

Dear Francis,

early August 2007

I finished reading your essay ("Roswell & the Wave of '47") about a week ago, and am just now getting around to writing.

The essay's good, and, as I have spent so much time with my head in that old history of our favorite hobby, I welcome all the respectable research that I can read.

I'd like to pass on a few meagre comments for whatever good they might do. Regarding the base structure at Wright-Pat: as you know the base is a glued-together organization which has three different foci (I-1, I-2, and I-3 in the old days). I-1, to the east, is Patterson Field, which was a relatively normal airbase, whose commanding officer was junior to the powers in I-2 and I-3. I-3, to the west, was the hi-technology "engineering" area, Wright Field, where the eggheads resided and this included several Nazi post-war "imports". In between, but on the Patterson side is just I-2, the AMC/ATC "Intelligence" division, home of Sign, Ruggett et al. I-2 can be taxi'd to by landing at Patterson. If you could taxi to I-2 by landing at Wright, it wouldn't be a normal procedure, and I don't believe that they did things that way.

During WWII and just after, the boys picking up aircrash "junk" from the war were flying them (the pieces of planes, etc) into I-3 for the engineers to analyze — not to I-2 for the "intelligence" guys. That made sense. The engineers (even Mack McCoy and Alfred Loebding) had their offices (McCoy & Loebding double located) in the I-3 area, and I-3 was where the big "spaces" and equipment was.

I believe that the Roswell "stuff" went to T-3, not T-2.  
These are my reasons, weak as they are:

- a) T-3 did that job & was geared to it;
- b) T-3 had the on-site brains for it;
- c) T-3 had large facilities which could be made secret;
- d) The Old rumors have always said Wright, and although there's no "Hangar 18", there is a building 18 which looks (by position & function) to be a good candidate for all this;
- e) One of Schmitt's witnesses (Henderson? or I think one of the 1st hands) said he flew to Wright field.

Well, I suppose all that could be viewed as trivial, but it points out one other thing to me if it was true — the T-2 personnel need not have been in this particular loop. I'd guess McCoy and Twining were, and maybe that's why McCoy was very particular about misrepresenting the status of "no crashes" in the so-called "McCoy memo" — in an ultra Top Secret situation he'd been told to absolutely minimize the distribution of knowledge that there might have been a crash. (If the generally-constituted USAF Scientific Advisory Board had no need to know this particular "operation" — it wasn't their job.) Leaks & gossip undoubtedly trickled around WR-PAT, and some ultimately got to "us", but the bulk of T-2 was probably left guessing, just like the bulk of everyone else (USAF, CIA, etc).

That's what (maybe) I know. I've attached a couple of maps for whatever use they might be.

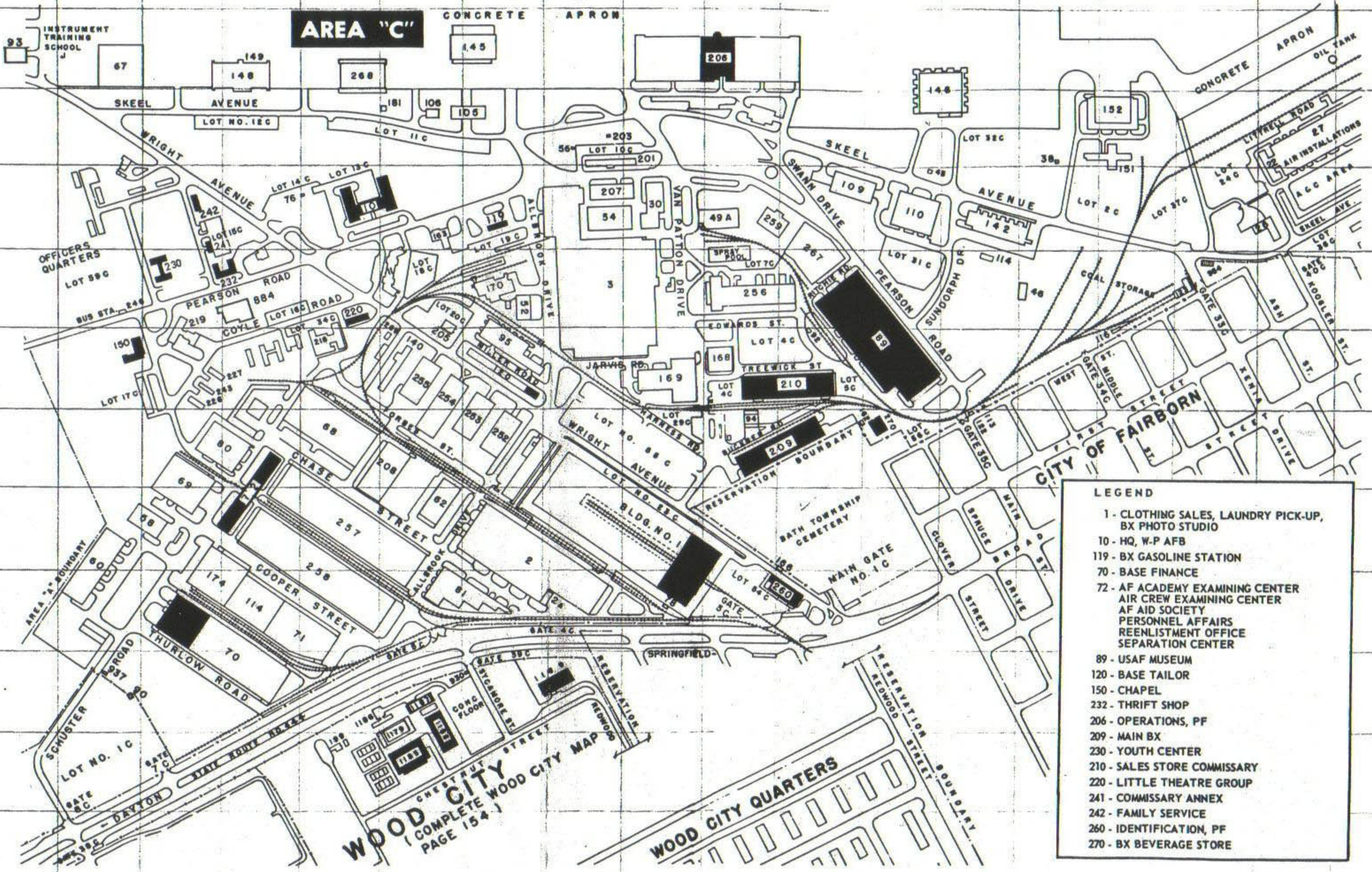
God Bless & Peace,  
Mike Swords.

P.S. I'd like to hear you continue to analyze the peculiar sightings pattern you've teased out.

# T-1 (Patterson)

## AREA "C"

CONCRETE APRON



- LEGEND**
- 1 - CLOTHING SALES, LAUNDRY PICK-UP, BX PHOTO STUDIO
  - 10 - HQ, W-P AFB
  - 119 - BX GASOLINE STATION
  - 70 - BASE FINANCE
  - 72 - AF ACADEMY EXAMINING CENTER  
AIR CREW EXAMINING CENTER  
AF AID SOCIETY  
PERSONNEL AFFAIRS  
REENLISTMENT OFFICE  
SEPARATION CENTER
  - 89 - USAF MUSEUM
  - 120 - BASE TAILOR
  - 150 - CHAPEL
  - 232 - THRIFT SHOP
  - 206 - OPERATIONS, PF
  - 209 - MAIN BX
  - 230 - YOUTH CENTER
  - 210 - SALES STORE COMMISSARY
  - 220 - LITTLE THEATRE GROUP
  - 241 - COMMISSARY ANNEX
  - 242 - FAMILY SERVICE
  - 260 - IDENTIFICATION, PF
  - 270 - BX BEVERAGE STORE

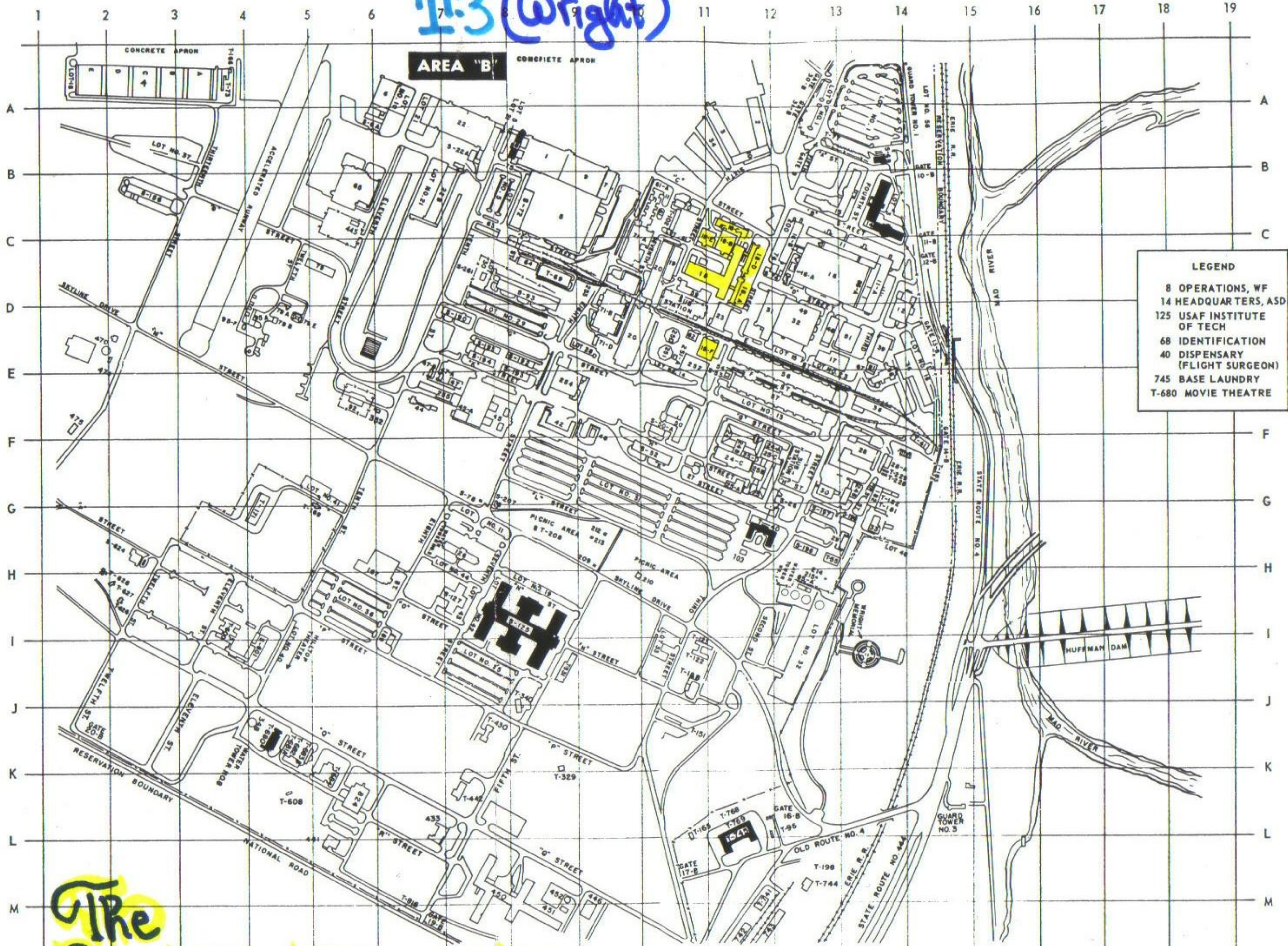
**WOOD CITY**  
(COMPLETE WOOD CITY MAP  
PAGE 154)

**WOOD CITY QUARTERS**



T-3 (Wright)

AREA 'B' COMPLETE APRON



LEGEND	
8	OPERATIONS, WF
14	HEADQUARTERS, ASD
125	USAF INSTITUTE OF TECH
68	IDENTIFICATION
40	DISPENSARY (FLIGHT SURGEON)
745	BASE LAUNDRY
T-680	MOVIE THEATRE

The Building 18 complex: a good bit of what was researched in 18 was labelled "advanced aeroglutson research".  
in T-3

Note that a public hi-way separates the bases...

Wright  
Field.



Patterson Field. ↙  
I-2 is on this  
side of road,  
lower right of  
center.



Wright Field, c. Project Sign days  
(which, altho drawing personnel  
& expertise, would not be  
housed here.)