

28 NOV 94

ATTN: LT. MANDREW
8 DEC 94

BRENDA - P.S.

ATTACHED IS INQUIRY TO ME FROM CONGRESSMAN STEVEN SCHIFF AND SOME I SENT HIM IN ANSWER. FROM TELEPHONE CONVERSATIONS WITH HIS "TOP STAFF" DEALING WITH THIS SUBJECT. I REMAIN CONVINCED HE SEEMS TOTALLY UNAWARE OF THE THEN (1941-) TOP SECRET WEAPON PROJECTS, ESPECIALLY JET FLYING WING AIRCRAFT WHICH INCLUDED JET FLYING WING DRONE BOMBS/AIR AND GROUND CONTROL. ONE, AT LEAST, SOME SORT OF WHICH MANNED VERSION NOT CRASHED NEAR ROSWELL RESULTED IN THE MEDIA MYTH "CRASHED ALIEN SPACE SHIP AND CREW."

YEARS AGO I OBTAINED AND GAVE COPY OF SOME TO AMER. HERIT. CENT. FILE, AS WELL AS SOME FLIGHT AND CREW DATA, NOT COPY AS ATTACHED.

PLEASE, IF AND WHEN YOU CAN, INCLUDE THESE FOR HISTORICAL ARCHIVE FILE AT AMHERST CENTER, LARAMIE

THANK YOU.

(JOE KENNEDY JR DEATH ACCOUNT PRINTED IN
"BO SERIES") (*)

8 DEC 94
ATTN: LT MANDREW -

3 PILOTS WEARING EXPERIMENTAL FLIGHT SUITS WERE EVIDENTIALLY SEEN NEAR ONE OF THE EXPERIMENTAL AIRCRAFT LATER DEVELOPED, HAVING TURBOJET AND NOT PULSEJET ENGINES WHERE IT WAS PARKED PRIOR TO TEST FLIGHT. YEARS LATER SOME PERSON EVIDENTIALLY BREMPT UP MYTH RESULTING IN REDICULOUS "STORY" AT ROSWELL. (?) I CAN'T CONFIRM BUT SEEMS PROBABLE NORTHROP.

STEVEN SCHIFF
FIRST DISTRICT, NEW MEXICO

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Congress of the United States

House of Representatives
Washington, DC 20515-3101

February 28, 1994

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ALBUQUERQUE, NM 87102
(505) 766-2538

Jack Pickett
28 Brandywine Dr
Marlton, New Jersey 08053

Dear Jack:

I would like to acknowledge and sincerely thank you for your expression of support for my request to the General Accounting Office regarding the "Roswell Incident."

My intention in this effort has been variously reported, but I want you to know that I am intent on finding the military and government files on this incident with the purpose of releasing the information in the files to the public.

Many people who have contacted me have asked if there is any way in which they could be of help in my effort. I would appreciate copies of any correspondence directed to government departments or agencies specifically regarding the Roswell Incident, along with the department or agency reply.

If you or someone with whom you are acquainted has such correspondence, I would request that you send copies of it to my District Office in Albuquerque, the address of which is listed above.

Further, I would be grateful to learn of other Members of Congress who are now, or, who before me, pursued this same issue with government agencies.

Again, I appreciate your support in this effort, and I will keep you informed on the progress of my inquiry. If you have additional information, or questions, please do not hesitate to contact me. I will always be pleased to hear from you.

Sincerely,

Steven Schiff

Steven Schiff

SS:md

ILLUSTRATED ENCYCLOPEDIA OF ROCKETS AND MISSILES BY BILL GUNSTON - 1979

ISBN 051726870-1 CRESCENT BOOKS, NY-

SURFACE TO SURFACE: LAND TACTICAL

ORIGINALLY PUBLISHED - LONDON + PRINTED IN BELGIUM - PROHIBITED SALE OUTSIDE CANADA + US

JB Series

In June 1944 the "V-1" appeared to exert a surprising influence on the US Army Air Force, which had known of the existence of this cruise missile for many months. Within three weeks a new JB - jet-powered bomb - category had been authorised, frantic studies launched at Wright Field, and contracts signed with several manufacturers. The first was with Northrop, whose JB-1 was one of that company's remarkable flying-wing aircraft. Trials began with the MX-543 "Bat" piloted model, which Harry Crosby found difficult to land because of its powerful ground-cushion effect. Then came the JB-1A proper, powered by two small GE turbojets and carrying two 2,000 lb (907 kg) bombs, with no landing gear and

launched from a sled accelerated by five JATO rockets. Range was to be 670 miles (1078 km) but too many technical difficulties supervened. The JB-2 was essentially an Americanized V-1, with Ford pulsejet of 800 lb (363 kg). About 330 were delivered to the AAF by a consortium of auto manufacturers for use against Japan but none saw action. Unlike the German original, acceleration along the ramp was by cordite rocket. Several flew nicely from Boeing B-17 Fortresses. JB 3 Tiamat was a 625 lb (283 kg) rocket with semi-active radar seeker and fragmentation warhead for air-to-air use. JB-4 was a 3,000 lb (1361 kg) pulsejet of 75 miles (121 km) range cruising at 445 mph (716 km/h). JB-5 was an 850 lb (386 kg) wingless rocket of 4 mile (6½ km) range. JB-6 was a spin-

stabilized supersonic rocket. JB 7 was a 9,700 lb (4400 kg) turbojet pilotless bomber with 400 miles (644 km) range. JB-10 was the final Northrop flying-wing bomb, with integral Ford pulsejet, which flew 200 miles (322 km) in half an hour with a 3,209 lb (1456 kg) warhead. The whole JB programme was halted in March 1946.

Below left: A JB-3 Tiamat on an A-26 Invader in March 1945.

Subsequently there were many other Tiamat versions for pure research purposes.

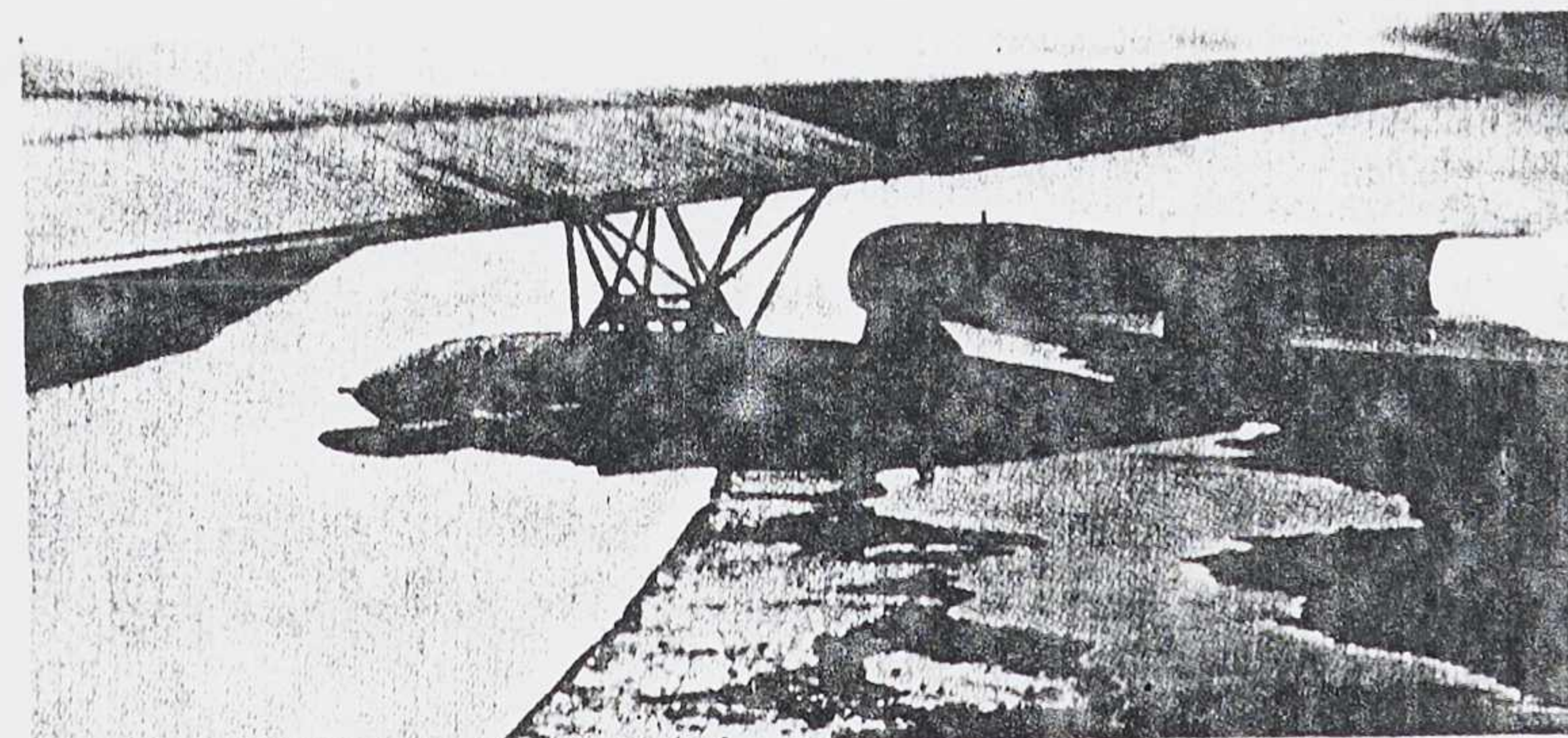
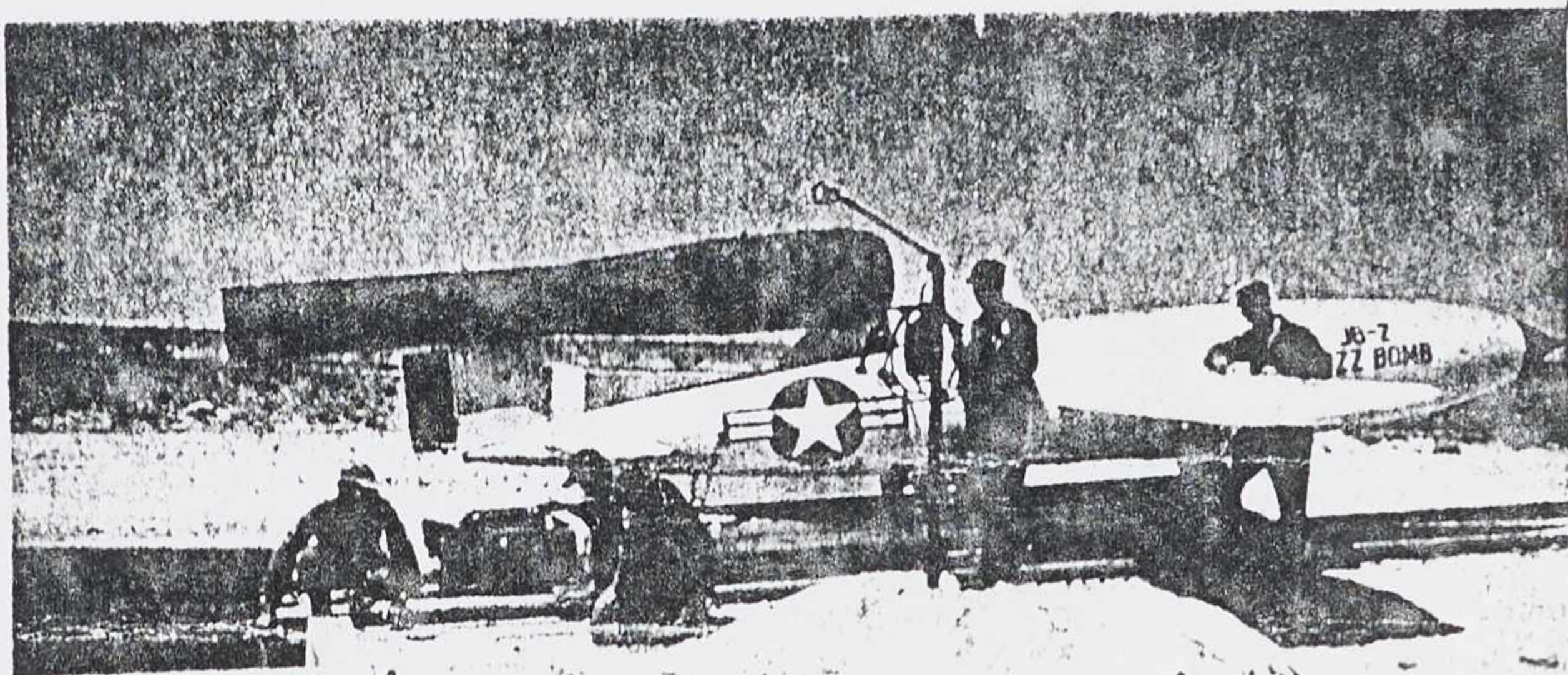
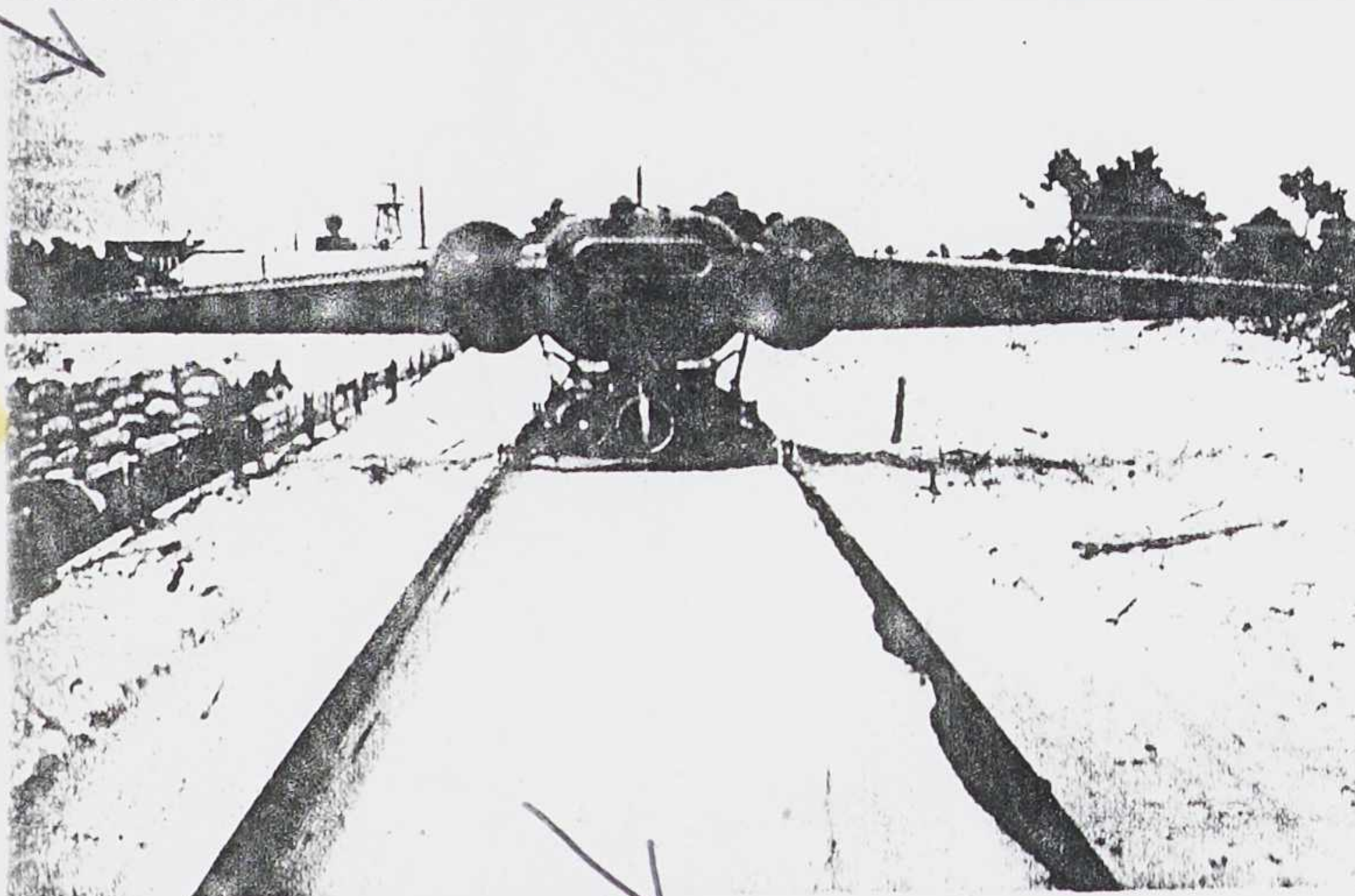
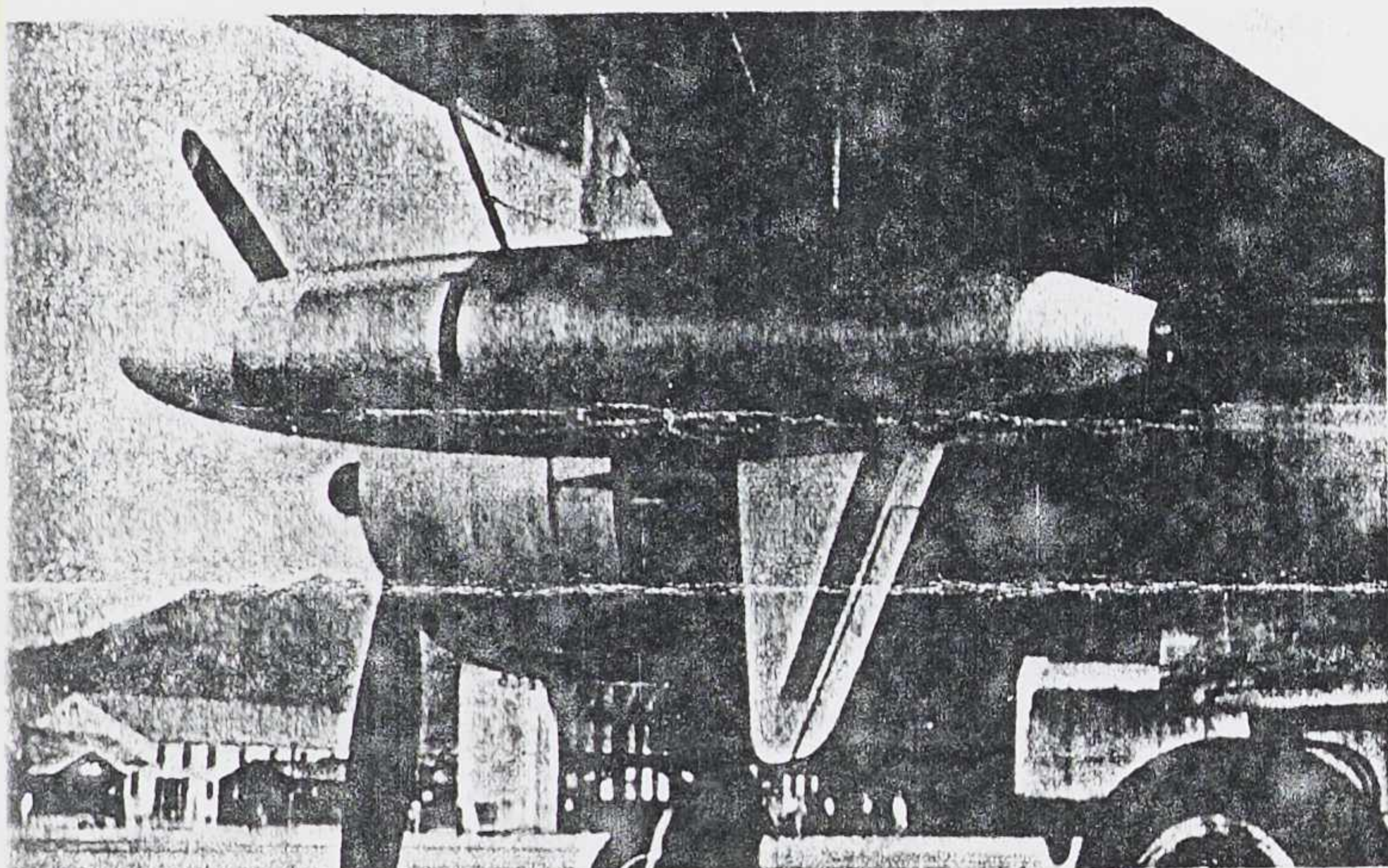
Below: JB-2 at Holloman Field in late 1944; most JB-2 flights were at Eglin Field in Florida.

Second below: A JB-2 before release from a B-29, over Santa Rosa island in April 1945.

Hellcat F6F

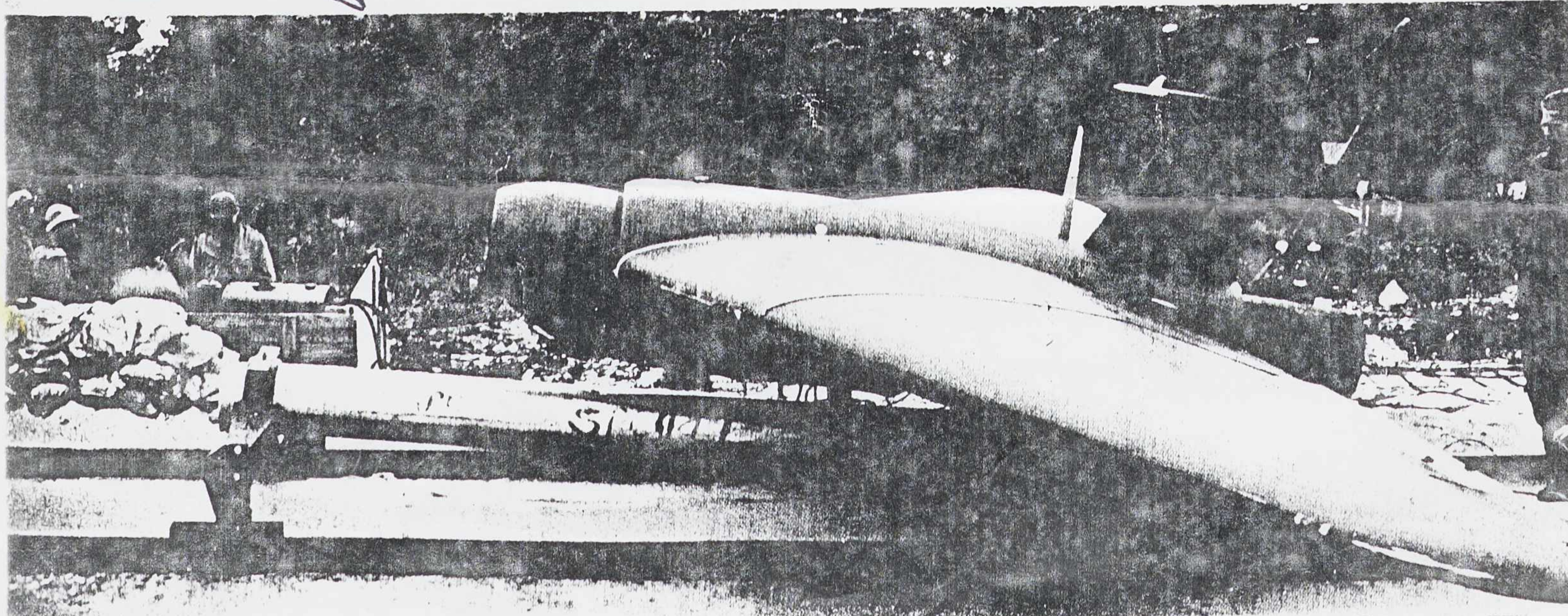
In the early 1950s the Grumman Hellcat was one of the most important radio-controlled targets of the US Navy, used in at least 14 missile programmes. Not generally known is the fact that several F6F-5K "targets" were converted into powerful SSMs, with 2,000 lb (907 kg) warhead and in some cases with a TV camera, and embarked aboard USS Boxer in 1952 as equipment of a special unit, US Navy Guided Missile Unit 90, and used operationally in Korea. The first mission took place on 28 August 1952, and there were several subsequent operations. Director aircraft were AD-2D Skyraiders.

Data: As for F6F fighter, see companion volume *Combat Aircraft of World War 2* p. 230.



Left: A Northrop JB-1 at Eglin Field on 25 November 1944. The heavy ordnance load of 4,000 lb (1814 kg) was carried in the two wing-root nacelles.

Below: On 6 April 1945 the same launch ramp received the first flight-cleared JB-10. This carried a single warhead surrounding a pulsejet.



8 DEC 94 ATTN: LT. McANDREW - MANNEED VERSIONS WERE BUILT + FLOWN

ILLUSTRATION
COPY OF

ROCKETS & MISSILES BY BILL GUNSTON
ISBN 051726870-1 CRESCENT BOOKS - 1977

SEE
1ST ENCL
↓

USA

Modisette Hot Shot

Robert Modisette, perhaps ironically head of contract termination at Convair's Vultee Field Division in World War 2, built and flew pilotless bombers in 1917 when he was vice-president of Mullin Manufacturing of Salem, Ohio, a major car and aircraft subcontractor in World War 1. His Hot Shot was a spruce/fabric biplane with two "hotted up" Ford auto engines. A unique feature was lateral stabilization by air motors driven by fresh air pumped in by exhaust turbos,

Below: Contemporary sketch of the Modisette lateral-stability system. Inset: Hot Shots were built with both landing gear and a flying-boat hull.

the air supply being governed by a lateral pendulum. A clockwork drive caused the aircraft to level off at the desired altitude. The same mechanism put the elevators hard down when the correct air mileage had been covered, while air valves released the three 65 lb (29.5 kg) bombs and also disconnected the wings, causing the missile to follow its bombs. Four demonstrations for the Navy in July, August and September 1917 were impressive enough for negotiations to be opened for mass-production, and this SSM was actually in production at the Armistice.

Dimensions: Span 40 ft (12.2 m); length 19 ft 8 in (6.0 m).
Launch weight: 1,790 lb (812 kg).
Range: 160 miles (257 km).

BQ Series

This US Army category, introduced in 1942, was defined as Controllable Bomb, Ground Launched. It comprised a diversity of explosive-carrying versions of established aerial targets, converted piloted aeroplanes (including large bombers) and purpose-designed aircraft that were true SSMs. XBQ-1 was a completely new twin-engined design by Fleetwings, with Menasco or Ranger inline engines, and with fixed tricycle landing gear and cockpit added to the prototype. Flight testing by the manufacturer and USAAF in 1943 was soon backed up by the radial-engined XBQ-2A, with otherwise similar airframe. The XBQ-3 was a radio-controlled version of the Fairchild AT-21 Gunner twin-engined crew trainer, with a 4,000 lb (1814 kg) bomb payload, twice the load of XBQ-1 and -2. The next numbers were allotted to Interstate Aircraft & Engineering: XBQ-4 (Navy XTDR-1), -5, -6 and -6A were all low-cost single-engined flying bombs of low performance.

By far the largest of the BQ series were the BQ-7 and -8, respectively conversions of the B-17 Fortress and B-24 Liberator. In the summer of 1944 about 27 war-weary 8th Air Force B-17s and G Fortresses were taken off operations and completely gutted. A popular name for the project was Willie, from Weary Willie. Radio command equipment and autopilot/flight-control servos were then fitted, and the centre fuselage filled with 20,000 lb (9072 kg) of Torpex, a British explosive 50 per cent more powerful than amatol, with duplicated impact fuzes. The flight-deck roof was cut away, and the exterior sprayed white. The resulting ASM was designated BQ-7, officially named Aphrodite and used in a plan called Project Perilous. Assigned to the 562nd Bomb Squadron

Left and below: Two photographs of a BQ-7 Aphrodite, almost certainly taken at Fersfield in the summer of 1944. Warhead fuzes were set from the cockpit.

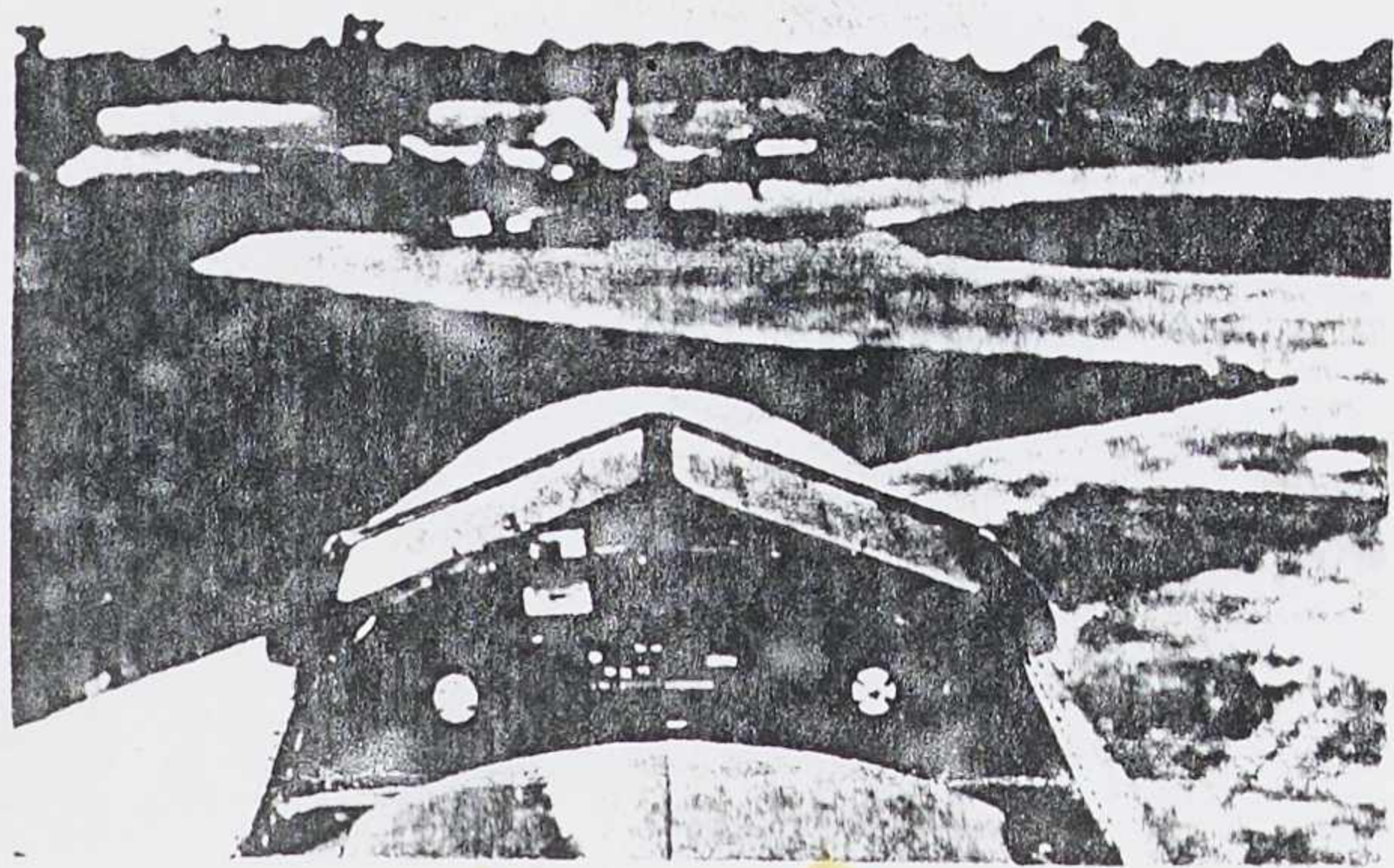
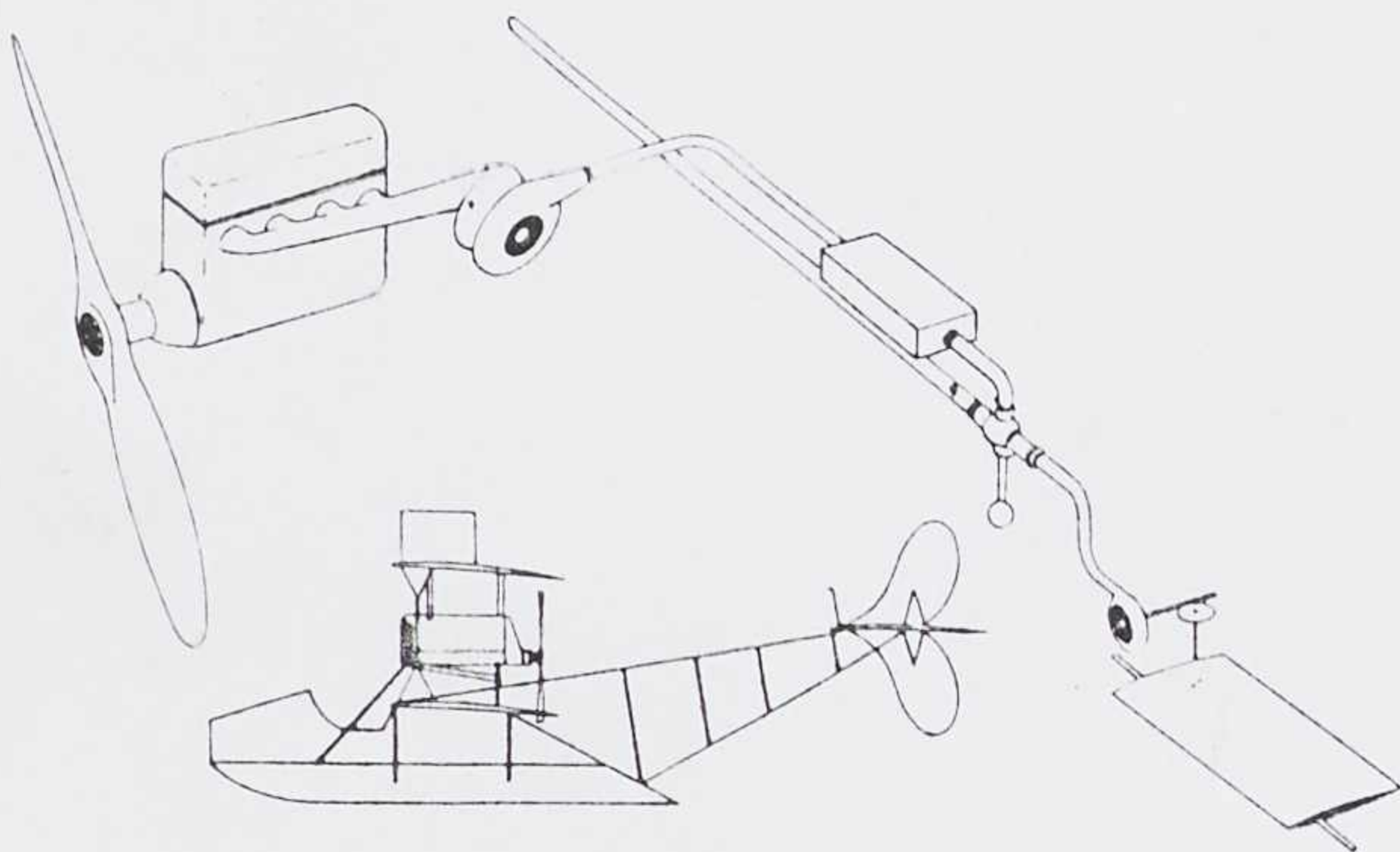
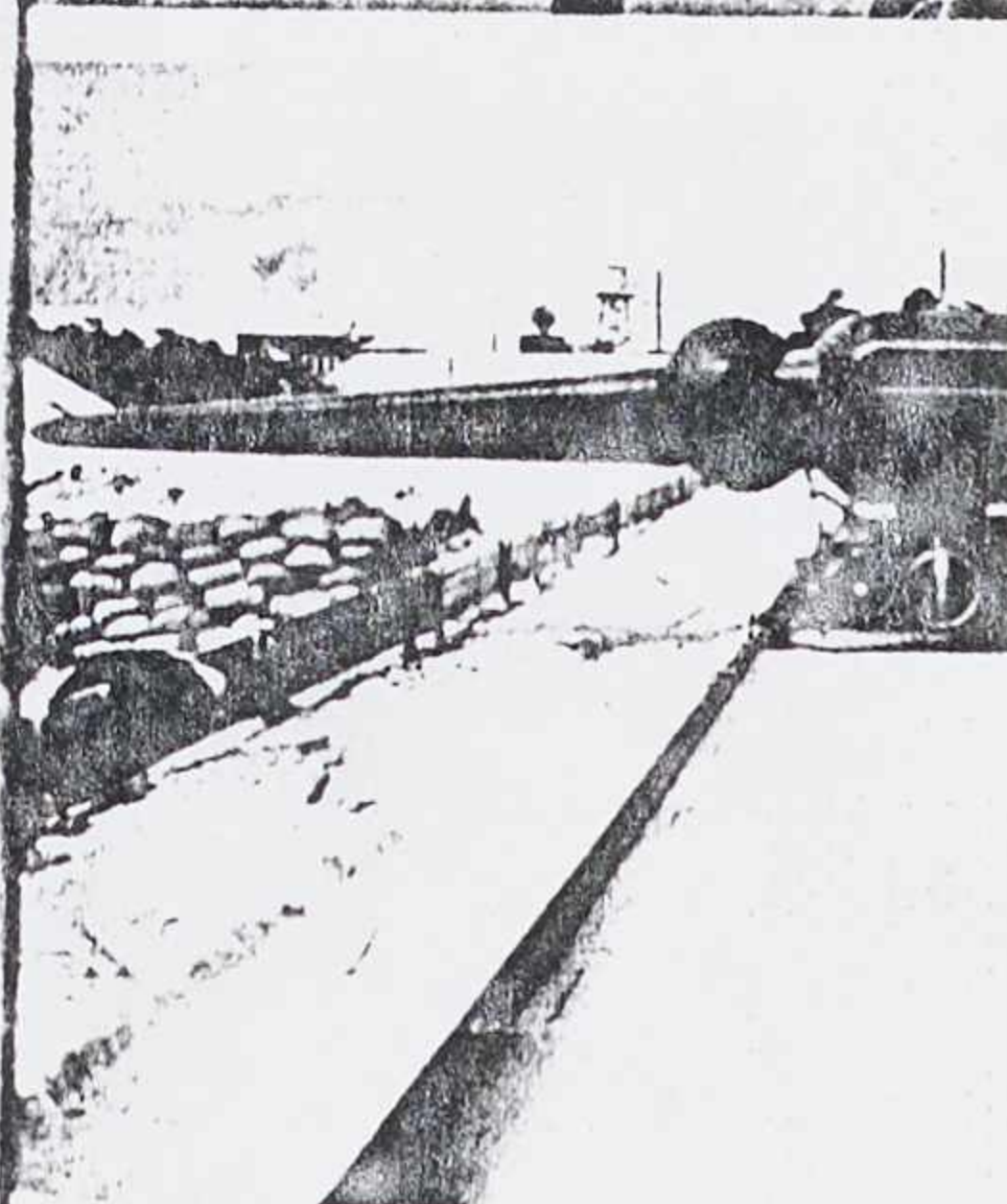
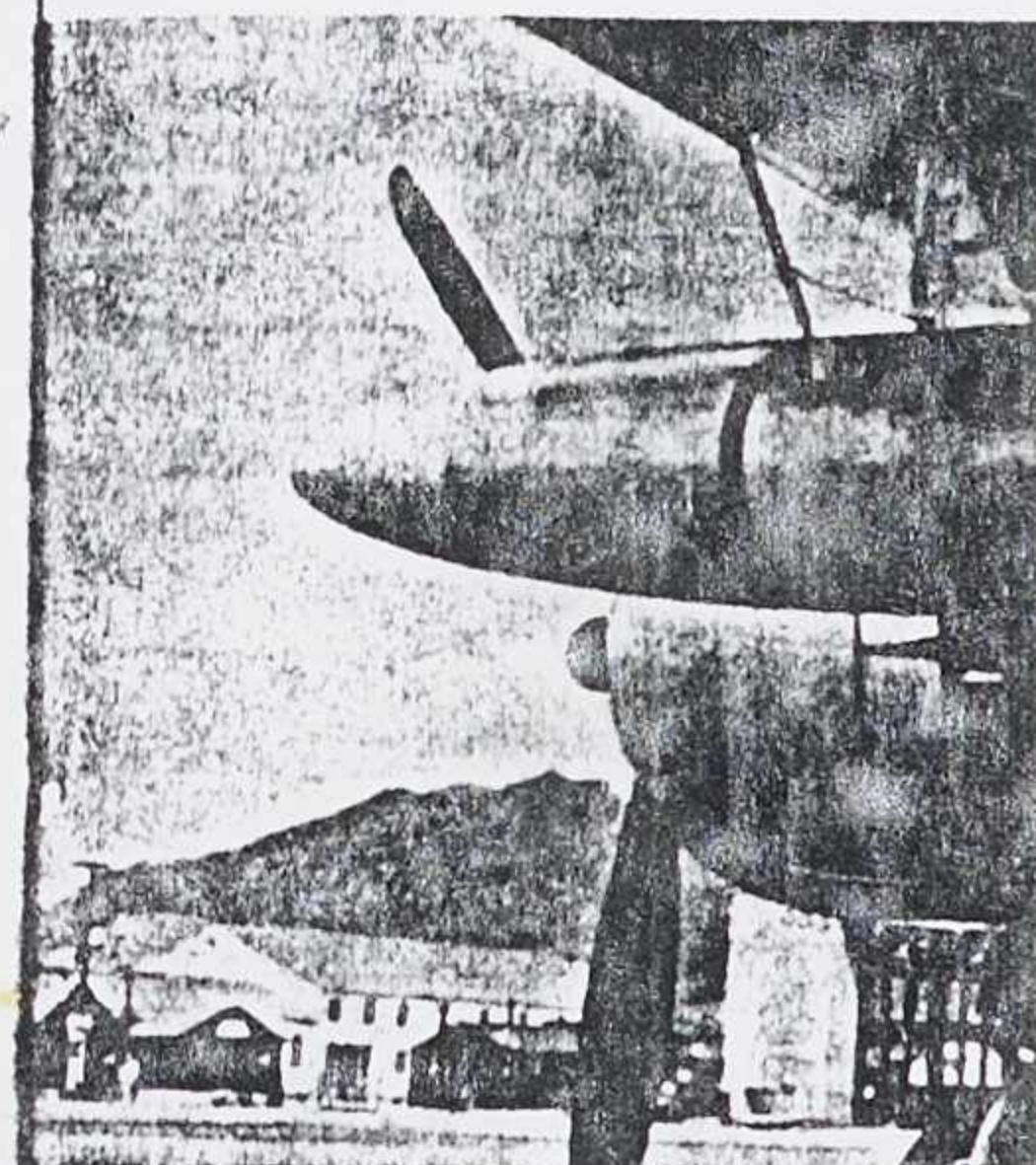
of the 388th Bomb Group, operating from Fersfield, Norfolk, at least eight live missions were flown against extremely hard structures in the Pas de Calais. The BQ-7 was taken off by a human pilot and radio operator who set course, confirmed hand-over to radio control and activated the fuzes. Then, near the English coast, both men baled out by parachute. The BQ-7 was subsequently steered by a "mother" aircraft, invariably a DB-34 Ventura, with another B-17 to navigate and a P-38 ready to shoot down the missile should the command link be lost. Alternative schemes included guidance from the ground using an SCR-584 radar or a TV orthicon camera in the missile. Much argument centred on the missile's vulnerability and the inability of handling a mass attack. Results on operations were poor, and on at least two occasions control was lost while still over England, one aircraft hitting the ground with a devastating explosion at Sudbourne Park, Suffolk, on 4 August 1944. Data for BQ-7:

Dimensions: Length 74 ft 9 in (22.8 m); span 103 ft 9 in (31.6 m).
Launch weight: About 55,000 lb (24 948 kg).
Range: Several hundred miles, but only about 11 miles (17.7 km) from director aircraft.

There were not many BQ-8 Liberators, but two were converted in England under Project Anvil, and both had dramatic endings. Both were filled with 25,000 lb (11 340 kg) of Torpex, possibly the largest "warhead" of any conventional missile in history. The nose was rebuilt to house an RCA vidicon TV camera installation, with large transmitting aernals supplying the picture (looking down and ahead) to a monitor screen in an accompanying B-17 of the USAAF. Both the aircraft thus rebuilt belonged to the Navy, formerly being P4Y-1 Liberators of Bomb Squadron VB-110. Guidance was complex, because the B-17 crew had to watch the screen and pass guidance commands to a PV-1 Ventura director of the US Navy. On 12 August 1944 the first operational mission left Fersfield bound for a German secret weapon installation in northern France. Over the Blyth estuary near Southwold the crew, one of whom was Lt Joseph P. Kennedy, brother of the future US President, set the fuzes and prepared to leave. The fuzes instantly detonated, causing damage over a 6 mile (10-km) radius on the ground far below. The second, with Lt Ralph Spaulding as pilot, was successfully set on course for an airfield in Heligoland on 3 September 1944. Just before the target heavy flak smashed the TV camera, but guidance remained and the B-17 and PV-1 saw the stupendous explosion on impact. This was the only successful mission of its kind by the Allies in World War 2.

JB Series

In June 1944 the "V-1" appeared to exert a surprising influence on the US Army Air Force, which had known of the existence of this cruise missile for many months. Within three weeks a new JB - jet-powered bomb - category had been authorised, frantic studies launched at Wright Field, and contracts signed with several manufacturers. The first was with Northrop, whose JB-1 was one of that company's remarkable flying-wing aircraft. Trials began with the MX-543 "Bat" piloted model, which Harry Crosby found difficult to land because of its powerful ground-cushion effect. Then came the JB-1A proper, powered by two small GE turbojets and carrying two 2,000 lb (907 kg) bombs, with no landing gear and



BQ-7 (B-17 CONVERSION)

BQ-8 (B-24 CONVERSION)

BRENDA - I FOUND THIS COPY JUST BEFORE MAILING THE OTHER
NO INTEREST, REALLY, EXCEPT OVERSEAS ORIGIN AND SALE RESTRICTIONS

A SALAMANDER BOOK

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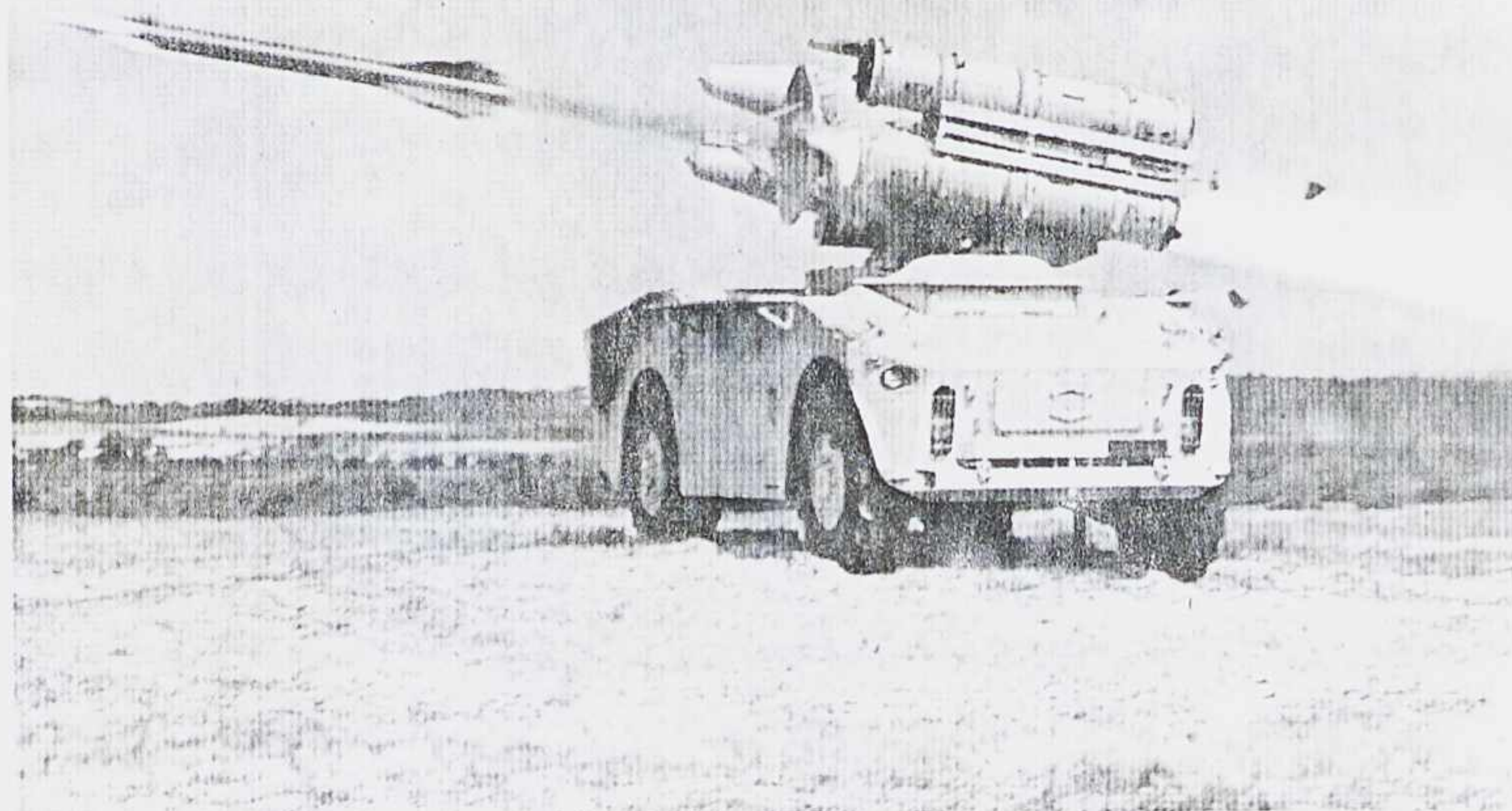
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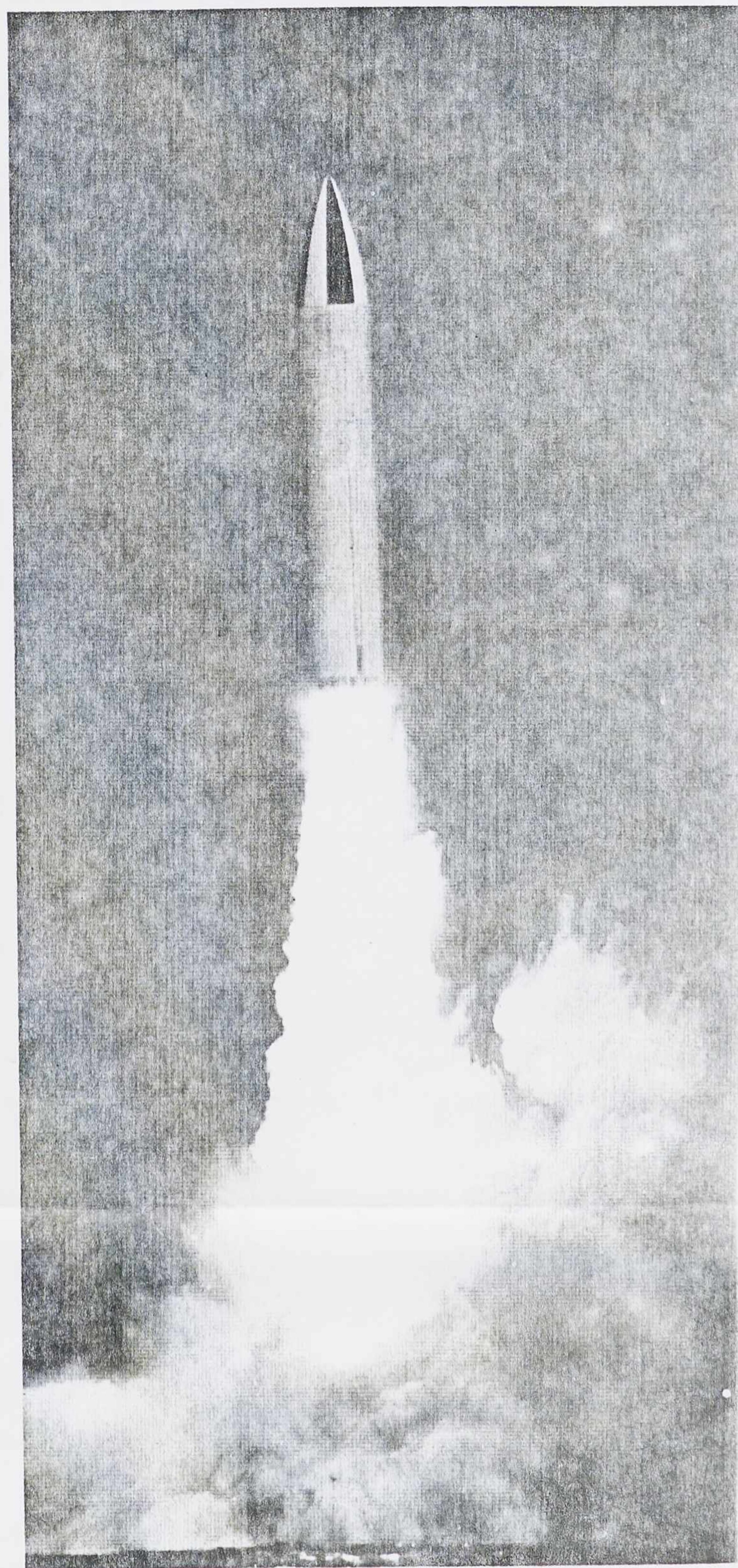
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8 DEC 94

Jack D. Pickett - Publisher, Retired tel (609) 983-3045
28 Brandywine Drive
Mantoloking, NJ 08053

AF/HO (Lt. Jim McAndrew)
170 Luke Avenue - Suite 400
Bolling AFB, DC 20332

RE: AIR FORCE JET CIRCULAR DISC AIRCRAFT - REQUEST FOR PHOTOGRAPHS AND
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Sir;

Thank you again for your courteous and informative telephone conversation
this afternoon.

Per your request, find enclosed photocopy of self explanatory concerning
the above aircraft including 3 illustrations as sent with previous
inquiry years ago. Also copy dated 5 DEC 94 from AFHRA/ISR MAXWELL AFB,
from Brenda K Pietrowski who furnished your name when I retelephoned
her today upon receipt of her letter to me. (Attached)

Per your comments today, I am hopeful that you know where to locate
record & photos of such indeed special type aircraft. And because
of your comments I will reiterate that the OIC (Col. or Lt Col, I don't
remember which) in charge of the USAF Library located in the Adjutant Gen.
Office at MacDill AFB, TAMPA who furnished photos & information
for the intended release by the USAF concerning the horizontal take off
versions of these aircraft, before the release was cancelled in 1967, told
me they were then declassified for that release but had been previously
Ultra Top Secret. He also permitted me to personally walk around the
4 stored on a runway at MacDill. (Copy of NCO Club Magazine they were
to appear in for that release is attached.)

Thank you.

filed/
encl. Jack D. Pickett - Publisher, Retired - 8 DEC 94



DEPARTMENT OF THE AIR FORCE
AIR FORCE HISTORICAL RESEARCH AGENCY
MAXWELL AIR FORCE BASE, ALABAMA

5 December 1994

AFHRA/ISR
600 Chennault Circle
Maxwell AFB AL 36112-6424

Mr. Jack D. Pickett
28 Brandywine Drive
Marlton NJ 08053

Dear Mr. Pickett

Thank you for your letter requesting information on the disc flying wing. After reviewing the information you sent us, we do not feel this aircraft is still classified. However, since we are not a repository for photographs, we do not have copies of the photographs you need. We are sending you a possible source for the photographs. Our agency is primarily a repository for histories and personal papers.

✓ Please let us know if we can be of further assistance.

Sincerely

Brenda K. Pietrowski

BRENDA K. PIETROWSKI
Archives Branch

Attachment

I am sorry I couldn't be of more help. We just don't have what you need.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 56TH TACTICAL TRAINING WING (TAC)
MACDILL AIR FORCE BASE, FL 33608

JOP file 1124X-MAXWELL

Jack D. Pickett
Rt. 4, Box 1500
Angleton, TX 77515

April 1, 1982

Dear Mr. Pickett,

Thank you very much for your recent letter requesting information about an "experimental aircraft" you allege was once based here.

Careful research by several people have been unable to turn up any information on the aircraft you say were here.

It has been recommended you write the Air Force Alfred E. Simpson Historical Research Center, Maxwell AFB, Ala. 33612. Be advised, however, that the amount of time needed to research this subject may belengthy.

Best of luck on your research.

Sincerely,


MARK C. GOLDSTEIN,
Staff Sergeant, USAF
NCOIC, Community Relations

Readiness is our Profession

THE NON-COMMISSIONED OFFICERS'
MACDILL AFB

Club News ROUND ABOUT

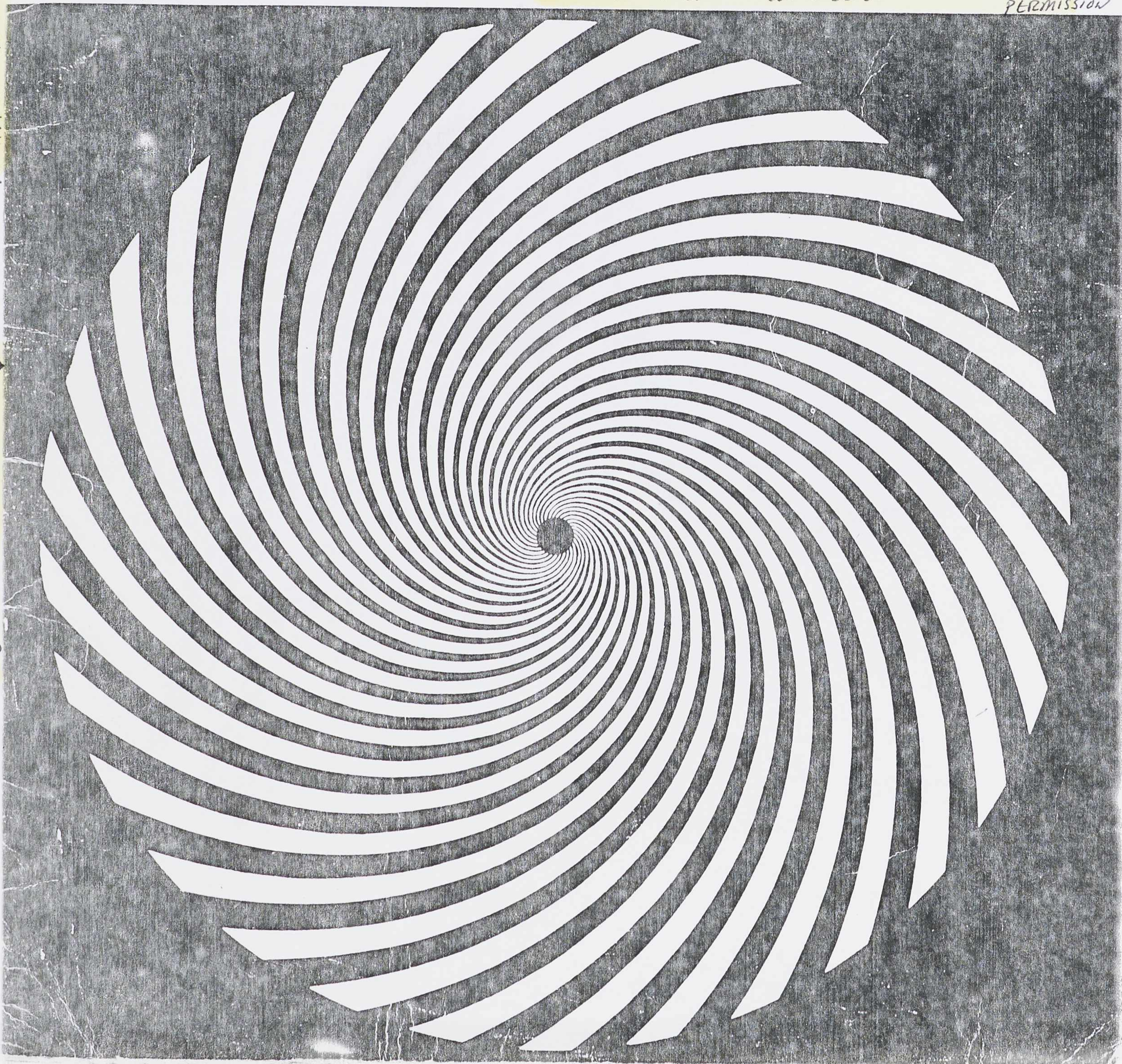
OCTOBER, 1967

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HEADLINE "FLYING SAUCERS FOR REAL!" SCHEDULED TO APPEAR HERE

USAF RELEASE SCHEDULED TO BE IN THIS ISSUE
8 OFFICIAL USAF PHOTOS HERE



UNIVERSITY OF WYOMING

American Heritage Center

P.O. Box 3924
Laramie, Wyoming 82071-3924
(307) 766-4114

February 1, 1991

Mr. Jack D. Pickett, Publisher
Pickett Publications
28 Brandywine Drive
Marlton, NJ 08053

Dear Mr. Pickett:

Thank you for the additional material on the USAF Aircraft (Disc Wing) AKA "flying saucers." The material you have been providing over the past several years is most informative. We are maintaining the file with care.

Your suggestion about approaching Secretary Cheney for additional information is intriguing; however, in light of the international situation, I hope you agree with me that this is not the appropriate time to pursue this.

Best regards.

Sincerely,

David L. Baker
David L. Baker
Director

8/DEC/94
ATTN: LT. MCANDREW

AFHRA/152
DLB/mh
11/28/94

(PRESENT DIRECTOR IS!
MICHAEL J. DEVINE PHD)

BRENDA —

THIS SPECIAL HISTORICAL ARCHIVES FILE (ONLY ONE IN USA) WAS
OPENED YEARS AGO WITH DEPT DEFENSE AND DEPT. AIR FORCE OK.
(THEIR OFFICIAL LETTERS ON FILE THERE) (AS ARE FROM SIMPSON (MACDILL AFB)
BECAUSE I'D NEVER PREVIOUSLY INQUIRED EXACTLY HOW THEY
SET THIS FILE UP; BEFORE RECONTACTING YOU I DID.
PERHAPS BECAUSE OF ITS CONTENT(?) IT IS LISTED SIMPLY
AS: "THE PICKETT PAPERS!" *JAP*

806494 ATTN: LT AN ANDREW
TITLE: "FLYING SAUCERS FOR REAL!" WAS OK'D TO BE THAT USED ACROSS
FRONT COVER W/8 OFFICIAL USAF PHOTOS - AND TO HEAD ARTICLE CONCERNING
THEM ON INSIDE CENTER SPREAD WITH 8 MORE PHOTOGRAPHS OF NCO CLUB
NEWS "ROUND ABOUT" MONTHLY CLUB CALENDARS. (COVER COPY ATTACHED)

UNIVERSITY of Wyoming
AV ROE / NASA ?
VTOL

12/8/94

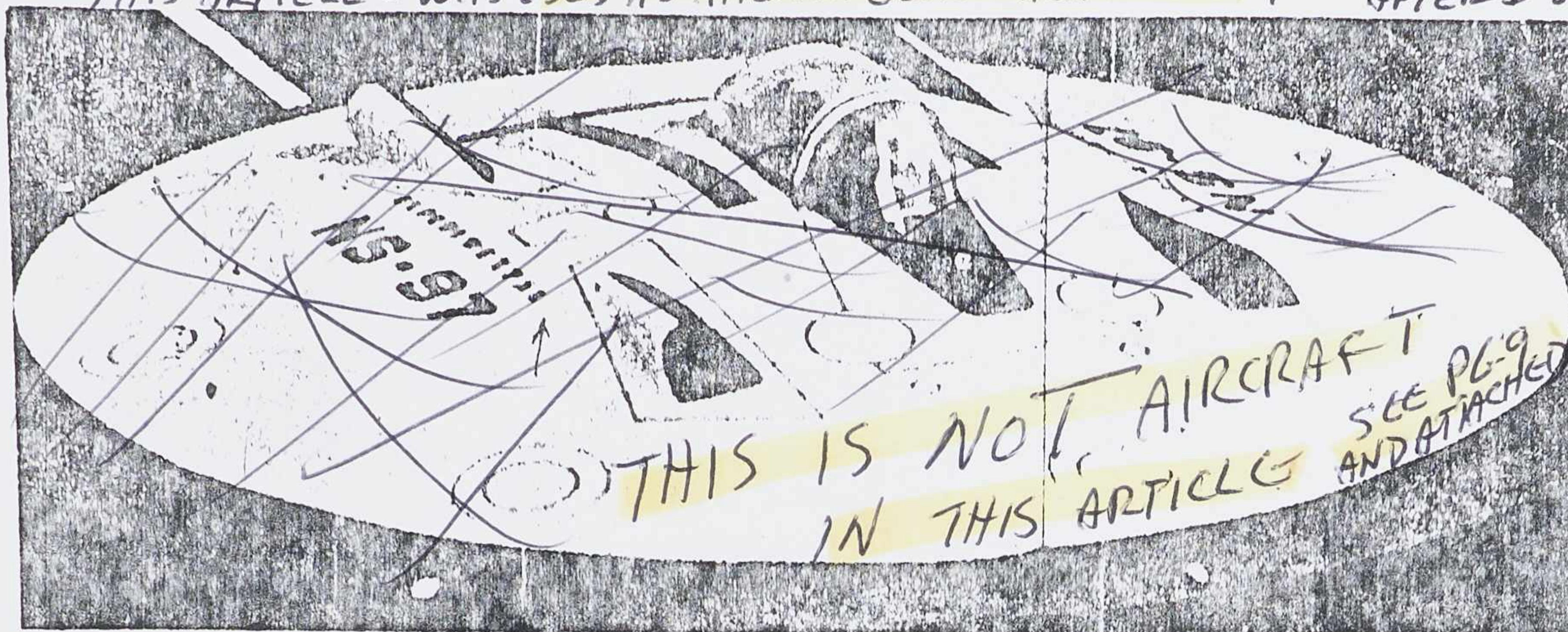
Flying Saucers—For Real!

ATTN: LT AN ANDREW

THIS PHOTOCOPY NOT OBTAINED UNTIL 1982 FROM NASA ENGINEER
by Jack Pickett

NS 97 IS NOT THE AIRCRAFT WRITTEN ABOUT IN
THIS ARTICLE - WAS USED AS "ATTENTION GETTER" HEADER ONLY.

THIS ARTICLE WRITTEN
FROM MEMORY YEARS
AFTER I SAW AT
MADILL.



1982/Reminiscence, Fully Operational Disc-Shaped Jet Aircraft! My interest in these aircraft was recently rekindled when I heard part of a radio talk show concerning UFO-Flying Saucers. I made inquiry to one of the University guest speakers asking if he knew why they never seemed to be mentioned in any media in recent years. A copy of my letter was forwarded to

During the 1960s, on into 1972, I published House- Organ Magazines (club calender event) for Officers and NCO Club facilities on numerous military bases. On one such base, I personally saw four of these aircraft in parked storage, which were awaiting A. F. decision to either be transferred to a museum or dismantle/scrapped.

"The discs, regardless of size, all had tricycle landing gear..."

several UFO enthusiasts and I was surprised to receive correspondence from him, and some of them, indicating they had no information concerning these wondrous jet aircraft, even though reference was made to fact sheets issued by the Air Force, during the 1950s and earlier, evidently dismissed, as not so, by civilian UFO investigators during that time period.

A feature-magazine cover and article on those specific disc- shaped jet aircraft, was proposed for an issue of the NCO Club News and rather than having to use polaroid camera shots of discs dilapidated by outside storage, I was invited by the officer in charge, adjutant general's office, to select official USAF photographs and be furnished data for the feature.

BRENDA — (AFHRA/ISR)

7

ABOVE NS 97 IS NOT AIRCRAFT WRITTEN
ABOUT IN THIS ARTICLE. PHOTO WAS PROVIDED
BY NASA ENGINEER FOR 'TOASTMASTERS' (HOUSTON-NASA
MEMBERS) CLUB BULLETIN. ORIGINAL NOW IN
AMERICAN HERITAGE CENTER FILE. SEE LAST PG. (9)
THIS - AND COPY ATTACHED CONCERNING OFFUTT AFB INQUIRY

When I had first driven to see them, my first impression was similar to the thought... "My gosh, those are flying saucers!...those things really do exist!!..."

The discs, regardless of sizes, all had tricycle landing gear; the size of the aircraft determining how many wheels on each. They ranged in size from approximately twenty (20) feet across, approximately fifty to seventy-five (50'-75') feet and the largest I personally saw on base was near equal to the wingspan of a B-47, according to OIC when I asked how big it was. The smaller craft had air-intake slots, one on each side of the pilot compartment, with two exhausts out of the

later, showed various formations in flight. Some with regular design escort jet fighters, some without, some at obviously tremendously high altitude.

Seen head-on, they all appeared as the classic, so called flying saucer shape with the pilot/crew compartment appearing as a bubble, dead center. Viewed from the top or bottom, in-flight, they had no other appearance than that of a circular object. Direct sidelong, from a distance, they looked similar to the pointed-end- cigar. When I asked the OIC question similar to, "Those must be the flying saucers everybody was talking about?" He answered affirmatively.

"UFO Flying Saucer publicity hit the newspapers and other media..."

bottom rear surface of the disc and the larger had twin air-intakes on each side of the pilot/crew compartment, with four exhausts out the same area(bottom rear surface). The pilot compartment was centered in the top surface of the disc with nothing forward of the compartment other than the sloping surface. That compartment tapered back towards the rear of the aircraft, narrowing down to a high vertical fin, similar in appearance to the stabilizer on an old DC-6 commercial 4 engine propeller aircraft. AF insignia and the word, EXPERIMENTAL, followed by USAF, was printed starting immediately behind the windows in the compartment on towards the tail. The ailerons were in the rear edge of the disc and there were other control flaps in other locations around the outer edge. All, regardless of size, had the same general appearance from a distance. Some of the photographs I was shown

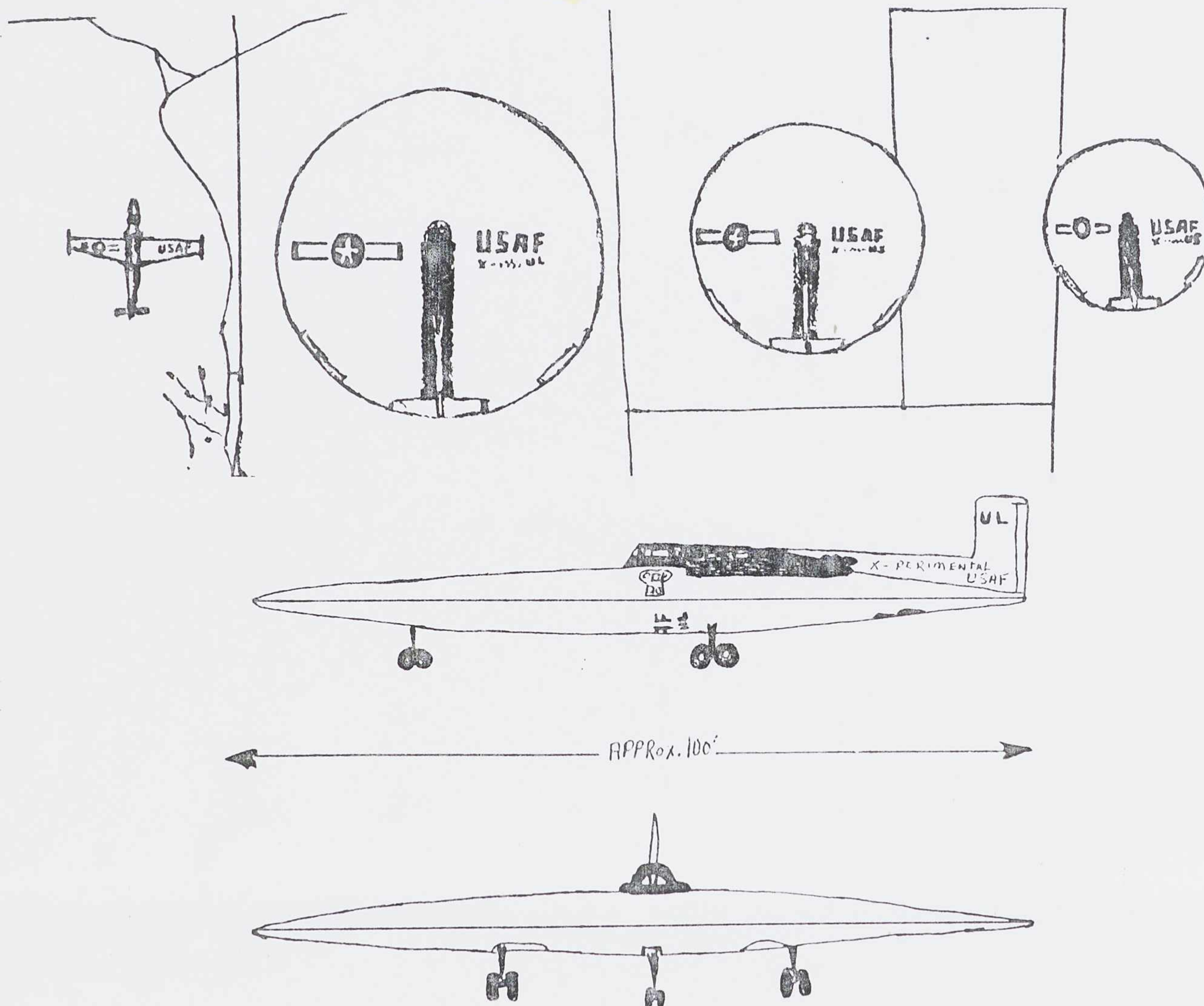
When I first saw the official USAF photographs, I asked the questions similar to, "What sizes and how many of those things did they build?" and "How fast and how high could they fly?" The altitude answer was that they could go so high, that had they had different power source engines, they could have probably been classed as space flight with possible orbital capability! They were of very high airspeed capacity and I was informed that for purpose of the proposed magazine article I could quote "exceeding Mach 1."

The OIC informed me that all of them, including some smaller unmanned versions, had been dismantle/scrapped, with the exception of only those four-last remaining, stored parked on that base. I asked why they had been discontinued and the answer had to do with more practical design and certain maneuverability problems. I saw them last in

1967.

In my opinion, eventually maybe all the true facts concerning these wondrously performing aircraft will be fully released by the Air Force. From information furnished by the OIC, the Air Force did begin to release information. One of the reasons they aren't more generally known was due to the "flap" caused Air Force Bases all over the country every time sensationalistic UFO publicity hit the news media. That effort

was discontinued and all prepared for release was withdrawn, for whatever the reasons. Perhaps some day soon (?), the doors of a museum hanger will be opened for public view, and once again, these last four fully operational disc-shaped jet aircraft, known as *Flying Saucers*, can be seen, and their truly amazing flight capabilities read about and viewed in photography on location, by visitors to that museum.



8 DEC 94
ATTN: LT. McANDREW
SEE OTHER ILLUSTRATIONS
ATTACHED TO PHOTOCOPY MY
LETTER TO OFFUTT AFB DATED 21 OCT 82

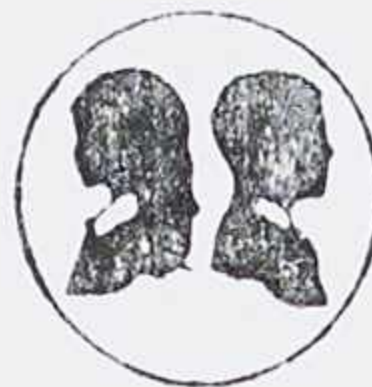
SUBJECT: Request for Research Experimental Aircraft - The AUROCAR VZ-9V		DATE 11 Jun 82
TO: Mr. Jack D. Pickett		FROM: HQ Albert F. Simpson Historical Research Center Research Division(RI) Maxwell AFB AL 36112
		RESEARCHER TSgt Harold P. Myers
X	1. Material requested ☒ is attached. ☐ is being forwarded under separate cover. ☐ will have to be compiled. ☐ will be distributed automatically. ☐ will be sent as soon as possible.	
	2. Material requested cannot be provided because it ☐ cannot be loaned. ☐ cannot be reproduced. ☐ is not available. ☐ is in single copy. ☐ is classified.	
	3. Material requested is available on 16mm microfilm, roll number(s) _____ Although the Research Center maintains rigid microfilm processing quality controls, readability of offered microfilm cannot be guaranteed. Most microfilm is highly readable, but some frames may not be because of the poor quality of an original document and technical limits in the copying process and reading equipment.	
	4. Material requested may be purchased for \$ _____. Make check or money order for exact amount, payable to AFO, Maxwell AFB; send your check to: HQ AFSHRC/HID, Maxwell AFB AL 36112.	
	5. Because of backlog of work, a delay of _____ is anticipated in providing the material.	
	6. Forwarded to you for appropriate action and direct reply to the requestor, who (has) (has not) been notified of this referral.	
	7. Suggest you write to the addresses checked on the attached list.	
	8. Suggest you submit your request to:	
	9. Information concerning unit emblems may be requested from HQ AFMPC/MPCASA 3, Randolph AFB TX 78150. See AFR 900-3 for emblem procedure and for flags, guidons, and streamers.	
	10. For photographs, submit your request to: ☐ 1361 Audiovisual Squadron, Attn: Customer Service, 1221 South Fern St., Arlington VA 22202. ☐ DAVA-W (Still Media Depository Branch), Anacostia Naval Air Station, Washington DC 20374. ☐ Audiovisual Archives Division, National Archives, Washington DC 20408.	
	11. Budget and manning constraints preclude the extensive research you request.	
	12. Suggest you visit the Center at Maxwell AFB to conduct your research. See attached brochure for details.	
	13. Before coming to Maxwell AFB for research in a classified subject area, contact AFOPA-MB, 1221 South Fern St., Arlington VA 22202 to obtain proper authorization for access to the classified document collection.	
	14. Consult the reference works checked on the attached list.	
15. COMMENTS Reference your letters, 5 April and 30 May 82. We checked unit histories from MacDill AFB for 1967 and 1968, and there is no reference to experimental flying saucers. We are, however, including an article from <u>Alr Enthusiast International</u> , June 1974, about the A.V. Roe Canada Avrocar. The company built two prototypes, which underwent flight testing in May 1961. During World War II, the Germans also worked on flying discs (see extract from Rudolf Lusar's <u>German Secret Weapons of the Second World War</u>). Without citing any sources, Lusar contends that the A.V. Roe works pursued the German efforts in their Avrocar program. You might write the museum at Offutt AFB for additional information about saucers in storage or on display.		
8 DEC 94 ATTN: LT. M'ANDREW - ALSO NOTE PG 165 ATTACH AND PG 166 - 1955 SEE AIR FORCE DONALD QUARLES		
11/28/94 BRENDA, - I DELETED MY OLD PREVIOUS ADDRESSES (10 YRS AGO) FROM ENCLOSED AS I HAVE NOW RELOCATED AND RETIRED TO PRESENT ALT ADDRESS; TO HELP INSURE COMMUNICATION ARRIVAL HERE. JDP		
TYPED NAME AND TITLE R. CARGILL HALL Chief, Research Division		SIGNATURE Cargill Hall

AMERICAN HERITAGE CENTER FILE RESEARCHER PLEASE NOTE.
"PHILOSOPHICAL SOCIETY/LIBRARY WAS FOUNDED BY
BENJAMIN FRANKLIN TO PUBLISH/PRINT UNITED STATES
GOVT. SECRET DOCUMENTS. LIB. CONGRESS # 59-65408

GERMAN SECRET WEAPONS OF THE SECOND WORLD WAR

by
RUDOLF LUSAR

Translated by
R. P. HELLER and M. SCHINDLER



PHILOSOPHICAL LIBRARY
NEW YORK

TYPED NAME AND TITLE

R. CARGILL HALL
Chief, Research Division

SIGNATURE

R. Cargill Hall

DATE

11 Jun 82

164 GERMAN SECRET WEAPONS OF SECOND WORLD WAR

282". The Flettner helicopters, too, were well suited for anti-submarine warfare. Thirty machines of this type were built.

For reconnaissance purposes, Flettner designed the "Kolibri", of which type twenty-two machines were produced. They were not put to operational use. Nineteen were destroyed, two were taken to the United States and one to the Soviet Union, where it served as a model for the design of Soviet helicopters. The Bavarian Motor Works had intended to build 1,000 Flettner helicopters but were, in the end, unable to carry out the project. The "Kolibri" was powered by a 150 PS Siemens Sh-14-A engine and had two 11.8-m. rotors with a surface of 112.8 sq. m. Its flying weight was 1,000 kg. and it carried a payload of 360 kg. Its maximum speed in horizontal flight was 150 km./h., its cruising speed 116 km./h.

The FL 285 was of similar design and dimensions but was powered by a 600 PS BMW-132 engine.

The helicopter FL 339 was still undergoing development; it was built as a reconnaissance aircraft and was intended to keep airborne for two hours.

During the war, the Viennese Baumgartl developed a helicopter intended to carry one man; it was strapped to the pilot like a parachute. It had two rotors of 4.8 m. diameter, each powered by an 8 PS engine. The machine had a total weight of 19 kg. and could be folded up like a collapsible boat.

Nagler-Rolz designed the NR 54, a one-man helicopter, equally small and light, which was also strapped to the pilot's back. Its rotors were powered by two light 8 PS Argus engines. Another midget helicopter, the NR Knapsack had one rotor only and was even a bit lighter.

Germany's successful experience with helicopters stimulated important helicopter developments, after the war, in the United States, France, Britain and recently also in the Soviet Union. Helicopters proved their worth during the difficult mountain operations in Korea. The United States hold the Flettner patent on licence. The gyroplane "FA 330" will be described in detail in the chapter on the Navy.

Flying Saucers

Flying saucers have been whirling round the world since 1947, suddenly turning up here and there, soaring in and darting off again at unprecedented speed with flames encircling the rim of the saucer's disc. They have been located by

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45

UNITED STATES COPYRIGHT

TYPED NAME AND TITLE

R. CARGILL HALL
Chief, Research Division

SIGNATURE

Cargill Hall

FORM 4
APR 82

PREVIOUS EDITIONS ARE OBSOLETE.

HISTORICAL RESEARCH REQUEST

DATE

11 Jun 82

WORLD WAR

suitable for anti-aircraft defense were built. The first designs were produced in 1939. Nineteen were built and one to the design of the first design had intended to be built, but the end, unable to be built, was powered by a 1.8-m. rotor with a weight of 1,000 kg. The maximum speed in level flight was 116 km./h. The design was intended to be built but was not.

development; the design was intended to be built but was not.

developed a helicopter, the design of which was intended to be built but was not.

the pilot's seat, each of which was intended to be built but was not.

opters stimulated the war, in the design of which was intended to be built but was not.

world since the war, in the design of which was intended to be built but was not.

THE GERMAN AIR FORCE

165

radar, pursued by fighters and yet nobody has so far succeeded in establishing the existence of such a "flying saucer" or managed to ram or shoot one down. The public, even the experts, are perplexed by an ostensible mystery or a technical miracle. But slowly the truth is coming out that even during the war German research workers and scientists made the first moves in the direction of these "flying saucers". They built and tested such near-miraculous contraptions. Experts and collaborators in this work confirm that the first projects, called "flying discs", were undertaken in 1941. The designs for these "flying discs" were drawn up by the German experts Schriever, Habermohl and Miethe, and the Italian Bellonzo. Habermohl and Schriever chose a wide-surface ring which rotated round a fixed, cupola-shaped cockpit. The ring consisted of adjustable wing-discs which could be brought into appropriate position for the take-off or horizontal flight, respectively. Miethe developed a discus-shaped plate of a diameter of 42 m. in which adjustable jets were inserted. Schriever and Habermohl, who worked in Prague, took off with the first "flying disc" on February 14, 1945. Within three minutes they climbed to an altitude of 12,400 m. and reached a speed of 2,000 km./h. in horizontal flight (!). It was intended ultimately to achieve speeds of 4,000 km./h.

Extensive preliminary tests and research were necessary before construction could be started. Because of the great speed and the extraordinary heat stress, special heat-resisting materials had to be found. The development, which cost millions, was almost completed at the end of the war. The then existing models were destroyed but the plant in Breslau where Miethe worked fell into the hands of the Russians who took all the material and the experts to Siberia, where work on these "flying saucers" is being successfully continued.

Schriever escaped from Prague in time; Habermohl, however, is probably in the Soviet Union, as nothing is known of his fate. The former designer Miethe is in the United States and, as far as is known, is building "flying saucers" for the United States and Canada at the A. V. Roe works. Years ago, the U.S. Air Force received orders not to fire at "flying saucers". This is an indication of the existence of American "flying saucers" which must not be endangered. The flying shapes so far observed are stated to have diameters of 16, 42, 45 and 75 m. respectively and to reach speeds of up to 7,000 km./h.

8 DEC 94
LTJ McANDREW - PERHAPS? - NOTE
YOUR PG 12 OF July 1994 Report of Air Force Research
Regarding the Roswell Incident "CONCERNING MANY DOCUMENTS"
CONCERNING POSSIBILITY OF DEVELOPMENTAL SECRET SOVIET AIRCRAFT
OVERFLYING US AIRSPACE.

TYPED NAME AND TITLE

R. CARGILL HALL
Chief, Research Division

SIGNATURE

Cargill Hall

FORM

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HISTORICAL RESEARCH REQUEST

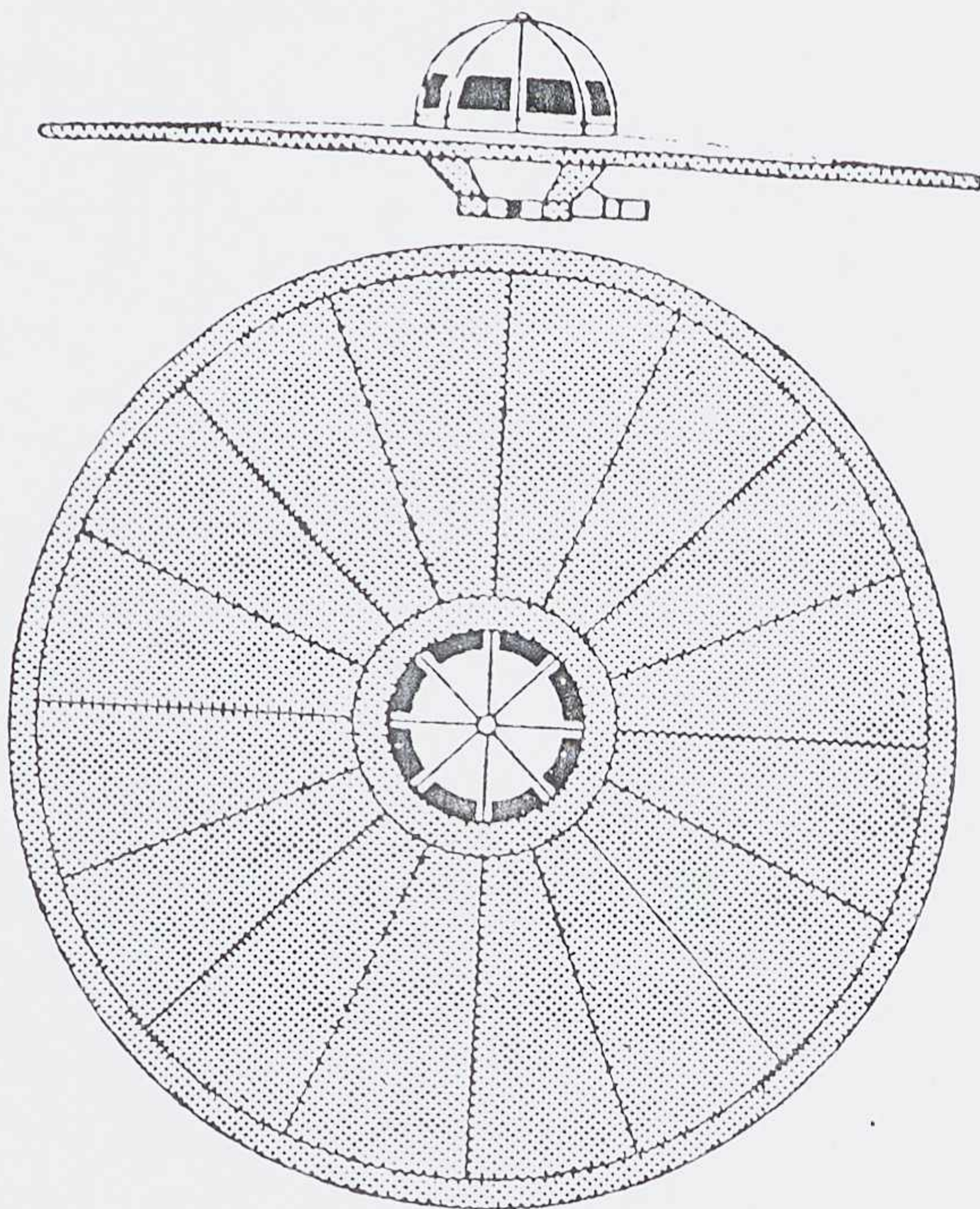
SUBJECT: Request for Research

FILE: AIRCRAFT VZ-9V

DATE

11 Jun 82

166 GERMAN SECRET WEAPONS OF SECOND WORLD WAR



Flying Disc

km./h. (?). In 1952 "flying saucers" were definitely established over Korea and Press reports said they were seen also during the NATO manoeuvres in Alsace in the autumn of 1954. It can no longer be disputed that "flying saucers" exist. But the fact that their existence is still being denied, particularly in America, because United States developments have not progressed far enough to match the Soviet Union's, gives food for thought. There also seems some hesitation to recognise that these novel "flying saucers" are far superior to conventional aircraft—including modern turbo-jet machines—that they surpass their flying performance, load capacity and manoeuvrability and thereby make them obsolete.*

* According to a Washington report at the end of 1955, the United States Air Force was then shortly going to test aircraft models whose appearance would fully correspond to the conception of the "flying saucer". Secretary of the Air Force Donald Quarles has stated that these models are disc-shaped and able to take off vertically. They will do without expensive runways (see "German flying discs").

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the mortars
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The German
mortars. The
heavy mortar

* Translated from German original. (NATO)

TYPED NAME AND TITLE

R. CARGILL HALL
Chief, Research Division

SIGNATURE

R. Cargill Hall

6 NOV 82

Jack D. Pickett

Richard E. Stevenson, Lt Colonel, USAF
 Chief, Community Relations Division-Office of Public Affairs
 Department Of The Air Force
 Headquarters Strategic Air Command
 Offutt Air Force Base, Nebraska 68113

Dear Mr. Stevenson:

Thank you for your courtesy and letter dated 2 NOV 82 concerning disc-shaped aircraft.

I also mention that every AF Agency I have recently made inquiry to, has extended the same courtesy. It brings to mind some of the nicer memories of my career when I was publishing magazines for several of your Officer's and NCO club facilities. As you may know, one or two of those magazines won AF awards for the particular club management involved, before I ceased publishing them.

Concerning MacDill and the aircraft I saw there, I remember another conversation with another personable Lt. Colonel about all the 'flap' caused the Air Force by the sensationalistic publicity whenever a UFO/flying saucer rumor hit the headlines. I agreed with him then. In particular I remember one of his comments that the general public seemed to prefer wild theories rather than a simple statement of fact concerning these aircraft. I have found the same to still be evident in some of the inquiries I received which really rekindled my interest in those extra-ordinary aircraft. And I chuckled till my sides hurt when I recently learned of another well intended inquiry and the answer received to that inquiry from your Chief, Documentation Branch, Offutt concerning "restricted hanger #232"!

Obviously, for the present time, the requested information and copy of photographs are not available. Should that policy change, any time soon, would you then please send copy of two photographs, One, for my new grandson's picture album and one, for inclusion in the Historical Archives, University Of Wyoming. Thank you.

Best wishes,

cc.file

21 OCT 82

Jack D. Pickett

Adjutant General's Office
 Senior Officer In Charge-Experimental Aircraft
 Offitt AFB, Nebraska 68113

Sir:

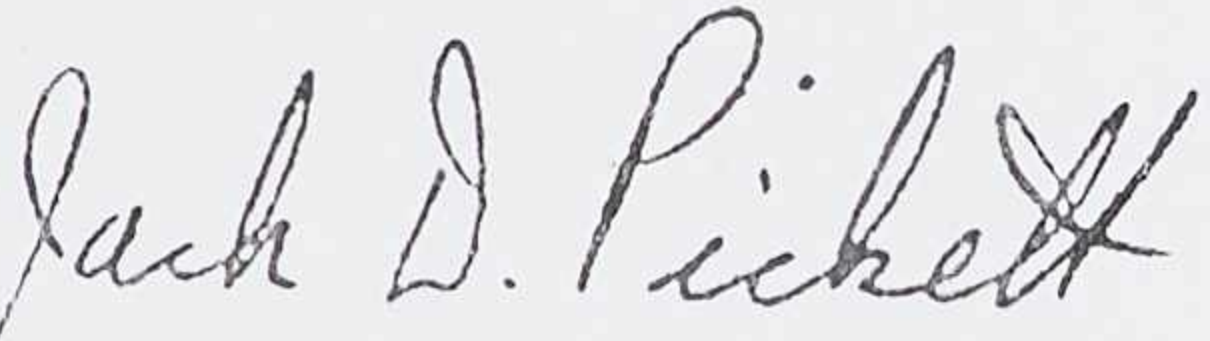
HQ Albert F. Simpson Historical Research Center, Maxwell AFB suggested I write you again concerning obtaining copy of Official USAF Photographs and more information data which they do not have available. They did furnish some about the early development of this type aircraft and I certainly do appreciate that sent me. You have my earlier requests in file. Therefore, please, will you send me data and copy of the photo's of those disc-shaped aircraft I saw in 'parked' storage on MacDill AFB which were awaiting transfer to the Museum and which your office on that Base furnished for inclusion in an issue of THE NCO CLUB NEWS there. I returned the Official photo's to that office and cancelled the article as being to the better interest of the Air Force at that time, due to a coincidental UFO rumor which received considerable publicity in Florida just prior to going to press with that particular club calendar magazine issue.

So many years have now passed, that may I call to your attention that these particular disc-shaped jet aircraft had been discontinued; had all been dismantled/scrapped except for those four stored there and were no longer classified according to the OIC.

Please find attached, copy of three illustrations-not drawn to scale or by professional artist-which should pinpoint the exact aircraft I am researching again.

Please, may I hear from you and obtain the materials requested. Thank you.

Best wishes,



cc.file

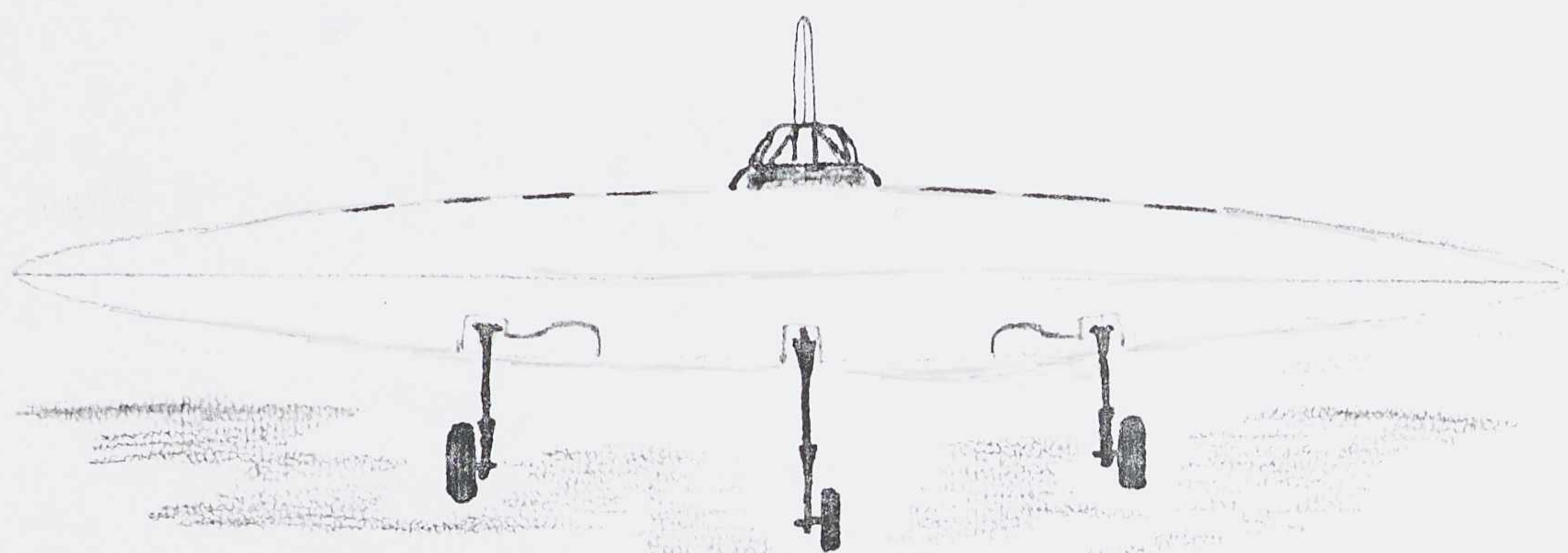
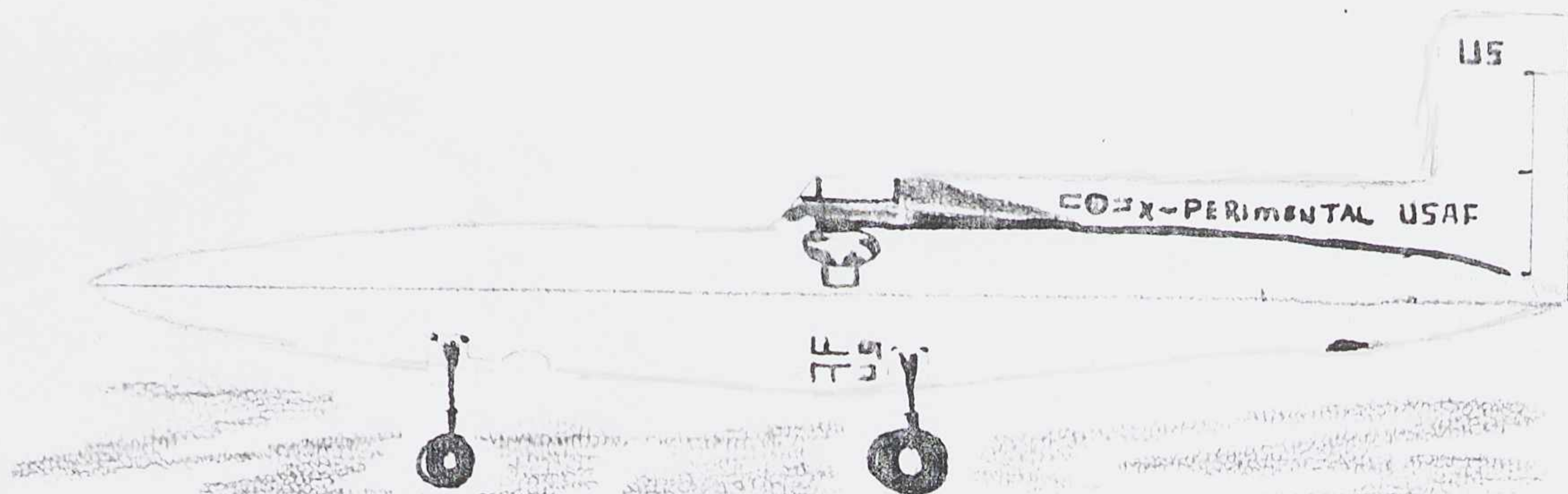
encl. 3 illust. 20', 100' and inflight formation with escort.
 (approx.)

18 DEC 94

ATTN: LT. McANDREW

11/28/94

BRENDA, — I DELETED MY OLD PREVIOUS ADDRESSES (10 YRS AGO)
 FROM ENCLOSED AS I HAVE NOW RELOCATED AND RETIRED
 TO PRESENT ADDRESS; TO HELP INSURE COMMUNICATION ARRIVAL
 HERE. JDP



APPROX. 30' 20'



USAF
X-5551 U5

8 DEC 94

ATTN: LT. M-ANDREW

4 DIFFERENT SIZE BUT ALL SAME
TYPE STORED PARKED ON RUNWAY NORTH WEST
CORNER OF MACDILL AFB NEAR SCRAP PILE NEAR FENCE CORNER

I SAW AND WALKED AROUND ALL 4
IN 1967. SKETCHED THESE ILLUSTRATIONS
FROM MEMORY IN 1982

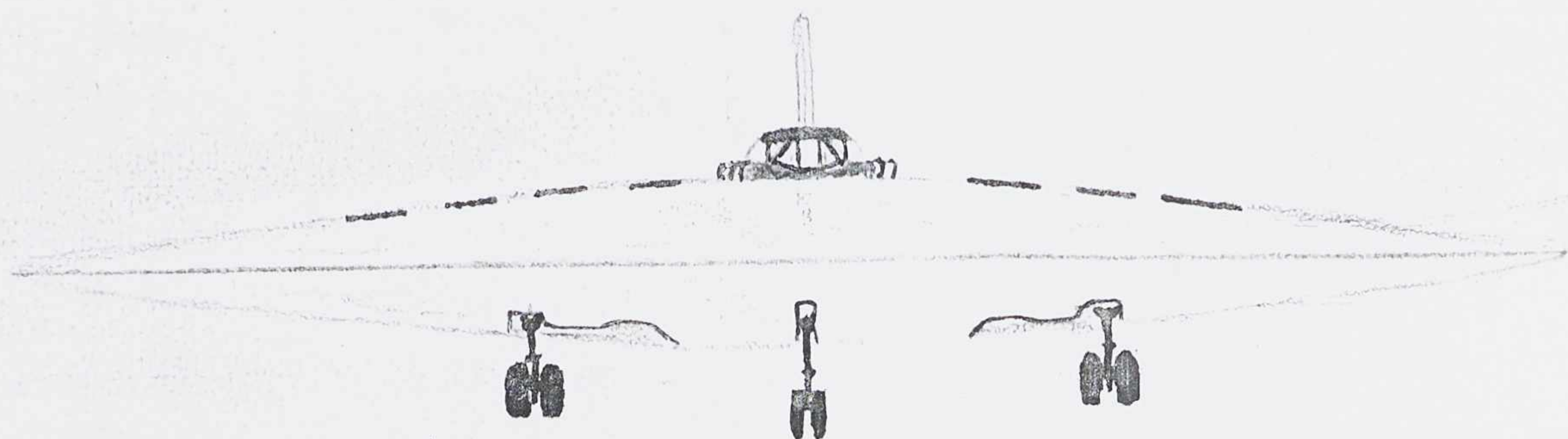
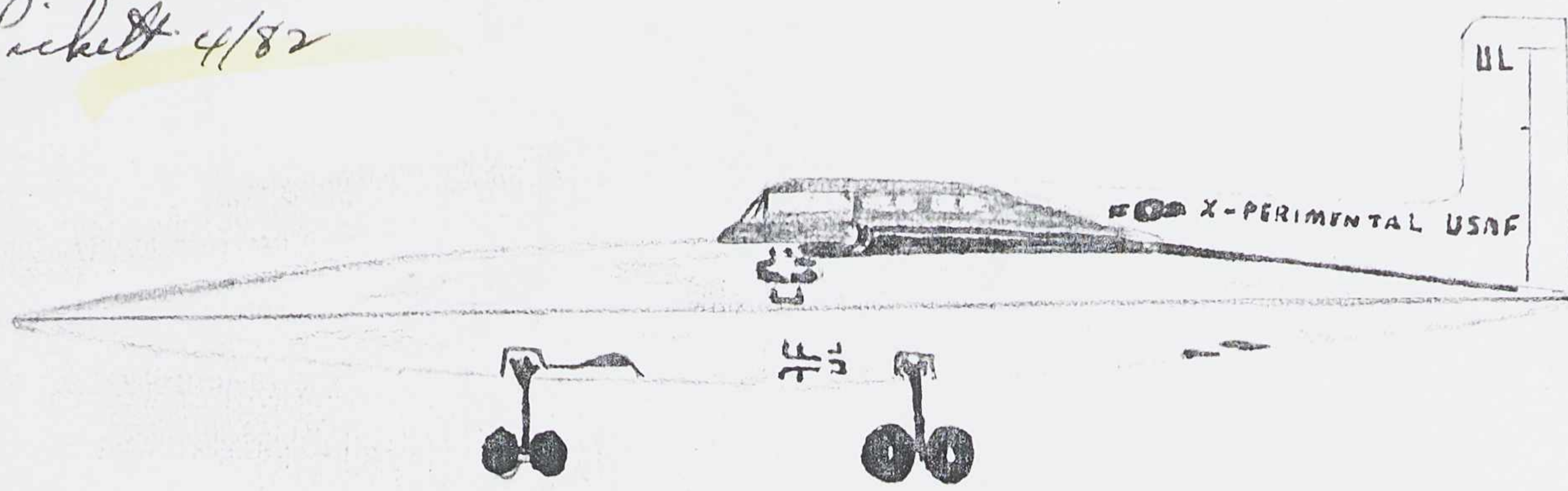
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JACK D. PICKETT: #1150-Pg. 4

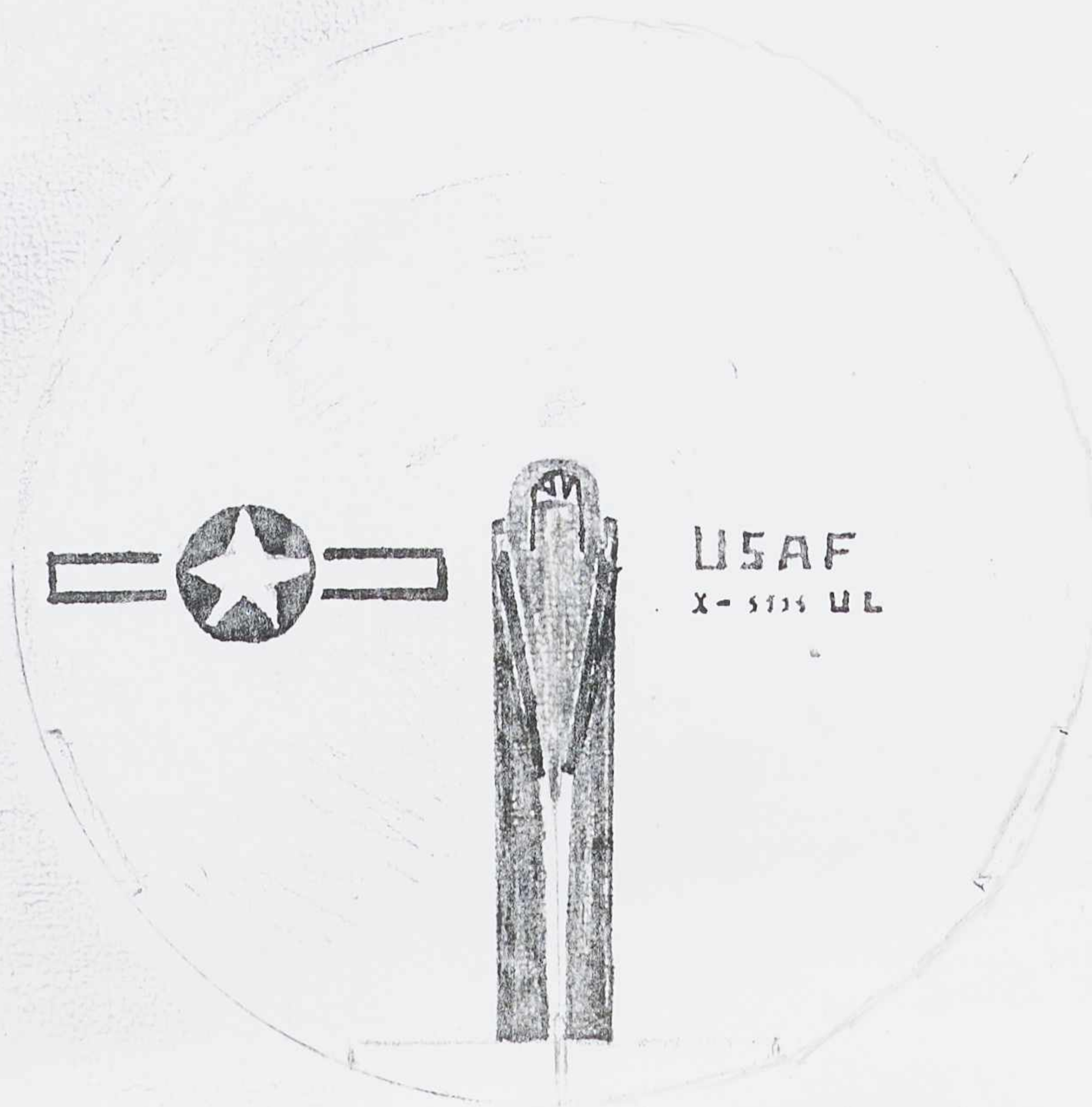
Reel 8. Pickett 4/82

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JACK D. PICKETT: #1150-pg. 5

Jack D. Pickett 4/82



← APPROX. 100' →



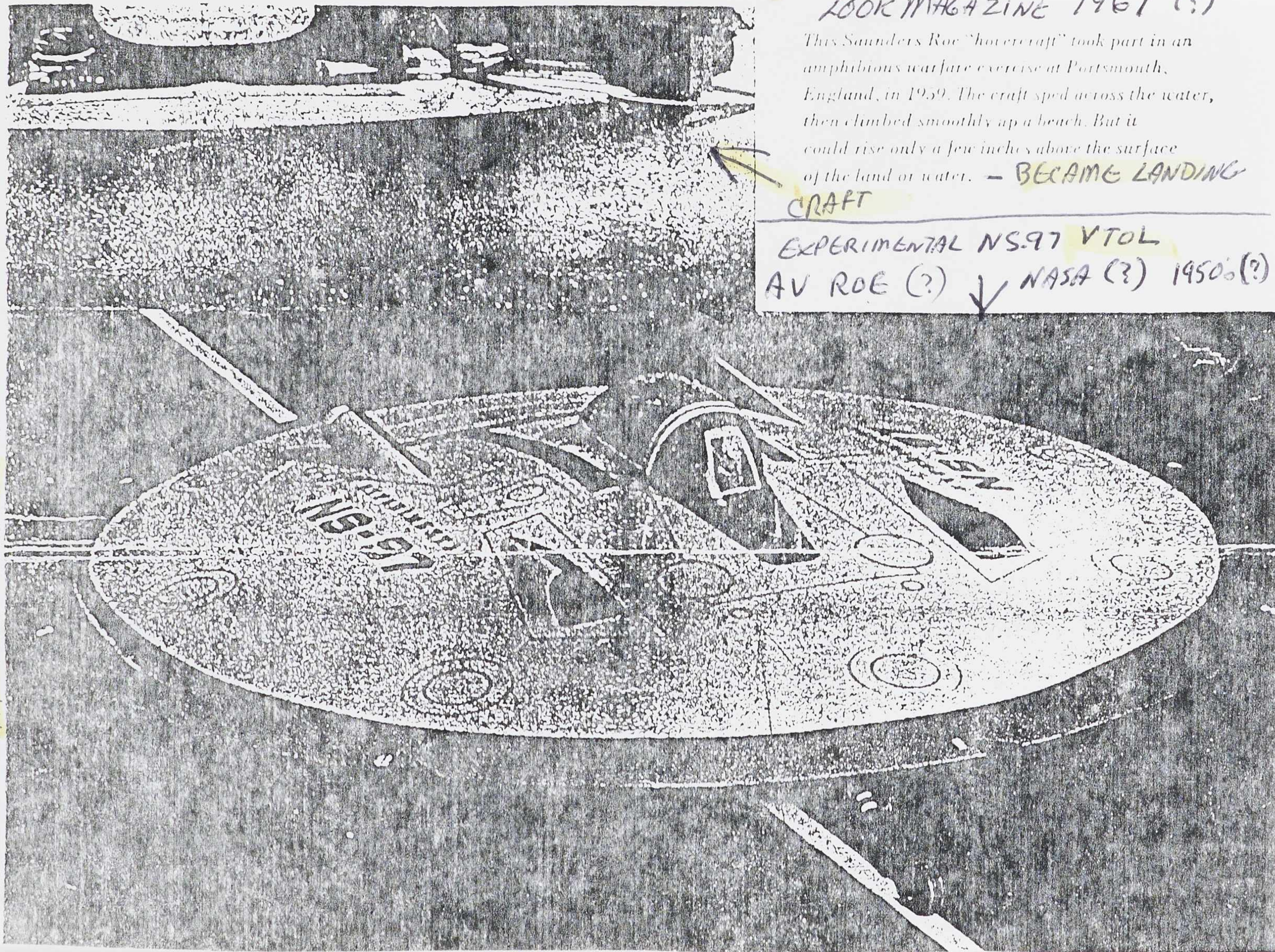
8 DEC 94

LT. McANDREW.

THIS MAY HAVE HAD 3 SETS OF
WHEELS ON MAIN LANDING GEAR - TOO MANY
YEARS AGO TO REMEMBER FOR CERTAIN.

ALL TIRES ON ALL 4 AIRCRAFT WERE FLAT.
ALL 4 DILAPIDATED CONDITION. THIS BIG ONE
WAS TILTED CONSIDERABLY TO STARBOARD AS
THAT MAIN LANDING GEAR SIDE HAD PARTIALLY
COLLAPSED.

ORIGINAL OF THIS PHOTO GIVEN TO ME BY NASA ENGINEER IN 1982
ATTN: LT. McANDREW

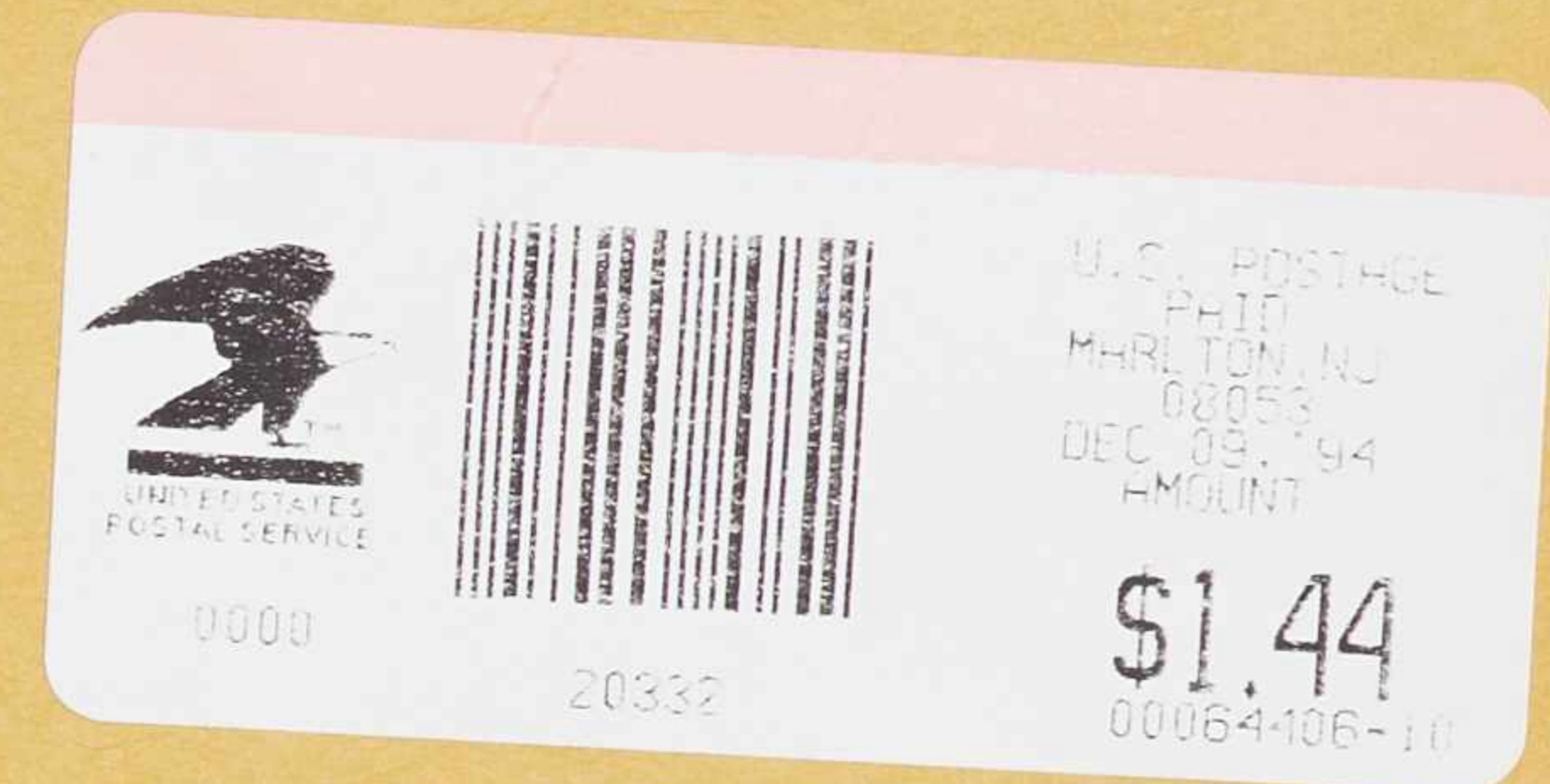


LOOK MAGAZINE 1967 (?)

This Saunders Roe "hovercraft" took part in an amphibious warfare exercise at Portsmouth, England, in 1959. The craft sped across the water, then climbed smoothly up a beach. But it could rise only a few inches above the surface of the land or water. — BECAME LANDING CRAFT

EXPERIMENTAL NS.97 VTOL
AV ROE (?) ✓ NASA (?) 1950s (?)

Jack D. Pickett - Publisher, Retired
28 Brandywine Drive
Marlton, NJ 08053



AF/HO (LT. JIM McANDREW)

170 LUKE AVENUE - SUITE 400

BOLLING AFB, DC 20332

