AF HQ-44
3 Dec 1947

CONFIDENTIAL

AFCSI
Wrtn 14 Sept 49

24-185

(Unclassified) Aerial Phenomena - SPECIAL INQUIRY

Directorate of Intelligence, DCS/O
Air Intelligence Rqmts Div, Documents & Dissemination Br.

1
Mr. Gould/lse/72231
AFCSI

Office of Special Investigations, IG

The attached copies of OSI investigative reports are forwarded for your information.

WILLIAM M. TURNER
Lt. Colonel, USAF
Executive, Special Investigations
The Inspector General, USAF

4 Incls
OSI inves rpts re
JONATHAN E. CALDWELL,
GRAY GOOSE CORP, ROTOR-
PLANE Co.
1. Dtd 22 Aug 49, w/Incl
(Incl w/d)
2. Dtd 23 Aug 49, w/2 Incls
3. Dtd 25 Aug 49, w/13 Incls
4. Dtd 31 Aug 49, w/7 Incls

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPECIAL INV
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

OUT
16 SEP 1949
MANAGEMENT DIV. OSI

Mr Howell instructed to send copy of Inc. 2 to AMC. gkl 15/9/49

Complied with
19 SEP 1949

24-185-22/6
4
USAF IG
OFFICE OF
SPECIAL INVESTIGATIONS

OFFICE SYMBOL	1. AFCSI	2.	3.	4.	5.
GRADE AND SURNAME OF COORDINATING OFFICERS					

CONFIDENTIAL

UNCLASSIFIED

16—29242-2 U. S. GOVERNMENT PRINTING OFFICE

Declassification Authority: NND 923007

CONFIDENTIAL

Hqs OSI

HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION	FILE NO. 24-93	DATE 31 August 1949
	REPORT MADE BY CLAUDIUS E. BELK jds	
TITLE JONATHAN E. CALDWELL GRAY GOOSE CORPORATION ROTOR-PLANE COMPANY	REPORT MADE AT D.O.#4, BOLLING AIR FORCE BASE	
	PERIOD 23 August - 31 August 1949	
	OFFICE OF ORIGIN DO #4, Bolling Air Force Base	
	STATUS PENDING	

CHARACTER
Special Inquiry (Unconventional Aircraft Models)

REFERENCE
Pending rpt. S/A C. E. BELK, DO #4, dtd 25 August 49, file #24-93

SYNOPSIS

Photostatic copies of material received from Mr. STEWART F. SMITH, Baltimore, Maryland, include Patent Office Brief 2108839 and Stock Certificates. Photostatic copies of newspaper articles 20 August 1949 indicate latest newspaper coverage in this area. Numerous letters have been received by this office from civilians desiring to aid this investigation. Newspaper article the Washington "Times-Herald" 25 August 1949, indicates that CALDWELL is still working on aeronautical designs at Las Vegas, Nevada.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF DEFENSE RESEARCH AND ENGINEERING
BY KURT K. KUNZE, Capt, USAF
Historian
13 DEC 1975
DATE

DISTRIBUTION

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Director of Special
Investigations
Headquarters, USAF
Washington 25, D. C.

APPROVED
KIRBY M. GILLETTE
LT. COLONEL, USAF
DISTRICT COMMANDER

FILE STAMP
24-185-221
33-1179-7
UNITED STATES AIR FORCE
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OFFICE OF
SPECIAL INVESTIGATION
15 SEP 1949

AFCSI FORM 4
23 JULY 1948

CONFIDENTIAL UNCLASSIFIED

9-1078, AF

Declassification Authority: NND 923007

CLASSIFICATION CANCELLED
BY AUTHORITY OF
BY
DATE

IN
8 SEP 49
SECURITY
DIV.

Declassification Authority: NND 923007

DETAILS:

Material obtained from Mr. STEWART F. SMITH, original complainant in this case (also DO #4 Number 33-144) has been photostated and copies of material pertinent to this investigation are attached hereto as inclosures.

City Editor, the EVENING SUN, Baltimore, Maryland, was interviewed 24 August 1949 and indicated that the story had lost most of its newspaper interest. Photostatic copies latest newspaper stories as published in the EVENING SUN are attached hereto as inclosures.

Numerous letters from civilians offering aid and information have been received by this District Office. These letters were answered as a matter of courtesy and placed in District Office #4 Case File since none of the information was pertinent to this investigation.

INCLOSURES

FOR HEADQUARTERS, OSI

1. Stock Certificate Rotor-Planes, Incorporated. One hundred shares issued to S. FRANKLIN SMITH. (in dup)
2. Stock Certificate Gray Goose Airways, Incorporated. Fifty shares issued to Mr. S. FRANKLIN SMITH. (in dup)
3. U. S. Patent Office Brief 2108839. (in dup)
4. Photostat of articles appearing in EVENING SUN, Baltimore, Maryland, 20 August 1949. (in dup)
5. Publicity material Gray Goose Airways, Inc. (in dup)
6. Statement JONATHAN E. CALDWELL and article appearing in the SUN, Baltimore, Maryland, 23 August 1949. (in dup)
7. Photograph of rotor plane showing CALDWELL on extreme left and Mechanic GANZ in cockpit.

- PENDING -

Declassification Authority: NND 923007

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 4, BALTIMORE DETACHMENT

AT BALTIMORE, MARYLAND

1. Will interview persons in the vicinity of Edmonston Village, Baltimore, Maryland, in an attempt to locate Mr. WALTER V. DOWLING and/or his son, and obtain information concerning the fabrication of the rotor-plane.

2. Will forward photostatic copies of information made available by Mr. WILLARD E. DRIGGERS.

DISTRICT OFFICE NO. 4, BALTIMORE DETACHMENT

AT GLEN BURNIE, MARYLAND

Will continue liaison, Maryland State Police, and retain custody of models.

DISTRICT OFFICE NO. 4, BOLLING AFB

AT WASHINGTON, D. C.

1. Will conduct national agency checks an CALDWELL.

2. Obtain photographs of information on file in the office of the Civil Aeronautics Authority.

Declassification Authority: NND 923007

INCORPORATED UNDER THE LAWS OF

STATE OF MARYLAND

No. 823

Shares 100

Rotor-Planes, Inc.

CAPITAL STOCK $1,000,000.00

10,000,000 SHARES—PAR VALUE 10¢

THIS CERTIFIES THAT S. FRANKLIN SMITH

One Hundred ---------- Shares of the Capital Stock of

ROTOR-PLANES, INC., Fully Paid and Non-Assessable

is the owner of

transferable only on the books of the Corporation by the holder hereof in person or by Attorney, upon surrender of this Certificate properly endorsed.

In Witness Whereof, the said Corporation has caused this Certificate to be signed by its duly authorized officers and to be sealed with the Seal of the Corporation

this First day of June A.D. 1939

Willis R. Ruggles PRESIDENT

J. E. Caldwell SECRETARY

SHARES 10¢ EACH.

GOES

© GOES 53

Declassification Authority: NND 923007

24-93

Incl 1 page 1

Declassification Authority: NND 923007

For Value Received, ____ *hereby sell, assign and transfer*

unto _____

_____

Shares of the Capital Stock represented by the within Certificate, and do hereby irrevocably constitute and appoint

_____

to transfer the said Stock on the books of the within named Corporation with full power of substitution in the premises.

Dated _____ *19*____

In presence of

_____ _____

NOTICE. THE SIGNATURE OF THIS ASSIGNMENT MUST CORRESPOND WITH THE NAME AS WRITTEN UPON THE FACE OF THE CERTIFICATE, IN EVERY PARTICULAR WITHOUT ALTERATION OR ENLARGEMENT, OR ANY CHANGE WHATEVER.

Declassification Authority: NND 923007

24-93

Unclas 1 p 2

Declassification Authority: NND 923007

INCORPORATED UNDER THE LAWS OF

NEVADA

No 20937

Shares -50-

The Gray Goose Airways, Inc.

CAPITAL STOCK $1,000,000.00

10 MILLION SHARES PAR VALUE TEN CENTS

This Certifies that S. Franklin Smith is the owner of

Fifty Shares of the Capital Stock of

The Gray Goose Airways, Inc., FULLY PAID AND NON-ASSESSABLE

transferable only on the books of the Corporation by the holder hereof in person or by Attorney upon surrender of this Certificate properly endorsed.

In Witness Whereof, the said Corporation has caused this Certificate to be signed by its duly authorized officers and to be sealed with the Seal of the Corporation this 20 day of June A.D. 1936

J E Caldwell SECRETARY

C C Caldwell PRESIDENT

SHARES 10 CENTS EACH

©GOES 46

Declassification Authority: NND 923007

24-93
Incl 2-p1

Declassification Authority: NND 923007

CERTIFICATE

FOR

-50-

SHARES

OF THE

Capital Stock

The

Gray Goose Airways

Inc.

ISSUED TO

S Franklin Smith

DATED

June. - 26 - 36

For Value Received, hereby sell, assign and transfer unto

Shares

of the Capital Stock represented by the within Certificate, and do hereby irrevocably constitute and appoint

to transfer the said Stock on the books of the within named Corporation with full power of substitution in the premises.

Dated

19

In presence of

NOTICE: THE SIGNATURE OF THIS ASSIGNMENT MUST CORRESPOND WITH THE NAME AS WRITTEN UPON THE FACE OF THE CERTIFICATE, IN EVERY PARTICULAR, WITHOUT ALTERATION OR ENLARGEMENT OR ANY CHANGE WHATEVER.

Declassification Authority: NND 923007

24-93

Incl 2-p 2

Declassification Authority: NND 923007

INC1#3

Patented Feb. 22, 1938

2,108,839

UNITED STATES PATENT OFFICE

2,108,839

AIRCRAFT

Edward Burke Wilford, Merion, and Elliot Daland, Philadelphia, Pa.

Application January 3, 1935, Serial No. 206

2 Claims. (Cl. 244—18)

This invention relates to aircraft, and particularly to improvements in a normally aerodynamically driven rotary wing both as to blade design and control.

An object of this invention is to combine the fixed wing element with the center portion of the rotor, not only to fair the hub, but to give the rotor a better lift drag ratio in forward flight.

Another purpose of the invention is to divide the blade into an outer portion which is movable, being feathered or articulated, and an inner portion which is solid and fastened rigidly to the rotor hub. An advantage of this is that the rotor system can be made lighter, and the part which is movable, can be made much smaller, and therefore lighter, which will improve the flying qualities of the machine, due to the fact that the inertia of the parts which have to be moved during each rotation of the blade is considerably cut down, making it easier to get the rotor running smoothly.

These and many other advantages will be clearly understood by referring to the drawings in which;

Fig. 1 is a top or plan view of the rotor used on the aircraft shown in Fig. 2,

Fig. 2 is a top or plan view of a modified form of rotor,

Fig. 3 is a side view of an aircraft which embodies one form of this invention with the path of rotation of the blade shown in dotted lines,

Fig. 4 is a top or plan view of an alternate or modified form of rotor adaptable to the aircraft shown in Fig. 2,

Fig. 5 is a side view of an aircraft using the hinged form of blade tip of this invention with an illustrative conventionalized two bladed rotor hub,

Fig. 6 is a top or plan view of a form of blade which may be used with the aircraft shown in Fig. 5,

Fig. 7 is a top or plan view of another modified blade in which the tip is angularly hinged, which may be used by the aircraft shown in Fig. 5,

Fig. 8 is a side view of an aircraft using the feathered form of blade tip of this invention with an illustrative conventionalized two bladed rotor hub,

Fig. 9 is a top or plan view of a cantilever type of blade which may be used with the aircraft shown in Fig. 8, and

Fig. 10 is a top or plan view of a type of blade using ailerons or flaps which can be used with aircraft shown in Fig. 8.

Referring to Fig. 2. The body 1 is supported when on the ground by wheels 2 and moved forward by propeller 3 driven by the engine. The pylon 4 supports the rotor, which in this form of the invention, consists of a central disc 5 with a plurality of blades 6 extending substantially radially from its edge. Each blade 6 is provided with an inwardly extending shaft 9 which is mounted in two bearings contained within the disc 5 so that it can be feathered or turned through a small angle about its longitudinal axis.

The previous forms of normally aerodynamically driven rotary wing aircraft have had their blades extending practically into the center of rotation, and since, in the vicinity of such center the velocities due to rotation are low, no lift of any importance was obtained by this inner portion of the blades. Furthermore, due to the low velocity and lift the air velocity passing upward through the disc was greatest at this point and tended to fill in the region of diminished pressure which was created by the outer part of the blades and thus to diminish the lift due to that region.

The solid disc center of appreciable area of this invention, as shown, for instance, in the disclosure in Figs. 1 and 2, has many important aerodynamic advantages.

First, it seals off the center of the disc where the excessive upward flow of air occurs.

Second, it thereby prevents the leakage of air into the region of low pressure above the outer portions of the blade and hence increases the lift and efficiency of the outer portion.

Third, it streamlines the hub and affords a fairing for any bracing which may be used to make the center portion of the structure stiffer and lighter.

Fourth, it is of such diameter as to provide enough length between its center and the rim of the disc 5 that the blades can be mounted independently, with reasonably small forces on the bearings.

Fifth, it provides a fixed surface on which the aircraft can help support itself after sufficient speed has been attained, thus allowing the blades to be somewhat unloaded and to slow down in their revolutions, and therefore to offer much less resistance to forward progress.

The center disc 5 may be constructed of sheet metal, plywood, fiber or other sheet material or of ribs and doped cloth. Its section should be as streamlined as possible and may or may not be symmetrical.

The blades 6 are similar to other blades used in cantilever gyros and may be of any of the forms disclosed in an application of Daland and Herzog, filed of even date herewith, except that they are preferably shorter and have much less weight because the heavier inner portion of past constructions is not required. They are preferably and illustratively intended to be feathered, i. e., the angle of incidence varied slightly during the revolution so as to provide equality of lift

Declassification Authority: NND 923007

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Declassification Authority: NND 923007

Feb. 22, 1938. E. B. WILFORD ET AL 2,108,839

AIRCRAFT

Filed Jan. 3, 1935 2 Sheets-Sheet 2

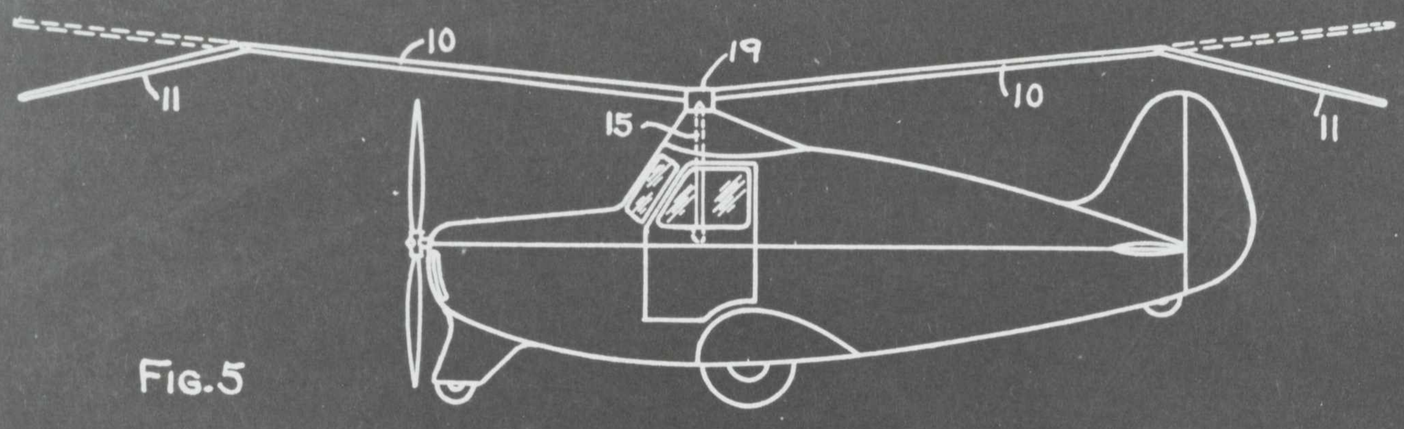


FIG. 5

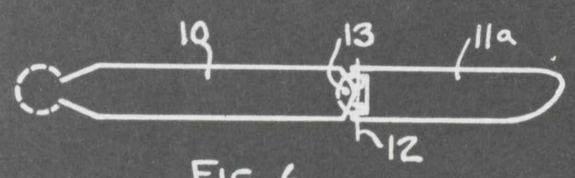


FIG. 6

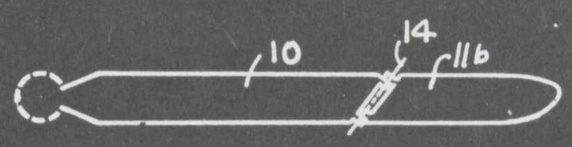


FIG. 7

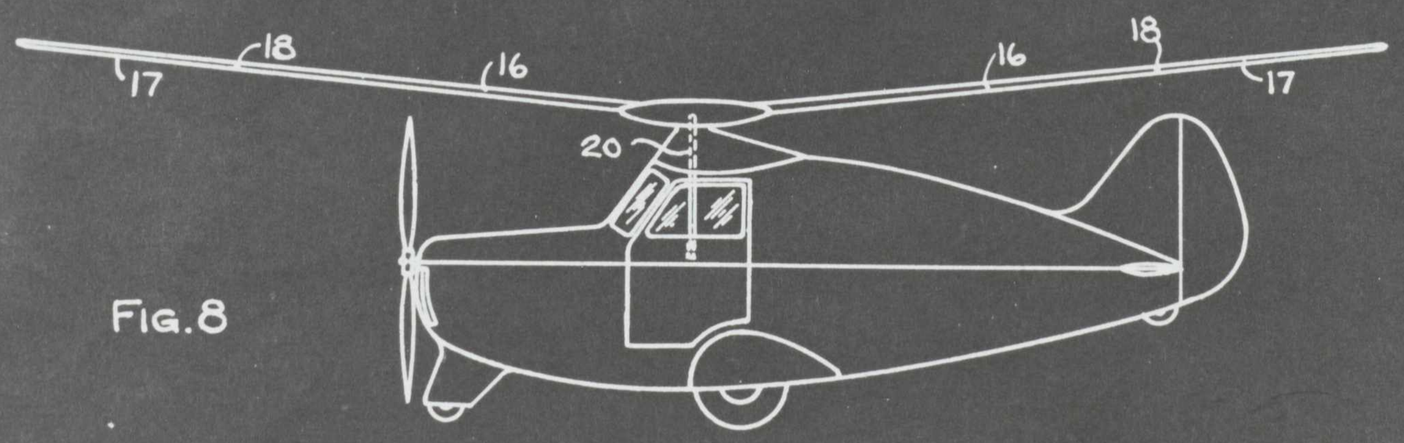


FIG. 8

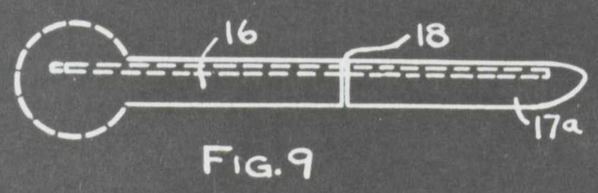


FIG. 9

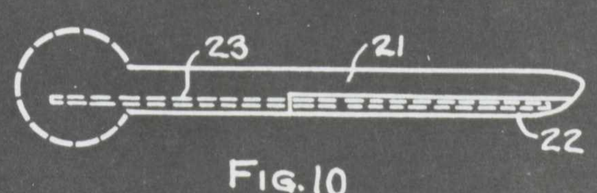


FIG. 10

INVENTORS
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ATTORNEYS.

Declassification Authority: NND 923007

24-93

Uncl 3 p 2

Declassification Authority: NND 923007

Feb. 22, 1938. E. B. WILFORD ET AL 2,108,839

AIRCRAFT

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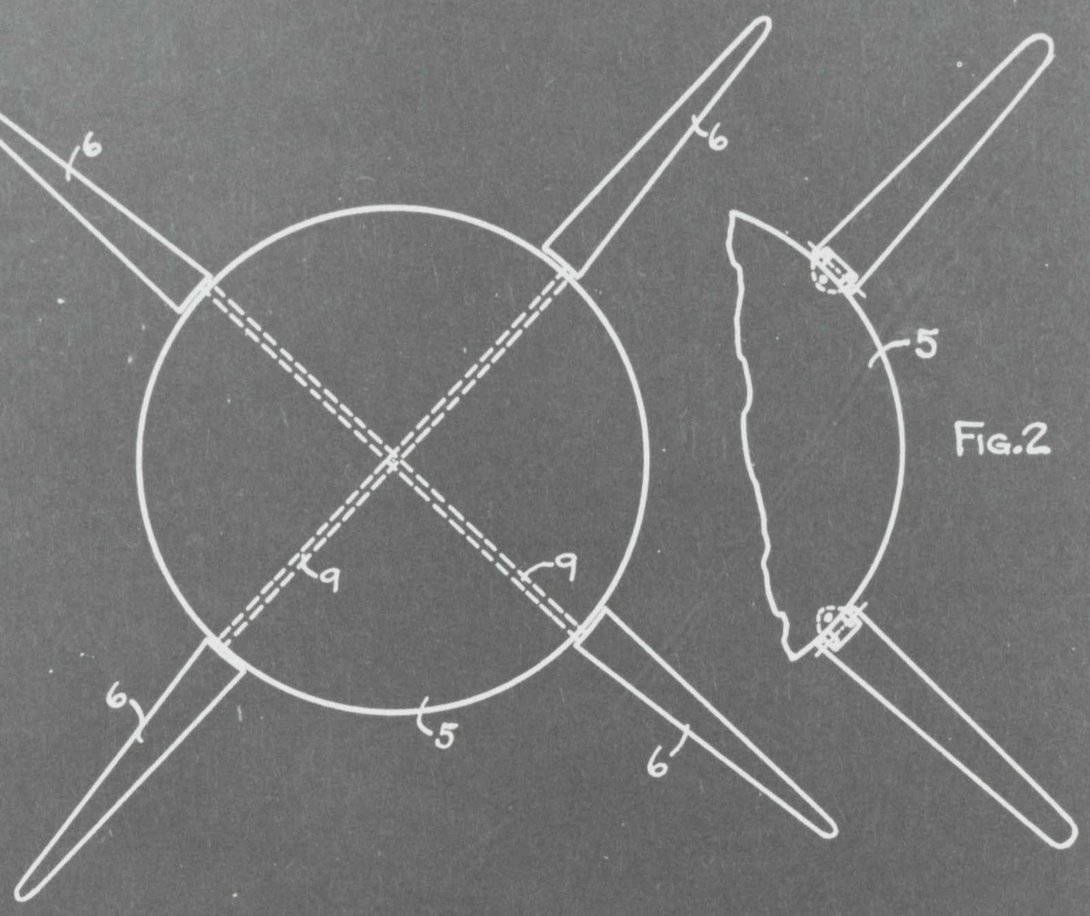


FIG. 1

FIG. 2

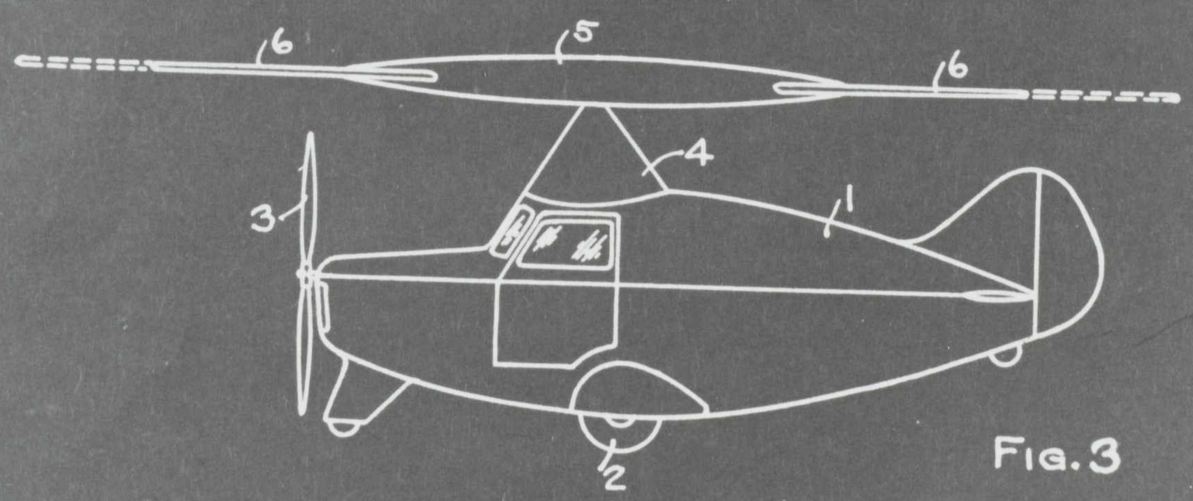


FIG. 3

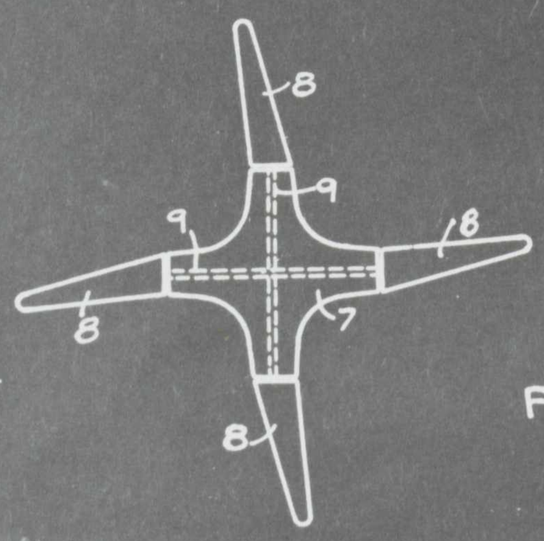


FIG. 4

INVENTORS
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ELLIOT DALAND
BY Frank H Borden
ATTORNEYS.

Declassification Authority: NND 923007

24-93

Encl 3 p3

Declassification Authority: NND 923007

Fig. 2.

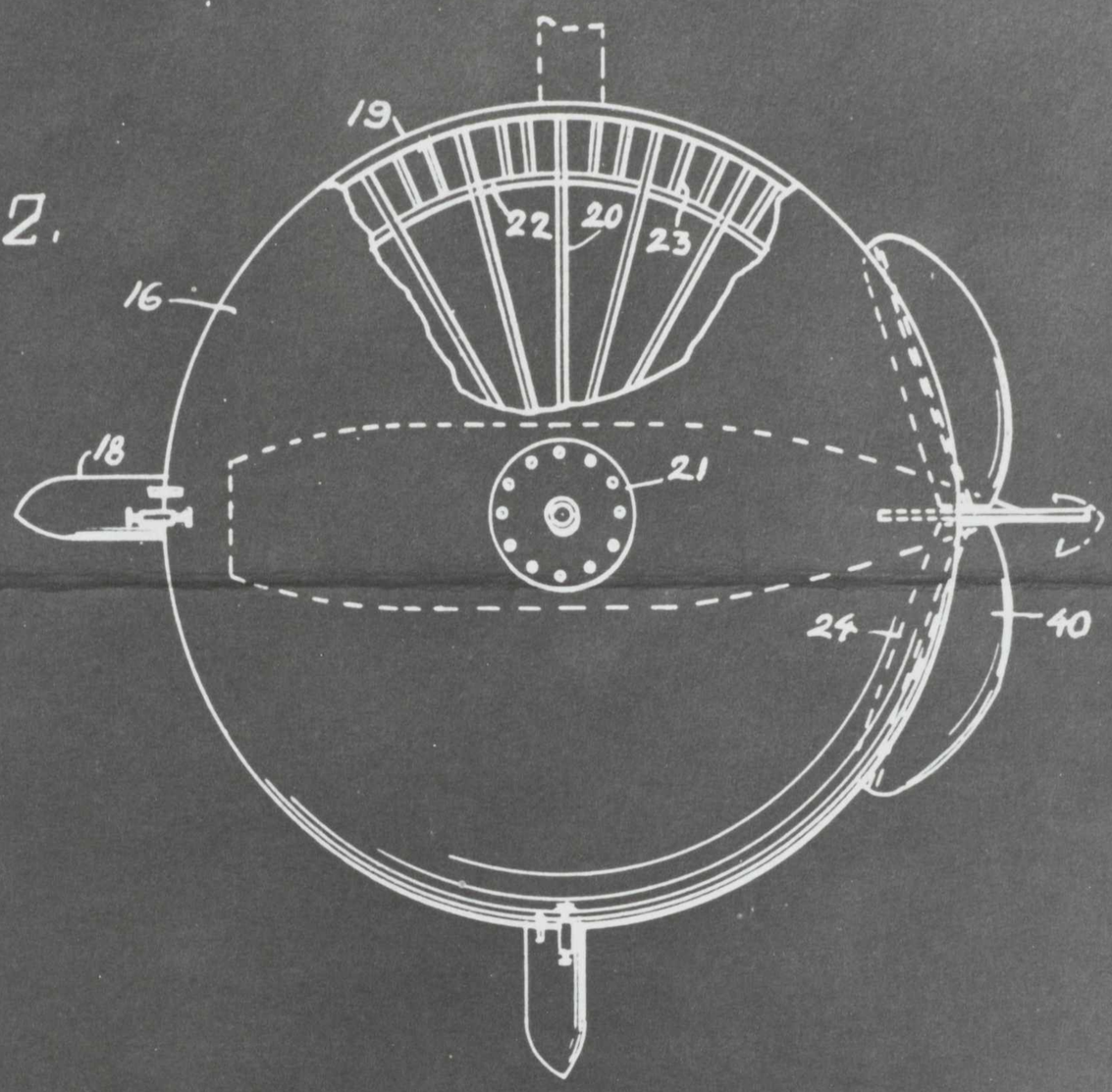


Fig. 3.

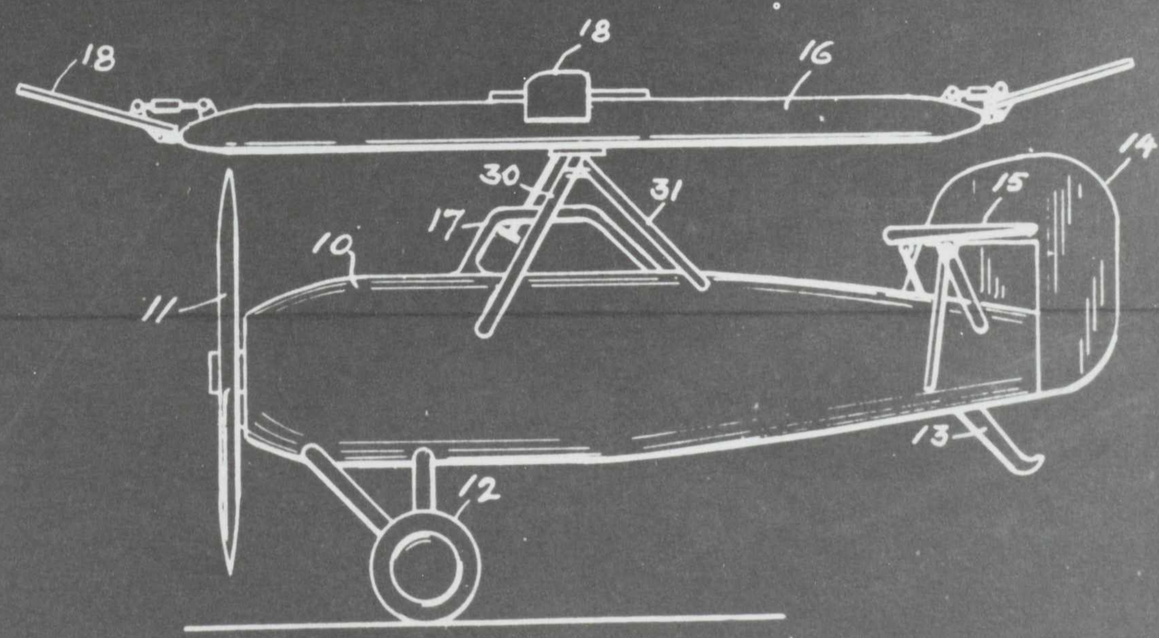
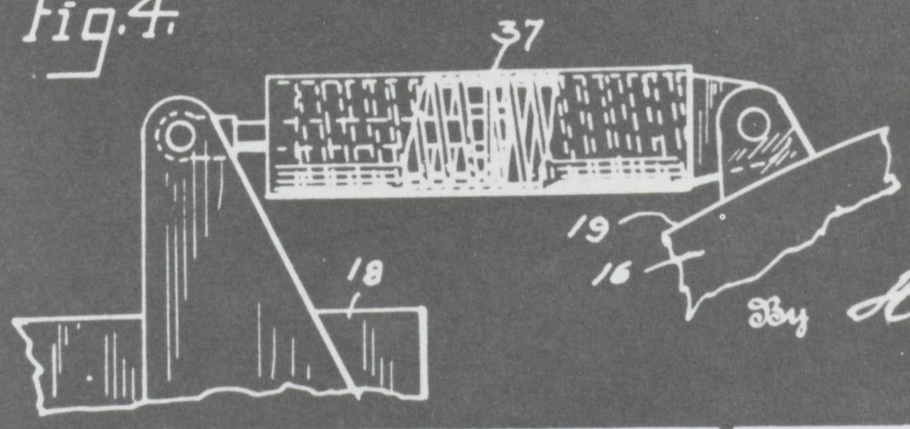


Fig. 4.



Inventor
Jonathan E. Caldwell.
By Harmon Jakobson
Attorney

Declassification Authority: NND 923007

24-93

Encl 3 p 4

Declassification Authority: NND 923007

or desired manual control. The blades, however, alternatively may be hinged to the enlarged central disc 5 at any angle and control may be obtained by rocking the whole assembly, as in Fig. 2.

Fig. 4 represents an alternate or modified form of this invention. The center star section 7 is not round as in Fig. 1 but is shaped to accommodate the number of blades used.

It has less area than the central solid disc 5 in Fig. 1, and so cannot generally be used to support the gyroplane in the high speed condition, but it has all the other advantages of Fig. 1 and is somewhat lighter. The blades 8 are similar to blades 6 of Fig. 1 and have the same advantages.

The construction of star central section 7 may be similar to that used in disc 5, Fig. 1. The blades 8 may also be hinged so that they flap to correct lift differences, the control being obtained by rocking the axis.

Fig. 5 represents a typical aircraft using another form of this invention. All the features of the craft except the rotor are conventional for a gyroplane. The rotor consists of a plurality of blades 10 and 11. The inner part of each blade 10 is fixed to the rotating hub 19 and does not flap or feather. The outer portion 11 is hinged by connected hinge 12 to portion 10 and in flight it takes up a position which is determined by the balance of the forces of lift and acceleration.

The top view of this blade, Fig. 6, shows that the axis of hinge 12 may be substantially at right angles to the longitudinal axis of the blade.

In addition to the horizontal hinge 12 a vertical hinge 13 may or may not be used. The purpose of the pin 13 is to allow the blade to assume a position in the plan which is a balance.

An alternate form, Fig. 7, shows the hinge axis 14 forming an oblique angle with the longitudinal axis of the blade. The position of the hinge of Figs. 6 and 7 along the blade may be substantially at any point throughout the blade length, but preferably lies between 10% and 60% of the radius. A study of the used distribution of lift on a rotor blade shows that by far the greater part of the lift derived is from the outer half of the blade. Therefore, the equalizing of the lifts on opposite sides of the rotor when a forward velocity occurs, is easily accomplished by the flapping of the small outer portion only. This has the advantage of reducing the weight and therefore the inertia of the flapping element. The angular disposition of the hinge shown in Fig. 7 forces the blade to change its angle of incidence as it flaps so that the amplitude of the flapping is much reduced.

The inner portion 10 may be attached to the hub at a small dihedral angle (as shown), a feature which tends to reduce the bending moments in the inner blade structure 10. The part 10 may also be attached to the hub without dihedral but with sufficient flexibility so that under load it deflects upward to a point where a portion of the load is carried by the tension of centrifugal force, or in other words until a part of the moment is counteracted by a reverse moment composed of deflection times centrifugal force.

The control of this aircraft may be accomplished by tilting the hub and axis of rotation through a small angle in any desired direction. This result is obtained by the stick or lever 15, or the like, which is moved by the pilot's hand through linkages and joints (not shown) to give the proper direction and amount.

Fig. 8 is a side view of an aircraft using still another form of this invention. In this form (as shown in the previous form in Fig. 7) the inner portion of the rotor blade is fixed rigidly to the hub so that it neither flaps nor feathers. The part 17, Fig. 8, and part 17*a*, Fig. 9, is attached to fixed blade part 16 by means of a projecting axial member 18 which is attached rigidly to 17*a* and is journaled in fixed blade part 16 so that the incidence of the tip portion 17*a* can be changed. Associated with this rotor is a hub of the kind used in cantilever gyroplanes arranged for manual control as by stick 20 or the like, through feathering mechanism (not shown).

Fig. 9 is an alternate form of the rotor used in Fig. 8 in that in place of having the whole tip change its incidence, merely a narrow portion 22 near the trailing edge of fixed blade 21 is hinged along its leading edge and is rotated about this axis by the control tube 23 which is operated by the same gyroplane type of hub and manual lever 20 as in the previous case. The advantage of this is that there is no moment but only forces taken through the hinges, and they can therefore be made very light and strong.

The length of the part 16, Figs. 8 and 9, and the distance out from center to the inner end of control tube 23, Fig. 10, may be anything desired, but is preferably between 10% and 60% of the blade radius.

The important advance which underlies all the different forms disclosed herein is that of dividing the blade into two portions so that the inner portion which is moving so slowly that it contributes little to the lift, is made rigid with the hub, and it thereby can be made stronger and lighter. The outer part, which is also the lighter part, is then made to equalize the lifts and/or do the controlling in various ways.

Heretofore all aircraft supported by an aerodynamically driven rotor have had blades which moved as a whole, either flapping or feathering from a point as close to the hub as possible. This disclosure shows the many advantages gained by shortening the movable part of the blades. Of course the step forward in the art by providing the enlarged central disc are of Figs. 1, 2, 3, and 4, whereby the advantages of the auxiliary fixed wing are secured in the rotary wing system itself, and thus enables and facilitates removal of such auxiliary fixed wing as such, are highly important and are deemed to be obvious.

We claim:

1. In an aircraft, a normally aerodynamically driven rotary wing system having a hub and an axis of rotation, a plurality of blades attached to the hub, each blade comprising a stationary inner section of appreciable length and of airfoil section, and a tip section oscillatably mounted on the stationary section for movement relative thereto, on axes both longitudinal and lateral of said blade, the respective tip sections arranged for movement to substantially nullify the moments from the forward velocity of the aircraft.

2. In an autogiro comprising a body with means of forward propulsion, a rotary wing system mounted on the body, the blades of said rotary wing system consisting of an inner fixed portion, tips articulated to the inner fixed portion, said portion and said tip being of airfoil section, and means for tilting the axis of rotation of the wing system to the body.

EDWARD BURKE WILFORD.
ELLIOT DALAND.

Declassification Authority: NND 923007

24-93

encl 3 p 5

Declassification Authority: NND 923007

Air Force Reverses Its Position On Glen Burnie 'Flying Saucers'

Says 2 Experimental Craft Have Absolutely No Connection With "Reported Phenomenon"

By HOWARD NORTON
[Washington Bureau of The Sun]

Washington, Aug. 20—The story of the flying saucers appeared tonight to be as confused as ever, despite the discovery of two saucer-like aircraft models in a Glen Burnie barn.

The Air Force today flatly contradicted a statement made by one of its apparently informed officers yesterday that the Glen Burnie discoveries were "definitely" prototypes of the flying saucer.

Official Spokesman Comments

Tacitly admitting that the Air Force doesn't have a flying saucer to judge by, and probably hasn't even seen one, an official spokesman of the Air Force nevertheless issued this blunt comment:

"The Air Force states that the two experimental aircraft found near Baltimore, Md., yesterday have absolutely no connection with the reported phenomenon of flying saucers."

Pressed for more details, the spokesman added that the office of the director of intelligence at Air Force headquarters had authorized him to say, concerning the Glen Burnie aircraft, that:

"Neither its configuration nor its reported characteristics of flight would qualify it to be related to the reports of flying saucers."

Passed By Office

The spokesman said that the single sentence of official comment was drafted by the Air Force public relations staff, and then read to the intelligence office which "bought it as it is."

"We based the statement on the information of people in the intelligence unit investigating the thing" (the two experimental plane models), he said.

The spokesman acknowledged that he himself had not seen the Glen Burnie planes, and said he thought it unlikely that Air Force intelligence headquarters staff had seen them.

Had Drawings And Photos

"But they have had drawings and photographs made by the investigators," he explained.

The spokesman said he had seen the story "build up" in the newspapers and over the radio yesterday, and thought it was time to put an end to it.

The account of the finding of the strange aircraft gained momentum last night when an Air Force officer stated categorically that "I think these are definitely the prototype of the flying saucer.

This officer then added:

"I personally think the inventor went to some other part of the country and that he—or someone else—developed new planes along these lines and is sending them up."

Authorized, He Says

He cautioned, however, that the Glen Burnie discoveries did not appear "too important" because "it's a pretty old thing and we believe there is something a lot more advanced than this."

Yesterday *The Sun* was informed, by the officer who gave the original estimate of the Glen Burnie aircraft, that he had been authorized by his superiors to answer any questions concerning the find.

The official spokesman explained that Air Force agents have been tracking down 'flying saucer' reports ever since they began to appear, and that the intelligence staff

(Continued on Page 2, Column 2)

Inventor 'Had Something,' Aviation Engineer Says

New Orleans, Aug. 20 (AP)—An engineer who worked with Jonathan E. Caldwell on his saucer-type planes said tonight that lack of funds prevented development of the aircraft.

J. Owen Evans said he had handled areodynamic problems for Caldwell in Washington from 1936 to 1939. One machine was a disk type, the other had rotating cylinders for wings.

One model with two rotating cylinders and a 125-horsepower engine was given wind-tunnel tests by Dr. Louis Crook, of Catholic University, and made short flights at heights of about 6 feet, Evans said. The second model also flew a little, although a test pilot was afraid of it and refused to take it up.

"He (Caldwell) tried to interest the Army in his project but got nowhere," Evans said. "He definitely intended it for eventual military developments.

"He was always promoting stock in his companies and at one time I understand he was only $5,000 short of successful development.

"He unquestionably had something."

'SAUCER' IDEA IS REVERSED

Air Force Changes Earlier View On Glen Burnie Find

By HOWARD NORTON

(Continued from Page 1)

ports ever since they began to appear, and that the intelligence staff section in the Air Force has been given the responsibility of monitoring the 'flying saucer' phenomenon.

He indicated that statements originating from any other source are unauthorized and not to be regarded as in any way official.

So far as any information available to the public goes, the saucer-like models found in Glen Burnie are the first that have come to light that correspond to the phrase "flying saucers" and are known or said to have actually been flown.

Air Force "Indications"

Despite the apparent official decision that the Glen Burnie planes had no connection with what it prefers to call the "flying saucer phenomenon," indications were that the Air Force nevertheless, was:

1. Still retaining possession of the battered aircraft.
2. Still studying them, and
3. Continuing the search for the elderly inventor, Jonathan E. Caldwell, who, with his wife and son, disappeared suddenly in the winter of 1940, leaving behind him on the Anne Arundel tobacco farm not only the plane models, but also a large part of his personal possessions.

The planes were found Thursday in an old tobacco barn on a farm owned by Louis E. Pumphrey in Anne Arundel county about 11 miles south of Baltimore. The farm, for about two years in the late thirties, was occupied by Caldwell and his family.

Discovery was by officers from the Baltimore Bureau of the Office of Special Investigations of the Air Force, who had been tipped off that "flying saucer" models were to be found in the Baltimore area.

Apparently Is Second One

This was apparently the second discovery reported by official quarters of "flying saucers" in the last two years.

The first, on July 8, 1947, was reported by an army public relations officer at Roswell, New Mexico. But a short time after the officer's announcement of the find, army weather officers said that object found was not a flying saucer. They said it was a standard weather balloon, known as a "ray wind target" and used to determine the direction and velocity of the wind at high altitudes.

When rigged up, it was explained, the balloon looked like a metallic, six-pointed star.

PAC

Declassification Authority: NND 923007

24-93

Ind 4-p1

Declassification Authority: NND 923007

BALTIMORE NEWS-POST 20 August 1949

'Discs' Blow Up In Cloud Of Doubt -- Strawberry Flavor

The "flying disc" discovery on the Louis Pumphrey farm at Marley, Md., blew up late yesterday in a cloud of doubt with a strawberry flavor.

In Washington the Air Force denied that the two odd contraptions found on the farm had any connection with "the reported phenomena of flying saucers," and an old man residing on the farm identified one of the models—to his own satisfaction, anyway—as "a strawberry separator."

The Air Force said it couldn't recognize the models as forerunners of the "flying discs" since there is no proof that "flying discs" really exist.

BERRY STANDS UP.

The Air Force denial made the berry official but the strawberry flavor opened another question.

Other Anne Arundel countians said they never had heard of a "strawberry separator."

Denying the strawberry theory, John W. Ganz, Glen Burnie airport mechanic, said the model really was built to fly—although it never did.

Ganz helped build it. For purposes of simplification Ganz identified the non-flying machines as "the cheese-box" and "the pancake."

FIRST 'CHEESE BOX.'

He said "the cheese box" was built by a cabinet maker on Conway street, Baltimore, and "the pancake" was built in a garage on Kenilworth avenue, Washington.

They were assembled and powered on the Pumphrey farm, off the old Annapolis road.

While neither "the pancake" nor "the cheese box" ever flew, Ganz said the inventor, Jonathan E. Caldwell, did manage to get a small scale model of the former into the air.

The "cheese box," said Ganz, was too heavy. As a matter of fact, Air Force investigators found it too heavy to move. When they found it they thought at first glance that it might be a cider press, they said.

The "pancake" was removed from the tobacco shed in which it was found to the home of State Trooper John Harbaugh for safe keeping. The "cheese box" was left where it was found because of its weight.

VANISHING FAMILY.

While the disclosure that the models had nothing to with "flying discs" cooled Air Force interest, the question remains—what became of the inventor, Caldwell, and his wife and son. They left Maryland in 1940 and were last heard from in Washington.

There, unlike their machines, they vanished apparently into thin air.

One of Caldwell's companies, Gray Goose Airways, was incorporated in Nevada in 1928. It was capitalized at $1,000,000 and planned to issue 10,000,000 shares of stock at ten cents a share.

Caldwell was named in the papers as secretary and treasurer. Olive Caldwell, presumably his wife, was named as president.

LICENSE HAS LAPSED.

John Coontz, Secretary of State, said yesterday at Carson City, Nevada, that the company's license has lapsed since 1939 through failure that year and after to file an annual list of its officers and directors.

There was only one director besides the Caldwells, a Paul Davis.

Coontz never knew the Caldwells and neither did Mrs. A. L. Simpson, who filed their incorporation papers for them. Mrs. Simpson is resident agent at Carson City for the State Agent and Transfer Syndicate.

Disk Still Mystery, Says Original Observer

The man who first reported incredible undulating disks flashing through the air doubts the objects found on a Maryland farm will help to explain the "flying saucer" mystery.

Still mystified, he said yesterday the "saucers" might come "from anywhere."

Kenneth Arnold, Idaho flyer, who reported sighting nine shiny disks flipping over Mount Rainier in June, 1947, declared that Jonathan Caldwell's roto-plane "saucer" "is a gadget that's not particularly new."

"I know inventors who've experimented with the same thing since 1932 and say they have no way to get the kind of performance the flying disks do."

Arnold, who claims to have photographed two disks in flight, describes the craft he has seen as "quarter-moon shaped, moving at more than 1,200 miles an hour with a peculiar fluttering motion, and reflecting a blue-white glow from the center."

"Saucers" which he has sighted on four occasions, he said, are "definitely of metal material and definitely some type of aircraft which is unconcerned with pilots in other planes."

Declassification Authority: NND 923007

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Incl 4-pg 2

Declassification Authority: NND 923007

THE EVENING SUN August 20, 1949

FLYING DISK MODEL FLOWN SUCCESSFULLY

Air Force Reveals Test And Search For Inventor's Son

A scale model of one of the battered flying saucer prototypes found this week on a Glen Burnie farm was flown successfully in tests, an Air Force official disclosed here last night.

A quarter-horsepower model of Jonathan E. Caldwell's "roto-plane," described by officials as an original version of the flying disk, was tested and flown successfully on Caldwell's Glen Burnie farm in the late 1930's, Capt. Claudius Belk, head of the Baltmore office of Special Investigation of the Air Force.

Captain Belk revealed that his office has been "investigating this machine for months" and is making every effort to locate Caldwell's son in the hope of obtaining engineering information about the "roto-plane."

Inventor May Be Dead

He pointed out that Caldwell would be in his 70's if alive now and said it is quite possible the disk inventor may be dead.

The model found in a Glen Burnie tobacco-drying shed has "no specific value," the Captain continued. His office, he said, is trying to "run down" the engineering idea behind it.

In the meantime, the disk which was part of Caldwell's "Gray Goose" helicopter—of more conventional design than the saucer-shaped "roto-plane"—has been turned over to Trooper John J. Harbaugh, of the State police.

Spurs Federal Search

It will remain in his custody, Captain Belk said, until authorities of the Air Force's technical staff at Wright Field decide whether to have it shipped there for tests.

The discovery of the "flying saucer" prototypes, which was revealed yesterday, has spurred a Federal search for the inventor who disappeared mysteriously nine years ago.

Caldwell had worked on the early type of flying disk on the Anne Arundel county farm during 1937 and 1938.

The remnants of his work, which lay for years unnoticed in the tobacco-drying shed 2 miles southeast of Glen Burnie were discovered early this week during an inyestigation by Federal agents.

Disappeared In 1940

Caldwell, his wife, and teen-age son disappeared from the farm in the Winter of 1940, leaving behind furniture, personal effects and bundies of soiled laundry. They were not heard from again in Anne Arundel county.

The equipment found this week consisted of a circular wooden box about 12 feet in diameter, of plywood construction. The box, the plywood construction. The box is approximately 3 feet deep, and there is room for a one-man cockpit in the center.

Metal strips fitted around the top and bottom of the "roto-plane" are equipped with small rollers, similar to roller-skate wheels.

Rotors Attached

A pair of large metal hoops found near by were used to fit around the box and against the rollers. A mechanic who worked with Caldwell on the project said the hoops rotated in opposite directions around the box, and, with rotors attached, supplied the power which was to fly the machine.

Also discovered in the shed was a a saucer-shaped disk with rotors attached, part of the inventor's "Gray Goose." This disk, once equipped with a German-type engine and instrument panel, was removed by Federal agents and turned over to State police.

Silent For Security Reasons

Federal agents who supervised removal of the equipment from the shed said they could not discuss the discovery for security reasons. Trooper John J. Harbaugh, of the State police, also refused to discuss the find, emphasizing that he was merely assisting Federal authorities in the investigation.

John W. Ganz, the mechanic who worked with Caldwell on the disks in 1938, said the inventor originally approached him with the information that he was designing a helicopter.

An unconventional type helicopter with a large disk attached above the fuselage was actually flown from a field near Washington, Mr. Ganz said. He described the aircraft as a "pancake."

Helped Test "Cheesebox"

Flown by a young man who had never soloed, the craft reached a height of approximately 75 feet, Ganz said, then crash-landed when the pilot became frightened and choked out the motor.

This was the only flight he knew of, Ganz stated.

Later, Ganz continued, Caldwell lost interest in the "pancake" and began work on the "roto-plane." The mechanic said he assisted the inventor in the project, and helped test the "roto-plane" in 1939.

The 1939 test was unsuccessful, Ganz said, because the motor was too small to lift the box, which weighed 1,500 pounds.

"The old man was way ahead of his time," Ganz said.

Model Really Flew

"A small aluminum model of the saucer really flew."

Ganz, who is now a repairman at the Glen Burnie airport, said the box was a huge "drum" with counter-rotating hoops around top and bottom. Driven by a rubber drive wheel, the rotation of the hoops worked to lift the box and eliminated the need for a tail, as used in conventional helicopters.

The entire box, Ganz continued, was covered with a glass dome, giving it a semi-spherical shape in the air.

Declassification Authority: NND 923007

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Declassification Authority: NND 923007

GRAY GOOSE Airways inc.

BOX 652
WASHINGTON, D. C.

JONATHAN E. CALDWELL
Secy. and General Manager

November 1936

Dear Friend:

The enclosed shows the interest of the public in the future trend of aircraft.

Do you realize that it was the invention of the steam engine, making the railroads possible a hundred years ago, that relieved a great world depression and ushered in a new era of wealth and prosperity? Do you realize that the invention of the automobile thirty-five years ago rendered a similar service to mankind? Do you know that half of the cost of railroading is the road bed, and that we spend in the United States alone one thousand million dollars annually for highways travelled by the auto?

Do you realize that a very large portion of the world has neither railroads nor highways as yet? Now the roads are all built for the Gray Goose. Nature provides the highway. She furnishes gravity, which will be most of the power used to travel the airways when man flies like a bird.

The introduction of such a system of transportation will render all other forms obsolete, because transportation is the life blood of commerce, and all competitive industry and commerce are compelled to use the cheapest transportation in order to survive.

Now the cheaper the transportation the greater dividends it pays. That is why great fortunes were made by the early investors in rail and auto stocks. Recently a famous writer made the statement that the first capable man acting on a THOROUGH REALIZATION of the flying machines' future would build for his investors such a fortune as would make the Hills, Harringtons and Vanderbilts look like small financial crumbs.

We predict that our airplane will usher in a greater ERA of wealth and industry than any previous form of transportation. One thing is certain -- that fortunes must be built upon new ideas, new inventions and new conditions.

We maintain that our invention is already 99% proven. Each test has disclosed some structural weakness that has been overcome with experiment. Since there are no formulas for a radically new invention, experiment is our only guide. We have stepped up our power as our weight increased. We now use a modern air-cooled airplane engine of merit.

As soon as our structure proves strong and reliable enough, we shall make news reels of a short flight. When that occurs, we believe that our stock will be in demand at not less than fifty or a hundred dollars a share. Until that time you may buy for yourself, your family or friends at ten cents a share.

Sincerely,

THE GRAY GOOSE AIRWAYS, Inc.

Jonathan E. Caldwell, Secy. & Gen. Mgr.

Declassification Authority: NND 923007

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Incl 5-p1

Declassification Authority: NND 923007

Jonathan E. Caldwell
Secretary and
General Manager

GRAY GOOSE AIRWAYS, Inc.

Box 652

Washington, D. C.

August 13, 1937.

Dear friend,

This time I am enclosing the drawings in perspective of our improved machine, which we expect to take to the air, the latter part of August or September, and bring about a new day in flying; a new era in transportation.

I could not release these drawings in our former letter on account of the patent situation; but now the patents on improvements are pretty well taken care of, so far as the United States is concerned. The foreign patents will be attended to later.

This design meets with the enthusiastic approval of the engineers who have seen it up to the present time, and some of these rate high in Washington. Part of the former rotors are now cut away and the remaining parts are shaped into one of the most efficient lifting airfoils known. (See further detailed description in the folder enclosed).

Our stock sells now in Washington at ONE DOLLAR per share. It was advanced to that price on the 10th of July. We feel that it may be selling soon at Five Dollars per share.

To our old Stockholders who have had porsistent faith even when the way was long, we are making a special limited offer at the old 10 cent rate. At the 10 cent rate you may increase your Gray Goose holdings any number of shares up to 100% of your present holdings.

This offer will be open to you until August 21st. One thing is certain, the fortunes of the future will be built upon new inventions and new conditions.

Sincerely, yours for A WORLD ON WINGS!

J E. Caldwell

SPECIAL-LIMITED OFFER

THE GRAY GOOSE AIRWAYS, INC.,
1225 New York Avenue,
Washington, D. C.

I herewith tender $_____ in full payment for _____ shares of GRAY GOOSE at 10 cents, as per special-limited offer.

Name _____

Street _____

City _____

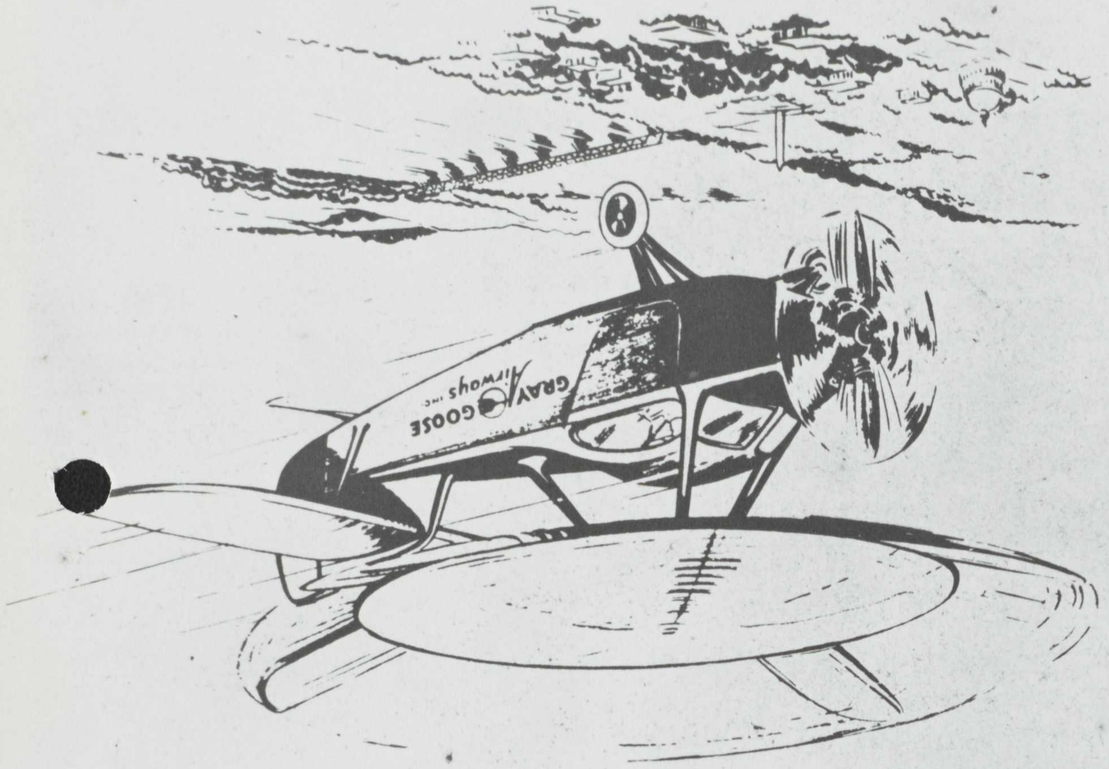
State _____

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Declassification Authority: NND 923007



GRAY GOOSE AIRWAYS, INC.
Box 652, Washington, D.C.

Enclosed find $_____ in payment for _____ shares

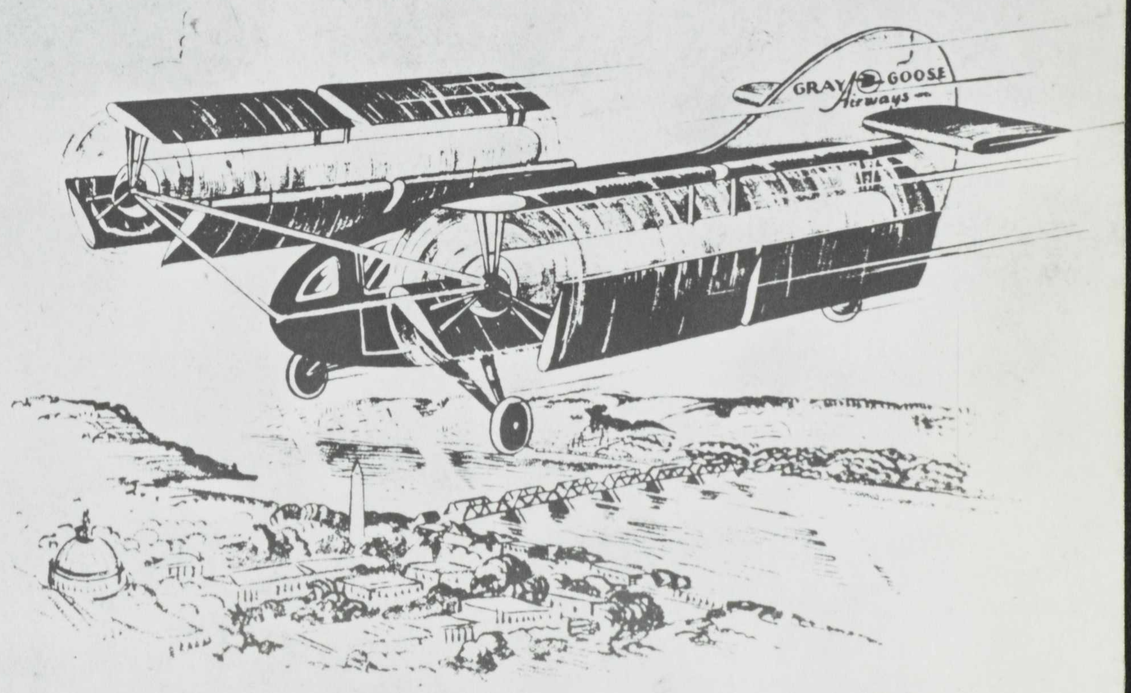
of Gray Goose Airways, Inc., fully paid and non-assessable,

at One Dollar per share.

Name_____

Address_____

Price subject to advance without notice



Declassification Authority: NND 923007

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NEW IDEAS ARE THE GREATEST SOURCE
OF NEW WEALTH.

"The greatest power in the mind of man is the INVENTIVE FACULTY. Inventive genius produces such wealth as makes all other wealth of gold or diamonds seem trivial. Any one of fifty inventors has produced more actual wealth than all the gold mines ever worked on earth."

The above statement is quoted from an article by the great Winsor McKay in the New York American, April 17-32.

Half the cost of railroading is the roadbed. We spend over one thousand millions annually on our highways. A late report from the Department of Commerce states that out of over two thousand commercial airports in the United States, only five are satisfactory for our latest planes.

The introduction of a new method of transportation that would eliminate the tremendous overhead costs of railroad, highway and flying field would indeed be a greater wealth producing invention than any previous inventions.

The cheaper transportation becomes, the more wealth it creates. Ford Motors proved that.

The value of an invention is determined by its demand, the greatest number of people who use it and the greatest number of times used. Transportation is used by everyone in every courtry in the world practically every day in the year.

Transportation is the lifeblood of commerce and is the chief determining factor in war.

All competitive industry and commerce are compelled to use the cheapest form of transportation in order to survive. When flying becomes the cheapest method, economic necessity will compel the masses to fly whether they wish to fly or not.

56
45 mph
TT-10

ROTOR-PLANES INC
Box 98
Glen Burnie Md.

The Caldwell helicopter is the product of many years research and experiment, to introduce to the world, a cheap, safe and convenient general utility airplane, capable of taking off and landing in the back yard or the flat roof of a building.

A laboratory model was first constructed and equipped with an electric motor. It lifts 52 lbs. vertically to the horse power. Using this as a basis for a formula, a Ford V8 motor should lift two tons.

Its great simplicity of structure and design; mechanical movements and controls, sets it entirely apart from either German or French machines already flying. Mass production should make it much cheaper to build than an automobile.

Two sets of rotors revolve in opposite directions around the body of the ship. They are power driven in ascent and aerodynamically driven in descent. Natural forces alone will drive the rotors fast enough to lower the ship slower than a parachute. When natural forces can be relied upon for safe landing power, flying then will become the safest of all forms of transportation.

Directional control is attained by changing the angle of the blades of one set of rotors with respect to the other set. Forward and reverse motion is accomplished with a tilting mechanism. Slippage takes place toward the lower side. By this method the advancing blades are riding down grade and the retreating blades are gaining altitude. Birds have always used this principle of flight. It is nature's swiftest and cheapest transportation method.

The bottom of the helicopter is water tight. It is designed to take off and land on both land and water. We believe it will be as easy and safe to operate as an automobile and that anyone accustomed to driving a car should learn to fly it in a few hours.

By using a V8 Ford Motor or its equivalent for a power plant; it should have a speed around one hundred miles per hour and a four or five passenger ship should sell for less than the lower priced automobiles.

Declassification Authority: NND 923007

24-93

Incl 5-p4

Declassification Authority: NND 923007

THE CALDWELL ROTOR PLANE

(Designed to demonstrate the principle of bird flight)

The wings of this plane are pivoted at the center of pressure; and through means of a cam, attack the air at the most efficient angle of lift, at both top and bottom of the path of rotation.

The axles of the rotors are inclined at a negative or gliding angle in horizontal flight, and are adjusted to neutral in vertical ascent, and in landing.

In horizontal flight, just enough power will be expended to maintain altitude. When the lifting impulse of the rotation compensates for the loss in altitude due to the coasting tendency of the weight, flight is sustained.

It is by this method that birds have always flown. By this formula birds are enabled to travel enormous distances with very little energy.

By adopting this method of flying we expect to build small passenger planes that will fly fifty and perhaps one hundred miles on a gallon of gas.

These machines we believe can be handled and operated as easily and safely as an automobile, and built and sold for less.

J. E. Caldwell

The Gray Goose Airways Inc.
1225 New York Ave., N.W.
Washington, D.C.

Copyright.

HISTORY REPEATS ITSELF

Transportation is the life blood of commerce.
Transportation is the chief determining factor in war.
Transportation is the world's greatest industry.
Cheap transportation is the greatest of all money makers.
Each new invention in transportation created a new crop of millionaires.

The principle of bird flight is the science of using air for a highway and of using gravity for most of the power to travel on that highway.

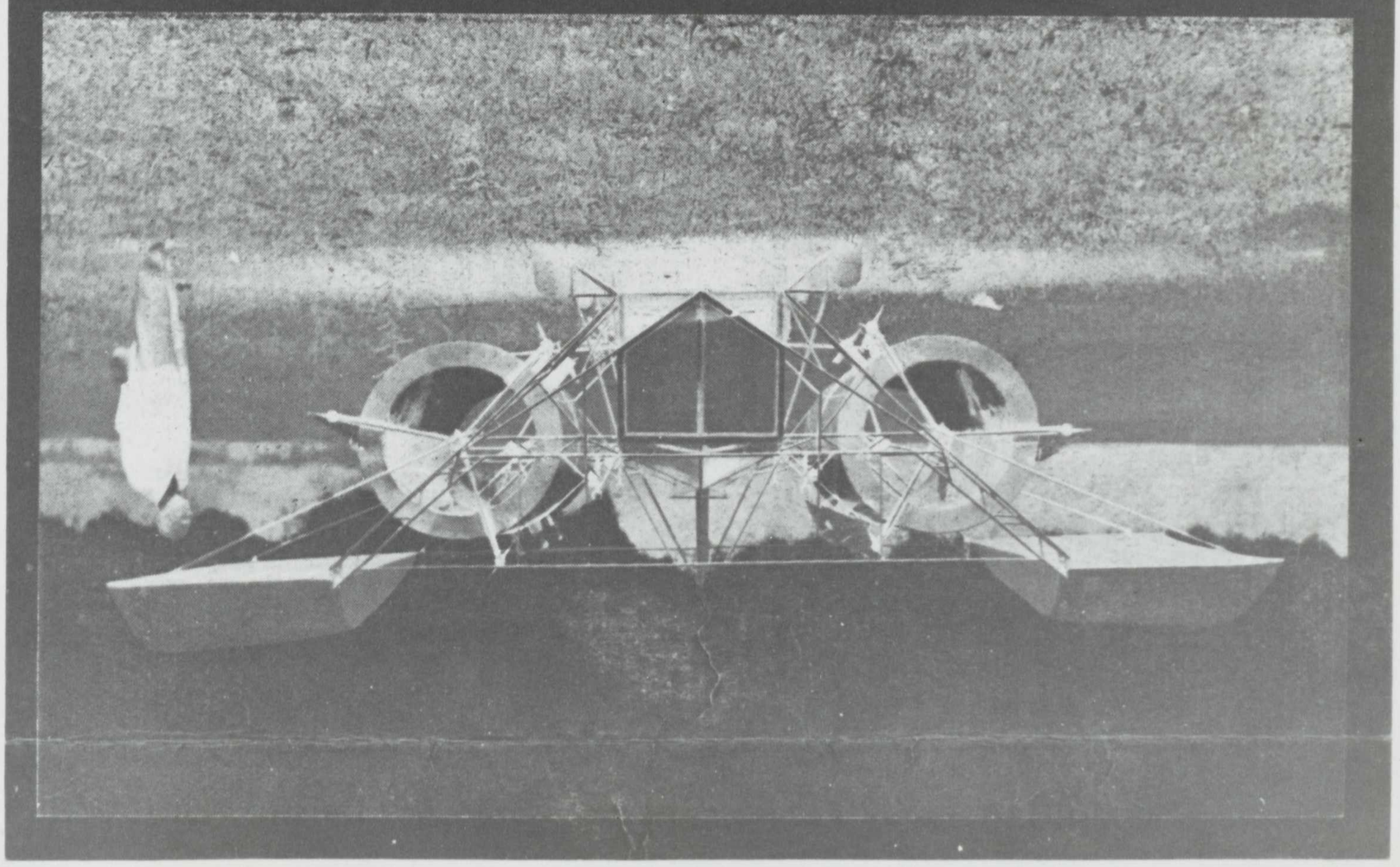
Half the cost of railroading is the roadbed. We spend a thousand millions annually for highways, just in the U. S. alone. Nature has provided the highways for the GRAY GOOSE. They are built and waiting. Our patents may practically give us the sole right to this free system of highways for seventeen years.

When the GRAY GOOSE AIRWAYS owns and controls the patents on a better and cheaper method of TRANSPORTATION; when it draws tribute from every country in the world; GRAY GOOSE stock may be the most valuable on the exchange.

WE have already advanced our stock from ten cents to ONE DOLLAR. It may soon be selling for FIVE or TEN or more. With each advance the opportunity for large returns on the investment grows less.

"Once to every man and nation, comes the moment to DECIDE."

GRAY GOOSE AIRWAYS, INC. 1225 New York Ave. N. W., Washington, D. C.



Declassification Authority: NND 923007

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Declassification Authority: NND 923007

GRAY GOOSE Airways Inc.
1225 New York Ave., N.W.
WASHINGTON, D. C.

A WORLD ON WINGS

The Caldwell ROTOR PLANE is a new invention designed to combine the best features of airplane and autogiro and to eliminate the objectionable features of both.

The operation of the ROTOR PLANE is so simple that the average man who can drive a car should learn to fly this ship in a few hours.

Wind-tunnel tests indicate an exceedingly high lifting capacity and a safety factor so high in landing, that it becomes safe in the hands of a novice. It cannot tail spin or nose dive.

Under mass production conditions, we are confident that a four passenger ship can be sold for less than one thousand dollars at a reasonable profit.

Transportation is the life blood of commerce, and all competitive industry and commerce are obliged to patronize the cheapest form of transportation in order to survive.

Half the cost of railroading is the roadbed. We spend one thousand millions annually on our highways just in the United States alone. The airways are already built and waiting for our new method of transportation.

The invention of the locomotive created a new world. The auto--a still newer and much different world. WE predict that our new ROTOR SHIP will usher in a new transportation era, that it will bring a more sudden, sweeping, and complete revolution in transportation than any previous invention.

History is replete with stories of the fortunes made from small investments in the early automobile stocks offered for sale, such as Ford Motors at 10¢ and General Motors at 25¢. In those days the roads had yet to be built. The factories had yet to be built and the public had yet to be educated to the use of the automobile.

Today there are plenty of factories to turn out our parts. We require only assembly plants.

We need build no factories. We need build no roads, we need not educate. The public is already air-minded. There is an immediate world market and demand.

New inventions are constantly changing conditions, wiping out old values and creating new values, new fortunes, and new industries.

Very soon the Gray Goose may become the world's leading industry.

A small investment now in our enterprise may bring a much greater and more sudden return than any invention of modern times.

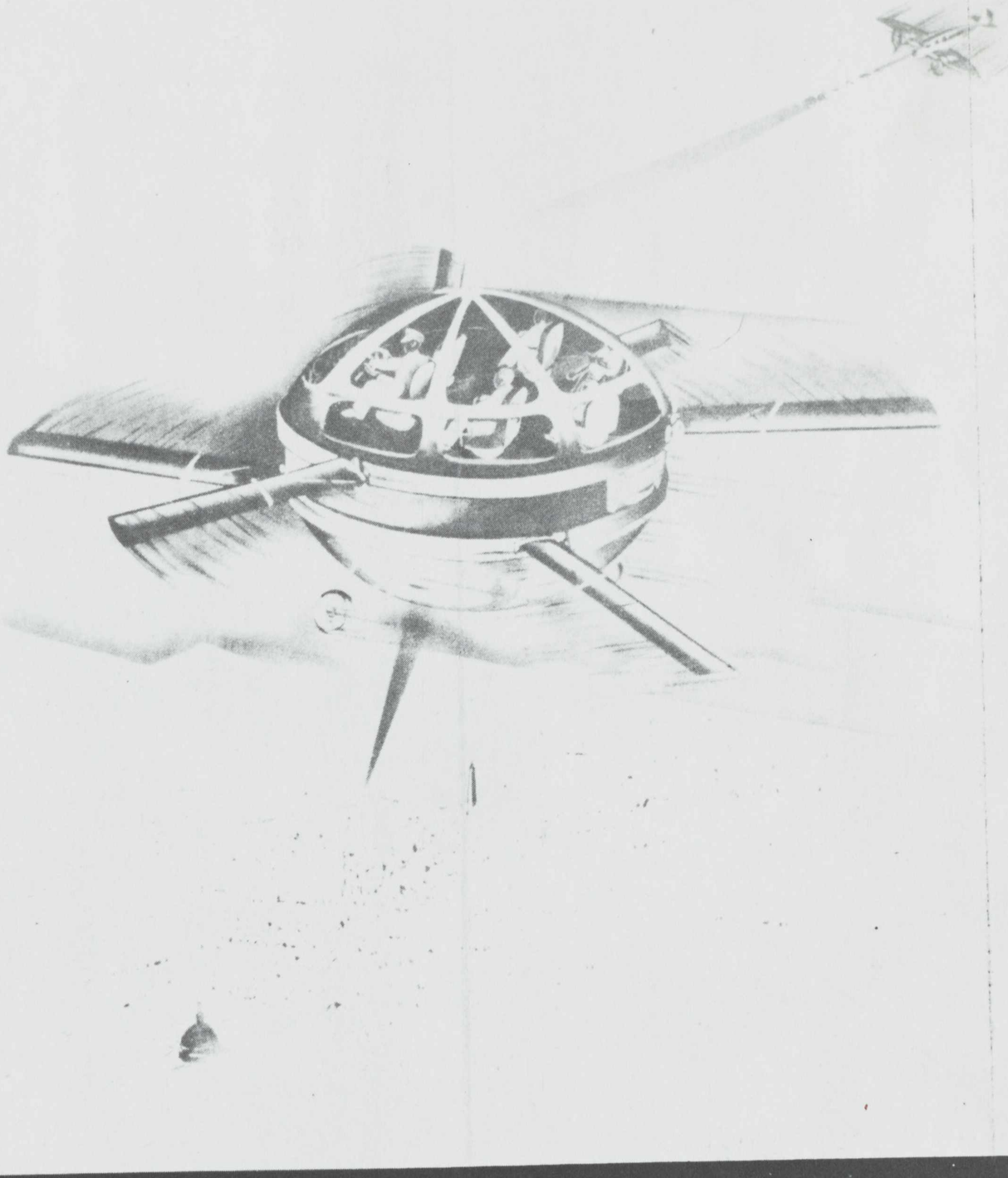
Copyright 1938 - J. E. Caldwell

Jonathan E. Caldwell's invention in aircraft is designed to demonstrate the principle of BIRD FLIGHT.
To fly like a bird it is necessary to reverse practically every formula of present airplane construction.
An airplane runs forward to lift up. A bird lifts up to go forward. An airplane holds it's wing upgrade to go forward. A bird holds it's wing down-grade to go forward. A bird holds it's wings upgrade to stop or put on the brakes.
An airplane propels weight with power, a bird uses weight for propelling power. After a bird picks it's weight up, it holds the wing down-grade; but it keeps right on lifting.
An airplane propels in order to lift. A bird lifts in order to propel. An airplane takes off and lands horizontally. A bird can take off and land vertically.
In order to fly, an airplane must overcome gravity with power. A bird utilizes gravity for most of its flying power. It is the force of gravity which propels a goose from the Gulf of Mexico to the Arctic Circle in four days.
When man learns to fly upon the bird principle, flying will not only be cheap; it will be the cheapest way to travel. It will not only be safe; it will be the safest method of transportation.
Nothing pays like cheap transportation. Ford Motors proved that. The man who saw ahead in the automobile field, was the man who bought Ford Motors at 10c and General Motors for 25c per share.
Shares in the Gray Goose Plane now sell at 10c per share.

Declassification Authority: NND 923007

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Incl 5-p 6

Declassification Authority: NND 923007



The CALDWELL HELICOPTER
The Planet Plane

Declassification Authority: NND 923007

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Declassification Authority: NND 923007

The greatest sources of new wealth are new ideas. Inventions have paid infinitely greater returns than the richest gold mines or the biggest oil gushers.

We have spent on this design only a small fraction of what is required to drill an average oil well. But when we "strike oil", figuratively speaking, it will produce more "oil" than a thousand oil gushers.

THE SUN

23 August 1949

Confidential

Shhh!

You may be reading a State secret.

All newspaper accounts of the "flying saucers" found last week on a farm near Glen Burnie are being sent to Washington marked "Classified-Confidential," an Air Forces investigator disclosed yesterday.

Declassification Authority: NND 923007

24-93

Encl 6

Declassification Authority: NND 923007

Bray Dooe

24-185-221

8/31/49

1

Declassification Authority: NND 923007

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO.	DATE
33-144	19 August 1949

REPORT MADE BY: LEONARD F. REDDISH - slo

REPORT MADE AT: D.O.#4, BOLLING AIR FORCE BASE

PERIOD: 14 June - 19 August 1949

OFFICE OF ORIGIN: DO #4

STATUS: CLOSED

TITLE

UNKNOWN SUBJECT
Letter from STEWART F. SMITH
318 Ilchester Avenue
Baltimore 18, Maryland

CHARACTER

COMMUNIST MATTERS

REFERENCE Ltr., Hqs. OSI, file #33-0, dtd 19 May 49; pending rpt. S/A L. F. REDDISH, 4th Dist., OSI, file #33-144, dtd 15 June 49

SYNOPSIS

All efforts to make the trip from Baltimore to Salisbury, Maryland, with Mr. STEWART F. SMITH have failed. Mr. SMITH has failed to keep several appointments with agents of the Baltimore Detachment, and has failed to come to the door on several occasions when it was certain that he was home. In view of this lack of cooperation on the part of Mr. SMITH, this case is being closed, by direction of the Acting District Commander, 4th OSI District.

Investigation into matters related to this case is being conducted under File #24-93, JONATHAN E. CALDWELL.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC II.
BY KURT K. KUNZE, Capt, USAF
Historian
13 DEC 1975
DATE
CLOSED

DISTRIBUTION

Hqs. OSI (action)	4
DO#4,	2

ACTION COPY FORWARDED TO

Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

APPROVED
KIRBY M. GILLETTE
LT. COLONEL, USAF
DISTRICT COMMANDER

FILE STAMP
24-185-A221
33-144
UNITED STATES AIR FORCE
INSPECTOR GEN
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OFFICE OF SPECIAL INVESTIGATION
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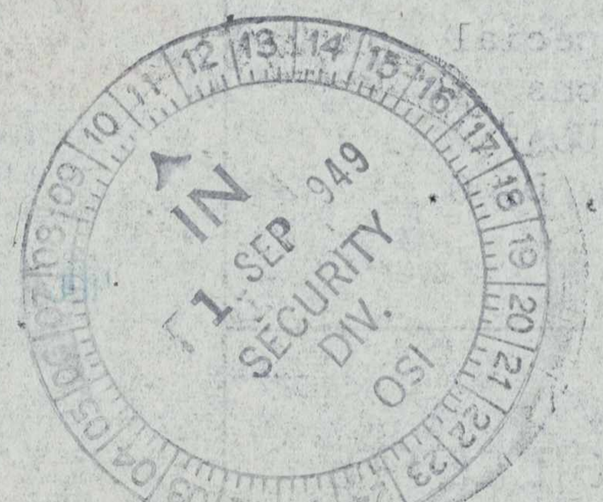
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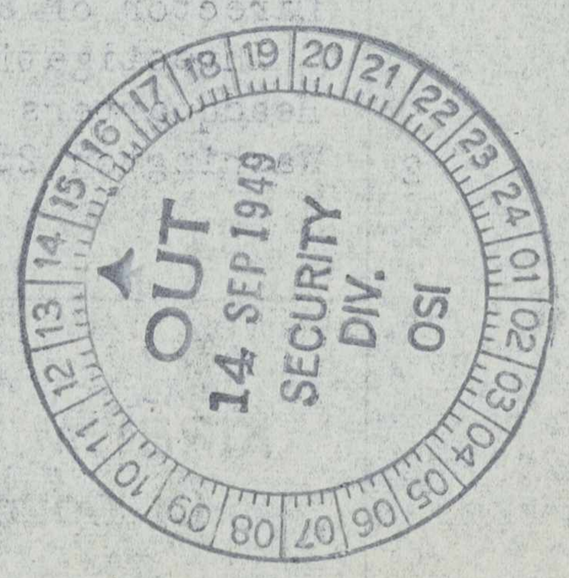
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DETAILS

On several occasions, Special Agent A. von MAUCHER, Baltimore, Detachment, has attempted to contact SMITH without success. Mr. SMITH has failed to keep several appointments with Special Agent von MAUCHER and Special Agent D'HOOGE, and has failed to come to the door on several occasions when it was certain that he was home.

A complete investigation, File #24-93, JONATHAN E. CALDWELL, is being conducted by this district Office relative to leads developed from this case.

- CLOSED -

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 24-93

DATE 25 August 1949

REPORT MADE BY CLAUDIUS E. BELK - slo

REPORT MADE AT D.O.#4, BOLLING AIR FORCE BASE

PERIOD 22, 23 August 1949

OFFICE OF ORIGIN DO #4

STATUS PENDING

TITLE

JONATHAN E. CALDWELL
GRAY GOOSE CORPORATION
ROTOR-PLANE COMPANY

CHARACTER

Special Inquiry (Unconventional Aircraft Models)

REFERENCE

Pending rpt. S/A C. E. BELK, DO #4, dtd 22 August 49, file #24-93

SYNOPSIS

Mr. STEWART F. SMITH, original informant, obtained and turned over to the Agents of 4th District, OSI, all information in his possession at Salisbury, Maryland. A check of the files of Civil Aeronautics Authority revealed the issuance of three experimental licenses to Gray Goose, Inc. A check of the files of the Attorney General, State of Maryland, revealed the existence of a considerable file against the Gray Goose Airways, Inc. and Rotor-Plane Company, and the issuance of restrainer letters. Mr. WILLARD E. DRIGGER and Professor LEWIS CROOKS, pilot and aero-dynamic adviser, respectively, were interviewed concerning CALDWELL's activities. Present whereabouts of CALDWELL have been determined, but no action will be taken until requested by AMC.

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KURT R. KURZE, Capt, USAF
BY Historian
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Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

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Kirby M. Gillette
KIRBY M. GILLETTE
LT. COLONEL, USAF
DISTRICT COMMANDER

FILE STAMP

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UNITED STATES AIR FORCE
INSPECTOR GENERAL

AUG 26 10 46 AM '49

OFFICE OF SPECIAL INVESTIGATION

File

15 SEP 1949

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AFCSI FORM 4
23 JULY 1948

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DETAILS

On 20 August 1949, Mr. STEWART F. SMITH (aka S. FRANKLIN SMITH) contacted Special Agent von MAUCHER and offered to make the trip to Salisbury, Maryland, on 22 August 1949, and make available all information in his possession concerning Gray Goose Airways. Mr. SMITH was the original informant in this case, but he refused to cooperate with agents of the Baltimore Detachment, 4th OSI District, until newspaper publicity was given the story.

On 22 August 1949, Mr. STEWART F. SMITH was accompanied to Salisbury, Maryland, by Special Agent MARCEL D'HOOGE. Mr. SMITH turned over about twenty-five (25) items of data, including newspaper accounts, stock certificates, photographs, personal correspondence between JONATHAN E. CALDWELL and himself, and promotion brochures. Photostatic copies of items of data pertinent to this investigation will be forwarded at a later date.

Mr. SMITH stated in substance that he felt quite certain that Mr. CALDWELL had no intention of defrauding any of the individuals concerned in the Gray Goose Corporation, and expressed the thought that Mr. CALDWELL actually "had something" in his ideas and just bad luck and lack of funds had caused the failure of his project. Mr. SMITH expressed complete confidence in CALDWELL's ability and expressed the hope that some day CALDWELL would perfect one of his experimental-type airplanes and be able to pay off all of his contracted debts.

Information developed previously in this investigation indicated that fabrication of the rotor-plane took place in a carpenter shop somewhere on Barre Street, Baltimore, Maryland. On 22 August 1949, Special Agent OTTO D. SUNDSTAD interviewed Mr. REUBEN SILBERMAN, 510 W. Barre Street. Mr. SILBERMAN recalled that a carpenter by the name of WALTER V. DOWLING had resided at 508 Barre Street. Mr. SILBERMAN stated that DOWLING had an office in the basement of his home and a work-shop in the garage at the rear of the building. Mr. SILBERMAN believes that DOWLING is dead, and further stated that DOWLING moved from 510 W. Barre Street about ten years ago to a location at Edmonston Avenue and Rolling Road, Baltimore, Maryland. DOWLING had a son who assisted him in his work, and it is believed that the son now resides in Edmonston Village, Baltimore, Maryland.

On 22 August 1949, Sgt. HENRY H. COCKREL and Pvt. ANTHONY BUTNER, Baltimore Police Department, Southern District, were interviewed by Special Agent SUNSTAD in reference to a carpenter shop located on S. Barre Street. Both officers stated that they had been working in the area a number of years and had never heard of a carpenter shop in that area.

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On 22 August 1949, Mr. H. CLEVELAND LOGUE, 301 American Building, East Baltimore Street, Baltimore, Maryland, was interviewed by Special Agent SUNDSTAD in his office, and stated that he purchased fifty (50) shares of stock in the Gray Goose Airways, Inc. on 6 March 1936 from Mr. JONATHAN E. CALDWELL for the sum of $5.00. Mr. LOGUE stated that he purchased the stock directly from CALDWELL and that CALDWELL impressed him as having a genuine interest in his invention. In his opinion CALDWELL was definitely not a "con" man.

On 22 August, Special Agent EDWARD S. LEONARD interviewed Mr. EDWARD F. DODD, Chief of the Aircraft Records Branch, Civil Aeronautics Authority, Washington, D. C. Mr. DODD made available to this agent three files of the CAA dealing with the Gray Goose Airways, Inc. A check of the first file revealed that on 15 January 1936 the Gray Goose Airways, Inc., 1103 Vermont Ave., Room 302, Washington, D. C., filed claim for license for a glider-type aircraft, powered by a Harley Davidson motorcycle engine; no propeller was utilized on this glider. The idea was to use the engine merely as a motivating device on the ground. CAA granted License No. 4308 to JONATHAN E. CALDWELL, President, Gray Goose Airways, Inc. for experimental purposes on this model. The file further revealed that Mr. JERRY J. KOPECKY, 49 Collins Ave., Spring Valley, New York, purchased 150 shares of stock, at 10¢ per share, on 29 December 1932. The device was housed in a barn on Bell-Ans property at Orangeburg, New York. Pathe News took pictures of the flight in 1933. Mr. KOPECKY stated in a letter to the CAA that he believed CALDWELL was residing in Pearl River, New York, in 1934-1935.

CAA License No. 355Y was granted to the Gray Goose, Inc., 3201 S. Columbine Street, P.O. Box 182, Denver, Colorado, for the construction of a single-place monoplane, powered by water cooled, 60 vhp, Ford Model A engine. This plane was built in 1930. Mr. WILLIAM B. TUTLE, former auditor for the Denver-Rio Grande Railroad, was listed as president of Gray Goose, Inc., JONATHAN E. CALDWELL, Secretary, and OLIVE CALDWELL, Vice-President.

License No. 99Y was issued to Gray Goose Airways, Inc., 1225 New York Ave., Washington, D. C., for the manufacture of a disk rotor-plane, powered by a Model 9-AD, Specification No. 105040, 40 horsepower engine, manufactured by the Societe de Monteurs, Syste: Canton-Unne, Billancourt, France. Propeller blades for the aireraft were fixed-wood type AKL-25, manufactured by the Aero-Marine Klemm Company. A letter in this file indicated that a SARA McLAUGLIN, 925 Chestnut Street, Philadelphia, Pennsylvania, had purchased 428 shares of stock in the airplane at 10¢ per share. This file also contained a letter dated 3 September 1947 from Mr. E. G. VANDERLIP, Patent Engineer, Piasecki Helicopter Company, requesting information from the CAA as to who now had control and had invented the disk rotor-helicopter.

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Mr. A. A. Vollmecke, Chief of Airplane Equipment Branch, Civil Aeronautics Authority, suggested that this office contact a Professor CROOKS, Catholic University, Washington, D. C., who is an aero-dynamic engineer and is very interested in peculiar type aircraft. He also suggested that this office contact a Mr. DRIGGERS, Hanger No. 5, Washington National Airport, CAA Maintenance Group. Mr. VOLLMECKE believes that Mr. DRIGGERS, a mechanical engineer, worked with CALDWELL during the experimental stages of the No. 99Y.

On 22 August 1949, the files of the Office of the Attorney General, State of Maryland, Baltimore, Maryland, were examined by Special Agent A. von MAUCHER. The following is a list of items contained in this file:

Stenographic Record in the Matter: Rotor-Planes, Inc. and Gray Goose Airways, Inc., before the Attorney General of Maryland, Thursday, February 8, 1940 (this stenographic record contains 120 pages of testimony);

A number of promotion brochures;

Statement of Assets and Liabilities of the Rotor-Plane Company;

Complete lists of all stockholders in Rotor-Plane, Inc.;

Copies of Enjoiner Order dated 13 May 1940;

A number of personal letters from stockholders;

Correspondence between the Attorney General and Mr. MARTIN F. O'DONAHUE, Tower Building, Washington, D. C., Attorney, Rotor-Planes, Inc.;

Copy of summons issued to JONATHAN E. CALDWELL by the Assistant Attorney General, State of Maryland;

Report of Assistant Attorney General ROBERT E. CLAPP, Jr., dated 8 February 1940, in the matter of Rotor-Plane, Inc. and Gray Goose Airways, Inc.;

Memorandum dated 6 October 1936 concerning stock sale, dictated by Mr. GANZ, Office of Attorney General, State of Maryland.

Due to the volume of information available in this file, photostatic copies are not being made. This file is available in the Office of the Attorney General, Baltimore, Maryland, and this gentleman has voluntarily made this file available to agents of the Office of Special Investigations at any time for photostating. True copies of items believed to be pertinent to this investigation at this time are being forwarded with this report as inclosures.

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On 22 August 1949, Special Agent A. von MAUCHER interviewed Mr. ROBERT E. CLAPP, JR., Attorney, in his office, 117 Court Street, Frederick, Maryland, with reference to CALDWELL. Mr. CLAPP stated that during his tenure of office as Assistant Attorney General, one JONATHAN E. CALDWELL, Glen Burnie, Maryland, was subpoenaed to appear in CLAPP's office in connection with activities of Gray Goose Airways, Inc. and Rotor-Planes, Inc., to determine whether fraudulent stock sales of these corporations were being made in violation of the Blue Sky Laws (Art. 32A of the Annotated Code of Maryland). The result of this hearing was the issuance of a restrainer against both corporations and CALDWELL, forbidding sale of stock in Maryland. Personally, CLAPP stated that CALDWELL impressed him as "a sincere individual who had no knowledge of corporate finance, and no particular knowledge of corporation law." "I felt then that CALDWELL was sincere in his conviction that he had something to offer the aviation industry, and he was not in any way a 'confidence man' or a 'slick operator', but rather a 'babe in the woods' type, whose only interest was in the development and production of his aireraft", CLAPP continued, "and could see nothing wrong in just selling more stock when he needed more money. I don't believe that there was any criminal intent or intent to defraud, but his methods of operation were irregular". CLAPP was shown a picture of CALDWELL, and asked if he could identify him. In reply, he stated that "If I had read nothing in the newspapers I could only say that I had seen him somewhere before, but in view of what has happened I can state that it resembles the individual I knew as CALDWELL in 1940".

On 22 August 1949, Special Agents C. E. BELK and EDWARD S. LEONARD interviewed Mr. WILLIAM E. DRIGGERS, 1530 Olive Street, N.E., Washington, D. C. MR. DRIGGERS is presently employed by CAA Maintenance Group, Manger 5, Washington National Airport. Mr. DRIGGERS stated that his first contact with CALDWELL was brought about by a recommendation from Fairchild Aireraft Corporation, Hagerstown, Maryland. CALDWELL had requested information from Hagerstown concerning a mechanical engineer in the Washington area that could give him assistance in the development of an airplane. In 1937, DRIGGERS began working for CALDWELL on a cyclo-gyro. CALDWELL built two incomplete models of this airplane and gave it a great deal of publicity. Stock to finance this aireraft was sold in the name of the Gray Goose Airways. DRIGGERS stated that CALDWELL told him that he had sold over a quarter of a million dollars of the stock in this company. CALDWELL had previously carried on his experiments in New York and New Jersey, but had been forced to move to Maryland due to an enjoiner issued by the Attorney General's of those states. CALDWELL suddenly lost interest in the cyclo-gyro and stopped all construction on this plane. The cyclo-gyro was being constructed in a barn near Brown's Corner, Takoma Park, Maryland. CALDWELL opened a shop at 923 Kenilworth Avenue, and began construction of the Gray

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Goose Helicopter immediately. When this plane was nearing flight test, it was discovered that Patent No. 2108839, owned by Mr. EDWARD B. WILFORD, Philadelphia, Pennsylvania, covered the circular disk type helicopter. CALDWELL made a trip to Philadelphia and took the matter up with WILFORD. WILFORD granted permission for CALDWELL to continue building the plane. CALDWELL owns U. S. Patent Nos. 1,640,645 and 1,747,585, dealing with construction of this airplane. Mr. DRIGGERS stated that CALDWELL had no engineering or mechanical ability, but possessed an inventive genius for thinking up new ideas, and it was only after a great deal of persistence on the part of DRIGGERS that CALDWELL engaged the help of Professor LEWIS CROOKS, Head, Department of Aeronautics, Catholic University, Washington, D.C. Dr. CROOKS tested the circular airfoil for the Gray Goose Corporation and reported that the airfoil possessed an exceptionally large lift coefficiency. Mr. DRIGGERS further stated that he was the pilot that tested this airplane on 8 March 1939 on the old Benning Race Track. The test resulted in damage to one of the landing gears after a flight of about one minute, during which time the plane rose to a height of approximately forty (40) ft. above the ground. The test report of DRIGGERS is attached as an exhibit hereto. DRIGGERS further stated that immediately after the first test, CALDWELL's interest in the disk rotor cooled considerably. He allowed the rent to lapse on the warehouse where the plane was being built and failed to pay him (DRIGGERS) for contracted wages. On 12 May 1939, U. S. Marshal JOHN D. COLTOYS sold the entire contents of CALDWELL's shop at public auction. Mr. H. C. WALKER, owner of the warehouse, purchased the equipment, which included the disk rotor model. Mr. DRIGGERS further stated that CALDWELL owed WALKER approximately $1,000.00 back rent. Several months later, CALDWELL purchased the plane model and all of his tools from WALKER for $500.00. It was necessary for DRIGGERS to institute suit against CALDWELL in order to collect his wages. In the meantime, CALDWELL had moved to Glen Burnie, Maryland, and resumed his activities. About this time, the Gray Goose Company was declared bankrupt and stock was re-issued in the name of Rotor-Plane, Inc. Mr. DRIGGERS made available to the agents of the 4th OSI District all data and written material which he possessed. Photostats of pertinent data will be forwarded with a later report.

On 23 August 1949, the records of the University of Maryland were checked by Special Agent EDWARD S. LEONARD, and revealed that CARL DAVIS CALDWELL attended the University of Maryland from 20 September 1937 to 28 January 1938. Reason for voluntary withdrawal was stated as ill health and financial trouble. The birth date of CARL CALDWELL was listed as 17 July 1917, Lewiston, Montana. CALDWELL previously attended Roosevelt High School, Washington, D. C., and graduated from that institution in January 1937. Address at time of matriculation from the College of Engineering, University of Maryland, was

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given as 4205 Military Road, N.W., Washington, D. C. Occupation of father was listed as manager of Gray Goose Airways, Inc. No further correspondence has been maintained with SUBJECT by the University of Maryland. There is no record of further educational institutions attended.

On 25 August 1949, copies of newspaper articles appearing in the 15 March 1940 issue of the "Baltimore Sun" and photostatic slicks of newspaper pictures were obtained from the City Editor, "Baltimore Evening Sun", Baltimore, Maryland, by Special Agent A. von MAUCHER. The following description of the CALDWELL helicopter was obtained from the files of the "Baltimore Sun":

"THE CALDWELL HELICOPTER"

"The Caldwell helicopter is the product of many years of research and experiment, to introduce a cheap safe and convenient general utility aircraft of rotating wing type, capable of taking off and landing in a small yard or on the flat roof of a building.

"A laboratory model was first constructed and equipped with an electric motor. It lifts more than 52 lbs. vertically, per horse power. Using this as basis for formula, a Ford V8 motor should lift approximately two tons.

"Its great simplicity of structure and design, mechanical movements and controls, sets it entirely apart from either German or French machines already flying. Mass production should make it much cheaper to build than an automobile.

"Two sets of rotors revolve in opposite directions around the body of the ship. They are power driven in ascent and aerodynamically driven in descent. Natural forces alone will drive the rotors fast enough to lower the ship slower than a parachute. When natural forces can be relied upon for safe landing power, flying then will become the safest of all forms of transportation.

"Directional control is attained by changing the angle of the blades of one set of rotors with respect to the other set. Forward and reverse motion is accomplished with a tilting mechanism. Slippage takes place toward the lower side. By this method the advancing blades are riding down grade and the retreating blades are gaining altitude. Birds have always used this principle of flight. It is nature's swiftest and cheapest transportation method.

"The bottom of the helicopter is water tight. It is designed to take off and land on both land and water. We believe it will be as easy and safe to operate as an automobile and that anyone accustomed to driving a car shoul learn to fly it in a few hours.

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"By using a V8 Ford Motor or its equivalent for a power plant, it should have a speed around one hundred miles per hour and a four or five passenger ship should sell for less than the lower priced automobiles."

On 24 August 1939, Special Agent BELK interviewed Dr. LOUIS H. CROOKS, Head of the Department of Aeronautics, Catholic University. Professor CROOKS stated that a complete report of disk airfoils was on file in a NACA article published in 1929 under the title "Low Aspect Ratio Wing." An airplane very similar to CALDWELL's disk rotor helicopter had been built in 1931 by a Mr. NEMETH, Chicago, Illinois. This plane, powered by 125 horsepower engine, has made many successful flights and is still flying. Professor CROOKS stated that CALDWELL's idea was not new, that he was not an inventor in the true sense of the word; and that he possessed no engineering knowledge. CROOKS further stated that he explained the above information to CALDWELL and told him that he was working on an old idea. Professor CROOKS stated that in exhaustive wind tunnel tests that have been conducted during the past twenty years the lift ratio of the circular airfoil has always proved very high. However, aircraft models utilizing this type of wing have not been able to overcome the problem of lateral control.

Mr. JONATHAN E. CALDWELL is located at 1456 9th Street, Manhattan Beach, California, and is believed to be actively engaged in stock selling for aircraft building in the vicinity of Las Vegas, Nevada. CALDWELL is not being contacted unless instructions are received from Air Materiel Command to do so.

INCLOSURES

FOR HEADQUARTERS, OSI

1. Attorney General of Maryland Restrainer Order, Gray Goose Airways, Inc. (in dup)
2. Attorney General of Maryland's Memoranda, re Gray Goose Airways, Inc., dated 6 October 1936 (in dup)
3. Ltr. Better Business Bureau, Baltimore, Maryland, dated 13 April 1939 (in duplicate)
4. Ltr. Law Offices, Martin F. O'Donoghue, dated 1 August 1939 (in dup)
5. Summons, JONATHAN E. CALDWELL, issued by Assistant Attorney General, State of Maryland (in dup)
6. Copy of newspaper article, Port Chester, N. Y. (in dup.)
7. Report of Disc-rotor airplane test flight, 8 March 1939 (in dup)
8. Ltr. WILLARD A. DRIGGERS, dated 22 May 1939 (in dup)
9. Ltr. WILLARD A. DRIGGERS, dated 16 May 1939 (in dup)
10. Ltr. JOHN W. LOEBER, dated 10 May 1939 (in dup)

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Incls. for Hqs., OSI (cont'd)

11. Ltr. of JOHN W. LOEBER, dated 19 April 1939 (in dup)
12. Attorney Authorization WILLARD A. DRIGGERS, dated 15 April 1939 (in dup)
13. Ltr. JOHN W. LOEBER, dated 13 April 1939 (in dup)

FOR C.G., AIR MATERIEL COMMAND

1. Attorney General of Maryland Restrainer Order, Gray Goose Airways, Inc. (in dup)
2. Attorney General of Maryland's Memoranda, re Gray Goose Airways, Inc., dated 6 October 1936 (in dup)
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13. Ltr. JOHN W. LOEBER, dated 13 April 1939 (in dup)

PENDING

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C O P Y

C O P Y

IN THE MATTER OF	:	BEFORE THE
GRAY GOOSE AIRWAYS, INC.	:	ATTORNEY GENERAL
and ROTOR PLANES, INC.	:	OF
	:	MARYLAND
	:	
	:	

UPON investigation into the facts and circumstances under which Gray Goose Airways, Inc. and Rotor Planes, Inc., their officers, agents, employees and salesmen have been selling, transferring and endeavoring to sell and transfer to residents of the State of Maryland, the shares of stock of Gray Goose Airways, Inc., and Rotor Planes, Inc., it is apparent that the methods embodied in selling, transferring and endeavoring to sell and transfer said shares to residents of Maryland are fraudulent within the meaning of Section 12 of Article 32A of the Annotated Code of Maryland (1935 Supp.), as amended by Chapter 348 of the Acts of the Regular Session of the General Assembly of 1937.

IT IS THEREUPON ORDERED, this 13th. day of March, 1940, by William C. Walsh, Attorney General of Maryland, that Gray Goose Airways, Inc. and Rotor Planes, Inc., and all of their officers, agents, employees and salesmen, and Jonathan E. Caldwell, Secretary-Treasurer and General Manager of both Corporations, from and after the date of this Order shall cease and desist from the sale or transfer or the

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or the offering for sale or transfer any of the shares of stock of the Gray Goose Airways, Inc. and Rotor Planes, Inc., and from making within the State of Maryland any representations whatsoever in connection with the issue, sale, exchange or disposition of any of the shares of the stock of Gray Goose Airways, Inc. and Rotor Planes, Inc. to any person, firm or corporation whatsoever for the purpose of inducing such person, firm or corporation, or any other person, firm or corporation to acquire by purchase or exchange, or to contract to buy or exchange in any manner whatsoever, any of the shares of stock of the said Gray Goose Airways, Inc. and Rotor Planes, Inc.

/s/ William C. Walsh
Attorney General.

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COPY

COPY

October 6, 1936 (12.30 p.m.)

MEMORANDA DICTATED BY MR. GANS While Mr. Test and another gentlemen were in his office this morning.

RE: GRAY GOOSE AIR WAYS, INC.

March 20, 1936: William Curry, Chief of Police, Annapolis, Maryland, apprehended OLIVE E. CALDWELL, whose address is given as 1101 Vermont Avenue, N.W., Washington, D. C., for selling shares of stock in the above corporation to CHARLES ALBANOS and GEORGE PAPPAS (Main Street, Annapolis, Md.)

The following appears from memorandum of an interview with JONATHAN E. CALDWELL and CARL H. DAVIS had in Room 631 (or 621-?) of the Securities and Exchange Commission on April 13, 1936, by Mr. W. M. Malone, Attorney in Charge Washington Field Section:-

Caldwell stated that he had been enjoined in the State of New York - February, 1934, from sale of this stock; and, previous to that action, in New Jersey during 1932 he was called before the Attorney General and agreed to stop selling the securities in the Gray Goose Airways, Inc. During the years 1928 --- 1930 he was in Denver, Colorado, and was a licensed dealer in that State.

Since leaving New York in 1932, he has been making sales in Virginia, Maryland and West Virginia, - some sales having been made in West Virginia during 1936. These securities

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were not qualified in Virginia or West Virginia and, during the early part of 1936, while selling in Annapolis, Maryland, he was informed by the Chief of Police that he could make no further sales in that city without complying with the provisions of the City Ordinance.

Since 1933 he has sold to approximately 500 or 600 people, which sales netted the corporation between $3,000. and $4,000.

The majority of his sales were made by personal contact, and there was no mail campaign used in the distribution.

CARL H. DAVIS, salesman for the Corporation, began selling approximately six months ago and has sold to seven or eight friends who live in the District of Columbia. Mr. Davis lived in Los Angeles, Calif., from 1910 until 1935 and was in the publishing business in that city,- connected with the National Publishing Co., Ltd., A California corporation, of which he was Secretary and Treasurer. During 1928 and 1929 he was connected with the Interstate Publishing and Manufacturing Co. of Pasadena, Calif.

The stock is also being sold by JUDGE KEENAN, a retired lawyer, living at 1508 Rhode Island Ave., N.W., who has made six or seven sales.

Mr. Caldwell stated that, if any further information was desired by the Commission, it could be secured from his office.

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In another interview with Mr. J. E. CALDWELL had by Mr. Malone on April 6, 1936, Caldwell stated that 51% of the capital stock of the GRAY GOOSE AIRWAYS, INC. had been voted to him in consideration of two mechanical patents, for which patent applications were granted in 1928 and 1930. Since that time he has been engaged in the sale of corporate stock and has sold approximately 2,000,000. shares. This stock is of the par value of 10¢ and the Corporation is capitalized for 10,000,000 shares. The entire proceeds of the sales go to the corporation and are used to pay expenses in the development of an air-plane. Although he has been working on this air-plane for the past six or seven years, he has not met with much success and up the the present time has only succeeded in getting the rear wheel a few inches off the ground.

Mr. Caldwell's wife, OLIVE E. CALDWELL, is President and receives $1,000. per year. Mr. J. E. Caldwell is Secretary and Treasurer, and receives $1,200. per year. He says he makes the following representations to prospective purchasers:-

That the stock is based on an invention, which invention is used in the development of an air-plane designed to fly on the Byrd principle of flight; and that the stock is worth nothing or from $10. to $1,000. per share, depending upon his success in developing the air-plane.

Caldwell's technical experience and schooling consists of a high-school education and two years study in the School of Mechanical Engineering at Oregon State College, Corvallis, Oregon.

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I examined photostat of Consent Order passed at SPECIAL TERM, PART II, SUPREME COURT, STATE OF NEW YORK, BOROUGH OF BROOKLYN, on the 28th day of February, 1934, which provided:-

"ORDERED, ADJUDGED AND DECREED that the above named defendants (Gray Goose Air-ways, Inc., Olive E. Caldwell and Jonathan E. Caldwell), as brokers, dealers, owners, partners (dormant, limited or otherwise), agents, stockholders, directors or officers of the corporate defendant or any other person, firm or corporation, be permanently enjoined and restrained from the issuance, sale, promotion, negotiation, advertisement and distribution of any stocks, bonds, notes, evidences of interest of indebtedness or other securities of any person, firm or corporation in or from the State of New York and from any act in aid or furtherance of the same."

The order was passed on the affidavit of Bernard Austin, Assistant Attorney General, and on the consent of the defendants.

IWG:CK

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BETTER BUSINESS BUREAU OF BALTIMORE, INC.

908 Maryland Trust Bldg.

April 13, 1939

Judge William C. Walsh,
Attorney General of Maryland
Baltimore Trust Bldg.,
Baltimore, Md.

Dear Judge: Re: Gray Goose Airways

Mr. William A. Driggers, of 1530 Olive St., N.E., Wash., D. C., was in my office on April 3, and informed that J. E. Caldwell, the prime mover and secretary-treasurer, and general manager of the subject is located at Old Frederick Road and Ingleside Avenue, lately from which place he is attempting to sell stock to the citizens of Maryland. According to Mr. Driggers' statement, he has already sold some shares to Sergt. Johnson, initials not given, who is stationed at the Aviation Base at Aberdeen, Md.

He also stated that a Carl H. Davis, who is a brother of Mrs. Caldwell, is selling stock. As we understand it, this has been a stock jobbing proposition for a number of years, a nd I find in my files on November 25, 1936, we wrote to Mr. O'Conor, the then Attorney General, copy of which letter is probably in your file; but received no reply.

We find from our records that this matter might bear a little investigation under our Blue Sky Act.

The writer will be glad to assist in any way.

Very truly yours

/s/ R. W. Test

RWT/k Managing Director

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Declassification Authority: NND 923007

C O P Y

CONFIDENTIAL

Law Offices
MARTIN F. O'DONOGHUE
Tower Building
Washington, D. C.

August 1, 1939

Honorable Robert E. Clapp, Jr.,
Assistant Attorney General
1901 Baltimore Trust Building
Baltimore, Maryland.

Dear Sir:-

As attorney for the Rotor-Planes, Inc., I wish to advise you that I am now in the process of gathering the necessary information which you requested in your letter of May 27, 1939. I will have this information in your office not later than Friday, August 4, 1939.

The matter of Rotor-Planes, Inc. has been taken up by the Securities Exchange Commission, and I am now in the process of furnishing information to the Washington Field Office. Mr. Duncan, the attorney in charge of the matter, has been dealing with me on this question.

Rotor-Planes, Inc. is a Maryland corporation and has taken over all the assets and assumed all of the liabilities of the Gray Goose, Inc., a Nevada corporation, under a contract of merger. I am now securing the approval of the Securities Exchange Commission on this merger agreement.

The information which you desire has been delayed being sent you due to the fact that I have been out of my office a great deal during the last two months.

Thanking you for this courtesy, I am

Yours very truly,

/s/ Martin F. O'Donoghue

/t/ MARTIN F. O'DONOGHUE

MFO'D:am

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Mr. Jonathan E. Caldwell,
General Manager,
Rotor-Planes, Inc.
Glen Burnie, Md.

TAKE NOTICE:-

You are hereby summoned to appear at this office, 1901 Baltimore Trust Building, on Thursday, February 8th, 1940, at 10 A.M. to answer such questions as may be propounded to you concerning the sale to citizens of this State of the stock of Rotor-Planes, Inc., and Gray Goose Airways, Inc., and to bring with you a full and complete detailed statement of the assets and liabilities of said companies, and also a complete list showing the names and addresses of residents of Maryland who have purchased or subscribed for the purchase of stock of these corporations. You are also required to bring with you copies of any and all literature used in the offer of sale or sale of these stocks.

/s/ Robert E. Clapp, Jr.
Asst. Attorney General.

REC:McS.

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Copy of Newspaper Article

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ODD PLANE TEST NEARS

PORT CHESTER, N. Y. -- A new type airplane, designed to rise vertically from the ground and remain virtually motionless at any place the pilot chooses, has been built by two inventors from France working secretly in a secluded barn near Ridge Street here. Work on the odd craft, which has no wings, has been completed and a test flight is planned soon.

The plane looks like six ferris wheels clustered around an engine and mounted on a lightweight automobile chasis. In a preview to visitors who hurdled a high barbed wire fence on which were posted signs to keep away, the inventors reluctantly demonstrated how the huge wheels would turn at a speed of 200 revolutions a minute and perhaps lift the plane skyward. By shifting a lever, the plane would move forward, backward or sideways, the inventors said.

The "ferris wheels" extended from the engine in every direction and attached to each are three blades to serve as dippers in the air. With each downward thrust they are expected to lift the plane. As the blades pass upward their pitch is changed to cause them to slip through the air. Bicycle chains serve to transmit power. In a brief test, the inventors said, they had to struggle to hold the plane on the ground.

The craft is about 20 feet high and 25 feet wide and long. It is made of wood, steel, aluminum and canvas. The power plant is a 98-horsepower Wright engine.

Henri van Zandt, one of the inventors, said he received the inspiration 12 years ago while watching a ferris wheel in Paris, where he was a manufacturer. Louis Chequet, the other inventor, became interested later.

Mr. Van Zandt said a miniature model of the plane was demonstrated in Washington. The advantages of his craft would be many, he contended. Farmers could fly at low levels and spray their crops, he explained. Motion picture camera men could remain motionless over a scene and ordinary citizens could go on Sunday jaunts at altitudes of 10 to 100 feet.

Mr. Chequet was born in France and Mr. Van Zandt has lived there most of his life although he is an American citizen. They came to this country about four years ago to file patents on their inventions and to build the plane. The work was begun at Richmond Hill, Queens, and was transferred to Port Chester six months ago.

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Report concerning Disc-rotor airplane
bearing C.A.A. registration NX-99Y.
Gray Goose Airways, Inc.,
Washington, D. C.

Date: March 8, 1939. Time: 3:00-5:30 PM. Place: old Benning Race Track.

On Wednesday afternoon March 8, a series of taxiing tests were undertaken with a view to determining the directional stability of the new tricycle landing gear which had just been installed, and other handling characteristics of the airplane on the ground. The afternoon was bright and sunny with a gentle breeze from the Northwest, and conditions favorable.

A series of runs was made both up and down wind, at various speeds. The nose-wheel proved to be stable at speeds approaching 20 miles per hour, but at low speeds was less stable. A pair of cables and springs were then attached to the nose-wheel fork in such a manner as to tend to hold the wheel in a fore-and-aft line, and the taxiing tests were continued with the following results:

There was a noticeable improvement in the directional stability of the nose-wheel at the lower speeds, and no discernible difference in stability at the higher speeds. A run was then made at a speed assumed to be near that necessary for take-off, and the pilot and undersigned witnesses all agree that the airplane left the ground at least a foot and a half and flew for some distance. It settled back to the ground easily as the throttle was closed, and gave no indication of the lack of control which was discovered on the next attempt.

In the meanwhile the breeze had shifted to the Southwest, and the next run was made in an opposite direction to those previous. The pilot had no thought of taking the airplane into the air more than a foot or two and did not even fasten his belt. While taxiing at about 35 miles an hour the airplane suddenly left the ground, ascended at a very steep angle to a height of approximately 25 feet, fell off in a left turn and struck the ground. The left side landing gear leg received the full force of the fall, and collapsed. One rotor vane also struck the ground, and there was other minor damage.
In this involuntary take-off the airplane ballooned upward with startling rapidity, and efforts to correct its attitude by usual disposition of the controls were unavailing. The disc-rotor which was unlocked during these tests, began to rotate during the fall, according to the witnesses. The pilot was impressed by the slowness of the fall and the not-too-violent impact with the ground.

Conclusions.

1. The airplane has an abundance of lift.
2. The airplane has ample horsepower.
3. The airplane lacks both lateral and longitudenal control and is therefore unsafe until these faults are corrected.

Recommendations

1. An accurate model of the present airplane should be put through complete and comprehensive tests in a reputable wind-tunnel to ascertain the travel of the center of pressure, the direction and magnitude of lift and drag forces and vectors, the necessary area and placing of the elevators, and a more practical means of lateral control.

Willard A. Driggers Private #17927

Witness

Witness

Notary Public.

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C O P Y

CONFIDENTIAL

1530 Olive Street, N. E.
Washington, D. C.
May 22, 1939

Mr. John W. Loeber, Att'y. at Law.
809 Calvert Building,
Baltimore, Maryland.

Dear Mr. Loeber:

With further reference to the whereabouts of Gray Goose Airways, I have uncovered the following information.

From a stockholder in Aberdeen, Maryland, I learned that Caldwells are now operating under the name "Rotor Planes, Inc." The new set-up is supposed to be incorporated under the laws of Maryland, and is supposed to be taking over the assets of Gray Goose Airways, Inc. Stockholders in the latter are being asked to forward money to have their stock transferred into the new company. The details of this transition are set forth in a 3-page circular letter, accompanied by an artists' conception of Mr. Caldwells' most revolutionary flying machine, and a paper to be signed and returned with money if the victim wishes his stock registered in the new company. It would seem that Caldwells are carefully selecting the stockholders whom they wish to know of the change; I am a stockholder but have not received any such notice.

"Rotor Planes, Inc." have taken box 98 at the Post Office at Glen Burnie, Maryland. I made extensive investigations at Glen Burnie this date and find that Caldwells have taken a farm house and barn for their headquarters, about three miles south of Glen Burnie on the old Annapolis Road, State Route #3.

I trust this information will enable you to proceed.

Very truly yours,

Willard A. Driggers.

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C O P Y

1530 Olive Street, N.E.,
Washington, D. C.
May 16, 1939

Mr. John W. Loeber, Atty. at Law,
809 Calvert Building,
Baltimore, Maryland.

Dear Mr. Loeber:

This is to acknowledge your letter of May 10 stating that Gray Goose Airways had departed from their location in Catonsville. I made the same discovery the day before your letter was received, and a large portion of my time since then has been spent in endeavoring to locate them.

The house which Caldwell rented at 4205 Military Road N.W. is now vacant. I contacted the owner (at 3615 Cumberland Street, N.W.) and was informed that the Caldwells moved out May 1st. and left no forwarding address. This party (name not ascertained) stated that a letter had since been received from Mrs. Caldwell promising a meeting in the near future. I gathered that Caldwells skipped, owing some rent.

I went to the City Post Office and tried to ascertain if a forwarding address had been left, either for the company lock-box (#652) or their personal mail, but this information was denied me. I then went to the office of the Postal Inspector and related the whole story. An assistant to the Chief Clerk there stated that if you would write in as my attorney requesting this information, there is a possibility it would be made available to you.

I also went to the Securities and Exchange Commission and acquainted them with the latest developments.

The office of the company at 1225 New York Avenue N.W. has been moved from the fifth to the third floor, but I believe this is maintained only as a "front". There are no signs of life about.

Some time ago I traced the identity of their mechanic, one Marcus Armistead, through auto tag numbers, finding that he resided at 1435 Morse Street N.E. I called at this address, but the mother-in-law professed ignorance of the whereabouts of Gray Goose Airways. Knowing that Armistead spent the week-ends in Washington, I shadowed this man Sunday night and Monday morning as he left for work. I followed him nearly to Baltimore when he turned off to the right going down thru Glen Burnie and finally into Annapolis. I lost him at a traffic light in Annapolis at the intersection of King George, East, and Randall

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C O P Y (cont'd)

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Streets. This man gave no indication that he was aware of being followed: however, it occurs to me that he took a strange route if Annapolis or that section was his ultimate destination. Will try again next week if we do not learn something in the interim.

The building they occupied in Catonsville is rented thru Chas. H. Steffey, 336 North Charles Street, Baltimore. There is a possibility Steffey knows where his late tenants have gone.

None of the stockholders in this area have any knowledge of their whereabouts. Every act of this outfit indicates that they are out to beat the public; if we catch up with them again would suggest that no leniency be shown.

Gray Goose account used to be in the MacLachlen Banking Corp., 10th and G. Streets, N.W. The airplanes, engines, tools, materials, etc. which they abandoned in the old shop at 923 Kenilworth Ave., N.E. was sold at public auction last Friday under orders of the U. S. Marshal, to apply on the rent claim of H. C. Walker and Son, owners of the building.

I shall continue my search for these people and will advise you of any facts uncovered. Meanwhile if you have any suggestions I would be pleased to have the benefit of same.

Very truly yours,

Willard A. Driggers

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C O P Y

DICKERSON, NICE & SOKOL
ATTORNEYS AT LAW

Max Sokol — C. Milton Dickerson
Deeley K. Nice — Edwin J. Dickerson
**
John W. Loeber
William F. Blake

809-819 CALVERT BUILDING
BALTIMORE, MD.

Telephones Plaza (2168
(2169

May 10th, 1939

Mr. Williard A. Driggers
1530 Olive Street, N.E.
Washington, D. C.

Dear Mr. Driggers:

Information has come to me that the Gray Goose Airways, Inc. has vanished from their location at Ingleside Avenue and Old Frederick Road.

I am endeavoring to have my investigator locate their whereabouts.

If you have any information for me, please let me have it at once.

The $50.00 payment was the total received by me to date.

Very truly yours,

/s/ John W. Loeber

JWL/s

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DICKERSON, NICE & SOKOL
Attorneys at Law

809-819 CALVERT BUILDING
BALTIMORE, MD.

April 19, 1939

Mr. Willard A. Driggers,
1530 Olive Street, N.E.,
Washington, D. C.

Dear Mr. DRIGGERS:

Mrs. Olive Caldwell came to my office and offered to pay your claim provided you would accept instalments of about fifty dollars each extending over a period of thirty days. This offer was made after much discussion about you owing rent for storage space in Washington and a few other minor details. She explained at some length the relative features of the entire matter. I was, however, successful in getting a payment of fifty dollars in cash from her and I am enclosing my check to you in the amount of Thirty Dollars which amount represents her payment, less my fee.

I am of the opinion she will return. I hope I am correct. If she does not, however, I will enter suit before the local Justice of the Peace as the payment had reduced the amount so as to bring it within the jurisdiction of the local civil court.

Yours very truly

/s/ John W. Loeber

/t/ John W. Loeber.

JWL:X
Encl.

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CONFIDENTIAL

C O P Y

April 15, 1939

I, the undersigned, Willard A. Driggers, do hereby employ John W. Loeber, 809 Calvert Building, Baltimore, Maryland, as my lawful attorney in the matter of my claim against the Gray Goose Airways, Inc., in the amount of $149.63 and I hereby agree to pay my said attorney as his fee, 40% of any and all amounts of money paid to me in settlement of this claim against the Gray Goose Airways as his fee for services rendered.

/s/ Willard A. Driggers

Witness:

/s/ Agnes M. Driggers

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C O P Y

DICKERSON, NICE & SOKOL
ATTORNEYS AT LAW

809-819 CALVERT BUILDING
Baltimore, Md.

April 13, 1939

Mr. Willard A. Driggers,
1530 Olive Street, N.E.
Washington, D. C.

Dear Mr. Driggers:

I am enclosing herewith an agreement providing for my fee, should I be successful in collecting your claim against the Gray Goose Airways, Inc. Please execute the original and return to me, retaining the copy for your file.

If I do not hear from the Caldwell's on or before April 15, I am prepared to enter suit and secure a judgment at least by May 1 so that execution may be had immediately upon the judgment.

I will keep you advised.

Yours very truly,

/s/ John W. Loeber

/t/ John W. Loeber

JWL:X
ENC.

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Declassification Authority: NND 923007

CONFIDENTIAL

JONATHAN E. CALDWELL
GRAY GOOSE CORPORATION
ROTOR-PLANE COMPANY

File #24-93

EXHIBIT "A" - One photostat

EXHIBIT "B" - Eighteen Photostats

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Declassification Authority: NND 923007

Glen Burnie Man May Be Father Of 'Saucers'

Flying saucers that have been seen in many parts of the world during the past two years probably were made and sent into the air by the same man who developed a disc-type flying machine near Glen Burnie a decade ago.

This was the opinion today of an Air Force officer who has been investigating the discovery of the fantastic saucer-shaped contraption in a tobacco barn less than 12 miles from Baltimore.

INVENTOR IDENTIFIED

The inventor of the flying discs found in Maryland has been identified as Jonathan E. Caldwell, who would be about seventy years old now.

His whereabouts today are unknown.

The Air Force officer, who asked to remain anonymous, today said:

"The consensus is that it is highly possible that Caldwell—or his son, for Caldwell is now an old man — when they left Maryland about eight years ago continued the development of their strange flying machine elsewhere.

CARRIED OUT IDEA

"Caldwell definitely carried out the saucer idea in the construction of his plane.

"The discs that have been reported seen in the air in this country and all over the world, could have been improvements on Caldwell's original idea."

The officer said he was unable to explain the aero-dynamic principle which led Caldwell, or any other developer of the flying saucer idea, to conclude that a disc would be an improvement over the conventional type of winged plane.

TWO TYPES INVOLVED

The officer said that two saucer-type planes were involved in Caldwell's experiments.

One plane, known as the Grey Goose, was basically a helicopter type and apparently was intended to land and take off in a back yard.

The other plane was of the rotor type and was of much more fantastic design than the Grey Goose.

Apparently, the Air Force officer said, the Grey Goose flew with considerable success in at least one test flight.

INTEREST WANED

But, by the time this successful test flight was made, Caldwell had become interested in the rotor-type plane and had lost interest in the Grey Goose.

Caldwell had a rotor-type plane built and tested, but apparently its motor could not lift it into the air.

However, a model of the rotor plane did fly in at least one experimental test, the Air Force officer said.

The Army has taken over custody of the Grey Goose model plane and the rotor-type plane which were found in the Anne Arundel county tobacco barn near Glen Burnie, where both planes had been kept since Caldwell and his son left Maryland in 1941.

BADLY DAMAGED

Both flying machines were in a badly damaged condition.

Air Force officials said there is a good possibility that Caldwell's planes were the prototype of the flying discs seen by so many people.

An Air Force official said:

"We are greatly interested in finding Caldwell and his son, but, so far as I know, no general alarm has been sent out for them to be picked up.

"After all, we are a military agency and Caldwell is a civilian.

Exhibit "A"

Declassification Authority: NND 923007

THESE EXHIBITS ARE EXTRACTS FROM THE FOLLOWING NEWSPAPERS:

THE SUN, Baltimore, Maryland

THE EVENING SUN, Baltimore, Maryland

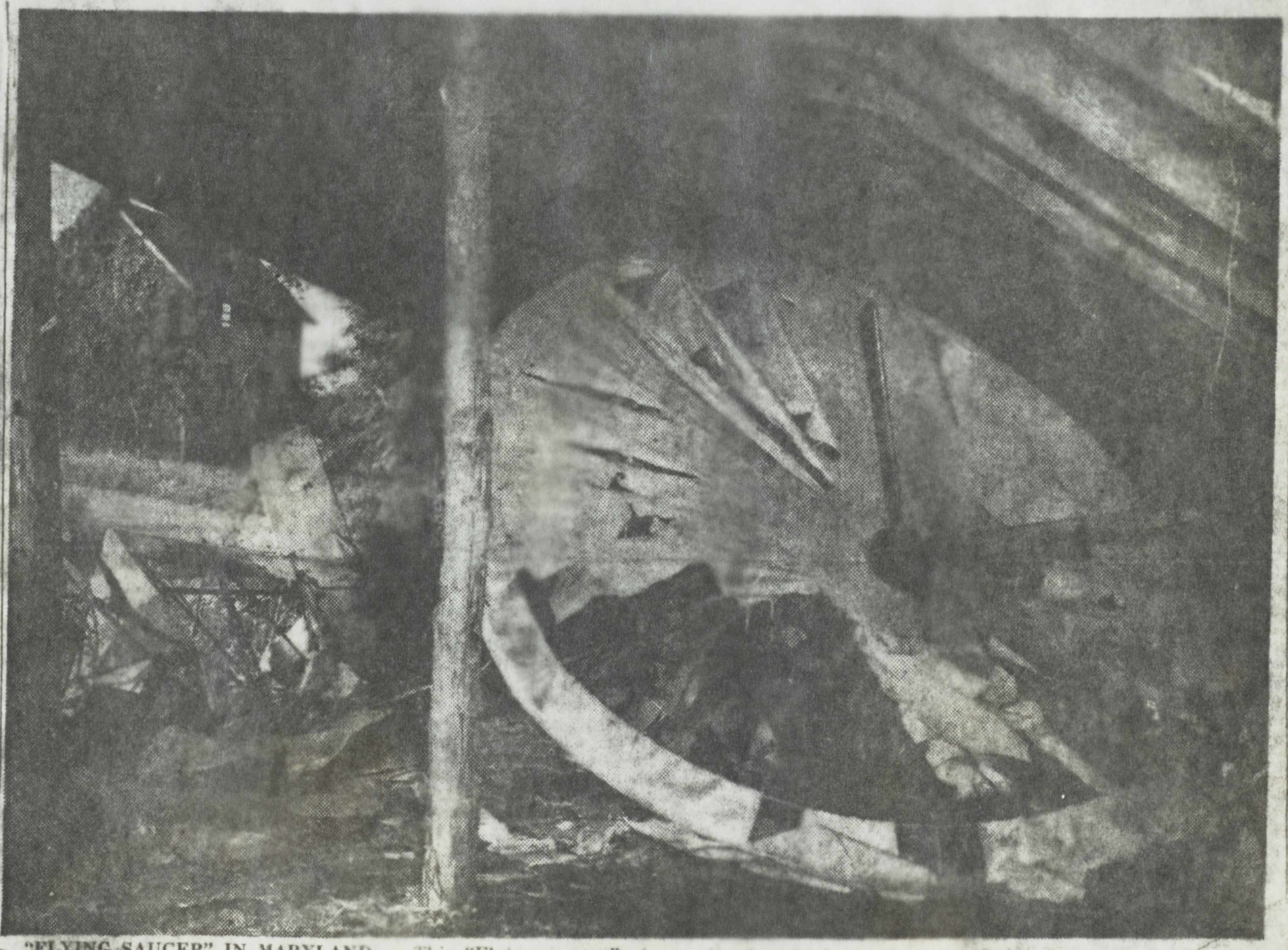
THE BALTIMORE NEWS-POST, Baltimore, Maryland

Exhibit "B"

Declassification Authority: NND 923007

THE EVENING SUN Vol 79-106 19 Aug 1949 Page 1.

FLYING SAUCERS FOUND IN MD.



"FLYING SAUCER" IN MARYLAND — This "Flying saucer," which propelled the boxlike fuselage to the left, was found in an abandoned tobacco-drying shed on a farm near Marley Park, 2 miles southeast of Glen Burnie. [Other pictures, pages 2 and 3.]

Declassification Authority: NND 923007

Anne Arundel Shed Yields 'Saucers'

Two contraptions corresponding to the popular conception of the "flying saucer" have been found in an abandoned tobacco-drying shed in Anne Arundel county.

Made in the Baltimore-Washington area and at the county farm site during the two-year span of 1927-38, the flying saucers were turned up during a lengthy investigation led by Federal agents. The inventor, described as Jonathan E. Caldwell, disappeared with his wife and only son from the farm during a winter night in 1941 and his whereabouts are said to be unknown.

Police Take Possession

Two Maryland State policemen who had been working with investigators of the Office of Special Investigation, United States Air Force, took possession of the "saucers" this afternoon.

One of the Federal agents who watched the removal of the "saucers" from the tobacco shed this afternoon said he could not talk about them because of "reasons of security."

In Washington, air force intelligence officials said they had received no word on the disks. Col. William Turner, executive officer of the Office of Special Investigation, inspector general of the Air Force, said that no information had yet been received there.

"Any phenomenon like that," Colonel Turner said, "is investigated from a counterintelligence viewpoint. But I don't know anything about this instance."

Involved Plans Used

The disks, one of which is an unconventional development of the helicopter, were the result of involved plans drafted by Caldwell, according to an airplane mechanic who helped in their construction. They were resigned to meet what Caldwell hoped would be a family demand for an easily maneuverable and simply operated form of aircraft.

The mechanic, John W. Ganz, of Harundale, who is chief repairman for the Glen Burnie airport owned by Robert E. Whipp, said Caldwell "was ten years ahead of his time" in developing counter-rotating propellers, aileron controls and other flight devices.

Inventor Disappears

Ganz, who claimed that he had been given stock in Caldwell's "Grey Goose Airways" company for his help in building the "saucer" developed at the farm location, did not know Caldwell had left the county until a woman telephoned him to inquire as to the man's whereabouts. Shortly after he left the county.

Efforts to locate the 60-year-old inventor proved futile and residents of the area later learned of the Caldwell family's sudden departure.

An untrained pilot who had never been aloft on a solo flight before gave the helicopter-type craft its first and only tryout at a field in southeast Washington, D.C., sometime between the end of 1936 and the early part of 1937, Ganz said.

Moved To Baltimore

After traveling to a height of 75 feet and going about 200 yards, the freshman flyer choked out the motor and crash-landed, destroying the landing gear, the airport mechanic added.

It was after this event that Caldwell moved from the District of Columbia to Baltimore, where he began laying his plans at an Edmondson avenue address for a more spectacular "cheesebox" craft.

"Cheesebox" Never Made

This "cheesebox" is an oblong, wooden box provided with propeller blades above and below to produce stability and rapid ascents. However, only a small model was ever flown, Ganz said, because its

[Continued On Page 2, Column 8]

[Continued f

converted automobile motor had insufficient power to lift the estimated 1,500-pound object.

Four persons could be seated in this wingless creation while space for only one person, the pilot, was called for in the helicopter-type disc.

This one-man plane consisted of a conventionally designed but short fuselage, minus wings, which was propelled by the 12-foot-in-diameter "pancake saucer" and four propeller blades attached to the

William Turner, executvie officer

Ganz said Maryland State Policemen John J. Harbaugh and Peter Kosirowski, both stationed in Anne Arundel county, together with Federal agents, tracked down and found the "saucers" after an unnamed Eastern Shore informant had told them the contraptions could be found in Anne Arundel county.

As a matter of fact there was

rom Page 1]

o secrecy about the "saucers" vhich Caldwell revealed to the ublic in 1940. At that time he described one of them as a helicoper, "a cheap, safe and convenient general utility aircraft . . . capable of taking off and landing in a small yard or on the flat roof of a building."

Photographs were made of both the inventor, the helicopter and the "cheesebox." He said the helicopter-type disk might achieve a speed of 100 miles per hour, carrying four or five passengers and would "sell for less than the lower priced automobiles."

Before coming to Anne Arundel county, Caldwell reportedly conducted similar projects in New Jersey. Ganz said Caldwell was very secretive about his inventions, covering them up nightly with canvas despite the fact they were inside a locked building.

"Find" Follows Search

It was reported that the discovery of the "saucers" was made following a two-month search for the whereabouts of Caldwell and his inventive productions.

Federal agents worked with Maryland State police who finally found the torn and weather-damaged craft on a farm near Marley Park.

The initial lead on the existence of the disks reportedly came from a stockholder in the "Grey Goose" company who tipped off authorities on the Eastern Shore, it was learned, that "flying saucers" made by Caldwell were to be found on a farm in Anne Arundel county.

Found In Tobacco Shed

Examinations of farms that fulfilled rough descriptions reportedly provided by the informant led to the empty tobacco-drying shed off the Old Annapolis boulevard near Lipins Corner.

It was not understood what caused the disappearance of Caldwell and his family from the county nor was it known what originally caused the interest of Federal investigators.

However, sources who knew Caldwell reported that he was involved at one time in an investigation about alleged irregularities of stock issuance for his company.

Activities Recalled

Robert E. Clapp, Frederick attorney who was Assistant Attorney General of Maryland at the time of Caldwell's disappearance and who conducted a hearing into Caldwell's allegedly fradulent stock sales, recalled some of the circumstances surrounding the missing man's activities.

Declassification Authority: NND 923007



[illegible] Caldwell, construct "flying saucer." Shown in center photo is [illegible] abandoned tobacco-drying shed where the disks were found.



Picture at left shows John W. [illegible], Bernie air-craft mechanic, who helped the inventor, described as Jonathan

Declassification Authority: NND 923007



VIEWS OF "FLYING SAUCERS"—At left and center are views of the "flying saucers" which have been discovered on an Anne Arundel county farm following a search and investigation by Federal agents and Maryland State police. The "cheesebox" disk aircraft was designed by its mission scientist to seat four persons and was provided with propeller blades above and below. Picture at right shows the large disk that propelled the small, conventional-type fuselage.

Declassification Authority: NND 923007

V.L 225 # 83 - B Page 1.
20 Aug 19 49

Vol. 225—No. 83—B *

PAID CIRCULATION JULY
SUNDAY 30[illegible] 129

BALTIMORE, SATURDAY, AUGUST 20, 1949

'Prototypes Of Flying Saucer,' Air Force Official Says Of Models Found In State



"GRANDDADDY" OF FLYING SAUCERS—An Air Force official has called this plane the "prototype of the flying saucer. The photo, taken in 1940, shows a model called the Airay [illegible], developed by Jonathan E. Caldwell (at left), the remains of whose planes have been found near Glen Burnie. (Article on discovery of Caldwell's planes in Maryland, and other pictures, Page 3.)

Sunpapers photo

Declassification Authority: NND 923007

LATER TYPES FLYING NOW, HE REPORTS

Glen Burnie Discovery Linked To Nation's Air Mystery

Federal agents seeking flying disk inventor.....Page 12

By HOWARD NORTON

[*Washington Bureau of The Sun*]

Washington, Aug. 19—An Air Force official tonight described the two battered experimental planes found near Glen Burnie yesterday as "definitely the prototype of the flying saucer."

He declared that both conform, in general, with the descriptions of flying saucers reportedly seen streaking through the skies in various parts of the country.

And he said he believed greatly improved models of the two planes were flying now and were the source of the flying-saucer reports.

The official declined to permit the use of his name, but said high authorities of the Air Force had given him permission to make a statement concerning the Glen Burnie discovery.

Called Not "Too Important"

Prefacing his comments with the admonition that he did not think the discovery "too important" because "it's a pretty old thing and we believe there is something a lot more advanced than this," the officer added:

"I think these are definitely the prototype of the flying saucer."

The officer explained that the Air Force used the term "prototype" to denote the first model from which an airplane develops.

"I personally think the inventor went to some other part of the country and that he—or someone else—developed new planes along these lines and is sending them up," he said.

The officer admitted the Air Force knew little about the inventor, Jonathan E. Caldwell, now about 70, or his son, now about 35, who worked on the airplanes with his father.

"Unanswered Questions"

The Office of Special Investigation of the Air Forces with which the officer is connected knows of no reason why Caldwell and his family disappeared suddenly in December, 1941. So far as that office knows, the police are not searching for the inventor, although information indicates he used some rather irregular methods of raising money by sale of stock.

"There are a lot of unanswered questions," the officer said, "and we are going to try to find answers to all of them."

Meanwhile, he said the airplane models found at Glen Burnie were being "hidden out" for the time being because "we don't have anybody to guard the place where they were found and we want to have a good look at them."

Search Led To Barn

The story of the discovery of the grandfather of the flying saucers began when the Baltimore bureau of the Office of Special Investigations of the Air Force got a tip that flying-saucer models were in existence in the Baltimore area, the officer said.

The search led to an old tobacco barn near Glen Burnie, he went on. There, the Air Force agents found two badly battered models of helicopter-type helicopters, which had been standing in the barn for years.

One of the models, called the Gray Goose, looked somewhat like a conventional helicopter except that the rotor blades jutted out from a disk-like contraption that looked like two saucers revolving, top to top. This was a full-size flying model which had pasted on it the CAA experimental permit number NX-99.

Flown As Miniature

Information gathered by the OSI, the officer said, indicates this plane was flown about nine years ago over the "barren wastes" of Maryland, and possibly also over Washington.

The other model—an extremely

(Continued on Page 2, Column 3)

20 Aug 1949

radical-type aircraft named simply the "roto-plane"—had been flown successfully only in miniature form, and not in the plywood version found in the tobacco barn.

This plane, the officer said, looks like a tub 14 feet in diameter. In the middle of the top of the tub is the cockpit and the space for the engine.

Around the top rim of the tub are four large blades, each 7 feet long. Four others revolve around the lower rim in the opposite direction.

A miniature model of the roto-plane, equipped with an electric motor, was flown successfly by remote control "about 1940," the Air Force agents learned.

Appearance In Flight

They theorized that the inventor—because of the war—was unable to get the materials to build a full-sized flying model of the rotoplane.

The spokesman emphasized that both of these planes would look like flying saucers when in flight.

The saucer-like rotor on top of the Gray Goose virtually covers its entire fuselage, the spokesman pointed out. In flight, the propeller tips extending out from the saucer-like center would not be visible, and when viewed from above or from directly below the craft would look like a flying disck or saucer.

The tub-like "roto-plane," he said, would look like a saucer in flight when viewed from any angle.

Questioned about the extreme speed attributed to the flying saucers in most of the reports, the officer said he felt it quite possible for some radical new type such as the "roto-plane" to attain such speeds with proper propelling equipment.

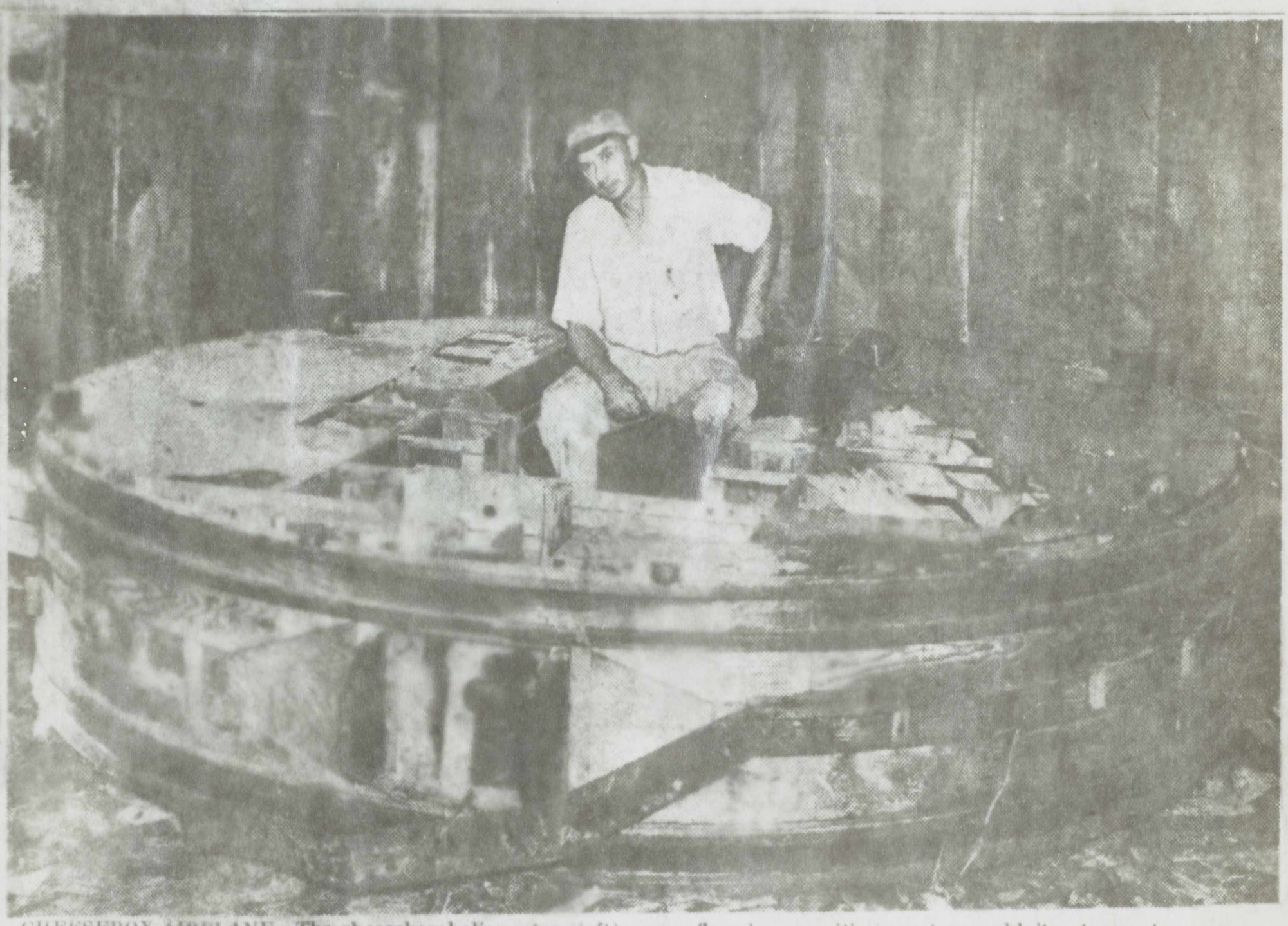
No Comment On New Types

But he said that since the Air Force has no information on the mysterious "saucers," he was not in a position to comment.

The OSI agents learned that Caldwell was only a tenant on the tobacco farm, but could not explain why the owner of the property allowed the bulky planes to stand in his tobacco barn undisturbed for so many years.

District 4 of the OSI, with headquarters at Bolling Field, near Washington, carried out the investigation which led to the discovery.

Declassification Authority: NND 923007



CHEESEBOX AIRPLANE—The cheesebox heliocopter (left) never flew because it's inventor couldn't get a motor.

Declassification Authority: NND 923007



The propellers were attached to the wings at right.

Declassification Authority: NND 923007

Rotors Attached

A pair of large metal hoops found near by were used to fit around the box and against the rollers. A mechanic who worked with Caldwell on the project said the hoops rotated in opposite directions around the box, and, with rotors attached, supplied the power which was to fly the machine.

Also discovered in the shed was a saucer-shaped disk with rotors attached. This disk, once equipped with a German-type engine and instrument panel, was removed by Federal agents and turned over to State police custody.

Silent For Security Reasons

Federal agents who supervised removal of the equipment from the shed said they could not discuss the discovery for security reasons. Trooper John J. Harbaugh, of the State police, also refused to discuss the find, emphasizing that he was merely assisting Federal authorities in the investigation.

John W. Ganz, the mechanic who worked with Caldwell on the disks in 1938, said the inventor originally approached him with the information that he was designing a helicopter.

An unconventional type helicopter with a large disk attached above the fuselage was actually flown from a field near Washington, Mr. Ganz said. He described the aircraft as a "pancake."

Helped Test "Cheesebox"

Flown by a young man who had never soloed, the craft reached a height of approximately 75 feet, Ganz said, then crash-landed when the pilot became frightened and cracked out the motor.

This was the only flight he knew of, Ganz stated.

Later, Ganz continued, Caldwell lost interest in the "pancake" and began work on a new idea for a "cheesebox" type of helicopter. The mechanic said he assisted the inventor in the project, and helped test the "cheesebox" in 1939.

The 1939 test was unsuccessful, Ganz said, because the motor was too small to lift the box, which weighed 1,500 pounds.

"The old man was way ahead of his time," Ganz said.

Model Really Flew

"A small aluminum model of the saucer really flew."

Ganz, who is now a repairman at the Glen Burnie airport, said the box was a huge "drum" with counter-rotating hoops around top and bottom. Driven by a rubber drive wheel, the rotation of the hoops worked to lift the box and eliminated the need for a tail, as used in conventional helicopters.

The entire box, Ganz continued, was covered with a glass dome, giving it a semi-spherical shape in the air.

According to Lewis E. Pumphrey, who owned the farmhouse Caldwell occupied in the late '30's, Caldwell lived in Anne Arundel county about two years.

Filled With Furniture

Pumphrey said he was vacationing in Florida in the Winter of 1940 when he received a telegram from the inventor advising that he was leaving the farm immediately.

"The telegram advised me to

(Continued on Page 3, Column 6)

have the gas, electric and water arrangements taken care of," Pumphrey said.

Curtailing his vacation, Pumphrey said, he immediately returned to Maryland and found the house abandoned. The house was nearly filled with furniture the Caldwells had left.

The rooms were strewn with the family's personal effects and a bundle of soiled laundry was wrapped in a sheet and left in the living room, Pumphrey recounted.

No Forwarding Address

Pumphrey described the inventor, then about 60 years old, as an "extremely likeable and pleasant person," and said Mrs. Caldwell was "talkative and bossy."

Baltimore Post Office authorities yesterday revealed Caldwell had left a forwarding address in Washington, but said he had moved from the Washington address a short time later and left no forwarding location.

At that point, to all intents and purposes, the inventor, his wife and son severed all connections with their past life.

Stockholders Don't Know

Persons who had bought stock in Caldwell's "Grey Goose Airways" company, designed to get help to build his flying saucer, met with a dead end in their attempts to locate him.

Federal authorities took up the hunt for the flying disk designer about ten months ago and shortly afterwards called upon Maryland State police for aid.

Troopers Harbaugh and Peter Kopiwoda, assisting Government agents, traced Caldwell to the Glen Burnie area, and working on information supplied by residents of the area, uncovered the disk objects in the tobacco shed.

Publicized It In 1940

There was no secrecy to Caldwell's saucer project, which he publicized in 1940. At that time he described his product as a "cheap, safe and convenient general utility aircraft . . . capable of taking off and landing in a small yard or on the flat roof of a building."

He said the craft might achieve a speed of 100 miles per hour, carrying four or five passengers and would "sell for less than the lower priced automobiles."

Sources once close to Caldwell reported he was once involved in an investigation of alleged irregularities of stock issuance for his company.

Methods "Unconventional"

Robert E. Clapp, who was Assistant Attorney General at the time of Caldwell's disappearance, and who conducted a hearing into Caldwell's stock sales, described the inventor as "a misguided individual who sincerely thought he had something."

Caldwell's methods of obtaining money, Mr. Clapp said, was "outside the conventional."

"All he had was models," Mr. Clapp said, "and whenever one failed and he needed more funds he went out and sold stocks."

Declassification Authority: NND 923007

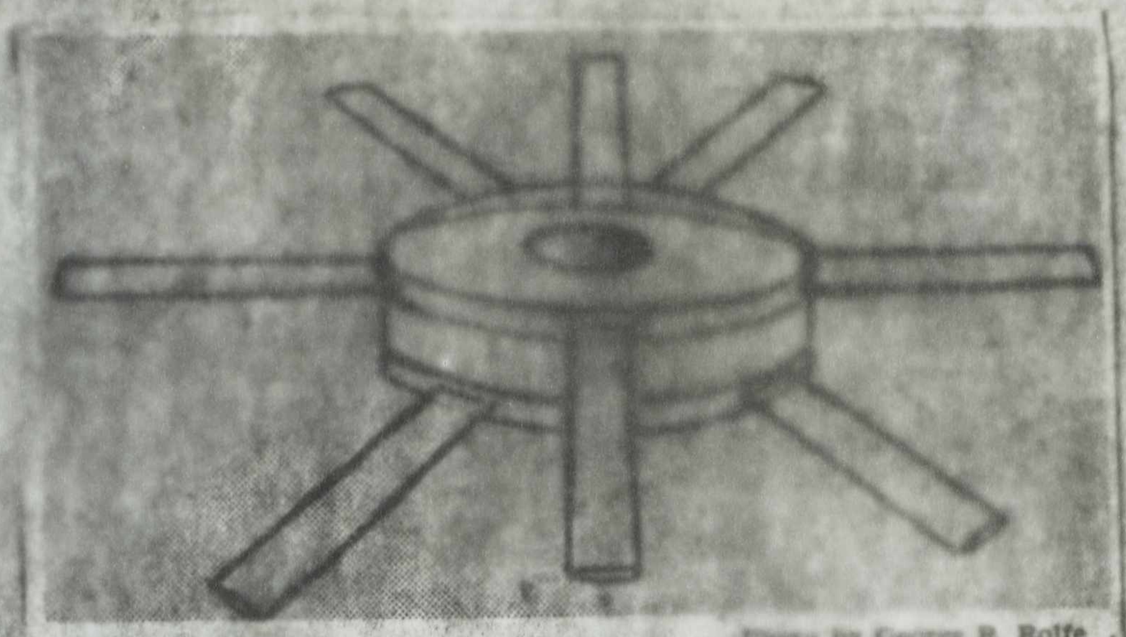


Photo by George R. Rolfe

CHEESEBOX SKETCH—This drawing gives an idea of what the tub-like roto-plane looks like with its propellers. The cockpit and engine are in the middle. The four large blades at the top and eight at bottom are each 7 feet long and rotate in opposite directions. The roto-plane would look like a saucer from any angle.



Sunnapers photo

COCKPIT—Here's what's left of the "Green Goose's" cockpit, with "pilot" at controls.

Declassification Authority: NND 923007

(Continued From Page 1)

was assistant attorney general at the time.

Original plans called for the sale of 1,000,000 shares at 10 cents each, and Mr. Caldwell was to retain 50 percent of the total.

Aims $5,000 to $50,000 in stock sales the first year, although [illegible] according to [illegible].

Banned In N.J. And N.Y.

In 1931, Caldwell moved to New Jersey, but was there only a short while before the attorney general of that state prohibited him from further sale of stock.

He then moved to New York, and met the same injunction at the hand of the attorney general there.

First stock sales in Maryland began, according to the data in the attorney general's office, in 1934, the year Caldwell moved from New York to Washington.

After a hearing before the Attorney General of Maryland February 8, 1940, he was enjoined from selling stock in the State, on the ground that his methods were "fraudulent."

Some Of Stockholders Here

The Attorney General's dossier on Caldwell states that he attended Oregon State College, in Corvallis, Ore., for two years, dates unknown.

Baltimore stockholders in 1940 included M. L. Elliott, 8 North Rosedale avenue; Howard G. Glaff, 724 Northern Parkway; John Herbert, 621 West street; Cleveland K. Logue, 309 American Building; James E. Judd, 1226 Marling avenue; Virginia Z. Shugary, 920 St. Paul street, and David Small, 2623 North Loyola way.

The Washington address of Gray Goose was 1225 New York avenue N.W.

Incorporators of Rotor Planes, Inc., were Willis H. Ruggles, Lina Johnson and Gordon A. Crandall, and for Gray Goose, J. E. Caldwell, A. L. E. Samson and P. D. Ellis.

Described In Prospectus

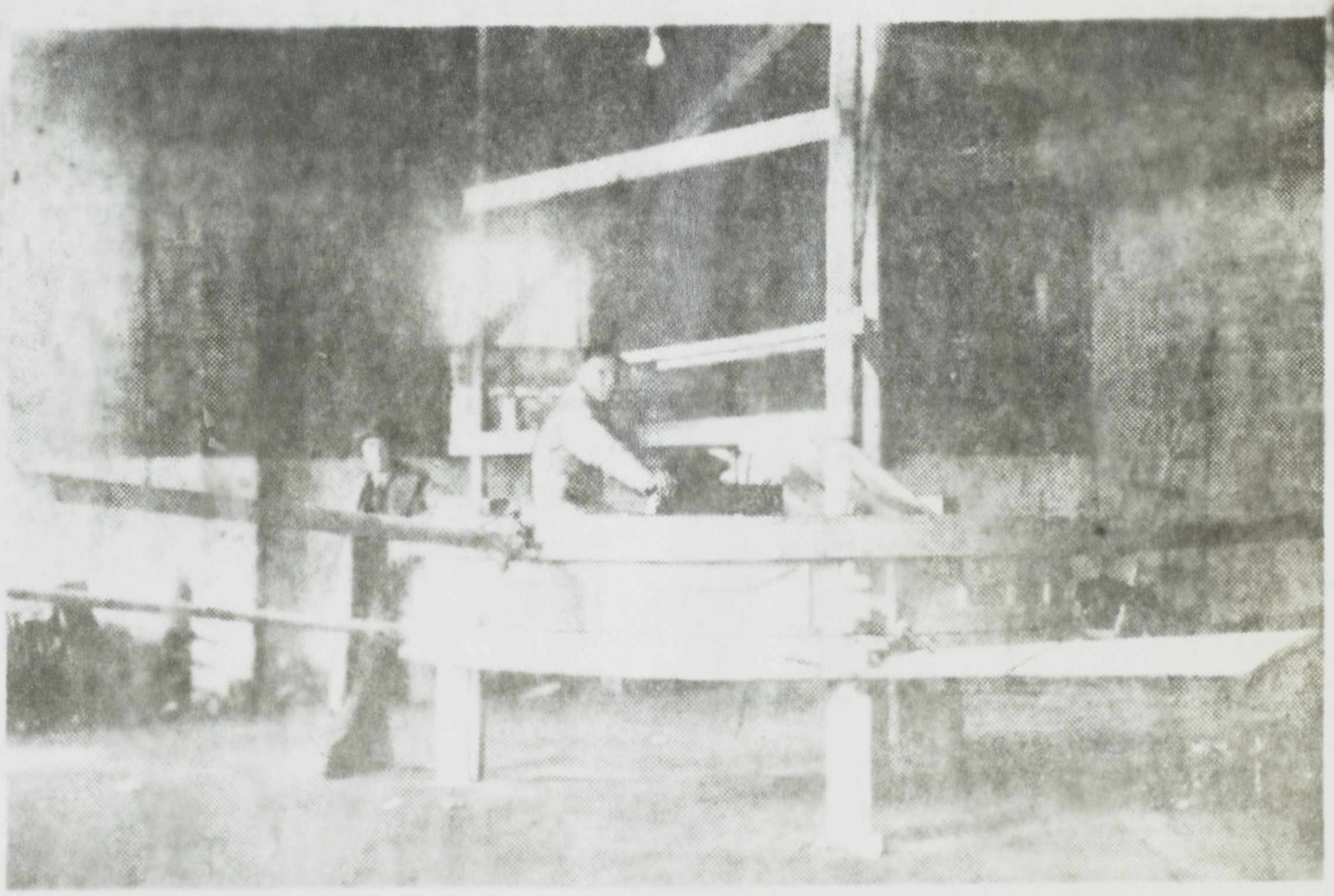
The roto-plane was described in a prospectus filed with the Securities and Exchange Commission as follows:

"This new disk-rotor plane utilizes an accepted airfoil, circular in shape, from which smaller airfoils project together with specially designed controls. The disk rotor is locked and prevented from rotating in flight by [illegible] the high speed at which the plane is capable.

"In landing, the lock on the disk rotor is released and natural forces autorotate the disk with sufficient speed to land the plane as slowly as a parachute."



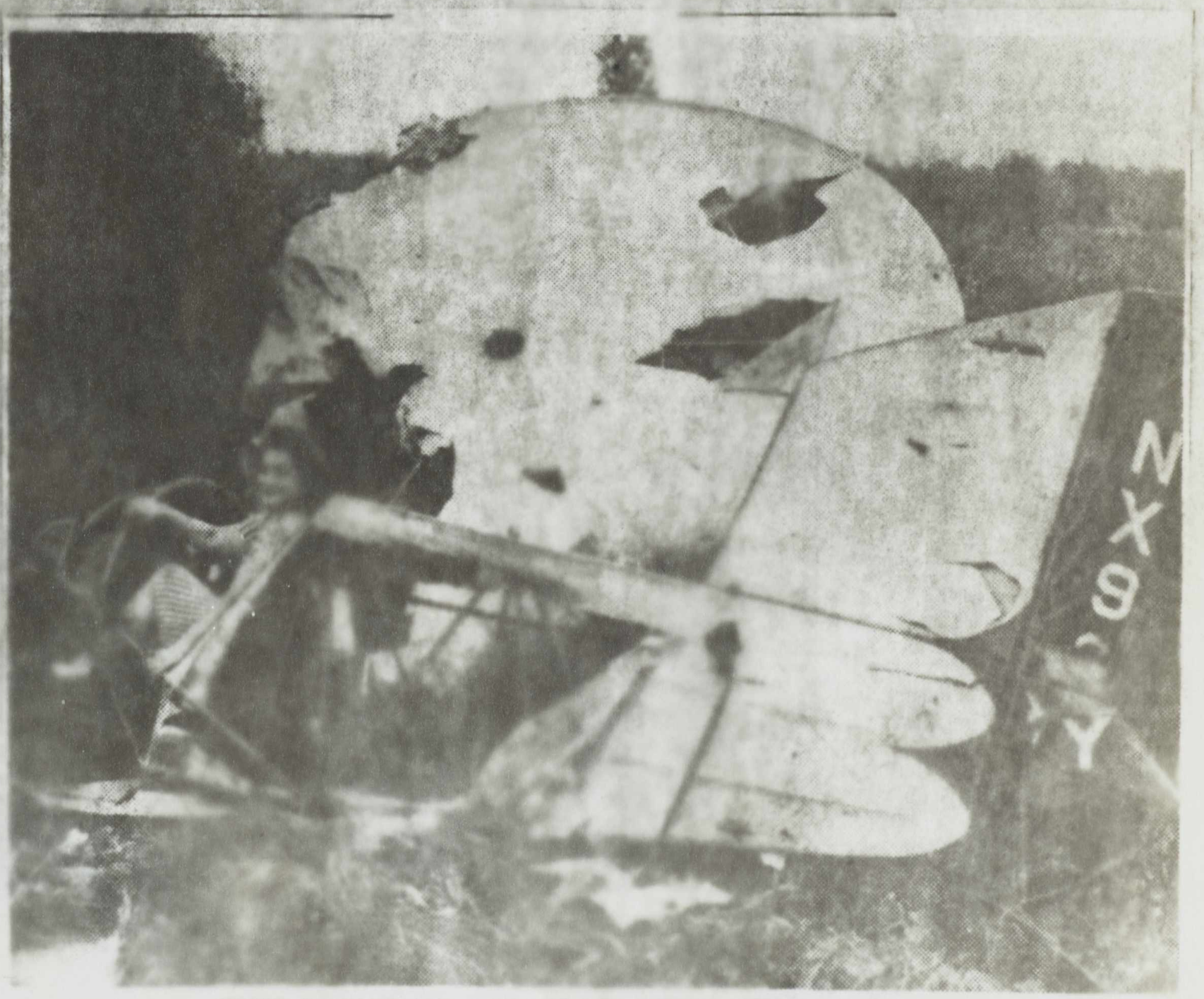
CHEESEBOX "SAUCER" — This picture, taken in 1940, shows an apparently completed model of the cheesebox plane mounted on a trailer in front of the Anne Arundel county garage where it was built. At left is the inventor, Jonathan Caldwell. (Other pictures on page 3.)



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J. E. CALDWELL



THIS WEIRD PLANE MAY BE FLYING SAUCER

Found in an abandoned Anne Arundel county tobacco barn, this skeleton, Air Force officials say, may be forerunner of mysterious "flying discs." Mrs. Jack J. Harbaugh sits in cockpit.

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33-1177

JONATHAN E. CALDWELL
GRAY GOOSE CORPORATION
ROTOR-PLANE COMPANY

File #24-93

EXHIBIT "A"

Fifteen (15) photographs, with identifying data
(All photographs taken by S/A von MAUCHER)

FOR HEADQUARTERS, OSI

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Declassification Authority: NND 923007

Gray Goose

15

Declassification Authority: NND 923007

DETAILS

On 19 August 1949, at approximately 1330, Special Agent von MAUCHER telephoned the Acting District Commander, 4th District, OSI, from Glen Burnie, Maryland, and stated that a newspaper reporter from the"Baltimore Evening Sun" had contacted him in Glen Burnie, Maryland, shortly after he had finished moving the "Grey Goose" to the back yard of the home of Trooper JOHN HARBAUGH, Maryland State Police.

On 19 August 1949, at approximately 1500, the Deputy Director, OSI authorized the Acting District Commander to answer questions of the press concerning the discovery of the objects. Mr. HOWARD NORTON, Washington Bureau of "The Sun", telephoned the 4th OSI District later and was given the information. The Acting District Commander, 4th District, OSI, was careful not to make a direct statement, and explained to Mr. NORTON the position of the Office of Special Investigations. Special Agent BELK was present during the entire interview with Mr. NORTON.

About 1630, 19 August 1949, Major SEALERS, Office of Public Information, Press Bureau, Headquarters, USAF, called District Office No. 4, and the story which had been given to Mr. NORTON was repeated to Major SEALERS.

Upon instructions of the Deputy Director, OSI, an effort was made to reach Captain LOOKADOO, Public Information Officer, Bolling Air Force Base. It was determined about 1930 that Captain LOOKADOO was on leave. An attempt was made through the Bolling Air Force Base telephone operators to contact other members of the Public Information Office, but this move proved unsuccessful. Special Agent BELK contacted Colonel HENRY J. AMEN, Base Commander, Bolling Air Force Base, and explained the difficulty that had been encountered and informed Colonel AMEN that the story had been released by the Pentagon Press Bank. Colonel AMEN appeared to be satisfied with this explanation.

Copies of the artist's conception of the "Grey Goose" and the "Rotor-plane" were given to the"Baltimore Sun" and the "Washington Star." Authority to release this photograph was given to the Acting District Commander, 4th OSI District, by OSI Headquarters.

Major SEALERS, Office of Public Information, informed Special Agent BELK telephonically that he was referring all newspapers that called his office to the 4th OSI District, and that he had received several requests for photographs.

A rendezvous point was established in Glen Burnie, Maryland, for 2200, and all newspaper and photo services that called were informed of this arrangement. At the ppointed time Special Agent BELK and Special Agent von MAUCHER, and Trooper JOHN HARBAUGH met photographers and

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"A scale model of one of the battered flying saucer prototypes found this week on a Glen Burnie farm was flown successfully in tests, an Air Force official disclosed here last night.

"A quarter-horsepower model of Jonathan E. Caldwell's 'rotoplane,' described by officials as an original version of the flying disk, was tested and flown successfully on Caldwell's Glen Burnie farm in the late 1930's, Capt. Claudius Belk, head of the Baltimore office of Special Investigation of the Air Force.

"Captain Belk revealed that his office has been 'investigating this machine for months' and is making every effort to locate Caldwell's son in the hope of obtaining engineering information about the 'roto-plane.'

"INVENTOR MAY BE DEAD

"He pointed out that Caldwell would be in his 70's if alive now, and said it is quite possible the disk inventor may be dead.

"The model found in a Glen Burnie tobacco-drying shed has 'no specific value,' the Captain continued. His office, he said, is trying to 'run down' the engineering idea behind it."

Direct quotations in this article attributed to Captain CLAUDIUS E. BELK were not made. All interviews with reporters during the evening, 19 August 1949, and early morning, 20 August 1949, were witnessed by Special Agent von MAUCHER and Trooper JOHN HARBAUGH, of the Maryland State Police. Attention is invited to the fact that all information contained in this article and attributed to Captain BELK was released in previous "Sun" paper articles without quotations, or attributed to "an Air Force official."

On 20 August 1949, Major SEALERS, Office of Public Information, Press Bureau, Headquarters, USAF, telephoned the Baltimore Detachment, 4th District, OSI, and requested that the Detachment Commander attempt to obtain from the "Sun" newspaper their source for the statement, "An Air Force Official tonight (19 August) described the two battered experimental planes found near Glen Burnie yesterday, as definitely the prototype of flying saucer'". This quotation first appeared in Volume 38-B, of the "Sun" on 20 August 1949, under the by-line of Mr. HOWARD NORTON, Washington Bureau of the "Sun".

Declassification Authority: NND 923007

On 20 August 1949, the City Editor of "The Evening Sun", Baltimore, Maryland, Mr. LEE McCARDELL, was interviewed by Special Agents BELK and von MAUCHER. Mr. McCARDELL made available to the Baltimore Detachment five (5) copies of each "Sun" newspaper that had carried the story, full access to the "Sun" papers' "morgue", and offered to make available slick copies of all photographs that the "Sun" paper reporters had taken during the coverage of this story. Mr. McCARDEL further stated that he would obtain photostatic copies of all previous information in the "Sun" files concerning CALDWELL. Mr. McCARDEL called HOWARD NORTON in Washington, and Special Agent BELK attempted to ascertain the source of the "prototype quotation". Mr. NORTON explained that he would not divulge his source under any consideration and that "newspaper reporters are protected under the circumstances." Mr. McCARDEL suggested that agents of the Office of Special Investigations contact Mr. ROBERT E. CLAPP, Frederick attorney, who was Assistant Attorney General of Maryland at the time of CALDWELL's activities, and who had given the "Sun" papers a rather extensive interview. Mr. McCARDELL also stated that a great deal of information was available in the files of the Maryland Attorney General concerning the stock sales activities of CALDWELL.

The following extracts from newspaper accounts contain information pertinent to this investigation. All information set forth in this paragraph is being rechecked by this District, and is being set forth at this time to maintain continuity of the investigation:

Excerpt from "THE EVENING SUN", Vol. 79-106, 19 Aug 1949:

"Activities Recalled

"Robert E. Clapp, Frederick Attorney who was Assistant Attorney General of Maryland at the time of Caldwell's disappearance and who conducted a hearing into Caldwell's allegedly fradulent stock sales, recalled some of the circumstances surrounding the missing man's activities.

"'As I remember the case,' said Mr. Clapp, 'he seemed to me to be a misguided individual who sincerely thought he had something.'

"Caldwell may have had something, added Mr. Clapp, but his methods of getting money to finance the project were outside the conventional.

"Sold Stock For Work

"'All he had was models,' Mr. Clapp said, 'and whenever one failed and he needed more funds he went out and sold stock.'

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"The testimony in the case revealed that the 'Gray Goose Airways, Inc.' was organized in Nevada in 1928. Three years later the company moved to New Jersey and after ten months there was enjoined from selling stock."

Excerpt from "THE EVENING SUN", Vol. 79 - 107, 20 Aug 1949

"Planned 10-Cent Shares

"Gray Goose was organized in 1928 under the laws of Nevada and stock was first sold in Denver, Col., 'upon the representation that Mr. Caldwell had invented a flying machine that would utilize the principle of the flight of a bird,' according to Robert E. Clapp, Jr., who was assistant attorney general at the time.

"Original plans called for the sale of 10,000,000 shares at 10 cents each, and Mr. Caldwell was to retain 51 per cent of the total.

"Some $8,000 to $10,000 in stock was sold the first year, although no records were kept, according to Mr. Clapp.

"Banned in N. J. and N.Y.

"In 1931, Caldwell moved to New Jersey, but was there only a short while before the attorney general of that state prohibited him from further sale of stock.

"He then moved to New York, and met the same injunction at the hand of the attorney general there.

"First stock sales in Maryland began, according to the data in the attorney general's office, in 1934, the year Caldwell moved from New York to Washington.

"After a hearing before the Attorney General of Maryland February 8, 1940, he was enjoined from selling stock in the State, on the ground that his methods were 'fraudulent.'

"Some of Stockholders Here

"The Attorney General's dossier on Caldwell states that he attended Oregon State College, in Corvallis, Ore. for two years, dates unknown.

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CALDWELL, et al - 24-93

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 4, BALTIMORE DETACHMENT

AT BALTIMORE, MARYLAND

1. Will obtain copies of all newspapers carrying this story published after 20 August 1949, and forward copies of this story as soon as possible.

2. Obtain slick photographs of all newspaper pictures, especially pictures of CALDWELL and pictures of the models.

3. Will interview Attorney General, State of Maryland, for information concerning CALDWELL's stock-selling activities.

4. Obtain photostatic copies of information available in the "morgue" of the "Sun" papers concerning CALDWELL's activities in 1940.

5. Interview Mr. ROBERT E. CLAPP, Frederick attorney, who was Assistant Attorney General of Maryland at the time of CALDWELL's activities.

6. Interview stockholders of The Gray Goose Corporation for any information they may have concerning CALDWELL's plans and/or activities.

7. Attempt to locate work shop in Baltimore, Maryland, where roto-plane is alleged to have been fabricated.

8. Make further attempts to develop information on Mr. STEWART SMITH, Baltimore, Maryland, the original informant in this case.

DISTRICT OFFICE NO. 4, Baltimore Detachment

AT GLEN BURNIE, MARYLAND

1. Will continue investigation and interviews in this area of persons who are acquainted with or have knowledge of CALDWELL's activities.

2. Will continue liaison, Maryland State Police, and retain custody of models.

DISTRICT OFFICE NO. 4, BOLLING AFB

AT WASHINGTON, D. C.

1. Will search files of Civil Aeronautics Administration for information of experimental model NX99Y, and obtain photostatic copies of their records.

2. Will check newspaper "morgues", especially "The Times-Herald", for stories which may have been carried concerning original flight of the Gray Goose.

3. Will conduct national agency checks on CALDWELL.

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CONFIDENTIAL

File

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

FILE NO. 33-144

DATE 19 August 1949

REPORT MADE BY LEONARD F. REDDISH - slo

REPORT MADE AT D.O.#4, BOLLING AIR FORCE BASE

PERIOD 14 June - 19 August 1949

OFFICE OF ORIGIN DO #4

STATUS CLOSED

TITLE

UNKNOWN SUBJECT
Letter from STEWART F. SMITH
318 Ilchester Avenue
Baltimore 18, Maryland

CHARACTER

COMMUNIST MATTERS

REFERENCE Ltr., Hqs. OSI, file #33-0, dtd 19 May 49; pending rpt. S/A L. F. REDDISH, 4th Dist., OSI, file #33-144, dtd 15 June 49

SYNOPSIS

All efforts to make the trip from Baltimore to Salisbury, Maryland, with Mr. STEWART F. SMITH have failed. Mr. SMITH has failed to keep several appointments with agents of the Baltimore Detachment, and has failed to come to the door on several occasions when it was certain that he was home. In view of this lack of cooperation on the part of Mr. SMITH, this case is being closed, by direction of the Acting District Commander, 4th OSI District.

Investigation into matters related to this case is being conducted under File #24-93, JONATHAN E. CALDWELL.

Classification cancelled/changed to FOR [redacted] by authority of the Director of Special Investigations USAF
(Officer) 8 Apr 64

Stanley C. Szapiel

CLOSED

STANLEY V. SZAPIEL
Colonel, USAF
Commander

SPECIAL HANDLING REQUIRED (AFR 124-4)
This report [redacted] will not be reproduced or given additional dissemination except as authorized by AFR 124-4. If this report is classified see also 205-1

DISTRIBUTION

Hqs. OSI 4
(action)

DO#4,

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BY AUTHORITY OF THE DIRECTOR OF SI[illegible]
BY KURT K. KUNZE, Capt, USAF
Historian
DATE 3 DEC 1975

ACTION COPY FORWARDED TO

Director of Special Investigations
Headquarters USAF
Washington 25, D. C.

APPROVED

KIRBY M. GILLETTE
LT. COLONEL, USAF
DISTRICT COMMANDER

FILE STAMP

331 144 15
DISTRICT #4 OFFICE
SPECIAL INVESTIGATION
AUG 24 1949
SEARCHED | ROUTED | SUPERVISOR
REFER TO:

AFCSI FORM 4
23 JULY 1948

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UNCLASSIFIED

9-1078, AF

Declassification Authority: NND 923007

DETAILS

On several occasions, Special Agent A. von MAUCHER, Baltimore, Detachment, has attempted to contact SMITH without success. Mr. SMITH has failed to keep several appointments with Special Agent von MAUCHER and Special Agent D'HOOGE, and has failed to come to the door on several occasions when it was certain that he was home.

A complete investigation, File #24-93, JONATHAN E. CALDWELL, is being conducted by this district Office relative to leads developed from this case.

- CLOSED -

Declassification Authority: NND 923007

CONFIDENTIAL

Hqs, OSI

HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION	FILE NO. 24-93	DATE 22 August 1949
	REPORT MADE BY CLAUDIUS E. BELK - slo	
TITLE JONATHAN E. CALDWELL GRAY GOOSE CORPORATION ROTOR-PLANE COMPANY	REPORT MADE AT D.O.#4, BOLLING AIR FORCE BASE	
	PERIOD 18, 19, 20 August 1949	
	OFFICE OF ORIGIN DO #4	
	STATUS PENDING	

CHARACTER
SPECIAL INQUIRY (Unconventional Aircraft Models)

REFERENCE
Ltr. Hqs. OSI, file #33-0, dtd. 19 May 49; pending rpt. S/A REDDISH, DO #4, file #33-144, dtd 15 June 49; closing rpt. S/A C.E. BELK, DO #4, file #33-144, dtd. 19 Aug 49

SYNOPSIS

This investigation predicated upon letter from Hqs. OSI, file #33-0, dated 19 May 1949, to investigate a request of one STEWART F. SMITH, Baltimore, Maryland, who desired to turn some information over to "a high Air Force Official." SMITH stated that he had purchased stock in a company that he believed was making the flying disc. This stock was purchased from a Mr. JONATHAN E. CALDWELL, Glen Burnie, Maryland. All efforts to obtain documented evidence from SMITH failed. SMITH had written a similar letter to the Baltimore Field Office of the Federal Bureau of Investigation. Permission was received from the Baltimore Field Office, FBI, to proceed with the investigation. With the assistance of the Maryland State Police, two experimental models, the "Gray Goose" and the "Rotor-plane", were found in a barn on the old Lypton Farm near Glen Burnie, Maryland, late on the afternoon of 17 August 1949. Photographs and an artist's sketch were obtained and several interviews were conducted 18 August 1949. Arrangements were made to move the "Gray Goose" by the Maryland State Police on 19 August 1949, and a telephonic report of the entire investigation was made to Colonel CARPENTER by Major JOSEPH J. DeRAAD at about 0930, 19 August 1949.

CLASSIFICATION CANCELLED
BY AUTHORITY OF DIRECTOR OF SPEC INV
KURT K. KURZE, Capt, USAF - PENDING -
BY Historian
3 DEC 1975

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DISTRIBUTION		ACTION COPY FORWARDED TO DATE	FILE STAMP
Hqs. OSI	3	C.G., Air Materiel Command ATTN: MCIAXS - - - - - - - - - - Director of Special Investigations Headquarters USAF Washington 25, D. C.	33-144-3 UNITED STATES AIR FORCE THE INSPECTOR GENERAL AUG 23 4 25 PM '49
DO#4,	2		
DO #5 (for forwarding to the C.G., Air Materiel Command ATTN: MCIAXS)	4		
		APPROVED KIRBY M. GILLETTE LT. COLONEL, USAF DISTRICT COMMANDER	UNCLASSIFIED 15 SEP 1949

AFCSI FORM 4
23 JULY 1948

CONFIDENTIAL

9-1078, AF

Declassification Authority: NND 923007

Maryland. Trooper HARBAUGH described PUMPHREY as a "shrewd operator", and advised that the exact nature of the investigation be withheld from PUMPHREY, and that all contact with this individual be maintained on a local plane. Trooper HARBAUGH explained that, due to the economic factor involved in the Gray Goose Corporation, any interest shown by Headquarters, Air Force, in the matter might jeopardize the actual recovery of existing models.

Mr. PUMPHREY stated, in substance, that CALDWELL lived on the old Lypton Farm in 1938, and used several outbuildings on the farm as work shops for the building of some type of flying disks. CALDWELL sold stock to numerous people in the Glen Burnie area in this project. CALDWELL departed hurriedly during the night, leaving several pieces of aircraft equipment in the outhouses on the farm. CALDWELL owed PUMPHREY about $600.00 rent. PUMPHREY sued for and obtained possession of furniture which CALDWELL left. This furniture was sold to settle the debt. PUMPHREY stated that he was not interested in any of the "junk" which CALDWELL left behind and that Trooper HARBAUGH was welcome to it if he would remove it from his property.

Special Agent von MAUCHER, accompanied by Trooper HARBAUGH, located two models in a tobacco shed on the Lypton Farm. Both of these models were in bad state of repair, but it was obvious from examination that these objects had been used in some type of aeronautical experiment. Due to the lateness of the hour and the circumstances surrounding the situation, no effort was made to protect these items at this time.

On 18 August 1949, Trooper HARBAUGH was contacted and arrangements were made to photograph and sketch both aircraft models on the Lypton Farm. The old Lypton Farm is located 200 yards north of the Old Annapolis Road, near Marley Park, Anne Arundel County, Maryland. Mr. FRED B. MILBURN now lives on this farm. Mr. MILBURN was interviewed concerning the plane models in the tobacco shed, and stated, in substance, that the objects had been there during the five years that he had lived on the farm; that they were no concern of his and he had paid no attention to them. He knew nothing about the models that would contribute to this investigation.

Two models were found in the tobacco shed on the Lypton Farm. One model, an auto-giro type plane, had been manufactured by the Gray Goose Company. CALDWELL sold stock in this model, completed the experimental model and is reported to have flown the model for from five to ten minutes and reached an altitude of approximately 50 ft. The other model was built by the Rotor-Plane Company and did not reach the flying stage in its development before CALDWELL mysteriously vanished. It is believed that the Gray Goose was licensed under CAA Experimental No. NX99Y. The following is a physical description of the Gray Goose:

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The Gray Goose had an overall length of approximately 14 ft., with a rather conventional-type fuselage. A 9-cylinder, 45 horsepower French engine (Somerson?) was mounted on a conventional front fuselage engine mount, driving a conventional two-blade wooden propeller. The model had no wings, but possibly had stabilizing airfoils located in the general wing position. The fuselage was a single cockpit, tricycle landing gear affair, with a high square vertical stabilizer and arced rudder. A spring steel tail skid was mounted to the rear bottom of the fuselage, and some type of horizontal stabilizers were attached to the fuselage near the conventional position. These horizontal stabilizers appeared to be mounted away from the fuselage on an "A"-type frame, and one informant stated that the inventor had "some type of a crazy rig as far as ailerons were concerned." The cockpit contained an altimeter, a tachometer, an oil pressure guage, a fuel pressure guage and three blank instrument spaces. The plane was controlled by means of a stick and rudder pedals. The fuselage construction consisted of three-quarter inch welded steel tubing, covered with aircraft fabric. Mounted on a tripod above the fuselage was a disk, approximately 14 ft. in diameter. This disk resembled two dinner plates face to face, with a winder cord of 12" and an outer cord of 5". The disk was built of reinforced plywood, stripped with aluminum on the edges and covered with aircraft fabric. A center revolving axle was controlled by an expander-type brake. Four airfoil blades, approximately 3 ft. in length and 12" in width were attached to the cardinal points of the disks. Present condition indicates that these blades could be controlled, therefore making it possible to change the pitch. The blades were of airfoil-type construction with a cord of 3" on the leading edge and 3/4" on the trailing edge. The leading edge was stripped with copper and the blade was constructed of polished hardwood. From present appearances, the disk was free rotating and was given its momentum by prop blast and forward thrust. The engine had been removed from the fuselage and was no longer on the premises.

The rotor-plane was in a bad condition and was not immediately identified as being a second model. Very little of this model is now available for study. The model, as it exists today, consists of a plywood and steel reinforced cylinder, approximately 14 ft. in diameter and 3 ft. in depth. Six airfoil blades of the same type as were used on the Gray Goose were also found. These blades are approximately 8 ft. in length. Two bands, 10" in width with a roller device attached, were also found.

On 18 August 1949, Mr. ROBERT E. WHIPP and Mrs. ROBERT E. WHIPP, owners and managers of The Standard Air Service Corporation, Glen Burnie, Maryland, were interviewed concerning CALDWELL. The Glen Burnie Airport

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is located about two miles from the old Lypton Farm, where CALDWELL developed the aircraft models. Mr. WHIPP stated that he had been approached by Mr. CALDWELL sometime about 1939 concerning hanger space and the use of his shops in the development of the models. Mr. WHIPP stated that he was interested in the idea until Mr. CALDWELL stated that he desired to pay for the services with stock in the company. Mr. WHIPP stated that he took one look at the model that CALDWELL was building on the Lypton Farm, and told him that he did not want to have anything to do with it. Mr. WHIPP stated that he knew nothing else about the matter, but he believed that one of his mechanics, a Mr. JOHN W. GANZ, had worked for CALDWELL during the building of the models on the Lypton Farm.

On 18 August 1949, Mr. JOHN W. GANZ, a mechanic employed by The Standard Air Service Corporation, was interviewed at the Glen Burnie Airport, and stated in substance that he had worked with Mr. CALDWELL for several months on the Rotor-plane and the Gray Goose. Mr. GANZ stated that he was told by CALDWELL that the Gray Goose flew in the Washington, D. C. area for about 15 minutes and reached a height of about 50 feet. Mr. GANZ said that most of his work had been done on the rotor-plane, which he attempted to test fly because "everyone else was afraid to". The rotor-plane was powered by a 1938 (?) Chevrolet engine and failed to lift itself off of the ground during tests. Mr. GANZ stated that the vibration was awful and he expected the thing to fly apart at any time. CALDWELL had a small model of the rotor-plane powered by a 1/4 h.p. electric motor that would lift 14 pounds several feet off of a table. Mr. GANZ described the model as a beautiful job of construction. GANZ stated that CALDWELL left in a hurry during the night, leaving the models behind, but the small working model of the rotor-plane has not been seen since CALDWELL disappeared.

Mr. and Mrs. WHIPP and Mr. GANZ were cautioned by Special Agents BELK and von MAUCHER, as well as Trooper HARBAUGH, who was present during the interview, that the investigation was of a classified nature and they were not to talk about the investigation to anyone.

Mr. HARRY JOHNSON, negro, residing on the Lypton Farm, was interviewed on 18 August 1949 and stated that an aircraft engine had been attached to the Gray Goose until about a year ago. At that time two white men, about twenty years of age, came to the Lypton Farm in a 1933 Chevrolet and removed the engine, fuel and oil tanks and all of the fuel lines and wiring from the Gray Goose. He knew nothing else that would contribute to this investigation.

On 18 August 1949, Mr. FRED B. MILBURN, caretaker on the Lypton Farm, was interviewed for the second time, and stated that he had no knowledge of the removal of the engine, but two young men had come to his house about a year ago and said that they were interested in removing the fuselage of the Gray Goose. After examining it they decided that it

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was not worth taking away, and left empty-handed. MILBURN remembered that the engine was missing at this time, but stated that he knew nothing about it.

AGENT'S NOTE: MILBURN is a very uneducated person and was very reluctant to talk to this Agent. He continually made the statement, "I don't know nothing, I always mind my own business, and this thing is no business of mine, or my kids'."

On 18 August 1949, Mr. ROBERT E. WHIPP was confronted with the alleged information that the engine to the Gray Goose had been repaired in the shop of his Glen Burnie Airport within the past year by Trooper HARBAUGH. Although Mr. WHIPP had denied in a previous interview any knowledge of the engine, he suddenly remembered that a Mr. LOUIS S. GREENWELL, a student of Whipp's, had approached him to buy an aircraft engine. Mr. WHIPP stated that GREENWELL was employed by the Glen Burnie Post Office.

AGENT'S NOTE: During this entire investigation, Mr. WHIPP has appeared to withhold information on this subject.

On 18 August 1949, Mr. LOUIS S. GREENWELL, Carrier, was interviewed at the Glen Burnie Post Office, and stated that he had removed the engine, fuel tanks and wiring from the Grey Goose about a year ago, with the permission of Mr. PUMPHREY, and now had the engine in his basement. The engine was completely disassembled. Trooper HARBAUGH instructed GREENWELL to reassemble the engine and bring it to his house as soon as possible.

On 18 August 1949, Mr. GEORGE ROLFE, 924 Wilmont Court, Baltimore 2, Maryland, was contacted concerning an artist's conception of flying discs reported seen by him on 29 June 1949. The 4th District, OSI, conducted an investigation of this incident and rendered a Pending Report, dated 18 July 1949, under Case #24-78. Special Agent BELK described the Glen Burnie models to ROLFE and he made a drawing of both models from this description. A photograph of this drawing is enclosed as an exhibit.

On 19 August 1949, a detail of five (5) men and driver, accompanied by Special Agent von MAUCHER, proceeded from Camp Holabird, Baltimore, Maryland, to Elvaton Crossing, Maryland, in an Army truck, 1-1/2 ton, 2 x 4, loaned to the Baltimore Detachment, 4th OSI District by the Camp Holabird Motor Pool. The truck departed from Camp Holabird at approximately 1230 and arrived at the home of State Trooper JOHN J. HARBAUGH, Maryland State Police, near Glen Burnie, Maryland, at 1330 hours. The detail, accompanied by Trooper HARBAUGH, went to the tobacco shed on the Lypton Farm and loaded and removed the "Gray Goose" to a place in the rear of the garage at the home of Trooper HARBAUGH. HARBAUGH had received permission to remove the objects from the property by Mr. LEWIS PUMPHREY, owner.

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UNDEVELOPED LEADS

DISTRICT OFFICE NO. 4, BALTIMORE DETACHMENT

At BALTIMORE, MARYLAND

1. Will obtain copies of all newspapers carrying this story in the Baltimore area and forward copies of this story as soon as possible.

2. Obtain slick photographs of all newspaper pictures, especially pictures of CALDWELL and pictures of the models.

3. Will interview City Editor LEE McCARDEL, "Baltimore Evening Sun", for sources of information on various statements made by the "Sun" papers pertinent to this investigation.

4. Will interview Attorney General, State of Maryland, for information concerning CALDWELL's stock-selling activities.

5. Obtain photostatic copies of information available in the "morgue" of the Sun papers concerning CALDWELL's activities in 1940.

6. Attempt to ascertain person or persons from whom the "Sun" papers received the original "tip".

7. Interview Mr. ROBERT E. CLAPP, Frederick attorney, who was Assistant Attorney General of Maryland at the time of CALDWELL's activities.

8. Interview stockholders of The Gray Goose Corporation for any information they may have concerning CALDWELL's plans and/or activities

9. Attempt to locate work shop in Baltimore, Maryland, where roto-plane is alleged to have been fabricated.

10. Make further attempts to develop information on Mr. STEWART SMITH, Baltimore, Maryland, the original informant in this case.

DISTRICT OFFICE NO. 4, Baltimore Detachment

AT GLEN BURNIE, MARYLAND

1. Will continue investigation and interviews in this area of persons who are acquainted with or have knowledge of CALDWELL's activities.

2. Will continue liaison, Maryland State Police, and retain custody of models.

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CONFIDENTIAL

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 33-144

DATE 15 June 1949

REPORT MADE BY LEONARD F. REDDISH AL

REPORT MADE AT DO #4, BOLLING AIR FORCE BASE

PERIOD 7, 13 June 1949

OFFICE OF ORIGIN DO #4, Bolling AFB

STATUS Pending

TITLE

UNKNOWN SUBJECT
Letter from STEWART F. SMITH
318 Ilchester Avenue
Baltimore 18, Maryland

CHARACTER

COMMUNIST MATTERS

REFERENCE

Letter, Hqs OSI, file #33-0, dated 19 May 1949

SYNOPSIS

STEWART F. SMITH while a storekeeper in Preston, Maryland, in approximately 1934, was approached by one JOHNATHAN E. CALDWELL for the purpose of selling stock in the Gray Goose Corporation. CALDWELL substantiated his claim of having invented a practical aircraft by showing Washington, D.C. "Times Herald" clippings that portrayed the Gray Goose. CALDWELL at that time stated his intention of going to a "foreign country" to sell the aircraft if it became necessary to do so. SMITH stated that he had purchased 100 shares in the Gray Goose Corporation, these shares and the clippings re the aircraft are now in Salisbury, Maryland. SMITH recalls that the resemblance between the clippings of the Gray Goose and descriptions of the "flying saucers" is striking.

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SPEC INV
BY KURT K. KUNZE, Capt, USAF
8 DEC 1948
DATE

DISTRIBUTION

Hqs OSI (Action cys)	4
DO #4	2

ACTION COPY FORWARDED TO

The Inspector General, USAF
Headquarters USAF
ATTN: Director, OSI-IG
Washington 25, D.C.

APPROVED

KIRBY M. GILLETTE
Lt. Colonel, USAF
District Commander

FILE STAMP

24-18[illegible]-224
33-1177
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UNITED STATES AIR FORCE
INSPECTOR GENERAL
JUN 17 11 45 AM '49
JUL 5 1949
OFFICE OF SPECIAL INVESTIGATIONS

UNCLASSIFIED

AFHQ FORM 15 JAN 49 O-208 Replaces AFCSI Form 4, 23 Jul 48, which may be used.

16—57744-1 U. S. GOVERNMENT PRINTING OFFICE

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UNITED STATES AIR FORCE
The Inspector General
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. [redacted] DATE 25 June 1949

REPORT MADE BY JOSEPH T. RAPPOLD

REPORT MADE AT Baltimore, Maryland

PERIOD 7, 13 June 1949

OFFICE OF ORIGIN DO #2, Rolling Adr

STATUS Pending

TITLE

UNKNOWN SUBJECT
Letter from STUART T. SMITH
318 Tadoster Avenue
Baltimore 18, Maryland

CHARACTER

COMMUNIST MATTERS

REFERENCE

Letter, Hqs OSI, file 213-0, dated 15 May 1949

SYNOPSIS

[redacted]

STUART T. SMITH while a storekeeper in Preston, Maryland, in approximately 1934, was approached by one JOHNATHAN T. CAUDILL for the purpose of selling stock in the Cary Goose Corporation. CAUDILL subsequently made claim of having invented a practical aircraft by showing wagging-ton, D.C. "Times Herald" clipping that portrayed the Cary Goose. CAUDILL at that time stated his intention of going to a "foreign country" to sell the aircraft if it became necessary to do so. SMITH stated that he had purchased 100 shares in the Cary Goose Corporation, these shares and the oldpapers re the aircraft are now in Salisbury, Maryland. SMITH recalls that the resemblance between the oldpapes of the Cary Goose and descriptions of the "flying saucers" is striking.

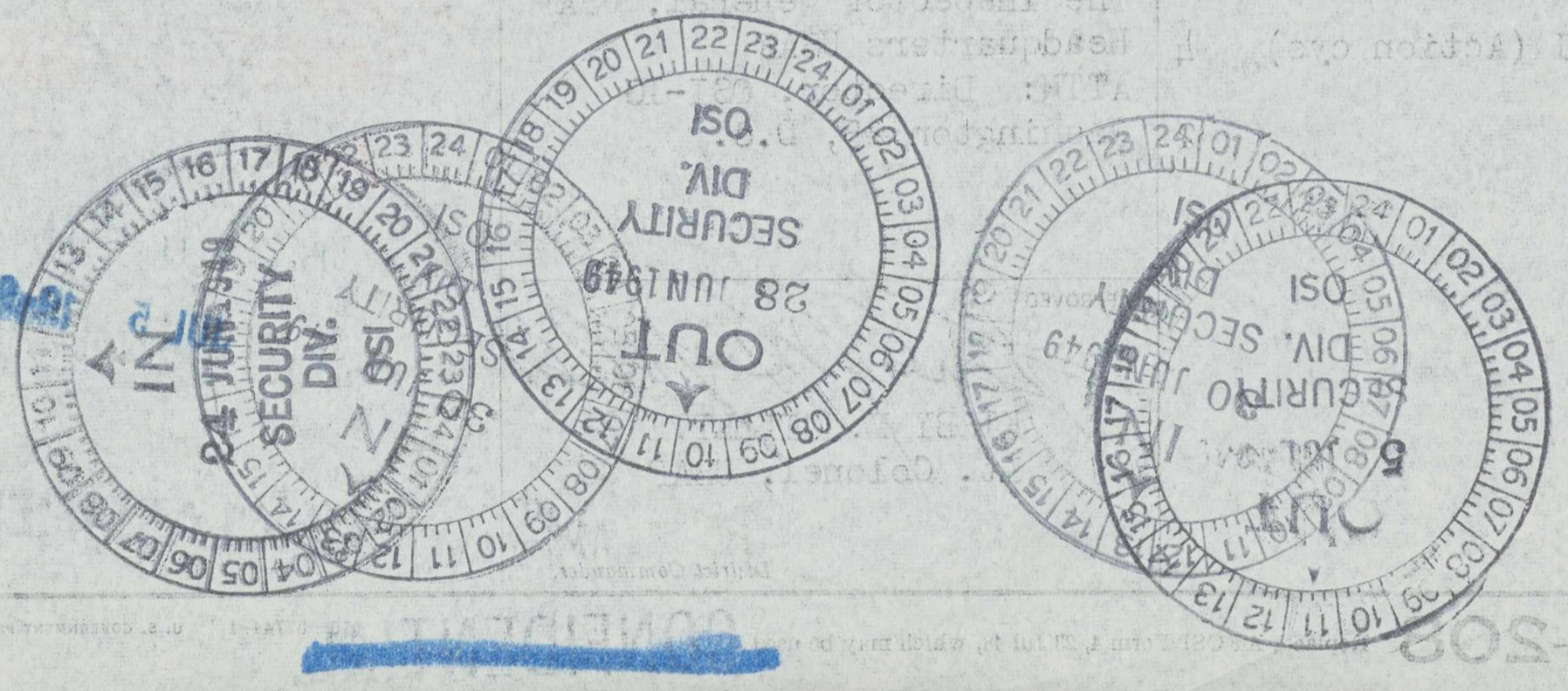
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The Insp Gen (Action cys) 4

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The Inspector General, USAF
Headquarters
Washington 25, D.C.

FILE STAMP



Declassification Authority: NND 923007

DETAILS:

1. This investigation requested by Hqs OSI, letter, file #33-0, dated 19 May 1949, regarding Letter of Information re Communist Activities submitted to Hq OSI by one STEWART F. SMITH, 318 Ilchester Avenue, Baltimore 18, Maryland.

AT BALTIMORE, MARYLAND

2. On 7 June 1949, Mr. STEWART F. SMITH, 318 Ilchester Ave., Baltimore 18, Maryland, advised that in approximately 1934, a Mr. JOHNATHAN E. CALDWELL, alleged to be a representative of the Gray Goose Corporation, contacted him regarding the buying of shares of stock in subject corporation. CALDWELL substantiated his claim of having invented a practical aircraft, the Gray Goose, by showing SMITH clippings from the Washington, D.C. "Times Herald" in which the Gray Goose was pictured. SMITH recalls that the resemblance between the clippings of the Gray Goose and descriptions of the "flying saucers" is striking. CALDWELL stated his intention of selling the aircraft to a "foreign country", if necessity prompted him to do so; therefore, SMITH felt it his duty to report the facts to the United States Government. SMITH further stated that he bought one-hundred (100) shares of the Gray Goose Corporation, and that subject shares as well as clippings and literature on the Gray Goose are now in Salisbury, Maryland. SMITH recalls that CALDWELL's last address was P.O. Box #98, Glen Burnie, Maryland, and that the Gray Goose Corporation was originally incorporated under the Statutes of Nevada, and later incorporated in Maryland.

3. On 7 June 1949, the Maryland State Tax Commission advised that its files contain no record of the Gray Goose Corporation.

4. On 13 June 1949, Trooper J.J. HARBAUGH, Maryland State Police, advised that one, JOHNATHAN E. CALDWELL is a resident of Glen Burnie, Maryland.

- PENDING -

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UNDEVELOPED LEADS

DISTRICT OFFICE #4, BOLLING AFB

AT BALTIMORE, MARYLAND

An agent of the Baltimore Detachment, DO #4 OSI (IG) will accompany SMITH to Salisbury, Maryland, to secure the clippings and literature related to the Gray Goose, and then submit said clippings and literature for evaluation.

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Declassification Authority: NND 923007

AF HQ-33 (20 May 44)

CS1

HEADQUARTERS UNITED STATES AIR FORCE

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Forwarding Letter

TO: Security Division, AFCSI

DATE 6 MAY 1949

COMMENT NO. 1

FROM: Directorate of Intelligence, DCS/O

Maj Jones/bjc/4700
AFOIN-Admin

Forwarded as a matter of primary interest and action as considered appropriate.

Incl
ltr fr S. F. Smith
dtd 30 Apr 49

Oval W. Jones

OVAL W. JONES
Major, USAF
Assistant Executive
Directorate of Intelligence

CLASSIFICATION CANCELLED
BY AUTHORITY OF THE DIRECTOR OF SECURITY
BY KURT K. KUNZE, Capt, USAF
Historian
3 DEC 1975
DATE

UNCLASSIFIED

16—54288-1

Declassification Authority: NND 923007

OFFICE OF
SPECIAL INVESTIGATIONS
MAY 9 12 21 PM '49
UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

HEADQUARTERS UNITED STATES AIR FORCE
IN
11 MAY 1949
SECURITY DIV.
OSI

Declassification Authority: NND 923007

Forwarding Letter

Security Division, AFCSI

6 MAY 1949

1

Directorate of Intelligence, DCS/O

Maj Jones/bjc/4700
AFOIN-Admin

Forwarded as a matter of primary interest and action as considered appropriate.

Incl
ltr fr S. F. Smith
dtd 30 Apr 49

OVAL W. JONES
Major, USAF
Assistant Executive
Directorate of Intelligence

Counter Intelligence Matters - Espionage

24-FILE 185-221/33 1177 7

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL

MAY 9 12 22 PM '49

OFFICE OF
SPECIAL INVESTIGATIONS

Declassification Authority: NND 923007

Baltimore, Md. 18

AFOSI

318 Ilchester ave
April 30, 1949

1 LAAF Hqtrs
Wash. D C.

Gentlemen:

On Saturday, April 30, 1949, I phoned some information to the local office of a certain U.S. Govt Agency. I would like to give you the same information but I hesitate to put it in writing for fear a communist agent may see it. How can I be placed in communication with a high ranking official and assured I am giving this information to a 100% supporter of our United States constitution? Please contact me at your convenience. 8 to 9 a.m. + 8 to 10 P.m.

Very truly yours
L. F. Schmitt

Phone - Belmont 9467

Declassification Authority: NND 923007

RECD
5 MAY 1949
DIR/INT
HQ USAF

Declassification Authority: NND 923007

3188 Glenarden Ave
Balto 18, Md.
S.F. Smith





United States Army Air Force Hdqtrs.,
Washington, D. C. SPR

% Postmaster

Declassification Authority: NND 923007