DECLASSIFIED

Project Number : NND 857584

RG	Entry No.	Box No.
341	213	111

RG 341 RECORDS OF HEADQUARTERS UNITED STATES AIR FORCE

OFFICE OF THE DIRECTOR OF INTELLIGENCE.

MAIL AND RECORDS SECTION.

DECIMAL CORRESPONDENCE FILE. 1947 - 54.

320. ORGANIZATION-GENERAL 1948-49

THRU
320.2 AIR PROVING GROUND 1948-49

BOX NUMBER 111 1989

320.2 AIR MATERIAL COMMAND 1946-48

320.2 Air Materiel Command

413.53 Photographic Equipment

452.1 Intercept Aircraft

12 Feb 1948

FROM: AFOIN

TO: Director of Plans and Operations

R&R #1
SUBJECT: Flying Discs

1. By letter from this Headquarters, dated 30 Dec 1947 with subject as above, the Commanding General, Air Materiel Command is instructed to "set up a project whose purpose is to collect, collate, evaluate and distribute to interested government agencies and contractors all information concerning sightings and phenomena in the atmosphere which can be construed to be of concern to the national security".

2. The Commanding General, Air Materiel Command feels that the responsibility assigned to him for collecting and developing information and intelligence on the "flyihg discs" should be complemented by a requirement that all Air Force installations in the United States and Alaska provide a minimum of one each fighter or night interceptor type aircraft, with necessary crews, on a continuous alert basis. These aircraft should be equipped with gun camera, and such armament as deemed advisable, in order to secure photographs necessary to the obtainment of all possible data on any reported ans sighted unusual phenomena, of the "flying disc" type, in the atmosphere.

3. It is envisaged that each Air Force installation maintaining aircraft on an alert basis for this purpose would investigate all unusual flying objects reported from any source in any area over which it has cognizance. Such a program would obviously require a detailed Standard Operating Procedure, in the preparation of which Air Materiel Command should cooperate.

* * *

FILED UNDER: 000.9 Flying Discs

RETRIEVALS OF THE THIRD KIND

A Case Study of Alleged UFOs and Occupants in Military Custody

By Leonard H. Stringfield

April 5, 1978

Revised July 20, 1978

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Presented at the MUFON Symposium

July 29, 1978

Author's Address

4412 Grove Avenue
Cincinnati, Ohio 45227

said he's not allowed to talk about it, and that he will tell everything he knows after President Carter makes an announcement."

In the Fall of 1977, Mrs. SI became so obsessed in her UFO pursuits that she became ill, followed by a long period when she did not communicate. Then one evening she called and politely announced that she had abandoned her interest in UFOs. She thanked me for my offers to help during her period of stress and again reminded me that Carl would not talk about his affair at Wright-Patterson.

COMMENT:

No one can blame Carl for upholding his sworn oath to secrecy. I believe that the information recounted by his wife is accurate. The year, 1973, when the incident occurred was confirmed by an Intelligence source, but no details were given.

ABSTRACT 18

On April 7, 1978, Steve Tom, NBC radio newsman, Chicago, and I were linked up by phone for an interview with a former Air Force Intelligence Officer, Major J.M. residing in Houma, Louisiana.

Major J.M., I learned, shared some common grounds with me. He had also served in the 5th Air Force in the Pacific Theatre during World War II, and had been in several combat areas such as Leyte, Phillipine Island, where I had been assigned.

The purpose of our call was to obtain first hand, the Major's role in the retrieval of an alleged crashed UFO northwest of Roswell, New Mexico, in the summer of 1947.

The debris of an apparent metallic aerial device, or craft, that had exploded in the air or crashed, was first made known by a sheep rancher who found fragments of metal and other material on his 8000 acre property. When he informed the Air Force base in Roswell of his discovery, Major J.M. and aides were dispatched to the area for investigation. There he found many metal fragments and what appeared to be "parchment" strewn in a one mile square area. "The metal fragments," said the Major, "varied in size up to six inches in length, but were of the thickness of tinfoil. The fragments were unusual," he continued, "because they were of great strength. They could not be bent or broken, no matter what pressure we applied by hand."

The area was thoroughly checked, he said, but no fresh impact depressions in the sand were found. The area was not radioactive. The fragments, he added, were transported by a military carry-all to the air base

in Roswell and from that point he was instructed by General Ramey to deliver the "hardware" to Ft. Worth, to be forwarded to Wright-Patterson Field for analysis.

When the press learned of this retrieval operation, and wanted a story, Major J.M. stated, "To get them off my back, I told them we were recovering a downed weather balloon."

When the Major was asked for his opinion as to the identification of the fragments he was certain they were not from a balloon, aircraft or rocket. He said, because of his technical background he was certain that the metal and "parchment" were not a part of any military aerial device known at that time.

COMMENT:

The retrieval of "unusual" fragments in secrecy suggests they were a part of an unknown aerial device or craft. Manned, or not, the Major did not know. If there were entities aboard, no evidence was found. Had there been any bodies aboard they would have been destroyed in what appeared to be an aerial explosion.

It is significant to note in this instance the year 1947 — the year of the first great wave of UFO reports. Also the area of this retrieval was in the path of some of the green fireball phenomena observed from 1947 to 1948.

ABSTRACT 19

Following my lecture April 6, 1978, before The Cincinnati Chapter of World Wings Association, a gathering of 50 or more pilots, I was approached by a highly reputable member of the association who knew of a "person at work" who, in turn, knew about crashed UFOs and occupants. I promptly got in touch.

On April 18, 1978, I talked with former Air Force Sergeant M.S. of the 97th Bomber Wing. He was prepared to relate the data from a high Intelligence source relative to the retrieval of an alien craft and humanoid occupants maintained at Wright-Patterson AFB. He also related a sobering story about a landing on an Air Force base, also from the same high source.

M.S., while serving at Wright-Patterson in 1977, made close acquaintance with a Major General whose last name begins with the letter "T", who was assigned at Wright-Patterson for top security work in the Logistics Command. His rank and the nature of his work entitled him to a plane at his disposal at all times.

material as advanced as these two cases supposedly are? Inquiring minds would like to know!

The name of this presidential briefing paper is "Briefing on the U.S. overnment Approach to the UFO Problem as Determined by Civilian Researchers during the Last Twenty Years". Bruce Maccabee's address is: 6962 Eylers Valley Road; Sabillasville, Md. 21780. If you write to him, tell him "Smear" sent you!....

PROJECT MOGUL: AT LEAST A PARTIAL ANSWER TO THE ROSWELL MYSTERY!

Your editor has long known about a formerly classified balloon project called "Project Mogul", and its scientific leader, Professor Charles R. Moore, currently (or very recently) of the Langmuir Laboratory for Atmospheric Research in Socorro, New Mexico. Prof. Moore, now in his 80s and still active, has been in correspondence with a small group of dedicated, behind-the-scenes UFO researchers who, unlike the Roswell superstars (Moore, Randle, Friedman, etc.) have an open mind as to what really happened on the New Mexico desert in early July, 1947. In deference to these researchers we remained silent, and we do not name them here.

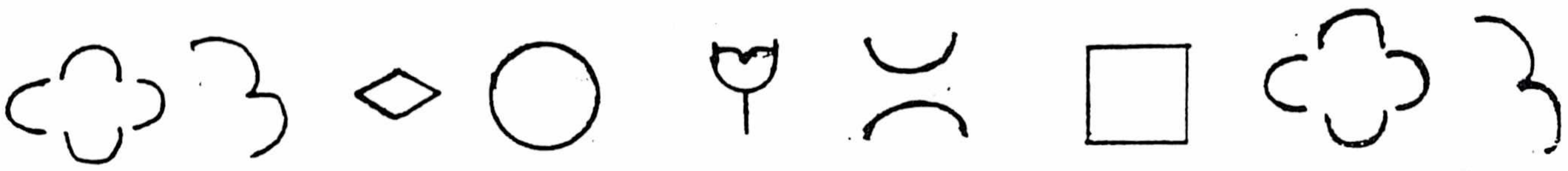
However, "the cat is out of the bag", as the Project Mogul story has been published in Phil Klass' July 1994 issue of "SUN", and has been publicly discussed at a recent CSICOP convention in Seattle, Washington. Spaceship fanatics may scream "more hot air", but the following is quoted from one of several letters that have drifted into our possession, written by Prof. Moore to these researchers.

The most fascinating of the letters is the one dated "June 6 to 15, 1992". It relates to a series of balloon experiments Moore was involved in at Alamogordo (N.M.) Army Air Field during June and July of 1947, and it reads in part as follows:

"...Turning now to the debris recovered by W.W. Brazel in 1947, I have long held the opinion that this material probably was from one of our balloons. I tried to convince William Moore (co-author of "The Roswell Incident", 1980 - Ed.) on this point when once he visited me, but obviously I failed. He took the balloon picture and the flight-train sketch of NYU Flight 11 that I showed him, and used them in his book to argue that the debris was not that of a balloon. I later wrote him a lengthy letter, taking issue with the words that he attributed to me. He never answered.

"The Roswell Daily Record transcript dated July 9, 1947 and the copy of the Nov./Dec. 1990 issue of the International UFO Reporter in your recent letter are new to me. They reinforce my opinion that our balloons were the source of the debris but they change my view as to which of our flights were involved....

"RAWIN targets simply were not used on weather balloons by the regular weather services in peacetime. Therefore, the people who had previously



AN APPROXIMATE REPRODUCTION OF THE FIGURES PRINTED ON THE TARGET-REINFORCING TAPE
(This is not authoritative since I last saw one of these targets more than 20 years ago.)

C.B. Moore

C.B. Moore
August 28, 1992

Could this be the "hieroglyphics" reported by several Roswell witnesses? - Editor.



found radiosondes and weather balloon debris would not have recognized the ML-306/AP targets because they would not have seen them before...

"Several passages in the 1947 Roswell Daily Record transcript are significant to me. In the 13th paragraph, last sentence: 'Considerable scotch tape and some tape with flowers printed upon it had been used..' The tape used to assemble the ML-306/AP targets had an abstract, stylized flower-like design repetitively printed on it with a pinkish ink...

"In the 8th paragraph: 'According to Brazel they simply could not reconstruct it at all. They tried to make a kite out of it, but could not do that and could not find a way to put it back together so that it would fit.' That would have been the situation exactly if they had remnants of one or more of the corner reflectors which were made of balsa (or other light wood), aluminized paper, Scotch tape and eyelets...

"In paragraph 10, last sentence: 'The rubber...was smoky gray in color...' That is exactly how I would describe the color of neoprene rubber balloons that have been stretched (as occurs in ascending to high altitudes) and exposed to direct sunlight for several hours...

"After reading the Brazel transcript and seeing the photographs in the IUR publication, I think the debris described by Brazel was that of one of our balloon-borne-radar-target test flights. I'm not surprised that the Army Air Force intelligence officer (Major Marcel) did not recognize the target debris, nor am I surprised by the actions of the Public Relations Officer..."

There is much more detail, but no Space to tell you here. Prof. Moore has an amazing memory for events that happened almost a half century ago - a memory that a man of any age could be proud of.

Incidentally, we have postponed for the second time our article on the life and death of UFO contactee Robert Spencer Carr. Hopefully it will appear in our next issue.

MISCELLANEOUS RAVINGS:

"Smear" has received a document called "The Alexander UFO Religious Crisis Survey - The Impact of UFOs and their Occupants on Religion". One thousand questionnaires were mailed to priests, ministers, Rabbis, etc., of which 230 were filled out and returned. The gist of the responses was that these religious leaders would not consider even the certainty of intelligent life on other planets to be a threat to their faith and/or dogmas.

The results of the survey do not surprise us at all. For one thing, no matter how the questions are worded, the existence of extraterrestrial life is at present just a theoretical possibility, not a proven fact. We wonder if these religious leaders would remain so calm under specific, immediate circumstances.

The survey was prepared for the Bigelow Foundation of Las Vegas, which has funded other UFO projects including conventions. The author is Victoria Alexander, formerly Victoria Lacas, a legal secretary whom we knew when she lived near New York City. Last year she married John Alexander and moved to Santa Fe, New Mexico. John has written a "commentary" at the beginning of this booklet.

John Alexander, though not well known in the UFO field, is a public figure, and is a retired colonel currently in charge of the non-lethal weapons program at Los Alamos National Laboratories, in Los Alamos, N.M. We saw John the other day on CNN news, advocating the use of non-lethal weapons by U.S. police departments in their war against crime. Very scary, in our opinion!

Frederic L. Whiting
12301 Quince Valley Drive
North Potomac, MD 20878

December 10, 1993

Robert A. Slusher
508 San Andres
Alamagordo, NM 88310

Dear Mr. Slusher:

I'm pleased to enclose a copy of the latest update of a congressional briefing paper, *The Roswell Events*, for your review.

This document is a product of thousands of hours of research and contributions of material from scores of individuals, including witnesses to the Roswell events and the investigators who have brought this material forward.

The briefing paper will be forwarded to investigators with the General Accounting Office (GAO), who are looking into the matter at the request of Rep. Steve Schiff (R-NM). Someone from the GAO or Rep. Schiff's office may soon contact you for further information.

If there are any factual errors in the briefing paper, please don't hesitate to contact me at the address above, or at my office, (301) 948-9633, ext. 231, between 9:00 AM and 5:00 PM Eastern Time, or at my home, (301) 216-0203, in the evenings and on weekends. Your comments on the briefing paper are welcome.

Sincerely,

Fred Whiting

Enclosure

Fund for UFO Research Inc.

Washington D.C.

P.O. Box 277 Mount Rainier, MD 20712

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THE ROSWELL EVENTS

A chronology of events and a compilation of supporting documentation concerning the possible crash of an Unidentified Flying Object and the recovery of its wreckage and the bodies of its crew in July 1947 near Roswell, New Mexico

Prepared by

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Acknowledgements

Don Berliner
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William L. Moore
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Revised and updated
December 1993

NOT FOR PUBLICATION

any circumstances." Mac Brazel's sons Paul and Bill are similarly adamant that their father would never have accepted a bribe to keep quiet.[61]

* * *

Sheridan W. Cavitt, the Counter Intelligence Corps captain (now a retired Air Force lieutenant colonel), who probably accompanied Marcel to the Brazel ranch and may have coordinated retrieval of the debris, was interviewed by William Moore in September 1982. Cavitt was "extremely reluctant" to discuss the Roswell case, but admitted having known Jesse Marcel. He noted his security oath and that the matter was probably "still classified." However, Cavitt admitted that he had "probably" taken charge of things when Marcel was in Ft. Worth, and that "if there ever was a final report, then I suppose I was the one who wrote it." The report would have gone to CIC Headquarters in Washington, DC.[62]

* * *

Cavitt was interviewed more recently by Don Schmitt and Kevin Randle, who said: "At first, this intelligence agent refused to admit that the event had occurred at all! There had been no newspaper story, no fuss, not even the recovery of a weather balloon. After much prodding, he was willing to admit that something came down and was recovered, but that was as far as he would go. He admits no personal involvement, even though other reliable sources give him a central role."[63]

* * *

Bill Rickett, the Counter Intelligence Corps sergeant who participated in the retrieval of debris, expressed reluctance to discuss anything about bodies found at the Brazel ranch site. "When I mentioned bodies," said Stanton Friedman, "Rickett clearly reacted and indicated that this was an area he couldn't talk about. He indicated there were different levels of security about this work; that a directive had come down placing this at a high level. He went on to say that certain subjects were discussed only in rooms that couldn't be bugged."[64]

In more recent interviews, Rickett recalled a conversation in Washington with Joe Wirth, a Criminal Investigations Division agent who was assigned to 700th CIC headquarters in Washington, D.C., in July 1947. Rickett asked Wirth what had happened with the material

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[61] William L Moore in "The Roswell Investigation," *MUFON Symposium Proceedings*, 1982; and Kevin D. Randle & Donald R. Schmitt, *UFO Crash at Roswell*, 1991

[62] William L. Moore, "The Roswell Investigation," MUFON Symposium Proceedings, 1982

[63] Donald R. Schmitt, "New Revelations From Roswell," *MUFON Symposium Proceedings*, 1985

[64] Stanton T. Friedman in "Crashed Saucers: Evidence in Search of Proof," *MUFON Symposium Proceedings*, 1985

recovered in New Mexico. "I wish you wouldn't ask me that," Rickett quoted Wirth as saying, "we sent it over to a lab and they don't know either." Rickett also recalled asking Clair Miller, a retired Air Force Office of Special Investigations agent and former CIC agent who served in 700th CIC headquarters in July 1947, about the case sometime in the early 1970s. Miller replied, "Let's pretend you didn't ask me that."[65]

* * *

"Col. Blanchard's former wife, Ethel Simms, stated that her husband knew that the wreckage he had sent to Ft. Worth did not belong to any balloon. 'At first he thought it might be Russian because of the strange symbols on it. Later on, he realized it wasn't Russian either.'"[66]

* * *

"Brig. Gen. Woodrow P. Swancutt, USAF (ret.), long-time personal friend of Blanchard's, also recalled the incident 'because there was so much notoriety about it.' He went on to make the very unusual statement that it was 'supposed to have been one of the first UFOs in hand,' and then added after a short pause that 'at first Blanchard thought he had something. There was considerable communication between him and Ramey and it took some time before Ramey identified it as a radar sonde. I do not know where the material was sent or who made statements as to the result, but Blanchard seemed quite content to accept this explanation as long as it was out of his hands anyway.'"[67]

* * *

Sheriff Wilcox may have seen the occupants of the craft, according to his granddaughter, Barbara Dugger. Years after the Roswell events, she says her grandmother, Inez Wilcox, told her that "there was a spacecraft - a flying saucer - that crashed outside Roswell. She told me not to tell anybody, because when the event occurred, 'the military police came to the jailhouse and told George and I that if we ever told anything about the incident, not only would we be killed, but our entire family would be killed.'

"She said someone had come to Roswell and told him about this incident. My grandfather went out there to the site; it was in the evening. There was a big burned area, and he saw debris. He also saw four 'space beings.' One of the little men was alive. Their heads were large. They wore suits like silk.... She said the event shocked him. He never wanted to be sheriff again after

---

[65] Bill Rickett; audiotaped interview conducted in January 1990 and videotaped interview conducted in July 1990

[66] William L. Moore, "Crashed Saucers: Evidence in Search of Proof," *MUFON Symposium Proceedings*, 1985

[67] William L. Moore, "The Roswell Investigation: New Evidence in the Search for a Crashed UFO," November 1982 revision; privately published

According to Exon, once the nature of the crash at Roswell was understood, the information would have been passed up the chain of command. Ramey probably called the Army Chief of Staff, Dwight Eisenhower.

The General identified others on the committee, men who held high positions in the government. Carl Spaatz, the head of the Army Air Force in July, 1947, who became the first Chief of Staff of the Air Force in September, 1947, was mentioned as a committee member.

Exon named several others, including James Forrestal in his role as Secretary of War (later Defense), Stuart Symington, at that time the Under Secretary of War for Air, and President Truman. Given the nature of the crash and the preliminary conclusions being drawn, the president had to be included.

Additional names were not supplied for the remaining members, but he knew which offices were represented. These included the head of the CIA in the fall of 1947, Admiral Roscoe Hillenkoetter. Exon said there were representatives of the military intelligence community. Nathan F. Twining, as the head of the Air Materiel Command, would be another obvious choice.

There are other men who may have had a major role. Brigadier General Roger Ramey eventually left the Eighth Air Force, moving to Washington and duties in the Pentagon. In 1952, Major General Roger Ramey, Deputy Chief (of Staff) for Operations, was involved in UFO research. Ramey's inclusion would have been natural. He was involved almost from the beginning, had managed to bury the story with the balloon explanation, and the bodies did transit Fort Worth Army Air Field.

Major General John Samford, the Chief of Air Intelligence, might not have been an original member of the team, but by 1952 may have held one of the second echelon seats.

Exon's information only provided a few names: Spaatz, Symington, Truman, and Hillenkoetter. But he also said Ramey would have contacted the Army Chief of Staff, Eisenhower, upon learning of the Roswell recovery.

Exon said, "I just know there was a top intelligence echelon represented and the President's office was represented and the Secretary of Defense's office was represented and these people stayed on it in key positions even though they might have moved out."

One thing that Exon made clear was that no elected officials, outside the President, were ever included as a member of the top echelon. Elected officials

were excluded from knowing anything about it.[72]

In September 1993, Gen. Exon declined to sign an affidavit based on quotes attributed to him in *UFO Crash at Roswell*, because he said the book placed undue emphasis on what he thought and heard, rather than what he actually knew. He also questioned the benefit of a congressional inquiry into the events after 46 years.[73]

* * *

According to the testimony of several persons, about the same time as the discovery of debris on the Brazel ranch, approximately 150 miles to the west on the Plains of San Agustin near Magdalena (west of Socorro) New Mexico, Grady L. "Barney" Barnett, an engineer for the U.S. Soil Conservation Service who was working near Magdalena, came upon a "large metallic object." A group of archaeologists joined him.

"I noticed that they were standing around looking at some dead bodies that had fallen to the ground," Barnett told his friend, Vern Maltais, several years later. "I think there were others in the machine, which was a kind of metallic instrument of some sort - a kind of disc...It seemed to be made of stainless steel. The machine had been split open by explosion or impact." The bodies appeared to be dead.

"They were like humans but they were not humans. The heads were round, the eyes were small, and they had no hair. The eyes were oddly spaced. They were quite small by our standards and their heads were larger in proportion to their bodies than ours. Their clothing seemed to be one piece and gray in color. You couldn't see any zippers, belts or buttons. They seemed to me to be all males and there were a number of them." In a recent interview, Maltais also recalled Barnett said that the aliens all had only four fingers.

"While we were looking at them, a military officer drove up in a truck with a driver and took control. He told everybody that they Army was taking over and to get out of the way. Other military personnel came up and cordoned off the area. We were told to leave the area and not to talk to anyone whatever about what we had seen...that it was our patriotic duty to remain silent..."[74]

* * *

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[72] Brig. Gen. Arthur E. Exon, USAF (ret.), to Kevin D. Randle and Donald R. Schmitt in *UFO Crash at Roswell*, 1991

[73] Telephone conversation with Fred Whiting on Sept. 8, 1994; and letter to Whiting dated Sept. 21, 1993

[74] Barney Barnett via Vern Maltais to Stanton T. Friedman in *The Roswell Incident*; also Vern Maltais in videotaped interview conducted July 1990 and statement signed Apr. 23, 1991

AFFIDAVIT

(1) My name is Thomas Jefferson DuBose.

(2) My address is: 920 Virginia Dr Winter Park, Fl. 32789

(3) I retired from the U.S. Air Force in 1959 with the rank of Brigadier General.

(4) In July 1947, I was stationed at Fort Worth Army Air Field [later Carswell Air Force Base] in Fort Worth, Texas. I served as Chief of Staff to Major General Roger Ramey, Commander, Eighth Air Force. I had the rank of Colonel.

(5) In early July, I received a phone call from Maj. Gen. Clements McMullen, Deputy Commander, Strategic Air Command. He asked what we knew about the object which had been recovered outside Roswell, New Mexico, as reported by the press. I called Col. William Blanchard, Commander of the Roswell Army Air Field and directed him to send the material in a sealed container to me at Fort Worth. I so informed Gen. McMullen.

(6) After the plane from Roswell arrived with the material, I asked the Base Commander, Col. Al Clark, to take possession of the material and to personally transport it in a B-26 to Gen. McMullen in Washington, D.C. I notified Gen. McMullen, and he told me he would send the material by personal courier on his plane to Benjamin Chidlaw, Commanding General of the Air Materiel Command at Wright Field [later Wright Patterson AFB]. The entire operation was conducted under the strictest secrecy.

(7) The material shown in the photographs taken in Maj. Gen. Ramey's office was a weather balloon. The weather balloon explanation for the material was a cover story to divert the attention of the press.

(8) I have not been paid or given anything of value to make this statement, which is the truth to the best of my recollection.

T. J. DuBose
(Signature)

6/16/94
(Date)

Signature witnessed by:

Linda K. Lott
(Name)

Notary Public, State of Florida
My Commission Expires Dec. 2, 1998
Bonded Thru Troy Fain - Insurance Inc.

Notary Public
State of Florida
County of Orange

AFFIDAVIT

(1) My name is Robert R. Porter.

(2) My address is: 304 - 46th Street South, Great Falls, MT 59405.

(3) I am (X) retired ( ) employed as:_____

(4) In July 1947, I was a Master Sergeant in the U.S. Army Air Force, stationed at Roswell, New Mexico. I was a flight engineer. My job entailed taking care of the engines in flight, maintaining weight and balance, and I was responsible for fuel management. We mostly flew B-29s.

(5) On this occasion, I was a member of the crew which flew parts of what we were told was a flying saucer to Fort Worth. The people on board included: Lt. Col. Payne Jennings, the Deputy Commander of the base; Lt. Col. Robert I. Barrowclough; Maj. Herb Wunderlich; and Maj. Jesse Marcel. Capt. William E. Anderson said it was from a flying saucer. After we arrived, the material was transferred to a B-25. I was told they were going to Wright Field in Dayton, Ohio.

(6) I was involved in loading the B-29 with the material, which was wrapped in packages with wrapping paper. One of the pieces was triangle-shaped, about 2 1/2 feet across the bottom. The rest were in small packages, about the size of a shoe box. The brown paper was held with tape.

(7) The material was extremely lightweight. When I picked it up, it was just like picking up an empty package. We loaded the triangle-shaped package and three shoe box-sized packages into the plane. All of the packages could have fit into the trunk of a car.

(8) After we landed at Fort Worth, Col. Jennings told us to take care of maintenance of the plane and that after a guard was posted, we could eat lunch. When we came back from lunch, they told us they had transferred the material to a B-25. They told us the material was a weather balloon, but I'm certain it wasn't a weather balloon. I think the government should let the people know what's going on.

(9) I have not been paid or given anything of value to make this statement, which is the truth to the best of my recollection.

Robert R. Porter
(Signature)

June 7, 1991
(Date)

Signature witnessed by:

Ruth N. Ford 6/7/91
(Name)

AFFIDAVIT

(1) My name is Robert Shirkey.

(2) My address is: P.O. Box 57, 3 Autumn Wind Place, Roswell, NM 88202.

(3) I am ( ) retired ( ) employed as _____.

(4) In July 1947, I was stationed at the Roswell Army Air Field with the rank of 1st Lieutenant. I served as the assistant flight safety officer and was assigned to base operations for the 509th Bomb Group.

(5) During that period, the call came in to have a B-29 ready to go as soon as possible. Its destination was to be Fort Worth, on orders from the base commander, Col. Blanchard. I was in the Operations Office when Col. Blanchard arrived. He asked if the aircraft was ready. When he was told it was, Blanchard waved to somebody, and approximately five people came in the front door, down the hallway and on to the ramp to climb into the airplane, carrying parts of what I heard was the crashed flying saucer.

(6) At this time, I asked Col. Blanchard to turn sideways so I could see what was going on. I saw them carrying what appeared to be pieces of metal; there was one piece that was 18 x 24 inches, brushed stainless steel in color. I also saw what was described by another witness as an I-beam and markings. The plane took off for Fort Worth; Major Marcel was on the flight.

(7) Several days later, a B-25 was scheduled to take something to Ft. Worth. This was the second flight during this period: the third was a B-29 piloted by Oliver W. "Pappy" Henderson directly to Wright Patterson.

(8) I learned later that a Sergeant and some airmen went to the crash site and swept up everything, including bodies. The bodies were laid out in Hanger 84. Henderson's flight contained all that material.

(9) All of those involved--the Sergeant of the Guards, all of the crewmen, and myself--were shipped out to different bases within two weeks.

(10) I have not been paid or given anything of value to make this statement, and it is the truth to the best of my recollection.

Robert J Shirkey
(Signature)

30 April 1991
(Date)

Signature witnessed by:

Lupe V Sandoval
(Name)

My Commission Expires:
03/13/93

REF: #9 : I HAVE LEARNED SINCE MAKING THE STATEMENT #9. THAT, WHILE I WAS AWARE OF SEVERAL PEOPLE BEING "SHIPPED OUT" ON CHANGE OF STATION, NOT EVERYONE ACTUALLY WERE THAT MAY HAVE BEEN INVOLVED, WITH THE INCIDENT AFTERMATH.

STATEMENT OF ROBERT A. SLUSHER

(1) My name is Robert A. Slusher.

(2) My address is: 508 San Andres.

(3) I am (✓) retired ( ) employed by: _____.

(4) I was stationed at the Roswell Army Air Field from 1946 - 1952. On July 9, 1947, I boarded a B-29 which taxied to the bomb area on the base to get a crate, which we loaded into the forward bomb bay. Four armed MPs guarded the crate, which was approximately four feet high, five feet wide, and 12 feet long. We departed Roswell at approximately 4:00 PM for Fort Worth [later Carswell AFB]. Maj. Edgar Skelley was the flight operations officer.

(5) The flight to Ft. Worth was at a low level, about 4-5,000 feet. Usually, we flew at 25,000 feet, and the cabin is pressurized. We had to fly at a low level because of the MPs in the bomb bay.

(6) On arrival at Fort Worth, we were met by six people, including three MPs. They took possession of the crate. The crate was loaded on to a flatbed weapons carrier and hauled off. Their MPs accompanied the crate. One officer present was a major, the other a 1st lieutenant. The sixth person was an undertaker who had been a classmate of a crewman on our flight, Lt. Felix Martucci. Major Marcel came up to our plane in a jeep and got on board. We were at Ft. Worth about 30 minutes before returning to Roswell.

(7) The return flight was above 20,000 feet, and the cabin was pressurized. After returning to Roswell, we realized that what was in the crate was classified. There were rumors that they had carried debris from a crash. Whether there were any bodies, I don't know. The crate had been specially made; it had no markings.

(8) We brought Maj. Jesse Marcel back on the flight. Capt. Frederick Ewing was the pilot; the co-pilot was Lt. Edgar Izard. Sgt. David Tyner* was the engineer: the navigator was James Eubanks; others involved were T/Sgt. Arthur Osepchook and Corp. Thaddeus D. Love. The MPs also came back with us.

*SUB Capt. Lt. Elmer Landry flew on this flight as CP

(9) The flight was unusual in that we flew there, dropped the cargo and returned immediately. It was a hurried flight; normally we knew the day before there would be a flight. The round trip took approximately three hours, 15 minutes. It was still light when we returned to Roswell. Lt. Martucci said, "We made history."

(10) I have not been paid or given anything of value to make this statement, which is the truth to the best of my recollection.

(Signature)

May 23, 93
(Date)

Signature witnessed by:

5/23/93
(Name) Karl T. Pflock

AFFIDAVIT

(1) My name is Robert E. Smith.

(2) My address is: 4205 E. WHEELER ST. — WACO, TEXAS 76705-2232.

(3) I am (X) retired ( ) employed by _____.

(4) In July 1947, I was stationed at the Roswell Army Air Field as a member of the 1st Air Transport Unit. I worked in the cargo outfit with C-54s. My involvement in the Roswell incident was to help load crates of debris on to the aircraft. We all became aware of the event when we went to the hangar on the east side of the ramp. Our people had to re-measure the ~~aircraft on the inside~~ to accommodate the ~~crates~~ CRATES they were making for this material. All I saw was a little piece of material. The piece of debris I saw was two-to-three inches square. It was jagged. When you crumpled it up, it then laid back out; and when it did, it kind of crackled, making a sound like cellophane, and it crackled when it was let out. There were no creases. One of our people put it in his pocket. AIRCRAFT

(5) The largest piece was roughly 20 feet long; four-to-five feet high, four-to-five feet wide. The rest were two-to-three feet long, two feet square or smaller. The sergeant who had the piece of material said that was the material in the crates. There were words stenciled on the crates, but I don't remember what they were; however, the word "section" appeared on most of the crates. The entire loading took at least six, perhaps eight hours. Lunch was brought to us, which was unusual. The crates were brought to us on flatbed dollies, which also was unusual.

(6) A lot of people began coming in all of a sudden because of the official investigation. Somebody said it was a plane crash; but we heard from a man in Roswell that it was not a plane crash but it was something else, a strange object. Officially, we were told it was a crashed plane, but crashed planes usually were taken to the salvage yard, not flown out. I don't think it was an experimental plane, because not too many people in that area were experimenting with planes--the didn't have the money to.

(7) We were taken to the hangar to load crates. There was a lot of farm dirt on the hangar floor. We loaded it on flatbeds and dollies; each crate had to be checked as to width and height. We had to know which crates went on to which plane. We loaded crates on to three or four C-54s. It took the better part of the day to load the planes. One crate took up the entire plane; it wasn't that heavy, but it was a large volume.

(8) This would have involved [Oliver W.] "Pappy" Henderson's crew. I remember seeing Tech Sgt. Harbell Ellzey and Sgt. T/Sgt. Edward Bretherton and S/Sgt. William Fortner; Elszey was on "Pappy's" crew.

(9) We weren't supposed to know the destination, but we were told they were headed north. Wright Field at that time was closed down for modernization; therefore, I would deduce that the next safest place was Los Alamos, the most secret base available and still under the Manhattan Project. There were armed guards present during the loading of the planes, which was unusual. There was

no way to get to the ramp except through armed guards. There were MPs on the outer skirts, and our personnel were between them and the planes.

(10) There were a lot of people in plainclothes all over the place; they were "inspectors," but they were strangers on the base. When challenged, they replied that they were here on project so-and-so and flashed a card, which was different than a military ID card.

(11) There was another indication that something serious was going on: several nights before this, when we were coming back to Roswell, a convoy of trucks covered with canvas passed us. The truck convoy had red lights and sirens. When they got to the gate, they headed over to this hangar on the east end, which was rather unusual.

(12) I have a distant cousin who was in the Secret Service named Raymond deVinney. In the early 1970s, at a family reunion, he told me that he was at Roswell at this time, more or less as a representative of President Truman. He saw me and recognized me, but he didn't speak. He said the material most likely was taken to Los Alamos. He said there were several people with him at the time, but he didn't mention any names. He passed away in 1975.

(13) A lot of the people involved in the event believe that they should go to their deathbeds without telling anything about it. We were told: "This is a hot shipment; keep quiet about it." This wasn't unusual for us--there were a lot of times we were told that.

(14) I'm convinced that what we loaded was a UFO that got into mechanical problems. Even with the most intelligent people, things go wrong.

(15) I have not been paid or given anything of value to make this statement, which is the truth to the best of my recollection.

Robert Earl Smith
(Signature)

10/10/91
(Date)

Signature witnessed by:

Pagon M Short
(Name)

PAGON M. SHORT
Notary Public
STATE OF TEXAS
My Comm. Exp. 06/31/83

AFFIDAVIT
Earl L. Zimmerman

(1) My name is Earl L. Zimmerman.

(2) My address is 8922 Haverstick Road, Indianapolis, Indiana 46240.

(3) I am employed as:_____. X I am retired.

(4) During World War II, I served in the Army Air Force as an aircraft radio operator. After the war ended, I left the service, but reenlisted a short time later, reporting to Roswell Army Air Field (RAAF), New Mexico, in or or about March 1947. There I served in the base radio shack as a high-speed code transmission radio operator. In early 1949, I was transferred to the Office of Special Investigations and assigned to District 17 headquarters at Kirtland Air Force Base in Albuquerque.

(5) While stationed at RAAF, I moonlighted as a bartender in the base officers' club. During the summer of 1947, I heard many rumors about flying saucers in the club and around the base, including something about investigating the discovery of one under the guise of a plane crash investigation. At about this time, I saw Eighth Air Force commander General Roger Ramey in the O club more than once. On a couple of these occasions, he had Charles Lindbergh with him, and I heard they were on the base because of the flying saucer business. There was no publicity about Lindbergh's visits, and I was very surprised to see him in the club. I think he came to Roswell with Ramey, and I seem to recall that on one of these occasions Ramey had flown in from Puerto Rico

(6) At about the same time, I learned that an officer not stationed at the base, a big man whom I saw in the club a number of times, was a Counter Intelligence Corps (CIC) agent. I do not recall how I learned the man was with CIC, but on one occasion when this officer was in the club, I called him to the attention of Colonel William H. Blanchard, the base commander. Blanchard was unaware that this CIC agent was on his base, so he went over and introduced himself. Later, Blanchard told me there was no problem.

(7) In early 1949, after being transferred to OSI in Albuquerque, I worked with Dr. Lincoln LaPaz of the University of New Mexico on an extended project at the university's research station on top of Sandia Peak. We were told the Air Force was concerned about "something" being in the night sky over Los Alamos, and we took 15-minute exposures of the sky with a four by five Speed Graphic camera. We worked in three-man, one-week shifts, and Dr. LaPaz was in charge.

(8) During this project, which lasted for several months, I got to know Dr. LaPaz very well. When I mentioned to him I had been stationed in Roswell

during 1947, he told me he had been involved in the investigation of the thing found in the Roswell area that summer. He did not discuss the case in any detail, but he did say he went out with two agents and interviewed sheepherders, ranchers, and others. They told these witnesses they were investigating an aircraft accident. I seem to recall LaPaz also saying they found an area where the surface of the earth had been turned a light blue and wondering if lightning could cause such an effect.

(10) I have not been paid or given or promised anything of value to make this statement, which is the truth to the best of my recollection.

EARL L. ZIMMERMAN

Earl L Zimmerman — Nov 2, 93

(Signature and Printed Name) (Date)

Signature witnessed by:

Beverly J Maggard — 11-2-93

(Signature and Printed Name) (Date)

Tulsa Hawaii - Film Archives

****
*** ACTIVITY REPORT ***
****

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CONNECTION ID	
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PAGES	16
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ATTENTION	**VOICE NO. DSN**	**COMMERCIAL**
LT mc ANDREW	-0412 x235	

SUBJECT

ROSWELL

FROM (Organization and Functional Address Symbol)	FAX NO. DSN	COMMERCIAL
NAIC/HO	787-0797	
	VOICE NO. DSN	**COMMERCIAL**
	-6487	

REMARKS

Jim -

THESE ARE PAGES W YESTERDAY. JUST SENDING THE HIGHLIGHTS. COL WEAVER MAY HAVE WHOLE PACKAGE OR CAN GET IT FOR YOU.

RELEASER'S SIGNATURE	DATE	TIME
T. Bruce	6/16	0740

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ATTENTION LT Jim McANDREW	VOICE NO.	
	DSN -2013	COMMERCIAL
SUBJECT FLYING DISC LETTER		

FROM *(Organization and Functional Address Symbol)* NAIC/HO	FAX NO.	
	DSN 787-0797	COMMERCIAL
	VOICE NO.	
	DSN -6487	COMMERCIAL

REMARKS

Jim -

HERE'S THE LETTER... A BAD COPY! LET'S CONVENIENT THAT THE BASIC LETTER ISN'T HERE.

RELEASER'S SIGNATURE Rick	DATE 8/1	TIME 0840

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[redacted]

Air Research and Development Command
Proving Ground, New Mexico

DIIIJ.JH :jo Jul 47)

1st Ind

HQ., Air Materiel Command, Wright Field, Dayton, Ohio, 16 July 1947

TO: Commanding General, Army Air Forces, Washington 25, D.C.

ATTN: AC/AS-2

Forwarded for your information.

FOR THE COMMANDING GENERAL:

L. F. Brooks
Lieutenant General, USAF
Commanding

Office Memorandum · UNITED STATES GOVERNMENT

TO : D. M. LADD

DATE: 7/10/47

FROM : E. G. Fitch

SUBJECT: FLYING DISKS

Reynolds

At request of Brigadier General George F. Schulgen, Chief of the Requirements Intelligence Branch of Army Air Corps Intelligence, Special Agent [redacted] discussed the above captioned matter with him on July 9, 1947. General Schulgen indicated to [redacted] that the Air Corps has taken the attitude that every effort must be undertaken in order to run down and ascertain whether or not the flying disks are a fact and, if so, to learn all about them. According to General Schulgen, the Air Corps Intelligence are utilizing all of their scientists in order to ascertain whether or not such a phenomenon could in fact occur. He stated that this research is being conducted with the thought that the flying objects might be a celestial phenomenon and with the view that they might be a foreign body mechanically devised and controlled.

General Schulgen also indicated to Mr. [redacted] that all Air Corps installations have been alerted to run out each reported sighting to obtain all possible data to assist in this research project. In passing, General Schulgen stated that an Air Corps pilot who believed that he saw one of these objects was thoroughly interrogated by General Schulgen and scientists, as well as a psychologist, and the pilot was adamant in his claim that he saw a flying disk.

General Schulgen advised Mr. [redacted] that the possibility exists that the first reported sightings of the so-called flying disks were fallacious and prompted by individuals seeking personal publicity, or were reported for political reasons. He stated that if this was so, subsequent sightings might be the result of a mass hysteria. He pointed out that the thought exists that the first reported sightings might have been by individuals of Communist sympathies with the view to causing hysteria and fear of a secret Russian weapon.

General Schulgen indicated to Mr. [redacted] that he is desirous of having all the angles covered in this matter. He stated that reports of his scientists and findings of the various Air Corps installations will be available in his office. He advised that to complete the picture he desired the assistance of the Federal Bureau of Investigation in locating and questioning the individuals who first sighted the so-called flying disks in order to ascertain whether or not they are sincere in their statements that they saw these disks, or whether their statements were prompted by [redacted] desire for publicity or political reasons. General Schulgen assured Mr. [redacted] that there are no War Department or Navy Department research projects presently being conducted which could in any way be tied up with the flying disks. General Schulgen indicated to Mr. [redacted] that if the Bureau would cooperate with him in this matter, he would offer all the facilities of his office as to results obtained in the effort to identify and run down this matter.

Mr. [redacted] advised General Schulgen that his request would be made known to the Bureau and an answer made available to him as soon as possible.

FBI memorandum, July 10, 1947, which reveals that Army Air Force intelligence had asked the FBI for their cooperation in collecting flying disk data. J. Edgar Hoover himself added in a handwritten addendum (see p.26): "we must insist upon full access to discs recovered. For instance, in the La. case the Army grabbed it and would not let us have it for cursory examination." The "La." case may refer to a Shreveport saucer hoax, although some have suggested it refers to Roswell

Memorandum for Mr. Ladd

Mr. [redacted] also discussed this matter with Colonel L. R. Forney of MID. Colonel Forney indicated that it was his attitude that inasmuch as it has been established that the flying dicks are not the result of any Army or Navy experiments, the matter is of interest to the FBI. He stated that he was of the opinion that the Bureau, if at all possible, should accede to General Schulgen's request.

SWR:AJB

ADDENDUM

I would recommend that we advise the Army that the Bureau does not believe it should go into these investigations, it being noted that a great bulk of those alleged discs reported found have been pranks. It is not believed that the Bureau would accomplish anything by going into these investigations.

DML

(Clyde Tolson)

I think we should do this
7-15

(J.Edgar Hoover)

I would do it but before agreeing to it we must insist upon full access to discs recovered. In one instance in the 2nd case the Army grabbed it & would not let us have it for examination.

- 2 -

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI

DATE: March 22, 1950

FROM : GUY HOTTEL, SAC, WASHINGTON

SUBJECT: FLYING SAUCERS
INFORMATION CONCERNING

Flying Saucers or Flying Discs

The following information was furnished to SA [redacted] by [redacted]

an investigator for the Air Forces stated that three so-called flying saucers had been recovered in New Mexico. They were described as being circular in shape with raised centers, approximately 50 feet in diameter. Each one was occupied by three bodies of human shape but only 3 feet tall, dressed in metallic cloth of a very fine texture. Each body was bandaged in a manner similar to the blackout suits used by speed flyers and test pilots.

According to Mr. [redacted] informant, the saucers were found in New Mexico due to the fact that the Government has a very high-powered radar set-up in that area and it is believed the radar interferes with the controling mechanism of the saucers.

No further evaluation was attempted by SA [redacted] concerning the above.

RHK:VEM

RECORDED - 3
INDEXED - 3

62-83894-209

MAR 28 1950

RECEIVED

5 1 MAR 29 1950

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D.C.
20330

12 Jan 72

MEMORANDUM FOR MAJOR GENERAL HUSTON (AF/CHO)

SUBJECT: General Cabell's Memoirs

Attached is the unpublished manuscript of the late General Charles P. Cabell, USAF. The tentative title of the manuscript is: "Memoirs of an Unidentified Aide." The purpose of this letter is twofold:

a. To grant you permission to microfilm the manuscript subject to the stipulation that no one have access to the material without written permission from me, and

b. to request you to evaluate the manuscript as to (1) its suitability for publication as it stands (or what must be done to make it suitable) and (2) who might be interested in publishing it.

Charles P Cabell Jr

CHARLES P. CABELL, JR., Colonel, USAF
Military Assistant to the Chief Scientist USAF

1 Atch

of our potential enemies to ascertain their strengths, weaknesses and intentions toward us. We were to prepare the information and materials needed by our offensive air arm if it should be called upon to attack an enemy. This and our other functions required a particular orientation of mind, a compatible organization and certain methods of operation. On the other hand, the functions of counter-intelligence, a large portion of which is related to the determination of the state of security of our own personnel, require entirely opposite orientation, organization and methods. An attempt to fulfill the latter would be a clear diversion from the effective performance of the former.

McDonald was shocked at my conclusions. He had served a long time in Army Intelligence and the juxta-position of intelligence and counter-intelligence was second nature to him. The Navy also had traditionally followed the Army practice; what I was now agreeing to was nothing less than heresy.

In spite of his strong convictions to the contrary, McDonald accepted and forwarded my approving comment.

There was great surprise throughout Headquarters when the reply became known. Not very often had it happened in the Pentagon or probably in the government that a bureau concurred in an excision of a function.

Before I came into Air Intelligence, the "Flying Saucer" reports had begun to flow in. Good work had been done in establishing at the Air Technical Intelligence Center at Wright-Patterson Air Force Base, Ohio, a project to study and evaluate those re-

ports. They were completely mystifying and at times became very numerous and wide-spread. A near mass-hysteria developed from time to time. For those of us in Air Intelligence who were officially responsible for the evaluation of reports, they caused a vast amount of work and puzzlement.

In order to keep this subject in perspective, let it be remembered that it was not until December, 1969 that the Air Force felt justified in ruling out any substance of a harmful nature in the mass of reports about "Flying Saucers" or "Unidentified Flying Objects (U.F.O.'s)", as they were later called. Until this time in 1969, twenty-two years after the first reports, no one in government felt confident that the reports could be set aside. It took all of those years, the efforts of several boards of very learned men, and above all, the sophisticated knowledge that came from our space program, including a successful landing on the moon, to give this confidence.

We in Air Intelligence in the early days, had little to go on. We enlisted scientists, engineers, psychologists and just about every area of knowledge that might have relevance to assist us. I reminded our people that their jobs were to prove that the "Flying Saucers" did exist because the alternative method, that of proving that something does not exist, approaches the impossible.

Our problem over the years was grossly enlarged because of the antics of the cranks and the unscrupulous ones among those who made a career out of the propagation of "Flying Saucer" stories.

C. B. Moore

Fund for UFO Research Inc.

Washington D.C.

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ROSWELL IN PERSPECTIVE

by

Karl T. Pflock

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The conclusions, opinions, and ideas expressed herein are those of the author and do not necessarily represent the views of the Fund for UFO Research, its officers, or its board members.

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by

Karl T. Pflock

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The conclusions, opinions, and ideas expressed herein are those of the author and do not necessarily represent the views of the Fund for UFO Research, its officers, or its board members.

For Charlie Moore –
with gratitude and
respect.

7/94

For M2

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Acknowledgments

So many people have been so helpful to me as I have pursued my research, it is difficult to know where to begin in acknowledging their kindness and contributions. So let me begin "before the beginning" with thanks to Stan Friedman, who found Jesse Marcel, Sr., and Glenn Dennis; and Bill Moore, who helped Friedman establish there was more to Roswell than a mere weather balloon; and Kevin Randle and Don Schmitt, whose early prodigious efforts dramatically expanded the Roswell case information base; and last but by no means least, Len Stringfield, for several key pieces of the puzzle. Without the work of these researchers, mine may well have been impossible.

I am particularly grateful to the Fund for UFO Research for its continuing support of my work; the officers and wonderful volunteers of the International UFO Museum and Research Center at Roswell for providing me a base of operations in Roswell and assisting with my archival and field research; Mark Rodeghier, scientific director of the Center for UFO Studies, for arranging my access to the Center's Roswell files and sharing important source material with me; Bob Pratt, for his permission to including the full text of his important and enlightening interview with Jesse Marcel, Sr., in this report; and Charlie Moore, for Mogul and more.

Many other people went out of their way to be especially helpful, assisting me with research, volunteering important leads and materials, suggesting lines of investigation, and offering "reality checks," notably: Gene Nieri, Jim Winchell, Walter Unrath, Jake Castellano, Jean LaPaz, Doyle Rees, Chuck Shaw, Jud Dixon, Ed Bethart, Bob Shirkey, Mike Cook, Glenn Dennis, Rhian Jones, Stan Friedman, Walter Haut, Bob Sheeran, Jim Marion, Joe Stefula, Rick Biskynis, Jennifer Dalton, Earl Zimmerman, both John Eichelmanns, Dave Skeen, Bud Payne, Frank Joyce, Clair Miller, Bob Goforth, Martha Proctor, John Locke, Troy Wilson, William O'Brien, and Pat Flanary. I am especially grateful to *all* whose lives have been affected by the Roswell events and who took the time to talk and correspond with me and otherwise contribute to my search for the truth.

Others who deserve particular thanks include Al Trakowski, Bob Todd (who was the first researcher to make the Mogul-Roswell connection), Walt Whitmore, Mrs. Karl Lambertz, Dan McDonald, Michelle Van Cleave, Lesley Gosling, Juanita Sultemeier, Hans Mark, John Locke, Jack Krings, Bob Slusher, Max Littell, Daniel Graham, Louis Schiavo, Mary Cavitt, Max Stanley, Phil Klass, David Wagnon, E. T. Wooldridge, Duke Gildenberg, Terry Isaacs, Merle Tucker, Frank Carlucci, Bill LaParl, Jason Rail, Jack Rodden, Christopher Allan, Paul and Marty Sewell, Al Putnam, Wolfgang Elston, Klaus Keil, William Cassidy, Lucius Free, John Stahl, Ernest Hubbard, John Frampton, and Mrs. Anton Hansen.

Finally, special thanks to Fred Whiting, who stood by me when others had doubts; Dick Hall, Herb Taylor, and, again, Fred Whiting for their editorial eagle eyes and helpful suggestions; and, of course, Mary, for that which makes all I do worth doing.

A Parallax View

Man's most valuable trait is
a judicious sense of what not to believe.
Euripides

It is reasonable to assume anyone reading this report has an active interest in what has come to be known as the Roswell Incident. It is as nearly safe an assumption that the reader, believer or skeptic, is likely to be something other than entirely pleased with what is set down here. Facts often have a way of making us uncomfortable, especially when they call into question deeply held beliefs.

This interim report is based upon almost two years of research, investigation, and analysis, an effort which continues today. I began this inquiry a Roswell Incident agnostic, with no ax to grind, no vested interest in one theory or another, no allegiance to anything but a commitment to uncover and make public the truth about this remarkable case--the whole truth, unvarnished and uncompromised. I began with no conclusions about what was found in the remote reaches of south-central New Mexico in July 1947, nor about official actions taken with respect to it. I began only with the strong suspicion that whatever was found was *not* the remains of a weather balloon and its radar target--the official "explanation"--and that military authorities who acted on the discovery apparently felt constrained to cover up the true nature of what was found.

My research and that of others has confirmed these suspicions. There is *no doubt* what fell to earth and was recovered by the U.S. Army Air Force was not a mere weather balloon package. So, too, there is no doubt the military concocted the weather balloon yarn to squelch press and public interest in the matter. Moreover, it seems very likely officials of the United States government resorted to extraordinary measures to keep the truth about the matter secret, quite possibly exceeding their legal authority in so doing. *However, on the basis of the evidence currently available, it is impossible unequivocally to conclude or prove anything more about both what was being covered up and the cover-up itself.*

There are several highly credible witnesses who have given remarkable and in certain cases mutually corroborative accounts of what was found and what was done about it. There is other evidence which supports what these witnesses have recounted. There is still more which tends to support or in important ways is not inconsistent with their stories. All of this tantalizingly suggests alien voyagers were shipwrecked here almost a half century ago, unfathomably far from home. In other words, there is a substantial body of anecdotal and other material on the basis of which one can quite responsibly construct highly interesting theories which, if *proven* true, would be earthshaking.

Nevertheless, the brief paragraph above sums up all which can be firmly concluded about the case to date. But this is more than reason enough for

continued investigation and research, and to demand a full and documented *public* accounting from the United States government--which, after all, is supposed to be of, by, and for the people.

Speculation and Journalistic License

Many readers will be taken aback by my insistence that what we *know* about Roswell is rather significantly less than what we *thought* we knew. After all, Roswell is probably the most heavily--not to say thoroughly--investigated and most written about case in the history of "ufology." Moreover, my research has uncovered important new information which lends additional support to the crashed flying saucer, unidentified flying object (UFO) hypothesis. However, it has also led to some which points strongly in another but not necessarily contradictory direction.

It also has revealed something else. A good deal of what has been accepted as fact about this case is unacknowledged speculation, or comes to us from less than credible witnesses, or is the result of a troubling mixture of faulty analysis, conclusion jumping, and failure to address inconvenient facts and contradictions. In some instances, all or several of these factors are involved. The melancholy truth is that much of what has been advanced as fact is little more--and often, nothing more--than speculation, unacknowledged taking of journalistic license, and uncritical presentation of purportedly factual testimony and evidence.

I do not here presume to scrutinize the motives of those responsible, nor do I ask the reader to accept the above assertions on faith. In the pages which follow, my findings and supporting sources and documentation are set forth for all to judge. I ask only that judgment be suspended until everything which I and other researchers offer has been considered with care and objectivity.

Vallee's Law

Much of the difficultly of sorting out the truth about Roswell is a consequence of what I think of as Vallee's Law. In *Confrontations*, Jacques Vallee observes that the excitement and sometimes circus-like atmosphere surrounding highly publicized UFO cases almost invariably interferes with getting at the truth about what happened. He writes, "Here we must assume that some of the data is misleading. The cases that receive a high level of media publicity are especially suspect."[1]

Roswell is such a case. Moreover, the job of the serious investigator is made still more difficult by the need to penetrate the mists of time and memory. Nearly 50 years have rolled by since the original events unfolded, and there was an almost 31-year hiatus before UFO researcher Stanton T. Friedman interviewed former Air Force intelligence officer Jesse Marcel and ufology realized Roswell might be something other than just another hoax or mistake.[2]

Further, the Roswell mystery now sustains a virtual mini-industry, much smaller but paralleling in almost every respect that spawned by the Kennedy assassination, with a colorful and voluble cast of True Believers and True

Unbelievers. The principal surviving witnesses find themselves having to be "on" almost constantly. Other individuals have sought to gain a seat on the Roswell bandwagon with tales of their alleged involvement in or knowledge of the incident and/or its aftermath, while still others may have embellished their actual roles. The atmosphere of the case is highly charged, with all the elements, positive and negative, of a competitive treasure hunt. Most leading ufologists consider Roswell "the most important case in UFO history."[3] It may be no exaggeration to say, as Roswell goes, so goes ufology.

With all this implies, it is no wonder a Roswell mythos has taken root and bitter rivalries have flared among researchers, reminiscent of the nineteenth century "dinosaur wars" waged by pioneer paleontologists Edward Drinker Cope and Othniel Marsh. Like that famous fossil feud, the Roswell treasure hunt has inspired a tremendous and often uncritical gathering of material and a rush to often equally uncritical interpretations of that material, pro and con. Thus Roswell may be both blessing and curse for ufology, giving the field what almost certainly is the largest body of data ever collected on a single UFO case, while at the same time saddling it with what may be the ufological equivalent of the brontosaurus.

The Research Behind this Report

The facts, conclusions, and views presented here are the products of a virtually full-time investigation now in its twenty-first month. Contrary to my overly optimistic early expectations, this has proven to be just the opening phase of a research effort I now fully expect to continue indefinitely, barring an unexpected breakthrough which lays bare all the important answers. Therefore, the reader should take this volume for what it is, an interim or status report, presenting findings, conclusions, and working hypotheses offered for the benefit, consideration, and criticism of ufologists and others studying the case.

At the outset, this was an entirely self-funded effort. Nine months and a research trip to New Mexico later, the Fund for UFO Research approved a grant to support my work, including another field investigation visit to New Mexico (where I now reside). On that trip, I spent two and a half weeks interviewing and re-interviewing about two dozen witnesses and sources and conducting archival and on-site research, including a visit to the location at which rancher William W. ("Mac") Brazel made his surprising discovery. Since moving to the Land of Enchantment, I have made additional trips to Lincoln and Chaves counties. Among other things, I visited the ranch house where Mac Brazel, Jesse Marcel, and Counter Intelligence Corps Captain Sheridan Cavitt are said to have spent the night before investigating Brazel's find, and have trekked to one of the at least three locations identified as the "true" site where a crashed craft and the bodies of its crew are alleged to have been found.

I have also spent uncounted hours digging into the files of and consulting with researchers at the Center for UFO Studies, the National Archives, the Library of Congress, the University of New Mexico's Institute of Meteoritics, the U.S. Naval Observatory, the Smithsonian Institution, the Center for Air Force History, the National Personnel Records Center, the New

Mexico Institute of Mining and Technology, the International UFO Museum and Research Center at Roswell, the Roswell Public Library, numerous newspapers and other periodicals, and many other institutions and organizations. Even greater time has been devoted to in-person and telephone interviews with witnesses and sources, viewing and re-viewing the unedited videotape witness "depositions" taken under the auspices of the Fund, listening to audiotaped interviews conducted and kindly provided to me by others, and study and analysis of affidavits executed by 32 key witnesses, other original source material, and the books, published papers, and other materials of my fellow Roswell investigators and the pertinent work of other researchers.

My Washington and intelligence community experience and associations were helpful on a number of fronts. I sought to learn what current and former high-level officials whom it is reasonable to assume well could have been "in the know" knew and remembered. I also explored certain aspects of the case with members and key staff of the U.S. Congress. I tracked down and invited assistance from retired and other former Army Counter Intelligence Corps and Air Force Office of Special Investigations officers and agents who may have been involved in or had knowledge of Roswell or related matters.

I have also compared notes, shared information, and debated theories, facts, and issues with all other active Roswell investigators and a number of prominent UFO skeptics. This useful and very constructive process continues. Of course, I alone am responsible for everything which appears in this report.

Finally, a note about what is *not* addressed herein: the so-called MJ-12 documents and the alleged crash of a flying saucer on the Plains of San Agustin about the same time as the Roswell event. I consider the latter, if it happened at all, to be a matter separate and distinct from the Roswell case which should be treated as such. As for MJ-12, the circumstances of and background to the "discovery" of the documents, their utter lack of credible, verifiable provenance, and lingering questions about their content and format strongly suggest they are the product of a clever hoax. Until such time as they are shown conclusively to be otherwise, I cannot accept the MJ-12 papers as having any bearing on the reality of Roswell, one way or the other.

Putting Roswell in Perspective

Jerry Clark's judgment that Roswell is the most important case in UFO history may well be right on the mark. If the wreckage of an alien craft and the bodies of its crew were recovered on New Mexico's high desert in 1947, it goes without saying Roswell is the event of the millennium. Less obvious, perhaps, is the fact that, if it is proven a flying saucer and aliens were *not* involved, how ufology deals with this disappointing outcome will have profound and lasting consequences for the field.

Ufology has gotten well out on the Roswell limb. It is critically important that limb not be overburdened with questionable claims, conclusions, and faulty analysis. It is incumbent upon all involved in Roswell-related research to make every possible effort to assure the case stands or falls only on the strength of the facts, that *all* pertinent facts--even the "inconvenient" ones--are accounted for consistently, truthfully, and objectively,

and that fantasy, exaggeration, and fraud are rooted out. It is to this end and the solution of the Roswell mystery that my work and this report are dedicated.

I invite constructive criticism and collegial debate of facts and theories offered in the spirit of free inquiry and objective analysis, as well as any and all information which may contribute to the discovery and public disclosure of the truth about Roswell. I may be contacted at PO Box 93338, Albuquerque, NM 87199-3338 or, by telephone or facsimile, at 505/867-0893.

Placitas, New Mexico
March 1994

End Notes

1. Vallee, Jacques, *Confrontations* (New York: Ballantine, 1990), p. 15.

2. Friedman, Stanton T., and Don Berliner, *Crash at Corona* (New York: Paragon House, 1992), pp. 8-11; Bloecher, Ted, *Report on the UFO Wave of 1947* (Washington, D.C.: the author, 1967), pp. I-13,14.

3. For example, see Jerome Clark in the *International UFO Reporter*, July-August 1993, p. 14.

1
Putting the Case in Context: The Roswell Stories

Not including the government's cover story, two comprehensive versions of the Roswell Incident have been advanced. The first encompasses what author Kevin Randle has labeled the "conventional wisdom"--Roswell as we have come to know and love it. The other is "revisionist," blending new, "unconventional" wisdom with elements of the "conventional"--Roswell as some would have us know and love it.

In order to assess the validity of these interpretations of Roswell and the true state of knowledge about the facts of the case, it is important to have a firm grasp of the salient elements of each version of the Roswell story and how they relate to each other and to new and some not so new but previously unpublished or ignored information. To facilitate this, I recount in this chapter both the basic, or conventional wisdom, version of the case and what has been made public or semi-public about the revisionist version as of late-March 1994.

In following chapters, I present results of my investigation, research, and analysis to date and my evaluation of their impact on the "two Roswells," conventional and revisionist. Please note that in order to minimize confusion, reduce the need for discursive textual asides, and thus facilitate the reader's understanding of this complex case, I have made a number of relatively minor adjustments in the conventional wisdom based upon my research. All are identified and explained in the end notes.

Roswell as We Have Come to Know and Love It

July 2, 1947, Roswell, New Mexico. The day had been a hot one, and shortly before ten o'clock that evening, Mr. and Mrs. Dan Wilmot were on the front porch of their home near the center of town, hoping to catch a cool breeze. Suddenly, a large oval object, "like two inverted saucers faced mouth-to-mouth" appeared in the sky from the southeast. Glowing "as though light were showing through from inside," the UFO sped rapidly and silently northwest, in the direction of Corona, about 85 air miles distant. When Wilmot reported the sighting to a local newspaper about a week later, he said the object appeared to be 15 or 20 feet in diameter and traveling "between 400 and 500 miles per hour" at an altitude of about 1500 feet.[1]

What likely was another object was observed by William Woody and his father from their farm southeast of Roswell and due east of Roswell Army Air Field. Woody reports he and his father were startled to see a large, very bright object streak out of the southwest. Glowing intensely white and displaying a long red tail, it sped due north across the night sky and disappeared beyond the northern horizon. Woody says it seemed to be a very large meteorite, and according to him, his father estimated it had fallen about 40 miles north of town.[2]

About the same time, 75 miles northwest of the Woody farm, a violent thunderstorm raged over Lincoln County, an early harbinger of New Mexico's "monsoon" season. William W. ("Mac") Brazel watched the storm with interest from his house on the J. B. Foster Ranch, about 30 miles southeast of Corona. As ranch manager, the prospect of rain for the thirsty land was always important to him. According to his son Bill, Mac Brazel thought the storm unusual, later saying, "The lightning kept wanting to strike the same spots time and again." Bill also reports his father heard a strange explosion, louder that the storm's thunderclaps. When interviewed many years later, one of Brazel's neighbors, the late Marian Strickland, also recalled the storm and a loud explosion.[3]

The Discovery

Early the next morning, July 3, Brazel, possibly accompanied by seven-year-old neighbor William ("Dee") Proctor, rode out across the ranch to assess the rainfall results of the night's storm and check on some of the livestock. Several miles from the ranch house, Brazel was surprised to discover a large amount of unfamiliar debris strewn over an area his son Bill says was about a quarter mile long and several hundred feet wide, with a gouge four to five hundred feet long running down through it from its most northerly end.[4]

According to contemporary news reports of a July 8 interview with Mac Brazel and the later accounts of Bill Brazel, his younger sister Bessie, and some of the Foster Ranch area neighbors, the debris included a great quantity of grayish-silver metallic foil, in pieces ranging from a few inches to two, three, or more feet across; many small "beams" the color of balsa wood, one-half to three-eighths of an inch thick and ranging from a few inches to a couple of feet in length; a quantity of tough, parchment-like paper; and lengths of something resembling monofilament fishing line. Some of the beams were attached to pieces of the foil-like material with wide, "whitish" or clear tape imprinted with pastel designs resembling flowers.[5]

Later the same day, Brazel visited neighbors Floyd and Loretta Proctor, showing them a small piece of the material he had found. Loretta Proctor remembers it being "a little sliver of a wood looking stuff . . . kind of a brownish tan . . . about the size of a pencil and about three or four inches long." Mrs. Proctor recalls Brazel and her husband Floyd unsuccessfully to cut and burn the material. She also remembers Brazel talked about finding other very lightweight material, which looked like aluminum foil. He said this "foil" would "fold out" after being "crinkled up." Brazel also described "tape that had some sort of figures on it" and said these figures were "a kind of purple" in color. From his description, Mrs. Proctor had the impression they "resembled hieroglyphics." The Proctors suggested Brazel report his find to officials in Roswell.[6]

On Saturday evening, July 5, Mac Brazel went into Corona. While there, he mentioned his discovery to a relative and an acquaintance, who told him about the flying saucer reports coming in from all over New Mexico and other western states. Thinking Brazel may have found parts of a downed saucer, they seconded the Proctors' suggestion that he report his discovery to the authorities.[7]

Brazel Reports His Find

The following morning, Sunday, July 6, Brazel made the long drive to Roswell, taking some samples of the strange materials with him. According to his son Bill, when Brazel got to town, he first called the U.S. Weather Bureau office. Someone there suggested he take his find to the Chaves County sheriff.[8] While Brazel was telling Sheriff George Wilcox about the discovery and showing him the unusual debris, a call came in from Frank Joyce, an announcer and news reporter for KGFL, one of Roswell's two radio stations. Joyce was making his usual morning "who got drunk last night" local news call, and the sheriff put Brazel on the line to tell his story. Joyce recalls he did not think much of it at the time, but nonetheless, he suggested Brazel or Wilcox call Roswell Army Air Field, home of the 509th Bomb Group, then the only unit in the world equipped to deliver nuclear weapons.[9]

Wilcox then called Roswell AAF and was put through to the 509th's intelligence officer, Major Jesse A. Marcel, who was just sitting down to lunch in the base officers' club. As soon as he finished his lunch, Marcel went into town and talked with Brazel and the sheriff. He arranged to meet Brazel at the sheriff's office later that afternoon and returned to the base to report to base and bomb group commander Colonel William H. ("Butch") Blanchard.[10]

The Army Takes Action

Blanchard and Marcel concluded some unusual type of aircraft may have crashed, and Blanchard ordered Marcel to "take whatever . . . [he] needed" and get out to the ranch right away. More than 30 years later, in several interviews with a number of different investigators and reporters, Marcel stated he and Captain Sheridan W. Cavitt, the officer in charge of the Roswell AAF Counter Intelligence Corps detachment, followed Brazel back to the Foster place, each driving his own vehicle. They arrived at the ranch house near dusk, and as it would soon be too dark to do anything effective on the debris site, they stayed overnight.[11]

As reported by Roswell researchers Kevin D. Randle and Donald R. Schmitt, Brazel is alleged to have brought some of the debris, including a large piece about 10 feet in diameter, from the field and stored it in a shed by the ranch house. During the night's stay, according to Randle and Schmitt, Marcel checked the large piece with a Geiger counter and found no radioactivity.[12]

While Marcel, Cavitt, and Brazel were on their way to the Foster Ranch, Blanchard apparently contacted his superiors in Eighth Air Force headquarters at Fort Worth Army Air Field, Texas. The matter was passed up the chain of command to Strategic Air Command headquarters at Andrews Army Air Field, outside Washington, D.C. This led to orders from SAC's deputy commander, Major General Clements McMullen, to have the material Brazel brought to Roswell flown to him via Fort Worth. Early that evening, an aircraft (probably the 509th's command B-25) arrived at Fort Worth AAF from Roswell, carrying a sealed bag filled with the debris. The aircraft was met by Eighth Air Force Chief of Staff Colonel Thomas J. DuBose and Colonel Alan Clark. The bag was turned over to Clark, who immediately boarded the command B-26 for the

flight to Washington. According to DuBose, McMullen intended to forward the material to Brigadier General Benjamin Chidlaw, deputy commander of Air Material Command at Wright Army Air Field, Ohio.[13]

The next morning, Monday, July 7, Marcel, Cavitt, and Brazel went to the debris field, about two miles from the ranch house, Cavitt and Brazel on horseback.[14] Years later, Marcel said what they found there was totally unfamiliar to him, and in most respects, his descriptions of the material are closely similar to those attributed to Mac Brazel.[15] The two Army officers spent several hours collecting as much of the material as their two vehicles could hold and, late in the day, headed back to Roswell AAF, travelling separately.[16]

Marcel did not go directly to the base. He first stopped at his house in Roswell to tell his wife, Viaud, and son, Jesse, Jr., about the strange discovery. He brought some of debris into the house, where he and his son spread it out on the kitchen floor. Now a medical doctor, Army reserve colonel, flight surgeon, helicopter pilot, and certified aircraft accident investigator, the younger Marcel remembers "a thick foil-like metallic gray substance; a brittle brownish-black plastic-like material, like Bakelite; and . . . fragments of what appeared to be I-beams." Dr. Marcel recalls that some of the I-beam fragments were "embossed" with "pink or purplish-pink" characters which, in a general way, reminded him of Egyptian hieroglyphics. In a 1981 interview, Viaud Marcel said it was she who first noticed these markings and brought them to the attention of her husband and son.[17]

The Press Announcement

Very early on the morning of Tuesday, July 8, Marcel, probably joined by Cavitt, conferred with Colonel Blanchard, showing him at least some of the debris they had collected. Blanchard then held his regular morning staff meeting an hour and a half earlier than usual. After this meeting, at which the unusual debris was discussed, Blanchard apparently telephoned First Lieutenant Walter G. Haut, the base public relations officer, and dictated this now famous press announcement:

The many rumors regarding the flying disc became a reality yesterday when the intelligence office of the 509th Bomb Group of the Eighth Air Force, Roswell Army Air Field, was fortunate enough to gain possession of a disc through the cooperation of one of the local ranchers and the sheriff's office of Chaves county.

The flying object landed on a ranch near Roswell sometime last week. Not having phone facilities, the rancher stored the disc until such time as he was able to contact the Sheriff's office, who in turn notified Major Jesse A. Marcel of the 509th Bomb Group Intelligence office.

Action was immediately taken and the disc was picked up at the rancher's home. It was inspected at the Roswell Army Air Field and subsequently loaned by Major Marcel to higher headquarters.[18]

About noon, Haut contacted Roswell's two radio stations and two newspapers. The story quickly was put on the air and phoned in to the Associated Press bureau in Albuquerque by Roswell radio station KSWS program director George Walsh, who unequivocally says Haut gave him the announcement over the telephone. About the same time, KGFL's Frank Joyce, in his capacity as a United Press Association stringer, filed the story with UP by Western Union.[19]

National and international media interest was massive and built rapidly. Soon the Roswell AAF public relations office, the local papers, the sheriff's office, and KSWS were swamped with calls.[20] Associated Press headquarters in New York directed the Albuquerque bureau to pursue the story, and the bureau chief sent reporter Jason Kellahin and wire-photo technician and photographer R. D. (Robin) Adair to Roswell.[21]

George Walsh remembers the furor well. "All afternoon, I tried to call Sheriff Wilcox for more information, but could never get through to him. . . . Media people called me from all over the world. . . . [T]hat same afternoon, Haut called for the second time. He was quite indignant. 'What the hell did you do?' he asked. I told him. He then said he had not been able to make a call out of his office since his initial conversation with me. He also said, 'I got a call from the War Department that told me to shut up.' This was very unusual, so I asked if the department had given him a correction or another contact to provide the media. He told me his orders were to, quote, shut up, unquote."[22]

Securing the Debris Site

While the world press pursued the story, CIC Captain Cavitt and his senior agent, M.Sgt. Lewis ("Bill") Rickett, who died in November 1992, drove to the Foster Ranch to inspect the debris field. In interviews with several investigators, Rickett recalled that a number of military policemen and the base provost marshall were on the site, controlling access to it.[23] Rickett remembered seeing only the foil-like debris and mentioned its peculiar characteristics of unusual lightness and strength. He also said, "There wasn't very much of it, maybe forty or fifty small pieces," and attributed cryptic but pointed comments to Cavitt and one of the MPs which made it clear this was a hush-hush matter.[24]

Possibly on the same afternoon, July 8, William Woody and his father, in the hope of finding the "meteorite" they saw fall to earth a few days before, also headed north from Roswell, driving up U.S. Highway 285. The elder Woody was confident he had a good idea where the object fell, somewhere southwest of and close to the intersection of Highway 285 and State Route 247, the road to Corona. The Woodys were surprised to discover armed soldiers blocking all access off 285 from about 20 miles north of Roswell to at least Ramon, about 60 miles north of town. At Ramon, the Woody's turned around and headed home.[25]

The Craft and Its Crew

About one-thirty the same afternoon, Glenn Dennis, a mortician at the Ballard Funeral Home in Roswell, received several two odd telephone calls from the Roswell AAF mortuary officer. The funeral home had a contract with the Army to provide mortuary and ambulance services, so it was not unusual for the base to call. However, these calls involved specific inquiries about preparation and preservation of bodies which had been exposed to the elements for some time, and about the size and availability of the smallest hermetically sealed caskets Ballard stocked.[26] Dennis assumed there had been a plane crash and offered to be of assistance, but he was told the information was needed "in case something comes up in the future."[27]

According to Frank J. Kaufmann, apparently not long before Dennis received his first call from the mortuary officer the Army's search activities on the Foster Ranch led to the discovery of a second site about two and a half miles east-southeast of the debris field. Kaufmann, who was stationed at Roswell AAF in July 1947, possibly as a member of the 509th Bomb Group headquarters staff, claims to have been a key player in the Army's recovery and cover-up efforts. He told researchers it was at this second site a damaged but nearly intact disk-shaped craft about 30 feet in diameter was discovered. It appeared the debris found by Brazel had fallen from the stricken saucer as it plunged toward the earth, carrying its crew to their deaths. Near the craft, the bodies of three or four small, slightly built beings with large heads and eyes were discovered, sprawled on the harsh desert soil.[28]

Army teams continued to collect the debris at both sites and transport it to Roswell AAF throughout the afternoon, possibly under the direction of "Warrant Officer" Robert Thomas, who, according to Frank Kaufmann, flew in from Washington, D.C., on special assignment. Late in the day, the bodies were trucked to the base. I am not aware of anyone having yet offered testimony as to when or how the craft was transported off the ranch, although during an interview with Randle and Schmitt, Kaufmann sketched the crashed vehicle as he said it appeared at the crash site. He shredded the original drawing, but Schmitt, a skilled artist, redrew it from memory immediately after the interview.[29]

"Debris Lift"

About the same time Glenn Dennis received the first telephone call from the Roswell AAF mortuary officer, a B-29 bomber--not a C-54 transport, as has been reported previously--was pulled up in front of the base operations building and readied for a flight to Fort Worth, on orders from Colonel Blanchard. Allegedly, at least the senior members of the crew for this special flight were hand-picked by Blanchard. These are reported to have included lieutenant colonels Payne Jennings, Roswell AAF and 509th deputy commander, and Robert I. Barrowclough, base executive officer.[30]

Robert R. Porter, who was the bomber's flight engineer, helped load a number of very lightweight, paper-wrapped packages delivered to the aircraft in a staff car. Porter has testified Captain William E. Anderson, a Roswell AAF engineering officer, said the packages contained parts from a flying saucer.[31]

Robert Shirkey, then a first lieutenant and an assistant base operations officer, says he helped make out the flight plan for this trip. He remembers standing in the operations office doorway with Blanchard, watching Major Marcel and several others quickly pass through the building to the waiting B-29. According to Shirkey, Marcel and another member of the group carried open cardboard boxes filled with debris, including what appeared to be pieces of metal, "brushed stainless steel in color," and an "I-beam" about two feet long with peculiar markings on it. One of the other men carried a piece of the metal-like material, measuring about eighteen by twenty-four inches. Shirkey also recalls he saw packages wrapped in brown paper being loaded from a staff car directly into the aircraft on the ramp. Shirkey says he later heard all the material was from a crashed flying saucer.[32]

Marcel and the material were put aboard the B-29, and the aircraft departed on a nonstop flight to Fort Worth Army Air Field. Blanchard waited until the big bomber was airborne and then left the operations building, according to some, to visit the debris field under a cover story that he was going on leave.[33]

The flight carrying Marcel was probably the second in a "debris lift" which eventually may have totaled as many as eight flights. Reportedly, it was followed the next day, Wednesday, July 9, by three fully loaded C-54s (which carried their cargo to destinations uncertain but probably including Wright or the adjacent Patterson Army Air Field, Ohio, and possibly Kirtland Army Air Field near Albuquerque) and another B-29, bearing a mysterious sealed crate (this flight is discussed more fully below).[34]

The late Robert E. Smith was an enlisted member of the First Air Transport Unit, based at Roswell AAF in July 1947. He testified that, under conditions of high security, he helped load crates aboard the C-54s. He said the members of his detail were told the contents were from a plane crash, but they heard from someone in Roswell they were actually from "a strange object." Smith claimed a sergeant in his unit showed him a small piece of what he said was the unusual material being loaded. It was jagged and about two to three inches square. "When you crumpled it up, it then laid back out; and when it did, it kind of crackled, making a sound like cellophane. . . . There were no creases."[35]

One of the aircraft Smith may have helped load was a First ATU C-54 piloted by Captain Oliver ("Pappy") Henderson. According to his widow, Henderson told her he delivered his cargo to Wright Field, Ohio, home of the Air Materiel Command and the Air Technical Intelligence Center.[36]

The Autopsy and the Nurse

On the afternoon of July 8, while Marcel and some of the debris were winging toward Fort Worth, at least three of the alien bodies lay in the Roswell AAF hospital, according to what Glenn Dennis has said he was told by a friend who was an Army nurse stationed there at the time.

About 5 p.m., Dennis pulled the Ballard Cadillac hearse/ambulance around to the rear of the base infirmary, stopping next to one of three military field ambulances parked at the entrance ramp and near which two military policemen stood. Dennis was bringing in a soldier who had been injured in a

motorcycle accident, and as he and his patient walked up the ramp, Dennis noticed the back doors of two of the Army vehicles were open. Inside he saw some unusual wreckage. "There were several pieces which looked like the bottom of a canoe, about three feet in length," he said. "It resembled stainless steel with a purple hue, as if it had been exposed to high temperature. There was some strange-looking writing on the material resembling Egyptian hieroglyphics."

After signing in the injured soldier, Dennis headed for the staff lounge, intending to find his nurse friend and "have a Coke" with her. As he walked down the hall, she emerged from one of the examining rooms "with a cloth over her mouth. She said, 'My gosh, get out of here or you're going to be in a lot of trouble.'" She then rushed through another door, near which an Army captain stood, a man Dennis did not recognize. This officer asked Dennis what he was doing there. Dennis told him and asked if they had had a plane crash and would be needing his services. The captain told him to wait where he was. Moments later, two MPs took charge of Dennis and began escorting him from the hospital, saying they had orders to make sure he left the base and returned to the funeral home.

The three had not gotten far when they were halted by another captain, this one a redhead "with the meanest-looking eyes I had ever seen." This officer told Dennis, "You did not see anything, there was no crash here, and if you say anything you could get into a lot of trouble." After an exchange of words, with a black sergeant chiming in ("He would make good dog food for our dogs"), the MPs whisked Dennis out and back to his apartment at the funeral home.

Early the next day, Wednesday, July 9, Sheriff George Wilcox made an urgent visit to Glenn's father. Wilcox, a close friend, warned, "I don't know what kind of trouble Glenn's in, but you tell your son that he doesn't know anything and hasn't seen anything at the base." Wilcox also said the military asked him for Dennis family names and addresses. Glenn's father immediately drove to the funeral home, woke Glenn, asked what had happened, and passed on the sheriff's warning and the implied threat to family members.

At about eleven o'clock that same eventful morning, after several unsuccessful attempts to reach her, Dennis received a call from the nurse, who was terribly upset. They agreed to meet at the base officers' club. There, the nurse told Dennis she had helped two doctors with a preliminary autopsy of three very strange bodies, two of which were badly mangled. All three showed signs of exposure to the elements and the ravages of scavengers, and an all but overpowering stench emanated from them. The nurse drew sketches of parts of the bodies, which she gave to Dennis (see Appendix H).

According to Dennis, the nurse described the bodies as being three-and-a-half to four feet tall, with heads disproportionately large. Dennis recalls, "The eyes were deeply set; the skulls were flexible; the nose was concave, with only two orifices; the mouth was a fine slit, and the doctors said there was heavy cartilage instead of teeth. The ears were only small orifices with flaps. They had no hair, and the skin was black--perhaps due to exposure in the sun."

This was the last time Dennis was to see the nurse. After trying to reach her for several days, he was told by another base nurse she had been

transferred out. About two weeks later, he got a letter or postcard with an APO number, indicating she was overseas. Dennis responded, and some time later his letter was returned, the envelope marked "Return to Sender--DECEASED." When he tried to learn more, he was told by another Roswell AAF nurse that rumor had it his friend had been killed in a plane crash.[37]

The "Crate Flight"

According to Frank Kaufmann, on the night of July 8, the cadavers were sealed in body bags, placed in a closed wooden crate, and removed to a deserted hanger, where the crate was illuminated by a spotlight and kept under armed guard. The late Sergeant Melvin E. Brown, a cook stationed at Roswell AAF in July 1947, claimed to have been posted as a guard that day at both the recovery site and the hanger, according to his daughter, Beverly Bean. Bean says Brown told her and other family members he saw the strange bodies under a tarpaulin on a truck at the ranch, but that when he and his squadron commander looked into the hanger that night, all they saw was the sealed crate.[38]

Late the next afternoon, July 9, the crate was moved to a bomb loading pit, still under guard. There it and its guards were loaded into the forward bomb bay of a B-29 (tail number 7301), which then departed for Fort Worth AAF. Robert Slusher, a member of the bomber's crew, says the flight was unusual on several counts. It was ordered hastily; the outbound leg was flown very low and with the crew-space pressurization off; and they returned immediately after delivering their cargo and passengers. Arriving in Fort Worth, Slusher recalls, the flight was met by six men, including three MPs and an undertaker, who had been a classmate of the B-29's bombardier, First Lieutenant Felix Martucci. Slusher also remembers they had Major Marcel as a passenger on the return leg, and that, when they landed at Roswell, Martucci declared, "We made history."[39]

Cover-Up: "You Will Immediately Cease All Communication"

Lydia Sleppy, who in July 1947 was administrative assistant to Merle Tucker, owner of Albuquerque's radio station KOAT, may have been one of the first to encounter federal authorities' efforts to contain public disclosure of the startling discoveries on the Foster Ranch. Sleppy recalls that, shortly before noon on a weekday ("I never worked weekends") in early July ("almost certainly after the Fourth"), she received an excited phone call from John McBoyle, part owner and general manager of Roswell radio station KSWS, which was associated with KOAT. McBoyle said he wanted to dictate a story for Sleppy to put on the Teletype to ABC News headquarters in Hollywood (KSWS could receive wire stories but not transmit them).[40] McBoyle told Sleppy he had been on a break in a Roswell coffee shop when Mac Brazel came in. Brazel told him about his strange discovery. Sleppy recalls McBoyle saying, "There's been one of those flying saucer things crash down here north of Roswell." As McBoyle dictated, Sleppy typed his words directly onto the wire. She had barely begun when the warning bell rang on her machine and she was preempted by an incoming message, which she remembers as: "THIS IS THE

FBI. YOU WILL IMMEDIATELY CEASE ALL COMMUNICATION." Sleppy says she took the rest of McBoyle's story down in shorthand, "but we never put it on the wire because we had been scooped by the papers."[41]

Early on the evening of July 8, the B-29 carrying Marcel and some of the debris arrived at Fort Worth AAF. In a 1979 interview with reporter Bob Pratt, Marcel said, "They had a lot of news reporters and a slew of microphones that wanted to interview me, but I couldn't say anything. I couldn't say anything at all until I talked to the general [Brigadier General Roger M. Ramey, commander of the Eighth Air Force]."[42]

Marcel said he met with Ramey in the general's office and showed him some of the material he had brought from New Mexico. What happened next is uncertain, but purportedly, the material Marcel brought to Ramey's office was removed, and pieces of a ruptured neoprene weather balloon and a battered aluminum foil and balsa wood radar reflector were substituted. Later, Marcel, Ramey, and Colonel Thomas J. DuBose, Ramey's chief of staff, were posed with this material for photographs taken by *Fort Worth Star-Telegram* photographer J. Bond Johnson and Fort Worth AAF public information officer Major Charles Cashon.[43]

Soon after, Warrant Officer Irving Newton, a base weather officer, was summoned to Ramey's office, where he told the press the debris spread out on the floor unquestionably was the remains of a balloon and a radar target of a type he had launched many times.[44] Ramey then issued a statement to the press, declaring the Roswell "saucer" had been positively identified as the remains of a weather balloon and its radar target, and therefore, he had cancelled the special flight which was to have taken the debris to Wright Field, Ohio, for further examination. Later that evening, Ramey made a similar statement in an interview aired on Fort Worth radio station WBAP.[45]

More than four decades later, retired Brigadier General DuBose straightforwardly explained what was behind Ramey's statements: "The weather balloon explanation for the material was a cover story to divert the attention of the press."[46]

At about the same time Ramey was issuing the cover story, Mac Brazel was at the *Roswell Daily Record* office being interviewed by Associated Press reporter Jason Kellahin and a *Record* reporter named Skeritt. Also present were Walter E. Whitmore, Sr., majority owner of radio station KGFL, and AP wire-photo technician R. D. Adair.[47] As reported by Kellahin and Skeritt in stories which appeared the following day, July 9, Brazel said he had made his find more than three weeks earlier (rather than the week before, as stated in the Roswell AAF press announcement). He described it as mundane scraps of foil, wood, "rather tough paper," and rubber, as well "some tape with flowers printed upon it." This low-key account may have been dictated by military authorities, but if it was, Brazel seems to have had the last laugh, because he is quoted as telling the reporters, "I am sure what I found was not any weather observation balloon."[48]

Following the interview at the *Daily Record* office, Brazel may have gone or been taken to see KGFL announcer Frank Joyce at the radio station. According to Joyce, Brazel told him a story substantially the same as that he told the newspaper and wire-service reporters, a story quite different than that he had related to Joyce in their telephone conversation on Sunday, July 6.

Joyce says Brazel made it clear he had been "persuaded" to change his account. Joyce told me he told Brazel the story was now very different, "especially the part about the little green men." According to Joyce, Brazel hesitated a moment then replied, "Only they weren't green."[49]

George ("Jud") Roberts, Whitmore's partner in KGFL, and Walter E. Whitmore, Jr., recall the senior Whitmore managed to spirit Brazel away and record an interview with him. KGFL had aired the original Roswell AAF announcement, and Whitmore planned to broadcast the Brazel interview the next day, July 9. According to his son, before he could do so, he received a telephone call from T. J. Slowie, executive secretary of the Federal Communications Commission. For national security reasons, Slowie said, KGFL should not broadcast anything further, threatening the station with the loss of its license if this order were violated. Whitmore, Jr., says his father told him Slowie followed up with a telegram conveying the same message.[50]

Jud Roberts reports another call from Washington, which he says he took at the radio station. Roberts remembers this as a friendly warning and thinks it may have come from the office of either Agriculture Secretary and former New Mexico congressman Clinton Anderson or New Mexico's junior U.S. senator, Dennis Chavez: "We understand you have some information, and we want to assure you that if you release it, it's very possible that your station's license will be in jeopardy, so we suggest you not do it."[51]

It is possible Whitmore and Roberts are remembering the same call, the differences in their recollections a consequence of time and the vagaries of human memory and perception. It is also possible there was more than one call. In any event, the interview was not aired, and according to Whitmore, the wire recording and the recorder on which it was made have long since been discarded.[52]

According to the uncertain recollections of Frank Joyce, Merle Tucker, and Art McQuiddy, former editor of the *Roswell Morning Dispatch*, on July 8 or 9, officers from Roswell AAF *may* have visited the newspaper offices and radio stations in Roswell and recovered copies of the original "flying disc" press release. George Walsh of radio station KSWS remembers nothing like this, says the only word KSWS got of the "corrected" official story came in on the AP wire, and states quite emphatically he was never given a written press release on the incident. McQuiddy says he remembers someone at the base other than Haut telephoning him about the "error," and he is unsure about the fate of the release he thinks Haut brought to him.[53]

However, there seems to be no doubt attempts were made to intimidate mortician Glenn Dennis into silence through direct and implied threats against his family and him at the hospital and conveyed the next day through Sheriff George Wilcox. Moreover, according to Wilcox's granddaughter, Barbara Dugger, the sheriff and his family also were threatened. Dugger has said that many years later her grandmother, Wilcox's wife Inez, told her "'the military police came to the jailhouse and told George and I that if we ever told anything about the incident, not only would we be killed, but our entire family would be killed.'"[54]

One of the most mysterious and disturbing elements of the cover-up story is the disappearance of the Army nurse whom Glenn Dennis says told him she assisted in a medical examination of strange cadavers. This young

woman seems to have been transferred from Roswell AAF in great haste and is alleged to have died in an aircraft accident soon after. To date, despite considerable effort by several researchers, no official record of her existence or fate has been found, including any reference to an airplane crash in which she might have perished.[55]

According to Mac Brazel's son Bill and the late Marian Strickland, one of Brazel's neighbors, the cover up included detaining Brazel at Roswell AAF for several days. Bill Brazel says his father told him he was questioned repeatedly about his find and sworn to secrecy about it, and Marian Strickland said Mac complained bitterly of being "held in jail." They and others have said the senior Brazel said virtually nothing about the matter for the rest of his life, and it has been suggested he may have been paid for his silence.[56]

LaPaz

About two months after the Roswell case had been laid quietly to rest as far as the public was concerned, the Air Force came into being as an independent service (September 18, 1947). According to former CIC agent Lewis Rickett, at about this same time he was ordered to work on a follow-up investigation with Dr. Lincoln LaPaz, founder and director of the University of New Mexico's Institute of Meteoritics. Rickett said their assignment was to attempt to determine the speed and trajectory of the crashed vehicle found near Corona, applying the techniques which LaPaz had perfected and used to find numerous meteorites.[57]

Rickett claimed he and LaPaz were on the road all over central and southeastern New Mexico for about three weeks, interviewing many witnesses and discovering a "touch-down" site not far from the debris field. There they found some of the unusual foil-like material, and the soil seemed to have been subjected to intense heat. Rickett says LaPaz's fluency in Spanish was very helpful in dealing with the Spanish and Mexican ranchers and hands in the area.[58]

Rickett said that, upon completing their field investigation, he and LaPaz each filed written reports, his an informal one through channels and LaPaz's formal but perhaps submitted directly to Air Force officials in Washington. Rickett told researchers LaPaz told him he had concluded the craft was extraterrestrial and repeated this conclusion when they met at a restaurant on the highway east of Albuquerque (probably at Clines Corners) about a year later.[59]

Cover-Up: Loose Ends

Mac Brazel's son Bill has testified he found out the Air Force continued to keep an eye on things for some time after the excitement over the incident had passed. Bill reports he occasionally came across bits of material the military missed in its cleanup of the debris field, and his father confirmed they were probably "some of the contraption" he found. Brazel kept the pieces in a cigar box and one summer evening in 1949 mentioned this while in a Corona bar. He says he was visited the next day by an officer and several enlisted men from Roswell AAF (which by then was Walker Air Force Base).

They persuaded Brazel to turn over the material and suggested it would be wise if he did not talk about what he found and what happened to it.[60]

Aftermath

It is *certain* at least some of the debris was flown to Fort Worth Army Air Field, Texas--probably that brought in by Mac Brazel and undoubtedly at least a portion of that recovered by Marcel and Cavitt. Contemporary press reports and an FBI telex dated July 8, 1947, suggest it is likely this and perhaps additional debris eventually was taken to Wright Field, Ohio.[61] It is possible bodies were flown to Fort Worth and ultimately elsewhere, perhaps Wright Field. Beyond this, however, it is far from clear what became of whatever was recovered on the Foster Ranch and possibly elsewhere (see below), how and where this came to pass, and the route(s) traveled getting there.

For 20 years Leonard H. Stringfield has gathered much interesting testimony about alleged retrievals of crashed flying saucers and their crews and the scientific, technical, and medical research carried out on the recovered materials and cadavers.[62] He was one of the first to interview Jesse Marcel, Sr., and has contributed substantially to the body of knowledge which made it possible to retrieve Roswell from the hoaxes and mistakes ash heap. Several of Stringfield's witnesses have told him about seeing and working on alien bodies and flying saucer crash debris at Wright-Patterson Air Force Base (the "merged" Wright and Patterson fields) and elsewhere, the descriptions of which seem consistent with what is said to have been recovered in the Roswell area in July 1947. However, nothing Stringfield has made public to date indicates any of these sources have claimed certain knowledge that what they saw was connected with this incident.

In 1989, Randle and Schmitt located retired Air Force Brigadier General Arthur E. Exon. The general was stationed at Wright Field in July 1947 as a lieutenant colonel and student at the Air Force Institute of Technology following an assignment on the staff of the Air Materiel Command, also at Wright Field. According to Randle and Schmitt, Exon was aware alien bodies and debris from Roswell were on the base and knew of research being conducted on the materials. Randle and Schmitt also reported Exon told them he flew over what may have been the debris field and crash site and knew of a high-level group established to control "access to the wreckage, bodies, and information about the crash."[63]

Until recently, the only other person to claim certain knowledge of a possible transfer of Roswell debris and bodies to Wright Field was John G. Tiffany, who was interviewed in 1990 by Don Schmitt and Roswell research pioneer Stan Friedman. Tiffany said that, in 1947, his father had been assigned to an Army Air Force unit at Wright Field which supported Roswell AAF's 509th Bomb Group. According to Tiffany, sometime in summer 1947 his father was a crew member on a flight to a destination in Texas. The mission was to pick up some strange debris and a large Thermos-like cask and fly them back to Wright Field. After delivering the unusual cargo, the flight crew was told by a "high-ranking official" never to discuss the flight, "It didn't happen." Tiffany is also reported to have claimed his father told him about three strange bodies, which he either saw or heard about from others.[64]

In its essentials, this was the Roswell story. Recently, however, a significant new, revisionist version has been brought forward.

Roswell as Some Would Have Us Know and Love It

This account of the revisionist case is based upon public remarks of and articles by its principal proponents, Kevin Randle and Don Schmitt, personal communications from Randle and Schmitt to me and others, information provided by a number of sources who prefer to remain anonymous, and to some extent my lengthy May 17, 1993, interview of Frank Kaufmann.[65] We must await publication of Randle and Schmitt's *The Truth About the UFO Crash at Roswell* (M. Evans, 1994, forthcoming) for full details of their claims and conclusions. However, I am confident the following narrative accurately represents the salient elements of "Roswell Revised," and it is essential they be presented here for a full understanding of what my investigation has uncovered about them.

Bogey!

Under the revisionist scenario, the Roswell Incident actually began to unfold on Tuesday, July 1, 1947, when Army radars at three locations in New Mexico--White Sands Proving Ground, about 120 air miles southwest of Roswell, Kirtland Army Air Field, about 150 air miles northwest of Roswell near Albuquerque, and at Roswell AAF itself--detected a strangely behaving "bogey," or UFO. It was first picked up in the restricted air space over the White Sands reservation and was sporadically tracked for almost four days as it "flitted around from one place to another" over southern New Mexico.[66]

Frank Kaufmann says he was ordered by a general named Scanlon to go from Roswell to White Sands, "which had the best radar contacts," to see what was going on. Kaufmann says he and others watched the UFO's blip move erratically on the White Sands radarscopes for some time, then returned to Roswell AAF. Between 11:00 and 11:30 p.m. on Friday, July 4, the unknown's blip "flared up," flooding the scopes at White Sands, Kirtland, and Roswell with blinding light. (According to Don Schmitt, there was a "burst on the screen at Roswell. It appeared as though something had exploded. It appeared as though something went down just north of Roswell.") When the "flare" faded, the unknown had dropped off the radars, and says Kaufmann, "We knew it was down."[67]

The Campers

According to Roswell resident Jim Ragsdale, he and a lady friend may have seen the mysterious bogey fall from the sky. Ragsdale says he and his now deceased friend, taking advantage of the in those days rare three-day weekend, were camping about 40 miles north-northwest of Roswell. Their campsite was at a place he says he knew about because of his work as part of a team surveying the route for a soon to be constructed El Paso Natural Gas Company pipeline.[68] "On a night during July, 1947, . . . during a severe

lightning storm . . . [we] observed a bright flash and what appeared to be a bright light source moving toward the southeast."[69] Randle and Schmitt report Ragsdale, while unsure of the exact date, is certain this event took place on the long holiday weekend.[70]

The two campers watched and heard the object roar overhead and apparently strike the ground "a mile or two" from their location.[71] "Later, at sunrise, driving in that direction, . . . [we] came upon a ravine near a bluff that was covered with pieces of unusual wreckage, remains of a damaged craft and a number of smaller bodied beings outside the craft." Ragsdale collected some of the strange debris, which seems to have been similar to that found by Mac Brazel. He began putting the material in his vehicle, but his friend, frightened and anxious to leave, threw it out almost as fast as he loaded it.[72]

The lady may have had good reason to be concerned. Ragsdale says "a military convoy arrived and secured the scene. As a result of the convoy's appearance we quickly fled the area."[73]

Farmer and Son, Corporal, and Nuns

Randle and Schmitt suggest William Woody and his father, on their farm south of Roswell, observed the same object seen by the campers rather than that seen by the Wilmots on July 2. According to them, the younger Woody reports seeing a flaming object "coming from the northwest and going down about due north of Roswell," that is, exactly opposite the direction and track reported by the Wilmots, but consistent with Ragsdale's alleged recollections.[74] Moreover, Woody's description of the object he saw much more closely matches what Ragsdale says he saw--a flaming something streaking across the sky--than it does the Wilmot UFO.[75]

Then there is the account of E. L. Pyles, who as an Army Air Force corporal in 1947, was assigned to a radio-range facility some miles southwest of Roswell AAF. According to Randle and Schmitt, on a night "early in July of 1947," Pyles was at the radio range facility when he saw "an object flash across the night sky to his north, going down toward the ground." They further relate Pyles believed this occurred on a weekend because "he was awake after the main lights had been turned out at eleven," and it was "before midnight, when he normally went to bed."[76]

A further visual sighting of what Randle and Schmitt suggest was the same object (and probably that tracked by Army radars) was recorded by Franciscan nuns who served as nurses at Saint Mary's Hospital (now Eastern New Mexico Medical Center South) at what was then the southern outskirts of Roswell. Randle and Schmitt report these nuns "made routine observations of the night sky, and their log records the appearance of a fiery object on July 4, 1947, sometime between 11:15 and 11:30 p.m."[77] The entry describes "a flaming object, arcing downward north of Roswell," according to Schmitt.[78]

Coupled with Kaufmann's account of the radar observations and subsequent military activities, these sightings and perhaps other yet to be disclosed information have led Randle and Schmitt to conclude the Roswell object crashed between 11:00 and 11:30 p.m. on Friday, July 4, rather than about 10 p.m. on Wednesday, July 2.[79] From this they extrapolate that

Brazel, about 35 miles northwest of the crash or "impact" site, heard the odd explosion late on the Fourth rather than two nights earlier.[80]

The Army Moves In and Finds? . . .

According to Frank Kaufmann, sometime during the electronic cat and mouse game between Army radars and the UFO, members of a special team were flown in from Washington and perhaps elsewhere. The team was directed by Robert Thomas, who came in from Washington and held the nominal Army rank of warrant officer (Kaufmann implies Thomas's actual rank and status was much higher). The roughly triangulated coordinates provided by the three radar sites indicated the UFO had fallen not far north of Roswell. As soon as this was determined, the special team began organizing a convoy of experts, military police, and equipment to recover it.[81]

Before dawn on Saturday, July 5, the group, including Kaufmann, headed north on U.S. Highway 285. About 35 miles north of the base they turned off the highway, heading west on an unpaved ranch road and eventually over open country. There was considerable concern because Kaufmann had been alerted "there were civilians on the site." Shortly after sunup, the recovery convoy came upon the crashed craft "in an arroyo" and immediately set about securing the area and, unbeknownst to them, frightening off Ragsdale and friend.[82]

The claims of an anonymous source, who allegedly telephoned Randle in February 1990 and whom I will call "Indiana Jones," suggest according to the revisionist scenario that the "civilians on the site" may have been a group of archaeologists, Jones among them. According to Jones, they had stumbled upon the site not long before the Army arrived, where they saw "about a half mile away in the arroyo below, something that looked like a fat aircraft fuselage without wings. . . . They drove down toward it and stopped. There was another man already there . . . who was standing close to something lying on the ground." Jones said that, in addition to the "badly damaged" craft, which appeared to have no dome, ports, hatches, or markings, he saw three strange bodies, at least one in a silvery flight suit.[83]

According to Jones, the Army arrived soon after--"a jeep . . . carrying soldiers," with an officer in charge, who ordered his colleagues and him "not to tell anyone what they had seen--it was a matter of national security." After their names and other pertinent information were taken and they had been threatened with the loss of government grants and other funds if they talked, the archaeologists were escorted from the site and told to drive east out of the area via a nearby ranch road, which under the new scenario would have taken them to U.S. 285. Jones told Randle that, as they drove eastward, they passed two soldiers standing by an Army vehicle parked on the roadside.[84]

Researcher Thomas J. Carey reports vertebrate paleontologist C. Bertrand Schultz claims to have discussed this incident with archaeologist W. Curry Holden sometime in 1947. Holden "told him the entire story of the Roswell UFO crash/retrieval, because he had been there! . . . [He] told him that everyone at first thought that it was a Russian device, but that it wasn't."[85] Following up on this lead, Kevin Randle interviewed the 96-year-old Holden in November 1992. While it seems the elderly archaeologist had

no memory of the details of the alleged event or who was with him at the time, Randle reports he responded the same way to three separate questions about Roswell: "I was involved . . . I was there and I saw everything." Holden died in April 1993.[86]

Securing the Site and Investigating the Find

Once the archaeologists had been sent on their way, the special team set about its investigation. According to Kaufmann, this work was carried out with the assistance of and under on-site security provided by special groups of military policemen brought in from Kirtland AAF. Kaufmann told me there were five such groups of about 20 MPs each, and they were rotated through in order to prevent their members from seeing too much.[87]

The soldiers whom William Woody says he and his father saw posted along both sides of Highway 285 may also have been part of the security arrangements for the impact site. Paleontologist Schultz may have seen the same soldiers. Schultz says he remembers seeing "military personnel standing by certain roads which were cordoned off" as he drove south on Highway 285 on a trip to Roswell sometime in the summer of 1947.[88]

Members of the special team, some working in protective clothing, inspected the craft and examined the bodies. According to Randle, the craft was "not a classic disk," but described as being more wing- or lifting-body-like. It was rather small, about 25 to 30 feet in length and spanning only 12 to 15 feet, and was imbedded in the the side of the arroyo.[89]

Five bodies allegedly were found. Two were outside the vehicle, one on the ground beside the craft, the other resting against the cliff. Two of the three within the craft were visible from the outside. Randle reports the beings were four and a half to five feet tall, had "normal" five-digit hands, and wore close-fitting silvery flight suits. He says they were "very human looking," but lacked hair and were "more finely featured"--their skin and eye color reminding one witness of the "Star Trek" character Data. The same witness was struck by the "serene" look on the face of the being whose body rested against the cliff, "like he was at peace with the world."[90]

The craft and bodies were removed from the site and taken to Roswell AAF before the day was out. It is alleged the bodies were transported in lead-lined body bags and stored briefly in Hanger 84 (P-3 in 1947) before being moved to the base hospital for the preliminary examination in which Glenn Dennis's friend was required to assist, which under the new scenario would have taken place on Saturday, July 5 (as would Dennis's hallway confrontation with military authorities). However, because the previously described stench was so terrible, the bodies were again encased in their bags, placed in a closed wooden crate, and returned to the hanger.[91]

It is unclear how long they remained there, but according to Randle, they were flown out of Roswell AAF at about 3 a.m.--presumably on Sunday, July 6, or Monday, July 7--aboard two aircraft, with an eventual destination of Wright Field. Randle now contends the July 9 flight carrying a mysterious crate to Fort Worth AAF was a diversion, providing cover for the actual "body flights."[92]

Right Hand, Left Hand, and at Least a Small Elephant

In this instance, the cadavers got that way because they crossed paths with a Mogul flight, much to the detriment of both. There may have been a collision, disabling the vehicle carrying the hapless voyagers and causing it to crash. Or, unexpectedly encountering the Mogul array, the craft may have been forced into a violent evasive maneuver exceeding its design limits. Its passage destabilized the Mogul device and both crashed. Whatever the exact circumstances, an encounter between some sort of crewed vehicle and one of Charlie Moore's unwieldy monsters brought both down.

From this point on, this scenario is much the same as the first, except that a few pieces of very unusual debris (e.g., Marcel and Rickett's super-tough "metal," Tadolini's unique "fabric") may have been found with the Mogul wreckage. This may have triggered the search which led to the bodies and wrecked craft or merely may have been noticed later.

Keeping Perspective

The foregoing hypotheses are not meant to be either rigorous or exhaustive. Rather they are "horseback" formulations intended to suggest different ways of considering the Roswell evidence given what we now know and have good reason to suspect.

It must be kept in mind there may have been no bodies, no strange wreckage, only the remains of a Project Mogul flight wished and hyped into something far more exciting. If so, Roswell becomes an interesting footnote to the early history of the Cold War. Even if there were bodies--and I believe there were--they may not have been of unearthly origin. In which case, Roswell turns out to be a significant chapter in early Cold War history, akin to the currently unfolding disclosures about the U.S. government radiation experiments spawned in the same era.

Finally, if the U.S. Army Air Force recovered dead beings and wreckage not of this earth on New Mexico's high desert in July 1947--and I believe there is a reasonable possibility it did--what became of them? Beyond Fort Worth AAF, there is a void. To date, no physical evidence, documentation, or credible testimony has been brought forward which reveals or even suggests a clue to what became of the Roswell debris and bodies. In fact, at least three official post-Roswell and formerly classified documents dealing with flying saucers specifically note a lack of physical evidence of their existence. But then there is another which, as Don Berliner has pointed out, sets forth detailed intelligence collection requirements which may suggest knowledge derived from examination of physical evidence.[1]

I will close with still another horseback hypothesis, this one aimed at the foregoing problems and apparent contradictions. I think of it as "Whoops!" After receiving the Roswell wreckage and cadavers, carefully selected teams of experts feverishly went to work, seeking to learn the origin of this earthshaking discovery and unravel the scientific and technological secrets it embodied as quickly as possible. Something went wrong, and the wreckage was destroyed, although enough was learned to permit drafting detailed intelligence collection requirements on flying saucers. Not wanting to risk

(e) that Something Else *may* have been the crash of an alien spacecraft.

A final conclusion which I believe our new perspective demands is that the debris field and the bodies and associated wreckage were not necessarily connected. With the possible exception of some debris field material which may have had strikingly unusual characteristics (the "metal" Marcel and Rickett spoke of and the "fabric" remembered by Tadolini), there is nothing other than timing which gives any reason to believe there may have been a connection. While certainly it is possible there was a relationship, it is just as plausible to hold they were entirely separate events.

The Air Florida and subway crashes which took place in Washington, D.C., on the same fateful day in January 1982 provide a good analogy. Both occurred at almost the same time, both were responded to by the same emergency and public safety organizations, both had disastrous effects on area transportation, and both were reported as part of the same news stories--yet each crash was a separate event, and each was investigated accordingly. A similar approach is useful in thinking about Roswell.

Two Working Hypotheses

Proceeding from the conclusions above, let us consider Roswell as a "two-body" problem, first with the debris field and the bodies as the consequences of completely unrelated occurrences, then as related events.

Right Hand, Left Hand, No Elephant

In the first instance, Brazel's find was nothing more than the remains of a Project Mogul flight, and the cadavers came to be such elsewhere and as the result of something utterly unrelated to what was found on the debris field. In this case, it is possible the discovery of the bodies and the wreckage of what probably was their vehicle was made independently from anything to do with retrieval of the Mogul debris. Another possibility is they were found as part of a search mounted to locate as much of the downed Mogul array as possible--in other words, quite accidentally.

So let us say Blanchard has sent the small amount of odd but not extraordinary material Brazel brought in up the chain of command, but word has not yet gotten back to him about how to handle it. Then he is informed of the startling discovery of the bodies. He has Haut put out the press release and advises his Strategic Air Command superiors at Eighth Air Force headquarters of the shocking new development.

While SAC is addressing this new challenge, the Project Mogul group is galvanized into action by Blanchard's press release. They act to head things off at the pass, unaware of the possibly out of this world twist.

We now have two mutually exclusive need-to-know situations. Fortuitously, the cover stories needed to deal with both are complementary. Each "responsible authority" helps the other cover up--SAC never knowing what the other's secret is (and, most likely, even who the other was), and Mogul never knowing SAC had a secret of its own.

Roswell story--and unwittingly probably helped keep something else cloaked in secrecy.

Meanwhile, the Strategic Air Command hierarchy had put out its own cover story for Roswell, General Ramey's weather balloon yarn. Coincidentally or by design, this tied in well with the Mogul cover-up. Ramey and his superiors may have been dealing with either institutional embarrassment caused by Blanchard's impetuousness, a genuine security problem resulting from it, or both. The latter seems most likely, but the question is, what was the security problem, Mogul, the "Something Else," or both?

If Ramey's story was coordinated with the Mogul cover-up (whether he was aware of it or not), then it seems to me the cover-up served the dual purpose of keeping both Mogul and Something Else secret. And I think Something Else involved the strange bodies at Roswell AAF.

To be sure, the evidence for this is considerably more tenuous than that for my conclusions about Mogul. However, there are several independent credible sources who have provided testimony about events which seem likely to be pieces of the same mosaic, in which the bodies are central. There is Glenn Dennis and the nurse at the base hospital. There is Pappy Henderson who apparently claimed to have seen bodies suggestively similar to those the nurse is alleged to have helped examine. There is Robert Slusher, who says a mortician greeted the "crate flight" on which he was a crew member.

The timing of Dennis's and Slusher's claimed experiences is consistent with a conclusion that they were involved at different points in the same series of events, events in which the bodies were a primary focus. Testimony about Henderson's alleged claims suggests his experience with the bodies also was part of the same series of events.

Further, Glenn Dennis says he saw what appeared to be wreckage with strange markings in circumstances which leave little room for doubt it and the bodies were related. Also, the accounts of Henderson's activities entail a connection between unusual debris he flew out of Roswell and the bodies he is alleged to have seen.

All of this leads me to believe it is reasonable to conclude

(a) there were human-like but strange or strangely disfigured bodies at Roswell Army Air Field sometime before and probably until the afternoon of July 9, 1947;

(b) these bodies were associated with some very unusual wreckage, which was also at Roswell AAF during the same or most of the same period the bodies were present;

(c) the bodies and related wreckage were removed from Roswell AAF by air, probably on the afternoons of July 8 and July 9 respectively;

(d) the bodies and wreckage resulted from Something Else, knowledge of which Army Air Force officials were very concerned to keep closely held (Slusher and Henderson allegedly were told their operations were classified), even to the point of overstepping their authority (Dennis allegedly was threatened, the nurse seems to have been put under wraps); and

5
Roswell in Perspective

So it seems we have come full circle, this "parallax view" giving us a new perspective on Roswell. Where does this leave us, and where do we go from here?

As I stated in the preface to this report, there is no doubt what fell to earth and was recovered by the U.S. Army Air Force was not a mere weather balloon package. So, too, there is no doubt the military concocted the weather balloon yarn to squelch press and public interest in the matter. Moreover, it seems very likely officials of the United States government resorted to extraordinary measures to keep the truth about the matter secret, quite possibly exceeding their legal authority in so doing.

We also know that much of what has been alleged about Roswell is not what it seemed to be. Some key examples: At the moment, there exists neither proof nor credible testimony which gives any basis for pinpointing the location of a site at which an alien spacecraft and the bodies of its crew were recovered, either on the Foster Ranch or on another ranch about 35 miles north of Roswell. The testimony about the debris found on the Foster Ranch having strange properties is quite limited and legitimately open to question and more prosaic interpretation. The same debris appears to have exhibited strong resemblance in many important respects to materials used in Project Mogul. It seems likely no written "crashed disc" press release was distributed, and written or not, there is no good reason to believe the Roswell AAF announcement was part of a cover-up. And, finally, while cover-up actions seem in some instances to have gone well beyond what is acceptable in a free society, they also seem not to have been nearly so egregious as some have contended.

Unfortunately, on the basis of the evidence currently available, it is impossible to *prove* anything about both what was being covered up and the cover-up itself. However, we can arrive at some important tentative but reasonably solid conclusions about the Roswell data and from them develop helpful working hypotheses about what took place and why.

Some Conclusions

It is all but certain that at least the great majority if not all of what was found at the debris field on the Foster Ranch was the wreckage of a huge balloon and instrumentation array launched from Alamogordo AAF as part of the "crash" Top Secret, highly sensitive Project Mogul. It also seems very likely that, when news of the Foster Ranch discovery broke, authorities at Alamogordo, possibly acting under instructions from Washington or the WatsonLaboratories project office, instituted a cover story in what turned out to be a highly successful attempt to keep Mogul under wraps. Cleverly, they took advantage of the excitement over flying saucers to divert press attention from the

4. Telephone interview with Frankie Rowe, May 12, 1993; Ibid.

5. Ibid.

6. Summary transcript, see note 2 above.

7. Audiotaped personal interview with George Daniels, former chief of the Roswell Fire Department, May 20, 1993; personal interview with Bob Thomas, retired Roswell firefighter, May 20, 1993; telephone interview with J. C. Smith, retired Roswell firefighter who was on the department 1941-84, October 18, 1993; personal conversation with Max Littell, former Roswell city councilman, May 1993. Others whom I asked about this and related issues are L. M. Hall, Roswell city councilman and former Roswell chief of police (audiotaped personal interview, May 17, 1993) and Tommy Thompson, former Roswell chief of police and chief deputy to Sheriff Wilcox in July 1947 (audiotaped personal interview. May 21, 1993).

8. Rowe told me Kevin Randle said she should not be surprised her records are missing, that those behind the cover-up are very thorough. Telephone conversation with Frankie Rowe, December 10, 1993.

9. Telephone conversations with Stanton T. Friedman, April 22 and 23, 1993.

10. Personal interview with Jack Rodden, May 18, 1993; telephone conversation with Rowe, December 10, 1993.

11. Rowe, December 10, 1993.

12. United States Senate, *Biographical Directory of the United States Congress, 1774-1989* (Washington, D.C.: Government Printing Office, 1989).

13. Audiotaped telephone interview with Ruben Anaya, April 3, 1993.

14. I am grateful to Jake Castellano and Manuel Melendez for assisting me with these inquiries.

I asked Anaya how Montoya happened to see the saucer and the little men, and he told me the lieutenant governor was "at the base all day. They had a special program for elected officials, they were going to christen one of those big planes. It was a special day here in Roswell."

Stealth Day

Although the internal difficulties of this story and its inconsistency with other, credible Roswell accounts were obvious, the possibility that a prominent public figure may have been caught up in the case made it worth pursuing. Since Montoya, New Mexico's second-ranking state elected official, was alleged to be in Roswell for a public ceremony on a "special day," it was easy, if time consuming, to check out. It did not.

Walter Haut and I independently combed through the Roswell newspapers for the two-week period July 1 through July 14, 1947, and I checked both Albuquerque papers for the same dates. Other than community Fourth of July festivities, no special ceremony of any kind took place in Roswell or at the base, and Montoya was not mentioned in connection with the Independence Day activities. There was nothing in any of the papers about Montoya being present in Roswell during that period for any reason.

I discussed Anaya's story with two very close family-political friends of the Montoyas. Through one of them, I approached Joseph Montoya's widow, Della. She told him she did not remember her husband being in Roswell for anything at that time, and she most certainly did not remember a hysterical telephone call from him about a flying saucer and little men from outer space. Similarly, neither of her friends, one of whom has known the Montoyas for almost 50 years, had heard anything about Joseph Montoya being involved in the Roswell Incident before I mentioned the possibility.[14]

As with Frankie Rowe's story, there is an outside chance Anaya's is based on something real, but once again, it seems unlikely to have been anything to do with the Roswell Incident.

Unfortunately, although the bandwagon has square wheels, it keeps bumping along.

End Notes

1. Randle, Kevin D., and Donald R. Schmitt, "The UFO Crash at Roswell," *MUFON UFO Journal*, March 1994, pp. 8-9. Rowe has appeared on "Good Morning America," has been interviewed for "48 Hours," and has appeared in the videotape, "UFO Secret: The Roswell Crash" (New Century Productions).

2. Summary transcript of videotaped interview of Frankie Rowe conducted by Kevin D. Randle and Donald R. Schmitt. Transcript prepared by Frederic L. Whiting of the Fund for UFO Research. I have studied the entire unedited videotape, and the words quoted are Rowe's, verbatim.

3. Rowe, May 12, 1993; summary transcript, see note 2 above.

1947 (they still are today), good friends and supporters of Montoya's, in New Mexico political parlance, "Montoyistas."

Anaya told me that, one evening in early July 1947, he, Pete, and two friends, Moses Burrola and Ralph Chaes, were relaxing at the Anaya home when the telephone rang. Ruben Anaya answered. The caller was a "real excited, panicky sounding" Joseph Montoya. "Ruben," he said, "I'm at the base. I've gotta get out of here! Get your car and come after me here at the base." Anaya asked Montoya exactly where he was and was told, "I'm at the big hangar. I'll meet you here. Hurry!"

The four men piled into Ruben's car and drove to the base. Ruben, recently out of the Army, was a member of the noncommissioned officers' club and had a base pass for his car, so they were waived through the gate. They pulled up by the big hangar and tried to go in. "But nobody would let us in," Anaya told me. "They had MPs . . . and city police . . . there. Then he [Montoya] came out. That man was as white as a sheet, really shook up. He said, 'Come on. Let's get out of here.' I asked him if he wanted us to take him to his hotel, but he said, 'No. Just take me to your house. I need a drink bad.'"

After they arrived at the Anaya home, Montoya "sat on the couch and drank down a quart bottle of Jim Beam, three-quarters full. We said, 'Take it easy!' He said, 'No. I've got to calm myself down.'"

The four men demanded to know what had happened. Anaya told me Montoya replied,

> "You're not going to believe it. There was a flying saucer--*un plato muy grande con una machina en la media* [a big saucer with a machine in the middle]--that came down by Corona. There were four little men not from this world. One was alive!" He said they were little, came up only to his chest--and Montoya was a little guy [he was known as Little Joe]. . . . He described them, wearing silvery suits, with big eyes and a very little mouth. . . . We thought, this guy, he's out of whack. . . .
>
> *Then he called his wife, talked with her about it,* and then called the Nixon Hotel [where he was staying] and got a friend and his brother Tom Montoya . . . to come and get him. . . . [Emphasis added.]
>
> About ten-thirty the next morning we went to the hotel and talked to him. He told us, "Confidentially, they shipped everything to Texas, and those guys are in the hospital. . . . Look, if any of you guys say I talked about this, I'm going to say you're a bunch of liars."

Anaya added that, later, Senator Dennis Chavez, called his brother, Barrola, and Chaes, and him to the Nixon Hotel. He told them, "Joe Montoya was a damn' liar. He didn't see anything. . . . It was a very, very secret project, it could hurt us with Russia and Germany [if it came out]." It will be remembered that Chavez is reported to have called Radio KGFL owner Walter Whitmore, Sr., to warn him against broadcasting anything more on the crashed saucer.

The Long-Lost, Long-Gone Relative

At one point I thought I had located a witness who might be able to corroborate Rowe's story. Although this person is a relative of Rowe's, I took his story seriously because of the serendipitous and highly indirect way he surfaced. He told me that, when he was a child of about five (which would have been about 1959), his grandfather, Rowe's father Dan Dwyer, told him and other children in the family about the crash and the aliens. Unsurprisingly, he remembered few details, but he promised to provide leads to other family members who might have more information.

I asked Rowe about this person, and she confirmed his identity and the fact that he was her nephew. She said she had not been in touch with him for years. She was very surprised her father had told anyone about his experience after the Army's threats, and besides, her father "wasn't much of a storyteller." Then she added, "Maybe he only avoided it around me, because he knew it upset me."[11]

This potentially important witness has never come through with the promised information. After exhibiting some rather odd behavior, he "dropped off the scope," despite several inquiries from me and the colleague who brought him to my attention.

Much Smoke, No Fire

Rowe's story *may* reflect something which actually happened, although if it does, it seems unlikely to have been anything to do with the events now collectively known as the Roswell Incident. As Rowe tells the story, it simply does not fit what is known about the timing of events, the nature of what (and who) was found, and the Army's actions. No reliable testimony has been given and no records have been found to support Rowe's account, and despite agreeing to do so, she has yet to sign an affidavit spelling out her story.

Little Men and Jim Beam

In early January 1993, Stan Friedman called to tell me he had been approached by someone when he was in Roswell the previous November for a book signing and research visit. The man claimed a prominent New Mexico politician, now deceased, had been directly involved in the Roswell Incident. Friedman thought my political connections in New Mexico would facilitate an investigation of this potentially very important story. The source's name was Ruben Anaya, and the politician was Joseph Montoya, in 1947 New Mexico's lieutenant governor and later a United States congressman (1957-64) and senator (1957-77).[12]

Anaya's Story

I **had** a long telephone conversation with Ruben Anaya in early April 1993.[13] He told me he and his brother Pete were very politically active in

called the fire department in the first place? The military certainly would not have done so.

There is another difficulty on this point. As part of my investigation of Rowe's story, I interviewed three retired members of the Roswell Fire Department who served with Rowe's father at the time of the incident. I also discussed the matter with a former member of the Roswell City Council who served on the council committee responsible for public safety policies. None of the former firefighters remembered the department making such a run. They and the former councilman said it was standing department policy not to respond to calls outside the city limits, even if they were close in--let alone 30 miles out--because of concerns about not being able to respond to in-city calls if the department's equipment was committed elsewhere (the department had only two trucks in July 1947). The department chief (in July 1947, Rue Crissman), had authority to make exceptions in extreme emergencies, but this was only rarely exercised. No official record of this alleged exception has been found, although Kevin Randle reports finding a record of another in June 1947, the month before.[7]

Next, there are the horrendous threats. The same overkill argument applies here as it does to the alleged press-release roundup.

Then there is the painter, who was a civilian contractor. According to the revisionist scenario, the incident took place on Saturday, July 5. It seems unlikely a civilian painting contractor would have been working on the base on a Saturday, especially on a long holiday weekend.

Further, Rowe's description of the material she says she saw at the fire station differs considerably from those of others. No one else has described anything which behaved like quicksilver or which could be "wadded up into nothing." Moreover, it hardly seems likely a state trooper worried about the Army discovering he had a piece of debris would have stopped by the fire house and so casually shown it around. And if he did so, is it likely he would have permitted his friends to attempt to cut, tear, or burn (!) his souvenir?

Rowe says her tonsils were removed at what was then Saint Mary's Hospital. The hospital, now Eastern New Mexico Medical Center South, has no record of this procedure or of Rowe being hospitalized for any reason at any time during the period in question.[8] Stan Friedman has also attempted to locate records of the attending physicians, but these are no longer available.[9]

Rowe claims the terrifying threats of the big Army man traumatized her, which she at first said caused her not to talk about her experience and her father's story with anyone until 1991, when she was interviewed for the first time by Kevin Randle. She also told me her father "never talked about" the case with anyone after this threat to his family, that the subject was taboo. Yet according to Roswell photographer Jack Rodden, Rowe told him about it some years ago, and it was he who brought her to Randle's attention. Further, Rowe herself told me her sister, Helen Cahill remembers Rowe first told her about the threatening visit in the early 1960s, although Rowe said she did not remember this conversation.[10]

Three or four days later, Rowe told me, she was at the fire station, waiting for her father to finish his shift and go home with her. She had recently had her tonsils removed and had been to see her doctor, whose office was nearby. As she waited, a state police officer came in and said he wanted to show the firemen something. "He took his hand out of his pocket," says Rowe, "and he dropped what he had in his fist on a table. He said it was something he picked up out at the crash site. It looked like quicksilver when it was on the table, but you could wad it up."[4]

The material was "a little bit larger than . . . [the state trooper's] hand. It had jagged edges" and was a dull grayish-silver color. Rowe says she touched it, although she was not supposed to. "You couldn't feel it in your hand," she said. It was so thin that it felt like holding a hair . . . . It wasn't anything you'd ever seen before." She told me it "flowed like quicksilver when you laid it on the table," and the firemen and the trooper "tried to tear it, cut it and burn it. It wadded up into nothing. The state cop said he'd gotten away with just this one small piece, and he said he didn't know how long he'd be able to keep it, if the military found out."[5]

Maybe they did. Rowe claims that, several days later, when her father was out, four military men came to her home. "They were MPs--three of them--

> and one that wasn't an MP, the biggest of the three. He said he wanted to talk to the person that was at the fire station. Mother sent the rest of the kids outside.
>
> [This man] . . . was extremely dark complected and he had a heavy . . . [New York or Brooklyn] accent and a loud, booming voice. He asked me what I'd seen at the fire station. He said I had no business being there. He said I hadn't seen anything, and I said I had seen a piece of material. He kept saying I didn't see anything and . . . that I would be responsible if they killed everybody, if I talked about it. He said, "There are choices--we can take your mother and father either to Orchard Park [a former POW camp] or down at Artesia, down at the Japanese internment camp," and we [Frankie and the other children] might go to the other one or we might be sent back east and adopted out, or if he found out that any of us had talked, they might just take us out to the middle of the desert and shoot all of us and nobody would ever find us.[6]

Problems

There are several problems with Rowe's story. Most obvious is the basic account of the fire call to the crash site. Since Rowe's father reportedly saw two beings in body bags (or at least two body bags with something in them), it would appear the Army was already there with security in place. How did Dwyer and his fellow firefighters get so close? If they did manage to get through the cordon somehow, why were they not detained and sworn to secrecy on the spot, precluding Rowe from ever hearing the story? And who

4
The Bandwagon Effect:
Amazing Stories which Amuse and Confuse

Vallee's Law holds, in effect, that high-profile cases tend to make bad ufology--rather like the old legal adage, "Hard cases make bad law." One of the reasons for this is that publicity tends to draw publicity seekers and others who want to be part of the excitement. In this chapter I address two Roswell-related accounts which seem to me to fall into this category. Given what my investigation of these stories revealed, I had intended simply to file both away. However, other Roswell researchers have incorporated them into the revisionist scenario and "gone public" with them, and one of the sources, Frankie Rowe, has been interviewed at least twice for national television and a commercial video tape. Thus this brief chapter.[1]

Frankie Rowe

Frankie Rowe first appeared on the Roswell Incident scene in 1991, about the time *UFO Crash at Roswell* was published. Rowe told Roswell researchers that, in July 1947, when she was 12, her father, Dan Dwyer, was a firefighter with the Roswell Fire Department. According to Rowe, one night in early July 1947, "Daddy came home from work . . . [and] said he had been out to what they initially thought to be a plane crash."[2]

It seems, she said, a Roswell Fire Department truck with her father aboard had been sent to a location about 30 miles north of Roswell early that morning. Rowe said her father

> . . . said it was a crash of something that was not from the earth. He said this crash had left a lot of pieces of small material around, and two small bodies and one person walking around. He said it was from another planet . . . that they did not look like us. He said they were very small, and the one that was walking around was about the size of a 10 year old child, and it didn't have any hair, and it had very small ears and rather large dark eyes. They had on a one-piece suit that covered the whole body. The two that had been killed had been put in body bags. It [the survivor] seemed so scared and lost and afraid, and he felt sorry for it.[3]

According to Rowe, not long after her father told this story to his family, he added a postscript. She said he told them of a friend, a painting contractor who was working at the Roswell AAF hospital the day her father had been called out to the crash site. This man claimed to have seen the surviving being walk into the hospital.

134. Dugger and McGuire affidavits on file with the Fund for UFO Research; see also videotaped interviews in "Recollections." Neither Dugger nor McGuire responded to requests for permission to include their affidavits in this report.

135. Tiffany as attributed in *UFO Crash*, pp. 103-104.

136. *UFO Crash*, p. 110; telephone interview with Arthur E. Exon, September 30, 1992.

137. Letter to the author, August 26, 1992.

138. Henderson and Mary Kathryn Groode affidavits, Appendix H; Kromschroeder affidavit on file with the Fund for UFO Research; see also videotaped interviews with all three in "Recollections." Kromschroeder did not respond to a request to include his affidavit in this report. Moreover, he is a devotee of "space-brother" contactee Eduard ("Billy") Meier and seems to have embellished upon what he says Henderson told him about the properties of the metal he allegedly displayed. Concerning the latter, see *UFO Crash*, p. 95.

139. Slusher affidavit, Appendix H.

140. Hall affidavit, Appendix H. Hall told me he does not remember the exact term Dennis used in reference to the bodies. "Aliens" almost certainly was not it, and other details of Hall's recollections are probably less than reliable, since the conversation was clearly of little consequence to him until many years later. However, there is no doubt in Hall's mind that Dennis was making a connection between the call from the base and the crashed flying saucer story.

141. With respect to her military service, it is not inconceivable her records were destroyed in the 1973 National Military Records Center fire referenced above.

142. Audiotaped telephone interview with David N. Wagnon, September 17, 1993; Wagnon affidavit, Appendix H.

143. Wagnon, September 17, 1993.

119. I mentioned this porous material to Moore. He told me he seemed to recall that wide-mesh fabric reinforcing patches were used at some connection points on Mogul arrays, but he was uncertain about this.

120. To date, Reluctant has blown hot and cold for almost a year and a half about making the material available for examination and analysis. I still have some hope this will come to pass in the near future.

121. Johnson made this reference in an audiotaped telephone interview with Kevin Randle (February 27, 1989) and went on to say, "Anybody in his right mind, with the stench that that had, would want to get it out of his office pretty quick." Charles Moore told me that, before inflating the neoprene balloons, he immersed them in very hot water to restore their elasticity. An unfortunate side effect was a very unpleasant smell when these balloons burst.

122. See note 96 above.

123. See note 96 above, Moore.

124. Among these was a contract for aluminum chaff, used to foil enemy radars, which is why the company was thought to be a good candidate to build the targets. Moore and Trakowski do not remember the company's name, but I am pursuing a number of leads.

125. See note 96 above.

126. Proctor affidavit, Appendix H; *Roswell Incident,* pp. 89 and 95.

127. Schreiber affidavit, Appendix H.

128. Friedman, Stanton T., and Don Berliner, *Crash at Corona* (New York: Paragon House, 1992), p. 16; Appendix A, Marcel, Sr., interview; audiotaped telephone interview with Dr. Jesse A. Marcel, Jr., September 23, 1993.

129. Appendix A.

130. Marcel, Jr., September 23, 1993. The sketch is included with Marcel's affidavit in Appendix H.

131. Kellahin and Schreiber affidavits, Appendix H.

132. Ironically, the launch (and crash) of Flight 9 may have taken place on the revisionist scenario crash date.

133. I exclude the late W. Curry Holden from this list because it appears there was nothing in the little he told Kevin Randle which gives reason to believe he saw bodies. See "Sparse Shards and Bare Bones" in chapter 2.

102. These were flights 2, 3, and 4 in the numbered Mogul flight series. According to Moore, they were so sensitive they were "classified out" of the project reports (see flight summary table, Appendix B).

103. See note 96 above, Moore.

104. Ibid.

105. Ibid.

106. Ibid. See flight-configuration figures in Appendix B.

107. See note 96 above.

108. Moore told me that, at one point, Charles Schneider had to justify the use of Mogul's "aerial mines" to the Civil Aeronautics Authority, citing national security.

109. See note 96 above, Moore.

110. See note 96 above.

111. See note 96 above, Moore.

112. See note 96, Trakowski.

113. Ibid. Trakowski remembers hearing a local radio report of a flying saucer in the Alamogordo area, which he told me definitely was a Mogul flight.

114. "Fantasy of 'Flying Disc' Is Explained Here," *Alamogordo News*, July 10, 1947. Pritchard was identified in a United Press story of the same date as James R. Pritchard.

115. Ibid.

116. As Moore pointed out, Pritchard and company picked just enough true bits and pieces from Mogul's activities to make a plausible cover story. Others have suggested this effort was designed to hide the recovery of a crashed flying saucer. It seems clear to me that, instead, the intent was to take advantage of the flying saucer angle to protect Mogul--although it may have had the inadvertent result of doing both.

117. See Appendix C.

118. See note 96 above, Trakowski. Trakowski told me he understands researcher Robert Todd has letters from Duffy which relate this incident. Duffy died about two years ago.

89. *UFO Crash*, p. 228. The National Military Personnel Records Center suffered a disastrous fire in 1973, in which 22 million personnel files were destroyed or damaged, among them those of President Clinton's father.

90. Letter to the author from Charles R. Shaw, January 26, 1993.

91. Letter to the author from Charles R. Shaw, February 3, 1993.

92. Rickett interview with Schmitt, October 29, 1989. In a videotaped interview included in "Recollections," however, Rickett mentions Miller and specifically says he never talked with him about Roswell.

93. Letter to the author from Clair Miller, March 22, 1993.

94. Telephone interview with Miller, April 14, 1993.

95. Letter to the author from Miller, April 4, 1993.

96. Personal interview with Charles B. Moore, May 23, 1993; audiotaped telephone interview with Moore, October 6, 1993; audiotaped telephone interview with Albert C. Trakowski, March 21, 1994.

97. Re Ewing and "sofar," see, Lapedes, Daniel N., editor, *McGraw-Hill Dictionary of Scientific and Technical Terms*, (New York: McGraw-Hill, 1978); Asimov, Isaac, *Asimov's Biographical Encyclopedia of Science and Technology* (New York: Avon/Equinox, 1972). Another apparently short-lived project employing similar principles was Project Torrid. According to researcher Robert G. Todd (telephone conversation with the author, February 12, 1994), Torrid was a joint Army Air Force - Navy effort to develop techniques for detecting the impact of missiles in the oceans and locating aircraft downed at sea, using air-dropped or buoy-mounted hydrophones. No balloons were involved, nor was Torrid a progenitor of Mogul.

98. See note 96 above.

99. Ibid. Moore, Charles B., James R. Smith, and Seymour Goldstein, Technical Report Number 1, Balloon Group, Constant Level Balloon Project (Project 93) of the Research Division, College of Engineering, New York University, April 1, 1948. The cover page, selected figures, and a flight summary table from this report are reproduced herein as Appendix B. Summary information on the numbered flights discussed throughout this section is presented in the table.

100. See note 96 above, Moore. Moore is now emeritus professor of atmospheric physics, New Mexico Institute of Mining and Technology. He is also the same Charles B. Moore who had one of the more interesting early (and still unexplained) UFO sightings (near Arrey, New Mexico, April 24, 1949).

101. See note 96 above, Trakowski.

74. Ibid; audiotaped interview conducted by Donald R. Schmitt, October 29, 1989 (transcript).

75. Telephone interview, October 1992; letters to the author, December 8, 1992, and August 20, 1993; various telephone conversations, 1992-93.

76. Rickett to Rodeghier, January 1990.

77. Ibid; *UFO Crash*, p. 119.

78. Letter to the author, July 4, 1993. LaPaz, his wife, and two daughters had a very interesting and still unexplained UFO sighting as they were driving near Fort Sumner, New Mexico, on July 10, 1947. Miss LaPaz told me she remembers this incident quite well and is still puzzled by it.

79. Rickett to Rodeghier (January 1990) and Schmitt (October 1989); *UFO Crash*.

80. Pflock, Karl T., "Update: Roswell Army Air Field, July 1947," *AFOSISA Global Alliance*, April 1993, pp. 28-29.

81. Audiotaped telephone interview with Earl L. Zimmerman, April 25, 1993; Zimmerman affidavit, Appendix H. Zimmerman, who was stationed at Roswell AAF in July 1947, also remembers unpublicized visits to the base by Charles Lindbergh in the company of General Ramey (thus my question to Kaufmann in May 1993), as well as the presence of a CIC agent not assigned to the base, all about the time of the crashed saucer incident. See his affidavit.

82. Zimmerman affidavit, Appendix H.

83. In an August 20, 1993, letter to the author, Colonel Doyle Rees confirmed Zimmerman's assignment to his District 17 headquarters at the time in question. Rees wrote that he thought very highly of Zimmerman.

84. Zimmerman affidavit, Appendix H.

85. Audiotaped telephone interview with Edgar J. Bethart, January 26, 1993.

86. These include Charles R. Shaw, William M. O'Brien, Edgar J. Bethart, Clair Miller, and Doyle Rees.

87. Doyle Rees provided me with the correct name and has sought to make contact with Womack for me.

88. Letter to the author from William M. O'Brien, February 5, 1993, and audiotaped telephone interview with O'Brien, February 24, 1993.

58. Sappho Henderson, Robert Shirkey, affidavits, Appendix H. I am seeking to obtain official documentation of this and other alleged flights.

59. Rickett as attributed in Moore, "Crashed Saucers. . .," op. cit.

60. Robert E. Smith, affidavit, Appendix H; "Recollections."

61. Smith as cited in note 60 above. When the Los Alamos airport began operations on September 1, 1947, it was nothing more than an unlighted 4950-foot dirt airstrip with a tar paper shack for a terminal; at its elevation of 7150 feet, the strip was far too short for a C-54 (James Rickman, Office of Public Affairs, Los Alamos National Laboratory; Klass, Philip J., "Roswell UFO: Coverups and Credulity," *Skeptical Inquirer,* Fall 1991, p. 73).

62. Stringfield, Leonard H., *UFO Crash/Retrievals: The Inner Sanctum Status Report VI* (Cincinnati, Ohio: the author, 1991), pp. 13-18. Unfortunately, Tim has insisted on anonymity, citing a series of alleged mysterious, sometimes threatening telephone calls. Given that it was Tim who provided the leads which directed researchers to Slusher, and that Slusher is quite willing to talk publicly and has never had even a hint of a threat, Tim's fears strike me as contrived and call into question his credibility, although his diary cannot be ignored.

63. Personal interview with Robert A. Slusher, May 23, 1993; Slusher affidavit, Appendix H.

64. Stringfield, as cited in note 62 above. I am seeking to obtain official records of this flight.

65. See "Tales of Kaufmann" in chapter 2.

66. Audiotaped personal interview with Frank Joyce, November 3, 1992.

67. Ibid.

68. Haut, November 2, 1992.

69. Joyce, November 3, 1992.

70. As quoted in Moore, William L., "The Roswell Investigation: New Evidence in the Search for a Crashed UFO," *MUFON Symposium Proceedings, 1982* (Seguin, Texas: Mutual UFO Network, 1982), p. 94.

71. Ibid., p. 92.

72. Ibid., pp. 89-94; Joyce, November 3, 1992; presentation before New Mexico MUFON, spring 1993.

73. Audiotaped interview conducted by Mark Rodeghier, January 1990.

40. Haut, November 2, 1992. It is important to note Haut is quite certain about going into town in connection with the release, apparently largely because he remembers it as having given him a welcome opportunity to lunch at home and visit with his six-week-old daughter.

41. J. O. ("Bud") Payne affidavit, Appendix H.

42. As attributed in *UFO Crash at Roswell*, pp. 61-63.

43. Kellahin, affidavit, Appendix H. I also interviewed Robin Adair (audiotaped personal interview, May 25, 1993). He spun an interesting yarn which was so at odds with known facts (including his position and status at AP in 1947) that I believe it must be discounted entirely.

44. *UFO Crash*, pp. 158-59.

45. Ibid., p. 66.

46. Robert J. Shirkey affidavit, Appendix H; Haut, November 2, 1992.

47. Appendix G; "Commander on Leave," *Albuquerque Journal*, Albuquerque, New Mexico, July 10, 1947.

48. *UFO Crash*, p. 66.

49. Ibid., pp. 66 and 181.

50. Bean as attributed in ibid., pp. 95-96; Bean in "Recollections."

51. *UFO Crash*, p. 67.

52. Glenn Dennis affidavit, Appendix H.

53. *Roswell Army Air Field Yearbook* (Roswell, New Mexico: RAAF Public Relations Department, 1947); telephone conversations with Walter Haut and Robert Shirkey, February 10 and March 21, 1994, respectively; author's personal experience.

54. Audiotaped telephone interview with Loretta Proctor, September 23, 1993; personal interview with Juanita Sultemeier, May 19, 1993; audiotaped telephone interview with Sallye Strickland Tadolini, September 18, 1993.

55. Personal conversation with Donald R. Schmitt, Chicago, May 8, 1993.

56. Proctor, September 23, 1993; Sultemeier, May 19, 1993.

57. See Appendices A and F.

26. *UFO Crash*, p. 50. The sources cited are ibid. re the gouge and, oddly, Bill Brazel re orientation of the debris field (see notes 2 and 3 to chapter 5, p. 291).

27. Appendix A; *UFO Crash/Retrieval Syndrome*, p. 17. Bill Brazel has been quoted as saying his father told him "that from the way this wreckage was scattered, you could tell it was traveling 'an airline route to Socorro,'" which is almost due west of the debris field. See *Roswell Incident*, p. 86.

28. Audiotaped telephone interview with Major General Woodrow P. Swancutt, USAF (ret.), March 21, 1993; telephone interview with Robert J. Shirkey, March 21, 1994; audiotaped personal interview with Walter G. Haut, November 2, 1992; telephone interview with Colonel Virgil Sewell, USAF (ret.), September 12, 1993.

29. For example, a retired Air Force general officer who knew Blanchard well still thinks of him as a "loose cannon."

30. Goldberg, Alfred, editor, *A History of the United States Air Force, 1907-1957* (Princeton, New Jersey: Van Nostrand, 1957), p. 86.

31. See footnote 28.

32. Berliner, Don, "A Historical Perspective," in Whiting, Fred, "The Roswell Events," a limited distribution congressional briefing paper (Washington, D.C.: Fund for UFO Research, December 1993), p. 46. See also *Report on the UFO Wave of 1947* and *UFOs: A History--1947.*

33. Moore, William L., "Crashed Saucers: Evidence in Search of Proof," in *MUFON Symposium Proceedings* (Seguin, Texas: Mutual UFO Network, 1985).

34. See notes 30 and 28, above.

35. George R. Walsh affidavit, Appendix H.

36. See Appendix E.

37. Walsh affidavit, Appendix H. Audiotaped personal interview with Arthur R. McQuiddy, May 19, 1993; McQuiddy affidavit, Appendix H.

38. Audiotaped personal interview with Frank Joyce, November 3, 1992; Joyce as attributed in *UFO Crash*, pp. 136-37 (United Press is here misidentified as the Associated Press).

39. Judson J. Dixon in letters to the author, April 13 and 29, 1993. I am indebted to Mr. Dixon for his assistance in interpreting the 1947 UP wire codes and techniques.

11. Bill Brazel as attributed in Berlitz, Charles, and William L. Moore, *The Roswell Incident* (New York: Berkley, 1988), pp. 85-86.

12. Kellahin affidavit, Appendix H.

13. "Harassed Rancher Who Located 'Saucer' Sorry He Told About It," *Roswell Daily Record*, Roswell, New Mexico, July 9, 1947; Schreiber affidavit, Appendix H.

14. *Roswell Incident*, pp. 86-87, 91.

15. See Appendix E.

16. Appendix A.

17. *Roswell Incident*, pp. 69, 71-72.

18. "Disc Solution."

19. Audiotaped personal interview with Walter E. Whitmore, Jr., October 31, 1992. It is possible Brazel's sojourn with the Whitmores, coupled with his complaints about how the Army treated him, gave rise to the rumors of his being held "in jail."

20. Audiotaped telephone interview with Dr. Jesse A. Marcel, Jr., September 23, 1993. Audiotaped telephone interviews with David N. Wagnon, September 17, 1993, and E. L. Pyles, January 24, 1994; telephone conversations with Walter G. Haut and Robert J. Shirkey, February 10, and March 21, 1994, respectively. Frank J. Kaufmann, of course, is an exception; see "Tales of Kaufmann" in chapter 2.

21. Thomas J. DuBose, affidavit, Appendix H; see also videotaped interview in "Recollections of Roswell--Part 2," available from the Fund for UFO Research.

22. It is worth noting a United Press wire story update filed July 8, 1947, implies Sheriff George Wilcox said Brazel did not bring "the object" to town with him. See Appendix E.

23. Appendix A. Apparently, Marcel left the staff car he drove to the Foster place at the ranch house during this first visit to the debris field.

24. *UFO Crash*, p. 49.

25. Stringfield, Leonard H., *The UFO Crash/Retrieval Syndrome, Status Report II* (Seguin, Texas: Mutual UFO Network, 1980), Case A-10, pp. 16-17. Nor do earlier versions of this paper include such references.

We also know that one or the other of these events prompted Roswell AAF commander Colonel William Blanchard to issue an announcement that his intelligence section had recovered a crashed flying saucer. In turn, prompted by the press reaction to this startling announcement and concerned Mogul security might be compromised, authorities at Alamogordo AAF staged a demonstration for the local press designed to divert attention from Roswell.

Further, when it became clear to Blanchard and his superiors they had a tiger--or perhaps something far more touchy--by the tail, they acted quickly to put a cover story in place and bring down the security curtain. Glenn Dennis, Walter Whitmore, Sr., Lydia Sleppy, and others seem to have been hit by that curtain as it fell.

A consideration of how all this fits together--e.g, did the bodies have anything to do with the debris field?--will conclude this report. First, however, a brief ride on the tailgate of the Roswell bandwagon.

End Notes

1. Lydia A. Sleppy affidavit, Appendix H.

2. Randle, Kevin D., and Donald R. Schmitt, *UFO Crash at Roswell* (New York: Avon, 1991), p. 49.

3. William M. Woody, affidavit, Appendix H.

4. See Appendix E. An example of the AP story is "Mystery of Discs Deepens As Texas Find Proves Dud," *Boston American*, Boston, Massachusetts, July 9, 1947.

5. Jason Kellahin affidavit, Appendix H; Bessie Brazel Schreiber affidavit, Appendix H; Appendix A, Bob Pratt interview with Jesse A. Marcel, Sr., December 8, 1979.

6. Kellahin, Schreiber, Proctor, and Payne, affidavits, Appendix H.

7. "Disc Solution Collapses," *San Francisco Chronicle*, San Francisco, California, July 9, 1947.

8. See for example, Bloecher, Ted, *Report on the UFO Wave of 1947* (Washington, D.C.: the author, 1967); Gross, Loren E., *UFOs: A History--1947* (Port Saint Lucie, Florida: Arcturus Books, 1991).

9. See for example *UFO Crash*, pp. 37-38. Audiotaped personal interview with Loretta Proctor, October 31, 1992.

10. Audiotaped telephone interviews with Schreiber, August 26 and 27, 1993; Schreiber affidavit, Appendix H. Schrieber was misidentified as "Betty" in a contemporaneous newspaper account; see note 13 below.

Stan Friedman, who had been doggedly tracking down members of Squadron "M," the base medical unit, got a lead. He found someone who said he remembered the nurse.

In July 1947, David Wagnon was 19 and a private first class in the Army Air Force, serving as a technician in the Roswell AAF hospital. He told me,

> I do not recall anything about a crashed flying saucer incident during the time I was stationed at RAAF, but I do remember an Army nurse named . . . [X], who was assigned to the base hospital. She was small, attractive, in her twenties, and, I believe, a brunette. I seem to recall Miss . . . [X] was transferred from RAAF while I was still stationed there, but I am not at all certain about this.
>
> Miss . . . [X]'s name really stuck with me because it is somewhat unusual. . . .[142]
>
> [Note: The nurse's name has been deleted to facilitate the continuing and rather sensitive effort to locate her or learn her fate.]

Wagnon told me another reason he remembered Miss X so well was that she was very attractive and, unfortunately for PFC Wagnon, an officer.[143]

In independent interviews, both Friedman and I were very careful not to lead Wagnon, simply including the nurse's name in lists of names which each of us asked him one by one if he remembered and, if so, what he remembered about each person. Every indication is that Wagnon is being truthful. Moreover, he did not come forward, he had to be found. He has provided some important new information which I believe may help clear up the mystery of Miss X, and of most immediate importance, thanks to his testimony, the most troublesome cloud of doubt over Dennis's story now has a silver lining.

So, Were There Bodies?

I **am** personally convinced there were bodies and that they were either alien entities or humans or other earthly creatures who had undergone something horrible. Stepping back from my gut certainty, however, I must confess there is no *proof* of this. Proof must await more evidence.

What We Really Know

It would appear that a Top Secret defense research project known as Mogul, operating from Alamogordo AAF dropped a large quantity of unusual debris on the Foster Ranch. It may be this debris was intermingled with wreckage from something else more unusual still, but whatever the case, the debris field was found and reported to the military by ranch manager Mac Brazel. We also have good reason to believe at least three strange bodies were recovered somewhere in the area by Roswell AAF personnel at about the same time the debris was being picked up on the Foster Ranch.

size caskets; threats and manhandling by Army officers; strangely marked debris unlike that described by others, seen in the back of a military ambulance; Dennis's being escorted out of Roswell AAF hospital and off the base by MPs; further threats from the military conveyed through Sheriff Wilcox and Dennis's father; a bizarre tale of an autopsy of three weird bodies told by a nearly hysterical nurse; and the disappearance of that nurse without a trace. Moreover, until recently, no one had been found who could offer anything to back up Dennis's account.

When I began my investigation, I was more skeptical of this testimony than anything else about the case. After almost two years of investigation and research, I have come to believe Dennis's account is absolutely truthful and as accurate as half-century-old recollections can be.

Why? Two witnesses have been found who have provided testimony which lends important support to Dennis's story. I have learned a great deal about Dennis and the high regard in which he is held by his friends, neighbors, and prominent New Mexicans. I also learned that his story became public against his express wishes. Most important, I have gotten to know Glenn.

A "Gotcha" Joke?

L. M. Hall, member of the Roswell City Council and former Roswell chief of police, told me he remembers Dennis telling him about a call from the base about small caskets, "probably a couple of days after the stories about a crashed flying saucer appeared in the Roswell papers." Hall said he thought Dennis was trying to catch him with "one of those 'gotcha' jokes" because he said the Army wanted the caskets for "'those aliens,' something to that effect," implicitly referring to the crashed saucer story. So now, for the first time, we have independent testimony about an alleged contemporaneous event lending support to part of Dennis's story.[140]

The Missing Nurse

A critical difficulty with Dennis's story is the disappearance of his friend, the Army nurse whom he said claimed to have been involved in the examination of several strange bodies. Dennis says she was transferred overseas a matter of days after she told him of her bizarre experience. She wrote one letter to him, but his reply was returned marked "Return to Sender--Deceased." When he tried to learn more, Dennis was told by other nurses at the Roswell AAF hospital they had heard rumors she had been killed in a plane crash somewhere in Europe or Great Britain.

Research by respected aviation writer and UFO researcher Don Berliner and others has uncovered no evidence of an aircraft accident in which the nurse was or could have been a victim. To date, no official records of the existence of the nurse--birth and school documents, military service files, and so on--or her presence at Roswell AAF in July 1947 have been found. Similarly, no record of her family has been located. The search continues, but so far, she seems to have disappeared without a trace.[141]

Some have suggested the nurse never existed. This was my primary problem with Dennis's story. The nurse was too conveniently missing. Then

Groode, the Hendersons' daughter, said her father described the "alien beings as small and pale, with slanted eyes and large heads. He said they were humanoid looking, but different from us." She also thought her father said he had seen three bodies. Kromschroeder claimed Henderson told him he had flown both "wreckage and alien bodies to Wright Field" and "described the beings as small. Kromschroeder also claimed Pappy showed him a piece of unusual metal which he said came from the crashed spacecraft.

I have reservations about Kromschroeder's credibility. However, the testimony of Henderson's widow and daughter appears to be entirely honest and credible. Although the story is second hand, it is important for two reasons. First, the recollections of Henderson's description of the bodies are quite similar to what Glenn Dennis says he was told by the nurse who was involved in the postmortem examination at the Roswell AAF hospital. Second, although no official documentation of Henderson's purported flight has yet been located, his story links a report of strange bodies with air transportation of unusual debris out of Roswell. Thus Pappy Henderson's story, taken as a working assumption, gives reason to take seriously the idea that something sensitive involving out-of-the-ordinary cadavers was going on at Roswell AAF in early July 1947.[138]

The Crate Lift

Robert Slusher has provided quite credible testimony about his participation in an unusual B-29 flight on July 9, 1947. "Tim," another crew member on that flight, has given researcher Leonard Stringfield similar testimony and a diary entry about the trip. According to Slusher and Tim, their aircraft carried a large, unmarked crate under armed guard, and when they arrived in Fort Worth, the party which greeted them included a mortician. They also said the crew was told the flight, which "made history," was not to be talked about.[139]

Official documentation of such a flight has not yet been located. As I noted above, Tim's story includes some doubtful allegations of intimidation directed at him, and efforts to locate and interview others involved have yet to bear fruit. However, I have talked with Slusher a number of times, both on the in person and on the telephone, and find him quite credible. What I have learned about him from others supports this impression. Thus, I believe it is reasonable to accept this story as a working assumption which suggests the Army Air Force had bodies of some sort the existence and disposition of which it wanted to keep under wraps.

Glenn Dennis

Now we come to the heart of the body of evidence which suggests dead nonhuman beings may have been recovered somewhere in the Roswell vicinity in July 1947. Glenn Dennis's account is bizarre, and to be frank, very nearly unbelievable. Dennis himself says, "If someone else was telling this story, I wouldn't believe him."

Consider, the story sounds like a B-grade thriller conceived by Oliver Stone: strange inquiries about body preservation methods and small, child-

Finally in this category, there is the story attributed to John Tiffany, who told researchers Stan Friedman and Don Schmitt his father claimed to have seen or had knowledge of unusual bodies. According to this account, "two were intact and one had been dismembered. They had smooth features and skin, and all wore some sort of flying suit." Like Sergeant Brown, Tiffany's father seems not to have left any record of his alleged experience, and citing concerns about his job, Tiffany has refused to discuss the matter further. Once again we have an item for the back of the judgement suspended file.[135]

Rumors and Rumors of Rumors

Before moving on to more substantive information, a brief "for what it's worth" aside in the interest of completeness. I want to make note of two rumors about the disposition of the bodies, one well known to those interested in Roswell, the other never before brought to light.

The first of these is what has been attributed to retired Air Force Brigadier General Arthur E. Exon. When first made public in 1991, it seemed General Exon's recollections of the possibility that bodies had been flown from Roswell to Wright Field, Ohio, in 1947 might be based upon firsthand information. If so, this would be highly significant. However, Exon told me his comments were based solely upon rumors he heard from colleagues at Wright Field and nothing more.[136]

The other story was passed along to me by Walter Unrath, a retired Army intelligence and counter intelligence officer who was instrumental in my search for CIC and OSI agents who might have knowledge of Roswell. Unrath wrote that, as he was making contacts for me, "one story was repeated a couple of times. I have heard the story rumored in intelligence for years but can't provide any credence to it. The story relates that at Andrew AFB the Smithsonian Institution has a hangar which is off limits to everyone. The place is highly secretive and vigorously controlled. The rumors indicate that the remnants of the UFO that crashed in N.M., together with the remains of passengers, are stored there." As Unrath says, the story is "fascinating and intriguing" but highly unlikely, and I have learned nothing which gives any reason to take it seriously.[137]

Pappy's Story

Consider now the accounts of Sappho Henderson and Mary Kathryn Groode, respectively widow and daughter of First Air Transport Unit command pilot Pappy Henderson, and Dr. John Kromschroeder, a dentist, retired naval officer, and friend of Pappy Henderson. All three have testified Pappy told them he flew Roswell debris to Wright Field and at some point saw some strange bodies. Groode and her mother said Henderson had never said a word about his experience until 1980 or 1981, when he saw a newspaper article about Roswell, which he took to mean the matter was no longer classified.

Pappy's widow said he described "strange," small "beings . . . with large heads for their size. He said the material that their suits were made of was different than anything he had ever seen." She added she seemed to recall his mentioning "the bodies had been packed in dry ice to preserve them."

this question is never answered unequivocally, it cannot reasonably be doubted that something from Mogul was a key player in the Roswell Incident.

But . . . there are still those exceptions, which may *not* be artifacts of flawed memory. If they are not, perhaps a Mogul array was not the only unusual technology which tumbled to earth on the Foster Ranch and, perhaps, not far away. Then, of course, there is the matter of the bodies.

The Matter of the Bodies

Did the Army recover strange cadavers somewhere in Lincoln or Chaves County, take them to the Roswell AAF hospital for preliminary examination, and then ship them out to Fort Worth AAF and, ultimately, on to another facility? Although the evidence currently available is quite limited and falls well short of proof, I believe the answer could well be yes.

Doubtful Tales

To date (March 1994), two persons claiming firsthand knowledge of the bodies have been interviewed by Roswell researchers and identified publicly, Frank Kaufmann and Jim Ragsdale. "Indiana Jones," the anonymous archaeologist, is the only other alleged firsthand witness to the bodies with whom a researcher has talked and made public the details of his account. Kaufmann has claimed knowledge of the bodies in the context of both the conventional wisdom and revisionist scenarios, Ragsdale, only with respect to the revisionist. Jones's story has been advanced in support of both versions. For reasons set forth at length above, neither Kaufmann nor Ragsdale appears to be credible. Because of his anonymity and other concerns, also covered above, Jones's account must go into the judgment suspended file.[133]

Beverly Bean has testified her father, Sergeant Melvin Brown, saw strange bodies on a truck at the crash site and later guarded the hangar in which they were temporarily stored. However, there is nothing currently available to corroborate Bean's story, and the description of the bodies she attributes to her father is inconsistent with that provided independently by other credible witnesses. So, although this testimony is interesting, it too must be placed in the judgment suspended file.

Barbara Dugger, granddaughter of Sheriff George Wilcox and his wife Inez, has testified her grandmother told her the sheriff "went out to the site; it was in the evening. There was a big burned area, and he saw debris. He also saw four 'space beings.' One of the little men was alive. Their heads were large. They wore suits like silk." Dugger's aunt, George and Inez Wilcox's daughter Phyllis McGuire, says, "My mother talked to different members of the family about the event and said that there was a crash and there were bodies, but they could not talk about it."[134]

This testimony, while interesting, is third hand, from the sheriff to his wife to his daughter and granddaughter. Moreover, Dugger's account, which has been cited in support of both Roswell scenarios, includes a live alien (!) and a large burned spot on the crash site, making it significantly inconsistent with other reports. For all these reasons, this information must go to the back of the judgment suspended file.

and you couldn't break it either. It was pliable, but wouldn't break. Of course, all I had was a few splinters."

With respect to the struts' strength, consider that Proctor and Brazel speak of "slivers" and "splinters." In addition, Dr. Marcel told me he recalled at least one of the beams with the strange markings as "being broken off. It looked like it had been severed or broken. It was not a finished edge." A drawing he has made shows a beam with jagged ends, which Marcel labeled "fractured."[130] Clearly, the material, whatever it was, could be broken.

Apart from the reports that they would not burn, and to a lesser degree, that they could not be cut, the Roswell debris struts are not inconsistent with those of coated hardened balsa wood of the sort used in constructing the ML-307B targets.

As for the foil-like material, we have various descriptions. Several quite directly match the radar-reflective sheets used in Mogul's targets. Reluctant speaks of "white, linen-like cloth with reflective tinfoil attached to one side. Some pieces were glued to balsa wood sticks." Jason Kellahin says he saw "pieces of silver colored fabric, perhaps aluminized cloth. Some of the pieces had sticks attached to them." Bessie Schreiber says she picked up "double-sided material, foil-like on one side. . . . Sticks, like kite sticks, were attached to some of the pieces with a whitish tape." She also said the "material could not be torn like ordinary aluminum foil."[131]

Other descriptions of the foil-like debris do not fit quite so closely. Bill Brazel, Dr. Marcel, and Robert Smith have described material which was dull grayish-silver in color and of a thickness like lead foil. Brazel and Smith said the material would return to an unwrinkled, uncreased state after being crumpled or folded, silently, according to Brazel, with a sound like cellophane, according to Smith. Although this characteristic is curious and problematical, in Brazel's case it *may* be nothing more than an artifact of memory, as for Smith's, see "What Went Where, Et Cetera," above.

Yes, but. . .

With the exceptions noted--all of which *may* be products of the fallibility of human memory and related factors--it is beyond reasonable doubt that at least the great majority of what was recovered from the debris field was the remains of a Project Mogul flight. But which one?

I do not know. The "culprit" could have been any one of dozens of unnumbered flights of various sorts. However, for a number of reasons, I believe it is most likely to have been Flight 9, missing from the books and probably launched in the wee hours of Friday, July 4, 1947, comfortably within the "discovery window" required for Mac Brazel to make his find and get to town "on schedule."[132] Flight 9 is the only one of that summer's numbered launches absent from the un- and declassified Mogul/Project 93 reports. Given Charlie Moore's and Albert Trakowski's rather comprehensive recollections of Mogul matters both great and small, I find their complete lack of recall about Flight 9 somewhat surprising.

For all these reasons and others on which I must keep my counsel for now, I think Flight 9 is the most likely "unusual suspect." I am pursuing certain leads which may resolve the "which one was it?" question, but even if

Keeping the rather unmilitary ML-307B's in mind, consider the testimony of several key first- and secondhand witnesses to the Roswell debris. Loretta Proctor remembers Mac Brazel talking about "tape which had printing on it. The color of the printing was a kind of purple. He said it wasn't Japanese writing; from the way he described it, it sounded like it resembled hieroglyphics." Brazel's sister, the late Lorraine Ferguson, is reported as remembering him saying some of what he found "had some kind of unusual writing on it--Mac said it was like the kind of stuff you find all over Japanese or Chinese firecrackers; not really writing, just wiggles and such." Brazel's son, Bill, says his father mentioned some of the debris had "figures" on it, the same term the elder Brazel used in referring to Indian petroglyphs.[126]

Mac Brazel's daughter, Bessie, who helped her father gather up some of the debris, remembers "grayish silver" foil attached to "sticks, like kite sticks" with "a whitish tape. The tape was about two or three inches wide and had flower-like designs on it. The 'flowers' were faint, a variety of pastel colors, and reminded me of Japanese paintings in which the flowers are not all connected."[127]

Dr. Jesse Marcel recalls, "Imprinted along the edge of some of the beam remnants, there were hieroglyphic-type characters. I recently questioned my father about this, and he recalled seeing these characters also, and even described them as being a pink or purplish-pink color." In his interview with Bob Pratt, the senior Marcel talked of thin "members" along the length of which "little markings, two-color markings as I can recall. Like Chinese writing to me, nothing you could make sense out of." In a recent telephone conversation, Dr. Marcel told me, "Some of the geometric forms could resemble the petals of a flower . . . maybe flower-like . . . a solid form, purple color, violet hue."[128]

The parallels between the descriptions of the markings on the debris found by Mac Brazel and the novelty-company tape used in the construction of Mogul's radar targets are so strong as to be all but conclusive.

Only Dr. Marcel recalls the small struts as having an I-beam-like cross section. His father spoke of solid "rectangular members," measuring "perhaps three-eighths of an inch by one-quarter of an inch thick and just about all sizes. None of them were very long. I'd say about three feet." He said this material was "weightless. You couldn't even tell you had it in your hands . . . just like balsa wood."[129]

The senior Marcel's description of the struts is the most detailed we have. Bessie Brazel Schreiber remembers "sticks, like kite sticks." Former Associated Press reporter Jason Kellahin remembers "sticks" attached to "silver colored fabric, perhaps aluminized cloth." Reluctant reports seeing and collecting "balsa wood sticks." Loretta Proctor and Bill Brazel remember small fragments. Proctor remembers "a little sliver of wood looking stuff . . . but you couldn't burn it or you couldn't cut it. . . . [It was] about the size of a pencil and about three or four inches long. . . . It was a kind of a brownish tan . . . [and it] looked like plastic, . . . that was kind of what it looked like." Brazel recalls material "like balsa wood in weight, but a bit darker and much harder. . . . [Y]ou couldn't scratch it with your fingernail like ordinary balsa,

It is obvious that, with the help of New Mexico's seemingly inexhaustible winds, Mogul arrays were large enough to create a debris field of the size(s) described. These balloon and instrumentation trains included hundreds and in most cases thousands of square feet of polyethylene and neoprene balloon envelopes, many square feet of radar-reflective material, much hardened balsa strutting, and so on.

Polyethylene was not in common use in 1947, and Project Mogul was the first and sole user of balloons constructed from it. Polyethylene could have been the material Marcel, Sr., found so hard to describe and the many bits of very light material Reluctant saw blowing in the wind. It is not out of the realm of possibility that balloon neoprene may have been the material Mac Brazel's daughter Bessie remembers as "grayish" and "rubber-like." It could also have been the "smelly garbage" newspaper photographer J. Bond Johnson says he encountered in General Ramey's office.[121]

Moore and his team used very strong (150 and 300 pound test) monofilament nylon line in rigging their Mogul arrays. This could account for the material which has been said to resemble heavy gauge monofilament fishing line. Also used was hand braided lobster twine, composed of many fine nylon threads. Moore told me the twine's individual strands strongly resembled silk threads when the twine unraveled, which it did easily when broken or cut. This could account for the debris described as silk-like threads. The brittle, plastic-like material remembered by Dr. Marcel and the black box vaguely recalled by his father could well have been casings from a Mogul instrument or battery package.

But what of the struts or beams, the strange markings, and the foil-like debris? The ML-307B, "gable type" radar reflectors used by Project Mogul were designed late in World War II for Army Signal Corps use.[122] The reflective material used was aluminum foil laminated onto a tough white or brown paper or, sometimes, a tough aluminum coated paper. Formed into right-angle triangles about three feet high, this material was glued onto hardened balsa struts heavily coated with "something like Elmer's Glue" and arranged in a pattern which gave the appearance of abutting roof gables and was designed to present a radar-reflecting geometry from any angle.[123]

These targets were folded for shipment and storage, and it was soon discovered this stressed the foil where it was attached to the struts. The manufacturer used "sticky tape" to reinforce the structure, lapping it over the struts and securing it to both sides of the reflector foil. This vendor was a toy or novelty company, a "we'll build anything outfit" with numerous wartime contracts.[124] When the ML-307's weakness was discovered, the company used tape it had on hand to make the fix. This tape was clear or whitish, about two inches wide. *It had pink and purple flower-like figures on it.* Charles Moore remembers these figures as being "embossed on the back of the tape" and not very bright in color but having "very sharp edges, sharply incised." Moore told me, "What sticks in my mind, Karl, is that every time I'd prepare a target for flight, I would always look at that tape and I would wonder, 'Why in the hell did anybody [use it]--what's the significance of this?" Several others associated with Mogul or the design and acquisition of these targets remember the oddly patterned tape.[125]

anonymous for the time being. I am confident that what Reluctant has told me about visiting the debris field and what was found there is true and accurate to the best of the witness's recollection:

> . . . Brazel sketched a map for me, showing which roads to take and how to find the site. I drove there [from Roswell] alone in my 1946 Chevrolet, a distance of 65 or 70 miles. No one was there when I arrived, I do not remember seeing any sign that anyone had been on the site, and I saw no one else while I was there. Although I now believe the Army was already aware of Brazel's find at the time, I am certain I was on the site before any military personnel got there.
>
> The site was a short distance from a ranch road. The debris covered a fan- or roughly triangle-shaped area, which was about 10 or 12 feet wide at what I thought was the top end. From there it extended about 100 to 150 feet, widening out to about 150 feet at the base. This area was covered with many, many bits of material. The material was very light. I could see it blowing in the wind. Many pieces had been blown out of the main area, and I could see them stuck to bushes as far as a city block away.
>
> Most of what I found was white, linen-like cloth with reflective tinfoil attached to one side. Some pieces were glued to balsa wood sticks, and some of them had glue on the cloth side, with bits of balsa still stuck to it. Most of the pieces were no larger than four or five inches on a side, although I found one or two about the size of a sheet of typing paper. None of the sticks was more than a foot or so long.
>
> One of the larger pieces of foiled cloth, measuring about 8 by 12 inches, had writing on the cloth side. Someone had used a pencil to do some figuring, arithmetic. There were no words, only numbers. I did not see any writing or markings on any of the other debris.
>
> I collected some of the foiled cloth material, including the piece with the writing on it, and a few of the sticks, filling a large, 9 by 12, envelope with it. . . .
>
> . . . I still have the material I collected on the ranch site in July 1947. It is . . . stored in a safe and secure place. . . .[120]

Clearly, Reluctant is describing materials of an earthly origin which very well could have been part of a Mogul flight array. With the exception of the large, strong piece or pieces of "metal" described by Rickett and Marcel, Sr., and perhaps the "fabric" remembered by Tadolini, the same is true of the materials described by others. Admittedly, this requires discounting some of what the witnesses say they recall about certain properties of the debris. However, this is not unreasonable in light of what is known about Mogul and given the distortions time and unconscious adoption of things heard from or suggested by others can introduce into even relatively recent memories.

The message went on to state "the object found resembles a high altitude weather balloon with a radar reflector, but . . . telephonic conversation between . . . [Eighth Air Force headquarters in Fort Worth] and Wright Field had not borne out this belief."[117] It requires very little thought to recognize the *possibility* that the "disc" and associated material described in this message may have been from a Project Mogul device.

Albert Trakowski told me that, "a few days" after the Roswell excitement, he received a telephone call from former Mogul project officer Marcellus Duffy at Wright Field. According to Trakowski, Colonel Duffy told him "some guy awakened him the night the plane came in and showed him some debris," telling him it had been found in New Mexico and had stirred up considerable press interest. Trakowski said Duffy told him he strongly suspected the material was from Mogul, but of course, he could not reveal this. So Duffy said he offered the opinion that "no doubt it is from a meteorological device," further reinforcing the cover story.[118]

But Was "It" from Mogul?

Those who saw and handled the debris discovered by Mac Brazel and have come forward publicly have for the most part provided generally consistent descriptions of a variety of materials, and others who have reported what they remember being told by firsthand witnesses offer similar memories. These include dull-silver foil-like material, something like tinfoil although it would not tear and could not be permanently creased or wrinkled; small, brownish balsa-like struts or beams, which a match or cigarette-lighter flame would not burn, which were flexible but too strong to break, and which resisted being cut or grooved by pocket knives and fingernails; tough brownish or white parchment-like paper; threads or fibers like silk; strands of material resembling heavy gauge monofilament fishing line; and pink and purple or pastel designs embossed on a whitish tape or on the beams/struts.

Certain individuals have described items or characteristics not mentioned by others. Dr. Jesse Marcel remembers "a brittle, brownish-black plastic-like material, like Bakelite," and he recalls the struts he saw as having a cross section like an I-beam. Lewis Rickett is reported to have talked of handling a piece of very thin, very light material which "looked like metal," was about two feet square and slightly curved, and which he could not bend, even with great effort. Sallye Tadolini described a piece of "fabric" Bill Brazel showed her, which was "about the thickness of very fine kidskin leather and a dull metallic grayish silver" in color. Jesse Marcel, Sr., is reported to have said he thinks CIC Captain Cavitt found "a black, metallic-looking box several inches square" on the debris field, and in his December 1979 interview with Bob Pratt, he cryptically mentioned "some material that's hard to describe. I'd never seen anything like that and I still don't know what it was." In the same interview and another, probably his last, Marcel referred to some "porous material you could blow through," which he and Cavitt found on the site. In other interviews, Marcel talked of one of his men striking a large piece of some material with a sledgehammer and being unable to dent it.[119]

There is another witness to the debris, "Reluctant," whom I first met in October 1992, and who for reasons I understand and respect wishes to remain

The morning of Tuesday, July 8, the Mogul men, having exhausted their entire stock of polyethylene balloons, boarded a C-54 and flew back to New Jersey.[111] Unbeknownst to them, about the same time their plane was heading down the runway, Colonel Blanchard was probably dictating the "flying disc" press release to Walter Haut.

Another Cover Story

When the news broke about the discovery on the Foster Ranch, it caused great consternation in the upper echelons at Alamogordo AAF.[112] Project Mogul's hosts immediately thought the project was in serious danger of being compromised as a result of the news of Mac Brazel's discovery, which they believed to be one of the numerous unrecovered Mogul arrays. Several of Mogul's flights had been responsible for reports of flying saucers over the Tularosa Valley, in which Alamogordo is located. Moreover, there had been some press inquiries to the base about "unusual activities" in the North Area. Added to this growing public and media attention, the possibility that someone without a "need to know" had physical evidence of Mogul meant something had to be done to divert press and public attention.[113]

To address these security concerns, the local press was invited to Alamogordo AAF for a demonstration of the work of the "Watson Laboratories AMC experimental group for long range radar detection" on the afternoon of July 9. Of course, there was no such group. Captain Dyvad's men played the role, with Alamogordo base public relations officer Major W. D. Pritchard fronting for them. Pritchard told the press the purpose of the work "was study and training of officers and enlisted men of the army in observing and tracking of objects slower than airplanes by eye and radar device."[114]

As reporters watched and took photographs, the "experimental group" launched a cluster of meteorological balloons trailing two radar reflectors (something they had never done before Charlie Moore had shown them how) and demonstrated how they radar-tracked the balloons in flight.[115] Major Pritchard explained the group "had not realized that our balloon and corner reflector radar experimental device was in any way related to the widely-discussed 'flying disc' observed over the nation until reading news dispatches on Thursday *[sic]*. . . ." [A]fter reading the detailed description on *[sic]* the recovery of one of our reflectors or a similar one from another base, we suddenly became aware of the possibility." Of course, this dovetailed well with General Ramey's weather balloon announcement the afternoon before, and Mogul's secret was safe.[116]

Meanwhile, at Wright Field. . .

Although early in the evening of July 8 Ramey told the press in Fort Worth the special flight carrying the Roswell debris to Dayton had been cancelled, it had not. At 6:17 p.m. that evening, the FBI's Dallas office sent a Teletype message to FBI headquarters and the FBI office in Cincinnati, Ohio, advising that the Roswell "object" was being flown to Wright Field by "special plane." The telex said the "disc is hexagonal in shape and was suspended from a ballo[o]n by cable, which ballo[o]n was approximately twenty feet in diameter."

attempting "operational" launches.[107] Other balloons lofted test-support instrumentation and still others, explosives, which were set off at altitude to test the Mogul detection devices.[108] No effort was made to recover any of the meteorological or explosives flights, and it is uncertain how many of the unnumbered Mogul and instrumentation flights were recovered.[109] Soon after Flight 6, the Mogul group returned to the east coast to prepare for the next series of launches with the "non-extensible" polyethylene balloons.

Return to Alamogordo

The Mogul team returned to New Mexico in late June 1947, again enlisting the aid of Captain Dyvad's radar men in tracking Mogul's aerial behemoths and their lesser cousins. As before, the team conducted numerous unlogged flights--some Mogul arrays, many meteorological clusters, and substantial numbers of test-support (explosives and instrument) launches, all using the same sort of rigging, instrumentation, and tracking gear as before. The first numbered Mogul launch in this set was Flight 7, lifting off at 5:21 a.m. on Wednesday, July 2. This was the last of the Moguls employing neoprene meteorological balloons, 20 of them, and the array measured about 450 feet from top to bottom. After nearly seven hours in the air, this flight grounded in the Sacramento Mountains about 31 miles east of Alamogordo AAF. All that was recovered by the Mogul team was "one balloon neck."

At just after 3 a.m. the next day, Thursday, July 3, the first polyethylene balloons ever to be flown were launched by the Mogul team. This was Mogul Flight 8, an array over 200 feet tall employing 10 conical General Mills balloons. Flight 8 was aloft about three hours before touching down about 20 miles west-northwest of the base, and it was last seen dragging north across the desert. Nothing from this flight was recovered.

No information is available for the next numbered launch, Flight 9, which is missing from all Mogul documentation I have gathered to date. Both Moore and Trakowski have told me they recall nothing about it. However, Moore said he remembers several flights were "classified out" of the NYU Project 93 reports and reports on subsequent balloon programs in which he was involved. It appears Flight 9 is one of those. It is the only flight missing from Mogul's Alamogordo numbered launch sequence of July 1947, and it seems likely to have been launched on Friday, July 4, or possibly the day before. It should be noted that both Moore and Trakowski are firm in their recollections that Friday, July 4, was *not* a holiday for the Mogul team. Theirs was a crash project, and they worked very long hours, seven days a week.[110] I will return to the mystery of Flight 9 below.

Just after 5 a.m. on Saturday, July 5, Mogul Flight 10 lifted off, carried by a single 15-foot polyethylene balloon. Never recovered, it was last seen 26 hours later over Pueblo, Colorado, still drifting north. Two days later, Monday, July 7, the last numbered Mogul launch of the July series, Flight 11, was sent aloft. With seven polyethylene balloons and two neoprene meteorological balloons, this 200 foot array flew for nearly seven hours before grounding about 15 miles due west of Roswell Army Air Field. None of the Flight 11 material was recovered.

constant-volume balloons to accomplish his mission.[102] Neoprene stretches as a balloon rises, changing its volume and severely complicating the task of reaching and sustaining the desired "cruise" altitude. Moore hit on the idea of using polyethylene, which had never before been used in balloon construction, and he arranged for the H. A. Smith company and General Mills to supply the project with these advanced devices on a top-priority basis.[103]

Alamogordo

In late May 1947, Mogul "went on the road" for the first time. Moore, Peoples, Trakowski, others from NYU and Watson Laboratories, and their equipment flew west from New Jersey aboard several aircraft dedicated to the project (B-17s, C-54s) to Alamogordo Army Air Field, New Mexico, where they set up shop in a hangar in the field's North Area. Their neighbors were a group of Signal Corps radar men under the command of Captain L. H. (Larry) Dyvad and assigned to AMC's Watson Laboratories. They were there to track V-2 rocket launches out of the adjacent White Sands Proving Ground, and taking advantage of Mogul's Triple A standing and the mutual Watson Laboratories association, Moore enlisted their aid in tracking his balloons.[104]

These launches included Mogul and simple meteorological arrays, the latter to chart local "wind fields" and check current conditions before releasing the former. The meteorological flights were clusters of 3 to 7 neoprene weather balloons lifting a "tail" of 3 to 5 ML-307B radar-reflecting targets linked together one above the other. Each corner-reflector target measured about three feet on a side, and Moore used multiple targets because he found the signal return from one was too faint to be useful.[105] Similar target arrays were used on many of the Mogul launches. I will discuss these radar targets in some detail below.

Two numbered Mogul launches, Flights 5 and 6, were made during this first field operation at Alamogordo, on June 5 and June 7 respectively. Both were huge and complex, about 700 feet from top to bottom, each including almost 30 meteorological balloons (the polyethylene balloons were not yet available) and several payload, radiosonde (meteorological data collection and radio transmission/tracking devices), control, parachute, and dropable-ballast packages. All of this was strung together with a complex rigging of heavy-duty monofilament nylon line and hand braided nylon "lobster twine," plus various fittings, many of which were cobbled together on site.[106] I will return to a consideration of this rigging material below.

Flight 5 was airborne for almost six hours, successfully maintained a period of constant-level flight at 51,000 feet, and grounded east of Roswell, where it was recovered by the Mogul team. Flight 6, less successful, flew for about three hours, and about half of the array was recovered about 18 miles east-southeast of Alamogordo.

In addition to the numbered, "for the record" Mogul flights and the numerous meteorological flights, several unnumbered Mogul launches were made. How many of these there were, Moore and Trakowski do not recall, but some apparently were "all-up" arrays and others, scaled down versions. All were used to test various equipments, techniques, and so on before

Mogul and the Roswell Incident

Project Mogul, classified Top Secret, so sensitive that even its code name was classified, was of such importance that it had a "Triple A" priority, a status shared in 1947 only by the Manhattan Project. Mogul was inspired in the fall of 1945 by a letter from Columbia University geophysicist William Maurice Ewing to Army Air Force chief General Carl Spaatz.[96]

Ewing had been instrumental in developing "sofar" (sound fixing and ranging), a technique for position fixing at sea by exploding a charge under water, measuring the time for the shock waves to travel to three widely separated receivers, and calculating the position of the source by triangulation. Ewing believed a conceptually similar technique, taking advantage of a postulated "acoustical duct" at the interface between the troposphere and the stratosphere (an altitude of roughly 30,000 to 50,000 feet), could be used for global long-range detection of rockets passing through the duct and, most important, nuclear weapons bursts. He believed this could provide both an early warning system against rocket attack and, of more immediate concern, detecting Soviet atomic bomb tests, which were expected in the near future (the first Soviet test of a nuclear device took place in September 1949).[97]

Spaatz enthusiastically embraced Ewing's idea, and Project Mogul was established under the auspices of the Air Materiel Command's new Watson Laboratories, in Red Bank, New Jersey. Its objectives were to prove Ewing's concept and, to take advantage of it, develop the necessary detection instrumentation and a quiet, reliable, and long-duration flight platform to suspend that instrumentation in the "sound channel."[98]

The first few months of the project were inauspicious, and in November 1946, Colonel Marcellus Duffy, a highly respected, experienced, "can do" officer, was put in charge, operating from a high-security New Jersey field site. Duffy selected Captain Albert C. Trakowski as his deputy, and Dr. James Peoples served as the Watson Laboratories' Mogul project monitor. Duffy turned to New York University's Athelstan F. Spilhaus, a World War II colleague, to guide development of the flight platform under an AMC/Watson Laboratories contract, which was executed by the Research Division of NYU's College of Engineering as "Project 93."[99]

Spilhaus, a brilliant idea man, almost immediately came up with the concept of using large, constant-level balloons as Mogul platforms. In 1946, this was cutting-edge technology. No one had ever done anything like it. To translate his bold idea into reality, Spilhaus turned to Charles B. Moore, a young Georgia Tech graduate who had served under him in the Army Air Force during the war. Moore served as NYU's Mogul project engineer, working with Project Director Charles S. Schneider [100]

Duffy had barely gotten the key Project Mogul players in place when General Thomas Reeves, director of AMC's electronics subdivision at Wright Field, Ohio, had Duffy reassigned to his staff, leaving Captain Trakowski in charge as Mogul project officer.[101] Trakowski was up to the challenge, and the project went forward rapidly. Watson Laboratories scientists and technicians fabricated the instrumentation, while Moore conducted several test flights from NYU and nearby locations in New Jersey and Pennsylvania using neoprene meteorological balloons. He quickly concluding he needed

Miller responded, "Let's just say you didn't ask me. . . . I'll forget you asked me about that."[92]

I wrote to Miller in March 1993, referring him to my AFOSISA magazine article (Miller was the founding president of AFOSISA). He responded immediately with this curiously phrased note: "Regrets! I was stationed with the 700[th] CIC Det. in Washington, DC at the time. Not being directly involved in the activities in New Mexico, my knowledge would be very minimal. Anyhow, that is almost 46 years ago."[93]

I followed up with a phone call. Miller was quite friendly and remembered Rickett very well, even volunteering that he had died recently. While repeating his denial of any knowledge of Roswell, Miller offered to help me track down others who might know something (which he did, providing some helpful information). However, when it came to the cryptic conversation reported by Rickett, he merely chuckled and changed the subject. Questions about what he knew of the Roswell case produced responses similar to his "Regrets!" note.[94] Further attempts on both counts during a follow-up conversation elicited similar responses, and in a letter of April 4, 1993, Miller offered a slightly and possibly significantly different version of his "I know nothing" answer: "I have no recollection relating to the 1947 Roswell/Corona case. I was stationed in Washington, DC at the time. *I may have approved investigative expenditures relating to that case;* but, that is 46 years of water under the bridge and my mind is blank. Sorry!!!!!!!" (emphasis added).[95]

"Stay Tuned . . ."

The foregoing represents but a small portion of the results of my delvings into the dusty files and memories of many former CIC/OSI men. It proves nothing about what took place at Roswell, but it does help put Rickett's story into better focus, adds further support to the presumption that whatever happened was highly sensitive, and strongly suggests there was significant CIC/OSI involvement, quite possibly with the assistance of Lincoln LaPaz. I am continuing to pursue a number of leads. "Stay tuned" for further developments.

Not So Mundane

There is no longer any reasonable basis for believing the weather balloon "explanation" for the Roswell events. Whatever happened, whatever was retrieved, it is clear there was nothing routine or mundane about it. On the other hand, not being routine or mundane does not *necessarily* mean anything extraterrestrial was involved.

Recognizing this, I and numerous other investigators have expended considerable effort looking into possible terrestrial but other than ordinary explanations. Secret experimental aircraft, captured German V-2 and other rockets, nuclear weapons technology and training activities, Japanese balloon bombs, Soviet spy craft, and a variety of classified and unclassified research projects were considered and, to date, all found wanting. However, I discovered one project which had been considered by others and, inexplicably, dismissed as having anything to do with Roswell.

However, one of these former agents, retired Air Force Major William M. O'Brien, provided some very interesting recollections about Williams. O'Brien told me he and Williams served together in 1960-1961 at OSI District 12, Saint Louis, Missouri.[87] O'Brien recalled that District 12 was commanded by a Major John (actually, Russell) Womack, whom O'Brien thinks may have served with Williams at Roswell. O'Brien told me, "Jack spoke to me several times of the 1947 incident. He mentioned there was considerable CIC activity, and that he and other agents had been posted to watch the skies with binoculars at night for an extended period." On one occasion, O'Brien remembers, Major Womack overheard Williams talking about Roswell, called him into his office, "and chewed him out." Williams never again discussed the matter with his District 12 colleagues. So far, my attempts to contact Womack have been unsuccessful.[88]

Another intriguing development from my tapping into the network of former OSI and CIC operatives has to do with Ernest O. Powell, one of several men stationed at Roswell in July 1947 for whom the Defense and Veterans' Affairs departments have said they have no records.[89] I was contacted by Charles R. Shaw, a former CIC/OSI agent who saw Powell listed in *UFO Crash at Roswell* as being among the missing. Circa 1950, Shaw was a member of the OSI detachment at Selfridge Air Force Base, Michigan, for a brief time under the command of then Major Ernest O. Powell. Shaw relates,

> . . . Powell . . . informed me he had been apprised by the G-2 [intelligence] Officer or the Base Provost Marshall to the effect that an official source confirmed the recovery of alien bodies at the said UFO crash site [Corona, New Mexico]. . . .[90]
>
> . . . The most peculiar aspects of his [Powell's] assignment as OSI Detachment Commander at Selfridge AFB was its brevity and the circumstances of his reassignment. All the agents . . . , including myself, were puzzled by Powell's swift departure, without even a customary farewell party. . . . [O]ur District [25] Commander, Colonel Raymond S. Rife [deceased], . . . advised that Powell was involved in a sensitive matter at his previous duty assignment [Roswell?], which necessitated his reassignment out of OSI. I never suspected Powell was previously stationed at Roswell Army Air Field. Therefore, the thought strikes me that his loose talk concerning the Roswell incident might have precipitated his transfer out of OSI.[91]

I have been able to track Powell to Norton Air Force Base, California, circa 1970, at which time he was retired and working at the base exchange. So far, that is where the Powell trail ends.

Another possible CIC/OSI link to Roswell is Clair Miller, a retired OSI warrant officer, mentioned by Rickett as someone stationed at CIC headquarters (700th CIC Detachment), Washington, D.C., in July 1947. Rickett claimed to have talked with Miller at a meeting of former CIC/OSI agents about 1980. In retirement, Rickett and Miller lived near each other in Florida, but this was their first meeting in about 25 years. Rickett said he asked Miller about what happened to the material recovered at Roswell, and

Some time later, Zimmerman was selected for service with OSI and transferred to OSI District 17 headquarters at Kirtland Air Force Base, where he served while waiting to be sent to OSI agents' school.[83] "In early 1949," Zimmerman told me,

> I worked with Dr. Lincoln LaPaz of the University of New Mexico on an extended [Air Force] research project at the university's research station on top of Sandia Peak [immediately northeast of Albuquerque]. . . . We worked in three-man, one-week shifts, and Dr. LaPaz was in charge.
>
> During this project, which lasted for several months, I got to know Dr. LaPaz very well. When I mentioned to him I had been stationed in Roswell during 1947, he told me he had been involved in the investigation of the thing found in the Roswell area that summer. He did not discuss the case in any detail, but he did say he went out with two agents and interviewed sheepherders, ranchers, and others. *They told these witnesses they were investigating an aircraft accident.* I seem to recall LaPaz also saying they found an area where the surface of the earth had been turned a light blue and wondering if lightning could cause such an effect.[84] (Emphasis added.)

Another retired OSI agent, Edgar J. Bethart, was the CIC officer assigned to Alamogordo Army Air Field in July 1947. Alamogordo is located about 90 air miles southwest of Roswell, and Bethart frequently "liaised" with Cavitt, Rickett, and others at Roswell. He told me he remembers them and the Roswell Incident well, but that he heard only the weather balloon story at the time. Bethart, the Spanish-speaking agent mentioned above, also remembers LaPaz quite well, having "chased flying saucers all over southern New Mexico with him." Bethart says he cannot recall discussing Roswell with LaPaz. However, he does remember hearing that LaPaz and another CIC or OSI agent found "a large, circular burned spot somewhere on the prairie" while investigating a flying saucer report "sometime in the nineteen forties or early fifties." Unfortunately, Bethart remembers neither the agent's name nor anything more specific about the case, but taken together, his and Zimmerman's recollections strongly suggest a LaPaz-Roswell connection.[85]

To date, my attempts and those of other researchers to locate documentary evidence of LaPaz's involvement, including reports which he and others may have submitted on the case, have failed to bear fruit. Until such documentation is found, we are left with yet another tantalizing, "judgment suspended" facet of the Roswell mystery.

Jack Williams, Ernest Powell, Clair Miller, and Friends

The third CIC agent assigned to Roswell AAF in July 1947 was Sergeant Jack B. Williams. Unfortunately, based on information provided by several former CIC/OSI agents who served with or knew Williams, he is almost certainly dead, although this is yet to be confirmed.[86]

Rickett made a particular point that LaPaz's fluency in Spanish was very helpful in the Roswell investigation as they traveled about the New Mexico countryside interviewing Spanish and Mexican ranchers and cowboys.[77] However, despite his surname, LaPaz, a native of Ohio, did not speak a word of Spanish. I was told this by several of LaPaz's colleagues and former students and a Spanish-speaking former OSI agent who worked with LaPaz. In a letter dated July 4, 1993, this was confirmed in no uncertain terms by LaPaz's daughter Jean, who worked very closely with him: "[M]y father was <u>not</u> fluent in spoken Spanish. He neither spoke nor read that language, requiring the assistance of either an interpreter during interviews with Spanish-speaking individuals or a translator for scientific articles published in Spanish."[78]

There are other difficulties with Rickett's memories of his association with LaPaz. For example, in one interview he discusses at length a conversation between LaPaz and Mac Brazel, at which he says he was present. In another interview, he says he never met Brazel. Another example is Rickett's insistence in one instance that he got his orders directly from a superior officer at Kirtland, while in another he said Cavitt got the order to support LaPaz and assigned him to the job, while in still another he said Cavitt was directly involved in the LaPaz "visit," escorting the scientist to his room at the Roswell AAF visiting officers' quarters.[79]

Hours spent studying Rickett's accounts convince me he worked with LaPaz on at least one and probably more UFO field investigations in New Mexico, but that it is unlikely any of them had anything to do with Roswell. However, if LaPaz was involved with Roswell in some way, it is certainly possible he may have discussed the case and his thoughts about it with Rickett during their days on the road together. Blurred by the effects of time, failing health, and "contamination" inadvertently introduced by interviewing researchers, memories of these activities and conversations with LaPaz could easily have merged in Rickett's mind with those of his very real July 1947 involvement in the Roswell Incident.

But . . . Was LaPaz Involved?

As with so much about this remarkable case, the answer to the above question is, "Very likely, but. . . ."

In April 1993 I received a most interesting telephone call from Earl L. Zimmerman, a retired Air Force OSI agent. He was responding to an article of mine which had appeared in the magazine of the Association of Former OSI Special Agents, in which I solicited Roswell-related information from the association's membership.[80] In addition to other intriguing and potentially important information, Zimmerman said LaPaz had told him of his involvement in the Roswell investigation.[81]

Zimmerman had been stationed at Roswell AAF in July 1947 and, in addition to his official duties as a ground radio operator, he moonlighted as a bartender at the base officers' club. That summer, he told me, he heard "many rumors about flying saucers in the club and around the base, including something about *investigating the discovery of one under the guise of a plane crash investigation*"(emphasis added).[82]

Army did about it. However, it has also introduced some significant misinformation and confusion.

Rickett was first located and interviewed by William Moore in 1983. In subsequent years before his death in November 1992, he was interviewed many times by a number of researchers. Although I did not have an opportunity to interview him myself, I have carefully reviewed the transcripts and audio- and videotapes of several of the interviews conducted by my colleagues, testimony attributed to Rickett by various authors, and related information. It is important to note that in his later years, when most of these interviews took place, Rickett was in poor and failing health. It is evident when listening to and watching him that his memory was faulty and many people and events were confused in his mind, chronologically and otherwise. He often contradicted himself on various mostly but not always substantively minor points.

However, it is my view there is no good reason to doubt Rickett's claim that he visited the debris field with Cavitt during recovery operations there, and it also seems likely he was involved in at least a minor way in arranging shipment of some of the debris. Rickett remembered seeing only the foil-like material at the debris field. He said it was unusually strong, but interestingly, he also said several times there were not many pieces ("forty or fifty, small") and they covered a small area ("not any bigger than this apartment"). As was noted above, he also confirmed the security measures which at some point the the Army put in place on the Foster Ranch.[73]

Orders, Interviewing the Vaqueros, y Mas

Rickett's recollections of working with Dr. Lincoln LaPaz on the case sometime in the fall of 1947 are somewhat less credible, however (for a summary, see "LaPaz" in chapter 1).

To begin with, Rickett was quite emphatic that he received his orders to work with LaPaz directly from Colonel Doyle Rees at Kirtland AAF, near Albuquerque.[74] However, Rees was not assigned to Kirtland until September 1948, a year later and after establishment of the independent Air Force and its Office of Special Investigations (OSI), which took over Army Air Force CIC functions. Rees told me he was in no way involved in the Roswell matter, which took place well before he "came on watch" in New Mexico. He does remember both Rickett and his boss Sheridan Cavitt, both of whom transferred to the Air Force and continued serving at Roswell under OSI District 17 (New Mexico, Arizona, and part of west Texas), which Rees commanded. Rees also told me he and LaPaz were good friends and that they worked closely together on a number of OSI projects, mostly UFO investigations. Further, he remembers LaPaz doing UFO-related field work with some of his agents, and although he has no memory of it, he said it is quite possible Rickett was on one or more of these assignments.[75] It is important to note that Rickett remembered such an assignment, one having nothing to do with Roswell but closely resembling Rickett's description and interwoven with his account of the Roswell work he says he did with LaPaz.[76]

that there was more to what Brazel told him than he has revealed so far). Neither has anyone else suggested Brazel ever mentioned entities of any sort, alive or dead. Second, in a May 1982 interview with William Moore, Joyce is quoted as claiming Walter E. Whitmore, Sr., owner of KGFL, made the "LGM" remarks to him in 1952:

> . . . I later said to Mr. Whitmore on his deathbed - I had gone to see him while he was dying of cancer some years later - I went to see him at his home and I said, "Mr. Whitmore, you remember that time we went out to that ranch and all that stuff about the flying saucer and the weather balloon and so on?" And he said, "Yes". And I said to him, "Mr. Whitmore, what do you really think that was?" And he said, "I just think it was something that the military wanted to cover up." And that's all he would say. Later, as I was leaving, he called me back into the room and said, "Frank, I know you've heard some of those crazy stories about little green men." Now when he said that, it caught me by surprise, and I just said "Yes". And he said, "Well, they weren't green." And that's all he would say; just, "they weren't green". I couldn't get him to say any more about it and I never saw him again before he died.[70]

Joyce told me Moore misquoted him, which is certainly possible, although when reading the interview transcript it is difficult to see how such confusion of sources could have been introduced in error. Moreover, earlier in the interview, Joyce is quoted at length with respect to Brazel's alleged visit to KGFL, and nothing there even hints at a mention of LGMs by either the rancher or Joyce.[71]

Finally, when assessing Joyce's recollections of July 1947 events, it is important to consider them in the context of other, highly unusual claims he has made, claims which have received next to no notice despite being on the table for 12 years. These involve a ride Joyce says he took to the Foster Ranch, sitting next to Whitmore, Sr., at the wheel of his "big Hudson" (according to his son, Whitmore drove a Cadillac), with a tall, mysterious man--"the Traveler"--in the back seat (Joyce has also told the story with the Traveler in the front passenger seat and himself in back); use of mind control by the Traveler to guide Joyce to a strange, dreamlike rendezvous with Mac Brazel; and much more. This bizarre tale is detailed in Joyce's interview with Moore, and Joyce has related the story to me and presented it publicly at least once as recently as last spring.[72]

Regrettably, at a minimum, we are faced with having to suspend judgment not only with respect to what transpired during Brazel's visit with Frank Joyce at KGFL, but also as to whether such a visit even took place.

Rickett, LaPaz, and the CIC

The testimony of the late Lewis S. ("Bill") Rickett, the senior Army Counter Intelligence Corps noncommissioned officer at Roswell AAF in July 1947, has added to our knowledge of both what was found by Mac Brazel and what the

Tim has provided Leonard Stringfield with testimony fully backing up Slusher's story. He has also shown Stringfield his diary, in which he logged his flight activity (but see end note 62 to this chapter). One of these entries reads: "July 9, 1947, DEH [the Civil Aeronautics Administration station designation for Roswell], Ship 7301. B-29. Cross country. Ft. Worth and return. Flight time 1 hr., 55 mins."[64]

What was in the crate? The reported presence of a mortician in the greeting party at Fort Worth is suggestive, to say the least. Unfortunately, the only source identified to date who has claimed certain knowledge that strange bodies were sealed in a crate which was flown out of Roswell is Frank Kaufmann. Since providing this testimony, Kaufmann has changed his story, claiming the bodies were flown out on two separate flights, one of which he was on, and that the "crate flight" was a diversion.[65] The simple truth is, we do not know what was in the crate, although a reasonable working hypothesis is that it contained the mysterious bodies described by Glenn Dennis and, apparently, by Pappy Henderson (see below).

Men, Little Green, and Otherwise

Frank Joyce, the Radio KGFL announcer and United Press stringer who might have had a scoop had he taken Mac Brazel seriously the first time he spoke with him, has made a number of claims about his role in the Roswell story. The first, of course, is that he was the first newsman to speak with Brazel about his find, talking with the rancher on the telephone as he sat in Sheriff Wilcox's office. There seems to be little reason to doubt this, although there is no corroborative evidence available. The second is that it was he who alerted UP about the story on July 8. Once again, there is little reason to doubt this either, and in any case, the UP broadcast wire carried exchanges on July 8 which confirm at least his subsequent involvement.[66]

Joyce's third significant claim is that he tried to persuade Walter Haut it was not a good idea to put out his sensational press release. Joyce told me he chased after Haut as he left Radio KGFL, and Haut dismissed his concerns by saying something like, "It's okay--the Old Man authorized it." Joyce also says he telephoned Haut at the base a short time later to try again, only to be brushed off once more. Later the same afternoon, Joyce says, Haut called him to say he should have listened to him and not issued the release, and that he was being transferred out of Roswell forthwith.[67] I have discussed this with Haut, and he denies emphatically anything like this happened and points out he remained at Roswell AAF until being released from active duty in August 1948.[68]

The most important of Joyce's claims is that, apparently late on July 8, Mac Brazel came to KGFL and told Joyce the cover story, indicating he was under considerable pressure from the Army. Joyce has told researchers, including myself, that he pointed out to Brazel how different his new story was, "especially the part about the little green men." To which Brazel responded, "Only they weren't green."[69]

This claim raises two questions. First, and most obvious, nothing in what Joyce has said about his first contact with Brazel even implies "men"--little, green, or otherwise--were discussed (although Joyce does hint darkly

of the other sergeants working with him displayed a small piece of the foil-like debris which he had taken as a souvenir.[60]

There is reason to question Smith's account. It includes a wide range of information about the entire crash/retrieval operation to which it is unlikely he would have been privy or even in a position to hear rumors about. It also includes a now deceased "distant cousin" who was in the Secret Service in 1947 and "was at Roswell at this time, more or less as a representative of President Truman," who recognized Smith at the base but did not speak; "a lot of people in plainclothes all over the place . . . strangers on the base"; and a convoy with flashing red lights coming through town to the base. Moreover, Smith said "one crate took up the entire plane," and the flights went to Los Alamos. However, a crate that size would not fit through a C-54's cargo doors, and the airstrip at Los Alamos was still under construction in July 1947 (and when completed two months later was too short for a C-54).[61] It is possible Smith did have something to do with loading debris aboard at least one 1st ATU transport--he was in the right place at the right time--but like some other Roswell witnesses, his apparent embellishments call his entire story into question.

Given what is known to date, it seems unlikely there were more than four flights which carried debris out of Roswell, and only two of these--the Marcel and Henderson flights--with any substantial quantity of material aboard. Apart from the limited amount of reliable testimony about the flights themselves, we are faced with the question of where a quantity of debris requiring the use of several very large aircraft to transport it could have come from. Although the debris field is described as being very large, the character and condition of the debris itself suggests it would be rather compact and not very heavy when gathered up. Moreover, every description of the alleged crashed craft suggests it was rather small--if a disk, 30 feet in diameter, if lifting-body-like, 22-30 feet long with a span of 12-15 feet. Is it credible that--while remaining essentially intact--such a small, crewed vehicle could possibly generate enough wreckage that four or five C-54s, a B-29, and at least two other aircraft would be required to transport it?

The Bodies

Here, too, the evidence is sketchy, although the principal witness, former 393rd Bomb Squadron member Robert Slusher, is in my estimation highly credible. "Tim," another former 393rd member, has similar recollections and a diary with notations which support his and Slusher's memories.[62]

It will be remembered that Slusher was an aircrewman on a B-29 (tail number 7301) which carried a mysterious crate under armed guard to Fort Worth AAF on the afternoon of Wednesday, July 9. Apart from the cargo, the flight was unusual in a number of ways. It was hastily ordered; the outbound leg was flown at much lower than normal altitude, with the cabin pressurization off; as soon as the cargo and passengers were unloaded, the flight returned to Roswell (at normal altitude and pressurized); and Major Marcel was a passenger on the return trip. In Texas, Slusher told me, the plane was met by a group of military personnel which included three MPs and a mortician who had been a classmate of the B-29's bombardier.[63]

second-hand. The accounts of the principal source of testimony about this site, Frank Kaufmann, have "evolved" dramatically, leaving what has been attributed to him on this count in considerable doubt. Once again, and most unfortunately, what was thought of as given is found to be essentially unsubstantiated.

What Went Where, Et Cetera

As I have already noted, there is no doubt at least some of the debris recovered on the Foster Ranch was flown to Eighth Air Force headquarters at Fort Worth Army Air Field. Most of this, "escorted" by Major Jesse Marcel, left Roswell aboard a B-29 on the afternoon of July 8. A small amount, probably that brought in by Mac Brazel, was flown out a day or two earlier. According to General Thomas DuBose, the latter was transferred to another aircraft, flown directly to Washington, D.C., and later apparently turned over to Air Materiel Command deputy General Benjamin Chidlaw at Wright Field, Ohio. Despite claims to the contrary, it seems likely the material Marcel delivered also went on to Wright Field aboard a transport aircraft.[57] Was more flown out, and what of the bodies?

The Debris

Once again, the evidence is sketchy and in some part questionable. All that can be said with any reasonable certainty is that at least two additional "debris flights" probably followed the first two.

The first of these follow-on flights may have been a First Air Transport Unit C-54 four-engine transport piloted by Captain Oliver Wendell ("Pappy") Henderson to Patterson (Wright) AAF near Dayton, Ohio. The timing of the flight is in doubt, but given the recollections of Robert Shirkey and others, the time required to recover the debris from the Foster Ranch, transport it to Roswell AAF, and prepare and load it for flight, etc., it now seems most likely to have departed Roswell on or within a few days after Wednesday, July 9.[58]

While several persons have testified as to Henderson's flight, only one person has offered testimony concerning the other possible follow-on flight. According to CIC agent Lewis Rickett, Marcel signed over a sealed package of debris to Rickett's commanding officer, CIC Captain Sheridan Cavitt. In turn, Rickett was given the package to put aboard an aircraft which had come in to Roswell AAF from another location, either Kirtland AAF or Washington, D.C. Rickett has testified he knew the copilot. He also said he asked where the flight was going and recalled the answer was vague: "Headed east." As with the Henderson flight, the timing of this one is uncertain, but based on Rickett's testimony, it seems most likely to have gone out the morning of July 9.[59]

The principal source concerning other possible flights is the late Robert E. Smith, who came forward in response to the "Unsolved Mysteries" reenactment of the Roswell events (September 20, 1989, rebroadcast in January 1990). Smith, who was a sergeant assigned to the First Air Transport Unit at Roswell AAF in July 1947, claimed to have been involved in loading mysterious sealed crates aboard "three or four" 1st ATU C-54s. Smith says one

description of the bodies attributed to Brown (yellowish-orange skin with a lizard-like texture) are inconsistent with what Glenn Dennis was told by the nurse who assisted in the examination of strange bodies at the Roswell AAF hospital.[52] Finally, Brown was a cook, assigned to Squadron "K" of the 509th, not an MP or any other sort of security or intelligence/counter-intelligence specialist. Given the highly sensitive nature of the recovery operations, it seems most unlikely cooks would be detailed to such duty. Moreover, standard military procedure is that mess and medical personnel are the last to be taken from their primary duties for other assignments, and then only in extreme situations. Roswell AAF was a huge base with thousands of personnel assigned, many of them in redundant staff positions (e.g., squadron clerks), so if there was a need for extra hands on the Lincoln County sites, there was a substantial pool from which to draw before raiding the mess hall kitchens.[53]

As for the unattributed information (e.g., Blanchard's trek to the crash site and his overnight stay on the Foster place), it may be pure speculation or "creative journalism." However, my May 1993 conversation with Frank Kaufmann and the claims with respect to aerial reconnaissance activities and what was found on the crash site sourced to Kaufmann by name and as an "intelligence operative" lead me to believe this, too, is based on his accounts (see "Tales of Kaufmann" in chapter 2).

I have asked Loretta Proctor, Juanita Sultemeier, and Sallye Strickland Tadolini, all neighbors of Mac Brazel in July 1947, if they remembered any unusual aircraft activity in the days following Brazel's discovery. All have vivid memories of Brazel's brush with history. All made a point of telling me how very conscious ranchers and their families were of airplanes overflying the area. None remembers any unusual air activity during the summer of 1947.[54]

It has been suggested that Proctor recalls Brazel being flown to or over the area in an Army aircraft and activity at a second site removed from the debris field.[55] I asked her about both claims. She emphatically denied any knowledge of a second site and said she first heard about it "only a few years ago." She also told me she had no firsthand knowledge of Brazel being flown anywhere by the Army, but "someone," a Roswell researcher, had mentioned it to her recently. She said she remembers no airplane other than her brother's landing anywhere near her place in the 1940s. I also raised both questions with Sultemeier, and she, too, remembered nothing of the kind.[56]

Needless to say, these recollections are far from conclusive. However, they do suggest the need to suspend judgment on certain key claims.

Recovery Recap

It is certain the Army acted with some dispatch to recover whatever it was that fell on the Foster place at what is now known as the debris field site. The testimony of several credible witnesses to these activities and apparently related events has established this beyond any reasonable doubt.

However, the testimony so far available with respect to a nearby crash site where a nearly intact craft and unusual bodies were found is slight, sketchy, highly questionable, uncorroborated, and in significant degree

Crash Site?

A central element of the Roswell story, conventional wisdom or revisionist, is the alleged discovery of a crashed craft and the bodies of its crew. Ostensibly, the craft and bodies were found by aerial reconnaissance employing the assistance of Mac Brazel.[48] The site of this amazing discovery is said to have been about two and a half miles east-southeast of the debris field. Here, according to Frank Kaufmann, a disk-shaped craft about 30 feet in diameter was found, imbedded at an angle in the rocky soil, where it had come to rest apparently after caroming off a nearby cliff. A short distance away, the bodies of three or four large-headed, large-eyed, slightly built beings were located, sprawled on the ground.

Reportedly, this crash site was located while Blanchard was on the debris field, the news radioed to him from one of the several small reconnaissance aircraft which had been searching the area for some time. Upon received this electrifying message, Blanchard, "a small number of MPs, and one or two of his top officers left the debris field, disappearing to the east as they crossed one of the ridgelines and then vanishing into one of the many canyons," following radioed directions from the recon plane, which, with Mac Brazel aboard, continued to circle the new discovery.[49]

According to an account attributed by his daughter, Beverly Bean, to the late Sergeant Melvin E. Brown, the strange bodies found at the crash site were placed on ice and trucked back to the base late the same afternoon. Bean claims her father was a member of the recovery detail on the crash site. She says he rode back to the base in the back of a truck with the bodies, which he saw when, against orders, he lifted the tarpaulin covering them. At the base, Bean says, her father was posted as a member of the guard detail at the hanger were the bodies were stored temporarily.[50]

Blanchard is reported to have kept the recovery teams in the field overnight, staying on the ranch himself, allegedly in the same house used by Marcel, Cavitt, and Brazel. Blanchard did not want to call attention to the Army's activities, so no fires were allowed and everyone ate cold C rations. The next day, the men carefully swept the sites. Blanchard "wanted no signs of anything left behind."[51]

To date, apart from the Brown-Bean story and a few rather tenuously associated references, *everything* about the discovery of the crash site, what was found there, and Army actions taken with respect to it have been reported without attribution or attributed to Frank Kaufmann, by name or identified either as "one of the intelligence operatives who had been assigned to the Roswell Army Air Field in 1947" or as "Joseph Osborne" or Joseph Osborne/Mr. X. Despite my best efforts and those of several other researchers, to my knowledge no other credible testimony or record in support of these accounts has surfaced so far.

The Brown-Bean story presents a number of difficulties. First, it is second-hand. Unfortunately, the late Sergeant Brown left no written or other record of his experience, and all we have are the recollections of what his daughter Beverly says he told her. His widow and oldest daughter refuse to discuss the matter, and to date, Beverly has not responded to requests that she sign an affidavit attesting to her account. Second, key elements of the

> After looking at the material, I walked over to the military men. They said they were from RAAF and were just looking around to see what they could find. . . . They had a very casual attitude and did not seem at all disturbed that the press was there. They made no attempt to run us off.[43]

Perhaps the security clamp was imposed when Colonel Blanchard arrived on site. Randle and Schmitt report that then Lieutenant Colonel Joe Briley told them he was "sure" Blanchard had gone to the site, although he also denyed "he had any firsthand knowledge of the crash," having been in command of one of the 509th's bomb squadrons at the time. Randle and Schmitt place Blanchard's visit on the afternoon of July 8, after he left instructions with his staff to tell anyone who inquired that he had gone on leave.[44]

According to information attributed by Randle and Schmitt to the late Edwin Easley, provost marshall ("chief of police") of Roswell AAF in July 1947 and reportedly in charge of on-site security at the debris field, when Blanchard arrived at the Foster Ranch location, he told Easley "everything there was now classified top secret." Further, "Nothing had been given to . . . [Easley] in writing and he wrote nothing down. According to him, Blanchard didn't want anything in writing."[45]

It is entirely possible, even likely, Blanchard went to the debris field to survey the situation personally. However, reliable testimony suggests he did not do so the afternoon of July 8. First, according to Robert Shirkey, about mid-afternoon that day he was with Blanchard in the Roswell AAF operations building, where the colonel personally was overseeing the dispatch of the B-29 which took Jesse Marcel and some of the debris to Fort Worth. Second, Walter Haut vividly recalls Blanchard colorfully complaining to him that same afternoon about not being able to place outside telephone calls because the base switchboard was tied up with inquiries about the flying saucer.[46]

It seems more likely that if Blanchard did indeed visit the debris field he did so on the evening of July 8 or on Wednesday, July 9. According to the 509th's headquarters morning report and a tiny Associated Press story in the July 10 *Albuquerque Journal*, the ninth (not the eighth) was the day he began "a three weeks leave in Santa Fe and Colorado."[47] The AP's Kellahin and Adair were on the site the afternoon of July 8, and no security was in place. Bud Payne heard about the crash and tried to get to the site "a few days after it happened," only to be turned back by soldiers on perimeter watch. It is reported Easley got his "top security" instructions from Blanchard on the site.

Taken together, these admittedly fragmentary and in some part questionable bits of testimony and documentation point to a delay before the 509th was instructed to treat the Brazel discovery as a sensitive matter. They also suggest Blanchard may have personally conveyed this guidance to those in the field, perhaps as he was on his way north on a long-planned vacation--although some have contended he headed somewhere else entirely.

Once again, it appears an article of the conventional wisdom is less certain and sensational than previously thought. However, it should be kept clearly in mind that this does not change the remarkable nature of the underlying events.

Recovery Operations

Although much has been stated with certainty and in some detail about the Army's activities on and over the Foster Ranch after Marcel and Cavitt reported in, the basis for this detail and certainty seems tenuous at best.

Securing the Debris Field

There is no reason to doubt the Army moved to secure the debris site to keep out the curious. A number of reports attest to this, among them that of J. O. ("Bud") Payne, at that time a rancher and neighbor of Mac Brazel's. Payne told me that, upon hearing

> . . . about the flying saucer coming down on the Foster ranch a few days after it happened in early July 1947, I decided to see if I could get a piece of the thing. . . . I drove over there in a pickup truck . . . .
>
> Before I reached the site, I was stopped by two soldiers sitting in an Army truck parked beside the ranch road I was on. . . . There were more vehicles and soldiers on higher ground beyond where I had been stopped.
>
> I told the two soldiers who had stopped me I was going to where the flying saucer had come down. They said, "We know where you're going, but you can't go in there. . . ." They did not threaten me, but they had their instructions to turn everybody back.[41]

Counter Intelligence Corps agent Lewis Rickett has also testified to MPs and the base provost marshall being at the debris field when he and his commanding officer, CIC Captain Cavitt, visited it the afternoon of July 8. Moreover, he said Cavitt and others on the site made cryptic remarks clearly indicating this was a sensitive matter not to be talked about or even admitted to.[42]

However, it is far from clear *when* the Army decided it was necessary to put things under wraps. Former Associated Press reporter Jason Kellahin clearly remembers visiting the Foster place with AP wire technician and photographer R. D. (Robin) Adair the afternoon of July 8. He told me Brazel

> . . . took Adair and me to the pasture where he made his discovery. When we arrived, there were three or four uniformed Army officers searching some higher ground about a quarter to a half mile away. . . .

McQuiddy says it is possible he got such a release, but he is far from certain of it. Frank Joyce told me he is quite certain Haut brought him one at Radio KGFL. George Walsh, who broke the story, was equally emphatic when he told me he never received a written release, that Haut telephoned the story to him at Radio KSWS.[35]

No copy of the release has ever been found, and although there are claims the reason for this is the Army rounded up and destroyed all copies, it seems more likely that, except perhaps for the copy Haut used, there never was a written release. Walsh's recollection of how he and, probably, his counterparts received the story is backed up by contemporaneous press and wire service accounts. An example is this succinct United Press broadcast wire exchange between the UP bureaus in Denver and Santa Fe at 3:17 p.m. local time, July 8:

> Denver (DX) to Santa Fe (FR): "Let's have text Army announcement fastest. Just put on as te[x]t an[d] let roll in quotes."
>
> Santa Fe (FR) to Denver (DX): "Army gave verbal ann[oun]c[e]ment. No text."[36]

Further, Walsh remembers nothing of an Army press release "sweep." He told me the only indication of the reversal of the "flying disc" story he recalls KSWS getting was the Associated Press wire report of Ramey's weather balloon cover-up announcement. McQuiddy is certain only about receiving a telephone call from Roswell AAF advising him of the "error" and is quite unsure about whether there was any other official follow-up to Haut's announcement.[37]

Frank Joyce claims KGFL was swept clean of "every scrap of paper that had anything about the event on it." Joyce also claims Jud Dixon, the UP man in Santa Fe in July 1947, "reported the same thing. . . . Dixon's files on the Roswell event had vanished."[38] Yet Joyce has supplied Kevin Randle, Don Schmitt, and me with copies of the UP wire printouts of the Roswell stories which came in on the Teletype receiver at KGFL. As for Jud Dixon, he told me last year that, not only does he not remember any such action by the Army, he does not recall anything at all about the Roswell Incident. He said it is clear from his initials on some of the Santa Fe bureau wire stories that he was involved, but he had completely forgotten about the incident and Frank Joyce until recently, when Joyce contacted him. To Dixon it was just another flash in the pan story among many thousands of a very long career.[39]

It is very difficult to credit the idea that professional newsmen and press and public relations specialists such as George Walsh, Art McQuiddy, and Jud Dixon would not have a vivid memory of the Army taking storm-trooper-style action against them. It is even more difficult to believe the Army would be so unwise as to make such a move against the press, a virtual guarantee of further publicity and outcry, when all that was needed was Ramey's weather balloon announcement and a few "Oops!" telephone calls. As for Haut's office copy of the release, he remembers nothing out of the ordinary about it and assumes it went the way of most of the file copies of press releases his office generated, eventually landing in "file 13."[40]

In the absence of any proof or reasonable theory to the contrary, it is my considered opinion that the "flying disc" press announcement was an example of Blanchard tearing the envelope. The discovery of the debris field on the Foster Ranch and, possibly, an even more unusual and disturbing discovery relatively nearby, came in the midst of tremendous international excitement and concern about flying saucers. Kenneth Arnold's headline-making sighting had occurred on June 24, less than two weeks before Mac Brazel walked into the Chaves County sheriff's office. During the days following Arnold's sighting, reports of at least 500 sightings of the mysterious objects had poured into police, military, and news offices, more than 300 of them during the Fourth of July weekend and a large share from the western United States. On July 3, Army Air Force Chief of Staff Carl Spaatz directed the Air Research and Development section of the Air Materiel Command "to check on the reports and try to ascertain what the discs are."[32] During the holiday weekend, West Coast based Army and National Guard fighter planes had been put on alert to follow up saucer reports with attempts to intercept and identify the mysterious objects. Several rewards totalling about $3000 were offered for physical proof of the saucers' existence, and speculation as to the objects' origin ran rampant, most focusing on the Soviet Union.

The Roswell object fell through this highly charged atmosphere into the lap of Butch Blanchard. Arthur R. McQuiddy and the late Major General Woodrow P. Swancutt, both good friends of Blanchard, told me Blanchard said he was sure his men had retrieved something very unusual and significant. McQuiddy, editor of the *Roswell Morning Dispatch* in July 1947, said that, three or four months after the event, "reluctantly admitt[ing] he had authorized the press release," Blanchard told him, "'The stuff I saw, I've never seen anyplace else in my life.'" Swancutt, who was assistant Roswell AAF operations officer in July 1947 and flew combat missions with Blanchard in World War II, said Blanchard "was convinced he had something very important at first." Similarly, Blanchard's first wife, Ethel Simms, told Roswell researcher William Moore her husband first "thought it might be Russian because of the strange symbols on it. Later on, he realized it wasn't Russian either."[33]

Given the circumstances, Blanchard's ambition and "take charge" style, the unusual nature of what had been found, and the fact that flying saucer matters were not yet classified, it is both consistent with Occam's razor and entirely reasonable to conclude Blanchard decided to run with what he had, claiming credit for reeling in the proof everyone was seeking (which it may well have been). He took a chance in the hope of becoming hero of the hour. In short order, he was himself "reeled in" by his superiors and, implicitly, made the goat instead. It seems likely he was helped through this episode by LeMay, who became commander-in-chief of the Strategic Air Command in October 1948, about the same time Blanchard was transferred to Fort Worth as director of operations and plans for SAC's Eighth Air Force.[34]

Where's the Paper?

Walter Haut told me he "thinks" he distributed copies of a written "flying disc" press release on July 8, but he is not absolutely certain of this. Art

heading. It was traveling from *northeast to southwest* . . . I could tell that it [the debris] was thicker where we first started looking and it was thinning out as we went *southwest"* (emphasis added). He also told Pratt "nothing actually hit the ground, bounced on the ground. It was something that must have exploded above ground and fell. . . ." Further, Stringfield reports Marcel told him in April 1978 "the area was thoroughly checked, . . . but no fresh *impact depressions were found in the sand"* (emphasis added). It is worth noting that before World War II Marcel was a cartographer for U.S. Engineers and Shell Oil Company.[27]

Again, things appear not to have been quite what they were thought to have been. The orientation of the debris field is an important matter. If it was as Marcel reported it to Pratt, running northeast to southwest, it is unlikely for any other related site to have been located southeast of the debris field. Similarly, the lack of any signs of heavy impact raises questions about the nature of the debris source.

The Rest of the Truth About the Press Announcement

The startling announcement Walter Haut issued to the Roswell news media was not the first chapter of a too-clever-by-half cover story. Instead, it seems virtually certain to have been a mistake born of hubris.

The "Blanchard Factor"

According to a number of those who served with and under him, Colonel William H. Blanchard, commander of the 509th Bomb Group and Roswell Army Air Field at the time of the Roswell Incident, was a remarkable man. He was an outstanding pilot, highly skilled, steel nerved, something of a risk taker--a "natural." He was an inspirational leader who expected nothing but the best and nothing short of all-out effort from those he commanded, and got it by giving what he expected. In short, he had the "right stuff" and was always "pushing the envelope."[28]

Unsurprisingly, Blanchard lacked neither ego nor ambition, and sometimes these traits led him to "tear the envelope." This tendency to let eagerness overpower prudence created a few detractors among his peers, got him into scrapes and tight spots, some of them potential career stoppers, and earned him the nickname Butch.[29]

Fortunately for Blanchard, he had a very powerful and influential patron, General Curtis E. LeMay, himself "an experimenter by nature."[30] LeMay was the daring and outspoken architect of the strategic bombing campaign against Japan; effectively the creator of the Strategic Air Command, which he led for nine years (1948-1957); and, ultimately, chief of staff of the Air Force. At the time of the Roswell Incident, LeMay was an Army Air Force major general and assistant chief of the air staff for research and development. His assistance in getting out of a hot spot now and then gave Blanchard the opportunity to use his natural leadership and other outstanding professional attributes to become a four-star general and vice chief of staff of the Air Force before his death in 1965.[31]

took place "two or three days" before the Roswell AAF press announcement was made on Tuesday, July 8.[21]

DuBose's recollections raise some interesting and important considerations. If his remembrance of the approximate timing of the delivery flight was correct and the debris it bore was that brought to the sheriff's office by Brazel, this would indicate Brazel arrived in Roswell on Sunday, July 6. However, if the debris was Brazel's but DuBose's memory of the timing of the flight was faulty, we are still left with uncertainty about when Brazel visited the sheriff. Most important, if DuBose was correct about the flight arriving at Fort Worth AAF on July 5 or 6 and the debris was *not* Brazel's, where did the material come from, when was it found, and were the two discoveries related?[22]

Once again, something which seemed certain is not so certain after all. Once again, the issue is not trivial.

Marcel and Cavitt on the Debris Field

Whenever it was that Mac Brazel moseyed into Sheriff Wilcox's office, soon thereafter he led Major Jesse Marcel and another Army officer, probably Counter Intelligence Corps Captain Sheridan Cavitt, out to his ranch. They arrived too late to go directly to the debris field, so they stayed overnight in an old ranch house nearby. Soon after sunup the next morning, they covered the remaining few miles to the discovery site, Brazel and Cavitt on horseback and Marcel at the wheel of the jeep carryall Cavitt had driven from the base.[23] Certain significant elements of this part of the Roswell Incident story as incorporated into the conventional wisdom are questionable or in direct conflict with Marcel's first-hand account.

Reportedly, Brazel had stored some of the debris in a stock shelter or hay shed adjacent to the ranch house. During their night's sojourn, Marcel and Cavitt examined this material, which allegedly included the "largest chunk . . . [Brazel had] found, a piece about ten feet in diameter," and checked it for radiation. [24]

The source cited for the "largest chunk" and radiation-check claims is Steve Tom and Leonard Stringfield's April 7, 1978, telephone interview with Marcel as reported in Stringfield's *UFO Crash/Retrieval Syndrome*. While Stringfield does state Marcel checked the *debris field* for radiation, his report makes no mention of the overnight stay, no mention of *any* material being hauled off the site by Brazel, and no mention of any off-site check of debris for radioactivity. Moreover, with one apparent exception, in none of many interviews did Marcel himself mention anything about checking for radiation *anywhere*. The exception was the interview conducted by Stringfield and Tom, and the reference was to checks of the debris field itself.[25]

Randle and Schmitt report that, when Marcel and Cavitt got to the site shortly after sunup, they found the "debris field was oriented *northwest to southeast*," and that *"Marcel said* it . . . [had] a gouge at the top end of it that was about five hundred feet long and ten feet wide" (emphasis added).[26] However, in December 1979, Marcel told Bob Pratt, "One thing I was impressed with was that it was obvious you could just about determine which direction it [the source of the debris] came from and which direction it was

A United Press wire story filed the afternoon of Tuesday, July 8, seems to confirm Brazel visited the sheriff two days before. According to this account, Sheriff Wilcox said Brazel reported his find "day before yesterday [Sunday, July 6]."[15]

Talking with reporter Bob Pratt in 1979, Jesse Marcel said, "I don't remember the exact date. It was in July 1947." He went on to say he was in the base officers' club "having lunch when I got a call from the sheriff from Roswell."[16] In *The Roswell Incident*, Charles Berlitz and William L. Moore attribute possibly contradictory statements to Marcel, quoting from 1979 interviews conducted by Moore and Stan Friedman: "We heard about it on July 7 [Monday] when we got a call from the county sheriff's office at Roswell. I was eating lunch at the officers' club when the call came through. . . ." And, "On Sunday, July 6, Brazel decided he had better go into town and report this to someone. When he got there [on Sunday or Monday?], . . . he told the story to the sheriff. It was the sheriff, George Wilcox, who called me at the base [on Sunday or Monday?]. I was eating lunch at the time. . . ."[17]

The Roswell AAF press announcement released by Walter Haut on Tuesday, July 8, said "the many rumors regarding the flying disc became a reality yesterday [Monday, July 7] when the intelligence office of the 509th Bomb Group . . . [gained] possession of a disc. . . ." The announcement goes on to state that, when the Army learned of Brazel's discovery from the sheriff, "action was *immediately* taken" to recover the "disc" (emphasis added).[18]

Walter E. Whitmore, Jr., whose father founded and was majority partner in radio station KGFL, told me he came home from college in Denver for the Fourth of July holiday break, only to find Mac Brazel sleeping in his room. His father was "hiding" Brazel in an attempt to score a scoop on his story. Whitmore does not remember the day or date of his arrival at home, but he thinks "it was probably a day or two before the Fourth," and he recalls Brazel staying "at our house three or four days; I remember having breakfast with him at least twice."[19] Whitmore's recollection of finding Brazel at his father's home before the Fourth is probably faulty, but there appears to be little reason to doubt his recollection of Brazel's presence.

It seems most unlikely Major Marcel, a family man, would have been on duty on a Sunday, especially on a long holiday weekend, unless something extraordinary were taking place. In the numerous interviews he granted to researchers, newsmen, and others over the years between the day Stan Friedman found him in February 1978 and his death in 1986, Marcel said not a word about anything out of the ordinary happening before Sheriff Wilcox contacted him. His son, Dr. Jesse Marcel, has told me he recalls nothing about his father being required to report to the base or being called out for anything special that weekend. Similarly, others with whom I have spoken who were stationed at Roswell AAF at the time have no memory of any alert or unusual activity disrupting holiday routine.[20]

Finally, the late Brigadier General Thomas J. DuBose, chief of staff of the Eighth Air Force at the time of the incident, testified a small amount of debris in a sealed bag was flown at his direction from Roswell to Eighth Air Force headquarters in Fort Worth and then immediately on to Strategic Air Command headquarters near Washington, D.C. DuBose said he thought this

Schreiber, who was 14 in July 1947, told me her mother, her brother Vernon, and she were on the Foster Ranch when her father found the debris field. "Our family had a home in Tularosa," she said, "where my mother, my younger brother Vernon, and I lived during the school year. The three of us spent summers on the Foster place with dad." She does not recall Dee Proctor being with them or with their father on his fateful ride. She told me it was possible, but "it was a long time ago" and she simply did not remember. [10]

In a 1979 interview, Bessie Schreiber's older brother Bill recalled other members of his family being on the ranch with his father at the time the debris fell there. "Dad," he said, "was in the ranch house with two of the younger kids [presumably Bessie and Vernon] late one evening when a terrible lightning storm came up. . . . [T]he next morning while riding out over the pasture to check on some sheep, he came across this collection of wreckage." Bill also mentioned specifically that, on the way to Roswell with some of the debris, his father dropped off the children with their mother in Tularosa.[11]

Former Associated Press reporter and prominent Santa Fe attorney Jason Kellahin has provided testimony which lends support to the recollections of Bill Brazel and his sister. Kellahin told me that, while on assignment to cover the crashed disk story, he visited the Foster Ranch on July 8, before going on to Roswell. There he found "Brazel, his wife, and his small son," as well as several military men.[12]

So it would seem the conventional wisdom about the "who" of Mac Brazel's discovery is not correct. At least two of Brazel's children were with him on the ranch at the time, and it is likely his wife was there, too. This is not merely a bit of trivia, as will be demonstrated in my consideration of the "what" of Brazel's find.

The Reporting of It

The timing and sequence of events surrounding Mac Brazel's report of his discovery is far from clear. The conventional wisdom has it that Brazel drove to Roswell on Sunday, July 6, taking some of the debris with him and going directly to the Chaves County sheriff's office. While he was there, he had a telephone conversation with KGFL Radio announcer Frank Joyce, and Sheriff George Wilcox contacted 509th Bomb Group intelligence officer Major Jesse Marcel at Roswell AAF, beginning the chain of events which came to be known as the Roswell Incident. How certain can we be this took place that sleepy Sunday afternoon?

Contemporary press accounts say Brazel made his report while in Roswell to arrange for the sale of wool. His daughter Bessie recalls he did so while in town to order winter feed.[13] In either case, it is highly unlikely Brazel would have made the long trek to Roswell on a Sunday--a Sunday of a rare three-day weekend at that--when such businesses were closed. Moreover, Brazel's son Bill emphatically dismisses the wool-selling claim, pointing out wool buyers went to the ranchers, not the other way around (a practice which continues today). Bill thinks his father's real primary purpose for the trip was "about trading his pickup," but this, too, would make a Sunday trip unlikely, as would Bill's recollection that his father contacted the Roswell office of the U.S. Weather Bureau before visiting the sheriff.[14]

and datelined the day before, July 8, stated the debris "had been found three weeks previously." On the other hand, another AP story datelined the following day, July 9, and run in several papers of the same date said it had been "found several days ago."[4]

There is reason to doubt the mid-June date. Both Sheriff Wilcox and Brazel had been questioned by the Army before talking with wire-service and *Daily Record* reporters. Former Associated Press reporter and prominent Santa Fe attorney Jason Kellahin, a native of Roswell who knew Wilcox well, told me the the sheriff told him "the military indicated to him it would be best if he did not say anything." Brazel made his statement in an interview during which military personnel were either present or, more likely, waiting outside. Moreover, his description of the amount, extent of the distribution, and, to some degree, nature of the debris is inconsistent with that of other first-hand witnesses such as his daughter Bessie Brazel Schreiber and Major Jesse Marcel.[5] It is possible he was directed to use a cover story which included June 14 rather than the correct date, and that Sheriff Wilcox was given similar "guidance."

Other testimony, including that of Brazel's daughter Bessie (who was at the ranch at the time of the incident and helped her father collect some of the material), his neighbors Loretta Proctor and J. O. ("Bud") Payne, and AP reporter Kellahin, strongly suggests the discovery was made during the first week of July.[6] In addition, the Army press announcement of July 8 as reported by the AP states "the disc landed on a ranch near Roswell sometime last week," that is, during the period June 30 - July 4.[7]

All that can be said with any certainty about the matter is that Brazel probably found the debris before the evening of Saturday, July 5, when, according to his son Bill, he discussed it with a friend and a relative in Corona and first learned of the flying saucer sightings being reported all over the western United States.[8] With less certainty, it seems reasonable to assume he made his first step into modern popular history sometime after June 30. So until more precise information becomes available, we are left with the less than satisfactory situation of a five-day "window" for the discovery of the debris field.

The "Who" of It

The conventional wisdom has it that Brazel's family was not with him on the ranch the night of the crash and when he made his surprising find the next day. It has been reported he was accompanied on his morning ride of discovery by a seven-year-old neighbor, William D. ("Dee") Proctor.

According to Dee's mother, Loretta Proctor, Dee often spent time with Brazel, staying over for a day or two, riding and helping with chores. Mrs. Proctor told me that the day Mac showed some of the debris to her husband Floyd and her she thinks he was also bringing Dee home from one of these visits, although she is not certain of this. She added Dee does not remember anything about the debris or related events. To date, my repeated attempts to interview Dee Proctor have been unavailing.[9]

However, I have interviewed Mac Brazel's daughter, Bessie Brazel Schreiber (misidentified as "Betty" in the July 9 *Roswell Daily Record* story).

in that direction. This has been interpreted to mean the stricken object was flying on a southeasterly course, although it is equally reasonable to assume the reverse. Clearly, if the vehicle which littered Brazel's pasture was flying southeast at the time, it is unlikely to have been the Wilmots' saucer. If the reverse, it *may* have been.

It is certainly possible the Wilmot UFO had something to do with what Brazel found and may have been the crashed craft reported to have been recovered. However, we have neither proof of this thesis nor any substantial credible testimony supporting it.

The Woody Object and Other Reports

Given the meteor-like description of the Woodys' object, it is virtually certain not to have been the same phenomenon seen by the Wilmots. It is possible the Woodys saw the source of the debris and, perhaps, what was the disabled craft reportedly found nearby. However, we have the same trajectory/debris-field orientation problems here as with the Wilmot UFO. Moreover, the date of the Woodys' sighting is uncertain, although their subsequent experience "two or three days later (definitely not the next day)" with soldiers stationed along U.S. 285 north of Roswell suggests it was before Brazel's discovery.[3]

The other reports of aerial object sightings theoretically linked with the debris and crashed vehicle suffer essentially the same difficulties discussed above. These have already been addressed in chapter 2.

The Sky Above, the Earth Below

Unfortunately, we have only a highly tenuous, highly speculative link between anything seen in the sky and what was found by Mac Brazel and, possibly, elsewhere by the military. Only the Wilmot and Woody sightings offer any reasonable basis for considering such a connection, and the facts so far available permit only speculation. Once again, this time with respect to a connection between things seen in the sky and things found on the earth, we are left with no responsible choice but to suspend judgment.

Mac Brazel's Discovery

The "When" of It

To get right to the point, we do not know when Mac Brazel made his find. Contemporaneous written accounts which refer to a date for the find, specific or approximate, are contradictory. An article in the July 9 *Roswell Daily Record* and an Associated Press story by Jason Kellahin datelined "Roswell, July 9" in the July 9 *Albuquerque Tribune* both report Brazel said he discovered the debris on June 14. A United Press wire story filed by the UP Santa Fe bureau on the afternoon of July 8 tends to support this date, reporting that Sheriff Wilcox "[s]ays that the disc was found about three weeks ago." Similarly, an Associated Press wire story run in many papers on July 9

3
Roswell as We Thought We Knew It: What We Really Know

On finishing this chapter, the reader may think "What We Don't Know" might have been a more appropriate subtitle, since a principal focus here is on important elements of the Roswell story which have seemed so certain but which careful examination reveals to be otherwise. However, "What We Really Know" captures my intent: to address selected key issues in light of my research, show that the received wisdom is neither necessarily correct nor as sensational as we had thought, and demonstrate that, still, "debugged" (*not* debunked!) and less flashy, Roswell remains a critically important and possibly earthshaking case.

The Wilmots' Flying Saucer and Other Aerial Sightings

To begin at the beginning, let us consider the Wilmot sighting the night of July 2. As reported, the Wilmots indeed saw a classic flying saucer, "like two inverted saucers faced mouth-to-mouth." The Wilmots last saw it heading northwest in the general direction of Corona, and it was flying low, at an estimated 1500 feet. Of all the credible aerial object sightings reported in the region during the days before Mac Brazel turned up at Sheriff Wilcox's office and connected by various investigators with Brazel's find and other alleged discoveries, this is the only one which entails an object described as a vehicle, a structured mechanical contrivance. All of these points suggest the Wilmots' saucer as a good candidate for the role of Roswell's doomed craft.

Unfortunately, there is virtually nothing on the record to lend substantive support to this, and there are important elements of testimony which militate against it. As yet, we have no one else who reports having seen the Wilmot UFO in flight, no one who can confirm seeing it in the air north of Roswell, and, most important, no one who saw anything resembling it dropping debris or plunging to earth in either Lincoln or Chaves County.

According to Lydia Sleppy, Radio KSWS co-owner and general manager John McBoyle telephoned a report to her in Albuquerque in which he described a crashed vehicle like "a big crumpled dishpan."[1] Other reports have suggested Brazel used his pickup truck to tow a large circular piece of debris under a stock shelter.[2] Descriptions of the craft alleged to have been found on a crash site removed some two and a half air miles (or approximately 35 revisionist air miles) from the debris field vary considerably, and the sources for these reports are highly questionable (see below and the preceding chapter).

Finally, although accounts of the alignment of the debris field are contradictory (see below), it has been generally accepted that the debris lay along a northwest-southeast line in an elongated, roughly fan-shaped pattern, with the broad end to the southeast, and the debris progressively thinning out

52. See note 50 above.

53. Bridgman, Leonard, *Jane's All the World's Aircraft, 1949-1950* (New York: McGraw-Hill, 1949); Fahey, James C., editor, *U.S. Army Aircraft, 1908-1946* (New York: Ships and Aircraft, 1946) and *United States Air Force and United States Army Aircraft, 1947-1956* (Falls Church, Virginia: Ships and Aircraft, 1956); Green, William, and Gerald Pollinger, *The Aircraft of the World* (New York: Hanover, 1956); Juptner, Joseph P., *U.S. Civil Aircraft Series*, vols. 1-9 (Blue Ridge Summit, Pennsylvania: TAB Books, 1993, 1994).

54. Friedman and Berliner, "Yes, There Was," p. 8.

55. Ibid.; William D. Leed, III affidavit on file with the Fund for UFO Research. Leed interviewed Barnett very briefly in the early 1960s.

42. Except as otherwise noted, everything in this section, "Frank 3," is derived from my written notes taken at this meeting and my audiotaped notes dictated immediately after the meeting. Although I had my tape recorder on the table during the interview, I did not ask to record our discussion because I felt it would inhibit Kaufmann. The material attributed to him inside quotation marks is exactly as I noted it and as I remembered and dictated it into my recorder the day of our conversation. Kaufmann is a rather colorful speaker, so his particular turns of phrase, inflection, etc., are not difficult to recall. Where there was any doubt about the accuracy of my recollections of Kaufmann's exact words, I have paraphrased and not used quotation marks.

43. Kaufmann, telephone conversation, September 28, 1993, and other sources.

44. See note 32, above.

45. Ibid.

46. It is interesting to note a United Press broadcast wire story filed on July 8, 1947, said "residents near the ranch [the Foster Ranch in Lincoln County] reported seeing a strange blue light" (see Appendix E). I do not know if Kaufmann had seen this report before I spoke with him.

47. I asked this question because Kevin Randle, speaking in Portland, Oregon, on March 28, 1993, said the first impact site witness he and Don Schmitt had located said the beings resembled Data. Audiotape, Kevin D. Randle and Donald R. Schmitt, lecture, Portland, Oregon, March 28, 1993.

48. The nurse whom Glenn Dennis said told him she had participated in an examination of strange bodies at the Roswell AAF hospital saw three bodies. Dennis affidavit, Appendix H.

49. Proceedings of congressional hearings do not appear in the *Congressional Record*. They are published as separate documents by the committees conducting the hearings.

50. Lapedes, Daniel N., editor, *McGraw-Hill Dictionary of Scientific and Technical Terms*, 2nd edition (New York: McGraw-Hill, 1978); Compere, Tom, *The Army Blue Book, 1961* (New York: Military Publishing Institute, 1960); Marks, Robert W., *The New Physics and Chemistry Dictionary and Handbook* (New York: Bantam, 1967); Halliday, David, and Robert Resnick, *Fundamentals of Physics* (New York: Wiley, 1970); telephone interview with C. B. Moore, New Mexico Institute of Mining and Technology (emeritus), May 23, 1993; audiotaped telephone interview with Albert C. Trakowski, March 21, 1994.

51. Various topographical, road, and other maps of New Mexico; Moore, March 21, 1993.

28. Walsh affidavit, Appendix H; "Army Announces Finding 'Saucer'," *Rapid City Daily Journal*, Rapid City, South Dakota, July 8, 1947; "Flying Disc Transforms Sheriff's Office to International Newsroom," *Roswell Morning Dispatch*, Roswell, New Mexico, July 9, 1947; Arthur R. McQuiddy affidavit, Appendix H.

29. See for example "Disc Solution Collapses," *San Francisco Chronicle*, San Francisco, California, July 9, 1947. The text of the release as quoted in this article is reproduced above in chapter 1 ("The Press Announcement").

30. Friedman, Stanton T., and Don Berliner, "Yes, There Was a Saucer Crash in the Plains in 1947," in Eberhart, George M., editor, *The Plains of San Agustin Controversy, July 1947: Gerald Anderson, Barney Barnett, and the Archaeologists* (Chicago and Washington, D.C.: Center for UFO Studies and Fund for UFO Research, 1992), pp. 6-12; Schmitt, Donald R., and Kevin D. Randle, "Second Thoughts on the Barney Barnett Story," *International UFO Reporter*, May-June 1992, p. 4.

31. Kaufmann as attributed in *UFO Crash*, p. 161.

32. *UFO Crash*, p. 224. Concerning Thomas's current state of health, see "'Team Nine' and the Blips" in "Frank 3" below. Randle and Schmitt refer to Thomas as a "CIC officer from Washington, D.C." *(UFO Crash*, p. 224). When I asked Kaufmann about this, he said, "I can't go into that" (personal interview, May 17, 1993).

33. *UFO Crash*, pp. 95, 167.

34. Ibid., pp. 166, 215.

35. Ibid., p. 181.

36. *UFO Crash*, p. 181. It should be noted that no one other than Kaufmann has ever claimed there were rumors of the crash "circulating around Roswell" *before* the Roswell AAF press announcement was issued on July 8.

37. Ibid. Mark Rodeghier, scientific director of the Center for UFO Studies, identified the source of the crashed-saucer sketch to me in a conversation at the Center on May 9, 1993.

38. *UFO Crash*, illustration section between pp. 144 and 145.

39. Ibid., p. 181.

40. Schmitt and Randle, "Second Thoughts." Re the Barnett claims, see for example Friedman, Stanton T., and Don Berliner, *Crash at Corona* (New York: Paragon House, 1992).

41. Friedman and Berliner, "Yes, There Was."

15. Audiotaped telephone interview with E. L. Pyles, January 24, 1994; follow-up telephone conversation to confirm Pyles's location at the time of his sighting, March 8, 1994.

16. Randle and Schmitt, "When and Where?," p. 14.

17. Ibid.; Schmitt, Albuquerque.

18. Schmitt, Albuquerque.

19. Since it was the Fourth of July, it is also possible the sisters saw part of a fireworks display.

20. Jim Ragsdale affidavit, Appendix H.

21. It should be taken into consideration that, to date, no other comparable sightings are known to have been made in the Roswell area at that time.

22. The moon was just past full on July 4, 1947, so any meteor or other such phenomenon would have to have been very bright and/or very large to have been noticed (source: James E. McDonald, astronomical data tables compiled from annual volumes of the *American Ephemeris and Nautical Almanac* February 1969). A colleague, James Winchell, and I independently checked the major New Mexico newspapers for the period June 23 through July 15, 1947, for sightings of large meteors and other spectacular aerial phenomena. Although there were numerous flying saucer reports, we found nothing similar to these observations. My inquiries to the University of New Mexico's Institute of Meteoritics, the U.S. Naval Observatory, and the Smithsonian Institution were equally unproductive.

23. Carey, Thomas J., "The Continuing Search for the Roswell Archaeologists," *International UFO Reporter,* January-February 1994, p. 10. However, if the military wished to keep the incident quiet, it seems unlikely sentries would have been posted in full view of passersby on a relatively busy U.S. highway. Instead, they would have been stationed well back from the right of way, where anyone who ventured onto side roads could be dealt with unobtrusively. If we accept the Woody and Schultz accounts, then we must consider the possibility the soldiers they saw were involved in something other than a crashed saucer recovery.

24. Ibid., p. 12.

25. Ibid., p. 6-7; *UFO Crash,* p. 116.

26. Randle and Schmitt, "When and Where?," p. 16.

27. George R. Walsh affidavit, Appendix H. See also "Where's the Paper?" in chapter 3.

either way, the only intellectually honest option is to suspend judgment. What, then, of the "other Roswell"?

End Notes

1. Telephone conversation with Donald R. Schmitt, May 17, 1993. The redacted affidavit is reproduced in Appendix H of this report.

2. Telephone conversation with Jim Ragsdale and his wife, November 14, 1993.

3. My file copies of both letters are herein reproduced as Appendix F.

4. Audiotape, Donald R. Schmitt, lecture, Albuquerque, New Mexico, November 14, 1993.

5. Schmitt, May 17, 1993.

6. See Berlitz, Charles, and William L. Moore, *The Roswell Incident* (New York: Berkley, 1988), p. 89; Randle, Kevin D., and Donald R. Schmitt, *UFO Crash at Roswell* (New York: Avon, 1991), pp. 130-31; videotaped interview with Brazel in "Recollections of Roswell--Part II, available from the Fund for UFO Research.

7. Schmitt, Albuquerque; Randle, Kevin D., and Donald R. Schmitt, "When and Where Did the Roswell Object Crash?," *International UFO Reporter,* January-February 1994, p. 14.

8. Telephone conversation, Lesley J. Gosling, President, El Paso Natural Gas Foundation; Mangan, Frank, *The Pipeliners: The Story of El Paso Natural Gas* (El Paso, Texas: El Paso Natural Gas Company, 1977), p. 85.

9. Telephone conversation, John F. Eichelmann, Jr., February 14, 1994.

10. Telephone conversation, John F. Eichelmann, Sr., February 14, 1994. Mr. Eichelmann at first remembered the years as being 1951 and 1952, but he quickly corrected this.

11. *Pipeliners,* pp. 164-65, 195-97; "The Big Expansion," *The Pipeliner* (El Paso Natural Gas employee magazine), Autumn 1953, pp. 2-7.

12. Randle and Schmitt, "When and Where. . . ?," op. cit., pp. 13-16.

13. William M. Woody affidavit, Appendix H.

14. Randle and Schmitt, "When and Where?," pp. 13-14.

only slightly higher than the mountains would be lost to the Lloyd's Mirror effect, in which the radar signal return from the aerial target and that from the ground (mountains) cancel each other out. This means only the Roswell radar would have been in a position to track the craft, and even it on a limited basis, as Roswell's elevation is about 3600 feet, while the alleged impact site and the debris field lie at approximately 4100 and 5800 feet, respectively.[51]

As for using the radar plots to determine where the craft came down with any degree of confidence, see the above. Even if some rough estimate could have been made, it would have been just that, rough, utterly inadequate for the swift, at the crack of dawn, no help from aerial reconnaissance discovery we are asked to believe Team Nine executed.[52]

(C) Then there is the claim the craft was transported out of Roswell by air. At that time, there was no aircraft in the world, let alone the American military inventory, capable of accommodating a object of those dimensions.[53]

(D) Whatever may be the truth about claims of a crashed flying saucer on the Plains of San Agustin, the notion that Barney Barnett's story was a government concocted diversion inspired in 1950 by the Scully book and articles in news magazines is ludicrous. As Stan Friedman has pointed out, Scully's tale of a 1948 saucer crash near Aztec, New Mexico (almost 300 air miles from the alleged impact site), itself constituted a fine, if inadvertent, diversion from Roswell.[54] Further, there is no evidence whatsoever that Barnett put his story about publicly. To the contrary, it seems virtually certain that before his death in 1969 he told it to very few people, all but one close family members and friends. Finally, nothing about Barnett's alleged involvement with a crash on the Plains appeared publicly until 1980, when reports of his account were related in *The Roswell Incident.* [55]

(E) There is *nothing* mysterious about the development of so-called stealth and night-vision technologies and applications. They are the products of straightforward--if often highly classified and very imaginative--scientific and technical research and engineering development in composite materials, airfoil and airframe design, electronics, optics, computerized control systems, and so on. Nothing about these capabilities or in the scientific and technical literature in the fields bearing on them even hints at anything more than steady progress from one concept and application to another, no quantum leap or mysterious introduction of something new. Moreover, although this sort of "trust me" observation does not constitute proof, I know from first-hand experience in government and industry that, while these technologies are marvelous and truly amazing, they are quite clearly the fruit of *homo sapiens sapiens* intelligence and "skull sweat." Finally, if the alien material Kaufmann says was recovered at the impact site had "stealthy" properties, how was it possible for the radars at White Sands, Roswell, and Kirtland to detect the craft?

Flawed Vision

The evidence offered to date in support of the revisionist Roswell is fatally flawed. Of course, this does not mean something did not crash about 35 miles north of Roswell on July 4, 1947, and so on. It does mean, however, that until unequivocal, verifiable evidence is brought forward which settles the question

I'd have to get it from my people." Would you be willing to approach them and ask if this would be possible? "Nah, there's not any point in that. I know that I can't be released from that. They won't release me from it." You asked them about this before? "They don't have to tell us that. We know that. They'll tell us if they want us to say anything. When the day comes, then we'll be free to do this. We have to maintain this oath of *total* silence until that time" (emphasis added). Okay.

I tried another tack. Suppose you were approached by properly authorized congressional staff and asked whom they should contact to get you the permission you need to tell them you story? "Well, I can't tell them that." Why not? "Because, see, that would be giving [them] the keys to the barn door." In other words, if Kaufmann gave congressional staff the names of the people who would have to approve his talking, that would unveil the whole Roswell scheme.

Catch 22. Kaufmann cannot talk unless given a full and complete release to do so. For that release to be granted, someone has to approach "Control Central." Kaufmann cannot approach CC on his own initiative, and he is bound by oath not to reveal who or what CC is, because to do so would reveal the secrets the investigators need the release to learn.

Given this, Kaufmann reiterated, there would be no point in his talking to anyone, because there is no way he can prove his story. I pointed out he had told Randle, Schmitt, and me. "Yeah, right," he replied. "But who's going to believe it?"

Good Question, Frank

The tales of Kaufmann and their evolution speak eloquently for themselves. However, there are a number of points which deserve special mention.

(A) What allegedly appeared on the radars when the craft was struck by lightning is strictly in the "Star Trek" special effects category. One expert with whom I spoke characterized it as "very creative." If a target being tracked by a radar of the types then in use by the Army in New Mexico--long-wave (10 centimeters plus) SCR-270 and -584 families--were hit by lightning, the result on the radarscope, if there were any at all, would be no more than a slight, momentary brightening of the target blip or a tiny segment of the cursor line, depending on the particular radar set. Moreover, this would occur *only* if the lightning struck precisely at the same instant the radar beam swept across the target. Otherwise, the scope would show *no* evidence of such a strike. Of course, if the target were destroyed, it would disappear from the screen, but the radar would not reveal why it did so. It is important to note that, because of simple physics, lightning strikes on airborne objects are exceedingly rare.[50]

(B) There are other difficulties with the radar scenario. Mountains ranging in elevation from 7000 to 12,000 feet lie between White Sands and the debris field and the alleged impact site. The elevation of the White Sands area is between 4000 and 4500 feet. A similar mountain barrier exists between the sites and Kirtland Air Force Base (Army Air Field), which lies at about 5300 feet. Anything flying at an altitude putting it behind the mountains as seen from these locations would be invisible to their radars. Anything flying

I wondered which committee held the hearings. "It was a special committee." Oh, a select committee. "Yeah." Although I said I was very interested in seeing the *Record*, he never offered to show it to me.[49]

He said that, as a result of this hearing, many people had come to him and tried to get him to "talk." People in Congress tried to "strong-arm" him. They "weren't very professional, didn't know how the game was played," threatening him with subpoenas and jail. People from Hollywood offered him as much as "fifty thousand dollars" for his "full story." He asked them if they believed in UFOs, and they said they "were going to do this investigation, then we'll see." So, "that was it," he refused to cooperate because they did not believe and "wouldn't handle it right." There were many others, too, but he has brushed them off.

Only Three Are Real

As discussed above, Kaufmann told me he, Robert Thomas, and Fletcher were the remaining survivors of the original Team Nine. They still serve as advisers to the Roswell control group.

Kaufmann never mentioned what Fletcher does these days, but Thomas is "one of the top UFO investigators" for the group. As a matter of fact, currently he was deeply involved in an investigation of a major recent Australian sighting, with video tape, a "major scientist" witness, and so on. This was to be the subject of the upcoming Team Nine meeting. Moreover, according to Kaufmann, of the many thousands of UFO cases, only three--this one, Roswell, and another somewhere in Russia--are "real." Stunned, I asked what he meant. He replied, "I mean solid, where we've got something on them."

Cover-Up and Catch 22

I **reminded** Kaufmann of the congressional inquiry into Roswell, intending to ask him if he would be willing to offer what he knows. Before I could ask, he said, "Oh, well, they'll never find anything, you know. They'll never learn anything. See, all the codes have been changed, and all this material [presumably the physical evidence] has been reclassified and coded in special ways--some of it's furniture, some of it's light bulbs, some of it's canned food." Further, he said, serial numbers of Team Niners were changed "numerous times," and their ranks and "other things" were changed as part of the cover-up (yet, a couple of hours before, Kaufmann had suggested I could "probably get" his military records to review).

I asked if he would be willing to talk with congressional investigators who were properly cleared and so on, and if so, under what circumstances. "Well, what would I tell them?" Why not what you just told me? "What's that going to prove? There's no way they're going to prove it. There's no way they're going to be able to get the information they need to back that up. So I'll just come across as some kind of a nut, and that will be the cover for this."

Okay, how about-- "I won't talk to Congress or testify in any kind of a hearing unless I have a complete and total release." Presumably, this meant a release from his security oath. I asked him how we could secure this. "Well,

clipped from some publication. There was no mailing or return address on the envelope, even under the photograph (see my sketch, Appendix D).

Inside this envelope was a sheet of heavy white but graying tissue paper folded origami fashion, then folded over to fit within the envelope. Kaufmann removed the paper and unfurled it to reveal a folded-paper, wing-like craft, roughly diamond shaped in planform, with turned up wing tips and "tail," and a turned-down, "droop snoot" nose. On the top left side of the wing was written (in pencil?) what appeared to be a formula of some sort, the only elements of which I remember being "J 89." Next to this was drawn a stylized shooting star, similar to a NASA astronaut's rating pin. On the top right side of the wing was this cryptic three-line inscription: "7 + 7 = 4 / SAME TODAY / AS BEFORE" (see my sketch, Appendix D).

I asked Kaufmann what the inscription meant. "I don't know." I asked where he got the envelope and its strange contents. "It came to me in the mail. The Post Office delivered it--without an address or anything, just as you see it here." I asked if he heard anything further or received anything else connected with the peculiar communication. "No, no, no."

Following up, I suggested that, being in a very sensitive security situation, he must have turned it over to his security people for them to study. He replied, "Oh, yes, of course." I asked what they came up with. Answering "Nothing," Kaufmann tucked the origami-craft back into its envelope and returned them to the larger envelope containing the Team Nine photograph. I did not ask him what I was thinking: "Security returned the stuff to you?. . ."

"Impact Site" Strangeness

We went on. I asked him if he had returned to the impact site in the years since the event. He said, "Oh, yes. Once, about twenty-five years ago, I drove out there, and I had this terrible feeling, this funny feeling, this very odd feeling--and I had to leave. I just couldn't stay." After a long pause, he added, "See, I can't forget the expressions on the faces of the beings. They were so peaceful and so serene. It seemed as though they would never do harm to us. It was clear when you saw them they would never do anything to hurt us."

I asked if he had tried to return to the site after this first attempt. He replied, "I tried to find it again. . ." trailing off without completing his sentence. I tried again, asking if he had been out there more recently. "No, I have not."

Lindy, Wernher, Me, and . . .

As we approached the end of our conversation, Kaufmann mentioned having a copy of an issue of the *Congressional Record* in which his name appeared with reference to testimony he, Charles Lindbergh, and rocket scientist Wernher von Braun gave before a congressional committee. I asked him the subject of the hearings, which precipitated a series of long pauses, "ums," and "uhs," finally leading to: "It wasn't about flying saucers. It was about extraterrestrial. . ." trailing off again. Then, "It was because of this incident."

Kaufmann went on to say the mysterious control group--which is "totally independent" and "reports to no one, even the president"--manages things such that, as new applications of alien knowledge and technologies are learned, they are transferred into "less secret" projects, so-called Black programs like the B-2 stealth bomber. This is accomplished without revealing the source to anyone and without any of the usual budgetary and program review oversight. Okay.

Houston '65 and Origami Spacecraft

Following a bathroom break, I returned to the patio to find Kaufmann gone. He soon emerged from his house carrying a large manila envelope, saying, "I'm going to show you something really strange." With that, he withdrew from the envelope a five-by-eight, black and white photograph with names written on the back--Team Nine at one of its periodic secret meetings, he said, this one in Houston in 1965. Kaufmann handed the photo to me for a quick look, then took it back.

With one exception, all were wearing dark blazers, light slacks, and striped ties. The exception was a naval officer in the U.S. Navy summer-white uniform. Most of the others were wearing light-colored baseball caps with a logo emblazoned on them, which resembled a Navy command or unit insignia. On the breast pockets of all the blazers was a different logo, shield-like in shape with a scroll curled around the bottom, very much like the style favored by the U.S. Air Force. The men appeared to range in age from early twenties to mid-forties.

Kaufmann pointed out himself, Thomas, who was standing next to him, "Fletch," and "the admiral," the officer in whites. Earlier in our conversation, he told me one of the team was an admiral who had been assigned to White Sands. The naval officer in the photograph to whom Kaufmann pointed and referred to as the admiral looked to be about 25. He was wearing the single gold stripe of an ensign on his shoulder boards.

To the extent I have been able to make sense of what Kaufmann told me, it seems that, following the Roswell crash/retrieval, Team Nine managed the cover-up and technology exploitation efforts ("it wasn't MJ-12 or the Unholy Thirteen, it was us"). It appears that at some point these jobs were handed off to the control group now directing things, and Team Nine became a kind of advisory body and institutional memory. They--now reduced by the Grim Reaper to three--are still called together periodically, briefed on all the latest developments, and asked for their advice ("we know more than the members of the control group"). The 1965 meeting was one such gathering. Kaufmann said another was due "soon," for which "military planes [will] be sent to pick us up wherever we are." He said the first stop would be Dallas, and from there they would go to a "secret site" for the meeting.

Kaufmann returned the photo to the envelope and withdrew another item. This was a letter-size envelope with preprinted U.S. postage of three cents. The postmark was Roswell, with a smudged date--July something, 19-something-7. Secured to the envelope with yellowed cellophane tape was a photograph of a thirtyish Frank Kaufmann, which appeared to have been

where they were immediately ushered onto another B-25. This ship was identical to their own right down to the tail number. They departed immediately on the return flight to Roswell. Kaufmann offered no explanation for the switch.

Kaufmann said the second body-lift flight was also a B-25 with Wright Field as its ultimate destination. Kaufmann did not detail the route this flight followed (although I got the impression it involved a stop at Fort Worth), but he did say there were at least eight flights out of Roswell, most of which were "diversions." Such as the crate flight to Fort Worth? "Yeah, that one, too."

I asked why the bodies were taken to Wright Field, and he replied, "Well, that's where they do R&D [research and development] and things." I pointed out it was not a biomedical facility and asked if he ever had any indication Lovelace Medical Center in Albuquerque had been involved. Kaufmann seemed somewhat taken aback by this question, and after a bit of verbal fumbling, said, "Well, no, I suppose that makes sense. I just don't remember anything like that."

"Technology Transfer"

Meanwhile, back at the impact site, the "nuts and bolts" detail was finishing up its work and readying the main body of the craft to be taken from the site. The vehicle was hoisted onto a flatbed truck and driven to Roswell AAF, where it and the other debris were loaded on transports and flown out, presumably to Wright Field. I asked Kaufmann what type of airplane was used to transport the craft, which he said was 22 to 25 feet long, about 15 feet across at its widest point, about 5 feet deep at its thickest, and seemed not to have a powerplant or any fuel aboard ("just the cells"). He never answered this question, instead turning to other matters.

Kaufmann made a rough planform sketch of the craft on his clipboard, an elongated diamond with a thick black bar down the center and aligned with and on the craft's long axis ("kind of a dome"). As he finished his drawing (see my copy in Appendix D), he said, "You look at that, that looks just like-- You know the stealth bomber? Well, that's what came from this. See, the technology for the stealth bomber, the design of the stealth bomber came from this." Oh. "Also, it being light and thin and hard to detect by radar and all that?" Yes?. . . "That's the same thing here, and if you touch it with the human hand, it loses its effectiveness, just like with the stealth aircraft." Okay.

Further, Kaufmann said, all our advances in night-vision technology derived from the "special prismatic glass" in the craft's viewport (see my copy of his sketch, Appendix D), a sort of panoramic window through which Team Nine discovered the three alien bodies inside. He said the "zig-zag" arrangement of the "crystals" in the glass "extracted the energy frequencies" which were too faint to be seen and "concentrated" them, making daylight of darkness, "just like here, now." Oh.

Kaufmann said these are just two examples of why "this thing" is being held so closely. It is being kept secret because what was learned has been so vital to development of our advanced defense technologies, and "the group" controlling matters does not want this known.

The Recovery: "Medical MPs" and More

The team, "constantly monitored" on radio by Roswell AAF, quickly called in "additional equipment and support." This included "four medical MPs [military policemen] in protective clothing and lead-lined body bags." I asked what the bags were for, had they detected radiation? Kaufmann replied, "No, no, no. We saw some deterioration. It was like the bodies had begun to deteriorate, so we wanted to prevent that."

The medical MPs recovered the three cadavers from the craft and sealed all five sets of remains in the body bags. The beings were then removed from the impact site--"the first things to go out"--and taken to Roswell AAF, where they were "laid out" in "Hangar 84" (P-3 in 1947) with a "bright spotlight" shining on them. Kaufmann noted the hangar had been "cleared out in thirty minutes" on orders from Team Nine.

The added support also included about 100 "special-duty" MPs from Kirtland AAF, who were used to provide security and help recover the craft and impact-site debris. They worked in 20-man details, each detail rotating out after completing a particular job. This was to prevent any of them from seeing and learning too much.

According to Kaufmann, while this activity was underway, the bodies were being dealt with at the air base. He said a "Major Sanford, pathologist, was brought in from Beaumont General [Hospital at Fort Bliss, Texas]." Sanford worked with another doctor, "Major Sullivan, brought in from Chicago." Kaufmann told me both doctors were now dead.

"One body was taken to the base hospital" for examination, Kaufmann said (emphasis added).[48] I asked if Sanford and Sullivan were the examining physicians. Kaufmann replied, "Yes. I asked about that." I enquired about Glenn Dennis's friend, the Army nurse, being involved. After pointing out Glenn did not see any bodies, Kaufmann said, "That might have happened. I don't know."

The B-25 Shuffle

At some point the bodies were flown out. Kaufmann said two aircraft were used to guard against loss of all the bodies in an accident. The first such "body lift" was in a B-25 twin-engine bomber, flown by Captain Pappy Henderson and Frank Kaufmann. They went from Roswell Army Air Field to Fort Worth AAF, on to Andrews AAF, Maryland, just outside Washington, D.C., and, ultimately, to Wright AAF, Ohio.

They remained at Andrews for an unspecified time so "some people there who wanted to see the bodies" could view them. I asked who these people were, was President Truman among them? Kaufmann replied, "Well, I don't know. I don't think so. Maybe." So I asked him where he was while the VIPs were filing past the bodies. "I was right there," he said.

I did not press the point that he probably would have recognized Harry Truman. Instead, I asked if Army Chief of Staff Dwight Eisenhower was there. Kaufmann smiled slyly, saying, "He might have taken a peek."

After the VIP viewing, Kaufmann said, he and Henderson flew to Wright Field, outside of Dayton. On arrival, they pulled their aircraft into a hangar,

Barnett story). There was only one real site, the impact site north of Roswell where the craft and bodies were recovered.

Surprised, I asked him about the conventional-wisdom scenario, in which the impact site was said to be only about two and a half miles from the debris field. Kaufmann was visibly disturbed by this question, clearly unsure about how to deal with it. He opted to change the subject.

A Glow Marks the Spot

Kaufmann made a fast cut in his account, moving the scene back to Roswell AAF, where Team Nine had determined from the radar plots where the craft probably crashed. Taking two Army vehicles, at least one equipped with "powerful spotlights," the team drove north on U.S. Highway 285. At a point about 35 miles out of Roswell, they turned west onto an "old ranch road." Kaufmann said they saw "a glow over the horizon," and that is how they were "sure" they were on the right track.[46]

After some time, the little convoy drew up to an arroyo. Clambering out of their vehicles, the team gazed down into the shallow ravine at a "shocking" sight: the crashed craft, "split open," a "body" thrown up against the arroyo wall, another hanging from the craft, legs dangling from the rent in the hull. The stunned group approached to within "about 25 feet" and then, overwhelmed by the weird tableau, "backed off."

"Just Like Us Only Better"

They then brought the spotlights to bear. With the better illumination, they discovered three other bodies inside the downed craft, a total of five. Kaufmann said all were clad in "very, very close fitting one-piece" uniforms ("like wet suits"), which were "silvery" in color. Each wore a belt which had a "clear thing" where a belt buckle normally would be.

Without any prompting from me and with some indignation, Kaufmann announced that the standard Gray alien description--big black eyes set in a disproportionately large head upon a short, spindly body--"is all wrong. See, these people were just like us. Well, just like us only better."

I asked him what he meant. "More perfectly formed," Kaufmann said, while sketching what he spoke of as he talked (see Appendix D). They had proportionately smaller noses, eyes, and ears, no hair, but generally "normal" human form. They were very slender, trimly built, all on the order of "five-foot-three." Their hands were "normal," with four fingers and a thumb.

The principal difference from human appearance was the color of the skin, which was "paler, grayish." I asked him if he could think of a comparison, and wondered aloud if he watched "Star Trek: The Next Generation." After a bit of hemming and hawing, he replied, "Well, not very often." I then said, "There's a character on there, uh, what's his name?. . ." Pause. "Oh, Data?" Kaufmann offered. I agreed, and he said the skin of the beings bore a strong resemblance to television's favorite android.[47]

nearest exit. Thomas tried to control things, saying, "No, no. This is what really happened."

At this point in his account, Kaufmann headed off on another tangent. I tried to steer things back to the press issue by asking if the Haut press release was part of the cover story. He said, "Oh, yeah. This was the slickest cover operation you've ever seen. It was absolutely the slickest thing that's ever been done." After this comment, I was unable to guide the discussion back to press matters. Considering Kaufmann's new tangent, I am sure the reader will appreciate my lapse.

"Team Nine" and the Blips

Kaufmann told me he was one of three surviving members of the nine-member "special team," the only ones allowed to "go out to the site." The other two are Thomas and a man named Fletcher, whom Kaufmann repeatedly referred to as "Fletch."[45] He implied but did not state explicitly that Scanlon, Ramey, and Lindbergh were members of what I have come to think of as "Team Nine."

Kaufmann's story implied Team Nine existed before the Roswell Incident, with its members available to be called in from their normal pursuits as needed. He never clearly stated the exact mission of the team, but dealing with "extraordinary" anomalous events like Roswell seemed to be central.

The team was alerted when "radars at White Sands" picked up "strange blips," Kaufmann said. "See, it was the blips, see? The blips were really strange. There was a blip here, and then all of a sudden, there was a blip there. The blip even went from one screen to the other." They could not track it "like a normal aircraft." This went on for "three or four days," beginning about Monday, June 30, or perhaps Tuesday, July 1. Kaufmann was not precise about this, but at some point during the blips' performance, Team Nine was called in.

Radar at Roswell AAF also picked up the strange target, but "they weren't getting it as good, so we went down to White Sands." (Except that Kaufmann was one of them, who "we" were is uncertain.) There Kaufmann and his colleagues watched the erratically behaving blips, "jump[ing] from one screen to the other."

During a "violent thunderstorm," Kaufmann said, the "craft was hovering." All of a sudden, "the radar screen lit up with a tremendous flash," and they knew their target had been hit by lightning and crashed. It seems the lightning bolt struck the vehicle "in the belly" where "cells" of some sort were located. This had disabled the craft and brought it down.

(An aside: Kaufmann had at hand some blank sheets of paper on an aluminum clipboard. As he talked, he made a rough sketch of the craft being hit by lightning, as he would do of other things throughout our conversation. I copied them in my own notebook while at Kaufmann's, and they are reproduced herein as Appendix D.)

I asked Kaufmann if what had been found by Mac Brazel were pieces of the shattered cells. He said, "No. The lightning just disabled them," and went on to add that the debris field "was just a diversion" (presumably like the

Kaufmann opened the conversation by asking about my research and my relationship with other researchers. I explained my independent investigation, my informal support to Congressman Steve Schiff's inquiry into the case, and my continuing effort to work as closely and cooperatively as possible with other Roswell case researchers. He then said, "Do you believe in UFOs? Do you believe in aliens?" I told him I believe in UFOs and that it is quite possible some of them are alien craft, extraterrestrial or otherwise. He followed up by asking if I believed alien bodies had been recovered, making no specific reference to Roswell. I said I was impressed by some of the testimony to that effect, but in my opinion, there was no proof of this yet in hand.

The Press Conference

These preliminaries out of the way, Kaufmann said, "I was in [509th Bomb Group and Roswell AAF commander Colonel William H.] Blanchard's office when the decisions were made and Walter Haut came in to get that press release he put out." Startled, I said, "Oh, really? You were in the office when Walter came in?" He responded, "Yes, Walter came in and got the press release. He was given the press release.

"See, there were about fifteen of us in this meeting where these decisions were made," Kaufmann continued, "including General Scanlon and General Ramey and me, and the provost marshal . . . I can't remember his name." I volunteered, "Easley? Major Edwin Easley?" He said, "Yeah. And others," this last rather slyly.

(Later in the conversation I attempted to learn more about the "others." Because of the testimony of another witness at that time known only to me, I asked Kaufmann if he had ever heard anything about Charles Lindbergh being involved. After a long pause, he replied, "Yeah, yeah. He was one of the group. He was there.")

Also in the meeting was Robert Thomas, who according to Kaufmann, was in charge. I asked if this was the same Thomas, referred to and identified as an Army warrant officer in *UFO Crash at Roswell*. He agreed, but implied Thomas's rank was considerably higher than warrant officer and hinted he had some very special status. When I asked if Thomas was a Counter Intelligence Corps agent, Kaufmann said, "I can't go into that."[44]

Kaufmann said the meeting had been going on since the night before, with no clear reference to dates despite my asking specifically. They were trying to decide what to do, what to tell people. "See, we had all these reporters there." A press conference had been called and was about to begin in the conference room adjacent to Blanchard's office. They had to come up with something and finally decided, "Let's just tell the truth."

I asked if this was really a decision to come clean or, rather, with the Machiavellian thought that the truth was so bizarre it would not be believed. Kaufmann never explicitly addressed this, but implied the latter was the case.

It was decided that Thomas, known as "Mr. Glib Mouth," would be the press conference spokesman. Thomas went into the conference room, where about 10 reporters--including two women--waited. He got right to the point: "Ladies and gentlemen, we wish to announce that we have recovered an alien spaceship and five bodies." This provoked laughter and competition for the

I knew he was a key source for the revisionist Roswell which was beginning to emerge. I had also heard varying degrees of skepticism about his claimed role in and knowledge of the Roswell Incident voiced by several prominent Roswell area residents who had known him for many years.

Under the circumstances, I thought it best not to follow my usual practice of first introducing myself to sources in writing and then making interview appointments. Shortly before noon on May 17, I called Kaufmann "cold" from the International UFO Museum office in downtown Roswell. Fully expecting to be put off, I identified myself, said I would be in town for several days, and expressed my hope for an interview opportunity. Kaufmann said he knew who I was--"I had you checked out." To my surprise he then said, "Why don't you come out now." About 20 minutes later, Kaufmann and I were seated at a table on his patio in south Roswell, drinking Cokes and enjoying the beautiful spring weather.[42]

Kaufmann told me he was in the Army Air Force and stationed at Roswell AAF in July 1947 as a member of the "Western Training Flying Command" (actually, the Western Flying Training Command), headquartered at Santa Ana, California, and commanded by "Lieutenant General Scanlon." He said he was at Roswell in some capacity associated with the Norden bombsight, at the time still a very sensitive and highly classified piece of technology. He explained Roswell AAF was the Strategic Air Command's central depot for the sight, and all SAC bombers had to go there to have it installed, calibrated, and so on.

(An aside: Martin F. Scanlon's official biography on file at the U.S. Army Military History Institute, Carlisle Barracks, Pennsylvania, reveals his highest rank and the rank he held upon his retirement from military service on February 29, 1948, was brigadier general, two grades below lieutenant general. He served at Roswell during World War II, first commanding the First Provisional Flying Training Wing and later the 38th Flying Training Wing. Although Scanlon had also been commanding general of the Western Flying Training Command during the war, at the time of the Roswell Incident he was assigned to the Air Defense Command--not SAC--and stationed at Mitchel Field, New York, as deputy chief of staff and command public relations officer.)

Kaufmann was very vague about his rank and duties at Roswell. At one point in our more than two-and-a-half-hour conversation, he said he had been the NCOIC (noncommissioned officer in charge) of something unspecified but implicitly very sensitive. He also stated he had "various ranks." I asked him if he had been a pilot. He responded, "Well, I did a lot of things." Taking a slightly different tack, I asked if he had been a rated (flying) officer or NCO. He replied, "Well, you know, I had my Boy Scout rating and I had my Cub Scout rating."

When Kaufmann left the service in December 1947, he stayed in Roswell, where he has lived since. In January 1948 he took a position with the Roswell Chamber of Commerce, ultimately becoming executive vice president. He retired from the chamber in 1972, worked for a while as an industrial and economic development consultant in association with a Dallas, Texas, firm, later returning to the Roswell chamber for about two years to assist with local industrial and economic development initiatives.[43]

impact point (second crash site) provided eyewitness testimony about its location and the object seen there."[38]

Randle and Schmitt say Kaufmann cryptically discussed the scene at the crash site: "Very few were allowed close to the impact. . . ," and "[g]uards were posted and men were organized to clean up the debris[,] but they were kept away from the object." This "major witness" then told Randle and Schmitt "flatly that they would never find anyone from the military who would provide firsthand testimony about the bodies."[39]

Frank 2

Sometimes labeled "Joseph Osborne" and sometimes "Mr. X," Frank J. Kaufmann figured importantly in the debate over Grady L. ("Barney") Barnett's reported claim to have seen a crashed flying saucer and the bodies of its crew on the Plains of San Agustin in July 1947. In the May-June 1992 *International UFO Reporter,* Randle and Schmitt report Kaufmann--identified as Joseph Osborne--"saw an object about 30 feet in diameter [a disk]" at a crash site "away from the debris field, at a separate site where bodies were located." When "asked specifically about the Plains and the Barnett story, he characterized them as a diversion."[40]

During a February 1992 conference on the Plains controversy, Randle and Schmitt are said to have informed Roswell-research colleagues that a Joseph Osborne, identified in the conference proceedings as Mr. X, claimed Barney Barnett

> . . . had indeed told everyone that he had seen a crashed saucer and alien bodies on the PSA [Plains of San Agustin], but that he had been directed by the government to do so. . . . X had supposedly been at the Corona site, seen the bodies, had access to all information and had said there was no crash in the PSA. But the government had become quite concerned that the Roswell story would be exposed as a result of the publication of Frank Scully's 1950 book, *Behind the Flying Saucers,* and articles in *Newsweek* and *Time* in 1950.
>
> Therefore, according to X, Barney had been instructed to divert attention from the Roswell story. . . . It was claimed X was talking to . . . [Randle and Schmitt] because he liked them.[41]

There is now absolutely no doubt Osborne/X and Frank J. Kaufmann are one and the same person.

Frank 3

When I made my second investigative trip to New Mexico in May 1993, one of my priorities was to interview Frank Kaufmann. By that time, I had established to my satisfaction Frank 1a and Frank 1b were one and the same and, thus, that the conventional-wisdom account of the *crash/impact* site and certain elements of the cover-up were principally, and perhaps entirely, based upon his testimony. I was virtually certain Kaufmann was also Osborne/X, and

Frank 1a

In January 1990, Randle and Schmitt interviewed Kaufmann twice, first on the telephone and then in person. On the phone Kaufmann was reluctant to tell Randle much, but he did "admit" having firsthand knowledge of the incident and mentioned a special flight from Washington, D.C., which came into Roswell AAF on July 8 (revisionist date, July 4). He volunteered to Randle that "no one talked about the crash after the special flight from Washington came in."[31]

When Randle and Schmitt spoke with Kaufmann in person, he was more forthcoming. He claimed he was "on the outside of most of it," but one of the men aboard the special flight, Army Counter Intelligence Corps Warrant Officer Robert Thomas, was a friend of his. Kaufmann related that, on the afternoon Thomas arrived, he told Kaufmann of the debris field and reconnaissance flights over the area, saying, "We don't know if there are bodies, but we're looking for them." Kaufmann also said he thought Thomas was now dead (January 1990).[32]

Kaufmann also told his interviewers, "I know that one crate was taken to a hangar and left there overnight. There were spotlights on it and it was in the center of the floor with MPs around the walls, guarding it." He mentioned there were many rumors of bodies being found and of "finding some of them alive," but said the only thing he was sure of was the crate. Later, he apparently opened up still further, telling Randle and Schmitt the crate contained the strange bodies examined at the Roswell AAF hospital.[33]

Although he said "he didn't know that much," Kaufmann claims he was sworn to secrecy. Randle and Schmitt report he and others "were taken into a room in small groups and told that the recovery was a highly classified event. No one was to talk about it to anyone. They were to forget it happened."[34]

Frank 1b

In March 1991, Randle and Schmitt interviewed "one of the intelligence operatives who had been assigned to the Roswell Army Air Field in 1947," a person whom they had interviewed before (January 1990). This source was not identified with this interview by name, but internal evidence in *UFO Crash at Roswell,* which I have confirmed independently, establishes with little room for doubt we are once again dealing with Frank J. Kaufmann.[35]

Kaufmann repeated his account of he and others being taken in small groups, debriefed, and sworn to secrecy. Then, "in a roundabout fashion," he added new information. According to Randle and Schmitt, he told them "the news release issued by Walter Haut was damage control," written "to end the rumors circulating around Roswell."[36]

Kaufmann introduced his next revelation by making a sketch of "the object found at the second site on the Brazel [Foster] ranch. The *disc-shaped* object was seemingly squared off at its visible end[,] which might have been a result of the impact. It had a slight dome on top and was tipped up at an angle."[37] Kaufmann shredded his drawing, but Schmitt re-drew it from memory immediately following the interview. This drawing appears in *UFO Crash at Roswell* with this caption: "One of the few witnesses to see the

start talking about what they had seen? Certainly there was a substantial risk one or more of their number would see an opportunity for fame and fortune and take it.

Third, Brazel is supposed to have driven to Roswell on Sunday, July 6, stopping by the sheriff's office in the early afternoon. Sheriff Wilcox alerted the Army at Roswell AAF soon after, and it would not have been long before the full story of who knew what was known. Yet Walter Haut did not give his media contacts the first phase of the "cover story," the captured "disc" announcement, until midday Tuesday, July 8, two full days after the Army knew it had a problem on its hands.

Finally, Randle and Schmitt have suggested the release was cleverly crafted to divert attention away from the impact site near Roswell. They claim it referred to something being "found on the Foster ranch," and "the impact site close to Roswell is not mentioned whatsoever."[26] In fact, what what was actually said in the announcement as crafted by the Army is uncertain. No copies of the release Haut used in getting the story out have been found, and there is good reason to question whether a written release was ever given to the media.[27]

However, George Walsh of Roswell's Radio KSWS remembers Haut telephoned him with the release, and he wrote down exactly what Haut dictated to him. Walsh says he then called in those exact words to the Associated Press bureau in Albuquerque, which in turn put them on the AP wire.[28] It is this wire story representation of the Army's statement as reproduced in several newspapers, apparently in its entirety, to which we must refer when analyzing the press release.[29] This statement makes no reference whatever to the Foster place or Lincoln County, and it does not mention Mac Brazel by name. However, it does state, "The flying object landed on a ranch *near Roswell* sometime last week" (emphasis added). It also refers to the assistance of "the Sheriff's office of Chaves county." Both Roswell and the putative impact site are located in Chaves County. Clever crafting, indeed.

My assessment of what really was behind the press announcement is presented in chapter 3.

Tales of Kaufmann

Frank J. Kaufmann looms large in the Roswell stories, first coming on the scene as a source for key information presented in Randle and Schmitt's 1991 book, *UFO Crash at Roswell*, wherein he is identified as "Frank Kaufman" (no middle initial, only one "n") and associated by name with several important revelations ("Frank 1a") and, anonymously, with a number of others ("Frank 1b"). It is also virtually certain Frank 1b is the sole or principal source for unattributed accounts of what took place on, around, and over the debris and conventional-wisdom crash sites (this is dealt with in chapter 3). Kaufmann later surfaces as a critically knowledgeable source in the debate about the Barney Barnett/Plains of San Agustin flying saucer crash report, identified as "Mr. X" and "Joseph Osborne" ("Frank 2").[30] In his latest incarnation, he emerges as the source whose testimony forms the backbone of the revisionist scenario ("Frank 3").

Roswell sometime in the summer of 1947. This is far from chronologically precise, but suggests he may have seen the same activity reported by William Woody and the possibility the impact site may have been much closer to Roswell than previously thought.[23] Kevin Randle reports all the "fading," 96-year-old Holden could tell him a few months before his death in April 1993 was, "I was involved . . . I was there [where?] and I saw everything [what?]."[24]

"Jones," the anonymous archaeologist, is reported to have told Randle in February 1990 that he and his colleagues "had been driving on back roads and across open country . . . in *Lincoln County*" searching for signs of early Indian occupation "in the area *north* of the Capitan Mountains" when they came upon a strange grounded craft (emphasis added).[25] In other words, Jones and his associates seem to have made their discovery in the vicinity of the Foster Ranch and the debris field near Corona rather than significantly further southeast in Chaves County, where the revisionist impact site is said to have been. Jones's account does not seem to include a precise date for the discovery, wherever it may have been.

Of course, none of this is conclusive. It is certainly possible there was an impact site relatively near U.S. 285 and only about 35 miles north by northwest of Roswell. Woody's and Schultz's testimony gives good reason to keep the book open on this, but the "archaeological record" currently is far too fragmentary to depend upon.

Most of the Truth about the Press Announcement

Why the authorities at Roswell AAF issued the famous "We've got one!" press release has been a mystery since UFO researchers began to take this case seriously in the late 1970s. Under the conventional wisdom, the announcement was an innocent mistake, without which the world would never have known about the strange discovery. According to the revisionist scenario, it was a remarkably clever ploy designed to head off media attention engendered by Mac Brazel's untimely visit to Sheriff Wilcox. The former is much closer to the apparent truth.

There are several problems with the revisionist interpretation of the "why" of the press announcement. First and most obvious, if the revisionist scenario is correct, such a high-profile, high-risk tactic was far out of proportion to the problem it was supposed to address, and it carried with it the seeds of potentially far more serious difficulties. Only a handful of people knew about Brazel's find, all of them local, several of them law-enforcement officials with whom the military had close working relationships, and only one, KGFL's Frank Joyce, a media person. Quiet discussions with all of them, appealing to their patriotic duty, suggesting what was found was from a classified government project, and hinting at dire consequences for talking too much would have spiked the story at the outset. There simply was no need to wave a red flag which inevitably would draw global press attention given the then rampant international excitement about flying saucers. In fact, to do so would be foolish in the extreme.

Second, there were the archaeologists. They had been threatened into silence. What might they think and do when they saw headlines announcing the Army's capture of a flying saucer? Would they not think the lid was off and

witnesses.[21] One of these apparently was logged by the observers, and it is the only one tied in any way other than speculation with a definite date, July 4.

All three accounts suggest rather spectacular meteors (as does Ragsdale's) but, with the exception of William Woody's, nothing out of the ordinary.[22] Each description, two of which I have heard personally from the witnesses, differs significantly from the others as to the appearance of the phenomenon, where it was first seen, and the course it was following.

From their vantage point *southeast* of Roswell, Woody and his father first saw their object in the *southwestern* sky, and it followed a *northerly* track. Pyles does not remember in which direction he first saw his object nor in which direction it was going as he watched it from Roswell AAF. As reported, the nuns' log entry gives no indication of where they first saw their object or the course it followed.

With respect to where the object/objects was/were lost from view, William Woody says he remembers the object he saw as disappearing beyond the horizon north of Roswell. The nuns, too, are reported to have seen theirs heading down north of town. Pyles recalls his sighting ending when the object dropped below the horizon, but he does not remember the direction he was looking.

While it is certainly possible all three sightings were of the same object, the connection is far from clear-cut. None of the sightings suggests a vehicle of any sort, but rather, an interesting natural phenomenon. Moreover, none reflects an object or craft on a southeasterly course and proceeding from a quadrant of the sky northwest of Roswell. Under the revisionist scenario, such a track would be required if an object were to spew debris over the Foster Ranch before grounding at the impact site 35 miles to the southeast and about the same distance north by northwest of Roswell.

Finally, as mentioned above, local weather forecasts and reports for the Fourth of July give no indication of any significant lightning or thunderstorm activity in the Roswell vicinity. However, if there were such activity on the Fourth at the time of the alleged crash, would it not have been difficult for the Woodys, Corporal Pyles and his friend, and the Franciscan nuns to see the object? Even if the storm were north of town and the sky at least relatively clear over Roswell proper, is it likely Pyles and the younger Woody would not remember the object as disappearing into or behind storm clouds rather than below the horizon? Is it likely the nuns--"avid astronomers"--would not have noted this in their log entry?

Sparse Shards and Bare Bones

Tom Carey's success in tracking down archaeologists who may have been on the impact site is a tribute to his hard work and diligence in the face of long odds. However, it seems clear a great deal more digging will be necessary before anything conclusive can be determined about whether and when they were there--not to mention where "there" was.

The recollections of paleontologist C. Betrand Schultz and the late W. Curry Holden, the archaeologist whom Schultz says told him of being on the site, are sketchy at best. Apart from his lead to Holden, Schultz's most important recollection is of seeing soldiers stationed along U.S. 285 north of

[another member of the 101st AACS, whose name Pyles does not recall]. We both saw it" (emphasis added).

Next, I pursued the time of night the sighting occurred. Pyles said, "Well, it had to have been between, say, eight o'clock, probably, . . . [and] eleven. . . . [I couldn't] "pinpoint the time, but it was before midnight. I think we had been to the club, NCO club." A "few days later," he saw the "RAAF Captures Flying Saucer" story in the *Roswell Daily Record*, and he wondered if what he and his friend had seen had anything to do with it.[15]

First note that Randle and Schmitt place Pyles at the radio range, not Roswell AAF, when he had his sighting. Now compare Pyles's own words above with what is attributed to him by Randle and Schmitt: "He told us that in early July 1947 he had seen an *object* flash across the night sky *to his north*, going down toward the ground [emphasis added]. Although he doesn't remember the exact date or time, he did say that he believed it was a weekend because he was awake after the main lights [at the radio range where Pyles was billeted] had been turned out at eleven."[16] As with William Woody, this account is in significant conflict with what Pyles told me personally.

The Nuns

Here we may have solid documentary evidence of a sighting of something the night of July 4. According to Randle and Schmitt, Franciscan nuns at Roswell's Saint Mary's Hospital left a record of seeing a "fiery object on July 4, 1947, *sometime between 11:15 and 11:30 p.m"* in their hospital log, the entry stating the object was "arcing downward north of Roswell" (emphasis added).[17] According to Schmitt, these nuns were "avid astronomers" and routinely made observations of the night sky.[18]

To date, the actual log entry has not been made public. If and when it is, it may be of use in unravelling the Roswell case. However, Randle and Schmitt's characterizations of what is set down there suggest it does not offer much. First, the description of the object is vague, but it has the earmarks of a meteor and nothing more interesting.[19] Second, the time of the sighting is remarkably imprecise for "avid astronomers," for whom precision recording of observational data is, dare I say it, almost a religion.

Ragsdale

Jim Ragsdale's account includes his seeing an object as bright as "an arc welder's torch" streak overhead on a southeasterly course and crash about two miles from his campsite.[20] Unfortunately, unless the doubts about other elements of Ragsdale's story can be resolved in his favor, his alleged sighting of a aerial object cannot be used in making a case for a Roswell crash date of July 4.

Fizzle in the Sky

So with what are we left with here? We have three sightings, all of which it seems reasonable to believe took place given the apparent credibility of the

say Randle and Schmitt, when considered together with other information they attribute to some of the witnesses, gives good reason to believe all the sightings occurred about the same time on the same date, July 4. Finally, since two of those witnesses, Ragsdale and friend, were very near the impact site where Ragsdale claims they later found a strange craft and bodies, Randle and Schmitt conclude what was seen by all was the stricken craft plunging to its doom.[12] What I have learned does not support this conclusion.

The Woodys

William Woody and I had breakfast together at the Roswell Inn on May 22, 1993. He told me he was 14 in July 1947, living with his family on their farm south of Roswell and east of Roswell AAF. He said it was on this farm "one night during the summer of 1947, probably in early July," that he and his father saw "a large, very bright object in the *southwestern sky, moving rapidly northward*" (emphasis added). They "watched the object travel all the way across the sky until it disappeared below the northern horizon." Woody's description of the object closely matches that of a large meteor or bolide, but it did not seem to him to move as fast as a meteor, "and it definitely went out of sight below the horizon, rather than winking out like a meteor does."[13]

According to Randle and Schmitt, "Woody and his father reported an object *coming from the northwest* [moving on a southeasterly track] and going down about due north of Roswell" (emphasis added).[14] Clearly, this is not consistent with what Woody told me and later confirmed in a signed affidavit.

Corporal Pyles

In a telephone interview on January 24, 1994, E. L. Pyles, told me he was an Army Air Force corporal in July 1947, assigned to the 101st Airways and Air Communications Service Squadron. He was stationed at the AAF radio range facility about 12 miles southwest of Roswell Army Air Field, but visited the main base frequently, on duty and to visit the post exchange, the noncommissioned officers' club, and other facilities.

Concerning his sighting, Pyles said, "What I saw one night was *just a streak across the sky. I couldn't tell you what direction it was going* now" (emphasis added). Neither did he recall where in the sky he saw it. "If I was at the base, I could probably pick my direction and tell you then. But it's just been too long ago, and it would just be almost impossible to say anything about that." He went on to say, "I thought it was just a meteorite. . . . It was in a downward motion, had a long streak back of it, kind of a tail. . . . It looked like it went past the horizon, and then it just disappeared out of sight." Pyles added that what he saw was larger than an ordinary meteor. "That's what brought my attention to it."

I asked Pyles when this took place. He replied, "It was in forty-seven. *I don't remember the month or the date I saw it. . . .* It seems to me like it was summertime" (emphasis added). I then asked him if he was on the main base, Roswell AAF, when he saw the "streak." He said, *"Yes, I was. . . .* I was walking across a drill field . . . there on the base . . . [with a] friend of mine

Pursuing the matter, I took care to make no reference to the Roswell Incident, telling those I contacted only that I was doing historical research. I called El Paso Natural Gas and was referred to John F. Eichelmann, Sr., who had joined the company in 1931 and became chief engineer in 1937, eventually retiring as senior vice president.[8] Eichelmann was a principal in the pipeline's conception, development, and design. He supervised its construction, and his son said he "can remember every spade of dirt turned" on the project.[9]

The senior Eichelmann told me the pipeline--the Perman-San Juan Cross-Over Line, running diagonally across New Mexico from Plains, Texas, to Gallup and on to Kingman, Arizona--was built in 1953, with construction starting in late spring or early summer. Oklahoma Pipe Line Constructors laid 150 miles of the 30-inch pipe from Plains to a point near Corona, not far from the debris field site on the Foster Ranch, and the R. H. Fulton company took it from there to Gallup.[10]

Next, I asked when the route survey was conducted. Eichelmann said the work was carried out in late 1952 (more than five years after the Roswell Incident). I asked him if it was possible any preliminary work had been done in 1947. He replied succinctly: "We didn't start *thinking* about the line until nineteen fifty-two." These recollections are confirmed in a history of El Paso Natural Gas and a contemporaneous article in the company magazine.[11]

I also asked Eichelmann if he remembered a Jim Ragsdale working on the Permian-San Juan Cross-Over project. He did not recall a Ragsdale, Jim or otherwise, having been involved in any phase of the project. Neither did he remember anyone by that name being connected with any of the company projects in which he played a role, either before or after Permian-San Juan. Of course, unlike his documented memories of the pipeline project itself, Eichelmann's failure to remember Ragsdale proves nothing and is merely suggestive. I am still seeking further information to close this gap.

To sum up, if Randle and Schmitt have reported accurately what Ragsdale told them about why he was acquainted with the impact-site area, Eichelmann's solidly documented recollections of the pipeline project cast a troubling shadow over Ragsdale's account, a shadow deepened still further by the issues raised above.

Fire in the Sky

Several persons have reported seeing a spectacular flaming object flash through the night sky near Roswell in the early summer of 1947. Advocates of the revisionist version of the Roswell Incident have seized on these reports as proof that, whatever the Roswell object was, it fell to earth between 11:00 and 11:30 p.m. on Friday, July 4.

Randle and Schmitt correlate sightings made by William M. Woody and his father, Army Air Force Corporal E. L. Pyles, Franciscan nuns, and Jim Ragsdale and his friend. They say all these witnesses report seeing a flaming object traveling a *southeasterly course* and then disappearing below or near the horizon (in Ragsdale's case, crashing to the ground) at about the same location north of Roswell. Further, they say documentary evidence shows the nuns' sighting took place between 11:00 and 11:15 p.m. on the Fourth. This,

Weather or Not?

Ragsdale claims he and his friend saw the flaming craft drop out of the sky during a violent thunderstorm. Yet local newspaper weather forecasts and reports for the Fourth of July say nothing about significant lightning or thunderstorm activity in the Roswell vicinity. It is possible the storm was highly localized in the area of the alleged impact site and thus went unpredicted and unreported, although this seems unlikely. In an effort to resolve this issue, I am pursuing National Weather Service information about local conditions during the period June 30 through July 8.

Jim versus "Indy"

Ragsdale's account as reported to date includes nothing which suggests he and his friend saw anyone other than Army personnel on the impact site. Nor do they seem to have seen any vehicles other than their own and those in the Army convoy.

As for "Jones," the anonymous archaeologist, his story includes "another man already there" on the site, but he says nothing about what became of the fellow. Neither does he make mention of a woman nor of any vehicle other than those in which he and his colleagues and, soon after, the Army arrived.

It seems hardly likely Ragsdale would have forgotten to mention seeing a group of civilians appearing at the site shortly before the military rolled over the horizon. Nor does it seem possible Jones would fail to mention seeing a woman had he done so.

However, although Tom Carey has unearthed promising information on archaeologists who may have been present that fateful day, Jones remains anonymous. Moreover, his reported characterization of the Army's arrival ("a jeep arrived carrying soldiers") and what then took place bears a striking resemblance to the "Unsolved Mysteries" recreation which had been rebroadcast the month before Jones telephoned Kevin Randle. So the presumption currently is in Ragsdale's favor, requiring Jones's entire story to be held aside until further evidence is forthcoming, one way or the other. Should Carey's leads be fruitful and back up Jones's story, then the question would be, Is Ragsdale Jones's mystery man? But this assumes the question will remain to be asked when that time comes.

Laying Pipe

According to Randle and Schmitt, Ragsdale was familiar with the impact site area, where he claimed to have been camping with his lady friend, because he had been working nearby as a member of a survey team blazing the route for a new El Paso Natural Gas Company pipeline slated to be built soon north of Roswell.[7] Two long-time Roswell area residents told me they remembered the pipeline being built sometime in the 1950s, not the mid-1940s. If their recollections were correct, this would raise a serious question about Ragsdale's credibility.

from Ragsdale, I followed up with another letter.[3] To date (March 1994), there has been nary a word in reply, but I have learned a number of things which give me pause about "the camper's tale."

Road Hazards

Don Schmitt reports Ragsdale managed to hold onto some of the strange debris he picked up on the impact site, despite the best efforts of his lady friend. He kept it hidden in the trunk of his car, and about three years after the event, he "display[ed] some of the material in one of the local pubs--the Blue Moon Tavern, at that time south of Roswell. [I]t's quite possible the word got out he was the proud owner of some of the material." According to Schmitt, some time after this indiscretion Ragsdale was on "an extended trip" when "not only was the car stolen, but the horse trailer behind it."[4] Schmitt's implication seems to be the target of the theft was the material hidden in Ragsdale's automobile.

In 1992, forty-two years after the aforementioned car-and-trailer rustling, Ragsdale and his wife were involved in a near-fatal road accident just outside the main gate of Cannon Air Force Base, near Clovis, New Mexico. According to Don Schmitt, the young son of an officer stationed at the base sped out of the gate and hit Ragsdale's motor home broadside, rolling it. The Ragsdales were severely injured. Schmitt told me Ragsdale believes this frightening accident may somehow be linked with his knowledge of events at the impact site in 1947.[5]

Perhaps I lack imagination, but I find it well-nigh impossible to credit the notion that the latter incident had anything to do with Roswell. It took place months before Ragsdale revealed his story to any Roswell investigator. There is nothing to suggest it was more than a tragic consequence of reckless driving. And, to be coldly pragmatic about it, the risk-benefit ratio of murdering Ragsdale (not to mention the prospect of success) is outrageously negative. What does he know, what can he *prove* which so threatens the Roswell secret that it could warrant such high-stakes thuggery? Further, where are the attempts on the lives of others who have revealed information at least as significant as Ragsdale's?

As for the 1950 automobile-trailer theft, if Ragsdale did show and tell too much in public so soon after the Roswell events (and just up the road from Walker Air Force Base--nee Roswell AAF--to boot), it is certainly possible, even likely, this would come to the attention of the Air Force. It also makes sense that the military would attempt to relieve Ragsdale of his "stash." Why, however, resort to the risky business of trailing him on "an extended trip" and stealing his car and horse trailer? Why not do what was reported to have been done only the year before after Bill Brazel talked too much in a Corona bar? Why not simply pay Ragsdale a visit, make his "patriotic duty" clear, and relieve him of his souvenirs? The odds of success would be very high, the associated risk, very low. And speaking of Bill Brazel, the similarity of this alleged Ragsdale episode to Brazel's well-known confiscation account, first publicized in 1980, is too close to be dismissed lightly.[6]

2
The Revisionist Vision: Less than Meets the Eye

My investigation suggests the case for the revisionist Roswell is far from air tight. There appear to be serious difficulties with both the credibility of certain key witnesses and the interpretation and correlation of other testimony and facts.

Jim Ragsdale and Friend

In May 1993, during one of my investigative visits to Roswell, I learned there may have been a civilian witness at the alleged impact site, someone other than the elusive archaeologists. It was said he and a lady friend had been camping nearby at the time of the crash/retrieval. A bit of checking led me to Kevin Randle and Don Schmitt, who had located this person a few months before.

I sought an opportunity to talk with the man while I was in town, but Don Schmitt said their witness was unwilling to grant an interview at that time. However, he did authorize Randle and Schmitt to give me a redacted copy of his sworn affidavit, with his and his lady friend's names deleted, which I found waiting for me when I returned home about two weeks later.[1]

It was not long before I discovered the camper was Jim Ragsdale, but in deference to Randle and Schmitt, I held off contacting him. Instead, I did some discreet background investigation. What I learned was ambiguous, which concerned me.

In November 1993, I telephoned Jim Ragsdale. He answered, and I told him I was doing some historical research on military activities in the Roswell area during the immediate post-World War II years. He responded, "I don't hear well on the telephone. Please talk with my wife."

When Mrs. Ragsdale came on the line, I explained I was doing historical research concerning events in and around Roswell and involving Roswell Army Air Field. I said I understood her husband may have witnessed something in 1947 north of Roswell which was relevant to my research. "I don't think he can help you," she replied. "He didn't live here then."

I asked when her husband moved to Roswell. "In nineteen fifty-nine," she replied. "I think you have the wrong Ragsdale." That ended the conversation, but not my interest in Mrs. Ragsdale's husband, who indeed was the correct Ragsdale.[2]

The same day, I followed up the telephone contact with a letter to Ragsdale explaining my serious and sincere interest in his story, assuring him of my concern for his and his wife's welfare and privacy, and outlining my informal role in support of the inquiry Congressman Steven H. Schiff (R-N.M.) was conducting into the Roswell case. I asked him to get in touch, inviting him to telephone collect. More than three weeks later, having heard nothing

94. Randle and Schmitt, "When and Where?," p. 16. See also "Most of the Truth about the Press Announcement" in chapter 3.

95. Randle and Schmitt, "UFO Crash at Roswell," pp. 8-9.

75. Woody, May 22, 1993, and affidavit, Appendix H.

76. Randle and Schmitt, "When and Where?," p. 14.

77. Ibid.

78. Schmitt, Albuquerque.

79. Randle and Schmitt, Portland, and "Where and When?"

80. Randle and Schmitt, "When and Where?"

81. Kaufmann, May 17, 1993; Randle and Schmitt, Portland; Schmitt, Albuquerque.

82. Randle and Schmitt, Portland; audiotape, Kevin D. Randle, lecture and workshop, Phoenix, Arizona, September 1993; Schmitt, Albuquerque.

83. *UFO Crash*, pp, 115-17; Thomas J. Carey, "The Continuing Search for the Archaeologists: Closing the Circle," *International UFO Reporter*, January-February 1994, pp. 4-12. Carey notes Randle did not audiotape the conversation.

84. See note 83 above.

85. Carey, "The Continuing Search," p. 10.

86. Ibid., p. 12. Carey reports Randle did not audiotape his conversation with Holden.

87. Kaufmann, May 17, 1993.

88. Woody, May 22, 1993, and affidavit, Appendix H.; Carey, "The Continuing Search," p. 10. There is another side to this; see note 23 to chapter 2.

89. Randle, Phoenix; Randle and Schmitt, Portland.

90. Randle and Schmitt, Portland; Schmitt, Albuquerque. See also "Tales of Kaufmann" in chapter 3.

91. Randle and Schmitt, Portland.

92. Ibid.; Randle, Phoenix.

93. Randle and Schmitt, "When and Where?," p. 16; Randle, Kevin, and Donald Schmitt, "The UFO Crash at Roswell," *MUFON UFO Journal*, March 1994, pp. 8-10.

60. Bill Brazel as quoted in *Roswell Incident* (p. 89) and *UFO Crash* (pp. 130-31). See also videotaped interview in "Recollections."

61. The FBI telex is reproduced as Appendix C.

62. See Stringfield's "Status Reports," I through VII. All except report II are available from the author, 4412 Grove Avenue, Cincinnati, OH 45227). Status report II is available from MUFON, 103 Oldtowne Road, Seguin, TX 78155.

63. Arthur E. Exon, as attributed in *UFO Crash*, pp. 108-112, 231-34. In a lengthy telephone conversation on September 30, 1992, Exon told me what he had told Randle and Schmitt about debris and bodies at Wright Field was nothing more than rumors he had heard. As for the "control group," he told me he was merely making educated guesses as to who likely would have been selected for such a group. Finally, he said he remembered flying over several sites in New Mexico quite some time after July 1947, on missions having nothing to do with the Roswell matter. He remembered one such location which might have fit what he had heard about the crash site because it had vehicle tracks running to it.

64. John G. Tiffany, as attributed in *UFO Crash*, pp. 103-104.

65. See "Tales of Kaufmann" in chapter 2.

66. Audiotape, Kevin D. Randle and Donald R. Schmitt, lecture, Portland, Oregon, March 28, 1993; personal interview with Frank J. Kaufmann, May 17, 1993.

67. Audiotape, Donald R. Schmitt, lecture, Albuquerque, New Mexico, November 14, 1993; Kaufmann, May 17, 1993.

68. Schmitt, Albuquerque; Randle, Kevin D., and Donald R. Schmitt, "When and Where Did the Roswell Object Crash?," *International UFO Reporter*, January-February 1994, pp. 13-16.

69. Jim Ragsdale, redacted affidavit, Appendix H. I am grateful to Kevin Randle and Don Schmitt for providing me with a copy of this document.

70. Randle and Schmitt, "When and Where?,"p. 14.

71. Ibid.; Ragsdale affidavit, Appendix H; Schmitt, Albuquerque.

72. Schmitt, Albuquerque.

73. Ragsdale affidavit, Appendix H.

74. Randle and Schmitt, "When and Where?," p. 14.

Government Manual for the period December 1, 1946 - June 30, 1948 (telephone conversation, March 11, 1993, Tab Lewis, Civil Reference Branch, National Archives and Records Administration, Washington, D.C.).

51. Roberts, May 19, 1993; Roberts affidavit, Appendix H. Walter E. Whitmore, Sr., was a prominent New Mexico Democrat and very close to both Anderson and Chaves, so it would not have been unusual for one or both of them to contact him about something as serious as this (Roberts, May 19, 1993; Whitmore, Jr., October 31, 1992).

52. Whitmore, Jr., October 31, 1992. It has been suggested that the wire recording was confiscated by the military, but Whitmore told me this is not true, that he personally disposed of the recorder, wire spools, and associated equipment when KGFL acquired tape recorders in the early 1950s.

53. Joyce, November 3, 1992; Tucker, May 27, 1993; McQuiddy, May 19, 1993, and affidavit, Appendix H; Walsh, April, 15, 1993, and affidavit, Appendix H.

54. Dennis, November 2, 1992, affidavit, Appendix H, "Recollections." Barbara Dugger in "Recollections" and Dugger affidavit on file with the Fund for UFO Research (Dugger did not respond to a request for permission to reproduce her statement in this report).

55. Dennis, November 2, 1992, affidavit, Appendix H, "Recollections." See also, for example, *Crash at Corona* and *UFO Crash*. Robert Shirkey was also abruptly transferred soon after the incident. However, although there are some unusual aspects to his transfer to the Philippines, nothing has been found linking it to his involvement in preparing the flight plan for and watching the loading of the aircraft which took Major Marcel to Fort Worth.

56. Strickland, "Recollections"; Brazel as attributed in *UFO Crash* and *Roswell Incident*. The testimony of Kellahin and Schreiber tends to contradict this (affidavits, Appendix H), and Haut *(UFO Crash*, pp. 142-43) says he remembers talk about Walter Whitmore, Sr., hiding Brazel out in the hope of getting a scoop on the crashed saucer story. The testimony of Whitmore, Jr. (October 31, 1992, and May 16, 1993), tends to support Haut's recollections. Concerning the alleged bribe, see Loretta and Norris Proctor as attributed in *UFO Crash*, p. 226.

57. Rickett, audiotaped interview with Rodeghier, January 1990, interview with Donald R. Schmitt, October 29, 1989 (transcript), "Recollections."

58. With reference to LaPaz's alleged fluency in Spanish, see "Orders, Interviewing the Vaqueros, y Mas" in chapter 3.

59. See note 57 above. Internal evidence in the January 1990 interview suggests Clines Corners as the site of the meeting.

recollections by artist Walter Henn are included with the Dennis affidavit in Appendix H.

38. Kaufmann and Bean, as attributed in *UFO Crash*, pp. 95-96, 166-67.

39. Personal interview with Robert A. Slusher, May 23, 1993; Slusher affidavit, Appendix H.

40. Audiotaped telephone interview with Lydia A. Sleppy, May 3, 1993; Sleppy affidavit, Appendix H; Sleppy in "Recollections"; audiotaped personal interview with Merle Tucker, May 27, 1993. This is the first time it has been established Sleppy would not have been at KOAT on a weekend. This is significant because the revisionist scenario has McBoyle speaking with Sleppy on Saturday, July 5.

41. Sleppy, May 3, 1993; affidavit, Appendix H; "Recollections."

42. Appendix A.

43. Schmitt, Donald R., and Kevin D. Randle, "Fort Worth, July 8, 1947: The Cover-Up Begins" and "The Fort Worth Press Conference: The J. Bond Johnson Connection," in Eberhart, George M., editor, *The Roswell Report: A Historical Perspective* (Chicago: Center for UFO Studies, 1991), pp. 56-70.

44. Ibid.

45. "Finds 'Flying Saucer,' Says Lt.; Only Weather Balloon, Says General," *Press Herald*, Portland, Maine, July 9, 1947.

46. DuBose affidavit, Appendix H, "Recollections."

47. "Harassed Rancher"; Kellahin affidavit, Appendix H. Although it has been reported previously that military personnel were present at this interview, Kellahin recalls them waiting outside on the street.

48. "Harassed Rancher."

49. Joyce, November 3, 1992; "Recollections." This exchange has been reported previously with Brazel saying as he was leaving, "Frank, you know how they talk about little green men? Well, they weren't green" *(UFO Crash*, p. 79). Joyce has also been quoted as attributing the "LGM" remarks to KGFL owner Walter E. Whitmore, Sr., but he told me he was misquoted (see "Men, Little Green, and Otherwise" in chapter 3).

50. Audiotaped personal interviews with Walter E. Whitmore, Jr., October 31, 1992, and May 16, 1993. Audiotaped personal interview with George ("Jud") Roberts, May 19, 1993; Roberts affidavit, Appendix H. T. J. Slowie is listed as executive secretary of the FCC in all editions of the *United States*

Shirkey), "Recollections." Porter is the source of the named crew members. Recently, researcher Joseph J. Stefula obtained copies of the 509th Bomb Group headquarters morning reports for the period July 1 - 16, 1947, which he has been kind enough to share with me. An entry in the July 9 morning report (Appendix G) indicates Barrowclough returned to duty from 30 days leave on that date, calling into question his participation in the July 8 flight. I have been seeking an interview with Barrowclough, so far without success.

31. Porter affidavit, Appendix H, "Recollections"; Shirkey, November 2, 1992, "Recollections," letter to Schmitt. Captain Anderson appears in the *Roswell Army Air Field Yearbook* (Roswell, New Mexico: RAAF Public Relations Department: 1947) as a member of Squadron "A" (base administration); in his photograph, he is wearing the collar insignia of the Army Corps of Engineers.

32. Shirkey, November 2, 1992; affidavit, Appendix H; letter to Schmitt; "Recollections." Shirkey's remembrance of seeing the wrapped packages being loaded has not been reported before and is the first independent testimony which tends to support Porter's description of the material carried on the flight.

33. *UFO Crash*, pp. 32 and 65ff, re Blanchard's leave. However, an item in the July 10, 1947, *Albuquerque Journal* ("Commander on Leave," an Associated Press story datelined "Roswell, July 9") and the previously cited 509th Bomb Group headquarters morning report for July 9, 1947 (Appendix G), both indicate Blanchard did not go on leave, cover or not, until July 9. The tiny item on page 2 of the *Journal* reads, "William Blanchard, commanding officer of the Roswell Army Air Field, left here today for a three weeks leave in Santa Fe and Colorado." Walter Haut, Roswell AAF public relations officer in July 1947, told me it was not at all unusual for the New Mexico press to consider such matters news (telephone conversation, February 10, 1994).

34. Robert E. Smith, affidavit, Appendix H; "Recollections." Robert A. Slusher, affidavit, Appendix H.

35. Smith affidavit, Appendix H, "Recollections."

36. Sappho Henderson, affidavit, Appendix H, "Recollections." It has been reported previously that Henderson's flight preceded Marcel's departure and that Robert Shirkey watched the loading of Henderson's C-54 *(UFO Crash*, p. 207). According to Shirkey, however, it was Marcel's B-29 flight (piloted by LTC Payne Jennings) he watched being loading, and Henderson's flight went out later, probably on Wednesday, July 9. Shirkey, November 2, 1992; personal conversation with the author, May 15, 1993; letter to Schmitt.

37. Dennis, November 2, 1992, and numerous personal conversations, 1992-94; Dennis affidavit, Appendix H; "Recollections"; *Crash at Corona*, p. 119 (re search for crash records). The nurse's sketches are missing and may have been destroyed inadvertently. Reconstructions made from Dennis's

22. George Walsh, April 15, 1993; Walsh affidavit, Appendix H. Haut says he does not remember either call (various personal conversations, 1993, and letter to the author, September 27, 1993).

23. See, for example, *UFO Crash*, pp. 61ff. In several interviews (e.g., with Mark Rodeghier, January 1990, and in "Recollections") Rickett misidentified the provost marshall as "Darden." The Roswell AAF provost marshall at the time of the incident was Major Edwin D. Easley.

24. For example, audiotaped interview conducted by Mark Rodeghier, January 1990; Rickett as quoted in *UFO Crash*, pp. 62-63.

25. William Woody, May 22, 1993; Woody affidavit, Appendix H.

26. L. M. Hall, member of the Roswell City Council and former Roswell chief of police, has provided the first independent testimony which tends to support Dennis's claims about these calls. See "A 'Gotcha' Joke?" in chapter 3. It is important to note that the job of mortuary officer was "George" duty, assigned to a junior officer who was neither a medical doctor nor a mortician and who would thus have to consult an expert on the matters about which Dennis claims he was called. Concerning the actual date on which these calls were received, a very important element of the Roswell story, see "Afterword."

27. Audiotaped personal interview with Glenn Dennis, November 2, 1992; Dennis affidavit, Appendix H; Dennis in "Recollections"; *Crash at Corona* (pp. 114ff) includes lengthy excerpts from the first interview with Dennis, conducted by Stan Friedman on August 5, 1989.

28. *UFO Crash*, pp. 89 and 181 and crashed saucer sketch and caption, illustration section between pp. 144 and 145; Schmitt, Donald R., and Kevin D. Randle, "Second Thoughts on the Barney Barnett Story," *International UFO Reporter*, May-June 1992, p. 4. The source of this information is not identified by Randle and Schmitt, but I have established with virtual certainty it was Frank J. Kaufmann (called "Joseph Osborne" in the cited *IUR* article), a significant and troublesome figure in the Roswell story (see "Tales of Kaufmann" in chapter 2). Concerning the alleged appearance of the bodies, see Dennis affidavit, Appendix H; Dennis in "Recollections"; *UFO Crash*, pp. 91-93.

29. *UFO Crash*, pp. 63-67, 90, 166, 205, and sketch between pp. 144 and 145. Thomas's rank is enclosed in quotation marks because it has been implied by Frank Kaufmann it was merely a cover, that Thomas had a much higher rank and status (see chapter 2). That the bodies were trucked to the base is attributed to the late Sergeant Melvin E. Brown by his daughter Beverly Bean; see ibid., pp. 90-91, 96, and Bean in "Recollections."

30. Robert R. Porter, affidavit, Appendix H, "Recollections"; Robert J. Shirkey, audiotaped personal interview, November 2, 1992, affidavit, Appendix H, letter to Donald R. Schmitt, July 18, 1991 (courtesy Robert

9. Audiotaped personal interview with Frank Joyce, November 3, 1992. See also, for example, videotaped Joyce interview in "Recollections" and Joyce as quoted in *UFO Crash*.

10. See Appendix A, complete transcript of Jesse A. Marcel, Sr., interview conducted by Bob Pratt, December 8, 1979.

11. Ibid.

12. *UFO Crash*, p. 49.

13. DuBose affidavit, Appendix H; DuBose interview, "Recollections."

14. Appendix A.

15. See, for example, ibid.; Friedman, Stanton T., and Don Berliner, *Crash at Corona* (New York: Paragon House, 1992); *UFO Crash;* and Marcel interview, "Recollections."

16. Appendix A.

17. Audiotaped telephone interview with Dr. Jesse Marcel, Jr., September 23, 1993; Marcel, Jr., affidavit, Appendix H; Marcel, Jr., in "Recollections"; Viaud Marcel, audiotaped interview, April 1981, exact date and interviewer unknown (audiotape courtesy Stanton T. Friedman).

18. "Disc Solution Collapses," *San Francisco Chronicle*, San Francisco, California, July 9, 1947; Walter G. Haut, audiotaped personal interview, November 2, 1992, affidavit in Appendix H, and interview in "Recollections."

19. Walsh's recollections were the first indication that no written press release was distributed. Audiotaped telephone interview with George R. Walsh, April 15, 1993; Walsh affidavit, Appendix H; "Army Announces Finding 'Saucer'," Associated Press wire story in the *Rapid City Daily Journal*, Rapid City, South Dakota, July 8, 1947; "Flying Disc Transforms Sheriff's Office to International Newsroom," *Roswell Morning Dispatch*, Roswell, New Mexico, July 9, 1947; Frank Joyce, November 3, 1992, and "Recollections; Haut, November 2, 1992, and "Recollections." Despite the fact it was spelled out in the cited newspaper articles and probably many others, Walsh's role as the newsman who broke the story has been overlooked until now. .

20. Haut, November 2, 1992; audiotaped personal interview, Arthur R. McQuiddy, May 19, 1993, and affidavit, Appendix H; George Walsh, April 15, 1993, and affidavit, Appendix H; articles in both Roswell papers, July 9, 1947.

21. Audiotaped personal interview with Jason Kellahin, May 11, 1993; Kellahin affidavit, Appendix H; "Harassed Rancher," *Roswell Daily Record*, July 9, 1947. The *Record* story incorrectly identified R. D. Adair as R. A. Adair.

means of the airlift of the bodies, the "crate flight" as a cover operation, and the motivation behind the press announcement of July 8.

A Parallax View

Clearly, there is a problem. Both scenarios cannot be correct. Moreover, there is evidence which calls into question important elements of both. Further, there are two additional dramatic accounts, linked with the revisionist scenario by Randle and Schmitt, which further complicate the situation for those seeking the truth about Roswell.[95] Both are dealt with in chapter 4.

A new perspective, a new slant on the case is required to come to grips with these difficulties and help chart a course toward resolution of the Roswell mystery. The balance of this monograph is devoted to that task.

End Notes

1. "RAAF Captures Flying Saucer in Roswell Region, *Roswell Daily Record*, Roswell, New Mexico, July 8, 1947.

2. Personal interview with William M. Woody, May 22, 1993; Woody affidavit, Appendix H.

3. Bill Brazel as quoted in Berlitz, Charles, and William L. Moore, *The Roswell Incident* (New York: Berkley, 1988), p. 85; Marian Strickland, videotaped interview, September 27, 1991 (edited version appears in "Recollections of Roswell--Part II," available from the Fund for UFO Research).

4. Bill Brazel in *Roswell Incident*, p. 86, and Randle, Kevin D., and Donald R. Schmitt, *UFO Crash at Roswell* (New York: Avon, 1991), p. 52.

5. See, for example, "Harassed Rancher who Located 'Saucer' Sorry He Told About It," *Roswell Daily Record*, July 9, 1947; Bill Brazel in *Roswell Incident* and *UFO Crash;* and Appendix H, affidavits of Jason Kellahin, Loretta Proctor, Bessie Brazel Schreiber (who is misidentified as "Betty" in the *Daily Record* story, and Sallye Strickland Tadolini, with all of whom I have conducted audiotaped interviews.

6. Audiotaped personal interview with Loretta Proctor, October 31, 1992; Proctor affidavit, Appendix H.

7. Bill Brazel in *Roswell Incident*, p. 86.

8. Bill Brazel, ibid., p. 91.

Mac Brazel, Fly in the Ointment

Jim Ragsdale and his friend had escaped detection at the impact site. Thus, as far as the Army knew, Glenn Dennis and the archaeologists were the only civilians aware of the crash/retrieval. Both of those problems seemed to have been dealt with effectively, so by the early afternoon of Sunday, July 6, military authorities had reason to be confident the secret of their extraordinary discoveries was secure.

Then Mac Brazel arrived at the Chaves County sheriff's office to report his find, which according to the new chronology, he would have made the day before, Saturday, July 5. The Army quickly learned from Sheriff Wilcox that he and Brazel had spoken with Frank Joyce at Radio KGFL and soon discovered Brazel had talked with neighbors and perhaps others about his find. The threat to the secret of the crash/retrieval was obvious. Something had to be done and done fast.[93]

The Press Announcement "Explained"

According to Randle and Schmitt, "someone in the military had the clever idea of issuing a press release that admitted the recovery of a flying disc, then retracting the claim a few hours later." This variation on the purloined letter trick would allow the Army to hide the truth behind the blush of its own "embarrassment." Randle and Schmitt further contend "the press release was carefully crafted to divert attention away from the site where the main body of the object came to rest" by referring only to something being "found on the Foster ranch."[94]

The alleged scheme was initiated on Tuesday, July 8, when Walter Haut contacted the Roswell media with the "true" story. It was brought to fruition with General Ramey's weather balloon announcement a few hours later. The payoff came with the next day's "Ramey Empties Roswell Saucer" headlines. The lid was on the saucer, and those directing Roswell cover-up and exploitation breathed a sigh of relief and got on with their clandestine activities.

Revisionist Recap

Under the revisionist timetable events begin to unfold a day earlier than originally thought, with the strange radar contacts on Tuesday, July 1. The crash takes place on Friday, July 4, rather than Wednesday, July 2, and the main body of the craft grounds much closer to Roswell than previously believed.

The Army locates the craft and its crew at the impact site on Saturday, July 5, rather than Tuesday, July 8, and does so before rather than after learning of the debris field. While the Army is dealing with the impact site, Mac Brazel discovers the debris field, on Saturday, July 5, rather than Thursday, July 3.

Beginning with Sunday, July 6, the revisionist scenario begins to reconverge with the conventional wisdom. Key differences are the timing and

being pilloried as incompetents or worse, those involved disposed of all record of their work and its unfortunate outcome.

As for the bodies, "Whoops!" offers two alternatives. Alternative 1: Despite Herculean efforts to preserve the cadavers, they quickly decomposed. Since there was nothing unique about their chemical components, no physical proof of their extraterrestrial origin remained. Alternative 2: After the spacecraft wreckage was destroyed, the biological teams continued their work, but other than confirming the bodies' extraordinary nature, nothing more was learned. The bodies were put in storage, labeled as anthropological specimens or the like, and those who worked on them went on to other projects. Over time, as those who knew of the bodies retired and died, institutional memory of what they were faded and winked out. Thus, reminiscent of the closing scene in *Indiana Jones and the Raiders of the Lost Ark*, the Roswell bodies became nothing more than just another box of bones and a file entry among millions in, say, the Smithsonian Institution.

Roswell remains an enigma worth cracking. It could well be the event of the millennium, proof at last we are not alone in the universe. It could be a key to important insights into excesses committed in the name of national security at the dawn of the Cold War and having nothing to do with a crashed flying saucer. It could be something else entirely. Whatever the answer, I hope we are up to it.

End Note

1. Letter from Lieutenant General Nathan F. Twining, commanding general, Air Materiel Command, to Brigadier General George Schulgen, chief, Air Intelligence Requirements Division, Office of the Assistant Chief of Air Staff, September 23, 1947, subject "AMC Opinion Concerning 'Flying Discs'"; "Analysis of 'Flying Disc' Reports," prepared by Air Intelligence Division staff, Headquarters, U.S. Air Force, undated but completed before December 18, 1947 (a reanalyzed and rewritten version of a memorandum dated October 6, 1947, subject "Recommendations Relative to Unidentified Flying Objects"); draft intelligence collection memorandum prepared by the Air Force Office of Intelligence Requirements (General Schulgen, chief), October 30, 1947, "Intelligence Collection Requirements on Flying Saucer Type Aircraft"; Technical Report TR-2274-IA, Technical Intelligence Division, Air Material Command (Project Sign final report), February 11, 1949. An alternative to Berliner's interpretation of the Schulgen collection memorandum is that the memo was nothing more than a standard foreign air vehicle intelligence requirements document hastily modified to address the flying saucer problem.

Afterword
An Important New Development

On March 30, 1994, I telephoned Glenn Dennis to confirm some information for the end notes in this report. Dennis did so and then added something much more important.

The previous weekend, Dennis told me, he was listening to a presentation on the "Revisionist Roswell." The presenter discussed the new dates on which key events allegedly took place. When the talk turned to Dennis's experiences at the Roswell AAF hospital, Dennis suddenly and forcefully knew with absolute certainty that the revisionist dates were wrong and what the correct ones were. He told me it was one of those unbidden, blinding flashes of recall which all of us sometimes have, bringing back to mind a bit of information which no amount of conscious effort had previously succeeding in calling up. Previously, like every other credible Roswell witness, Dennis could say no more than that he remembered things took place in early July 1947. Now, something in the presentation--he has no idea what--triggered a clear recollection which made it possible to pinpoint the dates of his experiences.

Dennis is absolutely certain it was the afternoon of Monday, July 7, when he received the calls about body preservation and caskets and he transported the injured soldier to the hospital, there encountering his friend the Army nurse and quickly running into trouble with the redheaded Army officer and his black sergeant. The next day, Tuesday, July 8, Dennis's father woke him up very early to tell him about the sheriff's warning, and just before noon Dennis met with the nurse, who fearfully told him the story of the strange bodies.

How can Dennis be so certain about the dates? Late in the afternoon of the day he met with the nurse for what would be the last time, he picked up the *Roswell Daily Record* as it was delivered to the Ballard Funeral Home. Emblazoned across the top of the front page was this headline:

RAAF Captures Flying Saucer On Ranch in Roswell Region

The date on the masthead was, of course, Tuesday, July 8, 1947.

Appendix A
Jesse A. Marcel, Sr., December 8, 1979

On December 8, 1979, *National Enquirer* reporter Bob Pratt interviewed Roswell Incident principal Jesse A. Marcel, Sr., at his home in Houma, Louisiana. An article based in part on this interview appeared in the *Enquirer* soon after, but until now, the complete interview has never been published. It appears here as transcribed by Pratt from his interview tapes a day or two after he met with Marcel. I have changed Pratt's text only to correct typographical errors, capitalization, and the like, to fully state Pratt's questions, which he set down in short form in his transcript, and by adding a limited amount of bracketed material to provided clarification. Marcel's words are exactly as transcribed by Pratt, to whom I am deeply grateful for permitting me to include his historic document in this report.

Pratt: Tell me something about your background.

Marcel: [I] entered the U.S. Army Air Force in April 1942, was an aide to General Hap Arnold. Entered as second lieutenant. He [Arnold?] decided I should go to intelligence school, [for which there were] lengthy and strenuous exams. [I Went to] Air Intelligence School, Harrisburg, Pennsylvania, under CO [commanding officer] Colonel Egmont Koenig. Was in school--first combat intelligence and [then] kept on in photo intelligence, since I had done a lot of cartographic work and interpreting aerial photographs. I used both combat intel[ligence] and photo intel in my work. He [Koenig] elected to retain me there as an instructor--one year, three months.

[I] applied for overseas duty, combat. Was sent to South Pacific, New Guinea, assigned as squadron intelligence officer. I had flying experience before going in service--started flying in 1928--being in [the] air was not foreign to me. Did lot of flying, combat flying, [in] B-24s [four-engine heavy bombers]. From squadron, [I] was elevated to group intelligence officer until sent back to the States just before A Bomb was dropped on Japan. [They] sent me back to take radar navigation course at Langley Field [Virginia]--was there when bomb was dropped and war ended.

[I] was [then] reassigned to Eighth Air Force--

Pratt: Headquarters was at Colorado Springs--

Marcel: [I] reported for duty there but following day transferred to Roswell, New Mexico--which became Walker Air Force Base, immediately after end of war [Roswell AAF became Roswell AFB and then Walker AFB in fall 1947]--[the] 509th Bomb Wing [Group], I was intelligence officer for bomb wing.

Pratt: What was your rank?

Marcel: Major. [I] stayed there until October 1947. The 509th was the only A Bomb group in world. The first project I was sent on was an atom test on Bikini in 1946, came back to Roswell until latter part of 1947, when [I was] sent to Washington.

[I was] in service for eight and a half years [and] had been in the Louisiana National Guard and the Texas Guard also. It became very difficult for me to get out of service, but I felt I had a duty to my family. I was assigned to [the] Special Weapons Program, collecting air samples throughout the world and [getting them] analyzed. In fact, when we finally detected there had been a nuclear explosion, we--I had to write [a] report on it. In fact, I wrote the very report President Truman read on the air declaring that Russia had exploded an atomic device. This was after I left [the] 509th. I got out [of the Air Force] in 1950, latter part of 1950. [Note: Truman did not read a broadcast announcement about the Soviet bomb test. The White House issued a written statement, likely based on Marcel's report.]

Pratt: What was your rank then?

Marcel: After this flying saucer thing came about in 1947, I was given a promotion to lieutenant colonel, in December 1947.

Pratt: When did you learn you had been promoted?

Marcel: After I got out of the service. They kept me so busy I never even looked at my personal files. I was released from active duty as a lieutenant colonel.

Pratt: Was the flying you did before the war part of your work?

Marcel: Private pilot.

Pratt: What work did you do before the war?

Marcel: I was a cartographer, map maker. Worked for U.S. Engineers and Shell Oil Company. I was working for Shell Oil Company as a photographer when the war began. All my map making for the Engineers and Shell Oil Company was derived from aerial photographs.

[I had] no degree then--got one later, six different schools. I speak French and English, understand several others but don't speak them. After war, [I] worked in electronics, repairing radios and TVs, since I had been a ham [radio] operator all these years. [I'm] retired now, [with my] wife. [My] son [is] a doctor in Helena, Montana. He's also a seismologist.

Pratt: When did you find the debris in New Mexico?

Marcel: I don't remember the exact date. It was in July 1947. How it all started--I was in my office. I went to the officers' club for lunch and was sitting having lunch when I got a call from the sheriff [George Wilcox] from Roswell, and he wanted to talk to me. He said, "There's a man here, a rancher who came to town to sell his wool--he'd just sheared his sheep--and he told me something that's weird. And you ought to know about this."

And I said, "Well, I'm all ears." He said, "This man's name is Brazelle [Brazel]. He said he found something on his ranch that crashed, either the day before or a few days before, and he doesn't know what it is." He [the sheriff] said, "This might be well worth your while to investigate this since I know you're the intelligence officer of the base."

So I said, "Well, fine." So I said, "Where can I meet him?" He said, "Well he's going to leave here about three-thirty or four o'clock, but he's in my office now, if you want to come and talk to him now. He'll be here waiting for you."

And he was, and he told me about it. Well, he got me interested, so I went back-- I said [to Brazel], "You wait here." I said, "I have to go back to the base." So I talked to my CO [base and 509th Bomb Group commander Colonel

William H. Blanchard] about that. [I asked] what was his advice. He said, "My advice is you better get in that car." He said, "How much of that stuff is there, there?" I said, "Well, the way the man talks, quite a bit." He said, "Well, you have three CIC agents working for you--

Pratt: "CIC"?

Marcel: That's Counter Intelligence [Corps] agents. See, my main job there was to clear the personnel through the Atomic Energy Commission to be stationed at that base--military personnel. I had five officers and about twenty enlisted typists working for me, with an office going like mine all the time. With [plus] those three CIC agents. They would do the investigating--whenever we had to investigate somebody, I gave that job to them, and they'd turn in their reports in to my office and we'd write the reports.

Well, to come back to this. So I talked to Colonel Blanchard and he said take whatever you need with you, but go. So I got one of my agents named Cabot [Captain Sheridan W. Cavitt], who, incidentally, we've never been able to find, since I don't know his first name. I didn't keep any paperwork on CIC agents. They didn't "belong" to me. So--but I had three of them.

So I took him [Cavitt]. He drove a jeep carryall. I drove my staff car, and we took off cross country behind this pickup truck this rancher [Brazel] had. He didn't follow any roads going out. This was an eighty square mile ranch, we he told me. It was big. So we got to his place at dusk. It was too late to do anything, so we spent the night there in that little--his--shack, and the following morning we got up and took off.

He took us to that place, and we started picking up fragments, which was foreign to me. I'd never seen anything like that. I didn't know what we were picking up. I still don't know. As of this day, I still don't know what it was. And I brought as much of it back to the base as I could and-- Well, some ingenious young GI thought he'd try to put a few pieces together and see if he could match something. I don't think he ever matched two pieces. It was so fragmented. It was strewn over a wide area, I guess maybe three-quarters of a mile long and a few hundred feet wide. So we loaded up and we came back to the base.

In the meantime, we had an eager-beaver public relations officer--he found out about it--he calls AP [Associated Press] about it. Then that's when it really hit the fan--I don't mind using that expression. I probably got telephone calls from everywhere. News reporters were trying to come in to talk to me, but I had nothing for them. I couldn't tell them anything. I didn't have anything to talk about. They wanted to see the stuff, which I couldn't show them.

So my CO [Blanchard], early the next morning, sent me to Carswell [Air Force Base, which in July 1947 was still Fort Worth Army Air Field] to stop over and talk to [Brigadier] General [Roger M.] Ramey [commander of the Eighth Air Force]. [I took] all the stuff in a B-29 [four engine heavy bomber]. My CO told me to go ahead and fly it to Wright-Patterson air field [Wright AAF and Patterson AAF in July 1947] in Ohio, but when I got to Carswell [Fort Worth AAF], General Ramey wasn't there, but they had a lot of news reporters and a slew of microphones that wanted to talk to me, but I couldn't say anything. I couldn't say anything until I talked to the general. I had to go under his orders. And he [General Ramey] said [Marcel chuckles--Pratt],

"Well, just don't say anything." So I said, "General, Colonel Blanchard told me to get this stuff to Wright-Patterson. And he said, "You leave it right here. We'll take care of it from here." And that was the end of it--that was the end of my part in it. I still don't know what I picked up.

Pratt: Did they keep the B-29?

Marcel: No, no. It [the material] was transferred to a transport. The general told me, "You go back to Roswell. You're need more there." He said, "You've got a big job there, what you're doing is important. This, there'll be nothing--

Pratt: What was the rancher' name?

Marcel: Brazelle [Brazel], don't know his first name.

Pratt: Where is the ranch in relation to Roswell?

Marcel: North of the test sites and, I would say sixty miles northwest of Roswell.

Pratt: What was the sheriff's name?

Marcel: I don't recall it right now [it was George Wilcox]. He was sheriff of the county Roswell was in [Chaves].

Pratt: What kind of a ranch was it?

Marcel: Cattle and sheep.

Pratt: The next morning he took you out to this place?

Marcel: Yes. In fact, he saddled two horses. I never rode a horse in my life, and I said, "You two ride the horses." Cabot [Cavitt] was an odd-- He was from west Texas. He was at home on a horse.

So they took off. We went up there, and we loaded all this stuff in the carryall, and we got through kind of late. But I wasn't satisfied. I went back. I told Cabot [Cavitt], "You drive this vehicle back to the base, and I'll go back out there and pick up as much as I can put in the car.

Pratt: What was the terrain like?

Marcel: Very flat. It's all very arid. You had tumbleweeds. It was adequate for a sheep ranch, for grazing. I didn't pay too much attention to that because my interest went another way.

Pratt: When you got out there, what did you actually see--bits of metal or what?

Marcel: I saw-- Well, we found some metal, small bits of metal, but mostly we found some material that's hard to describe. I'd never seen anything like that, and I still don't know what it was. We picked it up anyway. One thing, one thing--

Pratt: It was something manufactured?

Marcel: Oh, it definitely was. But one thing I do remember, I recall that very distinctly. I wanted to see some of this stuff burn, but all I had-- I had a cigarette lighter, since I'm a heavy smoker anyway. I lit the cigarette lighter to some of this stuff, and it didn't burn.

Pratt: Were there any markings?

Marcel: Yes, there were. Something undecipherable. I've never seen anything like that myself. Oh, I call them hieroglyphics myself. I don't know whether they were ever deciphered or not.

Pratt: There were some markings, though?

Marcel: Oh, yes--little members, small members, solid members that you could not bend or break, but it didn't look like metal. It looked more like wood.

Pratt: How big?

Marcel: They varied in size. They were, as I can recall, perhaps three-eighths of an inch by one-quarter of an inch thick, and just about all sizes. None of them were very long.

Pratt: How large was the biggest?

Marcel: I would say about three feet [long].

Pratt: How heavy?

Marcel: Weightless. You couldn't even tell you had it in your hands--just like you handle balsa wood.

Pratt: The piece three or four feet long--was it wide or what?

Marcel: Oh, no. It was a solid member, rectangular members, just like you get a square stick [here Marcel drew a sketch--Pratt]. Varied lengths, and along the length of some of those they had little markings, two-color markings as I recall--like Chinese writing to me. Nothing you could make any sense out of.

Pratt: Was everything in this shape, long and slender?

Marcel: All the solid members were that way. There was other stuff there that looked very much like parchment, that, again, didn't burn. Obviously--I surmise, I'm not-- I was acquainted with just about every method of weather observation devices used by the military, and I couldn't recognize any of that as being weather observation devices.

Pratt: You've been flying since 1928, twenty years when this happened. Was this part of any aircraft that you recognize?

Marcel: No, it could not have been part of an aircraft.

Pratt: Nor part of a weather balloon or experimental balloon?

Marcel: I couldn't see that it could be, no. For one thing, if it had been a balloon, like the parts that we picked up, it would not have been porous. It was porous.

Pratt: Any jagged or broken ends or the like?

Marcel: No. As far as I can recall, they were clean. See, I had so little time to spend on this--I had other duties to perform. I brought the stuff over here, my CO saw it, my staff saw it, and then the following day my CO told me to take it to Wright-Patterson.

Pratt: Why there?

Marcel: For analysis. They wanted to see what it was.

Pratt: What was the agency at Wright-Pat?

Marcel: Air Force analysis laboratories, I think.

Pratt: How many pieces were there?

Marcel: It might have been hundreds. I don't recall. It's been so long since I handled all this stuff. I'd just about dismissed the whole thing from my mind.

Pratt: When you went out there that morning, you could see this stuff scattered for quite a ways in the distance?

Marcel: Lord, yes, about as far as you could see--three-quarters [of a] mile long and two hundred to three hundred feet wide. I['ll] tell you what I surmised. One thing I did notice--nothing actually hit the ground, bounced on

the ground. It was something that must have exploded above ground and fell. And I learned later that, farther west, towards Carrizozo, they found something like that, too. That I don't know anything about. [It was] the same period of time, sixty to eighty miles west of there.

Pratt: Ranchers found something similar out there?

Marcel: I think it was discovered by some surveyor out there. [Marcel is probably referring to the Barney Barnett story, about which previous interviewers told him.]

Pratt: Did you pick up all the parts?

Marcel: I did not cover the entire area. [We] picked up as much as we could carry and some was left there.

Pratt: Was it grouped or bunched together, or was it scattered?

Marcel: Scattered all over--just like you'd explode something above the ground and [it would] just fall to the ground.

One thing I was impressed with was that it was obvious you could just about determine which direction it came from and which direction it was heading. It was traveling from northeast to southwest. It was in that pattern. You could tell where it started and where it ended by how it thinned out. Although I did not cover the entire area this stuff was in, I could tell that it was thicker where we first started looking, and it was thinning out as we went southwest.

Pratt: What was the length of the shortest pieces?

Marcel: Four or five inches. It was [as if] something of some greater area that had been together.

Pratt: Were there clean breaks or obvious breaks?

Marcel: I don't recall that. Nothing seemed torn. It's pretty difficult to assimilate in your own mind just what it was because I wasn't with it that long. It's like you handle a hot potato--you want to get rid of it.

Pratt: Had the rancher been in that area recently before finding this?

Marcel: I faintly remember he told me he had heard an explosion at night and the following day he went out there in that direction and he saw that stuff.

Pratt: Of course, we didn't have artificial satellites in 1947--

Marcel: No.

Pratt: We had missiles, though, didn't we?

Marcel: Oh, yes.

Pratt: This obviously was no rocket?

Marcel: Oh, no. Unh, unh. I've seen rockets. I've seen rockets sent up at the White Sands testing grounds. It definitely was not part of an aircraft, nor a missile or rocket.

Pratt: Strange, isn't it?

Marcel: Yes, it is. It's bewildering. The one thing that I kept wondering--why no publicity was given about that by the Air Force. They probably got something they wanted to sit on. That's my opinion.

There had been a lot of reports about flying saucers in that area. In fact, I'm not sure--I wouldn't swear to this, but one night about eleven-thirty--I lived in town--the provost marshal called me and said, "You better come out here in a hurry." He wouldn't elaborate on the telephone what it was. So I got in my car and put my foot on the accelerator and [got] going as fast as I could

go, and it was a straight road. Something caught my attention. It was a formation of lights moving from north to south. But it was so--I mean, we had nothing that traveled that fast anyway. I knew that. We had no aircraft that traveled at that speed, because it was visible only maybe three or four seconds from overhead to the horizon. They were bright lights flying a perfect vee formation. And I hesitated to open my mouth about that because I knew nobody would believe me, but two or three days later some GI said, "I saw something in the skies the other night." And he described exactly what I'd seen.

Pratt: Was this before the debris incident?

Marcel: Just slightly before. Anyway, I figure there's some credence to this UFO business. I believe in it. Even my son, Jesse [Dr. Jesse A. Marcel], one afternoon--he has two little boys and a girl, and the boys were with him--he was going into town and-- They live on a little crooked road up the side of a mountain, and one of the boys said, "Dad, look at that!" My son stopped the car and looked up there and he saw a shiny circular object that all of a sudden took off like nobody's business.

Pratt: Tell me about Cabot's [Cavitt's] jeep carryall.

Marcel: It's slightly larger than a pickup truck, with a covered body. And we loaded the back end of that up with material and then I went back and loaded my car up.

Pratt: And there was a lot left?

Marcel: Oh, lord, yes. Yes, we picked up a very minor portion of it.

Pratt: You put all this on the B-29 and were going to take all the material to Wright--

Marcel: All we had.

Pratt: And you never heard back anything more from General Ramey or--

Marcel: Nothing at all.

Pratt: --or Wright Field?

Marcel: Nothing at all.

Pratt: Do you know if Blanchard did?

Marcel: That I wouldn't know. I rather doubt that he did, because if he had heard something about it, he would have told me. And he never mentioned anything.

Pratt: How long did you stay at Roswell after that?

Marcel: [Until] latter part of 1947.

Pratt: When did you go then?

Marcel: Transferred to Washington, D.C. I was given an office with a title about that long [held hands apart--Pratt]. I was in the Selective Service building next to the State House [Department?] on E Street.

Pratt: What do you think this thing was?

Marcel: Well, as far as I know, or can surmise, it-- I was pretty well acquainted with most of the things that were in the air at the time, not only from my own military aircraft but also in a lot of foreign countries, and I still believe it was nothing that came from earth. It came to earth, but not from earth. The biggest mistake I ever made--of course I couldn't--was not to keep a piece of it. But in all fairness to my work and the service, I couldn't.

Pratt: You had three thousand hours as a pilot--

Marcel: Right, [and] eight thousand hours [total] flying time.

Pratt: What medals were you awarded?

Marcel: I have five air medals because I shot down five enemy aircraft in combat.

Pratt: From a B-24?

Marcel: Yes, from the waist gun of a B-24 in the South Pacific. And I was given a bronze star for the work I did re-teaching personnel that came to fly combat, that were greenhorns that came out of the States. I had charge of that. I was given a bronze star for that. I've got commendations--even got one from the U.S. Navy--[from the] Air Force intelligence office, for the A Bomb tests in South Pacific, Kwajalein.

Pratt: You were all hand-picked officers.

Marcel: Right. [I've been] around the world five times, been in sixty-eight countries. [I have] a degree in nuclear physics, bachelor's, at--completed work at George Washington University in Washington[, D. C.]. [I] attended LSU [Louisiana State University], Houston, University of Wisconsin, New York University, Ohio State, [unintelligible--Pratt], and GW.

Pratt: Were you ever told not to talk about this?

Marcel: Youdon't have to be told, you just know. I couldn't jeopardize my part of the service and be criticized for what I said.

Pratt: The base public relations man called the Associated Press, and so on. Was the idea that a flying saucer had crashed?

Marcel: I don't know. I didn't talk to him or read what he said. I've heard contradicting reports on this. I had heard this PR man had called the press without consulting the CO, and later I heard the CO had authorized him to do that. But I haven't verified that.

Pratt: How many combat missions did you go on?

Marcel: I had a total of 468 hours of combat time, was intelligence officer for bomb wing, flew as a pilot, waist gunner and bombardier at different times. I got shot down one time, my third mission, out of Port Moresby.

Pratt: Did everyone survive?

Marcel: All but one crashed into a mountain. I bailed out just before we made landfall, I guess a quarter of a mile inland. Our engines gave out [on our] B-24. I bailed out at eight thousand feet, and I fell six thousand feet before I got my 'chute open. I was lucky to get it open--malfunction. Good thing I had a chest pack. My back pack wouldn't work, and I went to work on my chest pack. I wasn't taking any chances, and it paid off.

Appendix B
Excerpts from Project 93 (Mogul)
Technical Report Number 1

Project Mogul, the Top Secret effort to develop a means to detect and monitor Soviet nuclear weapons tests which conducted operations from Alamogordo Army Air Field, New Mexico, in June and July 1947, was almost certainly the source of at least the great majority of was rancher W. W. ("Mac") Brazel found on the ranch he managed in Lincoln County, New Mexico. This appendix presents facsimile excerpts from a Project Mogul report dated April 1, 1948: the report title page, a Mogul flight summary table, and two diagrams of typical Mogul flight arrays. I am very grateful to Professor C. B. Moore, who was the Mogul project engineer, for providing me with this and other material on the project.

TECHNICAL REPORT NO. 1

Balloon Group, Constant Level Balloon Project

New York University

Covering the period Nov. 1, 1946 to Jan. 1, 1948

CONSTANT LEVEL BALLOON

Research Division, Project No. 93

Prepared in Accordance with Provisions of Contract
W28-099-ac-241, between
Watson Laboratories, Red Bank, New Jersey
and
New York University

Prepared by: Charles B. Moore, James R. Smith, and
Seymour Goldstein

Approved by: Charles S. Schneider, Project Director
and
Prof. Athelstan F. Spilhaus
Director of Research

Research Division, College of Engineering, New York University.

April 1, 1948

New York 53, New York

Table VII

SUMMARY OF NYU CONSTANT-LEVEL BALLOON FLIGHTS

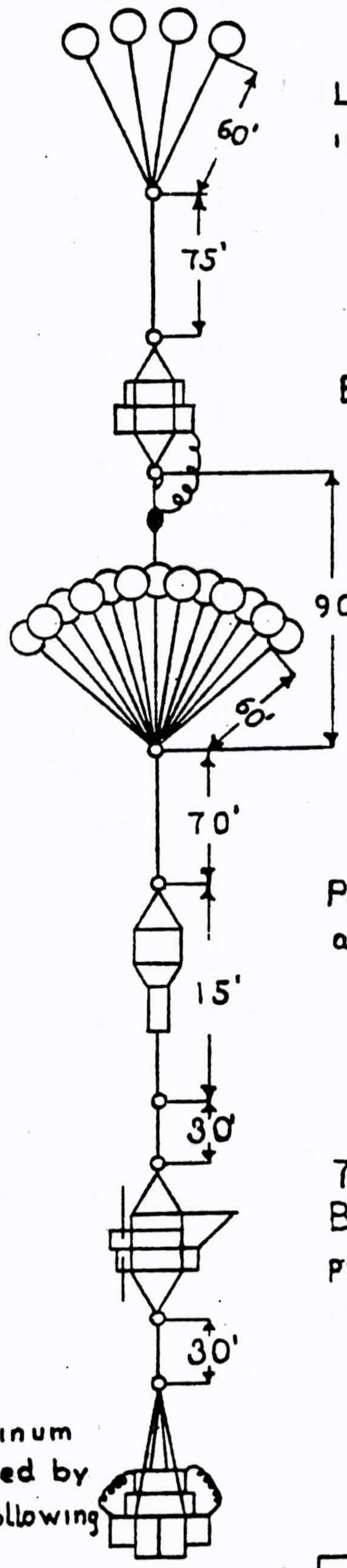
FLIGHT NUMBER	DATE AND Release Time	Launching Site	Description of Balloons	Balloon Ballast	Description of Equipment	TOTAL WEIGHT ON BALLOON INCLUDING BALLAST	DESCRIPTION OF ALTITUDE CONTROL	BALLAST WEIGHT	FREE LIFT	BALLOON LIFT	RADIOSONDE RECEPTION %	TRACKING %	AIRCRAFT OBSERVATION %	FLIGHT DURATION	O. TIMER CONSTANCY	MAXIMUM & CONSTANT LEVELS REL	RECOVERY LANDING SITE	CRITIQUE
A	20 Nov. 1946 1438 EST	NYU, N.Y.	2 - 350 gram meteorological	0.7 kg	72.2 mc Radiosonde	1.8 kg	None	0	Not known	Not known	80%	0%	0%	70 min.	4 min. ± 1000'	Max. 37000' Const. 37000'	0%	Balloon balancing load. Free lift from 350 gram meteorological balloon. Successful cutting free of lifter balloon. Balloon did not level off.
B	16 Dec. 1946 1219 EST	NYU, N.Y.	2 - 350 gram meteorological	0.7 kg	72.2 mc Radiosonde	1.8 kg	None	0	Not known	Not known	80%	Theodolite 50%	0%	31 min.	6 min. ± 1000'	Max. 15000' Const. 15000'	0%	Balloon balancing load. Free lift from 350 gram meteorological balloon. Successful cutting free of lifter balloon. Balloon did not level off.
1	3 April 1947 1418 EST	Bethlehem Pennsylvania	14 - 350 gram meteorological balloons. Long cosmic ray train	4.9 kg	72.2 mc Radiosonde Sand ballast	13.0 kg	3 cans of ballast to be dropped on descent	6.8 kg	Not known	Not known	60% with recorder 50% without recorder	Theodolite 66%	0%	115 min.	None	Max. 46000'	0%	Failure due to poor rigging, poor launching technique. 2 lifter balloons 12 main balloons. Train rose until some balloons burst then descended rapidly.
5	5 June 1947 1519 MST	Alamogordo New Mexico	29 - 350 gram meteorological balloons. Long cosmic ray train	10.2 kg	72.2 mc Radiosonde Data gear Sand ballast Liquid ballast	26.4 kg	Balloons to cut off above 40000' 5 kg sand and 5 kg liquid to fall under 32000'	10.0 kg	9.9 kg	36.3 kg	100% without recorder	Theodolite 90%	90% B-17	348 min.	30 min. ± 200'	Max. 38000' Const. 31000'	100% E. of Roswell N. M.	First successful flight carrying a heavy load. 3 lifter balloons, 26 main balloons.
6	7 June 1947 0509 MST	Alamogordo New Mexico	28 - 350 gram meteorological balloons. Long cosmic ray train	9.8 kg	74.5 mc Radiosonde. 69.3 mc transmitter. Ballast assembly	28.3 kg	Balloons to cut off above 40000' 5 kg sand and 5 kg liquid to fall under 32000	10 kg	1.9	30.2 kg	95% without recorder	Theodolite 90%	40% B-17	166 min.	None	Max. 72000'	50%	Flight unsuccessful. Altitude control damaged on launching. 4 lifter balloons, 24 main balloons.
7	8 July 1947 0521 MST	Alamogordo New Mexico	20 - 350 gram meteorological balloons in 2 Nelios clusters	7.0 kg	74.5 mc Radiosonde Ballast assembly	25.7 kg	4 over inflated balloons. 10 kg lead shot to fall under 34000	10 kg	10.5 kg	36.2 kg	60% without recorder	Theodolite 100%	100% C-54	418 min.	147 min. ± 5000'	Max. 48500' Const. 35000'	1% (1 balloon) each	Best flight thought possible with flabby neoprene balloons. 4 lifter balloons, 16 main balloons.
8	9 July 1947 0303 MST	Alamogordo New Mexico	10 General Mills 7' .001" polyethylene	4.6 kg	74.5 mc Radiosonde Ballast assembly	16.7 kg	Dribbler, compass fluid Fixed leak 160 gm/hr	3 kg	3.5 kg	20.2 kg	100% with recorder	Theodolite 33% Radar - last 55%	Last 15% C-45	195 min.	62 min. ± 1500'	Max. 18500' Const. 18000'	0%	First non-extensible balloon flight. Due to lack of information on volume the altitude control was not optimum. However, flight shows excellent stability of non-extensible balloons. Loss of lift due to balloon leakage 1000 gm/hr.
10	5 July 1947 0501 MST	Alamogordo New Mexico	1 M.A. Smith 15' .008" polyethylene	14.2 kg	74.5 mc Radiosonde Ballast assembly	16.3 kg	Dribbler Compass fluid	3 kg	5.6 kg	21.9 kg	512 min. with recorder	Theodolite 88 min.	0%	Over 518 min.	130 min. ± 300' 282 min. ± 2700'	Max. 15100' Const. 9000'	0%	Successful flight with altitude control working. Balloon reported over Albuquerque after 11 hours; Pueblo, Colorado after 36 hours. Fleetwadding toward end of transmission believed due to convection currents over desert. Balloon diffusion 10 gm/hr.

What of Flight 9 ?

TABLE VII

SUMMARY OF NYU CONSTANT-LEVEL BALLOON FLIGHTS

Flight Number	Date and Release Time	Location and Site	Description of Balloons	Ballast Weight	Description of Radiosonde	Total Weight of Balloon Including Ballast	Description of Altitude Control	Ballast Weight	Free Lift	Balloon Lift	Radiosonde Reception %	Tracking %	Aircraft Observation %	Flight Duration	Optimum Constancy	Maximum & Constant Levels MSL	Recovery & Landing Site	Critique
11	7 July 1947 0508 MST	Alamogordo New Mexico	7 - General Mills 1 - 15' .008" Polyethylene 6 - 7' .001" Polyethylene in Helios cluster below 15' balloon	17.1 kg	74.5 mc Radiosonde Ballast assembly	15.9 kg	Dribbler Compass fluid Wind leak 300 gm/hr	3 kg	11.3 kg	27.8 kg	99% with recorder	Theodolite 38%	100% C-54	550 min.	423 min. @ 1500'	Max. 18800' Const. 18000'	0%	Balloons used in cluster to obtain higher altitude. In high wind at launching 3 small balloons deflated. Therefore cluster did not rise high enough to activate altitude control. Dribbler leak and balloon diffusion both 300 gm/hr. Therefore balloon remained at ceiling until ballast was expended.
12	5 Aug. 1947 0716 EST	Lakehurst New Jersey	1- General Mills - 20' .001 Polyethylene	4.1 kg	3 mc transmitters 39.9 mc Radiosonde 72.8 mc Radiosonde Ballast assembly	28.0 kg	Automatic and manual ballast valves and minimum pressure switch	5 kg	3.8 kg	31.8 kg	100% Millman	Theodolite 15% SCR-658 80%	85%	407 min.	60 min. @ 400'	Max. 14100'	95% Smyrna, Delaware 85 mi.	First flight with large thin balloon. Open appendix caused helium dilution with air-cover over appendix thought to have caused balloon rupture, terminating flight early and low. Flight not successful as balloon test or altitude control test.
13	5 Sept. 1947 0647 MST	Alamogordo New Mexico	2 General Mills 20',001" Polyethylene. 10' appendices inside shroud lines	8.4 kg	397 mc Radiosonde Data Gear Ballast release	24.2 kg	Automatic Ballast release assembly	10.0 kg	3.8 kg	38.0 kg	100%	Theodolite 100% SCR-658 100%	Not required Burst over desert	58 min.	None (burst)	Max. 47600'	0% White Sands. N. M.	Appendices twisted around shroud lines, preventing valving of gas at pressure altitude. Both balloons burst within 2 minutes and gear fell free to desert. Recovery not attempted.
14	6 Sept. 1947 0613 MST	Alamogordo New Mexico	1 General Mills 20' .001" Polyethylene. 10' appendix outside shroud lines	4.0 kg	397 mc Radiosonde Banner, Ballast release	15.1 kg	Automatic Ballast release assembly	5.0 kg	2.2 kg	17.3 kg	100%	Theodolite 100% SCR-658 100%	Last 10% (L-5)	55 min.	None (burst)	Max. 49000'	100% 6 mi. north of Alamogordo AAF	Appendix again twisted around shroud lines, preventing valving of gas at pressure altitude, where balloon burst. Descent retarded by banner.
15	6 Sept. 1947 1153 MST	Alamogordo New Mexico	1 General Mills 20' .001" Polyethylene. 1' appendix outside shroud lines.	4.0 kg	397 mc Radiosonde Banner, Ballast release	15.1 kg	Manual ballast valve. Fixed rate of leak 1000 gm/hr	5.0 kg	2.6 kg	17.7 kg	364 min.	Theodolite 175 min. SCR-658 364 min.	Not required Accurate data not required	More than 364 min.	71 min. @ 900'	Max. 45800' Const. 34000'	0%	First flight with large G. H. balloon which did not burst due to appendix. Balloon holes in balloon due to high wind at launching caused slow descent after pressure height was reached. Shows need of short appendix and automatic ballast valve.
16	8 Sept. 1947 0828 EST	Alamogordo New Mexico	1 General Mills 20' .001 Polyethylene. 2' appendix outside shroud lines	4.4 kg	397 mc Radiosonde Data gear Banner Ballast release	16.1 kg	Automatic Ballast Release assembly	3.2 kg	2.4 kg	18.5 kg	100%	Theodolite 100% SCR-658 100%	Not required A/c used to search for gear	30 min.	None (burst)	Max. 31700'	0% 6 miles NE Alamogordo AAF	Heavily loaded balloon with too much free lift (inflated by volume estimate in wind). High oscillations observed after release. Balloon burst due to blowing off top until below pressure altitude. Balloon came down with free falling gear but was not found.
17	9 Sept. 1947 1649 MST	Alamogordo New Mexico	1 H. A. Smith 15' .004" Polyethylene with 18 load points	6.4 kg	397 mc Radiosonde Banner Ballast release	11.3 kg	Automatic Ballast release assembly 100 gm/hr fixed leak	4.0 kg	2.1 kg	13.4 kg	281 min.	281 min.	Not required night flight	Estimated 10 hrs.	181 min. @ 500'	Max. 29700' Const. 29100'	Croft, Kansas 555 miles	Successful controlled altitude flight demonstrating altitude controls maintaining height through a sunset. Balloon descended near Croft, Kansas long after passing out of Roswell's reception range. Need for a barograph shown.



Lifter assembly - 4 balloons inflated to 3000 gm. lift.

B/S lifter cut-off at 35,000'.

12 ea. balloons inflated to 900 gm. lift, 4 ea. balloons inflated to 2100 gm. lift.

Payload in picture frame mount and transmitter. (13 # wt.)

74.5 mc Radiosonde. Heavy duty Batteries in black boxes wrapped in polyethylene.

FIG 36

allast baroswitch.
allast dropper assembly, 16 Aluminum
ubes of granulated lead dropped by
lescent pressure switch in the following
increments:

00 gm - 34,000'	400 gm - 29,700'	800 gm - 25800'
gm - 33,000'	400 gm - 29,000'	800 gm - 25,200'
00 gm - 32,000'	600 gm - 28,000'	800 gm - 24,500'
00 gm - 31,000'	600 gm - 27,400'	1000 gm - 23,800'
00 gm - 30,500'	600 gm - 26,600'	1000 gm - 23,100'
		1600 gm 22,500'

NYU BALLOON PROJECT	
FLIGHT 7	
Date: 7-2-47	ED-48-44

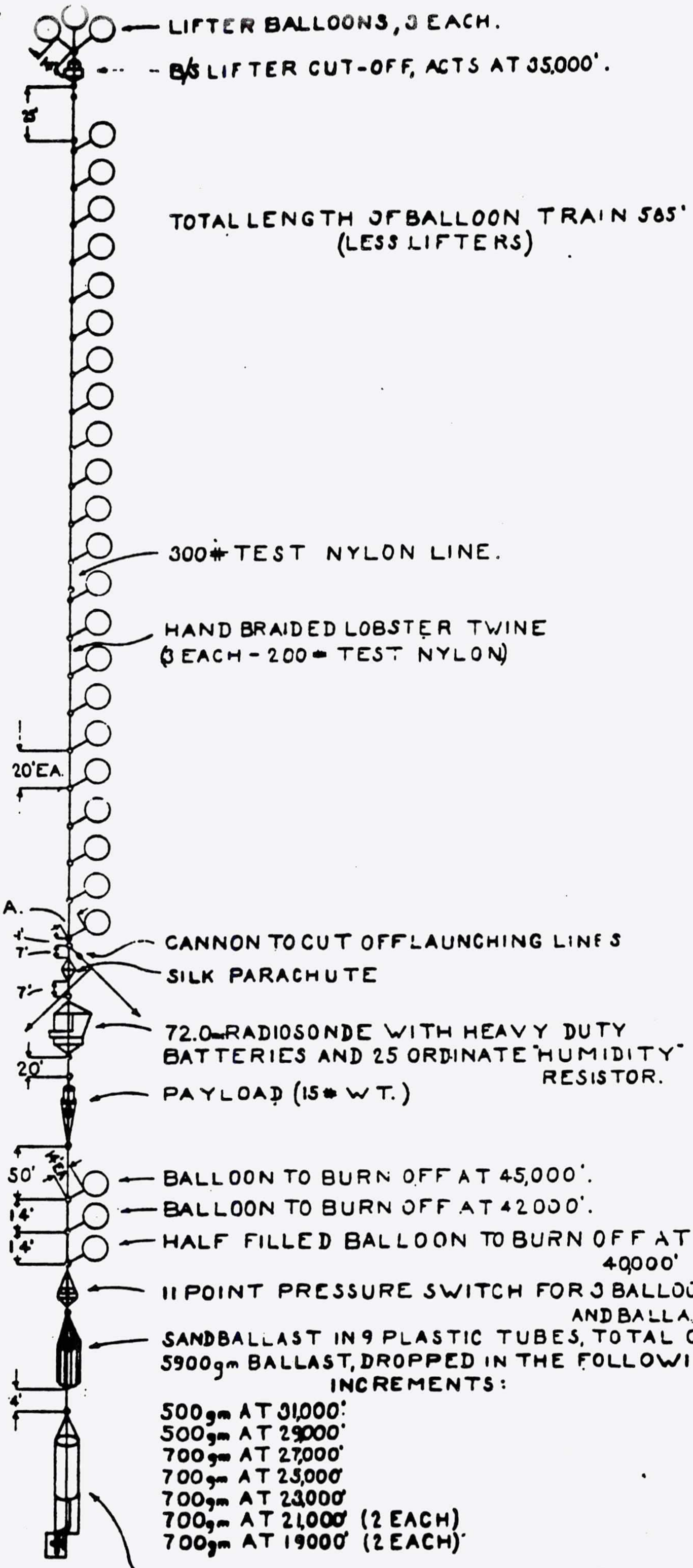


FIG 31

BALLOON PROJECT

Flight 5

5-47 | ED 48-39

Appendix C
FBI Teletype Message of July 8, 1947, Concerning the Roswell "Disc"

At 6:17 p.m. on the evening of July 8, 1947, the Dallas office of the Federal Bureau of Investigation sent a Teletype message to the the Bureau's headquarters and its Cincinnati office concerning the "flying disc" found near Roswell. This message transmits the Army Air Force description of what was found and states the material is "being transported to Wright Field by special plane for examination." The message provides convincing evidence that at least some of the Roswell debris was sent to Wright Field despite official denials. It also makes clear the debris was not from a weather balloon. Some have interpreted it as also proving the Roswell object was a flying saucer. However, considered in context, the message's rather sketchy description is more suggestive of materials from a Project Mogul flight.

TELETYPE

FBI DALLAS 7-8-47 6-17 PM

URGENT

DIRECTOR AND SAC, CINCINNATI

FLYING DISC, INFORMATION CONCERNING. [redacted], HEADQUARTERS EIGHTH AIR FORCE, TELEPHONICALLY ADVISED THIS OFFICE THAT AN OBJECT PURPORTING TO BE A FLYING DISC WAS RE COVERED NEAR ROSWELL, NEW MEXICO, THIS DATE. THE DISC IS HEXAGONAL IN SHAPE AND WAS SUSPENDED FROM A BALLON BY CABLE, WHICH BALLOK WAS APPROXIMATELY TWENTY FEET IN DIAMETER. [redacted] FURTHER ADVISED THAT THE OBJECT FOUND RESEMBLES A HIGH ALTITUDE WEATHER BALLOON WITH A RADAR REFLECTOR, BUT THAT TELEPHONIC CONVERSATION BETWEEN THEIR OFFICE AND WRIGHT FIELD HAD NOT [redacted] FORTH OUT THIS BELIEF. DISC AND BALLOON BEING TRANSPORTED TO WRIGHT FIELD BY SPECIAL PLANE FOR EXAMINATIC INFORMATION PROVIDED THIS OFFICE BECAUSE OF NATIONAL INTEREST IN CASE . [redacted] AND FACT THAT NATIONAL BROADCASTING COMPANY, ASSOCIATED PRESS, AND OTHERS ATTEMPTING TO BREAK STORY OF LOCATION OF DISC TODAY. [redacted] ADVISED WOULD REQUEST WRIGHT FIELD TO ADVISE CINCINNATI OFFICE RESULTS OF EXAMINATION. NO FURTHER INVESTIGATION BEING CONDUCTED.

WYLY
RECORDED 62-9384-18
1 B 1
29 JUL 22 1947

END

CXXX ACK IN ORDER EX-29

UA 5½ FBI CI MJW

BPI MB

8-38 PM O

8-22 PM OK FBI WASH DC VH

cc - Mr. [illegible]

Appendix D
Author's Sketches and Notes from May 17, 1993, Interview with Frank J. Kaufmann

On May 17, 1993, I interviewed Frank J. Kaufmann about his alleged role in the Roswell Incident. During the interview, Kaufmann made a number of sketches--of the alien beings he said he saw at the crash site, their craft and its features, etc.--and showed me a strange envelope which contained a folded paper representation of the alien craft. (Kaufmann's sketch of the craft and the bit of origami in no way resemble each other.) During the interview, I copied Kaufmann's sketches in my notebook. Afterward, I made annotated drawings of the paper craft and envelope from memory on a facing page. Facsimiles of these "masterworks" are reproduced in this appendix.

Appendix E
United Press Association Broadcast Wire Transmissions, July 8, 1947

The news wires carried numerous stories and other communications about Roswell on the afternoon and early evening of July 8, 1947. This appendix presents facsimiles of a number of such transmissions which appeared on the United Press broadcast wire. Among other things, they suggest it is likely Roswell AAF did not distribute a written press release on the Brazel discovery. I am indebted to Frank Joyce for providing this material. Joyce, in July 1947 an announcer with Roswell's Radio KGFL and a UP stringer, saved the stories as they came in on KGFL's UP terminal. I am very glad he did.

DXR 54

MORE FLYING DISC (DXR53)

-0-

THE INTELLIGENCE OFFICE REPORTS THAT IT GAINED POSSESSION OF THE "DIS:" THROUGH THE COOPERATION OF A ROSWELL RANCHER AND SHERIFF GEORGE WILSON OF ROSWELL.

THE DISC LANDED ON A RANCH NEAR ROSWELL SOMETIME LAST WEEK. NOT HAVING PHONE FACILITIES, THE RANCHER, WHOSE NAME HAS NOT YET BEEN OBTAINED, STORED THE DISC UNTIL SUCH TIME AS HE WAS ABLE TO CONTACT THE ROSWELL SHERIFF'S OFFICE.

THE SHERIFF'S OFFICE IN TURN NOTIFIED A MAJOR OF THE 509TH INTELLIGENCE OFFICE.

ACTION WAS TAKEN IMMEDIATELY AND THE DISC WAS PICKED UP AT THE RANCHER'S HOME AND TAKEN TO THE ROSWELL AIR BASE. FOLLOWING EXAMINATION, THE DISC WAS FLOWN BY INTELLIGENCE OFFICERS IN A SUPER-FORTRESS TO AN UNDISCLOSED "HIGHER HEADQUARTERS."

THE AIR BASE HAS REFUSED TO GIVE DETAILS OF CONSTRUCTION OF THE DISC OR OF ITS APPEARANCE.

RESIDENTS NEAR THE RANCH ON WHICH THE DISC WAS FOUND REPORTED SEEING A STRANGE BLUE LIGHT SEVERAL DAYS AGO ABOUT THREE O'CLOCK IN THE MORNING.

J241P 7/8

DXR 55

A BULLETIN FROM THE UNITED PRESS

BECKLEY, WEST VIRGINIA---AN OFFICIAL OF UNITED MINE WORKERS DISTRICT 29 IN WEST VIRGINIA SAYS THAT SIX SOUTHERN COAL OPERATORS HAVE SIGNED

[redacted]R3

(SUB)

ROSWELL, NEW MEXICO---THE INTELLIGENCE OFFICE OF THE 509TH B0MB GROUP OF THE ROSWELL ARMY AIR BASE REPORTS THAT IT HAS RECEOVERED A "FLYING DISC" AND THAT IT IS BEING FLOWN IN A SUPERFORTRESS TO "HIGHER HEADQUARTERS" FOR STUDY.

ARMY OFFICIALS AT THE ROSWELL BASE WILL NOT DISCLOSE THE LOCATION OF THE "HIGHER HEADQUARTERS."

SHERIFF GEORGE WILCOX (CORRECT) OF ROSWELL WAYS THAT THE DISC WAS FOUND ABOUT THREE WEEKS AGO BY A RANCHER BY THE NAME OF W. W. BRIZELL ON THE FOSTER RANCH NEAR CORONA, ABOUT 75 MILES NORTHWEST OF ROSWELL NEAR THE CENTER OF NEW MEXICO.

SHERIFF WILCOX SAYS THE RANCHER DOES NOT HAVE A TELEPHONE, AND THAT HE DID NOT REPORT FINDING THE DISC UNTIL DAY BEFORE YESTERDAY. SHERIFF WILCOX SAYS THAT BRIZELL SAID HE DIDN'T KNOW WHAT IT WAS, BUT THAT AT FIRST IT APPEARED TO BE A WEATHER METER.

HOWEVER, OFFICIALS AT THE ROSWELL ARMY AIR BASE WERE NOTIFIED, AND AN OFFICER AND AN ENLISTED MAN CAME TO THE SHERIFF'S OFFICE TO CLAIM THE OBJECT.

SHERIFF WILCOX QUOTES BRIZELL AS SAYING THAT "IT MORE OR LESS SEEMED LIKE TINFOIL." WILCOX SAYS THAT BRIZELL SAID THAT THE DIXC WAS BROKEN SOME, APPARENTLY FROM THE FALL. THE SHERIFF SAYS THAT BRIZELL DESCRIBED THE OBJECT ABOUT AS LARGE AS A SAFE IN THE SHERIFF'S OFFICE. HE ADDED THAT THE SAFE WAS ABOUT THREE AND ONE-HALF BY FOUR FEE.

-0-

(DXR

WILL HV ANOTHER ADD IN ABT 5 OR 10 MINWS.)

V7/3..

DESCRIBED THE OBJECT ABOUT AS LARGE AS A SAFE IN THE SHERIFF'S OFFICE. HE ADDED THAT THE SAFE WAS ABOUT THREE AND ONE-HALF BY FOUR FEE.

-O-

(DXR

WILL HV ANOTHER ADD IN ABT 5 OR 10 MINWS.)

V7/8..

316P SPLIT 20 MINS DXR

SXR - IXR - HOLD FOR ONE

HCR

S AGR

JD/FRR

LETS HAVE TEXT ARMY ANNOUNCEMENT FASTEST. JUST PUT ON AS TEST AN LET ROLL IN QUOTES.

DX NJ317P7/8..

NJ DXR

ARMY GAVE VERBAL ANNCMENT. NO TEXT.

FRR V7/8..

FRR8

EEDITORS: PLEASE SUB FOR 5TH PGH AND REMAINDER OF FRRE8

-0-

HOWEVER, OFFICIALS AT THE ROSWELL ARMY AIR BASE WERE NOTIFIED IMMEDIATELY BY THE SHERIFF'S OFFICE. MAJOR JESSE A. MARCEL---INTELLIGENCE OFFICER OT THE ROSWELL BASE---AND AN ENLISTED MAN THEN CHECKED WITH THE SHERIFF.

SHERIFF WILCOX QUOTED BRIZELL AS SAYING THAT "IT MORE OR LESS SEEMED LIKE TINFOIL." WILCOX SAID THAT BRIZELL RELATED THAT THE DISC WAS BROKEN SOMEWHAT---APPARENTLY FROM THE FALL. THE SHERIFF SAID THAT BRIZELL DESCRIBED THE OBJECT ABOUT AS LARGE AS A SAFE IN THE SHERIFF'S OFFICE. HE ADDED THAT THE SAFE WAS ABOUT THREE AND ONE-HALF BY FOUR FEET.

BRIZELL DID NOT BRING THE OBJECT TO THE SHERIFF'S OFFICE, BUT MERELY DROVE THE 75 MILES FROM THE RANCH TO ROSWELL TO REPORT HIS FINDING. SHERIFF WILCOX SAID THAT MAJOR MARCEL LEFT SHORTLY AFTER RECEIVING THE REPORT FOR THE AREA WHERE THE DISC WAS FOUND.

MEANWHILE, A REPORT FROM CARRIZOZO, NEW MEXICO, SAID THAT A DISC WAS FOUND 35 MILES SOUTHEAST OF CORONA. THE REPORT---WHICH WAS NOT SUBSTANTIATED---MERELY SAID THAT IT WAS "A RUBBER SUBSTANCE AND TINFOIL ENCASED." HOWEVER, IT WAS PRESUMED TO BE THE SAME AS THE ONE REPORTED TO ROSWELL.

REPORTS FROM THE ROSWELL BASE SAID THAT MAJOR MARCEL WAS AT EIGHTH ARMY HEADQUARTERS IN FORT WORTH, TEXAS, BUT THAT "HE MIGHT BE ON HIS WAY BACK TO ROSWELL BY PLANE NOW." HOWEVER, OFFICIALS AT THE ROSWELL BASE SAY THEY KNOW NOTHING ABOUT THE DISC OR ITS DESCRIPTIONG, OR WHERE THE "HIGHER HEADQUARTERS" WHERE IT REPORTEDLY WAS TAKEN ARE LOCATED.

V342P7/8..

Appendix F
Author's Letters to Jim Ragsdale

In an attempt to reassure him of my honorable intentions, I twice wrote to alleged revisionist impact (crash) site witness Jim Ragsdale after a failed attempt to interview him by telephone in November 1993. Ragsdale has never responded.

file

Karl T. Pflock
Post Office Box 2287
Merrifield, Virginia 22116-2287
703/354-0699

November 14, 1993

Mr. Jim Ragsdale
[redacted]

Dear Mr. Ragsdale:

I appreciate your and your wife's reluctance to talk with a total stranger about what you witnessed north of Roswell in July 1947. I hope this letter and the enclosures will put your minds at ease about me and my intentions.

In May of this year, after obtaining your permission to do so, Kevin Randle and Don Schmitt provided me with a copy of the affidavit you signed. As you can see from the enclosed copy, they honored your request to have identifying information deleted. Subsequently, I learned your identity from other sources and was given considerably more detailed accounts of what you have said about what took place in July 1947.

In addition to pursuing my own independent investigation of this incident, I am informally supporting an inquiry into the matter by New Mexico Congressman Steve Schiff (my wife, Mary Martinek, is the congressman's district director). At Steve's request, the General Accounting Office, the investigative arm of Congress, is conducting a detailed investigation to find out exactly what happened and what federal authorities did about it. Steve is particularly concerned about the reports that the military threatened witnesses and their families.

Sharing those concerns, as well as being deeply interested in solving the mystery of the nature and origin of what you saw that morning so many years ago, I would like to discuss your experience with you. You can be certain I will honor any requirements you may have regarding confidentiality. The last thing I want to do is add to the disruption already brought into your lives because one of you happened to be "in the right place at the right time." To the contrary, it is my aim to put this matter to rest once and for all by bringing the whole truth to light.

Please get in touch. I want to help.

Sincerely,

/s/

enclosures (4)

file

Karl T. Pflock
Post Office Box 93338
Albuquerque, New Mexico 87199-3338
505/867-0893

December 8, 1993

Mr. Jim Ragsdale
[redacted]

Dear Mr. Ragsdale:

As you can see from my new letterhead and enclosed card, I have moved since we were in touch on November 14! In fact, when I called you, my wife and I were in the midst of packing for our move, and now that we're finally settled in New Mexico, I wanted to be sure you knew where and how to contact me (please feel free to call collect).

If I have not heard from you in a few days, I will give you a ring. Also, I plan to visit Roswell again soon after the first of the year, so perhaps we can meet then.

With all good wishes to you and Mrs. Ragsdale for a happy holiday season, I am

Sincerely,

/s/

enclosures (2)

Appendix 6
509th Bomb Group Headquarters Morning Report, July 9, 1947

American military units are required to maintain daily records--morning reports--of the status of their personnel, including their departure on and return from leave. This appendix presents a facsimile of the July 9, 1947, morning report (with the continuation sheet of the report of July 8, 1947) for the 509th Bomb Group headquarters organization. The July 9 report reveals that, on July 9, group commander Colonel William H. Blanchard commenced a 21-day leave and Roswell AAF executive officer Lieutenant Colonel Robert I. Barrowclough returned from a 30-day leave. This document was located recently in the files of the National Personnel Records Center.

CONTINUATION

MORNING REPORT — 3 July — 7

[illegible] Roswell New Mexico

[illegible]

1

PAGE [illegible] OF [illegible] PAGES

W D COPY THIS GOV ON DCU

MORNING REPORT — [illegible] — 7

[illegible]

[illegible]

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By to relie[illegible] [illegible] Air Depot

sion Area [illegible]

Par 4 SO 110 Hq this sta [illegible]

BLANCHARD WILLIAM H (AC) [illegible] 3 Jul 1035 ←

Dy to Ly (Ordinary 21 [illegible] Par 2 SO [illegible]

Hq Eighth Air Force

BARRETT LOUGH MORRIS T (AC)1031 Ly [illegible] Jul 1035 ←

Ly (Ordinary 30 days) to D[illegible]

BOOD HAROLD H (AC) [illegible] Jul 1035

Ly (Ordinary 20 days) to D[illegible]

AMERON LEO A (AC) 072[illegible] Sept 1021

Ly (Ordinary 5 days) to Dy

ENLISTED MEN

Medcalf Irving L RA61373[illegible] T Sgt 502

Awgd 4 Jul from 393 [illegible] Sq this sta Par

24 SO 132 Hq this sta Dy 502

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	12	12		11				1		
	4	4		3				1		
	7	7		6	1					
	6	6		5	1					
	7	7		6				1		
	7	7		11	5					
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	44	44		43				3		

I CERTIFY THAT THIS MORNING REPORT IS CORRECT [illegible] 1 [illegible]

[illegible]

[illegible] Capt AC [illegible]

W D COPY THIS GOV ON DCU

9 July 1947 ←

Appendix H
Roswell Witness Affidavits

Thirty-two witness affidavits are on file with the Fund for UFO Research. These were obtained through the efforts of Don Berliner, Stanton T. Friedman, Kevin D. Randle, Donald R. Schmitt, Frederic L. Whiting, and myself. Twenty-five of these documents (ten obtained from the signers by the author) are included in this appendix, arranged in alphabetical order. Three witnesses (Barbara Dugger, John Kromschroeder, and Phyllis McGuire) did not respond to requests to include their statements in this report. Three statements have to do with the alleged crash of a flying saucer on the Plains of San Agustin, which is excluded from consideration in this report. Another statement is being withheld from release pending review of additional documentation and other information.

Included with Glenn Dennis's affidavit are drawings of alleged alien bodies made by artist Walter Henn, who worked from Dennis's recollections of now lost sketches made by his friend "Miss X," the Army nurse who told Dennis she helped doctors examine the bodies at the Roswell AAF hospital. Doctor Jesse Marcel's sketch based on his recollections of one of the "I beams" found by his father on the Foster Ranch debris field is included with hisaffidavit.

The Jim Ragsdale affidavit is reproduced in the redacted form in which it was provided to me by Kevin Randle and Don Schmitt. The David Wagnon affidavit has been redacted to keep confidential information about Miss X which may be critical to locating her or determining her fate and the usefulness of which would be undermined by premature public disclosure.

AFFIDAVIT

(1) My name is Glenn Dennis.

(2) My address is: [redacted]

(3) I am ( ) employed as: _____ ( ) retired.

(4) In July 1947, I was a mortician, working for the Ballard Funeral Home in Roswell, which had a contract to provide mortuary services for the Roswell Army Air Field. One afternoon, around 1:15 or 1:30, I received a call from the base mortuary officer who asked what was the smallest size hermetically sealed casket that we had in stock. He said, "We need to know this in case something comes up in the future." He asked how long it would take to get one, and I assured him I could get one for him the following day. He said he would call back if they needed one.

(5) About 45 minutes to an hour later, he called back and asked me to describe the preparation for bodies that had been lying out on the desert for a period of time. Before I could answer, he said he specifically wanted to know what effect the preparation procedures would have on the body's chemical compounds, blood and tissues. I explained that our chemicals were mainly strong solutions of formaldehyde and water, and that the procedure would probably alter the body's chemical composition. I offered to come out to the base to assist with any problem he might have, but he reiterated that the information was for future use. I suggested that if he had such a situation that I would try to freeze the body in dry ice for storage and transportation.

(6) Approximately a hour or an hour and 15 minutes later, I got a call to transport a serviceman who had a laceration on his head and perhaps a fractured nose. I gave him first aid and drove him out to the base. I got there around 5:00 PM.

(7) Although I was a civilian, I usually had free access on the base because they knew me. I drove the ambulance around to the back of the base infirmary and parked it next to another ambulance. The door was open and inside I saw some wreckage. There were several pieces which looked like the bottom of a canoe, about three feet in length. It resembled stainless steel with a purple hue, as if it had been exposed to high temperature. There was some strange-looking writing on the material resembling Egyptian hieroglyphics. Also, there were two MPs present.

(8) I checked the airman in and went to the staff lounge to have a Coke. I intended to look for a nurse, a 2nd Lieutenant, who had been commissioned about three months earlier right out of college. She was 23 years of age at the time (I was 22). I saw her coming out of one of the examining rooms with a cloth over her mouth. She said, "My gosh, get out of here or you're going to be in a lot of trouble." She went into another door where a Captain stood. He asked me who I was and what I was doing here. I told him, and he instructed me to stay there. I said, "It looks like you've got a crash; would you like me to get ready?" He told me to stay right there. Then two MPs came up and began to escort me out of the infirmary. They said they had orders to follow me out to the funeral home.

(9) We got about 10 or 15 feet when I heard a voice say, "We're not through with that SOB. Bring him back." There was another Captain, a redhead with the meanest-looking eyes I had ever seen, who said, "You did not see anything, there was no crash here, and if you say anything you could get into a lot of trouble." I said, "Hey look mister, I'm a civilian and you can't do a damn thing to me." He said, "Yes we can; somebody will be picking your bones out of the sand." There was a black Sergeant with a pad in his hand who said, "He would make good dog food for our dogs." The Captain said, "Get the SOB out." The MPs followed me back to the funeral home.

(10) The next day, I tried to call the nurse to see what was going on. About 11:00 AM, she called the funeral home and said, "I need to talk to you." We agreed to meet at the officers club. She was very upset. She said, "Before I talk to you, you have to give me a sacred oath that you will never mention my name, because I could get into a lot of trouble." I agreed.

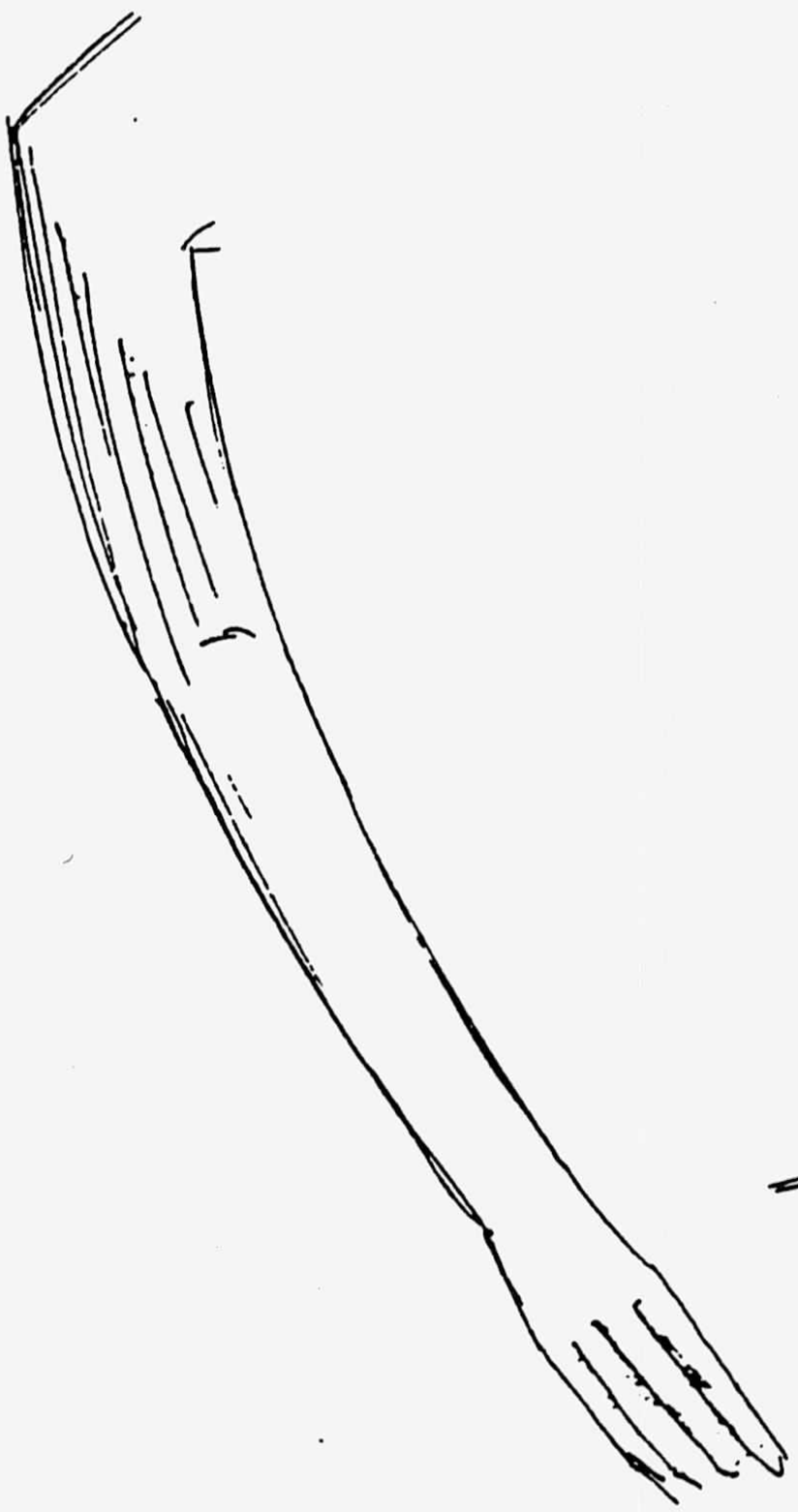
(11) She said she had gone to get supplies in a room where two doctors were performing a preliminary autopsy. The doctors said they needed her to take notes during the procedure. She said she had never smelled anything so horrible in her life, and the sight was the most gruesome she had ever seen. She said, "This was something no one has ever seen." As she spoke, I was concerned that she might go into shock.

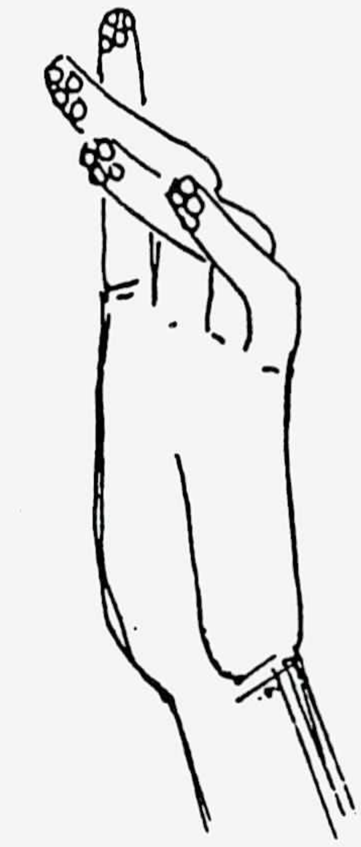
(12) She drew me a diagram of the bodies, including an arm with a hand that had only four fingers; the doctors noted that on the end of the fingers were little pads resembling suction cups. She said the head was disproportionately large for the body; the eyes were deeply set; the skulls were flexible; the nose was concave with only two orifices; the mouth was a fine slit, and the doctors said there was heavy cartilage instead of teeth. The ears were only small orifices with flaps. They had no hair, and the skin was black--perhaps due to exposure in the sun. She gave me the drawings.

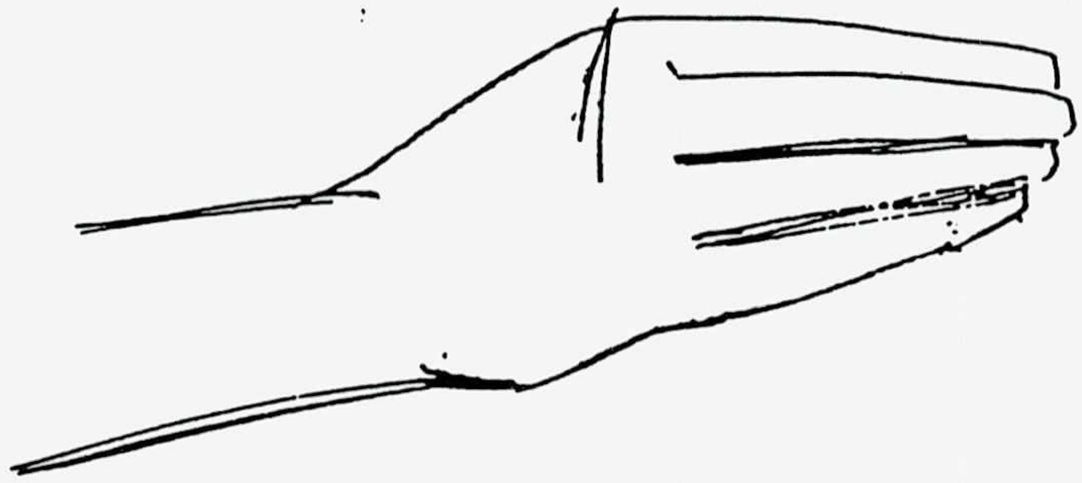
(13) There were three bodies; two were very mangled and dismembered, as if destroyed by predators; one was fairly intact. They were three-and-a-half to four feet tall. She told me the doctors said: "This isn't anything we've ever seen before; there's nothing in the medical textbooks like this." She said she and the doctors became ill. They had to turn off the air conditioning and were afraid the smell would go through the hospital. They had to move the operation to an airplane hangar.

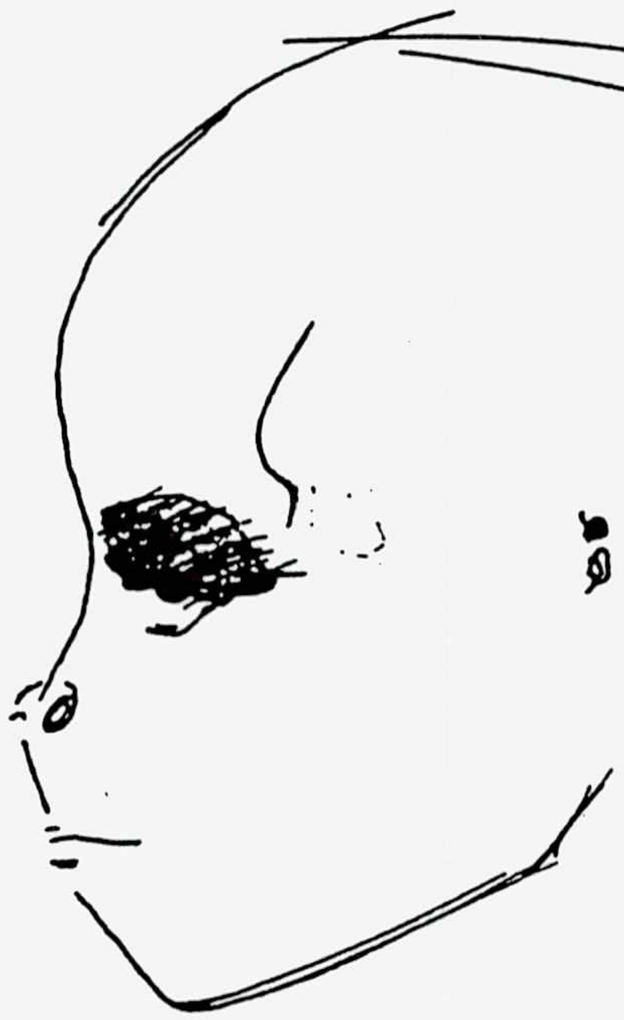
(14) I drove her back to the officers' barracks. The next day I called the hospital to see how she was, and they said she wasn't available. I tried to get her for several days, and finally got one of the nurses who said the Lieutenant had been transferred out with some other personnel. About 10 days to two weeks later, I got a letter from her with an APO number. She indicated we could discuss the incident by letter in the future. I wrote back to her and about two weeks later the letter came back marked "Return To Sender--DECEASED." Later, one of the nurses at the base said the rumor was that she and five other nurses had been on a training mission and had been killed in a plane crash.

(15) Sheriff George Wilcox and my father were very close friends. The Sheriff went to my folks' house the morning after the events at the base and said to my father, "I don't know what kind of trouble Glenn's in, but you tell











your son that he doesn't know anything and hasn't seen anything at the base." He added, "They want you and your wife's name, and they want your and your children's addresses." My father immediately drove to the funeral home and asked me what kind of trouble I was in. He related the conversation with Sheriff Wilcox, and so I told him about the events of the previous day. He is the only person to whom I have told this story until recently.

(16) I had filed away the sketches the nurse gave me that day. Recently, at the request of a researcher, I tried to locate my personal files at the funeral home, but they had all been destroyed.

(17) I have not been paid or given anything of value to make this statement, which is the truth to the best of my recollection.

Glenn Dennis
(Signature)

8-7-91
(Date)

Signature witnessed by:

Walter G. Haut
(Name) WALTER G. HAUT

AFFIDAVIT

(1) My name is Thomas Jefferson DuBose.

(2) My address is: [redacted]

(3) I retired from the U.S. Air Force in 1959 with the rank of Brigadier General.

(4) In July 1947, I was stationed at Fort Worth Army Air Field [later Carswell Air Force Base] in Fort Worth, Texas. I served as Chief of Staff to Major General Roger Ramey, Commander, Eighth Air Force. I had the rank of Colonel.

(5) In early July, I received a phone call from Gen. Clements McMullen, Deputy Commander, Strategic Air Command. He asked what we knew about the object which had been recovered outside Roswell, New Mexico, as reported by the press. I called Col. William Blanchard, Commander of the Roswell Army Air Field and directed him to send the material in a sealed container to me at Fort Worth. I so informed Gen. McMullen.

(6) After the plane from Roswell arrived with the material, I asked the Base Commander, Col. Al Clark, to take possession of the material and to personally transport it in a B-26 to Gen. McMullen in Washington, D.C. I notified Gen. McMullen, and he told me he would send the material by personal courier on his plane to Benjamin Chidlaw, Commanding General of the Air Materiel Command at Wright Field [later Wright Patterson AFB]. The entire operation was conducted under the strictest secrecy.

(7) The material shown in the photographs taken in Gen. Ramey's office was a weather balloon. The weather balloon explanation for the material was a cover story to divert the attention of the press.

(8) I have not been paid or given anything of value to make this statement, which is the truth to the best of my recollection.

Thomas J. DuBose
(Signature)

9/16/91
(Date)

Signature witnessed by:

Linda R. Lutt
(Name)

Notary Public, State of Florida
My Commission Expires Dec. 2, 1998
Bonded Thru Troy Fain - Insurance Inc.

Notary Public
State of Florida
County of Orange

AFFIDAVIT

(1) My name is Mary ~~Catherine~~ KATHRYN Goode.

(2) My address is: [redacted]

(3) I am employed as: [redacted].

(4) My father was Oliver W. Henderson. When I was growing up, he and I would often spend evenings looking at the stars. On one occasion, I asked him what he was looking for. He said, "I'm looking for flying saucers. They're real, you know."

(5) In 1981, during a visit to my parents' home, my father showed me a newspaper article which described the crash of a UFO and the recovery of alien bodies outside Roswell, New Mexico. He told me that he saw the crashed craft and the alien bodies described in the article, and that he had flown the wreckage to Ohio. He described the alien beings as small and pale, with slanted eyes and large heads. He said they were humanoid-looking, but different from us. I think he said there were three bodies.

(6) He said the matter had been top secret and that he was not supposed to discuss it with anyone, but that he felt it was all right to tell me because it was in the newspaper.

(7) I have not been paid or given anything of value to make this statement, which is the truth to the best of my recollection.

Mary K. Goode
(Signature)

August 14, 1991
(Date)

Signature witnessed by:
Robyn L Christl
(Name)

ROBYN L. CHRISTL
Notary Public — Nevada
Douglas County
My Appointment Expires Aug. 23, 1992

AFFIDAVIT

L. M. Hall

(1) My name is L. M. Hall.

(2) My address is [redacted]

(3) I am ~~employed as:~~ Retired. ( ) I am retired.

(4) I came to Roswell, New Mexico, in 1943, while serving in the Army Air Force. I was a military policeman and investigator at Roswell Army Air Field (RAAF). In 1946, after being discharged from the service, I joined the Roswell Police Department, and in 1964 I was appointed chief of police, serving for 14 and a half years. I am now a member of the Roswell City Council.

(5) In 1947, I was a motorcycle officer, with patrol duty on South Main Street, between town and RAAF. I and other police officers would often take our breaks in the small lounge at the Ballard Funeral Home at 910 South Main, where Glenn Dennis worked. I had gotten to know Glenn when I was a base MP because he made ambulance calls to the base under a contract Ballard's had, so I would sometimes have coffee with him if he was at work when I stopped in.

(6) One day in July 1947, I was at Ballard's on a break, and Glenn and I were in the driveway "batting the breeze." I was sitting on my motorcycle, and Glenn stood nearby. He remarked, "I had a funny call from the base. They wanted to know if we had several baby caskets." Then he started laughing and said, "I asked what for, and they said they wanted to bury [or ship] those aliens," something to that effect. I thought it was one of those "gotcha" jokes, so I didn't bite. He never said anything else about it, and I didn't either.

(7) I believe our conversation took place a couple of days after the stories about a crashed flying saucer appeared in the Roswell papers.

(8) I have not been paid or given or promised anything of value to make this statement, which is the truth to the best of my recollection.

L. M. Hall
L.M.H#11 — 9-15-93

(Signature and Printed Name) (Date)

Signature witnessed by:

No one present to witness this

(Signature and Printed Name) (Date)

Yes I know Dan Dwyer

AFFIDAVIT

(1) My name is Walter Haut.

(2) My address is: [redacted].

(3) I am retired.

(4) In July 1947, I was stationed at the Roswell Army Air base, serving as the base Public Information Officer. At approximately 9:30 AM on July 8, I received a call from Col. William Blanchard, the base commander, who said he had in his possession a flying saucer or parts thereof. He said it came from a ranch northwest of Roswell, and that the base Intelligence Officer, Major Jesse Marcel, was going to fly the material to Fort Worth.

(5) Col. Blanchard told me to write a news release about the operation and to deliver it to both newspapers and the two radio stations in Roswell. He felt that he wanted the local media to have the first opportunity to have the story. I went first to KGFL, then to KSWS, then to the *Daily Record* and finally to the *Morning Dispatch*.

(6) The next day, I read in the newspaper that General Roger Ramey in Forth Worth had said the object was a weather balloon.

(7) I believe Col. Blanchard saw the material, because he sounded positive about what the material was. There is no chance that he would have mistaken it for a weather balloon. Neither is there any chance that Major Marcel would have been mistaken.

(8) In 1980, Jesse Marcel told me that the material photographed in Gen. Ramey's office was not the material he had recovered.

(9) I am convinced that the material recovered was some type of craft from outer space.

(10) I have not been paid nor given anything of value to make this statement, and it is the truth to the best of my recollection.

Walter Haut
(Signature)

5-14-93
(Date)

Signature witnessed by:

Max Littell
(Name)

AFFIDAVIT

(1) My name is Sappho Henderson.

(2) My address is: [redacted]

(3) I am retired.

(4) My husband was Oliver Wendell Henderson, who was called "Pappy," because he was older than the other ~~enlisted men~~ PILOTS in his squadron during World War II and had prematurely gray hair. We met during World War II, when he flew with the 446th Bomb Squadron; he flew B-24s and had 30 missions over Germany, for which he received two Distinguished Flying Crosses and the Air Medal with Four Oak Leaf Clusters.

(5) After the war, he returned home and was sent to Galveston Air Force Base, then transferred to Pueblo AFB, and then sent to Roswell (later Walker AFB), where we stayed for 13 years.

(6) While he was stationed at Roswell, he ran the "Green Hornet Airline," which involved flying C-54s and C-47s, carrying VIPs, scientists and materials from Roswell to the Pacific during the atom bomb tests. He had to have a Top Secret clearance for this responsibility. After separating from the service, he operated a construction business in Roswell. He died on March 25, 1986.

(7) In 1980 or 1981, he picked up a newspaper at a grocery store where we were living in San Diego. One article described the crash of a UFO outside Roswell, with the bodies of aliens discovered beside the craft. He pointed out the article to me and said, "I want you to read this article, because it's a true story. I'm the pilot who flew the wreckage of the UFO to Dayton, Ohio. I guess now that they're putting it in the paper, I can tell you about this. I wanted to tell you for years." Pappy never discussed his work because of his security clearance.

(8) He described the beings as small with large heads for their size. He said the material that their suits were made of was different than anything he had ever seen. He said they looked strange. I believe he mentioned that the bodies had been packed in dry ice to preserve them. He was not aware of the book [*The Roswell Incident*] that had been published about this event at the time he told me this.

(9) I have not been paid or given anything of value to make this statement, which is the truth to the best of my recollection.

Sappho Henderson
(Signature)

July 9, 1991
(Date)

Signature witnessed by:
Steve Goode
(Name)

PERSONA APPEARED MRS. SAPPHO HENDERSON

Subscribed and sworn to before me this
9th day of July, 1991

Guadalupe Diaz
Notary Public
In and for the County of Los Angeles State of California

OFFICIAL SEAL
GUADALUPE DIAZ
Notary Public - California
Principal Office in
LOS ANGELES COUNTY
My Commission Expires Oct 1 157

AFFIDAVIT

Jason Kellahin

(1) My name is Jason Kellahin.

(2) My address is [redacted]

(3) I ~~am employed as:~~ Was a practicing attorney and (X) I am retired.

(4) I am a native of Roswell, New Mexico, where, at the age of 12, I started working for the *Roswell Morning Dispatch*, sweeping out the back shop after school. Shortly before World War II, I was named editor of the paper. After the war, I became an Associated Press (AP) reporter, later going to law school and entering into practice in 1951. In July 1947 I was a reporter in the AP's Albuquerque bureau.

(5) On July 8, 1947, someone in Roswell called our bureau with the news that the Roswell Army Air Field (RAAF) had announced the Army had "captured" a flying saucer on a ranch in Lincoln County. Although I may have taken the call, I do not remember doing so. The story was put on the wire, and AP headquarters in New York ordered our bureau chief to send someone to get more information. He sent me and, because he thought there might be a photo opportunity, our wire technician and photographer, R. (Robin) D. Adair. We took our portable wirephoto machine with us.

(6) Our first stop was the Foster ranch, where the discovery had been made. At the ranch house, we found William "Mac" Brazel, his wife, and his small son. It was Brazel who made the find in a pasture some distance from the house. He was not happy about the attention he was getting and the people traipsing around his place. He said if he ever found anything again, he would not tell anyone unless it was a bomb.

(7) Brazel took Adair and me to the pasture where he made his discovery. When we arrived, there were three or four uniformed Army officers searching some higher ground about a quarter to a half mile away. Apparently, they had been there for some time.

(8) There was quite a lot of debris on the site--pieces of silver colored fabric, perhaps aluminized cloth. Some of the pieces had sticks attached to them. I thought they might be the remains of a high-altitude balloon package, but I did not see anything, pieces of rubber or the like, that looked like it could have been part of the balloon itself. The way the material was distributed, it looked as though whatever it was from came apart as it moved along through the air.

(9) After looking at the material, I walked over to the military men. They said they were from RAAF and were just looking around to see what they could find. They said they were going back to Roswell and would talk with me

JK.
9-20-93

further there. They had a very casual attitude and did not seem at all disturbed that the press was there. They made no attempt to run us off.

(9) Adair and I, Brazel, and the Army men then drove down to Roswell, traveling separately. Late that afternoon or early evening, we met at the offices of the *Roswell Daily Record*, the city's afternoon newspaper. The military men waited on the sidewalk out front, while I and a *Record* reporter named Skeritt interviewed Brazel and Adair took his picture. (Adair also took photos of Brazel and the debris at the ranch, but these were never used.) Walter E. Whitmore, owner of KGFL, one of Roswell's two radio stations, was also present during the interview. Whitmore did his best to maneuver Brazel away from the rest of the press.

(10) After interviewing Brazel, I spoke with the military people outside and then went over to see Sheriff George Wilcox, whom I knew well. Wilcox said the military indicated to him it would be best if he did not say anything. I then phoned in my story to the AP office in Albuquerque. The next morning, Adair transmitted his photos on the portable wirephoto equipment.

(11) I have not been paid or given or promised anything of value to make this statement, which is the truth to the best of my recollection.

JASON KELLAHIN

Jason Kellahin — Sept. 20, 1993

(Signature and Printed Name) (Date)

Signature witnessed by:

Michele Gardagnola — Sept 20 1997

(Signature and Printed Name) (Date)

My Commission Expires June 9th 1997

AFFIDAVIT
Arthur R. McQuiddy

(1) My name is Arthur R. McQuiddy.

(2) My address is [redacted]

(3) I am employed as:_____. ( ) I am retired.

(4) In July 1947, I was editor of the *Roswell Morning Dispatch*, one of the two newspapers here at the time. In 1948, I left the paper to become public relations director of the New Mexico Oil and Gas Association and later joined U.S. Steel as director of media relations. About eleven years ago I returned to Roswell after retiring as senior vice president for corporate relations at International Harvester.

(5) Just before noon one day early in July 1947, Walter Haut, the public relations officer at Roswell Army Air Field (RAAF), brought a press release to me in the *Dispatch* office. The release said a crashed flying saucer had been found, taken to RAAF, and sent on to another base.

(6) Haut had been to the two local radio stations, KGFL and KSWS, before coming to the *Dispatch*, so I gave him a bad time about that. Haut said the base policy was to rotate who got releases first to make sure everyone got a fair shake. We were a morning paper, so our edition for that day had long since hit the street, but I was disappointed at not being able to break the story on the Associated Press wire. George Walsh, the program manager at KSWS, had already moved the story on AP.

(7) Not long after Haut left, a call came from RAAF. The caller said the release was incorrect, that what had been thought to be the wreckage of a flying saucer was actually the remains of a radiosonde balloon. However, the AP wire story had gotten the world's attention. I spent the rest of the afternoon taking long distance calls from overseas news editors. I remember calls from Rome, London, Paris, and Hong Kong.

(8) Colonel William H. ("Butch") Blanchard, commander of RAAF and its 509th Bomb Group, was a good friend of mine. We often got together for a drink and off the record discussions of base-town relations and the like. After the flying saucer incident, I tried several times to get Blanchard to tell me the real story, but he repeatedly refused to talk about it.

(9) About three or four months after the event, when we were a bit more "relaxed" that usual, I tried again. Blanchard reluctantly admitted he had authorized the press release. Then, as best I remember, he said, "I will tell you this and nothing more. The stuff I saw, I've never seen anyplace else in

my life." That was all he would say, and he never told me anything else about the matter.

(10) I have not been paid or given or promised anything of value to make this statement, which is the truth to the best of my recollection.

P. W. McQuiddy — Oct. 19 1993

(Signature and Printed Name) (Date)

A. R. McQuiddy

Signature witnessed by:

Charlotte Y. Gipson — 10-19-93

(Signature and Printed Name) (Date)

Charlotte Y. Gipson

AFFIDAVIT
Bud Payne

(1) My name is Bud Payne.

(2) My address is [redacted]

(3) I am employed as: PROBATE JUDGE. ( ) I am retired.

(4) I am now a Lincoln County, New Mexico, ~~magistrate~~ PROBATE judge and have been a Lincoln County commissioner, both elected offices. In 1947, I was a rancher and a neighbor of William "Mac" Brazel. Our ranch adjoined the Foster place, which Mac managed.

(5) When I heard about the flying saucer coming down on the Foster ranch a few days after it happened in early July 1947, I decided to see if I could get a piece of the thing. The site where the saucer came down was about two or two and a half miles east of the east boundary of our pasture. I drove over there in a pickup truck.

(6) Before I reached the site, I was stopped by two soldiers sitting in an Army truck parked beside the ranch road I was on. They were in field uniforms, and they may have been armed, wearing pistols. There were more vehicles and soldiers on higher ground beyond where I had been stopped.

(7) I told the two soldiers who stopped me I was going to where the flying saucer came down. They said, "We know where you're going, but you can't go in there." I said, "Well, all I want is a little piece of that material." They said, "We know what you want, but there's the road you came up. You go back down that road." They were nice, jolly old boys. They did not threaten me, but they had their instructions to turn everybody back.

(8) I have not been paid or given or promised anything of value to make this statement, which is the truth to the best of my recollection.

J.O. "BUD"

J O Bud Payne — 9/14/93
(Signature and Printed Name) (Date)

Signature witnessed by:

STATE OF NEW MEXICO
COUNTY OF LINCOLN

Loree Vallejos — 09/14/93
(Signature and Printed Name) (Date)
Notary Public - Loree Vallejos

My Commission expires: 05-23-94

AFFIDAVIT

(1) My name is Robert R. Porter.

(2) My address is: [redacted]

(3) I am (X) retired ( ) employed as:_____

(4) In July 1947, I was a Master Sergeant in the U.S. Army Air Force, stationed at Roswell, New Mexico. I was a flight engineer. My job entailed taking care of the engines in flight, maintaining weight and balance, and I was responsible for fuel management. We mostly flew B-29s.

(5) On this occasion, I was a member of the crew which flew parts of what we were told was a flying saucer to Fort Worth. The people on board included: Lt. Col. Payne Jennings, the Deputy Commander of the base; Lt. Col. Robert I. Barrowclough; Maj. Herb Wunderlich; and Maj. Jesse Marcel. Capt. William E. Anderson said it was from a flying saucer. After we arrived, the material was transferred to a B-25. I was told they were going to Wright Field in Dayton, Ohio.

(6) I was involved in loading the B-29 with the material, which was wrapped in packages with wrapping paper. One of the pieces was triangle-shaped, about 2 1/2 feet across the bottom. The rest were in small packages, about the size of a shoe box. The brown paper was held with tape.

(7) The material was extremely lightweight. When I picked it up, it was just like picking up an empty package. We loaded the triangle-shaped package and three shoe box-sized packages into the plane. All of the packages could have fit into the trunk of a car.

(8) After we landed at Fort Worth, Col. Jennings told us to take care of maintenance of the plane and that after a guard was posted, we could eat lunch. When we came back from lunch, they told us they had transferred the material to a B-25. They told us the material was a weather balloon, but I'm certain it wasn't a weather balloon. I think the government should let the people know what's going on.

(9) I have not been paid or given anything of value to make this statement, which is the truth to the best of my recollection.

Robert R. Porter.
(Signature)

June 7, 1991
(Date)

Signature witnessed by:

Ruth N. Ford 6/7/91
(Name)

AFFIDAVIT

(1) My name is Loretta Proctor.

(2) My address is: [redacted]

(3) I am retired.

(4) In July 1947, my neighbor William W. "Mac" Brazel came to my ranch and showed my husband and me a piece of material he said came from a large pile of debris on the property he managed. The piece he brought was brown in color, similar to plastic. He and my husband tried to cut and burn the object, but they weren't successful. It was extremely light in weight. I had never seen anything like it before.

(5) "Mac" said the other material on the property looked like aluminum foil. It was very flexible and wouldn't crush or burn. There was also something he described as tape which had printing on it. The color of the printing was a kind of purple. He said it wasn't Japanese writing; from the way he described it, it sounded like it resembled hieroglyphics.

(6) Some time later, my husband, my brother and one of his friends saw "Mac" in Roswell, surrounded by soldiers. He walked right by them, without speaking a word. The Army kept him five or six days. When he got back, he said that the Army told him the object he found was a weather balloon. "If I see another one," he said, "I won't report it." He was upset about them keeping him from home that long. He wouldn't talk about it after he got back.

(7) "Mac" Brazel was a good neighbor, usually pretty friendly. He was not the kind of person who would tell a lie or create a hoax. He knew what weather balloons were like, because he had found them before.

(8) The piece of material I saw did not resemble anything from a weather balloon. I had seen weather balloons before. I had never seen anything like this.

(9) I have not been paid or given anything of value to make this statement. It is the truth, to the best of my recollection.

Loretta Proctor.
(Signature)

May 5- 1991
(Date)

Signature witnessed by:

Alma Hobbs
(Name)

AFFIDAVIT

JIM RAGSDALE

TO WHOM IT MAY CONCERN:

On a night during July, 1947, I, [redacted] was in the company of [redacted] an area approximately forty (40) miles northwest of Roswell, New Mexico, during a severe lightning storm. [redacted] observed a bright flash and what appeared to be a bright light source moving toward the southeast. Later, at sunrise, driving in that direction, [redacted]ame upon a ravine near a bluff that was covered with pieces of unusual wreckage, remains of a damaged craft and a number of smaller bodied beings outside the craft. While observing the scene, [redacted]on watched as a military convoy arrived and secured the scene. As a result of the convoy's appearance we quickly fled the area.

I hereby swear the aforementioned account is accurate and true to the best of my knowledge and recollection.

[redacted]

[redacted]ss

The foregoing instrument was acknowledged before me this [redacted] day of [redacted]993, b[redacted]

[redacted]

AFFIDAVIT OF GEORGE "JUD" ROBERTS

(1) My name is George "Jud" Roberts.

(2) My address is: [redacted]

(3) I am (X) retired ( ) employed as: _____.

(4) In July 1947, I was a minority stockholder and manager of KGFL Radio in Roswell, New Mexico. We did an interview with W.W. "Mac" Brazel, the rancher who found some debris on his property. We hid him out at the home of the station owner, W.E. Whitmore, Sr., and recorded the interview on a wire recorder.

(5) The next morning, I got a call from someone in Washington, D.C. It may have been someone in the office of Clinton Anderson or Dennis Chavez. This person said, "We understand that you have some information, and we want to assure you that if you release it, it's very possible that your station's license will be in jeopardy, so we suggest that you not do it." The person indicated that we might lose our license in as quickly as three days. I made the decision not to release the story.

(6) I made an attempt to go out to the crash site to see it for myself, but I was turned back by a military person who said we were in a restricted area.

(7) At that time, there was quite a clamp on any discussion concerning this event. We just decided for Walter Haut's sake that we should sit tight and not say anything, even though in our own minds, we had some question about the validity of the weather balloon explanation. Weather balloons were launched about a block from our station every day. We didn't accept the official explanation, but we had no evidence to the contrary.

(8) I have not been paid or given anything of value to make this statement, which is the truth to the best of my recollection.

George F. "Jud" Roberts
(Signature)

12/30/91
(Date)

Signature witnessed by:

SIGNATURE GUARANTEED
SUNWEST BANK OF ROSWELL, N.A.
(Name) ROSWELL, NEW MEXICO
BY Nancy Montgomery
Assistant Cashier

AFFIDAVIT

Bessie Brazel Schreiber

(1) My name is Bessie Brazel Schreiber.

(2) My address is [redacted]

(3) I am employed as: Mack Bill. _____. (✓) I am retired.

(4) William W. "Mac" Brazel was my father. In 1947, when I was 14, he was the manager of the Foster Ranch in Lincoln County, New Mexico, near Corona. Our family had a home in Tularosa, where my mother, my younger brother Vernon, and I lived during the school year. The three of us spent summers on the Foster place with dad.

(5) In July 1947, right around the Fourth, dad found a lot of debris scattered over a pasture some distance from the house we lived in on the ranch. None of us was riding with him when he found the material, and I do not remember anyone else being with him. He told us about it when he came in at the end of the day.

(6) Dad was concerned because the debris was near a surface-water stock tank. He thought having it blowing around would scare the sheep and they would not water. So, a day or two later, he, Vernon, and I went to the site to pick up the material. We went on horseback and took several feed sacks to collect the debris. I do not recall just how far the site was from the house, but the ride out there took some time.

(7) There was a lot of debris scattered sparsely over an area that seems to me now to have been about the size of a football field. There may have been additional material spread out more widely by the wind, which was blowing quite strongly.

(8) The debris looked like pieces of a large balloon which had burst. The pieces were small, the largest I remember measuring about the same as the diameter of a basketball. Most of it was a kind of double-sided material, foil-like on one side and rubber-like on the other. Both sides were grayish silver in color, the foil more silvery than the rubber. Sticks, like kite sticks, were attached to some of the pieces with a whitish tape. The tape was about two or three inches wide and had flower-like designs on it. The "flowers" were faint, a variety of pastel colors, and reminded me of Japanese paintings in which the flowers are not all connected. I do not recall any other types of material or markings, nor do I remember seeing gouges in the ground or any other signs that anything may have hit the ground hard.

(9) The foil-rubber material could not be torn like ordinary aluminum foil can be torn. I do not recall anything else about the strength or other properties of what we picked up.

Bill 9-23-93

(10) We spent several hours collecting the debris and putting it in sacks. I believe we filled about three sacks, and we took them back to the ranch house. We speculated a bit about what the material could be. I remember dad saying, "Oh, it's just a bunch of garbage."

(11) Soon after, dad went to Roswell to order winter feed. It was on this trip that he told the sheriff what he had found. I think we all went into town with him, but I am not certain about this, as he made two or three trips to Roswell about that time, and we did not go on all of them. (In those days, it was an all-day trip, leaving very early in the morning and returning after dark.) I am quite sure it was no more than a day trip, and I do not remember dad taking any overnight or longer trips away from the ranch around that time.

(12) Within a day or two, several military people came to the ranch. There may have been as many as 15 of them. One or two officers spoke with dad and mom, while the rest waited. No one spoke with Vernon and me. Since I seem to recall that the military were on the ranch most of a day, they may have gone out to where we picked up the material. I am not sure about this, one way or the other, but I do remember they took the sacks of debris with them.

(13) Although it is certainly possible, I do not recall anyone finding any more of the material later. Dad's comment on the whole business was, "They made one hell of a hullabaloo out of nothing."

(14) I have not been paid or given or promised anything of value to make this statement, which is the truth to the best of my recollection.

Bessie I. Beazel Schreiber

Bessie I. Beazel Schreiber — Sept. 22, 1993
(Signature and Printed Name) (Date)

Signature witnessed by:

Pamela J. Carey
Pamela J Carey — 9-22-93
(Signature and Printed Name) (Date)

PAMELA J. CAREY
NOTARY PUBLIC
STATE OF WASHINGTON
COMMISSION EXPIRES
AUGUST 1 1994

AFFIDAVIT

(1) My name is Robert Shirkey.

(2) My address is: [redacted]

(3) I am ( ) retired ( ) employed as _____.

(4) In July 1947, I was stationed at the Roswell Army Air Field with the rank of 1st Lieutenant. I served as the assistant flight safety officer and was assigned to base operations for the 509th Bomb Group.

(5) During that period, the call came in to have a B-29 ready to go as soon as possible. Its destination was to be Fort Worth, on orders from the base commander, Col. Blanchard. I was in the Operations Office when Col. Blanchard arrived. He asked if the aircraft was ready. When he was told it was, Blanchard waved to somebody, and approximately five people came in the front door, down the hallway and on to the ramp to climb into the airplane, carrying parts of what I heard was the crashed flying saucer.

(6) At this time, I asked Col. Blanchard to turn sideways so I could see what was going on. I saw them carrying what appeared to be pieces of metal; there was one piece that was 18 x 24 inches, brushed stainless steel in color. I also saw what was described by another witness as an I-beam and markings. The plane took off for Fort Worth; Major Marcel was on the flight.

(7) Several days later, a B-25 was scheduled to take something to Ft. Worth. This was the second flight during this period: the third was a B-29 piloted by Oliver W. "Pappy" Henderson directly to Wright Patterson.

(8) I learned later that a Sergeant and some airmen went to the crash site and swept up everything, including bodies. The bodies were laid out in Hanger 84. Henderson's flight contained all that material.

(9) All of those involved--the Sergeant of the Guards, all of the crewmen, and myself--were shipped out to different bases within two weeks.

(10) I have not been paid or given anything of value to make this statement, and it is the truth to the best of my recollection.

Robert J Shirkey
(Signature)

30 April 1991
(Date)

Signature witnessed by:

Kyle V Sandoval
(Name)

My commission Expires:
03/13/93

REF: #9 : I HAVE LEARNED SINCE MAKING THE STATEMENT #9, THAT, WHILE I WAS AWARE OF SEVERAL PEOPLE BEING "SHIPPED OUT" ON CHANGE OF STATION, NOT EVERYONE ACTUALLY WERE THAT MAY HAVE BEEN INVOLVED, WITH THE INCIDENT AFTERMATH.

AFFIDAVIT

Lydia A. Sleppy

(1) My name is Lydia A. Sleppy.

(2) [redacted]

(3) I am employed as: _____. **(X) I am retired.** 9-30 ?? from State of California, Dept. Parks & Recreation

(4) In 1947, worked at KOAT Radio in Albuquerque, New Mexico. My duties included operating the station's teletype machine, which received news and allowed us to send stories to the ABC and Mutual networks, with which KOAT was affiliated.

(5) In early July 1947, I received a call from John McBoyle, general manager and part-owner of KSWS Radio in Roswell, New Mexico, which was associated with KOAT. I do not remember the exact date, but it definitely was a weekday (I never worked weekends) and almost certainly after the Fourth of July. The call came in before noon.

(6) McBoyle said he had something hot for the network. I asked Karl Lambertz, our program director and acting manager (KOAT owner and manager Merle Tucker was out of town), to be present in my office while I took the story from McBoyle and put it on the teletype. Using the teletype, I alerted ABC News headquarters in Hollywood to expect an important story, and Mr. Lambertz stood behind me while I typed.

(7) To the best of my recollection, McBoyle said, "There's been one of those flying saucer things crash down here north of Roswell." He said he had been in a coffee shop on his morning break when a local rancher, "Mac" Brazel, came in and said he had discovered the object some time ago while he was out riding on the range, and that he had towed it in and stored it underneath a shelter on his property. Brazel offered to take McBoyle to the ranch to see the object. McBoyle described it as "a big crumpled dishpan."

(8) As I typed McBoyle's story, a bell rang on the teletype, indicating an interruption. The machine then printed a message something to this effect: "THIS IS THE FBI. YOU WILL IMMEDIATELY CEASE ALL COMMUNICATION." Whatever the precise words were, I definitely remember the message was from the FBI and that it directed me to stop transmitting. I told McBoyle the teletype had been cut off and took the rest of his story in shorthand, but we never put it on the wire because we had been scooped by the papers.

(9) I never again discussed the matter with McBoyle, but the next day, he told Mr. Lambertz the military had isolated the area where the saucer was found and was keeping the press out. He told Lambertz he saw planes come in from Wright Field, Ohio, to take the thing away. He also said they claimed

they were going to take it to one place, but the planes went to another. Either they were supposed to have gone to Texas but went to Wright Field or vice versa.

(10) I have not been paid or given or promised anything of value to make this statement, which is the truth to the best of my recollection.

Lydia A. Sleppy — 9-14-93
(Signature and Printed Name) — (Date)
LYDIA A SLEPPY

Signature witnessed by:

Ada A Somers — 9/14/93
(Signature and Printed Name) — (Date)
ADA A SOMERS

STATEMENT OF ROBERT A. SLUSHER

(1) My name is Robert A. Slusher.

(2) My address is: [redacted].

(3) I am (✓) retired ( ) employed by: _____.

(4) I was stationed at the Roswell Army Air Field from 1946 - 1952. On July 9, 1947, I boarded a B-29 which taxied to the bomb area on the base to get a crate, which we loaded into the forward bomb bay. Four armed MPs guarded the crate, which was approximately four feet high, five feet wide, and 12 feet long. We departed Roswell at approximately 4:00 PM for Fort Worth [later Carswell AFB]. Maj. Edgar Skelley was the flight operations officer.

(5) The flight to Ft. Worth was at a low level, about 4-5,000 feet. Usually, we flew at 25,000 feet, and the cabin is pressurized. We had to fly at a low level because of the MPs in the bomb bay.

(6) On arrival at Fort Worth, we were met by six people, including three MPs. They took possession of the crate. The crate was loaded on to a flatbed weapons carrier and hauled off. Their MPs accompanied the crate. One officer present was a major, the other a 1st lieutenant. The sixth person was an undertaker who had been a classmate of a crewman on our flight, Lt. Felix Martucci. Major Marcel came up to our plane in a jeep and got on board. We were at Ft. Worth about 30 minutes before returning to Roswell.

(7) The return flight was above 20,000 feet, and the cabin was pressurized. After returning to Roswell, we realized that what was in the crate was classified. There were rumors that they had carried debris from a crash. Whether there were any bodies, I don't know. The crate had been specially made; it had no markings.

(8) We brought Maj. Jesse Marcel back on the flight. Capt. Frederick Ewing was the pilot; the co-pilot was Lt. Edgar Izard. Sgt. David Tyner* was the engineer: the navigator was James Eubanks; others involved were T/Sgt. Arthur Osepchook and Corp. Thaddeus D. Love. The MPs also came back with us.

*SUE Ewing Lt. Blanchard flew on this flight

(9) The flight was unusual in that we flew there, dropped the cargo and returned immediately. It was a hurried flight; normally we knew the day before there would be a flight. The round trip took approximately three hours, 15 minutes. It was still light when we returned to Roswell. Lt. Martucci said, "We made history."

(10) I have not been paid or given anything of value to make this statement, which is the truth to the best of my recollection.

(Signature)

May 23, 93
(Date)

Signature witnessed by:

5/23/93
(Name) Karl T. Pflock

AFFIDAVIT

(1) My name is Robert E. Smith.

(2) My address is: [redacted]

(3) I am (X) retired ( ) employed by_____.

(4) In July 1947, I was stationed at the Roswell Army Air Field as a member of the 1st Air Transport Unit. I worked in the cargo outfit with C-54s. My involvement in the Roswell incident was to help load crates of debris on to the aircraft. We all became aware of the event when we went to the hangar on the east side of the ramp. Our people had to re-measure the ~~aircraft on the inside~~ to accommodate the ~~crates~~ they were making for this material. All I saw was a little piece of material. The piece of debris I saw was two-to-three inches square. It was jagged. When you crumpled it up, it then laid back out; and when it did, it kind of crackled, making a sound like cellophane, and it crackled when it was let out. There were no creases. One of our people put it in his pocket.

(5) The largest piece was roughly 20 feet long; four-to-five feet high, four-to-five feet wide. The rest were two-to-three feet long, two feet square or smaller. The sergeant who had the piece of material said that was the material in the crates. There were words stenciled on the crates, but I don't remember what they were; however, the word "section" appeared on most of the crates. The entire loading took at least six, perhaps eight hours. Lunch was brought to us, which was unusual. The crates were brought to us on flatbed dollies, which also was unusual.

(6) A lot of people began coming in all of a sudden because of the official investigation. Somebody said it was a plane crash; but we heard from a man in Roswell that it was not a plane crash but it was something else, a strange object. Officially, we were told it was a crashed plane, but crashed planes usually were taken to the salvage yard, not flown out. I don't think it was an experimental plane, because not too many people in that area were experimenting with planes--the didn't have the money to.

(7) We were taken to the hangar to load crates. There was a lot of farm dirt on the hangar floor. We loaded it on flatbeds and dollies; each crate had to be checked as to width and height. We had to know which crates went on to which plane. We loaded crates on to three or four C-54s. It took the better part of the day to load the planes. One crate took up the entire plane; it wasn't that heavy, but it was a large volume.

(8) This would have involved [Oliver W.] "Pappy" Henderson's crew. I remember seeing Tech Sgt. Harbell Ellzey and Sgt. T/Sgt. Edward Bretherton and S/Sgt. William Fortner; Elszey was on "Pappy's" crew.

(9) We weren't supposed to know the destination, but we were told they were headed north. Wright Field at that time was closed down for modernization; therefore, I would deduce that the next safest place was Los Alamos, the most secret base available and still under the Manhattan Project. There were armed guards present during the loading of the planes, which was unusual. There was

no way to get to the ramp except through armed guards. There were MPs on the outer skirts, and our personnel were between them and the planes.

(10) There were a lot of people in plainclothes all over the place; they were "inspectors," but they were strangers on the base. When challenged, they replied that they were here on project so-and-so and flashed a card, which was different than a military ID card.

(11) There was another indication that something serious was going on: several nights before this, when we were coming back to Roswell, a convoy of trucks covered with canvas passed us. The truck convoy had red lights and sirens. When they got to the gate, they headed over to this hangar on the east end, which was rather unusual.

(12) I have a distant cousin who was in the Secret Service named Raymond deVinney. In the early 1970s, at a family reunion, he told me that he was at Roswell at this time, more or less as a representative of President Truman. He saw me and recognized me, but he didn't speak. He said the material most likely was taken to Los Alamos. He said there were several people with him at the time, but he didn't mention any names. He passed away in 1975.

(13) A lot of the people involved in the event believe that they should go to their deathbeds without telling anything about it. We were told: "This is a hot shipment; keep quiet about it." This wasn't unusual for us--there were a lot of times we were told that.

(14) I'm convinced that what we loaded was a UFO that got into mechanical problems. Even with the most intelligent people, things go wrong.

(15) I have not been paid or given anything of value to make this statement, which is the truth to the best of my recollection.

Robert Earl Smith
(Signature)

10/10/91
(Date)

Signature witnessed by:

Pagon M Short
(Name)

PAGON M. SHORT
Notary Public
STATE OF TEXAS
My Comm. Exp. 05/31/93

AFFIDAVIT

Sally Strickland Tadolini

(1) My name is Sally Strickland Tadolini.

(2) My address is [redacted]

(3) I am employed as: [redacted] ( ) I am retired.

(4) In July 1947, I was nine years old and lived with my parents, Lyman and Marian Strickland, and my two brothers on our ranch in Lincoln County, New Mexico. The neighboring ranch was the Foster place, which was managed by William W. ("Mac") Brazel. His house was about 10 miles from ours.

(5) I remember my parents talking about Mac Brazel finding a lot of unusual debris in one of his pastures and that there was a great deal of excitement about it among the neighbors. I recall the adults at first thought it was some kind of newfangled weather balloon, then deciding, no, there was no way it could be anything like that. I also recall that, later, the neighbors talked about how badly Mac Brazel had been treated, and that when he came back to the ranch, he never again wanted to talk about what he had found.

(6) A week or so after all the excitement, Mac's son Bill, who was quite a bit older and married, stopped by our house. He had someone with him, and while I am not absolutely certain, I think it was his brother Vernon, who was my age. We--my father, brothers, myself, and possibly my mother--sat at the kitchen table with them. Bill showed us a piece of the thing his father had found, and he asked us not to say anything about it.

I'm not sure that was married at that time. ST

(7) What Bill showed us was a piece of what I still think of as fabric. It was something like aluminum foil, something like satin, something like well-tanned leather in its toughness, yet it was not precisely like any of one of those materials. While I do not recall this with certainty, I think the fabric measured about four by eight or ten inches. Its edges, which were smooth, were not exactly parallel, and its shape was roughly trapezoidal. It was about the thickness of very fine kidskin glove leather and a dull metallic grayish silver, one side slightly darker than the other. I do not remember it having any design or embossing on it.

(8) Bill passed it around, and we all felt of it. I did a lot of sewing, so the feel made a great impression on me. It felt like no fabric I have touched before or since. It was very silky or satiny, with the same texture on both sides. Yet when I crumpled it in my hands, the feel was like that you notice when you crumple a leather glove in your hand. When it was released, it sprang back into its original shape, quickly flattening out with no wrinkles. I did this several times, as did the others. I remember some of the others stretching it between their hands and "popping" it, but I do not think anyone tried to cut or tear it.

ST 9/27/93

(9) While all I saw was the piece of fabric, I remember hearing discussions about what must have been part of the frame, which was said to be somehow very different. I also remember Mac Brazel referring to--and I think these were his exact words--"all that junk all over out there." These recollections make me think there must have been more than just a lot of fabric there.

(10) I have not been paid or given or promised anything of value to make this statement, which is the truth to the best of my recollection.

Sallye Strickland Tadolini

Sallye Strickland Tadolini 9/27/93
(Signature and Printed Name) (Date)

Signature witnessed by:

Elizabeth Diganhart 09-27-93
(Signature and Printed Name) (Date)

ELIZABETH DIGANHART
My commission expires
06-04-94

AFFIDAVIT

(1) My name is Elizabeth Tulk.

(2) My address is: [redacted]

(3) I am retired.

(4) In July 1947, I visited my parents in Roswell, New Mexico. On the day my husband and I arrived, there were jeeps and some Air Force people at the county jail.

(5) My husband, Jay, went in to see my father. He asked, "What's going on, George?" My father said, "Well, we had this man come in saying there was this flying saucer and brought him a piece of it; he said it looked like burned grass out there [where the material was found].

(6) My mother wouldn't talk about the event for years. However, as the years went along, my mother would say, "Remember the time we had the flying saucer in Roswell?" I know of an article she wrote that said, "We do not to this day know whether it was a flying saucer, because they told my husband not to say a word." When the Air Force came and picked up the piece, she said they reprimanded him not to discuss the event. The article was submitted to *Readers Digest* and delivered to the Roswell Historical Society in 1980.

(7) I have not been paid or given anything of value to make this statement. It is the truth to the best of my recollection.

Elizabeth Tulk
(Signature)

April 22, 1991
(Date)

Signature witnessed by:

Christine Tulk
(Name)

AFFIDAVIT

David N. Wagnon

(1) My name is David N. Wagnon.

(2) My address is [redacted]

(3) I am employed as: Toxicologist (Semi-). (✓) I am retired.

(4) I arrived in Roswell, New Mexico, in April 1946 as an enlisted member of the U.S. Army Air Force. I served at Roswell Army Air Field (RAAF) for two years, assigned to Squadron "M," the medical unit, as a technician in the base hospital laboratory. After leaving the service, I earned undergraduate and graduate degrees in science, taught high school, and was a school principal and drug education consultant. In July 1947, I was 19 and a private first class.

(5) I do not recall anything about a crashed flying saucer incident during the time I was stationed at RAAF, but I do remember an Army nurse named [redacted], who was assigned to the base hospital. She was small, attractive, in her twenties, and, I believe, a brunette. I seem to recall [redacted] was transferred from RAAF while I was still stationed there, but I am not at all certain about this.

(6) Miss [redacted] name really stuck with me because it is somewhat unusual [redacted]

(7) [redacted]

(8) I have not been paid or given or promised anything of value to make this statement, which is the truth to the best of my recollection.

David N. Wagnon — November 15, 1993
(Signature and Printed Name) (Date)

DAVID N. WAGNON
Signature witnessed by:

SUBSCRIBED AND SWORN TO BEFORE ME
THIS 15 DAY OF Nov 19 93
Lisa C Datson
NOTARY PUBLIC

LISA C Datson
(Signature and Printed Name) (Date)

AFFIDAVIT
George Walsh

(1) My name is George Walsh.

(2) My address is [redacted]

(3) I am employed as:_____. (✓) I am retired.

(4) In 1947, I was program manager of KSWS, one of two radio stations in Roswell, New Mexico. I left KSWS and Roswell in 1951, and in 1952 I joined CBS, where, among other on-air roles, I was the announcer for "Gun Smoke." I was with CBS for ~~38~~ 34 years, retiring in ~~1980~~ 1986.

(5) One day in July 1947, about mid-day, I received a telephone call at KSWS from Lieutenant Walter Haut, the public information officer at Roswell Army Air Field (RAAF). It was his custom to phone us with news items. He said he had a release for me, which he read and I took down in longhand. The gist of the release was that the wreckage of a flying saucer had been recovered by RAAF personnel on a ranch north of Roswell. Chaves County Sheriff George Wilcox had contacted RAAF after a rancher told him about finding the material.

(6) Naturally, I was astounded. I fired several questions at Haut about the nature and origin of the wreckage (was the thing manmade? Was it American made? Etc.). Haut, who acted as though he considered the matter quite routine, said he could not answer my queries and stuck to the release. I asked what the Army was going to do with the wreckage. Haut said it was to be flown to Washington, D.C., via Fort Worth, where several senior Eighth Air Force officers were to be picked up. I asked what kind of aircraft was to be used, and I think he said a B-25, which prompted me to suggest the wreckage must not be too large. Haut told me to stop asking so many questions.

(7) I immediately put the story on the air as a bulletin. I then went to my office and called the Associated Press bureau in Albuquerque (our teletype machine did not have a transmit capability). Jason Kellahin, who had been editor of the *Roswell Morning Dispatch*, was on the desk and answered the phone. I then went into the back room where our teletype was and saw the story coming over the wire. AP Albuquerque had broken into the national wire, quoting Walter Haut and naming me as the source.

(8) All afternoon, I tried to call Sheriff Wilcox for more information, but could never get through to him. Apparently he was swamped with calls about the story, as was I. Media people called me from all over the world, including London and Tokyo. This continued until as late as midnight, well after the story had been killed by an announcement from the Army that what had been found was a weather balloon. Word of this explanation came to us on the AP

wire. To my knowledge, other than two calls from Walter Haut, KSWS was never directly contacted by the military about the matter.

(9) Sometime that same afternoon, Haut called for the second time. He was quite indignant. "What the hell did you do?" he asked. I told him. He then said he had not been able to make a call out of his office since his initial conversation with me. He also said, "I got a call from the War Department that told me to shut up." This was very unusual, so I asked if the department had given him a correction or another contact to provide the media. He told me his orders were to, quote, shut up, unquote.

(10) I have not been paid or given or promised anything of value to make this statement, which is the truth to the best of my recollection.

George R Walsh — Sept. 13, 1993
(Signature and Printed Name) (Date)
GEORGE R. WALSH
Signature witnessed by:

Christine D. Yee — Sept 13. 1993
(Signature and Printed Name) (Date)
CHRISTINE D. YEE

CHRISTINE D. YEE
COMM. #988982
Notary Public-California
LOS ANGELES COUNTY
My comm. expires MAY 10,1996

AFFIDAVIT

William M. Woody

(1) My name is William M. Woody.

(2) My address is [redacted]

(3) I am employed as:_____. ( ) I am retired.

W.½ N.W. ¼

(4) In 1947 I was 12 years old and living with my family on our farm, located south of Roswell, New Mexico, and east of what was then Roswell Army Air Field. I still live on that farm.

W.½ N.W. 3rd South of

(5) One hot night during the summer of 1947, probably in early July, my father and I were outside on the farm. It was well after sundown and quite dark. Suddenly, the sky lit up. When we looked up to see where the light was coming from, we saw a large, very bright object in the southwestern sky, moving rapidly northward.

(6) The object had the bright white intensity of a blow torch, and had a long, flame-like tail, with colors like a blow-torch flame fading down into a pale red. Most of the tail was this pale red color. The tail was very long, equal to about 10 diameters of a full moon.

(7) We watched the object travel all the way across the sky until it disappeared below the northern horizon. It was moving fast, but not as fast as a meteor, and we had it in view for what seemed like 20 to 30 seconds. Its brightness and colors did not change during the whole time, and it definitely went out of sight below the horizon, rather than winking out like a meteor does. My father thought it was a big meteorite and was convinced it had fallen to earth about 40 miles north of Roswell, probably just southwest of the intersection of U.S. Highway 285 and the Corona road (State Highway 247).

(8) My father knew the territory, all its roads, and many of the people very well, so two or three days later (definitely not the next day), he decided to look for the object. He took me with him in our old flatbed truck. We headed north through Roswell on U.S. 285. About 19 miles north of town, where the highway crosses the Macho Draw, we saw at least one uniformed soldier stationed beside the road. As we drove along, we saw more sentries and Army vehicles. They were stationed at all places--ranch roads, crossroads, etc.--where there was access to leave the highway and drive east or west, and they were armed, some with rifles, others with sidearms. I do not remember seeing any military activity on the ranchland beyond the highway right of way.

(9) We stopped at one sentry post, and my father asked a soldier what was going on. The soldier, who's attitude was very nice, just said his orders were not to let anyone leave 285 and go into the countryside.

W.M.W 9-28-93

(10) As we drove north, we saw that the Corona road (State 247), which runs west from Highway 285, was blocked by soldiers. We went on as far as Ramon, about nine miles north of the 247 intersection. There were sentries there, too. At Ramon we turned around and headed south and home.

(11) I remember my father saying he thought the Army was looking for something it had tracked on its way down. He may have gotten this from the soldier he spoke with during our drive up 285, but I am not sure.

(12) I also recall that two neighbors, both now dead, stopped by and told my father they had seen the same object we had seen. One said others in his family had seen it, too. There were also many rumors about flying saucers that summer, and I recall the weather balloon story, explaining away the report of a flying saucer crash near Corona. This seemed reasonable to us at the time.

(13) I have not been paid or given or promised anything of value to make this statement, which is the truth to the best of my recollection.

William M Woody
William M. Woody — 9-28-93
(Signature and Printed Name) (Date)

Signature witnessed by:

Tracy L. Callaway
Tracy L. Callaway — 9.28.93
(Signature and Printed Name) (Date)

Expires April 20, 1997

About the Author

Karl T. Pflock is the author of numerous works of fiction and nonfiction, and his stories and articles have appeared in many anthologies and national periodicals. He has ghostwritten nonfiction books and has been a consulting senior acquisitions and book editor for Arlington House Publishers, editor of *Libertarian Review,* a senior editor at the American Enterprise Institute, contributing editor to *Reason,* and science columnist for *Eternity Science Fiction.*

Roswell in Perspective is an interim report on Mr. Pflock's continuing investigation of the Roswell "crashed saucer" incident, which he began in July 1992 and has pursued under a grant from the Fund for UFO Research since April 1993. Mr. Pflock is writing a "docu-novel" based upon his Roswell research and tentatively titled *Going Home.* He plans to publish additional factual material on the case as the results of his work warrant. Mr. Pflock has also agreed to write the script for a documentary film about the case, which will be produced and directed by award-winning historical documentarist Gary L. Beebe.

With a virtually lifelong interest in UFOs, in the late 1960s and early 1970s Mr. Pflock served as a member and chairman of the National Capital Area Subcommittee of the National Investigations Committee on Aerial Phenomena (NICAP), then the world's largest private UFO research organization. He investigated numerous UFO reports, with the results appearing in NICAP publications. Later, he carried out independent research on such controversial subjects as humanoid/UFO-occupant sightings, allegations of UFO-connected animal mutilations, and claims of contact with "ufonauts." The latter work led to his article exposing the well-known "Vadig Incidents" as a hoax that got well out of hand (*Fate,* November 1980). Mr. Pflock currently is providing informal assistance to an inquiry into the Roswell case by U.S. Representative Steven H. Schiff of New Mexico. He is an Associate of the J. Allen Hynek Center for UFO Studies, a Founding Member of the International UFO Museum and Research Center at Roswell, and a member of the Mutual UFO Network.

In 1992 Mr. Pflock returned to full-time writing and independent research after 11 years of public service, during which he was a deputy assistant secretary of defense, a senior staff member in the U.S. House of Representatives, and a strategic planning consultant to the U.S. Department of Energy.

As Deputy Assistant Secretary of Defense (Deputy Director) for Operational Test and Evaluation, Mr. Pflock guided development and implementation of Department of Defense policy governing weapons systems and equipment testing. He also managed congressional, media, and public affairs for the Operational Test and Evaluation office. In recognition of his contributions, he was awarded the Defense Outstanding Public Service Medal and the Defense Superior Achievement Award.

In the House of Representatives, Mr. Pflock was Special Assistant for Defense, Space, and Science and Technology to then-Congressman Ken

Kramer, a ranking member of the House Committee on Armed Services. Earlier, he served then-Congressman Jack Kemp as a senior staff member of the House Republican Conference, directing legislative research and analysis support for all Republican members of the House.

As Senior Strategic Planner with BDM International, Mr. Pflock led the contractor team providing comprehensive planning and technical support for development of the Department of Energy's nuclear weapons complex environmental restoration and waste management strategic plan and the department-wide plan for waste minimization. He also provided strategic planning and international market analysis services to the chief executive officer and senior management of Ford Motor Company and strategic analyses for Lockheed Missiles and Space Company and other aerospace firms.

A cum laude graduate of San Jose State University (philosophy and political science, 1964), Mr. Pflock served in reserve components of the Marine Corps and Air Force and with the Central Intelligence Agency. He and his wife Mary reside in Placitas, New Mexico.