

February 13, 1956

1911 Josie Avenue
Long Beach 15, Calif.

Mr. Max B. Miller
Flying Saucers International
Post Office Box 35034
Los Angeles 35, Calif.

Dear Mr. Miller,
As I told you over the phone today, I don't have any prepared publicity data and I'm not sure if Doubleday has any. I think that the fastest way to get you something is to give you some original information.

As far as biographical data are concerned, I will give you a brief bit on my life and you can use what you want—any, all, or none.

I was born in Iowa in 1923 where I attended both grade and high school. I graduated from high school in 1941 and in the fall of that year I enrolled in college. World War II started and I enlisted in the Army as an aviation cadet. I was called to active duty in 1942 and went through bombardier-navigation training. When I graduated from cadets I went to a submarine patrol outfit and flew submarine patrol off the Atlantic coast for several months. During this time I also went to radar school and graduated in one of the first classes of airborne radar operators. From submarine patrol I went to a B-29 wing and, after several months of training, went overseas. This was the first B-29 wing to go into combat and I flew as a lead bombardier and navigator on a B-29 out of India and China for about nine months then our wing went to Tinian Island.

During the war I picked up five battle stars, two theater combat ribbons, three Air Medals and two Distinguished Flying Crosses. When the war ended I was released from active duty and went back to college. While I was in college I flew in an Air Force Reserve troop carrier wing as a navigator. I graduated from Iowa State College in Ames Iowa, in 1951 with a degree in aeronautical engineering.

A few months after my graduation I was recalled to active duty because of the Korean War and was assigned to the Air Technical Intelligence Center at Wright-Patterson AFB, Ohio. This unit is a direct-oracle of Headquarters Air Force Intelligence. I was assigned as a technical intelligence specialist. After participating in several very highly classified projects I was given the task of organizing and directing Project Blue Book. I was in charge of this project from the time that it was organized, early in 1951, until I got out of the service in 1953.

During the time that I was in charge of Blue Book^①, my staff and I analyzed over 4,500 UFO reports. These were reports that came in from military intelligence officers in the field through the FlyObRpt (Flying Object Reports) reporting net that was set up by an Air Force directive. I personally traveled some several hundred thousand miles investigating many of the better reports that we received. Among them were the more famous ones such as the Lubbock Lights, the Washington National Airport Sightings. In addition I investigated many very good reports that were never released to the press prior to the publication of my book. I reinvestigated such old reports as the Mantell Case, the Gorman Case, and many others and I had the responsibility for having the famous Tremonton Movie and the Great Falls Movie analyzed. I sat in on all of the UFO policy making conferences that were held during the time that I was in charge of Blue Book and gave briefings to every major Air Force command in the United States.

I think that the results of my investigations and my personal feelings on the subject are adequately brought out in my book so I won't go into them.

At the present time I am employed with a West Coast aircraft manufacturer. (Please don't identify my employer any more than this as I don't want to be getting mail and calls at the office.) I am a research engineer on special guided missile and aircraft contracts.

The above sums up everything that might be classed as biographical data.

Now for a statement that you may use that might be of general interest to your readers. As you suggested, we'll use the recent Air Force press release.

To begin with, the newspapers, or at least many of them, seemed to have badly misconstrued this release. The press bits that I saw intimated that the Air Force was saying that such things as vertical takeoff fighters, the new AVRO "saucer" and several other aircraft of radical design had been sighted by people and mistaken for UFO's. I have the release and this was not the case. All that it said, possibly in an effort to throw cold water on the UFO reports, was that in the future such aircraft might be reported as UFO's. If the press, or at least those that played up these types of aircraft as "the answer", had been on the ball they would know that there are only two VTO aircraft in existence; that these two aircraft are at Edward's AFB; and that they do not stray but a few miles from the instrumented test ranges at Edwards. It will be several years, probably, before this AVRO saucer-shaped aircraft ever flies. All of these data have been published in Aviation Week magazine.

Probably the most astounding part of the press release, at least to me, was the statement that a report "based on a study by a private scientific group under the supervision of the Air Technical Intelligence Center" concluded that all but a very few UFO sightings could be explained. This was a shock to me because I was the one that had

this study made, I worked with the people that made it, and I know how they made it. In the first place the study wasn't made to try to solve the overall UFO problem. It was an attempt to see if a statistical study of UFO reports would give any indications that the UFO's actually were something that we knew nothing about. In other words something unknown, be the unknowns interplanetary sapceships, a new natural phenomena, some type of aircraft from some country on this earth, etc. The answer was, after spending a considerable amount of money, statistical methods were no good for a study like this. They didn't prove a thing. The results were such that by interpreting them in different ways you could prove anything that you wanted to. This is not a good study. I was out of the Air Force by the time that the report was published in its final printed form but I saw the unpublished draft and had written it off as worthless.

Another interesting point is that the report was finished in September 1953 and it wasn't released as the "latest hot dope" until October 1955.

I hope that this info that I have given you will be of some value. I'm sure, from reading the back issues of SAUCERS that you so kindly sent me, that you will be able to put together an interesting story, I certainly appreciate your giving the book a plug and I'm sorry that I took so long to get the material to you.

If you have any additional questions, give me a call.

Yours truly

Edward J. Ruppelt

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