

PROJECT 1947

UFO REPORTS - 1953

February, 1953



Naval Aviation News

Pilot Sees Flying Saucer

VC-3 Leader is Only Observer

VC-3—Four *Corsairs* from this squadron were flying down to San Diego for a qualification cruise aboard the *Valley Forge* when Lt. C. A. Johnson saw something that made him come alert.

Like a dutiful flight leader he called his three squadron mates to say "plane 12 o'clock about 20". Shortly after he noticed the "plane" was much nearer and heading straight for the flight on an opposite course and below.



F4U 5N Corsair in US Navy VC-3 Livery

He called the flight again, and while thus occupied the object passed directly below them "like a bat out of ----!"

Before he could stutter, "Hey, look at the flying saucer!" it was gone.

Johnson swears it was a saucer, about 30' in diameter, clam-shaped, of a dull aluminum finish and with no visible means of propulsion.

The rest of his flight, consisting of Lts. Crowley and Henke and Lt. (jg) Overton, saw nothing, heard nothing and ain't saying a word.

Monday, April 20, 1953

Washington, DC - Washington Star

Airmen Sight Strange Object

Soaring Over North Korea

By the Associated Press

SEOUL, Korea, Apr. 20—(Monday.)—AP—Four U. S. Army airmen Sunday reported seeing a small "white, rounded, delta-shaped object" flying at 60 to 80 miles an hour over Communist territory on the Korean western front.

An official intelligence report said the sighting was made north of Pork Chop and Old Baldy hills where heavy fighting has raged the past few days.

AN OFFICER with a front line division who asked not to be identified by name told Associated Press that other luminous objects traveling at super-sonic speeds of 800 miles per hour, had been observed in the Baldy-Pork Chop area and tracked on radar-- also within the last few days.

However the official G-2 report made no mention of these other incidents.

The release said:

"At approximately 1 p.m. today (Sunday) aerial observers in two separate planes flying routine reconnaissance missions, observed a white round, delta-shaped object.

"It was estimated to be five to seven feet in diameter. The observers had no idea of its thickness.

"It was traveling between 60 and 80 miles per hour in a vibrating motion. The course of the flight was northeast to the south-southwest over enemy territory."

Intelligence officer did not attempt to evaluate the report

The four airmen who reported seeing the strange object were pilots and observers of two light Army planes.

One pilot asked his name be withheld from publication. The other witnesses were Lt. Julius Morgan of Lythonia, GA, pilot; Lt James O. Rymus, of Kansas City, MO, and Lt Jack E. Myers, Seattle, Wash., both observers.

Flying objects have been reported over Japan in recent months according to official reports of the Japan Air Defense Command. They too were tracked on radar and described as having a vibrating motion.

An earlier AP story of 19 April had this added line

The altitude of the object was not reported.

Also the officer who released the report was further identified as a spokesman for an American division [perhaps 7th Infantry Division].

April, 1953



Naval Aviation News

JET PILOT CHASES ODD OBJECT

MCAS Cherry Point—A favorite ready room conversation for Second Marine Air Wing pilots has been the story of the “flying saucer” which recently outsped an F9F *Panther* jet flying more than 500 mph.

The jet pilot, 1st Lt. Ed Balocco, was on a local night flight from ALF [Auxiliary Landing Field] EDENTON when alerted by Norfolk Navy tower to watch for a silver object sighted from the ground near the North Carolina-Virginia line.

Over Washington, N. C, the VMF-224 pilot said, “I saw what looked like an airplane with red lights which appeared to be below me It moved from below me 10,000 feet vertically in a matter of seconds.”

Balocco said he poured on the coal and could not close on the object at first, then closed rapidly. At a distance of 10 miles, it looked about a quarter of an inch wide and three inches long to the lieutenant's vision. From that he considered it a "big" object, the color of white heat and throwing out a glow. It had what appeared to be two red lights on the left-hand side, flashing and bouncing off the end, inscribing an arc.



An F9F Panther Jet

As the object began pulling away again, the pilot radioed other planes in the area to help track it. Diving toward the spot where the object disappeared, Balocco thought he saw a flash but was unable to see it again. By then he was joined by Capt Thomas W. Riggs of the same squadron, who sighted an object flying near the coastline but could not identify it.

Similar flashes were reported by a Navy pilot from Norfolk and Gerald Midget of Oriental, N. C. Midget told of the flash being followed by a ground fire but no explosion. Marine helicopters later searched the area and found a small forest fire but no traces of a crash.

The object was first reported by a helicopter at 1747. Ground control intercept radar

failed to pick it up, but Balocco sighted it about 1800.

Balocco, a veteran of 550 jet hours and 1,000 flying hours, said visibility was so good that from 20,000 feet at Washington he could see the lights at Norfolk and the Cherry Point beacon. He had the object in sight three or four minutes.

Thursday, August 27, 1953

Rockhampton, Queensland (Australia) - Central Queensland Herald

FLYING SAUCER MYSTERY SOLVED?

WASHINGTON August 25— The magazine "Aviation Week", published a new report today on what the United States Air Force has found out about the upper atmosphere with "Moby Dick" balloons — whale-like bags which have often been mistaken for flying saucers.

Since the helium filled balloons made their appearance three years ago, the magazine said, many of the "saucer" sightings had coincided with their logged ascents and charted courses.

In an article based on the latest information from the Air Force, "Aviation Week" told why the balloons were taken for flying saucers.

The magazine gave this account of the experiments: The shiny surface of the plastic balloons is an excellent reflector of light. Long after the sun has set, they shine brilliantly with light reflected from the sun at altitudes of from 90,000 ft to 100,000 ft, almost 20 miles up. Vapour, dust or other foreign particles in the atmosphere makes

the light appear white, red, purple or green.

SPEED DECEPTIVE

Because of the difficulty of judging speed at high altitudes the balloons sometimes seem to be racing at a tremendous speed, whereas they actually are moving at 60 miles an hour or less.

One evening after sunset, many units of the Strategic Air Command in Texas were kept busy trying to catch and shoot down a flying object which was actually a "Moby Dick" drifting along in a glow of dust-refracted sunlight.

B-36 crews, accustomed to flying at high altitudes, gave up the chase when they were left behind. Jet fighters stalled trying to pursue the object above their ceilings.

The Air Force started the balloon programme in 1950. Much valuable research has been accomplished and more is expected before the programme is scheduled to end early next year.

The balloon flights have confirmed the fact that air currents travel in opposite directions at different altitude layers. The prevailing wind moves from west to east across the United States at about 50,000 ft, but about 10,000 ft higher the flow is sometimes the reverse.

41 Ovington Square.
Knightsbridge,
London. S.W.3.

The Commander,
Kirtland AFB

28 Dec 1966

Dear Sir,

Whilst reading through a copy of the 1953 Robertson Panels' report on UFOs, I came across a reference to a method of investigating UFOs proposed by the Kirtland AFB in the early 1950s.

I would greatly appreciate if you would inform me whether you have any data on file at your base regarding the above proposal which went under the code name of "Project Pounce."

Yours sincerely

/s/

J.J.A. Hennessey

JJAH: -D-F

SWSS-2

Unidentified Flying Objects

[Date Illegible 196?]

Mr. J. J. A. Hennessey
41 Ovington Square
Knightsbridge
London, S.W. 3, England

Dear Mr. Hennessey:

We have researched our records here at Kirtland and find no information relative to "Project Pounce."

It is my suggestion if you still desire this information, that further inquiries be directed to the Secretary of the Air Force, Attention: SAF-OI, Washington D.C.

Sincerely,

JASPER A. WESTBROOK, Colonel, USAF

Vice Commander

JEDWP/COMMANDER AIR TECHNICAL INTELLIGENCE CENTER WRIGHT-PATTERSON

AFB, OHIO

JEDEN/COMMANDER AIR DEFENSE COMMAND ENT AFB COLORADO SPRINGS COLORADO

JEDKF/COMMANDER CENTRAL AIR DEFENSE FORCE KANSAS CITY, MISSOURI

OIN 6515 PD ADC/ATTN: INTEL OFF PD CADF/ATTEN:

INTEL OFF PD UFOB PD REF AFR 200-2 CMA DTD 26 AUG 53 CMA THE FOLLOWING

INFO IS SUBMITTED PD REF PAR 6B SMCL 1A ROUND PD 1B TEN TO TWENTY FEET

IN DIAM PD 1C WHITE PD 1D ONE PD 1E NEG PD 1F NEG PD 1G NEG PD 1H NEG PD

1I NEG PD 2A NEG PD 2B NEG PD 2C NEG PD 2D DECENDING VERY SLOWLY PD

2E UNABLE TO FOL OBJ DUE TO DARKNESS PD 2F 26 MINUTES PD 3A GROUND VISUA

PD 3B NEG PD 3C NEG PD 4A 2359Z 17 NOV 53 PD 4B DUSK PD PAR 5 GEOREF EJP

4050 PD PAR 6A D.W. EARL CMA 4816 A YUCCA CMA LOS ALAMOS 1659 CMA

ASSIGNED IN LOS ALAMOS AREA CMA CONSIDERED RELIABLE 6B NEG PD 7A SCT

CLOUDS AT 260 DEG CMA 20 MPH PD 7B N/A PD 7C UNKN PD 7D FAIR PD

PAGE TWO JWFED 25A

7E SCATERED PD 7F NEG PD 8 NEG PD PAR 9 NEG PD PAR 10 SCRAMBLED

TWO (2) A/C CMA NO TALLY HO OR POUNCE DUE TO DARKNESS PD PAR 11 NEG

PD PAR 12 PREPARING OFF AND COMMENTS SMCLN CAPT CHARLES L DEWEES

CMA DIRECTOR OF INTELLIGENCE CMA 34TH AIR DIV (DEF) CMA KIRTLAND AFB

NEW MEXICO PD INFO REC INADEQUATE TO MAKE REASONABLE ESTIMATION

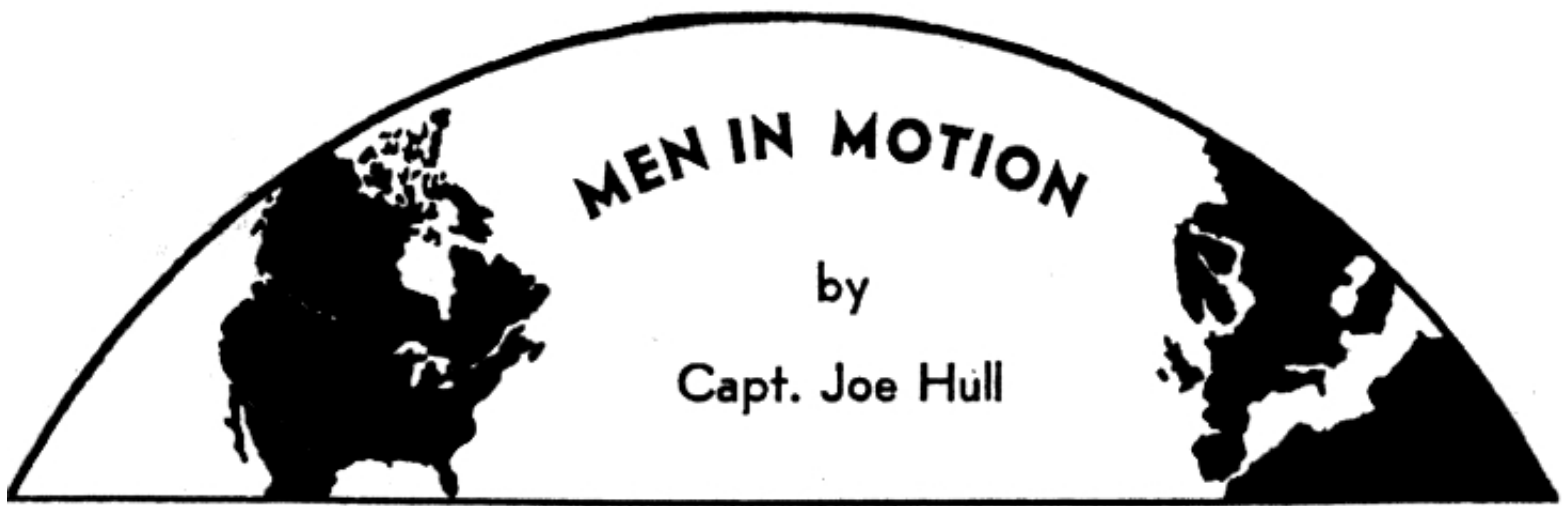
END

19/1840Z NOV JWFRD

Project 1947 Comment: The word "Pounce" in the second line, page two of this message may refer to "Project Pounce". It might also just be Air Defense Command slang, such as "Tally-Ho", which was a standard fighter pilot reference to "target sighted". We need an expert on 1952 jet fighter slang to determine whether "Pounce" was a word used in conjunction with the interception of aerial targets.

September 1953

The Air Line Pilot Magazine



OBITUARY OF THE FLYING SAUCERS

By Capt. Joe Hull

When historians compile their chronicles of the 20th century they will record an age of scientific progress unparalleled in the annals of mankind. Of the 2000 years since Christ, none will rate so much attention as that 100 years which brought the world the auto, the airplane, radio and television, wonder drugs, and atomic energy, with either its concomitant wars of dreadful devastation or a jittery world at "peace," poised precariously on the brink of self-destruction.

But if the scribes are faithful, in their chores they will record six of the most utterly fantastic years — an incredible period for such a modern age — that fell during the exact middle of the century, during which a series of events transpired that will appear so unbelievable as to tax the credulity of the men commissioned to write of them. Little wonder if they hesitate to set down the account of this ludicrous period in world history when men of all nations — but notably America — were agog with excitement over an apparition as nonsensical as the witches of Salem in the 17th century.

The historians will mark 1947 as the year the "flying saucers" came, an event with such exciting implications that the imagination of the whole world was fired to fever pitch and intelligent human beings found themselves reduced almost to the emotional level of their superstitious colonial or aboriginal forefathers, so intense was their devotion to this provoking and popular puzzle. During the hectic heyday of the saucer's mystical reign people discussed no other subject more, and on many occasions legitimate news was relegated to the second page of the daily journals. Nothing took precedence over the mysterious disks, which in spite of countless sightings by authoritative observers, successfully resisted all efforts at capture, either in body or upon photographic film.

The histories which our progeny will study should mark the year of 1953 as the end of the flying saucers. For it was in this year that the riddle which had plagued the world for seven breathless years was exposed for all to see by a man who steadfastly refused to allow fear, credulity, and superstition to overcome reason. His revelations restored some semblance of sanity to a society which had retrogressed shamefully backward along the path to the Dark Ages. America's gullibility has been an especial disgrace.

Dr. Donald H. Menzel is an eminent astronomer and scientist from Harvard University. His thousands of hours of searching the heavens by eye and by telescope, as well as his wealth of experience in the air, on the sea, and under the sea, provide him with ample qualifications to discuss the subject of flying saucers from the professional point as well as through the eyes of the layman. His new book, *Flying Saucers*, is an out-and-out masterpiece and it belongs in the library of every airline pilot, whether he has believed in the existence of these awe inspiring phenomena or not. Of all the books written on the subject, this is the first dealing in common sense.

It is right here I wish to confess that from the very first sighting of a saucer by

Kenneth Arnold over Mt. Rainier in 1947 (not really the first according to Menzel) I have believed implicitly in the existence of these nebulous will-o-the-wisps, passionately defending my views against all the "heretical" attacks made upon them. The seemingly authoritative sightings by quite a few colleagues (dozens of airline pilots have reported strange objects in the sky) only added more strength to a preponderance of evidence already present that here indeed the world was seeing something new. I did tireless research on the subject for six years, interviewing other pilots, control tower operators, hundreds of passengers, as well as laymen from all walks of life. I devoured voraciously every printed word on the subject, newspaper and magazine articles by the score, and I bought each new book as fast as it hit the market. These ran the gamut from Frank Scully's *Behind the Flying Saucers* (which was immediately branded as a hoax by thinking persons, *True* magazine verifying this last September) to Gerald Heard's highly speculative *Is Another World Watching?* Mr. Heard postulates to the point where he has huge honey bees from Mars building the saucers (like earthly bees build honeycomb) and flying them at the space ship speeds attributed to them. Donald Keyhoe, aviation editor of *True*, was the first to speculate on the interplanetary origin of the disks, a postulation that found ever increasing support, until today it is the theory held most plausible by saucer devotees.

Dr. Menzel, once and for all, explodes all the silly notions I have shared with millions of other people. But paradoxically, he does not deny the existence of the saucers or the sightings. *He readily admits the saucers are real* but he proves they are not what the sighter thinks they are. He explains away scientifically each type all the way from the great saucer of 1882 down through Arnold's 1947 saucers. Captain Mantell's Kentucky saucer, the New Mexico fireballs, the unknown lights of Japan are dealt with in painstaking detail. He saves until last the enigma of the Washington D. C. radar

saucers which bid fair to put the Republican Convention off the front pages last year when the story broke. This chapter should prove wonderful reading to those who believe implicitly in the infallibility of radar images.

Only in recent weeks the CAA has accepted his refraction explanation for the "Martian" blips which had the radar operators nonplussed and aghast on more than one occasion. The have proved his theory is the correct answer.

Dr. Menzel's presentation is dispassionate and methodical, his logic brilliant. His book reflects enormous research.

He proves by accepted standards that not one genuine, solid, material saucer has ever been photographed or proven by other means.

Most of the photographs of purported saucers have been absurdities. One of the best examples of this was the photo made by a Coast Guardsman in Massachusetts of three lenticular cumulus clouds, a type seen often by airline pilots. This photo fooled nobody but the gullible and sensation seeking saucer sectists, who comprise that curious minority who really want to believe in the occult. The humorous but factual discovery that a whitewashed stone in the parking lot in the foreground of the picture more nearly approximated the dimensions of what a flying saucer is supposed to look like than any of the three clouds did little to quell the foolish enthusiasm of the credulous followers of the disks. These fantasists really die hard.

Dr. Menzel has rendered a great service to his country and to the world. He has disproven hundreds of supposedly real flying disks by the simple expedient of thought process, consigning them forever to the limbo they deserve, along with witchcraft and sorcery, I am grateful to him for deliverance. From now on, my camera, which has been my constant cockpit companion for years, stays in the flight kit.

Project 1947 Comment: [Pan American Airways pilot and UFO witness, Capt. William B. Nash](#), wrote a spirited rebuttal to Capt. Hull's article and submitted it for publication to "The Air Line Pilot", the magazine of The Air Line Pilots Association. The editor praised Nash's article but informed him they already had an article from Major Donald E. Keyhoe set in type for publication in the next issue. Otherwise, the editor said, he would have used Nash's submission.

Nash's unpublished response to Hull's article was sent to Hull for comment. The correspondence which resulted provided a unique insight into the state of UFOlogy in the early 1950s. You can read some of the Nash-Hull letters [here](#).

Courtesy of Captain Nash, who provided access to his files to PROJECT 1947 founder, Jan Aldrich, and Thomas Tulien of the Sign Historical Group, we present his unpublished response to Captain Hull's article, entitled "The Flying Saucers Are Still Alive."

The Flying Saucers Are Still Alive

By this rebuttal, I hope to raise from the dead, (where ever Captain Joe Hull has buried them) the flying saucers.

I refer to his article ("OBITUARY OF THE FLYING SAUCERS") published in the September, 1953 issue of THE AIRLINE PILOT.

Captain Hull has chided all of us who have believed and do believe in flying saucers by his assumption that historians will look upon these "flying saucer years" as, to quote him, "a ludicrous period in World History when men of all nations — but notably America — were agog with excitement over an apparition as nonsensical as the witches of Salem in the 17th Century."

This attitude more than vaguely reminds me of an article I once read in a 1910 copy of one of the first aviation magazines; a publication called AIRCRAFT. The article was entitled "Aerial Warfare" (spelled just that way) and was written by Hudson Maxim. Mr Maxim's theme was "the aerial bomb, dropping from the high air, will never be widely destructive, reports of imaginative writers notwithstanding."

We were just as stupid in 1926 when we persecuted Billy Mitchell for opposing this unprogressive doctrine, in spite of the fact that in 1921 he blew the hell out of the battleship "Ostfriesland" with 2000 pound bombs.

Captain Hull claims to have been an implicit believer in flying saucers, and to have done tireless research on the subject for six years. **THEN** came Dr. Donald H. Menzel's book called *FLYING SAUCERS*, where-in for 319 pages and \$4.75 you can find out that saucers don't exist except as ice-crystals, mirages, moonlit cloud formations or some other form of visual deception.

Egad! What a convincing writer this Menzel must be: Either that, or I'm afraid that Captain Hull's "tireless research" was not painstaking enough to cover the many sightings which involved human senses other than the sense of sight, for it is only "sense of sight" observations that are allegedly "explained away" by the good Doctor. This book is as foggy with evasions as a gambler's tax return, and completely ignores the great mass of undeniable evidence on record that does not agree with its theories.

Unfortunately, it has gotten much more attention than it deserves, because people as a whole do not wish to believe in anything they do not understand. Psychologists say that this is a result of the pace of modern civilization which is creating feelings of insecurity among us; that we reject things we do not understand because it is more comforting to do so — hence the great appeal of Dr. Menzel's book, which does away with those nasty saucers.

The Air Force orates like a clam on the saucers to the general public, but if Captain Hull had wanted to know how they regard Dr. Menzel's book, he could have read the comment in a recent National magazine by Major General John A. Samford, Chief of Air Force Intelligence. Major Samford is in charge of "Project Saucer". He said, when asked about Dr. Menzel's theories, "the Air Force cannot yet accept it as a satisfactory explanation. Furthermore, it would not account for all reports, by any means."

In a recent Air Force briefing given to Reserve Air Officers by an Air Force Major, the Major was asked about Menzel's book. He replied that it was beautifully written, but the Air Force didn't think anything of it. He proceeded to quote one instance which ruled out Menzel's theories.

The Major said that even a beginning radar operator can detect the effects of temperature inversion, which must be severe to create the condition to which Menzel refers. On a night when no temperature inversion existed strange things occurred at the Washington airport in July of 1952.

Early in the evening, and lasting until five A.M., clusters of unidentifiable objects appeared on all of the military and civilian radar screens in the area. Two interceptor planes were brought in from an airfield 50 miles away in Delaware. They saw the objects on their own radar screens and also located their lights visually. But, as they

flew into the area all of the objects disappeared instantly. The interceptors flew about looking for them until their fuel ran low, and had to return to the airfield, whereupon the objects again reappeared, in greater numbers than before. The interceptors returned and reported by radio that they had sighted the objects. Ground observers could also locate the objects with the naked eye in the heavens.

One pilot secured a radar fix on an object and began to close in on it. He suddenly reported that at least a half a dozen of these lighted objects were converging on him. His plane could be seen on the ground radar screens along with the mysterious objects rushing toward him, just as he had reported. Suddenly he cried out, "My God, they're gone!" and as he said this, ground observers saw these objects disappear from the radar screens.

The only theory that the Air Force can advance about this rapid disappearance is that the objects went straight up or reversed directions with such inconceivable speed that neither radar nor the human eye could follow them.

This occurred on July 29th. I can readily believe that these objects travel that fast, because on July 14, Bill Fortenberry and I watched eight 100 foot discs cover 50 miles in 12 seconds only 2000 feet above sea level near Norfolk, Virginia. When someone says "reflections" to us, we feel like batting them in the head, but then we remember that they didn't see them with us, so we proceed to explain why they could not have been reflections in spite of the fact that we knew they were not at the moment we saw them.

First of all, their light, which was a 100 foot diameter of bright red-orange, was too brilliant to be a reflection, which is always dimmer than its source. Two; they passed over part of a brightly lighted city, and were twenty times the brilliance of any lights

below them. Three; there was no inversion or haze layer, and the nearest clouds were at twenty thousand feet. Visibility was unlimited. Four; they turned on edge, and when we last saw them they must have been at least twenty thousand feet high. Five; they blinked off and on when they were only a mile from us straight down. Six; try to imagine a being in a nearly pitch dark room, then suddenly have someone open a coal stove that had been air blasted to full brilliance inside. Then let some astronomer tell you that you saw a reflection!

As far as photographs of these objects are concerned, they have been photographed many times. (Those radar screens were photographed thoroughly, too) Of course, Dr. Menzel has chosen to disregard them. He is on safe ground here, because the best photographs are in Air Force possession, and they are not about to share them, for a while, at least. It appears that astronomers only believe other astronomers. Very few of them have ever seen the planet Pluto, but none of them doubt its existence.

Saucers have been smelled, heard, (even before they were seen by the observer) and in a sense, felt, in that human beings have been physically moved by them and burned by them. Also their pungent odor has made people sick and their throats burned for several hours after the Inhalation. There have been many reports like this, and they have been public record. How could Dr. Henzel ignore these experiences? The Air Force does not classify them as hoaxes. They couldn't very well do that after having carried away from one scene samples of grass burned to a white ash around a circular impression in the ground. They measured this depression and also took samples of grass containing an oily smelly substance, just as the observers had described. Quite a capable mirage!

The Air Force tells its personnel that they have investigated over 3000 sightings, 25% of which have been ruled as authentic and unexplainable. They have said, and I quote

directly, "The study prepared by noted scientists and Air Force experts expresses the belief that some of the mysterious flying objects are genuine and that they originate from sources outside of this planet". How could any statement be plainer?

However, they tell the general public that saucers must be balloons or other "air-junk", for which, I believe, they have a very good reason. I know the Air Force is interested. They flew five investigators from Washington to Miami to interview us after our sighting - and the interrogation lasted two hours - in separate rooms, and they worked from a long printed questionnaire.

Near the end of 1952, the Air Force was about to publish part of their findings, but they pulled their gear up again and never did so. I quote here part of what they did publish in Robert S. Allen's column of Sept 26, 1952; "Chiefly deterring the Air Force from publishing certain portions of their report is fear that the sensational nature of the findings may cause undue public alarm." These findings were described as, "fantastic, but true."

The flying saucers are the biggest thing that has happened to this old globe since B.C became A.D., and it would be a pity to miss any of it.

There are so many arguments and such an avalanche of evidence against Dr. Menzel's theories that it would take many books the size of his to counter the damage he has done.

What I want to get across is this. Don't be a sucker and believe him. He's one hundred and eighty degrees wrong.

— William B. Nash

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

In reply refer to

27 JUL 1953

AFOIN-ATIAE-5

Mr. William B. Nash
400 Ridgewood Road
Biscayne Key
Miami 49, Florida

Dear Mr. Nash:

Project Blue Book has received your letter dated 9 July 1953 requesting the status of the investigation of the 14 July 1952 report from Norfolk, Virginia area. This report in which you and Mr. W. H. Fortenberry sighted six disc-shaped objects is still under investigation by Project Blue Book and has definitely not been closed. At present, this report is being carried as unsolved. Approximately twenty percent of the 1952 reports are carried as unsolved.

It is hoped that this information will answer your questions and if, in the future, any conclusion is reached you will be notified.

Yours sincerely

/s/

ROBERT C. BROWN

Major, USAF

Adjutant

October 1953

The Air Line Pilot Magazine

Flying Saucer — Fact or Fancy?

In an exclusive article to THE AIR LINE PILOT a well-known author reveals new facts on a controversial subject.

About the Article

When Capt. Joe Hull's article, "Obituary of the Flying Saucers," appeared last month, THE AIR LINE PILOT had no idea of the furor it would whip up. From letters received from our readers, the subject is obviously far from dead. "Give us another article, one for us 'believers,'" was the composite gist of their requests. This is it. The author, a freelance writer, has written numerous articles on Flying Saucers and is authoring a forthcoming book, "Flying Saucers from Outer Space." This article is based on

research and facts compiled in the writing of that book. It has been cleared by the Department of Defense and contains some facts released to the public for the first time. This story may not be reproduced, in whole or in part, without the express permission of the copyright owner, Henry Holt and Co., New York.

By Major Donald E. Keyhoe, USMC, Ret.

IN a recent issue of the Air Line Pilot, Capt Joe Hull predicted that 1953 should mark the end of the "flying saucers." After several months behind the scenes at the Pentagon, I believe Captain Hull has been misled like other sincere converts to the theories of Dr. Donald Menzel.

Since 1951, unknown to most Americans, a small group of high Government officials has been secretly briefed on the saucers by Air force Intelligence officers. During the past year, with Air Force clearance, I have seen a large part of the evidence used in these secret briefings. This evidence has included over 40 of the most important unsolved sightings in the files of the Air Technical Intelligence Center. In addition, ATIC has furnished me with official statements flatly refuting Dr. Menzel's explanations.

Like Captain Hull, I have carefully read Dr. Menzel's book, *Flying Saucers*. In view of Menzel's reputation and scientific standing, his claims surprised me; none of his answers jibed with official evidence already in my possession. To make doubly sure, I put several questions to Project Bluebook, the saucer investigating agency at Dayton. Here is the first part of their official answer, released to me for publication in my new book, "Flying Saucers From Outer Space."

"These explanations were known to the Project, and carefully considered, long

before Menzel published his theories. They explain only a small per cent of the sightings ... At the request of ATIC, prominent scientists analyzed Menzel's claims. None of them accepted his answers Dr. Menzel was invited by Project Bluebook to apply his theories to any of all of the unexplained sightings, using Project records cleared for this purpose. He has not availed himself of this offer"

In view of this, Menzel's easy solution of specific sightings takes on a new light. One which he explained was the Mantell case. As most airline pilots know, Capt. Mantell was killed when his F-51 disintegrated during a saucer chase. The strange object he chased was seen by thousands in Kentucky, including pilots and tower men at Godman Field.

According to Dr. Menzel, the pilot was lured to his death by a "sundog." To check on this, I queried Project Bluebook:

Question: "Does the ATIC accept Menzel's sundog explanation of the Mantell case?" Answer: "No,"

Next, Dr, Menzel "explained" the 1948 sightings by EAL pilots near Montgomery, Alabama. The strange, wingless ship they reported was also sighted by Air Force observers at Robbins Field, Macon, Georgia.

Dr. Menzel's answer: The witnesses were misled by a mirage — the effect of a temperature inversion. The Air Force answer to this: "The ATIC does not accept Dr. Menzel's explanation of the EAL sightings in 1948 near Montgomery, Alabama."

In a third famous case, that of Lieut. George Gorman, Dr. Menzel said the light which Gorman chased was only a light reflection from a distance, caused by a whirlpool of air

over his F-51's wingtip.

Again, I checked with Wright Field. Here is their answer: "The ATIC does not accept Menzel's light reflection solution."

Frankly puzzled, I couldn't understand how Menzel had reached his conclusions after seeing all the Air Force records — I was positive he would not have tried to explain the sightings without all the evidence. To make certain, I asked ATIC about this point:

Question: "Did Dr. Menzel obtain all the available records in these three cases?" Answer from ATIC: "He did not obtain this information. In answer to a query, he was offered all Project data on these and other cases, through usual channels. We have heard nothing further from Dr. Menzel in regard to this."

Considering this, Menzel's complaint about lack of Air Force cooperation seems a bit cockeyed:

"Scientists who might have easily provided the key that would unlock the secrets of the saucers did not receive detailed information necessary for a serious study of the whole problem."

Nailing down their statements on the temperature-inversion theory, ATIC gave me factual proof in three released sightings.

First, a sighting at Bellefontaine, Ohio, August 1, 1952. About 11 a.m., a glowing disc was seen from the ground, and also picked up by GCI radar near Wright Field. Two F-86s were vectored toward the object. Both pilots maneuvered to make sure it was no

reflection, then climbed to above 40,000 feet, attempting camera runs. During this time, the radar gunsight on one F-86 caught the UFO (Unidentified Flying Object). The other plane's radar sight was caged. On a second run, one pilot clicked off several feet of film, which later showed a bright, round shape. The edges blurred because of the distance. (The UFO was estimated to be between 12,000 and 20,000 feet above the jets). Here is the official ATIC analysis, cleared for me:

"The ground radar squadron established two facts: That the UFO moved at 400 knots, that the F-86's and UFO appeared simultaneously on the GCI scope. It is obvious all eyes and antennas put a fix on the same object . . . not a balloon, since speed was too fast . . . the object moved against the wind, its blip size that of a normal Aircraft. It was not a known A/C because the altitude was too high. It was not astronomical as the dual radar returns eliminate this."

Then the ATIC proceeded to kick the Menzel theory squarely in the teeth:

"The electronic or visual mirage of meteorological phenomena is out of the question as the radar set was on high beam and both would not occur simultaneously in the same place. The sighting occurred above the weather. Conclusion: Unknown."

In a similar simultaneous radar and visual sighting, near Port Huron, Michigan, the ATIC gave me this official conclusion:

"The temperature inversion theory will not explain simultaneous visual and radar sightings when observers on the ground and in planes see a UFO at the

same spot, when a plane's radar has locked on the object, and ground radar stations have both the plane and the UFO on their scopes at the same spot.

Conclusion: Unknown."

Finally, in the famous Washington sightings, in July of 1952, the Air Force absolutely repudiated its earlier temperature inversion suggestion — and gave me an Air Force spokesman to make it official. But first, I checked for weeks at WNA Control Center and with top radar engineers, and leading scientists at least equal to Menzel in reputation, if not more so. One was Dr. Hagin, Chief Radio Astronomer of the Naval Research Laboratory. Here is what Dr. Hagin told me:

"Even with a heavy inversion, conditions would have to be very unusual to cause effects like those reported at Washington. I'd say it was impossible, with blips pinpointed by three radar stations and lights seen simultaneously at the same points."

"How much inversion is needed for ordinary effects?" I asked him.

"At the very least, 10 degrees Fahrenheit — to get really strong effects, it would have to be much larger. Even then, it couldn't explain the simultaneous sightings."

I checked with the Weather Bureau experts at the airport. The inversion on the first week-end had been just one degree Fahrenheit; barely two degrees, the second time. Later, I asked for the official Air Force answer. Major Lewis Norman, a jet pilot and an expert on radar and temperature inversions, was assigned for this purpose.

Confirming what Dr. Hagin had said about the required inversion — Norman set it at "between 9 and 18 degrees, Fahrenheit" — he added:

"The low inversions on both occasions could not possibly explain the Washington sightings."

I can readily see why Captain Hull and others accepted Menzel's book as gospel. But Menzel's answers, according to top scientists working with ATIC, explain only a very small number of saucer sightings.

It may interest the members of ALPA to know that for months the Air Force and Navy secretly analyzed some important saucer movies taken by Navy Warrant Officer Delbert Newhouse, in 1952.

These pictures show a formation of round, glowing objects maneuvering at high speed. Final conclusion of ATIC and Navy Photo-Interpretation: *No known conventional objects.*

Certain Air Force officers at the Pentagon planned a public press showing of the film, with a frank admission for the public that the objects were real, and beyond the performance of any known aircraft. But after a fight by the Pentagon "silence" group, this plan was killed, and the pictures kept secret.

In my opinion, no one who examines the official reports released to me can doubt that the saucers are real. Repeatedly, Air Force pilots sighting them have insisted they are "some kind of revolutionary machine, with a performance capability beyond that of any known aircraft on earth."

In an official Air Force document, it is stated that an increasing number of officials linked with the investigation are convinced "that the saucers are interplanetary, if the controlled maneuvers reported by many competent observers are correct."

After 4 years of investigation, I am also convinced that this is the only logical explanation.

Monday, November 23, 1953

Miami, Florida - Daily News



ROBERT S. ALLEN

More Flying Saucers

Washington, Nov. 23 — There is a new of batch significant “flying saucer” developments. While these mysterious objects haven’t been in the headlines of late, they are still frequently and authoritatively reported throughout the world, and facilities and efforts to fathom them are increasing both in the U.S. and abroad.

Following are important developments that can be published:

The Air Force is preparing another special report on flying objects.

The Navy has established a research agency of its own to study these aerial devices.

Conducting Probes

Six other countries now have official organizations conducting probes of these mysterious objects. They are Canada, Britain, France, Sweden, Norway and Russia.

So far, in the U.S. alone, more than 200 sightings have been reported this year.

The Air Force will again take a "yes-and-no" position in its forthcoming report.

Claims and rumors about space ships from other planets, and secret foreign aircraft will not be confirmed. However, neither will they be wholly rejected. The Air Force's experts will carefully make certain reservations.

They will admit being unable to explain some 15 per cent of the investigated sightings.

More than 3,500 such reports have been received by the Air Force in the past six years.

Most of them, after thorough study, have turned out to be either weather balloons, astronomical and climatic phenomena, birds, light reflections, airplanes, or radar and other electronic disturbances.

Finest Equipment

But 15 per cent of the sightings do not fall into these categories and the experts have no answers for them as yet. They could be this, that or something else.

The Air Force's "flying saucer" research staff includes the best scientists and technicians in the country, assisted by the latest and finest equipment. Newest addition to that is a number of specially-constructed high-speed cameras.

Air Force authorities are still debating whether to publish anything produced by these stations. They are located in strategic sections of the country particularly in the vicinity of atomic plants where sightings are frequently reported. That is one of the most significant facts regarding these mysterious objects.

Saturday, November 21, 1953

Charters Towers, Queensland (Australia) - The Northern Miner

“Flying Saucer” Recognized

LONDON, Friday. — The British War Office has officially recognised the flying saucer.

The War Office report said an anti-aircraft unit in south east London on November 3 picked up a signal on its radar screen unit [and] followed the track of the “object” which appeared “circular or spherical white in colour.”

The object was also seen through a telescope by men of the same unit on the same day.

The Air Ministry said all reports of possible “saucers” were investigated, but in 95 per cent of the cases there was a natural explanation. They were either meteorites or reflections of sunlight or moonlight on aircraft, it added.

“But in the remaining cases there was no explanation. There is no conclusive evidence for saying that flying saucers do or don't exist,” the War Office report concluded.

Thursday, November 26 1953

Rockhampton, Queensland (Australia) - Central Queensland Herald

Traced Course Of Flying Saucer

LONDON. November 19—The British War office today officially recognised the flying saucer.

A War Office report said that an anti-aircraft unit in south-east London, on November 3, picked up a signal on its radar screen unit and followed the track of the "object" which appeared "circular or spherical white in colour." The object was also seen through a telescope by men of the same unit the same day.

The Air Ministry said tonight that all reports of possible "saucers" were investigated, but in 95 percent of the cases there was a natural explanation. They were either meteorites or reflections of sunlight or moonlight on aircraft.

It added: "But in the remaining cases there was no explanation. There is no conclusive evidence for saying that flying saucers do or don't exist."

Monday, November 30, 1953

Brisbane, Queensland (Australia) - The Worker

News and Views From Everywhere

What Next?

"Flying Saucers" reported from four Western capitals recently could be reconnaissance patrols from another planet, according to a theory from experts' views. Major Keyhoe, a leading American investigator of "saucers", said recently that people on earth wishing to observe another planet would send up a "mother spaceship" from which small patrol

craft could be launched. If attacked by fighter planes from the "other world" they would zoom away out of danger. This was just as "saucers" picked up on a London anti-aircraft regiment's radar set on November 3 had behaved, said Major Keyhoe yesterday. That explanation would supply the answer to the saucer mystery.

Earthmen who wanted to observe Mars would set up bases on moons which circle Mars. Men from Mars may equally well have established a base on the earth's moon. Flying saucer reports always come just when Mars reaches the closest point to the earth in its orbit. The Air Ministry has dismissed 95 per cent of saucer reports as explainable by natural phenomena. But three members of Parliament have given notice of questions in the Commons this week about the remainder. The Air Ministry says that in the other 5 per cent of cases experts have been unable to reach any conclusions. Canada, America and South Africa have investigated reports of saucers. Canada has built an official "saucer spotting station" near Ottawa. In star systems near the earth there are 22 planets on which astronomers believe life could exist. They think it reasonable to suppose life does exist on them.

— London message in "Sydney Sun", November 23, 1953.

