PROJECT 10073 RECORD CARD

1. DATE	2. LOCATION	12. CONCLUSIONS
7 February 1955	King's Landing, CALIF	☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon
3. DATE-TIME GROUP Local 1630 PST GMT 08/0030Z	**4. TYPE OF OBSERVATION** ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	☐ Was Aircraft ☐ Probably Aircraft ☒ Possibly Aircraft
5. PHOTOS ☐ Yes ☒ No	**6. SOURCE** Civilian	☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION 4 or 5 minutes	**8. NUMBER OF OBJECTS** one	**9. COURSE** SE
		☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown

10. BRIEF SUMMARY OF SIGHTING

Source was watching jet a/c in area when he noticed UFOB. Attracted by shiny aluminum reflection. Object resembled huge wing.
Source stated the area around the trailing edge of the wing seemed hazy and several slotted areas appeared therein.

See: Tapes 7-3745-464

11. COMMENTS

Possible exp. aircraft. (F-100 or F-102)

ATIC FORM 329 (REV 26 SEP 52)

AUDIO TAPES

FEBRUARY 7, 1955

KINGS LANDING, CALIFORNIA

OBSERVER— [redacted]

FILE # 1003418, 1003419, 1003420

IN CUSTODY OF AUDIO-VISUAL DIVISION

1975

KINGS LANDING, CA

n fl- 55

3 reels of tape

in SEPARATE FOLDER

AFCIN-1E2/Maj Friend/amc/69216/typed 11 Apr 60

UFO Sighting, 7 February 1955 ([redacted])

SAFOI-3d (Maj Tacker)

1. Mr. [redacted] recently forwarded three tape recordings to the Assistant Chief of Staff, Intelligence. These tapes have been reviewed and generally reveal no information which would be beneficial to the Air Force. However, they do reveal an [redacted] attitude toward the Air Force by Mr. [redacted].

2. Throughout the tapes Mr. [redacted] indicates that the United States Government, and specifically the Air Force, is responsible for the lack of success which he has experienced since his separation from the Army in November 1955. The Air Force is further blamed for a lack of interest in an UFO sighting which he reported 7 February 1955, in California. As he has done on a number of previous occasions, specifically 19 December 1958, Mr. [redacted] repeats a request for a visit from an Air Force representative. Mr. [redacted] has held several jobs as an electronics technician with both the government and industry. For some reason not stated he has not been retained on any job for extensive periods. Mr. [redacted] infers these inabilities to retain jobs is due to harrassing by the government as a result of his reporting the UFO in 1955. The witness further states that on two occasions private ventures in the way of electronics repair jobs (TV and radio) have fallen through. These failures are also attributed to the government.

3. The case reported to the Air Force on 7 February 1955, at Marysville, California by Mr. [redacted] is carried in the ATIC files as probably an experimental aircraft. Mr. [redacted], in none of his subsequent communications to the Air Force, has divulged any additional information concerning this sighting. This case is more than five years old, and in view of a lack of additional information ATIC has no reason to change this original evaluation.

4. Mr. [redacted] sighting of 1955 gave no evidence of national threat and in view of the age of this case, ATIC has no intention of sending anyone to talk with Mr. [redacted] It is suggested that the witness be informed that the case has been reviewed by ATIC and that the original evaluation, in view of no new evidence, holds firm.

COORDINATION:

Robert A Friend Major AFCIN 4E2 11 Apr 60

H E Martin 7/12/60

[redacted]

[redacted]

5. Mr. [redacted] address -

Mr. [redacted]
Lexington, Kentucky

FOR THE COMMANDER:

PHILIP G. EVANS
Colonel, USAF
Deputy for Sciences and Components

[redacted]

[redacted]

UNCLASSIFIED

B/L, DO #18, Maywood AF Depot, Cheli AF Sta., P. O. Box 310, Maywood, California, 24-383, Subj: Unidentified Flying Objects, [redacted] - Informant

5D 24-21-167 1st Ind

HEADQUARTERS 5TH DISTRICT OSI (IG), Wright-Patterson AFB, Ohio 7 April 1955

TO: Commander, Air Technical Intelligence Center, Wright-Patterson AFB, Ohio
ATTN: ATIAA-2C

Forwarded.

ROBERTS P. JOHNSON, JR.
Colonel, USAF
District Commander

1 Incl
n/c

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10
E.O. (50-34-31-323)

[redacted]

UNCLASSIFIED ~~FOR OFFICIAL USE ONLY~~

65-05I-1351

UNCLASSIFIED
[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

The Inspector General USAF
18th District Office of Special Investigations
AF Depot, Box 310, Maywood, California
23 March 1955

AIRMAIL

13D 24-383

SPOT INTELLIGENCE REPORT

SUBJECT: Unidentified Flying Objects
[redacted] Informant

TO: Director, Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. SYNOPSIS: [redacted], Marysville, California, reported an instance of having seen a Flying Saucer.

2. DETAILS: Mr. [redacted], Marysville, California, called at the Edwards AFB, OSI Detachment Office, on 8 March 1955 and advised that he wished to report an instance of having seen a Flying Saucer on 7 February 1955.

3. Mr. [redacted] furnished for identification purposes an Honorable Discharge Certificate which indicated him to be a former First Sergeant, Serial No. [redacted] and discharged November 1955 from the U. S. Army. Additionally, Mr. [redacted] displayed a Temporary Student's Permit, No. [redacted] 6587, issued 29 June 1952 by Civil Aeronautics Administration. [redacted] stated at the present time he had approximately 145 hours pilot time.

4. [redacted] advised that on 7 February 1955, while at [redacted] ranch at Knights Landing, California, at approximately 1630 hours, he observed, while looking north, a jet aircraft at altitude over 20,000 feet flying in a southerly direction. He advised that the sky was very clear and that the aforementioned jet was leaving a very heavy vapor trail. Almost immediately thereafter he noticed a second and third jet flying parallel to the first jet and headed in the same direction. He then looked down toward the horizon and noted an unidentified aircraft approximately three miles distance, from 2,500 to 4,000 feet altitude with an approximate size of one and one-half times a B-36. He stated that this unidentified aircraft was in a vertical bank flying at an extremely high rate of speed. He opined that the speed of the unidentified aircraft was at least equivalent to the speed of the jets preceeding overhead. He looked above this aircraft and noted four more jets headed in the same south-easterly direction and almost parallel to the course taken by the three jets already sighted. A short time later all the jets converged and then assumed their

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

UNCLASSIFIED
[redacted]

Spot Intelligence Report, dtd 23 March 1955, Subj: Unidentified Flying Objects, [redacted] - Informant, file 13D 24-383

parallel course continuing to fly in a southeasterly direction. At this moment he again noted the unidentified aircraft, which could be distinctly seen exhibiting a swept back wing configuration, as it rolled out of a steep bank to a horizontal attitude. Thereafter the unidentified object commenced a vertical climb disappearing from view in an extremely short time. [redacted] stated that he heard absolutely no sound which was distinguishable. He further advised that Mr. [redacted] witnessed this incident. Approximately 12 seconds later he noticed a saucer like object appear above and slightly ahead of the jets. This object was at least 3,000 or 4,000 feet above the jets and giving a shiny aluminum like reflection and moving in approximately the same direction of the jets. Thereafter the object commenced a dive at approximately a 50° angle, at which time Mr. [redacted] lost sight of the object for a few seconds. While looking in a southerly direction a short time later he noticed the unidentified object materialize before his eyes at an altitude of 2,500 to 3,000 feet. He advised that this object resembled a huge wing in a complete slip as it descended.

5. [redacted] stated that this object then slowed down and in a hovering position horizontal to the ground commenced to move slowly away from him toward the south. As he watched the object move away from him it then began a vertical bank and rolled out to the horizontal and then commenced a vertical climb at which time the object took on its saucer like appearance again. [redacted] stated that this object went out of sight and then he noticed what he thought was the same object slightly east and above the jets, which were beginning to go out of sight. [redacted] stated the total surveillance time of the unidentified object was four or five minutes and that the object was in view in its various positions for a total time of two minutes, while observation within close range was for seven or eight seconds. In conclusion Mr. [redacted] stated that this object had absolutely no markings and no distinguishable power source, although the area around the trailing edge of the wing seemed hazy and several slotted areas appeared therein.

6. ACTION: No action will be taken by this district. A copy of this report is being made available to the Air Technical Intelligence Center, Wright-Patterson AFB, Ohio.

ARTHUR T. CAMERON
Colonel, USAF
District Commander

cc: DO #5 - Info 1
(Cmdr, Wright-Patterson AFB Attn: ATIAA-2C
Air Technical Intelligence Center, Dayton, Ohio - 2)

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

Nicholasville, Ky.
July 21, 1955

Mr. John Watts
U. S. Representin from Ky.
House of Representatives
Washington, D.C.

Dear Congressman Watts,

On July 23, 1955, I discussed with you the sighting of an unidentified aircraft and you proposed that I put the facts in writing and mail them to you in order that you have something concrete to present to the Air Force.

Hereafter, in this communication, I shall refer to the unidentified aircraft in question as "aircraft X"

On Feb 3, 1955, near Knights Landing, California at mountain sunset time (15 minutes prior to total sunset) I sighted a strange "aircraft X" in a steep bank traveling around 500 to 600 m.p.h. At first glance I thought it might be the new Lockheed Convair (F102 I believe it is called). At about the same instant I sighted a jet ... then instantly picked up two more jets flying parallel but slightly staggered. Their line of flight was from North by West. Keeping my view back to pick up "Aircraft X" I noticed that "Aircraft X" left no vapor trail or smoke — and (as previously mentioned) no flame — also "aircraft X" appeared to be larger as it inscribed an arc which was coming closer to me. Casting my eyes back to position of jets I immediately picked up 4 more jets approaching from West by North direction. The jets were leaving very heavy vapor trails, appeared to be doing 600 mph and could be heard in flight quite distinctly. All jets appeared to be climbing at about 15 to 20 degree climb.

I was conscious of a whirring sound similar to commutation sounds in a power house. A basic note sound rich in harmonics -- almost musical. The sound started with low volume gradually increased to a crescendo -- dropped off to a low volume - and then picked up again ---- dying away as "Aircraft X" zoomed away. Being an Electronic Man of 16 years & pro-3 jets naturally have a fairly good knowledge of sound, acoustics, ear looking curves, subconscious hearing, conscious hearing etc. The sound was present all the time -- but I was not lately conscious until sound dropped in volume (at leveling off of "Aircraft X" in vertical climb) (see accompanying sketch).

At point of emergence all 7 jets (appeared to be F86D) headed straight south -- parallel to each other and in formation. At this exact instant "Aircraft X" went into a vertical climb. "Aircraft X's" rate of acceleration became too fast to track. I sighted "Aircraft X" leveling out slightly to right and directly above jet formation. Estimated time of climb for "Aircraft X" in 20 seconds for 34000 feet --- being about 4000 ft elevation when entering climb and leveling out at an estimated 38000 feet. (~~Height~~ altitude reference ~~was~~ jets estimated ~~height~~ elevation being 35000 ft)

After ~~maneuvering~~ --- but staying with jets --- "Aircraft X" went into a ~~sleep~~ dive. Talking was impossible. I next picked up "Aircraft" in a slip -- then going into a tight bank -- then leveling off -- then traveling very slow away from me. Estimated time of dive was 12 seconds from 37000 feet. In first view position (slight bank) "Aircraft X" was almost directly over me in bank position. Then level, "Aircraft X" was an estimated 2500 ft in elevation & 2500 ft South by West of me. "Aircraft X" ~~was~~ had a wingspread of 250 feet to 300 ft. (estimate) and possessed no markings of any kind. "Aircraft X" had a bright metallic aluminum color. If there were propeller jets, ~~were~~ unable, as no noise coming from "Aircraft X". Accompanying sketch & chart and accompanying rough sketch of "Aircraft X" will fill in many details.

The exact date of this event possibly might not have been the 3rd of Feb. To me there aren't enough hours per day and when I am busy I often forgets dates - most dates --- but never events or details. I have a TV Service Ticket for [redacted] with exact date in Feb. Also [redacted] I called Sacramento --- they mailed me a check which bears exact date. I called McClellan Field when returning home that evening. I talked to "Officer of day". Phone # 34548 - Marysville - from which I initiated phone call. These facts will establish + prove exact date. When I came to Ky this ticket was packed with some of electronic books & data and I have not been able to locate it. When I have the time a thorough search will turn it up.

A day or so later I called Travis Air Force Base & reported this fact concerning Aircraft "X". I asked the Marysville PT&T Operator for an Air Dilbe Easterline. She remarked she never heard of one locally. I made the call to McClellan Field & Travis at my own expense.

In March - around the Middle - (while trying to secure employment as a telemetering ground electronics man) at Edwards Air Force Base, California, I went to Air Force Intelligence Headquarters + made a first hand report.

No one has contacted me concerning this report. I am deeply concerned for the following reasons!

(a) Speed, design, and maneuverability of "aircraft X" surpasses --by far-- even our rocket propelled X 3 etc.

(b) Propulsion of "Aircraft X" was completely unconventional.

(c) Fear that the "Air Force Security" program is unworkable + bogged down with red tape.

(d) Fear that the Air Force, Brass, & certain Politicians

(d) don't have the guts and courage to admit the truth to the American People. In other words why make people afraid?

(e) I feel that a first hand ~~---~~-eye witness report not being investigated or the witness contacted, after said witness going to considerable inconvenience & some expense to report facts, is a serious breach of faith, discourteous and downright insulting to a U.S. citizen attempting to do his duty & render his country further service.

(f) There are no ten gods, Kings etc in this country. The Air Force is sometimes a mighty impudent upstart & does on many occasions seem to forget, basing releasing of secrets, that people are ~~not things~~, instruments, idots or slaves -- but never mighty hard paying enormous money to keep the fly-boys in business -- -- while we watch them waste billions pouring it out in obsolete models & financing research and development -paying G.E., Howard Hughes, and other monopolies fantastic sums of money for "gold bricking" and as a "Labor Overloads", looking together every "junior would be genious" just out of college."

(g) responsible people have been scoffed at, hung their head in embarrassment & be pitied as "the guy who sees things", simply because the Air Force knows --- or THINKS --- they can sidestep certain observed facts just ~~by~~ trying by having a few "experts" release certain theories --- explaining in such a manner as to make honest, upright and qualified observers appear stupid & liars

I am 35 years old, a pilot, and professional Electronics Technician with 16 years Experience as a rated man. with 7 years Learning experience prior to the 16 years. I served with the army from 1939 thru 1944. Graduated from the Field Artillery School of Fire & Communications in 1941

I have very keen eye sight -- can pickup & plot size aircraft 40 miles distant. My sense of turning is very sharpe keen. I was discharg as a 2nd Lt Nov 4, 1944 -- Army serial #[redacted].

My specialty is TV & design work --- precision electronic pairing of circuits. I have never been arrested or in any trouble. ---
Nor belonged to any group disloyal to U.S. -- nor ever had any thoughts nor comitted any acts disloyal to The United States of America.
I am more than willing to take a lie detector test or truth serum to back up statement made here in this letter.

Congressman Watts, I will greatly appreciate a reply from your office and the United States air force concerning "Aircraft X".

thanking you in advance for your assistance in this matter,

Yours truly,

[redacted], Ky.

I have very poor eyesight --- can pick up & fly my aircraft 40 miles distant. My sense of timing is very sharp per. I was discharged as a 3rd Sgt Nov 4, 1944 --- Army serial #[redacted]

My specialty is TV & design work --- precision electronic wiring of circuits. I have never been arrested or in any trouble --- nor belonged to any group disloyal to U.S. -- nor ever had any thoughts nor committed any acts disloyal to the United States of America. I am more than willing to take a lie detector test on truth serum to back up statements made here in this letter.

Congressman Wilson, I will greatly appreciate a reply from your office and the United States Air Force concerning "Aircraft X".

Thanking you in advance for your assistance in this matter,

Yours truly,

[redacted]

Ky.

Close-up Views

"A"

Close-up Veins

"B"

appeared to be emitting a blue-white light from translucent tissue

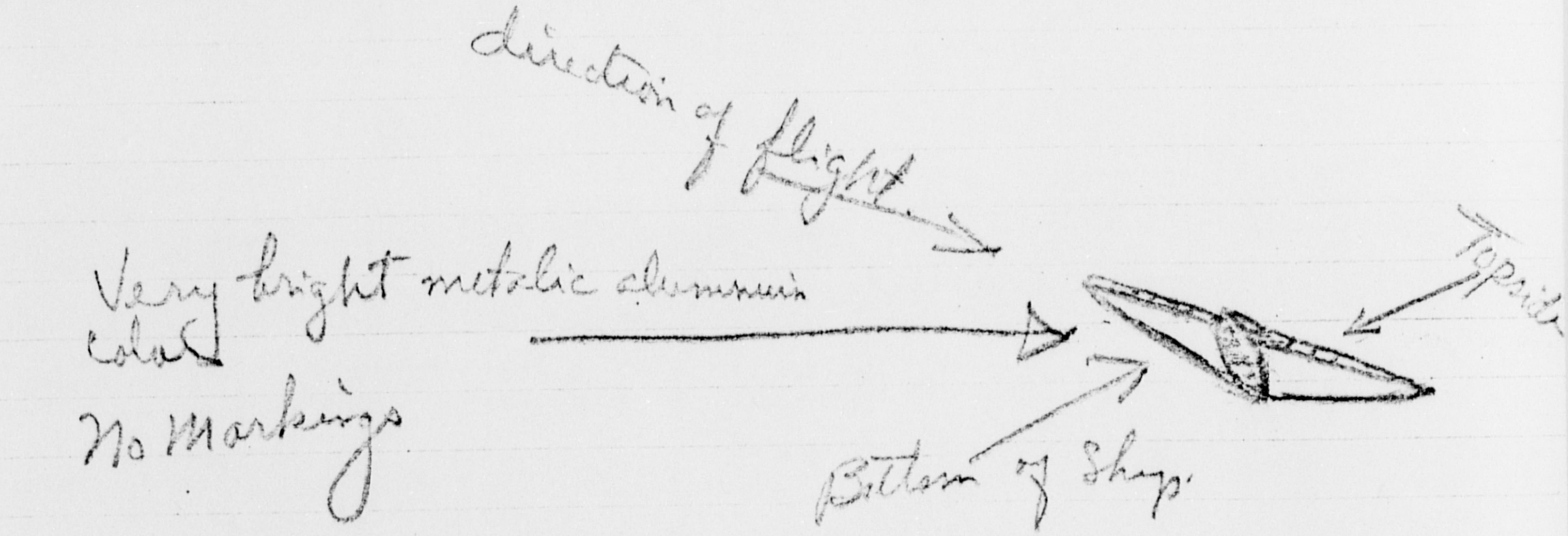
Parts

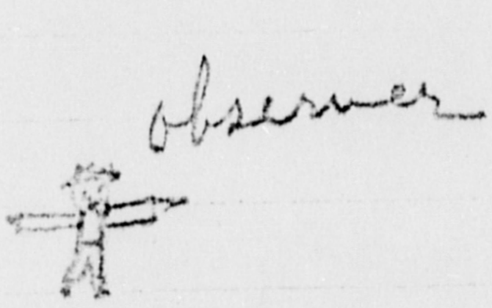
2500'

2500'

Close-up Views

"C"





Closing Views

"D"

Saucer appearing attitude with reference to observer.



Close-up View

"E"

White heat or radiation from trailing edge of wings & at times making parts invisible & clean cut lines of trailing wing edges not clearly discernible.



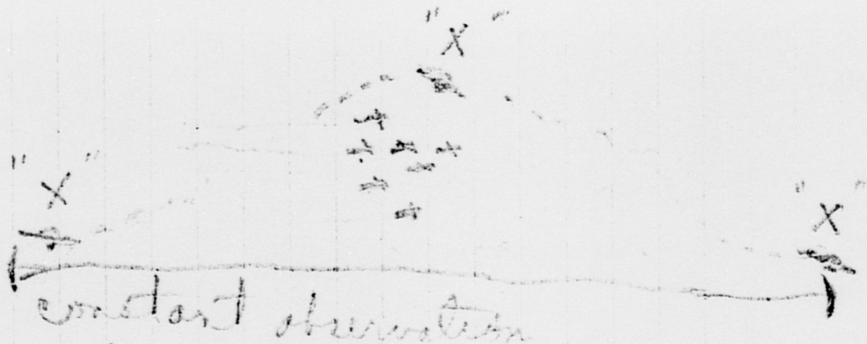
(Following Plane Present)



Observer.

South

→ direction of jet flight



constant observation

Place – [redacted] Ranch –, Knights Landing, Calif

DATE

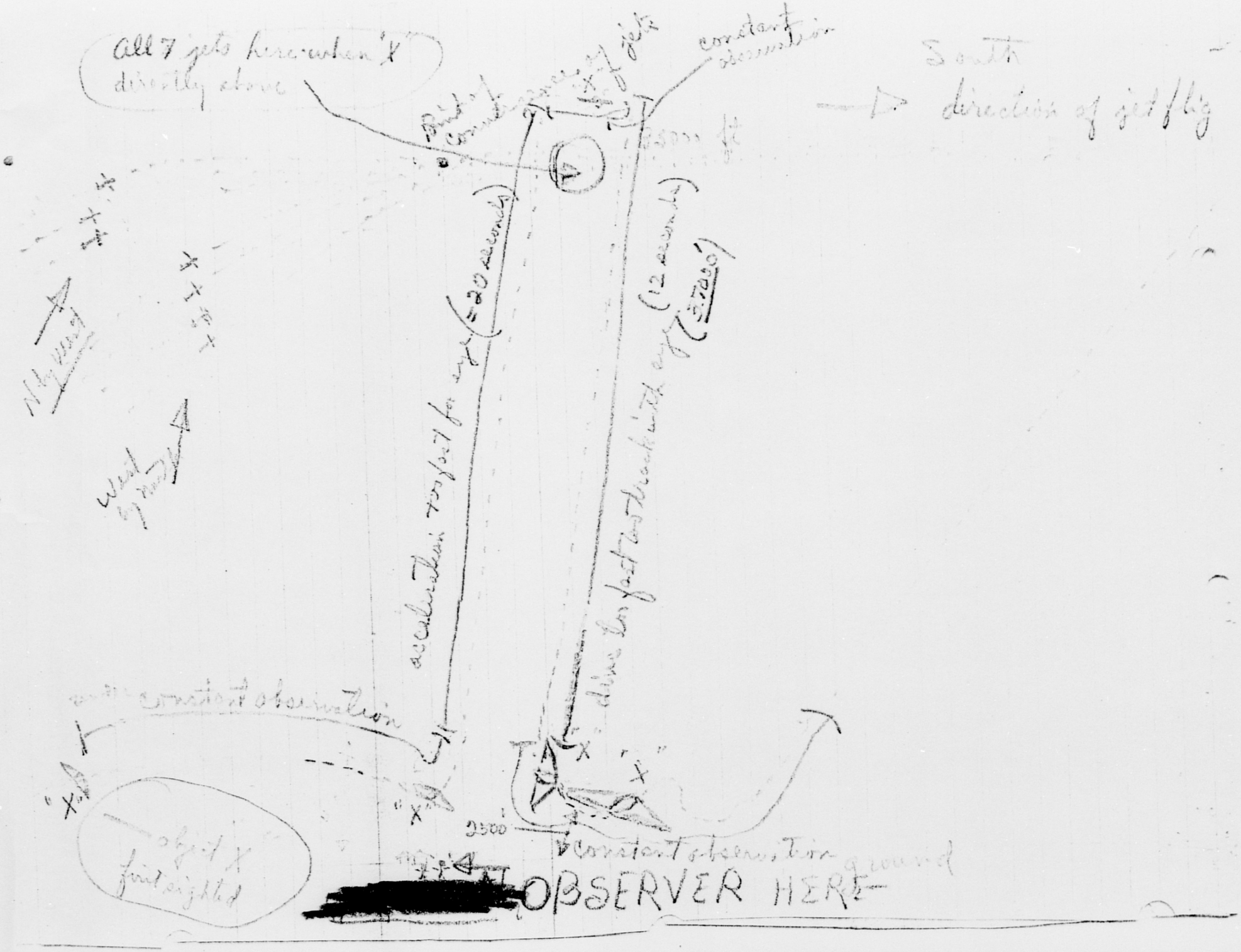
TIME – sunset on mountains to west – 15 min before total sunset

OBSERVER [redacted]

second observer – [redacted], Knights Landing, Calif – 70 year old gent – observed during portion of first observation period. – Remark, "No smoke trail behind that one". I believe he might not have been able to follow subsequent maneuvers as he entered his residence when ship went into vertical climb.

Authentication = Called McClelland Field, Sacramento – "Officer of Day was as high as I reached – around early evening of same date as observation.

around
RE


All 7 jets here when "X" directly above
Point of Convergence of "X" of jets
constant observation
South
direction of jet flig
N by West
West by North
acceleration too fast for eye (=20 seconds)
dive too fast too track with eye (12 seconds) (3.7000')
constant observation
"X"
object X first sighted
2500'
constant observation
ground
[redacted] OBSERVER HERE

JOHN C. WATTS
Sixth District, Kentucky

MEMBER OF
Committee on Agriculture

C
O
P
Y

CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, D. C.

August 2, 1955

Major General John A. Samford
Director of Intelligence
Department of the Air Force
Washington, D.C.

My dear General Samford:

I enclose a letter together with pertinent data compiled by Mr. [redacted]r, of Nicholasville, Kentucky, which is, I think, self-explanatory. As you will note, Mr. [redacted] is supplying very detailed information concerning his observation on the third of February, 1955, of an unidentified aircraft.

I think Mr. [redacted] is to be commended for the careful manner in which he has given his information to us. I know that you will give it very careful evaluation.

Very sincerely yours,

Signed/John C. Watts

C
O
P
Y

SAFLL 15111 BM

3 FOR 55

Wrtn: AFOIN-X/Col Chappell/pse/
54738/12 Aug 55

AFOIN-X 12 August 1955

MEMORANDUM FOR THE OFFICE OF LEGISLATIVE LIAISON,
OFFICE, SECRETARY OF THE AIR FORCE

SUBJECT: Observation of Unidentified Flying Object by Mr. [redacted].

The following is offered as a basis for reply to Congressman Watts:

"Your letter to General Samford concerning the observation of an unidentified flying object with the accompanying data compiled by Mr. [redacted] of Nicholasville, Kentucky, has been received and the information turned over to the appropriate analysts for further evaluation.

As you are undoubtedly aware, the Air Force has a major active program in this area and contributions such as those of Mr. [redacted] on a voluntary basis are extremely beneficial.

For your convenience in replying to Mr. [redacted], I am attaching a copy of "U.S. Air Force Summary of Events and Information Concerning the Unidentified Flying Object Program" which compiles the latest facts established by the Air Force in its program in this area."

2 Incls:
1. Ltr fm Congressman Watts
2. AF Summary - UFO

FRANK B. CHAPPELL
Colonel, USAF
Directorate of Intelligence

Cost II '55
a/c

cc: Coord Cy : AFOIN-X2B2
D/I X-Ref cy: X2B2
AFOIN-4

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

INCOMING UNCLASSIFIED MESSAGE

S.

REC. STF. MSG. DIV
SEP 9 00 5Z '55
HQ. USAF

SMD A13

HQB005 TDA134 YTE289 YMA231ENA163

PP RJEDBW RJEDCU RJEPHQ RJEPNB

DE RJEDEN 268

P 082123Z

FM COMDR ADC ENT AFB COLO

TO RJEDBW/COMDR 30TH ADIV DEF BELLEVILLE MICH

INFO RJEPHQ/COFS HQ USAF WASH DC

RJEPNB/COMDR EADF STEWART AFB NEWBURGH NY

RJEDCU/COMDR DET 8 4671ST GND OBSR SQ 218 CHURCH ST LEXINGTON KY

AF GRNC

BT

/UNCL/ ADHIS 36918. URMSG DI 5240. SINCE THIS HQ HAS NOT RECEIVED REPT OF MR. [redacted] UFOB SIGHTING, SUGGEST THAT AN AF REPRESENTATIVE FR DET 8, 4671ST GOS, VISIT OR CALL MR. [redacted], TRY TO ALLAY HIS FEELINGS OF RESENTMENT TOWARD THE AF, ENCOURAGE HIM TO WRITH THE COMDR, EDWARDS AFB CAL, FOR AN ACKNOWLEDGEMENT OF HIS REPT AND FOR INFO ON ANY ACTION TAKEN.

BT

08/2136Z SEP RJEDEN

NOTE : 5240 is AF IN 1845 (1 Sep 55)

INFO : OIN, OOP, ODC

AF IN : 6558 (9 Sep 55)

F/rlp

AFHQ FORM 0-309d
19 JAN 51
PREVIOUS EDITIONS OF THIS FORM MAY BE USED

16—63733-1 U. S. GOVERNMENT PRINTING OFFICE

Director of Intelligence
United States Air Force
Washington, D.C.

Dear Sir:

Enclosed is a clipping from the local newspaper.

In February of 1955 I saw a Nota Wing Craft over the vicinity of Knights Landing Calif. This was not an Experimental B-52 — even ths the Air Force might well have had one in area at the time.

I had to go thru Congressman John Wilts and used every thing in my reach before I could even get an Acknowledgement from the Air Fore ackenowledgement of my report. Never have I been able to get anyone from Intelligence or Research etc to talk fwith me.

Won't you people ever have someone talk with me? Surely time and Sputniks have taught the Air force that they don't know it all — not by any Means. As a result of the way you people handled the report you might find yourself in a most embarrassing position eventually.

Yours truly,

[redacted]

P.S. How about you people getting off your dead Ass once in awhile. Generals and Stars don't impress or scare me a damn bit — a Hard-bitten Ex Foot Sgt.

ld Monday, Dec

THE LEX

Twenty-Four Pages Today Lexin

er Charg
ring Her

Traffic Toll

(City of Lexington)

Yesterday	Deaths 0;	Injuries 0
1958 To Date	Deaths 4;	Injuries 451
Same Date 1957	Deaths 3;	Injuries 438

(Outside City Limits)

Yesterday	Deaths 0;	Injuries 1
1958 To Date	Deaths 16;	Injuries 290
Same Date 1957	Deaths 16;	Injuries 287

Magazine Says Russia Has A-Powered Bomber

By Vern Haugland

WASHINGTON, Nov. 30 (AP)—Aviation Week magazine said today Soviet Russia completed a nuclear-powered bomber six months ago and has been flying it in the Moscow area for at least two months.

The magazine said a number of foreign observers from Communist and non-Communist countries have observed the test flights.

U.S. Air Force and Defense Department officials withheld comment on the article.

An artist's conception published by the magazine depicted the bomber as extremely long and slender, with its delta wings supporting four engines suspended in pods—two nuclear-powered jet engines inboard and two conventional jet engines outboard at the wing ends.

Dimensions Are Gigantic

The dimensions given are gigantic: weight, 300,000 pounds; length, 195 feet; wing span, 78 feet; air intakes for the nuclear power plants, six feet in diameter; nuclear engine thrust, 70,000 pounds each; turbojet engine thrust for takeoff performance, 35,000 pounds each; length of the wing nacelles housing the nuclear power-plants, 36 feet.

By contrast the biggest and heaviest U.S. jet bomber, the eight-engine, 200-ton Boeing B52, is 156½ fet long. The 10-engine Convair B36, no longer in production, is 162 feet long.

"The Russian nuclear-powered bomber is not a flying test bed in the sense that earlier U.S. Air Force and Navy programs had called for installing a nuclear power plant in a conventional airframe such as the B36 or Saunders-Roe Princess flying boat solely for test purposes," Aviation Week said.

Similar To U.S. Project

"The Soviet aircraft is a prototype of a design to perform a military mission as a continuous airborne alert warning system and missile launching platform similar to the U.S. Air Force Camal Project for which Convair and Lockheed are now making design studies.

"In its present configuration with both nuclear and conventional turbojets, the Soviet aircraft has a performance capability in the high subsonic and low supersonic speed ranges with its range limited only by engine component life and crew endurance.

"The conventional, chemically fueled turbojets are used primarily for safety purposes during the early flight test program of the nuclear power plants.

"In later versions of the aircraft, they may be retained for high-speed dash performance or replaced by two more nuclear power plants after their reliability has been proved in flight."

Outlines Camal Concept

Maj. Gen. Donald J. Keirn, U.S. Air Force Deputy chief of staff for nuclear weapons development, outlined the Camal concept — nuclear-powered aircraft program to develop continuous airborne alert, missile launching and low-level penetration mission—in a talk here last week.

Keirn said the United States is working to develop a nuclear-powered plane, possibly similar in weight and size to the B52, capable of carrying a heavy load on nomadic patrol for long periods of time in various parts of the world, and capable of instant reaction to enemy attack by use of air launched missiles. When required, such a plane would be capable of following up its missile launching with a low-level, high-speed penetration of the enemy's heartland in order to destroy buried targets or targets not sufficiently well mapped to permit attack by long-range missiles.

Uses Simple Atomic Engine

Aviation Week said the Soviet plane uses the simplest kind of an atomic engine, a direct air cycle nuclear power plant which differs from the ordinary turbojet engine only in that the combustion chamber is replaced by a reactor.

The air is heated directly in the reactor without an intermediate heat transfer agent, thus eliminating excessive heat loss. However, the shaft connecting the turbine with the compressor must pass through the reactor, so that cooling of the shaft becomes a difficult problem — actually, the key problem.

Aviation Week said the Aircraft Nuclear Propulsion Department of General Electric Co. has pursued the same direct air cycle approach under Air Force and Atomic Energy Commission sponsorship at Evendale, Ohio, and Arco, Idaho, since 1951.

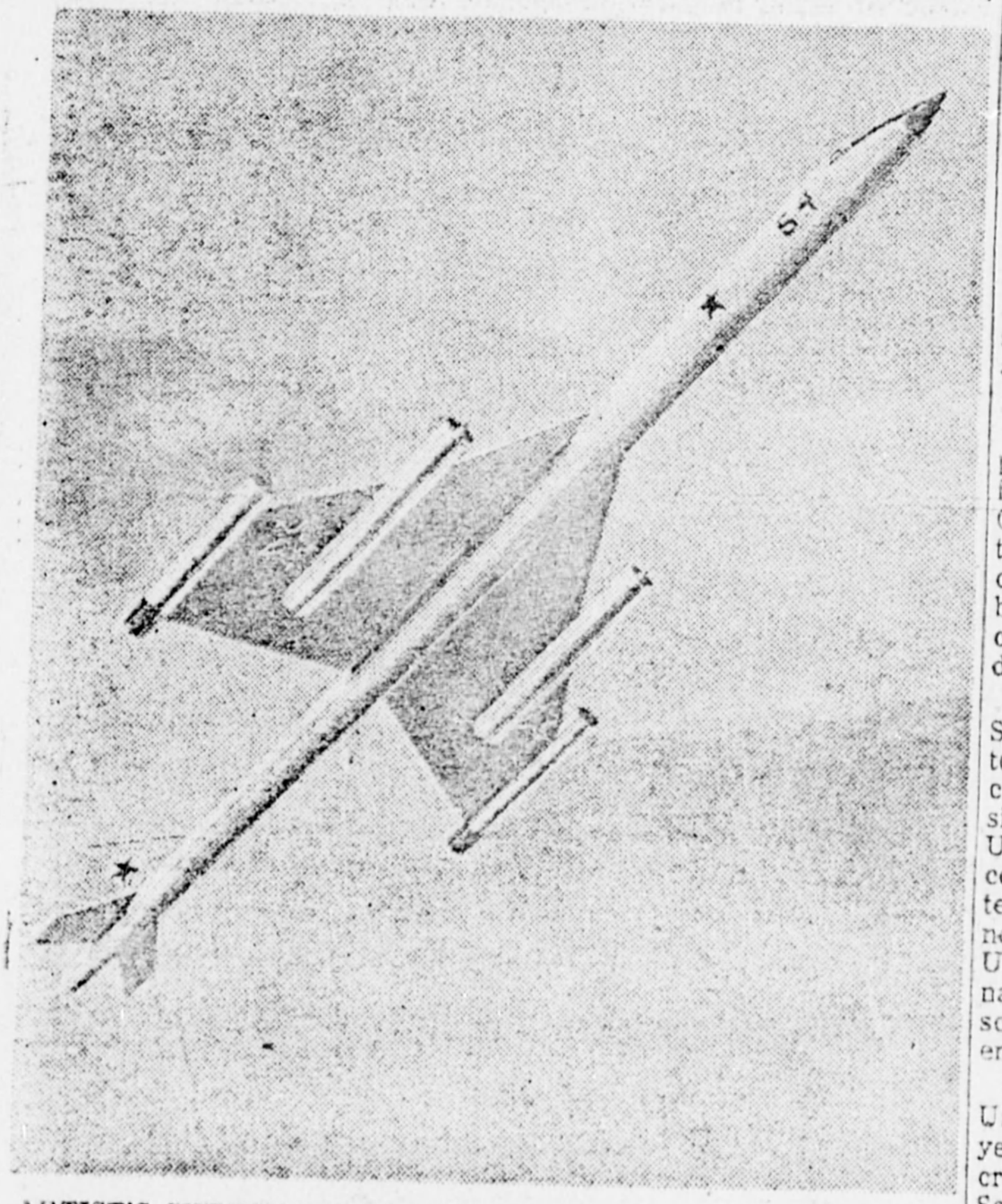
Says System Proven

A General Electric study made public at an international conference on atomic energy in Geneva last September reported that operations at the Arco facility have "proved the feasibility of a direct air cycle aircraft propulsion system and demonstrated its performance."

In an editorial on the new Soviet plane, Aviation Week Editor Robert Hotz said the aircraft's appearance "comes as a sickening shock" to dedicated U.S. Air Force and naval officers, Atomic Energy Commission technicians and industry engineers who have beer working on U.S. nuclear projects "despite financial starvation, scientific scoffing and top-level indifference."

Hotz said it is clear that the United States is at least four years behind the Russians in this critical area. He added that the Soviets can be expected to exploit their lead for political purposes long before the nuclear aircraft has a sound military capability.

"There already are indications that a non-stop, non-refueled flight several times around the



ARTIST'S SKETCH OF SOVIET NUCLEAR-POWERED BOMBER —This artist's sketch of a Soviet nuclear-powered bomber appears in the current issue of Aviation Week magazine, in connection with an article in which the magazine said Soviet Russia completed a nuclear-powered bomber six months ago and has been flying it in the Moscow area for at least two months. Sketch shows nuclear power plants suspended from pods midway under delta wing; conventional turbojets with short takeoff afterburner

FEB . 1958

COVER SHEET

SUSPENSE

ORIGIN OF BASIC

DATE

ASSIGNED BY

DATE | TYPE | NO.

SUBJECT

Unidentified Flying Object [redacted])

ROUTING

Initial "IN" column to denote review prior to action. Initial "OUT" column to denote review of completed action. (X for action; ✓ for coordination.)

IN	OFFICE	OUT	IN	OFFICE	OUT	IN	OFFICE	OUT	IN	OFFICE	OUT	IN	OFFICE	OUT
	OIN-1			OIN-2			OIN-3			OIN-4			AFOIN	
	OIN-1X			OIN-2X			OIN-3X			OIN-4X			AFOIN-X	
													AFOIN-X	
													AFOIN-X1	
													AFOIN-X2	
													AFOIN-X3	
													AFOIN-X4	
													AFOIN-X5	
													AFOIN-Z	
													CABLES	
												M & R	FILE	
													DISPATCH	

TO: SAFIS-3, Attn: Maj. L. J. Tacker

DATE: 19 December 1958

FROM: AFCIN-4E

COMMENT NO.: 1

COMMENTS *(Use reverse, if necessary)*

4E4/Maj Friend/ac/69216/Bldg 828

1. Mr. [redacted] report was received in early August 1955, through representative Watts. This report was analyzed as an experimental aircraft in spite of Mr. [redacted]s claim that it was anything but. An answer to representative Watts was prepared 12 August 1955, copy inclosed.

2. The tone of Mr. Watts' latest letter seems to indicate that this man is a frustrated ex-G.I., and will be satisfied only by having this frustration satiated.

3. Mr. [redacted] apparently wishes to be contacted concerning this sighting. The ATIC has no intention of sending anyone to talk with Mr. [redacted] concerning a case more than four years old. It is felt that the first answer to Mr. [redacted] through representative Watts was more than adequate.

H. K. GILBERT
Colonel, USAF
AFCIN-4E

2 Incls:
1. Ltr fr Mr. [redacted] w/1 Incl
2. Ltr dtd 12 Aug 55 sgnd [redacted] w/1 Incl

[redacted]

+58-33644

THE LEXINGTON HERALD

Twenty-Four Pages Today | Lexington, Ky., Monday Morning, December 1, 1958 | Price 5c Vol. 88 No. 286

Traffic Toll

(City of Lexington)

Yesterday ..... Deaths 0; Injuries 0
1958 To Date ..... Deaths 4; Injuries 451
Same Date 1957 ... Deaths 3; Injuries 438

(Outside City Limits)

Yesterday ..... Deaths 0; Injuries 1
1958 To Date ..... Deaths 16; Injuries 290
Same Date 1957 .... Deaths 16; Injuries 287

Date In History

Lewis ordered 480,000 members of United Mine Workers of work only three days a week ual operators signed new 49.

Magazine Says Russia Has A-Powered Bomber

By Vern Haugland

ASHINGTON, Nov. 30 (AP)—tion Week magazine said y Soviet Russia completed a ear-powered bomber six ths ago and has been flying the Moscow area for at two months.

e magazine said a number oreign observers from Com- st and non-Communist coun- have observed the test s.

S. Air Force and Defense rtment officials withheld ment on the article.

artist's conception published he magazine depicted the er as extremely long and er, with its delta wings sup- g four engines suspended ds—two nuclear-powered jet es inboard and two conven- jet engines outboard at the ends.

Dimensions Are Gigantic

dimensions given are gi- : weight, 300,000 pounds;

"The Russian nuclear-powered bomber is not a flying test bed in the sense that earlier U.S. Air Force and Navy programs had called for installing a nuclear power plant in a conventional airframe such as the B36 or Saunders-Roe Princess flying boat solely for test purposes," Aviation Week said.

Similar To U.S. Project

"The Soviet aircraft is a prototype of a design to perform a military mission as a continuous airborne alert warning system and missile launching platform similar to the U.S. Air Force Camal Project for which Convair and Lockheed are now making design studies.

"In its present configuration with both nuclear and conventional turbojets, the Soviet aircraft has a performance capability in the high subsonic and low supersonic speed ranges with its range limited only by engine component life and crew

U.S. Air Force Deputy chief of staff for nuclear weapons development, outlined the Camal concept — nuclear-powered aircraft program to develop continuous airborne alert, missile launching and low-level penetration mission—in a talk here last week.

Keirn said the United States is working to develop a nuclear-powered plane, possibly similar in weight and size to the B52, capable of carrying a heavy load on nomadic patrol for long periods of time in various parts of the world, and capable of instant reaction to enemy attack by use of air launched missiles. When required, such a plane would be capable of following up its missile launching with a low-level, high-speed penetration of the enemy's heartland in order to destroy buried targets or targets not sufficiently well mapped to permit attack by long-range missiles.

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D.C.

REPLY TO
ATTN OF: AFCSI-6A

SUBJE[redacted], DOB: 26 October 1919

MAR 22 1960

TO: AFCIN

1. Reference is made to your letter, subject, Transmittal of Tapes, dated 27 January 1960.

2. The three tapes which were forwarded by your referenced letter were prepared by the above subject. It appears that the subject's purpose in making the tapes and addressing them to your office was to complain concerning inaction by the USAF on his reported sighting of a UFO on 7 February 1955. He also included allegations that he had been harrassed as a result of his report. He further made statements alleging inefficiencies and waste at the Pan American contract installation on Ascension Island.

3. With regard to the subject's alleged sighting of a UFO, the files of this Directorate reveal that on 8 March 1955 the subject called at the OSI Detachment Office, Edwards Air Force Base, to report that he had seen a flying saucer. The information furnished by the subject was forwarded by letter, dated 23 March 1955, to the Commander, Wright-Patterson Air Force Base, Attention: Air Technical Intelligence Center, Dayton, Ohio, through OSI District Office Nr. 5. A copy of this letter is attached for your information.

4. The attached tapes were reviewed by the FBI and Headquarters ARDC, neither of which indicated that they intended to take any action relative to the information set forth therein. Since the tapes do not contain any information of interest to this Directorate at this time, they are being returned to you as the office having primary interest in UFO matters for such action and disposition as you deem appropriate.

5. This letter is classified CONFIDENTIAL to conform with the classification of Attachment 1. When Attachment 1 is withdrawn or not attached, this letter will be stamped FOR OFFICIAL USE ONLY.

for R. P. Lloyd, Major, USAF

GILBERT R. LEVY
Chief, Counterintelligence Division
Directorate of Special Investigations
The Inspector General

4 Atch
1. Ltr fr DO 18, 23 Mar 55
2, 3, 4. Tapes

[redacted]

T-60 11178

Confidential

REFERRAL NOTICE

DATE: MAR 23 1960

SUSPENSE DATE:

SUBJECT *(or identification)*: (U) Unidentified Flying Object (UFO)

FROM: Assistant Chief of Staff, Intelligence, AFCIN-1B1

TO:

	AFCIN-X		AFCIN-1		AFCIN-2		AFCIN-3		AFCIN-XA		AFCIN-4E
	AFCIN-X1								AFCIN-XN		
	AFCIN-X2								AFCIN-Y		
	AFCIN-X3										
	AFCIN-X4										
	AFCIN-X5										

ATTENTION: Major Friend

TYPE OF ACTION

X	APPROPRIATE ACTION		PREPARATION OF APPROPRIATE FORWARDING CORRESPONDENCE		ACTION ASSIGNED TO:
	COMMENTS AND/OR RECOMMENDATIONS		INFORMATION ON WHICH TO BASE REPLY		ACS/I HAS/HAS NOT SEEN
	NOTE AND RETURN		PREPARATION OF REPLY *(for signature of ACS/Intelligence)*		AFCIN-X HAS ORIGINAL
	INFORMATION AND/OR FILE		PREPARATION OF REPLY *(for signature of Deputy, ACS/Intelligence)*		FOR ADDITIONAL INFORMATION CONTACT *(indicate name and extension)* Capt Copas/whb 77908/Rm 204, Anx 3 AFCIN-1B1
	COORDINATION		PREPARATION OF REPLY *(for signature of:)*		
	DIRECT REPLY *(with copy to AFCIN-X)*		INFORMATION COPIES FORWARDED TO:		

COMMENTS *(Use reverse and blank sheets if more space is required)*

Attached letter from AFCSI, with attachments, is forwarded for your disposition.

1 Atch
Ltr fr AFCSI-6A, 22 Mar 60,
Subj: (U) G.M. Allender, DOB
26 Oct 1919, w/4 Atch: Ltr
fr DO 18, 23 Mar 55,2,3,4
tapes

When Enclosure No. 1 is detached this correspondence will be downgraded to Uncl

T-60 11156A

Confidential

COORDINATION *(Initials, Last name and Grade)*

SIGNATURE
/s/ Allender
ROBERT E. HARRINTGON, Col., USAF, AFCIN-1B1

GPO 872302

AFHQ FORM MAR 59 0-36 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

AFCIN-4B2

Tape Recordings [redacted]

AFCIN-4B1 (Capt Copas)

1. The tape recordings forwarded to Assistant Chief of Staff, Intelligence by Mr. [redacted] have been reviewed. The tapes contain no information which would prove beneficial to the Air Force. They did, however, reveal that Mr. [redacted] is of the opinion that his lack of success in life is due to harrassing by the government as a result of his reporting an UFO sighting on 7 February 1955.

2. The sighting by Mr. [redacted] was reported to Edwards AFB as having taken place on 7 February 1955, at Marysville, California. This sighting is carried in the files of ATIC as resulting from an experimental aircraft. Review of this case indicates no additional evidence nor any reason for changing the original evaluation.

3. The sighting reported by Mr. [redacted] gave no indication of national threat. In view of the five years age of this case, ATIC does not intend any further investigation.

4. Information has been forwarded to SAFOI-3d concerning the most recent review of this case by ATIC with a suggestion that Mr. [redacted] be informed.

PHILIP G. EVANS
Colonel, USAF
Deputy for Sciences and Components

AFCIN-4B Reading Cy

AFCIN-4E2

Tape Recordings ([redacted])

AFCIN-1B1 (Capt Copas)

1. The tape recordings forwarded to Assistant Chief of Staff, Intelligence by Mr [redacted] have been reviewed. The tapes contain no information which would prove beneficial to the Air Force. They did, however, reveal that Mr. [redacted] is of the opinion that his lack of success in life is due to harrassing by the government as a result of his reporting an UFO sighting on 7 February 1955.

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PHILIP G. EVANS
Colonel, USAF
Deputy for Sciences and Components

AFCIN-4E Reading Cy

Case 1955

[redacted]

AIR TECHNICAL INTELLIGENCE CENTER
UNITED STATES AIR FORCE
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

REPLY TO ATTN OF: AFCIN-4E2

SUBJECT: UFO Sighting, 7 February 1955 ([redacted])

13 APR 1960

TO: SAFOI-3d (Maj Tacker)

1. Mr. [redacted] recently forwarded three tape recordings to the Assistant Chief of Staff, Intelligence. These tapes have been reviewed and generally reveal no information which would be beneficial to the Air Force. However, they do reveal an unhealthy attitude toward the Air Force by Mr. [redacted].

2. Throughout the tapes Mr. [redacted] indicates that the United States Government, and specifically the Air Force, is responsible for the lack of success which he has experienced since his separation from the Army in November 1955. The Air Force is further blamed for a lack of interest in an UFO sighting which he reported 7 February 1955, in California. As he has done on a number of previous occasions, specifically 19 December 1958, Mr. [redacted] repeats a request for a visit from an Air Force representative. Mr. [redacted] has held several jobs as an electronics technician with both the government and industry. For some reason not stated he has not been retained on any job for extensive periods. Mr. [redacted] infers these inabilities to retain jobs is due to harrassing by the government as a result of his reporting the UFO in 1955. The witness further states that on two occasions private ventures in the way of electronics repair jobs (TV and radio) have fallen through. These failures are also attributed to the government.

3. The case reported to the Air Force on 7 February 1955, at Marysville, California by Mr. [redacted] is carried in the ATIC files as probably an experimental aircraft. Mr. [redacted], in none of his subsequent communications to the Air Force, has divulged any additional information concerning this sighting. This case is more than five years old, and in view of a lack of additional information ATIC has no reason to change this original evaluation.

4. Mr. [redacted]'s sighting of 1955 gave no evidence of national threat and in view of the age of this case, ATIC has no intention of sending anyone to talk with Mr. [redacted]. It is suggested that the witness be informed that the case has been reviewed by ATIC and that the original evaluation, in view of no new evidence, holds firm.

[redacted]

[redacted]

5. Mr. [redacted] address -

Mr [redacted]
[redacted], Kentucky

FOR THE COMMANDER:

/s/ Philip G. Evans Col USAF

PHILIP G. EVANS
Colonel, USAF
Deputy for Sciences and Components

[redacted]

SAFOI-3d/Maj Tacker/mh

19 April 1960

Dear Mr [redacted]

This is to acknowledge the three tape recordings you recently forwarded to the Air Force.

The unidentified flying object sighting reported to the Air Force on 7 February 1955 was evaluated as an experimental aircraft. This case has again been reviewed by the Aerospace Technical Intelligence Center and in view of the fact that no new evidence has been submitted, the original evaluation remains unchanged.

Sincerely,

LAWRENCE J. TACKER
Major, USAF
Public Information Division
Office of Information

[redacted] Kentucky

OSVE
OFFICE INFO SERVICES
1960 APR 20 IO 08
OI

Comeback OI-3d
Reader OI-1

5/21

[redacted], Ohio
May 20, 1960

Mr. Dwight Eisenhower
President of The United States
The White House
Washington, D.C.

Dear Mr. President,

I am writing to you about an aircraft penetration of the territorial air space of the Continental United States of America. This incident occured in early February of 1955. I personnally observed several minutes of this particular penetration.

This sighting was near Knights Landing, California — which is near Sacramento, Calfornid. Five years of almost futile efforts on my part has brought it almost zero cooperation ~~from~~ by the Air Force. After over five years the first effective interest and spirit of cooperation has been shown to a limited degree by mailing of a letter which I have reproduced here on page 12. This Department of The Air Force letter is a veiled and couched report. (I have included, on page 6, a sketch of the object under discussion herein.)

Your Office can obtain any necessary background on this case from the Air Force. The tapes sent to Air Forces cover about 75% of the ramifications of my unfortunate dealings with the Air Force and the sighting.

I firmly believe that the Craft was from outer space. However, in view of the fantastic missile and aircraft progress by the Russians it is possible that "Aircraft X" was a prototype of a Russian Nuclear Powered Super Plane. The fact that there is a slight possibility is the primary reason why I feel compelled to infringe upon the time of your office.

"Aircraft X" was definitely feeling out the Air Defense Measures of that section of the U.S. "Aircraft X" was in the area for several minutes ——twice at low altitudes —— once it was so close to me I could observe many details of its' structure. It broke the sound barrier going straight up. Seven jet interceptors converged at an IP at high altitude. This Craft went from the deck up to where they were, came back down to the deck —— and very close to me ——— frolicked around and then almost immediately climbed back

upstairs and overtook the jets. The jets were flying full blast with after burners on. At this point the planes and "Aircraft X" were a considerable distance South of me and the angle of sight permitted easy tracking. "Aircraft X" moved out ahead of the jets at an opening rate of 3 to 1 ——— or approximately at 2000 miles per hour until it was several miles ahead of the jets ——— then slowed down to their speed ——— again gradually taking on speed.

I have been a civilian pilot myself and have a fair knowledge of aircraft. I worked on the Missile Test Project for approximately two years and have over 20 years electronic background. I ended up as First Sgt in War II and altogether I feel I am competent to evaluate what I saw.

There are thousands of American who know beyond a shadow of doubt that Space Craft have visited this planet and this country many times. Yes, even recently. For the U.S. to acknowledge this before the whole world would ~~would~~ elevate mankinds thinking and philosophy ahead for a thousand years. Mr. President, you are in a position to get facts and in the position to advise the people of truth.

A hundred and fifty pages would be required to cover the incident and all the things that have happened since. As I stated previously, the Air Force should have a pretty good sized file of correspondence etc from me on this matter.

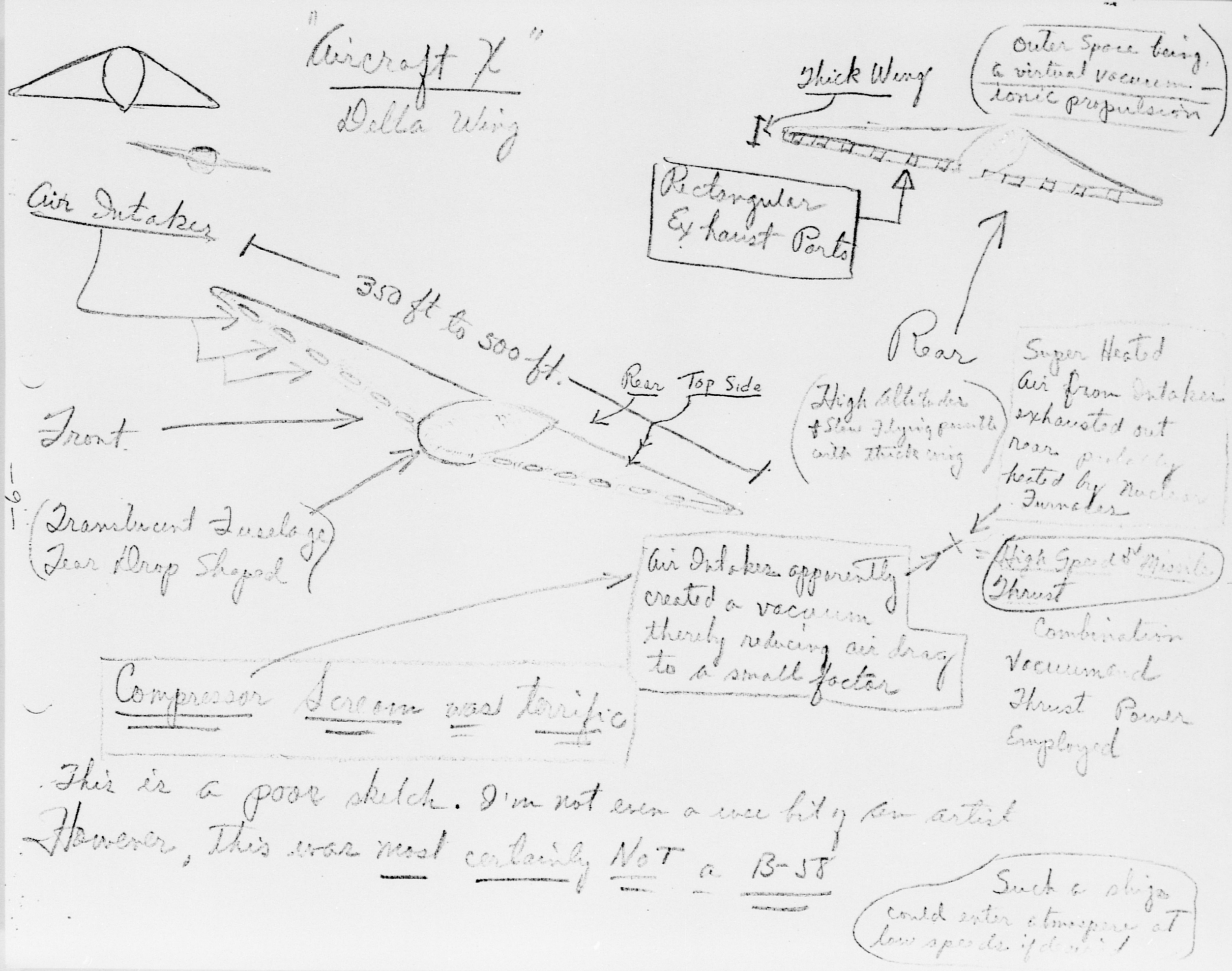
I can sum this up by stating that the "Aircraft X" had a wing span of 350 to 380 feet, very thick wings, was undoubtedly nuclear powered, had speeds in excess of 2000 miles per hour, could go so slow as to almost hover, could + did break the sound barrier going straight up, and could accellerate so rapidly that the eyes could not track it / even at several miles distance until it slowed down a bit. Further, this "Aircraft X" had no markings and was not the property of the United States of America. This makes it belong to Intelligence from Outer Space or the Russians. Mr. President, which is it?

May I wish you peace of mind, good health, plenty of rest, and continuous contact with your own Indwelling Christ.

Thanking you for your time and interest in the subject under discussion herein,

Yours truly,

[redacted]


"Aircraft X"
Delta Wing
Thick Wing
Outer Space being a virtual vacuum — ionic propulsion
Rectangular Exhaust Ports
Air Intakes
350 ft to 500 ft.
Rear
Top Side
Front
Rear
High Altitudes & Slow Flying possible with thick wing
Super Heated Air from Intakes exhausted out rear probably heated by Nuclear Furnaces
Translucent Fuselage Tear Drop Shaped
Air Intakes apparently created a vacuum thereby reducing air drag to a small factor
= High Speed & Missile Thrust
Combination Vacuum and Thrust Power Employed
Compressor Scream was terrific
This is a poor sketch. I'm not even a wee bit of an artist
However, this was most certainly NOT a B-58
Such a ship could enter atmosphere at low speeds if desired

DEPARTMENT OF THE AIR FORCE
Washington

Office of the Secretary

Congressional Interest

SAFII: 126680

MEMORANDUM FOR: SAFOI

DATE: 7 June 60

SUBJECT: UFO's

1. The appropriate boxes have been marked to indicate action required on the subject correspondence.

2. The first addressee of this memorandum has action responsibility for the Air Staff, including all necessary coordination with other Air Staff agencies. Information copies of subject correspondence have been forwarded to other addressees.

_____ PREPARATION OF A REPLY IN FINAL FORM FOR SIGNATURE IN THE OFFICE OF THE SECRETARY OF THE AIR FORCE.

_____ PREPARATION OF A DRAFT OF A PROPOSED REPLY.

_____ INFORMATION UPON WHICH TO BASE A REPLY.

_____ COMMENT ON OR CONCURRENCE WITH ATTACHED _____.

XXXX DIRECT REPLY, PLEASE PROVIDE SAFII WITH COPY OF REPLY.

SAFII ACTION OFFICER: Maj Kelly EXT.: 57231.

SUSPENSE: _____ (See HOI 10-20, Paragraph 1) In the event this suspense is not met, please provide the reason so that SAFII may explain the delay to the Congressional Inquiry.

COORDINATION SHOULD BE ACCOMPLISHED IN ACCORDANCE WITH Paragraph 2f, HOI 10-20, which reads...."The Air Staff office having primary interest is responsible for securing full coordination (with the exception of the Chief of Staff) before submitting information to the Office of Legislative Liaison to serve as a basis for a reply". A statement as to the degree of coordination obtained should be included in all correspondence directed to SAFII in response to a Congressional Inquiry.

ENCLOSURES: (Please return) Ltr [redacted] to Pres, 20 May, w/incls

REMARKS: Please state name & extension of Action Officer on return memo.

IN 8 7 Jun 60
OUT
SAFII

Gordon B. Knight
GORDON B. KNIGHT
Colonel, USAF
Chief, Congressional Inquiry Division
Office of Legislative Liaison

RETURN THIS MEMORANDUM WITH CORRESPONDENCE

MEMO FOR THE RECORD 2 August 1968

Subj: Telephone conversation with Mr [redacted]

On 2 August 1968 at approximately 1505 hours, SSgt Harold T Jones received a telephone call from a Mr [redacted] who said he was on Interstate 75 between V ndalia and the Field (W-P) and wanted to know how long it would take him to get to the UFO office at Wright-Patterson AFB, what time we quit work, because he wanted to come to our office and give us some information on an old sighting he had. Sgt Jones informed Mr [redacted] it would take about 15 - 20 minutes to get to the base but Colonel Quintanilla was gone for the rest of the afternoon and that Lt Marano (Col Quintanilla's assistant) was here and could give him the information. He stated he didn't care who he talked to, that he wouldn't take up too much of anybody's time.

In between portions of the conversation there appeared to be trouble in the telephone lines, such as a ppoor connection, so every time there was an interruption he used foul language (damm, shit). The trouble in the line was somewhere between the office phone and the phone from where Mr [redacted] was calling.

M[redacted] then spoke with Lt Marano. Mr [redacted] was very upset and said the Air Force is always evasive. Lt Marano asked Mr [redacted] if he wanted to make a report on a UFO. [redacted] said yes it was an old report and "this is about the ninth time I have called over the pass years and you always have telephone trouble." . . . "I don't think anybody could really report anything if they had to." Mr [redacted] said his report was in 1955. Lt Marano informed Mr [redacted] if he wanted to visit the UFO office at Wright-Patterson in regards to his

sighting he could obtain permission from the office in Washington, D C, USAF(SAFOICC) and that we had an UFO investigator at each base who investigates reports from the local areas. Mr [redacted] said this is what he really wanted to know. He knows he couldn't report a sighting if he wanted to, Mr [redacted] said he had tried to make contact with this offcie and that he was going to write his congressman and inform him that we always have telephone trouble. Mr [redacted] then said good bye. Mr [redacted] used abusive language, was curt and demanding throughout the whole conversation.

TAPE #2

This tape is addressed to the Director of Intelligence U.S. Air Force, Washington, D.C. My name is [redacted] My residence is [redacted] Lexington, Kentucky. Incidentally, this piece of tape was purchased by me and came from ~~legal~~ legitimate sources and was not stolen from the Air Force.

My name, I dare say, is ~~particularly~~ a bit familiar to some of your pepple perhaps in the rusty part of their memry, but my memory of ~~your~~ you people and some of the shenannigans you have pulled is burning ~~very~~ EVER freshly in my mind. Going back a long time, nearly five years to be exact, on February 3, 1955, that is about the date, I sighted a U.F.O. in northern California, down near Knights landing, California.

Since that day, so many things have happened that a hundred tapes at this particular speed of recording would not begin to encompass them.

However, the ~~impressing~~ PRESSING things, rest assured, can be on this tape.

In May of 1958 I left R.C.A. for very good reasons and upon applying for a job elsewhere, in the Cape Canaveral area, it seemed that electronic technician positions were all closed. Very good. I wonder why? Well, eventually, I secured a job with Convair Astronautics. I hired in as an electronics ~~technician~~ TECHNICIAN and they tried to put me on as an electrician. I am pretty good at obeying hunches; several times

JANUARY 1958 SIGHTINGS (Cont'd)

CASE	DATE	LOCATION	OBSERVER	EVALUATION
34	11	Bering Sea, Alaska	Mil Vis&Rad	A/C
*35				

my life was saved during World War ## by obeying instantaneously hunches. A particular assighment ## I would have had resulted in the a death of an employee and a couple more, badly maimed in an elevator accident. After trying to shuttle me on an electricians job. I balked. I was assigned to the guidance laboratory at Convair Astronautics at Cape Canaveral. Here I worked for several weeks and again I left this job for very good reasons. The reasons weren't much different from the same ones which caused me to leave R.C.A. In September 1958, with virtually no funds, having some of my ~~equipment~~ test equipment left over from a previous business I ## opened a television repair shop here in Lexington, Kentucky. Well, it seems that my troubles still weren't over. Now, that I have given you a brief run down of some of the jobs that I have held while working for Company's who were working ### on Air Force contracts, I will try to get down to business and be as brief and as specific as I possibly can. First of all, I would like to say that in WW 2 I was a First Sargent the last 18 months I was in the service. I went ### in the service October 1939 and one month later

(13) (

was rated and turned to duty as a radio operator batallion technician. Subsequently, I was a Corporeal and a radio Chief of Section. Radio Chief of Section d through the Guadalcanal campaign. Spent 106 days in action there, and I do mean action. In the Americal Division. ~~My~~ My particular Field Artillery Batallion was attached to the First ~~Naval~~ MARINE Division. Subsequently, I suffered five years of malaria. And in 1942 I made arrangements to transfer to the Air Force, the Army Air Force it was at that time, and install the radio gear in P-38 fighters and see that all their equipment in the ~~electrical~~ electronic line was ship-shape. But General Patch, who was my division commander at the time, later led the 7th army in Europe, beat the transfer down, and generally I was out maneuvered until I was on a boat, so that is about as close as I ~~xxxx~~ ever came to being a member of the Air Force.

My experience as a pilot has been limited. I have about 245 hours log time. Most of that time ~~we~~ was spent at flying and not joy riding. Flying was something I always wanted to learn ~~xx~~, I eventually learned it on my own. In handling a light aircraft, I can do pretty well. I have landed mud flaps, chopped out 3 ~~propellers~~, made ~~xxxxxxxxxx~~ a number of emergency landings and a few things like this. But getting back, this is just all a little background. Getting back to the starting of

JANUARY 1958 SIGHTINGS (cont'd)

CASE	DATE	LOCATION	OBSERVER	EVALUATION
34	11	Bering Sea		

a lot of trouble and why I am contacting you. First of all, a thing that has burned in my craw for many years is the sighting of this UFO near KNIGHTS LANDING, Calif. I have had a few years to dig, to fit ends together, to talk to people, and Gentlemen, I know the story.

You know the story. Just how things are handled up at top level, I don't know. Some times an individual will think a little bit. THAT, IS A PRETTY GOOD IDEA

The frim-framming that goes on is something fantastic. Now the craft that I sighted over Knights Landing Cal. did not belong to the U.S. government. It did not belong to the Russia. Since no other two nations were advanced enough to have aircraft of this size and category.

Then, If it did not belong to the Russians, and it did not belong to we Americans, who did it belong to? It is very simple, it was a space craft from outer space. Now whether you like this or whether you don't, like it, the facts stack up. I don't care what your reports show, I could write 500 pages, presently, built up from that initial observation. Now I'm not trying to make you tell the American

people that there are space craft. Anyone with an ounce of intelligence knows that the whole American public, that is all these people what have reported these UFO's, can't, all of them, be crazy. When you people are pressed, you will dig around and if there is any cockeyed way that you could beat a man's brains out and make him look super ridiculous. Now there is no point in me sitting here on a tape in a one way conversation and trying to argue with you about U.F.O.'s. Since that time five years ago, the American public has had some rude awakenings, and I fear they shall have many more. Now any American, with a little common horse sense, knows just about how ~~far~~ advanced we really are and all this sweet talk and pretty talk and what have you doesn't alter the facts of the case. Now, I did my duty as a citizen. I reported this incident. I was not even shown enough consideration to be called a liar, a fool, a crackpot, or what have you. Privately I have probably been called everything in the book. I always like to close quarters (2) with people who particularly like to smear me. I like to just verbally beat their brains out. And you haven't got any General, I don't care how many stars on him, you haven't got anybody with the voice, the psychic power or anything else, who can anoy me or alarm me.

I have talked to various people and asked them, would someone, send someone to talk to me? I don't care how many aerial photos you got at the time, how much data you got at the time, you had an eye witness on the ground, ~~and~~ a man that saw that aircraft in positions of maneuverability. It was an eye witness, not looking out of another aiplane or what have you! Trained skilled people could have asked me questions that might not have been readily apparent to me, that I might have observed at the time. Now, when I went to work for R.C.A., incidentally I went broke in a television business in Cal, in 1954, I closed up shop, and I went down to Edwards AFB and tried to get a job but I never had any luck down there. But as fate would have it, this was 1955, I beg your pardon, this thing had to occur prior to that time. While I was down there looking for a job, I went to the intelligence and at Edwards and made a report of this. However at the time, getting this thing organized in my mind and what have you and if I could have talked to someone trained in handling these things, I could have gotten a better report at the time. But subswquetnly, I did send in a detailed report. I might add that I never did get any offers at Edwards AFB and I stronly suspect that you people had something to do with that. Now I am a

veteran xx, a hard worker, and a damn good electronics man, just about as good as they come.

I don't know everything but I do have a capacity to solve ~~problems.~~ problems.

When I was hired ~~at~~ by R.C.A. in 1956 I needed a job; I needed it badly, and I went to work for these people. I went to W Negueira after my secret clearance came through. I performed my duties and --uh--while on my tour of duty, then one of the first inklings that I had that you people were, had, more or less sort of put the Indian sign on me, was when a security chief had had a few to many to drink. And, indidentally, you all remember the embarrassing situation when the Snark missile ran away to South America. We were forbidden to discuss the thing on the base eventhough we were not involved in the test. However, it was on the news and in the news papers, so after it was in the news papers and on the news, well, there was a little conversation around. And the conversation came up some way or another, I believe that the R.C.A. manager Mr. Bozar was setting there at the time and perhaps someone else and the security chief, a Mr. Wilson, at that time, who perhaps had had a couple, made the remark that if a Snark missile finds it necessary to land here at

sometime or another, or to be landed here, ~~I had~~ I'd better not catch you down on the run way. And I said, "Well, I don't know why anyone would want to be down on the runway. ~~Do~~ You mean me or do you mean anybody?" He said, "I mean you." Well here was one of the first tip offs. Instead of starting an ~~a~~rguement I learned (years ago, sometimes it is wiser to listen and sometimes it is not ~~always~~ wiser to listen - We ~~do not~~ have to always know when it is wise to listen or press an issue.) Now along about February of 1957 I came home, to have some surgery done. And the Veterans Administration, as per usual, when you mess around with the government you get the business), but some of us people , I guess, are a little soft ~~in~~ in the head ~~or~~ and we've ~~we have~~ been raised up to be loyal Americans we always ~~come~~ go back for more punishment. ~~And I nearly bled to death within a hair breadth.~~ They did a good butcher job on me and I nearly bled to death within a hair breadth. ~~I had to be operated on a second time to stop the bleeding.~~ I had to be operated on a second time to stop the bleeding. As I say, I came within a hair breadth. Due to improper post operative care, I had to get myself out of the hospital and go out to a civilian hospital and have this surgery all done over again. This is three operatons for the same thing when it 's nothing but a piece of butchery typical of service from the governmet,

unfortunately, When I reported back to Patrick AFB, I went back to

Meaquarters. Unfortunately I just went ~~to~~ about a week too soon.

I got down there the Medical duty would not give me

any assistance and after having gone through the Courts

ordeal of having been operated on three times in about 30 days, I

could'nt resk being stuck on an island so I came back to the

mainland for treatment. So I took off ~~for~~ a few weeks and reported

back.

How the Pan American knot head, Mr - uh - Doctor [redacted] was in the middle of a controversey when the man laid on the pad out there for 40 minutes before an abulance picked him up. Incidentally, a republican, mind you, wouldn't permit me to go back down range even though I had ~~brogith~~ brought certificate from a recognized expert in the field of practology. and so I had to stay out my time, a 90 day waiting period and I went to school in the mean time, but when I applied for a passport a month went by and I got no action. Here again is some more the old delaying tactics I've already become familiar with. My contact, my ~~neighbor~~ neighbor, my father's neighbor and ourlocal congressman, that is Congfessman John Watts, and asked him to expedite my passport, which he promptly did. I was bawled out by some of the Pan American people when I suggested the idea and exercised my prerogatives as a free citizen, of a free country, I have a right to contact my congressman about a passport any damm time I get ready. Of course this puts and Indian sign on me again. Heres a man who calls a congressman. Well I'm not mouthing the Air Force business around, a congressman John Watts as a matter of fact if you will ask him I have never done you people any harm. Now when I went to Ascension Island the conditions were absolutely terrible, the morale was absolutely some of the worst I have ever seen in my life. Everybody was just living until the next plane could get in with some beer. There was nothing to work with, the supply was something that would have made any congressman's hair stand straight up. So working under severe handicap there, believe this or not, I took a big along a couple of big cigar boxes of resitors and capacitators with me and my own tools and didn't even have tools in its bin thats another story. Without going into the waste and inefficiency and absolutely falsification of reports by the radio coorporation of America. Now the way these people have treated me in the incident I don't care anything

about their hide anymore. All I can say is this, that I put you people in business as far as telementary . I was the chief telementary technician there and for the first 6 minths of operation test. I went down and in Aug of 1957 you can say one thing for the 6 months that I was down there you people had nothing

but perfect telementary data. Not only did you have someone who put it there, kept the performance of that equipment exceeding specifications being a radar in many cases even though they had decided to in many cases reign at a disadvantage but you had someone there who was a watchdog better than if you had a personal agent of your own only in the place to maintain security. When it came time for me and my vacation I had not seen my children for three years who live on the West Coast. This thing had been planned, the time promised to me, RCA goofed off, had not arranged for relief personnel to be there on schedule and so I waited over about 20 days. My sister that of mine that had planned to take here vacation had this all worked out this all got messed up in the deal. Now/mind you back in October I believe it was late October a sister of mine comitted suicide at the Naval Base due there to a damm pchcapatic Naval Petty Officer living on a crummy naval base. The porr girl had more than she could take. Of course at the time I did not know what had happened. I simply knew that she died. Inasmuch as it was impossible to have gotten home in time. Inasmuch as the conditions there were important I didn't leave even though I recognized that it would have been a comfort to my mother and my family to have come on back home anyway, but I felt since I couldn't personnaly make the funeral and probably would have have declined anyway because I felt the importance of staying on the job at that particular time since the Russinas had supprised the world with Sputnick I. It was important that I stay there now.

I think when it comes time for a mans vacation and he waits for over 20 days ~~xmkxgx~~ when he has a legitimate excuse to leave, death in the family and he stays on the job eveminate about going home he has a perfect right to be.

Certainly 6 months plus on a burned volcanic island living on some of the early conditions under which we lived also is a very excellent reason for getting off the rock. As a matter of fact I'm not so ~~x~~ old I don't no like the women. Of course we have a few characters around in some of the companies I don't know what they do like! I see that it_____ a portion of another tape is going to be required so I will briefly try to cover some a highlights and eleborate on them on the following tape. ~~M~~

While on Ascnesion Island I was insulted a number of times in a _____ of ways which were of such a nature that they would have been tested with security people. We didn;t never/have any security people on the island. We simply had a Pan American Chief, A Fire Chief, you might say a guard. Some of these were just about ~~xxxx~~ more than a man could take. Some few people working for RCA and the Air Force, one or two Pan American people said some mighty insulting things to me. I have been called dirty son of a bitch, traitors and everything else. Now ~~fx~~ for a man who has ~~xxxxx~~ served his country a man who has never been arrested or a man who has never been in trouble with the law these are some pretty rough

things to say. You may rest assured that I did nothing to provocate the incidents. In addition to this my mail was opened and tampered with. I have conclusive proof of this as a matter of fact I have several exhibits of this, tape one in particular. As a matter of fact I have a number of physical exhibits. ~~Xxxxxxxxxxxxxxx~~ Now I went on my vacation and returned to ~~XXXXXXX~~ Ascension Island, the conditions there were absolutely intolerable. No man could have stood up and took the things I took. And believe me it would take 10 or 15 tapes to cover some of them. The company simply had a rule If you strike someone no matter what they have done to you, you are to be fired. Well can you image an old solder, well not so old that an exbusinessman a [redacted] technicain, an ex First Sgt havèng to take insults from a bunch of you punks particularly when I did nothing to incur them. Now it is needless to say that a big portion was of the result of activities on the part of the Air Force. Now this I can prove. Now subsequently I went to work for Convair Electronics I went to work in the Gyro Lab guidance ~~in~~ .

~~XXXXXXXXXXXXXXX~~ While I was no expert at or why the guidance I was able to pick up fast and was able to due to due duties assigned to me 12 particular turn tables and precision systems controled mechanisism as a part of t hose particular unites with out going into names. If they all become inoperational which means an engineer came in from the West coast and the subsequent

decision was the equipment should either have to be rebuilt or better

when emergency would have to be designed and a crash program to have new equipment delivered. The next tape I have tells you how I saved the government $3,000,000.00 on this one incident alone and wha t my reward was for it.

END OF TAPE I

PAGE #1

TAPE 2 OF 3 TAPES
~~TAPE XXXXXXXXXXXXXXX~~

This is number two tape of two tapes being made by [redacted]

and addresed to the Director of Intelligence, U S Air Force, Washington, D C.

At the end of the previous tape I stated that I saved the government ~~xxx~~ about three million dollars while working in the Guidance Lab for Convair Astronautics. I had mentioned some machines. For some two to three weeks while this engineer was in from the West Coast, ~~the some night that~~ it occurred like I was unable to get to work on these specific machines ~~and xxxx~~ uh every little detail that could be dug up, which would get me shunned to ~~xxxxxxx~~ one side so as to speak I was thought of or arranged, uh Finally there was nothing else to be done including sweeping the floor, and my leader couldn't very well refuse to take uh let me see a crack inasmuch as he undoubtedly knew that I couldn't possibly find the trouble particularly since a ~~xxxx~~ big genius engineer was there and he had already written it off as a lost cause. Well having filled the capacity over for a number of years to look at a system and figure out the gyst of it and uh really ugh to uh keep uh oneself in a position uh to see uh things in a farily good perspective. In other words uh a man who is off on another mountain or up in a plane can see the ~~forest~~ forest pretty well. He is not engluffled by the trees. So this is part of my philosphy in uh shooting uh trouble. Well having uh uh familiarized myself with uh the particular uh machine uh I more than knew the guyst of ~~xxxx~~ it and I might in less than two hours the trouble had been solved.

A another fellow asked if it was uh alright to help me and I said certainly I would be glad to have you. I need to have someone help me pass equipment,holdwires out of the way and what have you. Now the trouble here was simply a tube believe it or not and immediately upon installing another tube a proper tube the machine began to work once it was readjusted. As a matter of fact it worked to perfection. The statement x was made "You mean to tell me this could be wrong with all those machines?" I said If this is the symptons of on those other machines then this is true. Well some of the machines were in various stages of being torn down and uh uh it so happend that this was the trouble. Now whether this was sabatage I will say this if it was,it was a very cleverly planned thing see. But since the military and the military doesn't believe in decent tube checkers and old-timers have found out through the years that four or five hundred dollars can be saved by simply using some relatively inexperienced man with a real good tube checker to check tubes. Here a case when an expensive engineer would not have had to be flown in from the West Coast with his special assistant , his own. when I first went to work in this department as soon after that this man was long and he was criticizing the design of certain things I was working on and of course nobody had told me who the person was. He hadn't bothered to tell me himself so he asked for a few little barbs, and I criticized

the design of a ~~few~~ couple little things and he wanted to know how I would design it so I uh like I say, uh after I opened my big mouth I ~~found~~ uh found out who I have been talking to. Well mind you the outcome of this whole thing was that everyone in this department was included in a letter of commendation which meant a pay raise to them. My name was conspiculously absent. After all I had embarrased a big engineer, see, of course the idea behind it was to do my job the very best I new how. And certainly in the interest of the country. ~~His simpethy in the interest of~~ To uphold certainly is in the interest of the Air Force, now my reward for this was to be ~~xxxx~~ embarrased in a number of ways. Little things that happend to me was that other people in the department were getting plenty of over time, I was given no overtime and not being an ~~xxxxxx~~ inexperienced technician I, as a matter of fact all my adult years have been spent in the electronics industry even when I was a first sergeant in the service. A number of times I was on communication assignments of other types of things. and ~~xxx~~ uh here's a case where I am not given overtime I find out that the people were going out to take ~~xxxxx~~ coffee breaks, at the time instead of going home and simply going out for coffee breaks and going back on the shift. Some of these people ~~were~~ making three or four hundred dollars overtime - and I might ~~say~~ add here that I saved the government enough money to pay the whole damm department for a number of years. See - this is my reward. Well when I moved over to Contair Astronautics I had a special

employee clock number over there like I ~~had~~ did at RCA. This is a rather ~~conspicon~~ conspicuous thing, well I ~~sh~~ seen lots of clock numbers but I never heard of a man for as a matter of fact there one of the wheels commented "We cannot let you go, you have a clock number with four Aces in it". See, uh well in when Iwas at RCA I had a clock number ~~wiht~~ . 01110 and at Convair Astronautics I can't recall without looking it up how many zeros were in it but I do remember it had four ones in it and those were the only numbers in my employee clock number. So I ~~You~~ might say I had a very special clock number. Real ~~See these~~ things are reserved for people of importance, however, I certainly ~~didn't~~ wouldn't want to be important in the light that I assume myself to be. Now I would like to add that the upper management element in at convair Astronautics ~~kan~~ showed me every courtesy and uh the people gave me a job, A very good friend of mine, who was an employee of mine is employed by that company. They have been nice to him and I ~~wan~~ certainly do not bear any ill will ~~any good~~/toward ~~ka~~ Convair or Convair Astronautics ~~Rehab~~ as a matter ~~fact~~ I think they are a very fine bunch of people but many of these things are on a local level and there is little a man can do to fight back against it. Uh Everybody knows how ~~I have~~ petty politics work in and whoe be for the man who embarassas ~~a man~~ anyone in a position to hinder or help some body to get ~~xxxx~~ somewhere. ~~Anyway I was trying to do~~ Well I was trying to do was have a job as a means of making a living and uh it uh it is a

bit unfortunate for me sometimes that I can see so much but uh under the circumastances uh ~~thx~~ it may have been very fortunate for the ~~government's~~ Air Force ~~part.~~ Cause Then this Gyro lab and guidance lab now there could have beenn ærious delay in further ~~taxing~~ testing of the Atlas and I feel personnaly that this may have been the case. I feel even personnally that the uh uh this whole thing may have been planed as a ~~nx~~ piece of sabotage. to slow up the testing of the program.

These things uh over a period of time can grind big ~~xxxxxxx~~ projects to a halt.

Now, when I worked for RCA some of the things that happened to me when I was on Ascension, I received calls trying to get me to take uh test leads and other things from the Ø Pan American Supply that have been turned in uh which I refused uh these people were quite insistent in wantint these things throwed away. This was some old bait in getting a man to take some salvaged government property and of course you are not going to catch an older soldier on a gag like that. These are some of the gags and tricks ~~xxx~~ that were tried on me and it seems like some ~~xxx~~ way or another or another in uh times like this that there always been some little inner thought or something

that tells me what to do to side step these things. And try after try was made on my last trip to Ascension to engulf or mess me up in something. Now it was only after quite a number of these things happened that I decided in my own best interest to get off that place. For example, a gun was stolen from an airplane. Now I know about this even though it was kept quiet at the time because after all you give the old soldier credit for being able to do a little checking around when he is being shall we say gouged so mercilessly. Now uh uh people on a rock that would go to the trouble of stealing a gun from a United States military aircraft wouldn't hesitate one minute to use it on people and I'm sure you will agree that this is true and of course uh a gun like that uh there is no telling who it will be used on.

But the place got to be stinking rotten there. We had personnel on that base that I wouldn't have had in my back supply room unguarded for a single minute. How in the world people like this ever got through security and was ever hired by companies like RCA I will never know. Some of these people were technically out and out psychopathics.

Now one statement was made, I believe this was somewhere around Dec or perhaps Jan , of Dec 1957 or Jan 1958 uh uh uh uh or somewhere along about that time uh

when uh a member uf of the RCA uh people there uh came up to me and said something about uh say hey d you listen to the radio and I said no I don't listen to the radio, uh he says well ux uh he says uh he says uhm is Senator Wayne Morris a friend of yours or something. I said, well uh I says, no uh why uh I don't even know Senator Morris. He says well he seems to be a friend of yours and I said what in the world are you talking about what uh what uh are you getting at. Well you mean you don't know Senator Morris. Well the only thing I know about Senator Morris is he is a very active Senator from the state of Washington. He's been known as a Maverick because he really digs into things and slaps back at them once in a whiel. I don't have anything against the man and on the other hand I don/t know the him . Well he shrugged his shoulders and walked away. He said perhaps maybe you don't. Well this is some more fo this stuff well I thought this might be some more of this crap, see. Whats the world this man digging driving at. It was 1959 before I ever knew what the story was behind that. Now Mr [redacted] who is presently [redacted] of the Lexington Herald Heator Company used to be the general manager of the Lexington Herald publishing company and I might add a very good republican and a friend of Mr Eisenhower's uh I went to him and told him some of my problem in a sighting of this UFO. I was bom here in Fayetville,Kentucky and Mr Watts here is in Lexington, Kentucky, Fayetville, County, Kentucky. Mr Watts told me that he would personnnaly look into this thing ad see what could be done about ti. Something wasn't right about it and I called Mr Watts and he asked me to call him in a couple of weeeks when he got back grom a Washington trip and so I don't recall whether at that trip he saw somebody or whether it was a later trip but about uh along about the time we were talking now he told me well somebody is going to call you and you will be

pkeaamkhyxaumo
pisa plesently surprised and I'd just rather not say who is going to call

you, let them tell you at the timex and I dad didn't know who he was talking

about I assumed maybe he was talking about the uh secretary the undersecretary

of the Air Force or perhaps somebody from Charlie Wilson's office uh something

xxk like this. I didn't know that he had talked to Mr Wayne Morris, I under-

stand they used to be on pretty good terms and I understand that he also was unable

to get anything on the report that I gave him and of course no newspaper man knows

that when you get no comment at all theres really something to dig into

their nose over the xxxxyears has told them this. Now apparently uh maybe senator

Wayne Morris would eventually get around to taking a little dig into this and

perhaps this is where that xyx snyde bunch of remakrs on Ascnension came from.

In any case I did say that that mxd man had been in the Air Force, MXAXMXAX

may have still been in the Air Force for all I know bxk but on the xxxg surface

he was an employee from RCA. Now I brought up a few little cases here just to

give you an idea. There is so many of them that I would suppose it would take

many kx tapes to include them all and I feel this way uh about it uh you people

put the Indian sign on me along time a go you have smeared at me every way in the

book you uh have you might say cost me my employment uh you've dug back and

and tried to find ~~ak~~ out if you can find anything in my past history with

whichyou really smear me about the most you could find is that when I was

discharged from theservice that on my records and I have them, it says

one thing and on the military records it says that I was discharged for malaria

psychoneurosis
~~phsycoäurosis~~ . But since when has any man ever been judged of ~~having~~ having

any mental disorder without having gone before a ~~x~~ ~~psyciatr~~psychiatric board ~~a~~ or ~~been~~

psychiatric
in a ~~phsycia~~ ward for observation. I can assure you there is not one damn

thing to it! If anyone cares to go through the records they will find

will find absolutely no clinical record, in any way. The only thing I know is

there was a Jewish Major and from what I can find out probably a ~~communitst~~ communist

and further checking if I find out he is a ~~communistt~~ communist I ~~xxx~~ will hound him to

the day he hits the grave. Theres an argument that developed between him and

I and ~~H~~ I just told him what was what. As a matter of fact I told him about

a big fat bellied, Q? , doctor setting up andtelling me what is

what.

when I've been in the service through the war and he set back here stateside.So apparently this is where some of the hatchet work was done. But it has been my experience in life every time a man tries to stand up for what's right and uh tries to stand up for uh his own rights There's always somebody who wants to beat him down. But uh But it's been my findings that damm few and far between are the men or the agency of the government body or anyone elae has got the courage or the guts to stand up to a man's face and tell him the truth. All try with the stroke of the pen, or subtly or ~~something~~ underhanded way or hiddn back of some office or behind/some military forces some where you would think with the stroke of a pen that this shows great bravery. It shows nothing but cowardness nothing more or less. Now, uhm, there was one other uh instance uh I wanted to to get on here . Now as I have said previously I have been smeared by the experts and when an ameteur tried it tries it, it ~~makes me~~ particularly makes me angry. One instance that I can think of presently is a fast buck artist and a big republican who supposedly owns a villa in Venuazela perhaps where he is a maybe a neighbor of Rockefellor and

and uh Nixon's uh Villa's down there.

Nixon villa's down there. Don't know about that. But this fast bukk artist was operating in California and it so happened that in a his trying to pull a fast ? on a TV station that uh because of uh my position in the television field at the time I stood in his way. He needed me. And he needed my supportm to raise some loot. And he didn't get it. So I might add that he went to great lengths to try to smear and certainly helped in my financial downfall. Uh, this man limped away from that community minus two or three hundred thousand dollars and I suxpect as time goes on that the uh treasury people uh will leave him hurting a lot more. Of course he made the remark one time that he kept that place down there in case he got to make a big haul he would have a place to go until ? limitations ran out. Another over the wire to speak.

This is a short tape and it appears that I will have to start recording on a third tapem in order to get a little more pertinent informationm on this topic of general discussion.

TAPE #3

This is number three tape of three tapes being made by [redacted] addressed to the Director of Intelligence, United States Air Force, Washington, D C. This is number three of a series of tapes.

Large military organizations, uhm, are like large corporations. They get into a position where they can control all of the surroundings about them including opposition and competition . And there in errors become part of the general overhead of the system. The inefficiency along with it, And in our particular case the American taxpayer the American citizen is the fall guy. He is the man that makes up the federal deficit.

The way of adding a little commentaty on the Air Force you people have shown yourself to be auh a bit unreliable to say the least. But the modern A r Force officers has a position that makes himself to be much ~~uh to be much uh~~ as the nites of old instead of riding a great fast white horse he is uh riding a horse in the sky, an airplane. Now these particular these individuals fancy themselves as the great crusaders out to space. When in reality they are but an instrument of lobbyism, uh a great aircraft corporation, to say brother you take care of us or you won't have anything to fly. You'll be out looking for a job.

Well, uhmk, In this great land of our there is plenty for everybody.

Everyman, someway will find something to eat. And if he can't do any better

he can go about developing the spirtual integrity of his soul and really acquire

something in a lifetime. I'm not comparing myself to any great general or anything

like that; but people who have never tasted defeat, have never been beat down

to rise again to beat down again to rise again can never understand the wisdom

that is gained frombattle, whether it be physical or mental.

In my 40 years I have had enough experiences and some of them are quite

hair raising. I suppose there is a good story in everyman's life but I

assure you there are a number of good stories in mine.

Getting back to this uh particular Army thing that I was speaking about a

few minutes ago, I remember when we first came back from overseas. We had malaeria

and maleria is one of the damnest things a man can ever be plagued with uh I shall

suffer some of the effects of maleria for the restof my days.

Needless to say, damage to the liver, spleen and other organs of the body. Our own medical people knew nothing, they were very ignorant about maleria one man's food is another man's poisón and one man's poisón is another man's food. So the medical people, so everyone fits into the system. You take, if they say take medicine A you take medicine A no matter if your system and mentally demands medicine B. So in the past I have become an expert on maleria and I think I know a hell lot of more about it than most doctors. And where did I get my information? From a collection of books uh, from a great ~~of~~ uncle of mine who was very skilled and well known surgeon who was on ~~the~~ staff doctor at Mayo Clinic, The particular book was written by the British surgeon general in India. Some 50 ~~to~~ 60 years prior to 1953 when I was first severly affected by maleria, and I remember a group of overseas uh ~~overseas~~ uh veteran's all NCO's and officers uh we uh were uh went up to a certain ~~point~~ ward in the hospital, ward 26 ~~xxx~~ because I rember this. A Capt Goodendaugh, Goodendog, Good day, a Germany who manaaged to beat it out of ~~xxxxxxx~~ HItler's army somehow came over here and uh uh was put into uh our own medical facilities stateside. This Dr Gootendog uh went over uh like a ton of uh manure. with American troops who had been overseas fighting. I can assure you that to anybody who is sick that it is some kind of mental thing.

((

[illegible]

[illegible]

[illegible]

Well now if we want to get argumentive or real technical we want to go into pure metaphysics all things of the corporial senses have a mental origin.

Enough said there.

I am a bit convinced today that the incident out in Northern California of sighting a UFO of uh I would uh sometimes appreciate uh the fact that I had never witnessed this incident. But sometimes we have little to do with controlling the events of our lives. Perhaps I was there to be a witness in/the same way as much ?? ? ? ? four hours before saw the Francisco Earth Quake of 1906 when an message was received with no origin. No correct filing system none the less stating that supplies and so forth is to be delivered to San Francisco. I believe this particular program is coming up on the Alcoa hour uh next week, or on this event of physcic phenomena. In 1957 while I was waiting 90 days prior to a reexamination/from by the office of the Pan American uh medical director Mr uh Dr a[redacted] Dr [redacted]'s office . I rented a room from Mrs [redacted],

On Riverside Drive in Cocoa, Florida. I don;t recall the exact address it is down here in some of my books somewhere Anyway the house was directly in front of uh the hotel uh there, the one down on the river the main one in Cocoa. The name of that hotel is the Bebard. My home was directly in front of this.

Mrs [redacted] was the wife of a sergeant in the United States Air Force.

Mr [redacted], I believe his name was [redacted]es, was ~~in~~ ~~x~~ overseas. I happened to meet him at a later date. While there some people moved into the home uh a man and woman I believe their name was [redacted] They had two children, two small boys, . Here again are these hunches. Something didn't look right here Those children's faces looked ~~f~~ vaguely familiar. Somehow they did not fit together as parent and children. Well I started spinning little wheels in my brain. and thought thinking pretty soon I would get a clue and these children uh thye uh belong to the executed spys uh communist spys Julius and Ethel Rosenburg.

Well from fitting everything/~~xxxxxxx~~ I could remember from newspaper accouhts and what have you everything started jabbing. I told Mrs [redacted] that I suspected that this was the sister of Ethel Rosenberg and her uh and the brother-in-law of Ethel who had adopted these chi ldren. Anumber of things checked uh for example

I remember reading a particular newspaper account which this woman had hid a child ~~somewhere~~ up in the New England areaxxxxxxxxxx somewhere and there wxxx was litigates uh in progress in connection with it and uh it so happened that this woman had hid a child xxd there well in any x case I went the RCA security gate xxd at Patrick AFB and reported this incident. And he told me that this was a bit outside of his jurisdiction ~~and that~~ this uh uh kind of uh thing would have to be handled by the FBI and uh I would come back in about four days uh he would tell me something. Well uh I went back in about four days and I got absolutely nothing. Uh I went back at least once or twice more. And I got absolutely no information. Well uh it is safe to assume that this type of thing that when you don't get a negative or nothing is said it is a positive. In other words I believe that it was apositive identification that I had the right people pegged. uh as a matter of fact after this I did a little investigation on my own. Now, I asked the RCA security cheif what I shoudl do. Shxxxx Shoudd I move? Uh no particular reason for you doing anything. Stay where youare at. At the particular time x I was slated to go back down range a missile range but uh to Miaguana and so uh several days after this I left for Maaguana again. I uh absolutely got no where. I have discussed this with the FBI

the uh resident agent here xx uh in Lexington and uh I have never gotten anywhere on this thing so I uh can safely assume that it was the brother-in-law and uh sister of Ethel Rosenburg and the two children. Uh moving into the home of an Rxxx Air Force master sergeants wife and a defense worker uh at Patrick AFB xxxx

office office maintained in the Federal building here in Lexington, a Mr Douglas Rotery. And I uh was uh reporting on the incident that I felt uh should be reported on uh it was nothing urgent and since I had not done it I decided I would ~~ka~~ call on Mr Rotery and ~~ha xa th sk th kx xi xa xi xa~~ report this little incident~~a~~ to the FBI which uh concerning something uh with Cape Canaveral, and the missile range, etc. and uh in the conversation I mentioned up to the point of uh the phone uh ? conversation to pieces. Simply by uh someone beating on the hook on another telephone. Well inasmuch as/uh so~~m~~e uh something else is uh something that could have been said out on the open street uh wihtout uh any harm being done in anyway. uh I uh just backed up and kept talking until I had it said. uh These people worked this conversation over real good. Doing a lot of work on this I've got a clue as to where this could have come from . Now I have been anoyed here in the business. I have had the phone ~~x~~ cracked and popped in my ear. I have had voltage sent down my line, uh fuses burnt out on the phone I have had dirty low down messages left ~~down~~ on my electronic secretary uh I have suffered a fantastic amount of nuicanse and even some threats over the telephone. Now, in addition to that, after I cameback up here ~~I was~~

what was being said

it uh seems like there was more people girating around.

For awhile I couldn't even go out to the tavern/to have a beer without and from what was going on I couldn't tell whether some of our own security forces were giving me a good shadow job. Whether they were communist agents or whether it was a combination of the two. I am inclined to think at this time that it was some forces from both sides. Now uh this particularly annoying since I don't feel that I am important enought to rate this kind of thing. There uh was definitely was one bait trap here uh I did not take the bait uh this uh situation was reported to the FBI and of course uh as is typical of dealing with security people they tell one very little and are very little comfort to someone. However, sometimes a person has no other place to turn. I have been followed at times by cars, not recently, uh I have even uh uh been uh more or less uh scientifically frisked to see if I was carrying a gun.

This this uh this there are so many things that happened. and I can't uh cannot separate them from things that were building up while I was working for RCA. There was one particular person here that uh managed one New Year's eve to try to engage me into a conversation I played them along uh and them the uh conversation got a bit phylosophical and it got around to a certain point and apparently there was a key in my personal philosopy that they wanted to know about.

I still uh do not know who's agent this ~~x~~ man was However, thinking back a long long time I can remember this particular person. In 1944 circulating at Fort Hord, California in that particular area. Uh incidentally, uh there was a lot of activity out ~~kxxxx~~ in those days/ there. Commercial spys ~~xk~~ all ~~kxxxx~~ over the place. I believe up to this point I have given a pretty good idea about ~~what has happened~~ the happenings events. and I would like to use the remainder the remainder of the portion of this tape to add a little of my personal philospy a little ~~of that~~ data about myself and give the line that I will folow from here on in in connection with the smearing tactics uh and shennanigans . First of all it seems that more than due times people have been interested in my personal philosophy. Let me say that my people have been in this country since before the revolutionary war. A matter of fact the early [redacted] came to Kentucky to take up a land grant as payment for services inthe revolutionary war. I hate communism with a passion. As a matter of fact very recently I completed the book by J Edgar Hoover 1958 edition, the title which is Masters of Deceit. The book is very good and certainly gives a lot of pointers to someone uh in evaluating ~~things~~ some of the things that have ~~XXXX

On one occasion in a liquor dispensery one man approached me and told me he was a communist and his name was reported to the local FBI. Mkx

Now, uh let me say first of all is that I've already said that I hate Communism with a passion. These people have one motive in dealing with us and that is to subject us kx if not by direct contact by subversion.

I am a free thinker, I permit no one to kxk meddle my thoughts. So communism does n't permit anything such as this. I am a Christian, I adhere to no particular church. I attend occassionally some Protestant Church. Sometimes its a Christian Science Church, Sometimes its a Christian Church, xxxxxxxxxxxxxxx I have attended Baptists Churchs as long as it x is a Protestant Church. I even studied metaphysics fxxxxxxxxxxxxx

the jyst of their personal philosphy and here's the key to the individual . Now, getting back to this space business. and the and the seeminingly start of some of these things uh and one correction here uh I said in maleria in 1953 previously ~~and~~ or listening ~~xxxxxxxxxxxxxxxxxx~~ back over this particuluar tape it was~~x~~ 1943 I'll correct that date.

Speaking of this space situation some of the religious leaders, particularly the Catholics, uh posttively do not want to concede~~m~~ the fact that people exist on other planets and other planes until they are forced to do so! A pope will have to come up with some new answers . Now Catholdism or any ism or religion should have no place in considering the military aspects of trips into outer space or space craft of ~~xxxxxxxx~~ various types coming here to reckon order the ~~xx~~ earth. And I think that these sky jockeys besides all the other training they need they need training in the metaphysical field and even beyond. So that the situations/~~x~~ ~~xxxx~~ with which they might find themselves they will have the mentality the personal philosophy the understanding of man's true nature , hi~~x~~ reason for being here, and this would sustain these people in moments of confusion and ~~fxxx~~ fear. It is something to have a man's wool philosphy of life, the very thing ~~xxxxxxxxxxxx~~ upon which he has b~~x~~uilt his entire life shaken out from under him.

But again I say time has gronw short. And these considerations must enter into any evealuation. The American people have a right to be posted so that they will not be scared to death. An Army security man once remarked to me in the early phases of this thing He asked me what I was trying to do ., scare the American people to death. Well I wonder what Sputnkik I did? and all these other things. The American people are intelligent and they can take what comes, what has to be handed out to them straight cold turkey. I hoped that somehow or another that some of this diffuculty can be resolved. And that my ability to make a living to be a good American is no longer interefered with, in any way if this does not happen with much more information than what is on these tapes will be kicked into the politcal arena. And well let it come out where ever it will.

I thank you very much for your time in listening, I hope that you will see fit to send someone to talk to me . I thank you. Voluntary licensening program in the state of Kentucky.

7 February 1955 King's Landing,
[redacted] California

[redacted]