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Part 14 - Peculiar Phenomenon:

Early United States Efforts to Collect and Analyze Flying Discs

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*There was something radically wrong in civil and military aviation eight days before
the first public sightings of flying discs on June 24, 1947." - J. Andrew Kissner*

Return to **Part 1**

Civil Aeronautics Board authorities reported a B-29 missing around 10:00 p.m. on June 14, 1947, but added that they did not know either its origin or destination. At 12:35 a.m. on June 15, a telephone operator reported seeing a large plane "dumping flares." Shortly thereafter, a B-29 of the 64th squadron of the 43rd bomb group based at Davis-Monthan Field in Tucson, Arizona, slammed into Hawkes Mountain near Springfield, Vermont, killing twelve. It was reported to be enroute to Andrews Field, Maryland, via Pittsburg.

"...it clipped the tops from several large trees, struck its right wing tip against the granite ledge of Hawkes Mountain and cartwheeled into the rock. It was less than three miles from a small landing field.

"It was only a short distance from safety. It smashed into the lonely mountain ledge some four hundred feet beneath its 2,300 foot peak." [Front Page, *The New York Times*, June 16, 1947.]

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12 Killed as Army B-29 Hits Vermont Mountain in Storm

Special to The New York Times.

SPRINGFIELD, Vt., June 15—An Army B-29, battling a blinding storm, carried twelve men to death shortly after midnight today as it crashed at 250 miles an hour into a granite ledge on Hawkes Mountain.

GROUPS HERE ASK HALT IN MEAT RISE

O'Dwyer, Dewey Urged to Act
—Department of Markets
Begins Survey Today

New demands to halt the runaway prices of meat were made on Mayor O'Dwyer and Governor Dewey yesterday as the city's Department of Markets made ready for today's survey to determine how far prices have advanced in all neighborhoods.

Calling Mayor O'Dwyer the housewives' only hope for an early reduction in meat prices, which have reached \$1 a pound in some shops, Jack Kranis, president of the National Meat Industry Council, proposed that the Mayor call together representatives from every level of the industry, from cattle raisers to retailers, to agree on a joint program for lower costs.

The American Labor party, on the other hand, asserted that Governor Dewey already had the power to force prices downward under the law that placed on the State Department of Agriculture and Markets the obligation "to maintain at fair prices, uncontrolled by speculation, the products of agriculture; to protect the public health, and to remove unfair costs and obstacles in the distribution and marketing of agricultural products."

In a statement sharply critical of the Governor for "failure to act" so far, Hyman Blumberg, ALP State Chairman, called upon Mr. Dewey to use "the full resources of the state to investigate and act against those who are responsible for skyrocketing prices of meat in a well-supplied market."

"Governor Dewey's silence and failure to act to curb the shocking

Shocked villagers, aroused from sleep by its low, roaring flight to disaster, saw the plane's lights blink a final, frantic plea for help before it crashed and exploded.

[An Army spokesman, according to The Associated Press, reported that fifteen were aboard when the B-29 started from Tucson, Ariz., but that the passenger list was changed at Pittsburgh and that it was not known exactly how many were in the craft when it crashed.]

Hours after the crash, at 12:15 P. M., eleven bodies, which had been burned beyond recognition and strewn around a 1,000-foot area, had been brought down a tortuous two-and-a-half-mile slope to waiting ambulances which sped to a Manchester (N.H.) funeral home to await instructions from relatives. Names were withheld pending notification of next of kin. A twelfth body was found later.

Ship on Training Mission

The giant bomber, on a training mission from Tucson, had been flying for the Bedford (Mass.) Army airbase, and when it clipped the tops from several large trees, struck its right wingtip against the granite ledge of Hawkes Mountain and cartwheeled into the rock, it was less than three miles from a small landing field.

It was also only a short distance from safety. It smashed into the lonely mountain ledge some 400 feet beneath its 2,300-foot peak.

Based at Tucson, the Army plane left the field Saturday at 10:05 A. M. (E. D. T.) on a round-trip instrument and navigational training flight to Bedford. Under the original flight plan, it was to have landed at Andrews Field, Washington, D. C. However, bad weather caused flight control officials to redirect the plane to Pittsburgh.

The Superfortress, which was the first B-29 to be lost in the United States by the Eighth Air

Front Page, The New York Times, June 16, 1947.

Another report indicated:

"It was lost or in trouble - we don't know what kind. It circled Springfield twice, flying very low." Aviators in the area said that a difference of relatively few feet in its elevation or course ... might have saved the plane.

The task of identification of the shattered bodies was made more difficult by the fact the number of bodies found exceeded the number known to be aboard when the airplane left Tucson.

"There was quite a load of gasoline aboard. There were a series of smaller explosions. The whole mountain was lighted up."

It is unknown whether the smaller explosions reported were secondary explosions caused by ammunition for the B-29's 50 caliber machine guns igniting. If the secondary explosions were caused by burning ammunition, the B-29 was not on a routine training flight. It is also unknown if the super fortress was one of the nine involved in the June 11th B-29 bombing mission at WSPG, although the parent 43rd bomb group is known.

Albert Wheelock, a Civil Air Patrol (CAP) pilot, who identified the wreckage by its number on an escape hatch, told a reporter:

"[I was] puzzled over the plane striking the mountain. They couldn't have had their radar on or they (air crew) would have located it (mountain)." [Front Page, The Arizona Republic, June

16, 1947.]

On June 15, President Truman charged CAB Director Landis to chair a Presidential Panel to investigate the recent civil air crashes involving C-54 aircraft. No mention was made at the time regarding any other aircraft accident. Landis; Hunsaker (MJ-7), Chairman of NASA; Brig. General Milton W. Arnold of the Air Transport Association; Theodore P. Wright, Administrator of the Civil Aeronautics Board; and H. B. Cox of the Air Line Pilots Association were told by the President to examine:

"...all information and data, in any government department or agency in its work.

"The board should present for my consideration as soon as possible, and from time to time (present) recommendations as to any action or measures which it would deem appropriate in order to promote safety in air transportation.

"The board's findings will assist me in determining any further steps which should be taken by the executive branch of government to assure the highest degree of safety and to formulate proposals to the congress for any necessary legislation."

James Landis announced that the first meeting of the group would be held in his office the following day, June 16, 1947, at 2:30 p.m. It was held on schedule, but unfortunately it was characterized by reporters at the time as being a "secret meeting." No report was made available to the public. Also, Hunsaker (MJ-7) was absent at the first and only reported presidential board meeting.

There was something radically wrong in civil and military aviation eight days before the first public sightings of flying discs on June 24, 1947.

Aviation Inquiry Ordered

WASHINGTON, June 15—(INS) President Truman—acting to end the wave of death-dealing air line disasters across the nation—appointed a special board of inquiry today to make a sweeping investigation of American air safety.

Mr. Truman designated James M. Landis, Civil Aeronautics Board chairman, head of the new national board, and Dr. Jerome C. Hunsaker, chairman of the National Advisory Committee for Aeronautics, as his aid.

He named Brig. Gen. Milton W. Arnold, vice president of the operations and engineering of the Air Transport Association; Theodore P. Wright, civil aeronautics administrator, and H. B. Cox, a flying member of the Air Line Pilots' Association, to serve on the board.

MR. TRUMAN said he was "deeply concerned" about air safety "especially in view of the recent accidents to aircraft of our certified domestic air carriers."

The President acted less than 48 hours after the nation was shocked by the crash of a DC-4 Capital air liner in the Blue Ridge mountains, with a death toll of 50.

Other crashes within the past 15 days killed 43 at New York's LaGuardia Field and 53 near Perryville, Md. The total for major plane crashes within the period, including that in the Blue Ridge, stood at 244 lives.

Mr. Truman, in a letter to each member-designate of the new board, declared "the development of our air transportation system has repeatedly been recognized as

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Army Plane Burns; 20 Escape Death

FORT KNOX, Ky., June 15—(UP)—An army C-47 transport plane crashed and burned in a landing at Godman Field here today, but all of the approximately 20 persons on board escaped without serious injury.

The two-engined transport, army version of the commercial DC-3 air liner, bounced and crumpled upon the runway as it came down for a

Air Inquiry Is Ordered

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a matter of vital concern to our nation." The President asserted:

"ONE OF the essential factors which can contribute greatly to the progress of our air transportation system, or can seriously hinder that progress, is the safety of our air transport operations.

"The public interest demands that every effort be made to obtain the highest degree of safety in these operations.

"I am deeply concerned about this subject, especially in view of the recent accidents of aircraft of our certified domestic air carriers."

The President said the board "should study, among other things, the recent series of accidents to determine how the findings in relation thereto can be utilized to advance air safety."

THE CHIEF executive made it clear the board should avail itself of all information and data in any government department or agency in its work. He said:

"The board should present for my consideration, as soon as possible, and from time to time, recommendations as to any action or measures which it would deem appropriate in order to promote safety in air transportation.

"The board's findings will assist me in determining any further steps which should be taken by the executive branch of the government to assure the highest degree of safety, and to formulate proposals to the congress for any necessary legislation."

The White House said the work of the new board would begin "almost immediately."

Landis later announced the first meeting of the new board would be held at 2:30 p. m. Eastern Daylight Time Tuesday in his office.

Observers pointed out that the investigators face a tough problem in their assignment, inasmuch as Landis has noted that there was no similarity in the three major crashes.

Front Page, The Arizona Republic, June 16, 1947.

Continued in **Part 15** - Behind the UFO Cover-Up: OSRD, JRDB, CIOS & Expert Panels

More Information:

For more about 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>

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