only thing I remember at this time is that certain materials reported to have come from flying saucer crashes were extremely light and very tough. I am sure our laboratories analyzed them very carefully.

There were reports that instruments or people operating these machines were also of very light weight, sufficient to withstand the tremendous deceleration and acceleration associated with their machinery. I remember in talking with some of the people at the office that I got the impression these "aliens" were constructed like certain insects we have observed on earth, wherein because of the low mass the inertial forces involved in operation of these instruments would be quite low.

I still do not know why the high order of classification has been given and why the denial of the existence of these devices.

I am sorry it has taken me so long to reply but I suggest you get in touch with the others who may be more directly involved in this program.

Sincerely Yours,

Dr. Robert I. Sarbacher

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DEPARTMENT OF TRANSPORT
INTRA-DEPARTMENTAL CORRESPONDENCE

3
1-70

'Smith' MEMO.

OTTAWA, Ontario, November 21, 1950.

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SUBJECT	Geo-Magnetics	OUR FILE	(R. ST.)
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Reassigned to CONFIDENTIAL SEE MEMO 15 151014 CR

MEMORANDUM TO THE CONTROLLER OF TELECOMMUNICATIONS:

For the past several years we have been engaged in the study of various aspects of radio wave propagation. The vagaries of this phenomenon have led us into the fields of aurora, cosmic radiation, atmospheric radio-activity and geo-magnetism. In the case of geo-magnetics our investigations have contributed little to our knowledge of radio wave propagation as yet, but nevertheless have indicated several avenues of investigation which may well be explored with profit. For example, we are on the track of a means whereby the potential energy of the earth's magnetic field may be abstracted and used.

On the basis of theoretical considerations a small and very crude experimental unit was constructed approximately a year ago and tested in our Standards Laboratory. The tests were essentially successful in that sufficient energy was abstracted from the earth's field to operate a voltmeter, approximately 50 milliwatts. Although this unit was far from being self-sustaining, it nevertheless demonstrated the possibility of the above principles in a qualitative manner and provided useful data for the design of a better unit.

The design has now been completed for a unit which should be self-sustaining and in addition provide a small surplus of power. Such a unit, in addition to functioning as a 'pilot power plant' should be large enough to permit the study of the various reaction forces which are expected to develop.

We believe that we are on the track of something which may well prove to be the introduction to a new technology. The existence of a different technology is borne out by the investigations which are being carried on at the present time in relation to flying saucers.

While in Washington attending the NARS Conference, two books were released, one titled "Behind the Flying Saucer" by Frank Scully, and the other "The Flying Saucers are Real" by Donald Keyhoe. Both books dealt mostly with the sightings of unidentified objects and both books claim that flying objects were of extra-terrestrial origin and might well be space ships.

from another planet. Scully claimed that the preliminary studies of our saucer which fell into the hands of the United States Government indicated that they operated on some hitherto unknown magnetic principles. It appeared to me that our own work in geo-magnetics might well be the linkage between our technology and the technology by which the saucers are designed and operated. If it is assumed that our geo-magnetic investigations are in the right direction, the theory of operation of the saucers becomes quite straightforward, with all observed features explained qualitatively and quantitatively.

I made discreet enquiries through the Canadian Embassy staff in Washington who were able to obtain for me the following information:

- a. The matter is the most highly classified subject in the United States Government, rating higher even than the H-bomb.
- b. Flying saucers exist.
- c. Their modus operandi is unknown but concentrated effort is being made by a small group headed by Doctor Vannevar Bush.
- d. The entire matter is considered by the United States authorities to be of tremendous significance.

I was further informed that the United States authorities are investigating along quite a number of lines which might possibly be related to the saucers such as mental phenomena and I gather that they are not doing too well since they indicated that if Canada is doing anything at all in geo-magnetics they would welcome a discussion with suitably accredited Canadians.

While I am not yet in a position to say that we have solved even the first problems in geo-magnetic energy release, I feel that the correlation between our basic theory and the available information on saucers checks too closely to be mere coincidence. It is my honest opinion that we are on the right track and are fairly close to at least some of the answers.

Mr. Wright, Defence Research Board liaison officer at the Canadian Embassy in Washington, was extremely anxious for me to get in touch with Doctor Solandt, Chairman of the Defence Research Board, to discuss with him future investigations along the line of geo-magnetic energy release.

I do not feel that we have as yet sufficient data to place before Defense Research Board which would enable a program to be initiated within that organization, but I do feel that further research is necessary and I would prefer to see it done within the frame work of our own organization with, of course, full co-operation and exchange of information with other interested bodies.

I discussed this matter fully with Doctor Solandt, Chairman of Defense Research Board, on November 26th and placed before him as much information as I have been able to gather to date. Doctor Solandt agreed that work on geo-magnetic energy should go forward as rapidly as possible and offered full co-operation of his Board in providing laboratory facilities and acquisition of necessary items of equipment, and specialized personnel for incidental work in the project. I indicated to Doctor Solandt that we would prefer to keep the project within the Department of Transport for the time being until we have obtained sufficient information to permit a complete assessment of the value of the work.

It is therefore recommended that a PROJECT be set up within the frame work of this Section to study this problem and that the work be carried on a part time basis until such time as sufficient tangible results can be seen to warrant more definitive action. Cost of the program in its initial stages are expected to be less than a few hundred dollars and can be carried by our Radio Standards Lab appropriation.

Attached hereto is a draft of terms of reference for such a project which, if authorized, will enable us to proceed with this research work within our own organization.

W.B. Smith

(W.B. Smith)
Senior Radio Engineer

W.B. Smith
Consent
W.B. Smith
26/11/50

WBS/CC

OK
goals
time to time
with it of keeping posted from
G. W. P. Edwards
11/2/50

TOP SECRET ----- (downgraded to CONFIDENTIAL 15/9/69)

DEPARTMENT OF TRANSPORT

Intra-departmental Correspondence OTTAWA, Ontario, November 21, 1950 Place date

File | Subject | | Our File | Geo-Magnetics | | (R.ST.) | |

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(signed) W B S M I T H
(W.B. Smith) Senior Radio Engineer

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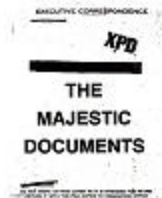
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