



Part 19 - Peculiar Phenomenon:

Early United States Efforts to Collect and Analyze Flying Discs

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("Gen. Nathan Twining) said flatly that the flying saucers are not the result of experiments by the armed forces. Neither the AAF nor any other component of the armed forces had any plane, guided missile or other aerial device which could be mistaken for a saucer or formation of flying discs." - July 8, 1947, Las Cruces Sun-News

Return to **Part 1**

"Secret War?"

Corona, San Antonio, Carrizozo and San Agustin Plain

The U. S. V-2 rocket program at WSPG appeared to be in trouble. On May 15, 1947, a V-2 almost landed in the center of Alamogordo, New Mexico. The U. S. Army's next V-2 launch on May 29, narrowly missed downtown Juarez, Mexico.

Then on July 3, at 6:15 p.m., Army technicians were preparing the next V-2 for launch in the presence of Maj. Gen. Henry Saylor, Chief of U. S. Army Ordnance, Research and Development section and a member of JRDB's UARRP. But there was an eruption in an acid tank.

[Editor's Note: During WWII, General Dwight D. Eisenhower was in England to plan for the Normandy Invasion. SHAEF (Supreme Headquarters Allied Expeditionary Forces) was created. The chief Ordnance officer was Maj. Gen. Henry Saylor. Within his staff was the Technical Division and it had two sections. Research and Development under Col Horace Quinn and the Ordnance Technical Intelligence Section under Col. Holger Toftoy. Col Quinn's section was concerned with weapons that might be fielded by the Germans and Col. Toftoy's section was concerned with the weapons that were fielded. Under his staff supervision would be the Ordnance Technical Intelligence Teams. Source: U. S. Army Military Intelligence History.]

The *Las Cruces Sun-News* reported in its July 4, 1947 newspaper:

"...an acid tank ruptured, spraying acid over a number of men reading the missile for a 7:37 p.m. launch. ...The acid filled a giant smoke bomb in a pressure tank with a timed detonator, which would have created a hug cloud of smoke to aid observation of upper atmosphere phenomenon. The smoke bomb rocket's firing has been delayed indefinitely, according to Col. Turner (White Sands Base Commander)."

That same date, the *El Paso Times* added these comments about the July 3, 1947, White Sands Proving Ground acid tank rupture.

"Eight men were injured, two burned critically. Six of the eight were taken to William Beaumont Army Hospital in El Paso. The precise cause of the accident had not been determined... but Lt. Col. Turner has ordered an immediate investigation."

Another explanation for what happened the night of July 3, 1947, might be that the eight injured men were operating a high pressure fuel system of a Wasserfall surface-to-air missile when it failed while it was being fueled or pressurized prior to launch. The rocket's propulsion system, substantially different from a V-2's, relied upon a high pressure nitrogen gas system to blend Salbei oxidizer, a strong acid, through a cooling jacket of the combustion vessel before being directly injected with Visol propellant. The mixture was hyperbolic, requiring no ignition, once the two fuels were blended. [*International Missiles and Spacecraft Guide* © Ordway, pp. 96-97.]

Eight Burned In V-2 Rocket Accident

Acid Tank Failure Halts Test

Two men were burned seriously and six others received lesser injuries Thursday night at the White Sands Proving Grounds when an acid tank being used in the preparation of the warhead of a V-2 rocket failed. The accident forced postponement of the scheduled firing until July 10.

After emergency First Aid at White Sands six of the injured were brought to William Beaumont General Hospital for treatment.

Hospital officials said the two seriously burned were:

Pvt. William Spiller.
Cpl. John R. Wumsch.

The mishap happened about 6:15 p. m. as the crews were preparing the V-2 for a scheduled firing at 7:27 p. m. The missile originally was to have been fired at 4 a. m.

"The precise cause of the failure has not been determined," a White Sands official said Thursday night, "but Lt. Col. Harold R. Turner, commanding officer, has ordered an immediate investigation."

In El Paso, many residents kept a watch on the northern skies, hoping they could catch a glimpse of the rocket's fiery tail as it roared into the sky, or the billowing, white vapor trail which appears when the missile reaches the cold upper atmosphere.

Thursday night's test, which would have been the 25th firing of a captured German V-2 at the

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Eight Hurt In Rocket Accident

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proving ground here, was to have provided the first test of the new safety devices developed by Army Ordnance to prevent "runaway" rockets such as the one which landed south of Juarez, Mexico, last May 29, giving anxious moments to many residents of Juarez and its neighboring city, El Paso, across the river. The force with which the 14-ton missile rammed the earth shook both cities.

Brig. Gen. H. B. Saylor, Washington, D. C., chief of Research and Development in the Army's Ordnance Department, was to have witnessed the firing. He returned to Washington Thursday.

Injuries sustained Thursday night by the eight men were the first reported by the Army since the test firings began over a year ago.

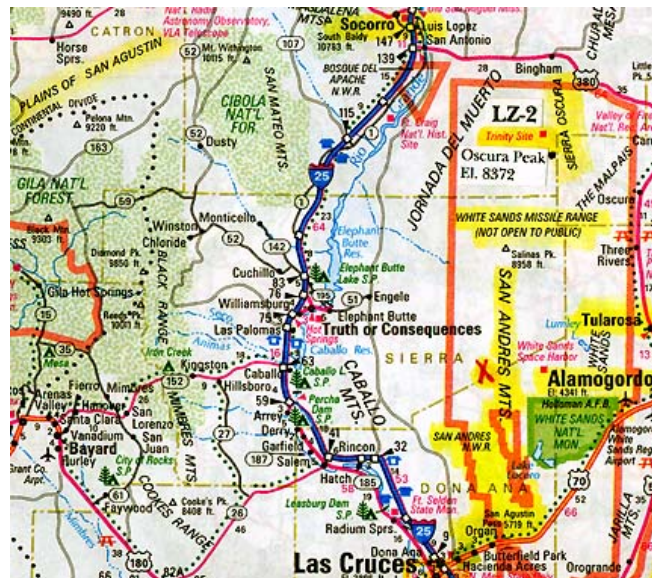
The tests are being conducted by Army Ordnance officials, the Navy, American civilian scientists and German scientists.

Front Page, El Paso Times, July 4, 1947.

Two Discs Over WSPG Headquarters

Less than 24 hours later, an El Paso building inspector reported that when he was traveling with four companions in his car on U. S. Highway 70 in the San Agustin Pass east of Las Cruces, they watched two flying discs hover directly over the headquarters area of WSPG. All five watched the two flying discs for some time and decided to report it. When a newspaper reported called WSPG and asked if anyone at the base had seen the two flying discs directly above, the response was, "We have no flying discs here."

[El Paso Times, July 8, 1947.]



Plains of San Agustin are west of White Sands Missile Range and Socorro, New Mexico.

The V-2 rocket acid tank rupture at WSPG was never reported outside the local area. The two flying discs seen at exactly the same time hovering above the main post of WSPG were not mentioned either.



Front Page, Las Cruces Sun-News, July 8, 1947.

"Military Planes Hunt Sky Discs"

On July 4th, Wright Field, Ohio, a spokesman for General Nathan Twining's Air Material Command said: "The Air Material Command is making an investigation of saucer-shaped missiles seen recently in the Pacific northwest and Texas." [*The New York Times*, July 5, 1947.] This surprising announcement confirmed that AMC, established by President Truman and Dr. Vannevar Bush (MJ-2), investigated reports of flying discs. This was only one day before W. W. "Mac" Brazel found the remains of a crashed aerial disc on his Corona, New Mexico, ranch and reported it to the Roswell Sheriff. The Corona and San Agustin Plains events are well discussed and documented by Stanton Friedman and Don Berliner in *Crash At Corona*.

Brief Corona/Roswell Disc Crash History

W. W. "Mac" Brazel found a debris field of silver metal and beige-colored "plastic" parts on July 3, 1947. The next day on July Fourth, Brazel went to the Chavez County Sheriff in Roswell. Sheriff George Wilcox called Walker Field and was Major Jesse Marcel, Intelligence Officer of the 509th Bomb Group, came on the line. Major Marcel and others went to the Corona crash site. After they returned to Walker Field, it is presumed that they reported to the Commanding General of the Eighth Air Force in Ft. Worth, Texas, that they had investigated the debris field of a crashed disc technology. (MJ-12 documents leaked in the 1990s describe the Corona craft and others as wedge-shaped, not disc-shaped.)

The Roswell AAF Base Commander asked his assistant, Walter Haut, to release the disc crash to the media. As the news was being transmitted over Associated Press teletype between Roswell and Albuquerque, the message traffic was electronically interrupted. The telephone rang at the Roswell base office and a man identified himself as an officer at the Pentagon who threatened the teletype operator, saying that "bad things" would happen if she did not immediately stop the transmission.

At a radio station in Roswell on July 7, a news report about the Corona crash was being transmitted for ABC and the Mutual Broadcasting Network. The broadcast was interrupted by a teletype message: "THIS IS THE FBI. YOU WILL CEASE TRANSMITTING." [*Crash At Corona* © by Stanton Friedman.]

The story being transmitted included the information that the crash debris was going to be taken to Texas. But apparently the airplanes that arrived for the debris were from Wright Field, Ohio, under the direction of General Nathan Twining (MJ-4). At the time, General Twining was at the AFSWP, Sandia Base, in Albuquerque. Later Gen. Twining traveled to Alamogordo Army Air Field and then went on to Carrizozo and Corona, New Mexico.

In 1947, neither the United States nor any other military or security group of any other country could so immediately descend upon a small community and tie up their communication systems without considerable prior planning. A wire dispatch between Roswell and Albuquerque could not have been interrupted in the middle of a transmission without prior knowledge that the security group needed to monitor communication lines in a specific geographic area. The U. S. has that capability now, but we were not supposed to have it in 1947.

Military Planes Hunt Sky Discs With Cameras in Vain on Coast

By The Associated Press.

SAN FRANCISCO, July 6.—Military aircraft hunted the skies over Pacific Coast states today for sight of the mysterious "flying saucers" that for twelve days have puzzled the entire country. Early reports of results were negative.

Five P-51's of the Oregon National Guard cruised over the Cascade Mountains of Washington—the area where the strange objects first were reported sighted. A sixth circled over Portland, in constant radio contact with the other five. All carried photographic equipment.

Col. G. R. Dodson, commanding, described their flight as a "routine patrol," but said they had been instructed to watch for the flying discs.

At Manhattan Beach, Calif., A. W. McKelvey took a Mustang fighter plane up above Van Nuys. For two hours he cruised at 35,000 feet.

"I didn't see a thing," he said when he landed.

Gen. Carl Spaatz, commandant

of the Army Air Forces, was in the Pacific Northwest. He denied knowing anything about the flying discs or of plans to use AAF planes to look for them.

"I've been out of touch with things for four or five days," he said. Then he went to Medford, Ore., on a fishing trip.

A P-80 jet fighter at Muroc Army Air Field in California and six fast regular fighters at Portland, Ore., stood ready to take off on an instant's notice should any flying saucers be sighted in those areas. Some of the planes carried photographic equipment.

First sighted on June 25 and greeted generally with scornful laughs, the objects have been reported every day since by observers in thirty-three states. Airline pilots said they had seen the discs, larger than aircraft, flying in "loose formation" at high speed.

A cautious attitude marked both official and scientific comments.

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SKY DISCS HUNTED BY COAST PLANES

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but Capt. Tom Brown of the Air Forces Public Relations staff in Washington acknowledged that the Air Forces had decided "there's something to this" and had been checking up on it for ten days.

Missile Theory Discounted

"We still haven't the slightest idea what they (the discs) could be," he added. "But we don't believe anyone in this country, or outside this country, has developed a guided missile that will go 1,200 miles an hour as some reports have indicated."

David Lilienthal, chairman of the Atomic Energy Commission, said that the discs had nothing to do with atomic experiments, and Army and Navy officials also entered positive disclaimers.

Commenting on a report linking the phenomena with "transmutation of atomic energy," Dr. Harold Urey, a chemist at the University of Chicago, called it "absurd." He said that elements could be "transmuted" but not energy.

Details of the Descriptions

Reports generally agreed that the flying objects were round or oval. Estimates of their speed ranged from about 300 miles to 1,200 miles an hour. They were described as flying with an undulating motion at heights of 10,000 feet and less. Some described them as glowing, or luminous.

Nova Hart, a St. Louis mechanic who was trained during service in the war to spot all types of aircraft, said he saw one of the strange objects near Pattonville yesterday. It was flying at an altitude of 300 feet, he said.

He described it as circular with a ribbed framework and silver gray in color. He said it appeared to have a motor with a propeller attached in the center and it kept turning like an airplane doing a barrel roll.

First reports of the phenomena were published on June 25. Kenneth Arnold, a business man pilot of Boise, Idaho, told of seeing nine of the discs flying in formation at 1,200 miles an hour over the Cascade Mountains in Washington.

Two Sightings in Jersey

New Jersey had its first reports of sky discs yesterday, according to The Associated Press. Patrolman Frederick Schlaich of the Elizabeth police told of seeing two shiny objects flying northeast last night, not very fast but diving in a "stuttering" fashion "like pursuit planes." Mrs. Harold Donner of Denver, visiting in Essex Fells, and Mrs. Leonora Woodruff of 181 South Arlington Street, East Orange, reported "balls of fire darting silently at high speed through the air" about 1 A. M. Friday.

The first flying disc in New York was reported in Rochester last night by Mr. and Mrs. Kenneth Ohley, who were in their back yard when they observed it "zipping" eastward.

In Washington, D. C., Hazen Kennedy, a former flying cadet of the Army Air Forces, reported seeing at 8:40 last night an orange-colored object flying 1,000 to 1,500 feet aloft "well over 1,000 miles an hour." Maj. Gen. C. E. LeMay, assistant chief of staff for research, told The Associated Press that the phenomena were "nothing to worry about" and Dr. Winfred Overholser, the psychiatrist, said that some of the reports bore earmarks of "national hysteria."

Meantime, other versions over the country were reported by The United Press. A woman in Chicago standing on her porch said she saw a flying saucer "with legs" that seemed to be coming down. "To slap me in the face." Two women in South Bend, Ind., recounted watching "a dogfight" of discs for twenty-five minutes. And Francis Howell of Tempe, Ariz., declared he saw a saucer two feet in diameter "ascend" near his home.

Other July 1947 Air Crashes

Another strange air fatality also occurred on July 4th at the other end of the country. A father and his two children crashed at the end of the runway in Camden, New Jersey. Hundreds of people on Admiral Wilson Boulevard saw the plane fly directly into high tension wires, strike a pole and a tree before crashing against a fence. According to eyewitnesses, the plane never gained altitude at take off. [*Ibid.*] Not far away in Seaford, Delaware, two light planes flying next to each other "interlocked" their wings in the air and crashed into a forest. The three young fliers in the two planes were killed instantly. [*Ibid.*]

By July 6, "military aircraft were hunting the skies over Pacific coast states for flying saucers that for twelve days have puzzled the entire country. Five P-51 mustangs of the Oregon National Guard cruised over the Cascade Mountains with a sixth circling over Portland in constant radio contact with the other five." Col. R. G. Dodson, who commanded the National Guard, described their flight as a routine patrol. [*The New York Times*, July 6, 1947.]

General Carl Spaatz, Commander of the Army Air Forces, was in Washington state on a "fishing trip." He denied knowing anything about flying discs and asserted that he had been out of touch for four or five days. After that interview, General Spaatz promptly left again to continue his "fishing trip" in Oregon. [*The New York Times*, July 7, 1947.] An Army Air Forces spokesman at the Pentagon suggested that many of the flying disc reports could be attributed to hail storms. "The hail could have flattened out on one side and when observed from a distance could appear to float or glide to the ground."

But despite the hail speculation, a P-80 jet fighter stood by at Muroc Field (Edwards AFB), California, to quickly take off if a flying disc was sighted there. Six other "regular fighters" were on alert in Portland, Oregon, ready to take off at immediately if a flying disc were sighted there. *The New York Times* reported on July 7, 1947:

"First sighted on June 25, and greeted generally with scornful laughs, the objects have been reported every day since by observers in thirty-three states. Airline pilots said that they have seen the discs, larger than aircraft, flying in 'loose formation' at high speed.

"A cautious attitude marked both official and scientific comments, but Capt. Tom Brown of the Air Forces Public Relations staff in Washington, D. C., acknowledged that the Air Forces had decided 'there's something to this' and has been checking up on it for ten days.

"We still haven't the slightest idea what they (discs) could be," he added. "But we don't believe that anyone in this country, or outside this country, has developed a guided missile that can go 1,200 miles per hour, as some reports have indicated."

In the same report, Major General Curtis LeMay, assistant Chief of Air Staff for Research and Development, said that "there was nothing to worry about." General LeMay brought with him to the press conference psychiatrist Winfred Overholser, M. D. Dr. Overholser "compared the reports to sea serpent stories and said they bear some of the earmarks of national hysteria." [*Las Cruces Sun-Times*, July 7, 1947.] General Curtis LeMay was responsible for the strategic bombing of Europe and Germany during WWII and by 1948, he was responsible for the management, maintenance of air facilities at all of the U. S. National Atomic Weapons Repositories. He was also the first commander of the USAF Strategic Air Command (SAC).

That same week on July 6, a Navy Helldiver could not gain altitude on take off from the Squantum Naval Air Station at Quincy, Massachusetts. It crashed into three houses, leaving a smoking trail of wreckage. The pilot died and his enlisted passenger was seriously injured.

The New York Times said on July 7, "The plane skimmed over the heads of several thousand persons on Wollaston Beach, knocked the chimney from one house, crumpled the roof and upper rear of the second place, then plowed into the side of a third. The plane was the last of a series of organized reserve craft to take off from the base on a routine weekend training flight."

NTS THE NEW YORK TIMES

NAVY PLANE DIVES INTO THREE HOUSES

Destroys Parts of Two, Ignites One—Pilot Is Killed and Tenant Injured

Special to THE NEW YORK TIMES.

QUINCY, Mass., July 6—A few moments after taking off from the Squantum Naval Air Station late today, a Navy "Helldiver" plane, crashed into three houses in the Wollaston section here, killing the pilot, seriously injuring an enlisted passenger and leaving a smoking trail of wreckage.

One civilian, Mrs. Mary Batchelder, 60 years old, suffered burns on the hands and face in fleeing from her home after it had been set afire by flaming gasoline.

The Navy men were identified as Ensign George E. Gurley, 26, USNR, who was killed, and Hugh F. Ahern, 20, Storekeeper 3/C, both of Boston. The latter suffered a fracture of the jaw and internal injuries.

In its plunge, the plane skimmed over the heads of several thousand persons on Wollaston Beach, knocked the chimney from one house, crumpled the roof and upper rear of a second place, then plowed into the side of a third. This last, a four-family dwelling home, was severely marked by fire. Total damage was estimated by fire officials at \$50,000.

Capt. Otto P. Smoot, commander of the air station, said that the crash was due to engine failure, but added that a Navy board would investigate. The plane, valued at \$75,000, was the last of a series of organized reserve craft to take off from the base on a routine week-end training flight.

The New York Times, July 7, 1947, p. 13.

Also on July 6, in Baton Rouge, Louisiana, "firemen used a sixty-five foot ladder and a rope to extricate a former flier of the Army Air Forces and his light plane from a treetop" after the plane lost altitude as it approached the airport.

"Losing altitude as he approached the airport, the flier landed in the tree to avoid a crash. Pinioned on a top tree branch, pilot and plane hung there for more than an hour while hundreds of passersby on a nearby road looked on. The pilot was a colonel in the AAF and has had a private license for six years."

FLIER TAKEN FROM TREE

Firemen Use 65-Foot Ladder to Rescue Him and Plane

BATON ROUGE, La., July 6 (AP)—Firemen used a sixty-five-foot ladder and a rope to extricate a former flier of the Army Air Forces and his light private plane from a treetop tonight.

Losing altitude as he approached the airport, the flier, Devan D. Daggett Jr., a lawyer, landed in the tree to avoid a crash. Pinioned on a top branch, pilot and plane hung there for more than an hour while hundreds of passersby on a nearby road looked on.

Supplementing their ladder with a rope, the firemen brought the flier safely down. He was a colonel in the AAF and has had a private license for six years.

The New York Times, July 7, 1947, p. 17.

On July 7, Major General Twining (MJ-4) of Wright Field's Air Material Command was reported in the July 8, 1947, *Las Cruces Sun-News* from a telephone interview while he was at Sandia Base, Kirtland Field in Albuquerque, thirty-six hours after the flying disc at Roswell had been discovered and reported by the 509th Bomb Group:

"(Gen. Twining) said flatly that the flying saucers are not the result of experiments by the armed forces. Neither the AAF nor any other component of the armed forces had any plane, guided missile or other aerial device which could be mistaken for a saucer or formation of flying discs. Some of these witnesses evidently saw something, but we don't know what we are

investigating."

Alamogordo Air Field near White Sands was an AMC air field. Debris from the crashed disc site was being removed from Corona on July 7, and in the days following. What is also known now is that General Twining left Sandia Base in Albuquerque and flew directly to Alamogordo Air Field on July 7. General Twining allegedly collected flying disc debris directly on the orders of President Truman. [*El Paso Times*, July 11, 1947 and *Crash At Corona* © by Stanton Friedman.]

This author has information that at the same time the Corona crashed disc was being retrieved, another disc on the Plains of San Agustin was also being recovered. The San Agustin disc reportedly had two dead entities. One was severely injured and one was a live extraterrestrial biological entity (EBE) which attempted to comfort his fallen comrade at the crash site. This author also has information that yet another possible crash site was east of the Rio Grande River near San Antonio, New Mexico.

U.S. FLYING SAUCER JAG REELS ON		
By ASSOCIATED PRESS		
America's "flying saucer" jag reeled on today. Stiff necks and goggle eyes were the order of the day. Sky watching was a new profession.		
North Carolina joined the disc parade.		
Air Force Official Denies Saucer Tests		
PORTLAND, ORE., July 8 (AP)—The Oregonian said today that Maj. Gen. Nathan F. Twining, chief of the AAF material command, told it flatly that the "flying saucers" are not the result of experiments by the armed services.		
"Neither the AAF nor any other component of the armed forces had any plane, guided missile or other aerial device under development which could possibly be mistaken for a saucer or formation of flying discs," the newspaper quoted Twining as telling it by telephoning from Kirtland Army Airbase, Albuquerque, N. M.		
It continued its quotation: "None of these witnesses evident in any way anything but was doing know what we are investigating."		
For the first time the discs were reported whirling through the atmosphere over Asheville in western North Carolina and over Greensboro and Raleigh in the north central portion.		
As reports continued to pour in from all over the nation tabulators ran the tally of states in which the saucers had been seen to 44. Observers in the District of Columbia and Canada also said they had sighted the mysterious objects.		
The only states whose skies were still clear of the discs were Nevada, Mississippi, New Hampshire and Rhode Island.		
Explanations? Take your choice: They were radio controlled flying missiles sent aloft by U. S. military scientists. Or they were merely light reflected on wing tanks of jet-propelled planes. Or —		
No one knew for sure.		
The World Inventors' Congress posted \$1,000 for delivery of a flying disc to the exposition which opens in Los Angeles on July 11.		
Could they be spotted by radar? A spokesman for the Army Air Forces said in Washington that no attempt had been made to spot the spinning, flying, whirling, station-ary discs because there was not		
enough equipment to blanket the nation.		
Searching for an answer, Casper W. Coons, the patent commissioner, said he did not think any of the 3,000,000 patents on file in his office held the explanation to the saucers.		
Two See Saucer Over Las Cruces		
A flying saucer, or some luminous objects looking like one of the mystery saucers, passed over the north part of Las Cruces last night, almost due west and flying a steady course, according to H. J. Rhoads.		
Rhoads, who lives half a mile west of the Cloverleaf club, beyond Madrid road, said today he got in bed about 12:45 and looked out the window. "I thought that was a awfully bright star I saw," he said, then I realized it was something else.		
He woke up his wife and they both watched it for a minute and a half or perhaps longer. It wasn't going south and was making no sound. Rhoads said it was high and that his poolman's tell the shape.		

Front Page, Las Cruces Sun-News, July 8, 1947.

Paso's HOME Newspaper	
V-2 Rocket, Off Course, Grounded	
Las Cruces, N. M. (AP)—A German V-2 rocket, launched at white sands proving ground at 12:30 p. m. Thursday, was brought to earth after it had soared 18 miles, Lt. Col. Harold R. Turner, commander, said.	
The rocket was brought down by a newly installed safety station after it became evident that the missile, been stationed here about a year. The body was sent to William Beaumont General Hospital at El Paso, Texas, for autopsy.	
while on a northerly course, would go north out of the safety range he said. The missile was in the air 70 seconds.	
Colonel Turner said the rocket's take-off was perfect. It was in flight 35 seconds before fuel was cut off	

El Paso Times, July 11, 1947, p. 5.

Continued in **Part 20** - UFO Crash Changed Into Weather Balloon.

More Information:

For more about military voices and Majestic-12 leaked documents, please see reports below in **Earthfiles Archives**:

- 03/17/2006 -- Part 1: U.S. Navy Chief Yeoman Describes "Extraterrestrial Biological Entities" in TOP SECRET/MAJIC Photographs.
- 03/23/2006 -- Part 2: U.S. Navy Chief Yeoman Describes "Extraterrestrial Biological Entities" in TOP SECRET/MAJIC Photographs.
- 02/27/2006 -- Part 4: Military Voices Reply About Government Interaction with UFOs
- 02/22/2006 -- Part 3: Military Voices Reply About Government Interaction with UFOs
- 02/21/2006 -- Part 2: Military Voices Reply About Government Interaction with UFOs
- 02/17/2006 -- Updated: White Sands Navy Radar Operator Saw Discs Circle V-2 Rocket Launches
- 02/07/2006 -- Part 1: Military Voices Reply About Government Interaction with UFOs.

- 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?

For more about American military aggression against UFOs, crash/retrievals and UFO retaliation, please see reports below in **Earthfiles Archives** :

- 04/05/2006 -- Part 16 - Peculiar Phenomenon: Early United States Efforts to Collect and Analyze Flying Discs
- 03/23/2006 -- Part 15 - Peculiar Phenomenon: Early United States Efforts to Collect and Analyze Flying Discs
- 03/09/2006 -- Part 14 - Peculiar Phenomenon: Early United States Efforts to Collect and Analyze Flying Discs
- 02/28/2006 -- Part 13 - Peculiar Phenomenon: Early United States Efforts to Collect and Analyze Flying Discs
- 02/27/2006 -- Part 4: Military Voices Reply About Government Interaction with UFOs
- 02/22/2006 -- Part 3: Military Voices Reply About Government Interaction with UFOs
- 02/21/2006 -- Part 2: Military Voices Reply About Government Interaction with UFOs
- 02/19/2006 -- Part 12 - Peculiar Phenomenon: Early United States Efforts to Collect and Analyze Flying Discs
- 02/17/2006 -- Updated: White Sands Navy Radar Operator Saw Discs Circle V-2 Rocket Launches
- 02/07/2006 -- Military Voices Reply About Government Interaction with UFOs.
- 02/05/2006 -- Part 11 - Peculiar Phenomenon: Early United States Efforts to Collect and Analyze Flying Discs
- 01/29/2006 -- Part 10 - Peculiar Phenomenon: Early United States Efforts to Collect and Analyze Flying Discs
- 01/17/2006 -- Part 9 - Peculiar Phenomenon: Early United States Efforts to Collect and Analyze Flying Discs
- 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?
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