



Part 12 - Peculiar Phenomenon:

Early United States Efforts to Collect and Analyze Flying Discs

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and Juarez rocket crash,' airplanes began to crash
all over the world." - J. Andrew Kissner*

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Increased Plane Crashes and the National Reaction


On June 4, 1947, the same day President Truman requested an extension of the Second War Powers Act from Congress, a curious announcement appeared in the June 4, 1947, *El Paso Times*, about 300 cadets who had graduated from the National Military Academy at West Point and would arrive in El Paso in ten transport planes to watch nine B-29 bombers drop 500 pound bombs reportedly south and east of the main post area of WSPG. The graduates would also have the opportunity to watch Ft. Bliss Antiaircraft Artillery demonstrate antiaircraft weapons and observe U. S. Army Ordnance launch a WAC Corporal missile. The announcement was made five days later Col. Turner departed for Washington, D. C., following the "Juarez V-2 Incident."

Using military non-combatants as cover for covert military activity is not new. This is especially necessary when the military activity will be observable to the public or a potential adversary. Explanations are needed for the press and public when large numbers of antiaircraft artillery are moved, when artillery is deployed to unusual locations, when bombing an area in full view or even in hearing range of a population, or when missiles are launched. West Point cadets entering military service for much of their lives might be the perfect viewing audience to demonstrate attack on a new adversary.

The Eighth Air Force based at Davis-Monthan Field in Tucson would supply the B-29s of the 43rd Bombing Group for the demonstration at "Orogrande Bombing Range." The cadets on a tour of U. S. Army installations around the U. S. arrived at Biggs Army Airfield from Wright Field, Ohio. Later renamed Wright-Patterson AFB, this base vital to the American military was home of General Nathan Twining (MJ-4) and the Armed Forces Air Material Command where the cadets "had the opportunity to see the Army Air Forces laboratories there." [Ibid.] The cadet announcement was the first of two publicly announced live bombing exercises in the White Sands region over the next five weeks.

After "Juarez Incident," Plane Crashes All Over the World

In that same week after the May 29, 1947, "peculiar phenomenon and Juarez rocket crash," airplanes began to crash all over the world. The night of May 29, a four-engine C-54 Army courier plane with 42 persons on board crashed in mountains southwest of Tokyo. The same night, a B-29 bomber crashed and burned shortly after taking off from Ladd Field in Fairbanks, Alaska. The same day, an Icelandic Airways plane with 25 persons aboard was reported missing on a flight from Reykjavik to Kureyri.



igned plane The New York Times

ARMY PLANE CRASHES WITH 41 NEAR TOKYO

TOKYO, Friday, May 30 (AP)—A four-engined C-54 Army courier plane with forty-one persons on board crashed in mountains southwest of Tokyo last night. It was not known today whether there were any survivors.

The plane, inbound from Korea, had reported no trouble as it flew northward across the 'mouth' of Tokyo Bay, a Fifth Air Force announcement said. That was its last radio contact with ground officials.

Three airplanes and five ground parties were rushed to the scene west of Atsugi airport, the courier's destination. On the plane were thirty-three passengers and a crew of eight.

The plane was on a routine flight from Kimpo, Korea, to Tokyo.

FAIRBANKS, Alaska, May 29 (AP)—A B-29 bomber crashed and burned shortly after taking off from Ladd Field here today. The Army public relations office said three men were reported missing.

The other nine members of the crew escaped serious injury but were brought to the Ladd Field station hospital.

All of the field's rescue equipment was called into use. Small power boats were used to get help across the Chena River to the crash scene and helicopters were flown over the spot.

The plane was attached to the Forty-sixth Reconnaissance Squadron. Names of the men on board were withheld.

REYKJAVIK, Iceland, May 29 (AP)—An Icelandic Airways plane with twenty-five persons aboard was reported missing tonight on a flight from Reykjavik to Akureyri. The two-engined Dakota (DC-3) plane, unreported since 12:40 P. M. last, was seen over a mountainous area off the northern coast of Iceland, which is now being searched.

Heights, Queens, was reported to be in fair condition after receiving treatment for smoke inhalation.

The official Weather Bureau records at La Guardia Airport indicated that a 8:02 P. M. a south wind was blowing over the field at nineteen miles an hour. At the same time there was thunder. At 8:09 P. M. the wind had veered sharply and was blowing out of the west at twenty-five miles an hour. There was thunder then, too, but no rain. The first rain on the field was recorded as a shower at 8:12 P. M.

None of the Weather Bureau personnel would interpret these readings in connection with the accident to the DC-4, but unofficial

FIRE, MUD AND RAIN SLOW RESCUE WORK

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dead were instructed to go there at 9 o'clock this morning to aid in identification.

One of the first to arrive after the crash was Kenneth Behr, municipal manager of the field, who was driven to the scene by Edward La Mothe, a cab driver. Mr. Behr had just stepped out of the cab and was looking at the flaming plane when he suffered a heart attack. The cab driver rushed him to Queens General Hospital, but he returned to the field after emergency treatment.

Student Describes Crash

One of the students in the aeronautics school, John Candelora, 24 years old, of 132-21 Fifty-seventh Road, Flushing, Queens, saw the crash.

"The plane just missed the school," he said. "I saw it clearly, but I never want to see such a sight again, I saw enough of that thing in the Army."

Another eye-witness, Leonard Roden, of 22-21 Seventy-sixth Street, Jackson Heights, Queens, who is attached to a National Guard medical battalion, said he was watching the plane take off and, as it got about fifty feet off the ground, he saw a "big puff of smoke and then fire."

Front Page, *The New York Times*, May 30, 1947.

On June 2, 1947, Lieut. Comdr. Conrad J. Welling of Edgewater, Md., landed his pusher-type Republic Seabee plane upside down in a plowed field after a sharp turn at a 20-foot altitude in order to avoid crashing into a power line because "a freak wind had kept the plane from gaining altitude." [Front Page, *The New York Times*, June 2, 1947.]

TAKE-OFF WRECKS PLANE

Navy Pilot Saves 3 Passengers as Wind Keeps Craft Down

ANNAPOLIS, Md., June 1 (AP)—A quick-thinking Navy pilot was credited with saving four lives today when a freak wind prevented his take-off at Lee Airport here.

Lieut. Comdr. Conrad J. Welling of Edgewater, Md., landed his pusher-type Republic Seabee plane upside down in a plowed field after a sharp turn at a twenty-foot altitude in order to avoid crashing into a power line, J. W. Tyler, airport manager, reported.

Commander Welling, his wife, their baby daughter and a New York physician stepped out of the plane "without a scratch," Mr. Tyler said. He was unable to give the name of the passenger.

The plane became airborne after taking off crosswind on the 3,000-foot runway but did not gain altitude, the pilot's accident report said.

"The engine was cut and the aircraft landed downwind in a clear, plowed field," he reported.

Mr. Tyler said the plane turned turtle, tail over nose, one wing was ripped off and the metal cabin was pushed in. He said a freak wind had kept the plane from gaining altitude.

Front Page, *The New York Times*, June 2, 1947.

On June 2, a former Army BT-13 piloted by Johnny Scott flying above U. S. Route 66 on his way to Collexico, California (the site of Project Y; Z Division's Test Center at Sandy

Beach) crashed and burned 80 miles east of Albuquerque and 100 miles north of WSPG. Johnny tried to hitchhike from the crash and was picked up by tourist, John Kelly, who took Johnny to an Albuquerque doctor's office but who did not want to file an official accident report. Instead Kelly called Associated Press and said, "I just thought that someone should know about this (airplane crash)." [*Las Cruces Sun-News*, June 3, 1947.]

Also on June 2, 1947, in Pasadena, California, downtown shoppers were surprised when two full 250-gallon wing tanks of a U. S. Army P-80 jet fighter were jettisoned above them. One of the tanks landed in Central Park and blew out a large crater a few yards from the famed Green Hotel. The other landed in a bus depot parking lot creating a hole 10 feet long by five feet wide by two feet deep in the pavement. [*The Arizona Republic*, June 3, 1947.]

P - 80 Tanks Drop On City

PASADENA, Calif., June 2—(UP)—Hundreds of shoppers escaped injury today when two full 250-gallon wingtip tanks from a P-80 jet fighter plane dropped into the downtown section. No fire resulted.

Two witnesses, Tom Paine and A. W. Scott, both of Pasadena, said they saw the army plane flying low over the city when the tanks dropped.

One plunged into Central Park, a few yards from the famed Green Hotel. It "disintegrated," according to witnesses, leaving a large crater.

The other landed in a bus depot parking lot, scooping a hole in the pavement and spraying a just vacated bus with fuel.

Edward Hooper, the driver, said he had just alighted from the bus when the tank hit the lot. A hole measuring 10 feet long, five feet wide and two feet deep was gouged in the pavement.

Front Page, *The Arizona Republic*, June 3, 1947.

On June 3, the 200th Coast Artillery antiaircraft battalion was reportedly reorganized in Las Cruces. Its instructor, Capt. Robert M. Walker, who had only arrived to train troops two weeks before, was now reassigned to a unit in Demming, New Mexico. [*Ibid.*]

On June 3, a "twin engine Army patrol plane" crashed two hundred feet short of the end of the runway at San Bernardino, California, when it "miscalculated its altitude on landing" and killed four and injured one. [*El Paso Times*, June 5, 1947.]

Also on June 3, Mr. N. H. Craphern was critically injured, and his wife only slightly less injured and in shock, when their Stinson light plane failed to maintain altitude near Wilcox, Arizona, on a flight from Tucson. [*The Arizona Republic*, June 4, 1947.]

On June 5, a "seaplane" crashed into a house near Pittsburgh, Pennsylvania, engulfing four homes in flames. Eyewitnesses said that the airplane was *having difficulty gaining altitude* after taking off from the Allegheny river. On its second attempt to climb above a hillside along the river, the seaplane flew directly into the north side of a house and exploded on impact, killing three. The plane missed a crowded playground by only a few feet. [*The New York Times*, June 6, 1947.]

PITTSBURGH HOME HIT BY PLANE; 3 KILLED

Special to THE NEW YORK TIMES.

PITTSBURGH, June 5.—A seaplane crashed into a north side house here this afternoon, and the three occupants of the plane were killed. None of the occupants of the house was injured but a resulting fire routed a half dozen families from their homes.

The victims, all from Pittsburgh, were identified as William B. Check, 30 years old, the pilot; his wife, Naomi, 25 years old, and John Kubancek, age not given.

Mr. Check and Mr. Kubancek were partners in a seaplane business at Conneaut Lake, Pa., and had flown to Pittsburgh on a combination business and shopping trip. Ten minutes after their take-off for the return trip from Bucks seaplane base, on the Allegheny River near the downtown district of Pittsburgh, the plane dived into the roof of the home.

The craft burst into flames and the fire spread quickly to three other houses. Three alarms were turned in. Before firemen reached the ruins of the plane, its three occupants were enveloped in flames.

Witnesses said the plane's motor had stopped shortly before it went into a nose dive. Other witnesses reported that the craft had appeared to be having difficulty in gaining altitude, and fell in a second attempt to climb above a hillside along the Allegheny River.

Front Page, *The New York Times*, June 6, 1947.

On June 6, the U. S. Army Transport Command grounded all C-54 (DC-4) Douglas Skymasters. With 196 C-54s in its inventory, the Army grounded the planes as a "safety precaution." A spokesman for the Army Air Forces discussed the two largest U. S. commercial air disasters in history which involved DC-4s the first week of June 1947. But the Army Air Force did not discuss the other air accidents that totaled over 40 and involved almost every time of airplane in military and general aviation service.

On June 6, the British steamship, Kelowna, rescued two U. S. Navy airmen about 50 miles off the Virginia Capes. The two pilots were flying a Navy F7-F twin engine, carrier-based bomber and made a water landing about 300 yards from the rescue ship. No debrief of this incident has ever been published. [*The New York Times*, June 8, 1947.]

On June 7, a single engine Navy bomber over the Atlantic Ocean 50 miles east of Savannah, Georgia, crashed into the sea. Two of the three airmen were rescued. The last words heard over the radio were "we're going in." No debriefing of the two rescued was ever published and no cause of the crash determined. [*Ibid.*]

On June 7, Hanson W. Baldwin of *The New York Times* wrote another story - this time about the need to recruit personnel in larger numbers into the antiaircraft artillery. He suggested that only 1,000 men were assigned to this area and that the new threats "of planes and the long range robot looms over every battlefield." [*The New York Times*, June 8, 1947.]

Evidently when Baldwin was in southern New Mexico or west Texas, he had heard a reliable story concerning the possibility that "long range robots" would be employed as offensive weapons in future wars.

On June 8, a 14-year-old swimming in a gravel pit in Owosso, Michigan, was decapitated when the propeller blade of a "low flying" airplane stuck him. Eyewitnesses reported that the airplane appeared to loose power before it crashed into the lake and injured the pilot and passenger. [*The New York Times*, June 9, 1947.]

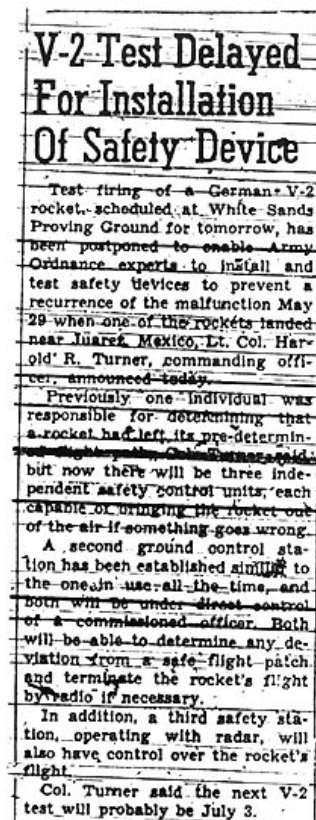
Also on June 8, an Oklahoma couple was killed in Hope, New Mexico, 65 miles west of Artesia and approximately 50 miles east of WSPG when their airplane crashed on take off, failing to gain altitude at the end of the runway.

On June 9, the Atomic Energy Commission announced that it would begin recruiting a new civilian "commando" guard force to watch "over western U. S. atomic energy plants." The commandos would be given one year's training before being put into the field, but they were warned that they would be subjected to "physical danger and protracted hours of work ... in severe climatic conditions and high altitudes." Applications would be available

in post offices in New Mexico and Texas beginning that day with personnel selections made by June 23, 1947. [*Las Cruces Sun-News*, June 9, 1947.]

On June 10, the "huge main hanger at John Rogers Airport in Honolulu was totally destroyed by a mysterious fire" causing more than \$1 million in damages and destroying or damaging eight aircraft which belonged to the Naval Air Transport Service. [*El Paso Times*, June 12, 1947.]

On June 11, Col. Turner announced that a V-2 test scheduled to be conducted on Thursday, June 12, was postponed and that all future V-2 flights would be suspended until such time as "safety devices" could be installed to prevent a recurrence of May 29's flight into Juarez, Mexico. This announcement was made five days after all C-54 transports were grounded by the U. S. Army Air Transport Command. [*Las Cruces Sun-News*, June 6 and 11, 1947.]



Front Page, *Las Cruces Sun-News*, June 11, 1947.

Previously, one ground station and one individual was responsible for determining if a V-2 rocket was flying off course. It was changed to two more flight safety officers as well as two other ground stations would watch for a rocket malfunction and terminate the flight if a problem developed. No mention was made by Col. Turner that the safety device on the May 15, 1947, V-2 (26th launch) worked perfectly. Col. Turner indicated that the next V-2 launch would probably be on July 3, 1947. [*Las Cruces Sun-News*, June 11-12, 1947.]

Round-the-World Series of Plane Wrecks Kills 180

By ASSOCIATED PRESS

A world-wide series of disastrous crackups the past few days has taken 180 lives—more than a third of the 428 killed in major commercial and military crashes so far this year.

At least 26 other persons were injured, some critically, and three fliers were missing.

Investigators and witnesses reported the apparent causes of the crackups were varied.

53 Die in One Crash
The worst tragedy and biggest plane disaster in the history of the United States was the crash of an Eastern Airlines DC-4 Friday near Port Deposit, Md., with the loss of 53 lives. The cause still was in doubt but some witnesses told investigators they saw the tail section of the big plane come off before it plunged in flames.

Less than 24 hours earlier, the previous worst crackup crash in the nation's aviation history occurred when a United Air Lines plane was wrecked in an attempted take-off in New York causing 41 deaths. Investigators said a sudden shift in wind took place as the plane was attaining air speed.

A flight instructor and his student were killed Saturday when their light plane crashed after it and a Navy DC-4 collided near Red Bank, N. J. The Navy plane returned to its base and none of its passengers was injured.

Army Wreck Kills 40

Near Tokyo, an Army transport crashed in the mountains Thursday killing 40. The American craft struck a 500-foot ridge as it was approaching Tachikawa for a landing.

Bad stability was suggested as a possible cause for the crackup of an Icelandic Airways plane which struck a mountain in northern Iceland Thursday, killing 26.

Twelve persons were killed in the collision of two planes Thursday at Hilbert, the Netherlands. Three plane crashes in Argentina the past three days killed four and injured one critically.

Other crackups included: Three were missing and nine escaped when an Army B-28 crashed on a takeoff at Fairbanks, Alaska Thursday. Twelve were injured at Bogota, Columbia when a Columbian army airforce transport crash-landed Friday after striking a buzzard. A Royal Air Force Liberator bomber flew up on an airport runway Friday at Litchfield, England, injuring four civilians.

Domestic Travel Low

Three French government fliers were killed Thursday when their Junkers transport plane crashed in a mountain range 650 miles south of Algiers.

Domestic plane travel at La Guardia Field, New York, dropped below peak capacity Saturday. Although some airline representatives said unofficially the recent air crashes might be the cause, the majority said the condition was normal in the middle of a weekend holiday.

Front Page, Las Cruces Sun-News, June 1, 1947.

Continued in **Part 13** - Jerome C. Hunsaker (MJ-7) Appealed to Congress for Aerial Weapons Research Funding.

More Information:

For more about Landing Zones 1, 2 and 3 described in Majestic-12 leaked documents, please see reports below in **Earthfiles Archives** :

- 12/10/2004 -- Part 4: "Peculiar Phenomena," V-2 Rockets - and UFOB Retaliation?
- 04/13/2004 -- Part 7: UFO Crash/Retrievals: Status Report VI © July 1991 by Leonard H. Stringfield
- 03/26/2004 -- Back Engineering ET Craft
- 03/17/2004 -- Part 1 - "Horrible Secret" in UFO Crash Retrievals Near Roswell, New Mexico, in July 1947?
- 03/17/2004 -- Part 2 - "Horrible Secret" in UFO Crash Retrievals Near Roswell, New Mexico, in July 1947?
- 04/02/2000 -- Secret Radar Stations in New Mexico, Part 2

For more about American military aggression against UFOs, crash/retrievals and UFO

retaliation, please see reports below in **Earthfiles Archives** :

- 01/17/2006 -- Part 9 - Peculiar Phenomenon: Early United States Efforts to Collect and Analyze Flying Discs
- 01/09/2006 -- Part 8 - Peculiar Phenomenon: Early United States Efforts to Collect and Analyze Flying Discs
- 01/03/2006 -- Part 7 - Peculiar Phenomenon: Early United States Efforts to Collect and Analyze Flying Discs
- 12/31/2005 -- Part 6 - Peculiar Phenomenon: Early United States Efforts to Collect and Analyze Flying Discs
- 12/27/2005 -- Part 5 - Peculiar Phenomenon: Early United States Efforts to Collect and Analyze Flying Discs
- 12/24/2005 -- Part 4 - Peculiar Phenomenon: Early United States Efforts to Collect and Analyze Flying Discs
- 12/24/2005 -- Part 3 - Peculiar Phenomenon: Early United States Efforts to Collect and Analyze Flying Discs
- 12/21/2005 -- Part 2 - Peculiar Phenomenon, Early United States Efforts to Collect and Analyze Flying Discs
- 12/19/2005 -- Part 1 - Peculiar Phenomenon: Early United States Efforts to Collect and Analyze Flying Discs
- 05/03/2005 -- Part 3: Japan Air Lines Pilot Interview About November 1986 UFO Encounter
- 05/03/2005 -- Part 2: Japan Air Lines Pilot Interview About November 1986 UFO Encounter
- 05/02/2005 -- Part 1: Japan Air Lines and Mile-Diameter UFO, November 1986, Drawings and Transcript
- 04/17/2005 -- 1949 Aerial Disc Covered-Up By Project Blue Book As "Kite"
- 04/14/2005 -- "Battle of Los Angeles" On February 25, 1942: America Fired At A UFO
- 02/11/2005 -- Story Behind "Inflation-Theory Implications for Extraterrestrial Visitation"
- 12/30/2004 -- Audience Feedback About Earthfiles "September 12, 1952: America's 'Secret War'?"
- 12/30/2004 -- September 12, 1952: America's "Secret War"? Part 3: Nuclear Physicist Stanton Friedman
- 12/30/2004 -- September 12, 1952: America's "Secret War"? Part 2: USAF Starfire Disappeared
- 12/30/2004 -- September 12, 1952: America's "Secret War"? Part 1: UFO Retrieval in Flatwoods, W. Va.
- 12/22/2004 -- Part 2: "Reasons Why U.S. Government CAN'T Release Truth About UFOs!"
- 12/22/2004 -- Part 1: "Reasons Why U.S. Government CAN'T Release Truth About UFOs!"
- 12/10/2004 -- Part 3: "Peculiar Phenomena," V-2 Rockets - and UFOB Retaliation?
- 12/07/2004 -- Part 2: "Peculiar Phenomena," V-2 Rockets - and UFOB Retaliation?
- 12/04/2004 -- Part 1: "Peculiar Phenomena," V-2 Rockets - and UFOB Retaliation?
- 11/12/2004 -- Strange Metal Pieces from Plains of San Agustin Alleged UFO Crash Site Analyzed.
- 10/23/2004 -- 1948 Aztec, New Mexico UFO Crash: Policemen, Disk and Humanoids
- 08/18/2004 -- New Mexico Gov. Bill Richardson Wants More Investigation of 1947 Roswell UFO Crash
- 05/04/2001 -- Part 3 - Retired Army Sergeant Describes 1969 Film of Unidentified Craft
- 04/30/2001 -- Part 2 - Former U.S. Army Sergeant Describes 1969 Film of Non-Human Entities
- 04/29/2001 -- Part 1 - Former Army Sergeant Describes 1969 Film of Alien Craft and Entities
- 04/02/2000 -- Secret Radar Stations in New Mexico, Part 2
- 04/02/2000 -- Secret Radar Stations in New Mexico, Part 1

Websites:

V-2 Rocket.com: <http://www.v2rocket.com/start/chapters/mittel.html>

Bruce Maccabee, Ph.D.: <http://brumac.8k.com> (Contains entire 1985 -1986 interview with Hawk.)

MJ-12 Documents: <http://www.majesticdocuments.com>

Credits

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