



### Part 20 - Peculiar Phenomenon: Early United States Efforts to Collect and Analyze Flying Discs

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*We got out there to one of the three crash sites near Corona, and there were a helluva lot of people out there in a closed tent. ...There were four (non-human) bodies I could see when the flash went off. That's all I was photographing, bodies." - U. S. Army/Air Force Photographer*

#### Return to **Part 1**

The U. S. Army 509th Bomb Group, Z-Division at Sandia Base, New Mexico; the anti-aircraft artillery school at Ft. Bliss, Texas; and U. S. Army Ordnance, Enemy Equipment Intelligence Section, attempted to pick up debris of a crashed aerial vehicle in a pasture between Corona and Roswell. At the same time, other crashes were reported, including on the Plains of San Agustin. In the San Agustin crash, there reportedly were two dead entities, one severely injured and one live extraterrestrial biological entity which attempted to give comfort to his fallen comrades at the crash site. I have no details about yet another possible crash east of the Rio Grande River near San Antonio, New Mexico. Please note that the Corona and San Agustin Plains events are discussed and documented by Stanton Friedman and Don Berliner in *Crash At Corona* © 1992.

Briefly, this is what happened. W. W. "Mack" Brazel found silver debris in one of his ranch pastures on the morning of July 3. Some witnesses say it was the next day on the Fourth of July that Mack went to see the Chavez County Sheriff in Roswell; others say it was July 5. The Sheriff, George Wilcox, called Walker Field and was given Major Jesse Marcel, Intelligence Officer of the 509th Bomb Group. Major Marcel and others went to the Corona crash site. After returning to Walker Field, the men presumably reported to the Commanding General of the Eighth Air Force in Ft. Worth, Texas, that they had found a crashed UFO.

Mack Brazel reported his discovery to a local radio station. As the report was being transmitted over Associated Press teletype between Roswell and Albuquerque, the message traffic was interrupted. The telephone rang and a man identified himself as an officer at the Pentagon. The man threatened the teletype operator by saying "bad things" would happen if she did not immediately stop the transmission. On July 7, another radio station in Roswell transmitting a story for ABC and the Mutual Broadcasting Network, was interrupted. A simple statement came over the teletype: "THIS IS THE FBI, YOU WILL CEASE TRANSMITTING..." [ *Crash At Corona* © 1992 by Friedman and Berliner.]

The story being transmitted included the information that the crash debris was reportedly going to be taken to Texas. But the pilots were from Wright (Patterson) Field, Ohio. The plane was under orders of General Nathan Twining's AMC. General Twining (MJ-4), however, was not in Ohio. He was in New Mexico - first at the AFSWP at Sandia Base in Albuquerque. Later he went to Alamogordo Army Air Field and, it is believed, went from there to Carrizozo and Corona.

In 1947, neither the U. S. nor any other military or security group of any other country could instantaneously 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.

Anti-aircraft Artillery, the Army Air Forces at Alamogordo Army Air Field and Army Ordnance at WSPG knew that they had "splashed" possibly three flying discs: one northwest of WSPG; one near San Antonio and the other northeast of WSPG - due to their own covert action. The U. S. Army knew to monitor communications in these areas because the flying discs were headed in those directions when the flying discs went off range radar behind the crests of the San Andres Mountains on the north and west, and Oscura Peak to the north. None of these military groups, however, had the expertise to monitor communications. That fell under the purview of the FBI and military intelligence.

Over the next two weeks, military and civilians "flashing curious identification cards when challenged by guards" said they were with project so and so." The Armed Forces Special Weapons Project at Sandia Base descended on Roswell from "all over the country." [ Stanton Friedman and Don Berliner in *Crash At Corona* © 1992.]

An Army Air Force photographer then based at Anacosta Naval Air Station in Washington, D. C., was interviewed by Stanton Friedman for the book *Crash At Corona*. The photographer said that he was told to pack his bags and board a B-25 that took another photographer and himself to Roswell.

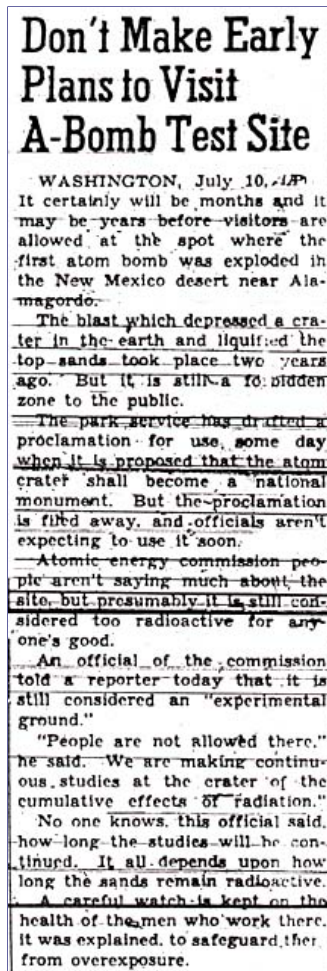
"We got out there to one of the three crash sites near Corona, and there were a helluva lot of people out there in a closed tent. ...There were four (non-human) bodies I could see when the flash went off. That's all I was photographing, bodies. They were under a canvas and military people would open it up and you'd take a picture, flip out your flashbulb, put another one in, take another picture and give them the film holder and then you went to the next spot. I guess there were ten or twelve officers. The bodies looked like they were laying on a tarp." [Ibid.]

The U. S. Army first reported the crash to be a flying disc. But within a few hours, a counter-story emerged

that the crash was nothing more than a weather balloon. On July 8, 1947, General Ramey, Commander of the 8th Air Force, said that there had been a big misunderstanding and that the balloon and its radar target were part of an upper atmosphere research program. There was no mystery because what rancher Mack Brazel had found was only the balloon and its reflector. [ Front Page, *The New York Times*, July 9, 1947.]

By September 1994, while *Peculiar Phenomenon* was being researched and interviews were conducted in the field, the official story had changed again after nearly half a century. The Air Force explained that it was not a weather balloon. It was a "secret balloon" related to Project Mogul, an early attempt to develop technology to spy on Russian nuclear testing activity. After forty-seven years, the U.S. Air Force officially admitted that the "weather balloon story" was actually a cover story for a TOP SECRET Atomic Energy Commission project. I believe that the Air Force changed its official line, motivated by what one former President termed "the limited hang out approach." It was in a curious statement made on July 10, 1947, three days after recovery operations began at Corona. An Atomic Energy Commission (AEC) spokesman in Washington, D. C., was quoted in a *Las Cruces Sun-News* article headlined: "Don't Make Early Plans to Visit the A-bomb Test Site." The AEC spokesman said:

"It certainly will be months, and it might be years, before visitors are allowed at the spot where the first atom bomb was exploded. The blast, which depressed a crater in the earth and liquefied the top sands, took place two years ago. But it is still a forbidden zone to the public. People are not allowed there (an AEC official said). We are making continuous studies at the crater of the cumulative effects of radiation.' ...A careful watch is kept on the health of the men who work there to safeguard them from over-exposure."



Front Page, *Las Cruces Sun-News*, July 10, 1947.

The announcement was evidently directed at residents of southern New Mexico and cautioned them not to go to the Trinity Site. The statement appears to explain why AEC personnel in radiation suits and military convoys with Army and Navy personnel might be seen on Highway 380, which is the primary east-west access to both the San Antonio and Corona flying disc crash sites. Five days after that announcement, a P-80 landed on the same highway forty-five miles east of the Trinity site turn off. Three days later, the P-80 crashed as it attempted to take off from the highway.

On July 11, four days after recovery operations began at Corona, the FBI announced that it would hold a special conference for all police and sheriff's officers in Lincoln, Chavez, Otero and a portion of Guadalupe County of south-central New Mexico. Is it surprising that this geographic area is the same area where military recovery operations were underway related to several flying discs? The meeting was scheduled for 7 p.m. on the evening of July 21, 1947, in the District Court Room of the Lincoln County Courthouse in Carrizozo. The conference addressed the topic of "coordination in law enforcement" by Mr. R. C. Suran, Special Agent in charge, El Paso region, Federal Bureau of Investigation. Mr Suran was quoted as saying: "These conferences have become increasingly important due to their value in enabling law enforcement officers to become better acquainted with each other, thereby increasing mutual cooperation." [ Front Page, *Lincoln County News*, July 11, 1947.]

## Flying "Saucer" Found on Ranch

The finding of one of the mysterious "flying objects" by Mack Brazel on his ranch Southeast of Corona caused nationwide interest Tuesday.

Mr. Brazel reportedly described the object as about the size of a table top and covered with tinfoil.

The discovery was made by Mr. Brazel several days ago but not being aware of current interest in the objects, he had stored the disc in his garage until Tuesday when he turned it over to military authorities in Roswell.

Army officials at Fort Worth later identified the object as a weather balloon.

Mr. Roy Shafer and Mr. Mark Sloan reported seeing one of the mysterious "saucers" sailing over Carizo Mountain Tuesday.

Several of the mysterious objects have been seen flying over Carrizozo. Thursday, Mr. Albert Snow and Deputy Sheriff Mark Sloan sighted a moon shaped object that was visible for several seconds and was headed toward El Paso. Several children have reported seeing them, of varying descriptions.

## Peace Officers Conference To Be Held Here

Mr. R. C. Suran, Special Agent in charge, Federal Bureau of Investigation at El Paso, Texas has announced that the next FB Law Enforcement Conference for all peace officers in Lincoln, Chavez, Otero and a portion of Guadalupe Counties in New Mexico will be held in the District Court Room of the Lincoln County Court House in Carrizozo, New Mexico at 7 00 p. m. on the evening of July 21, 1947.

The conference will be opened with an address of welcome by Sheriff Nick Vega of Lincoln County. This will be followed by a discussion covering coordination in Law Enforcement by Mr. Suran and a movie demonstrating the art of revolver shooting, after which a discussion will be given on Police Photography by Special Agent R. C. Dahl and a demonstration covering examinations for secret markings by Special Agent A. T. Potter, both of the El Paso office of the FBI.

Due to the ever increasing crime rate throughout the country, Mr. Suran feels that these FBI Law Enforcement Conferences have become increasingly important due to their value in enabling law enforcement officers to become better acquainted with each other, thereby increasing mutual cooperation.

Front Page, Lincoln County News/Carrizozo Outlook, Friday, July 11, 1947.

Brig. General Montague (MJ-11) was assigned to command the AFSWP at Sandia Base on July 12. His primary responsibility to guard and protect U. S. nuclear weapons, probably using German Wasserfall surface-to-air missiles and anti-aircraft artillery. He was given three days to report for duty. It remains unclear what relationship General Montague had with General Leslie Groves, who had been the Commanding General throughout the entire history of the Manhattan Project and also carried the title of Commander of Sandia Base. [Front Page, *El Paso Times*, July 12, 1947.] General Groves wasn't replaced until February 1948. When General Groves was replaced Major General Kenneth Nichols is reported to replace him. Yet at the same time, Gen. Montague is also reported to be Commander of Sandia Base. It should be mentioned that a one star general's staff car was reported at both the Corona and San Agustin Plains disc crash sites. [*Sandia National Laboratories* © Furman.]

Col. Harold Turner was replaced by the U. S. Army as Commander of WSPG on July 15, 1947. Brig. General Blackmore, a general staff officer of U. S. Army Ordnance, assumed command. Col. Turner was relieved of command responsibilities at the Proving Ground a week and a day after his troops began picking up flying disc debris at Corona. The reader by now knows the "official" 1994 version of the U. S. Air Force position on the Roswell Incident was that it was a "secret nuclear detection balloon."



## Col. Turner to Be Replaced as WSPG Commander

The War Department has announced that Colonel Harold R. Turner, commanding officer of the White Sands Proving Grounds since its establishment two years ago, is to be replaced in command by Brigadier General Philip G. Blackmore, now at headquarters of the Sixth army, Presidio of San Francisco, Calif.

Although he is to be replaced in command, Col. Turner will remain at the guided missiles proving ground.

The placement, explained an Army spokesman, is in no way a reflection upon the administration of Col. Turner who is regarded highly by Washington officials. The base, which has units of Navy, Air Corps and Ordnance, requires an administrator with higher rank.

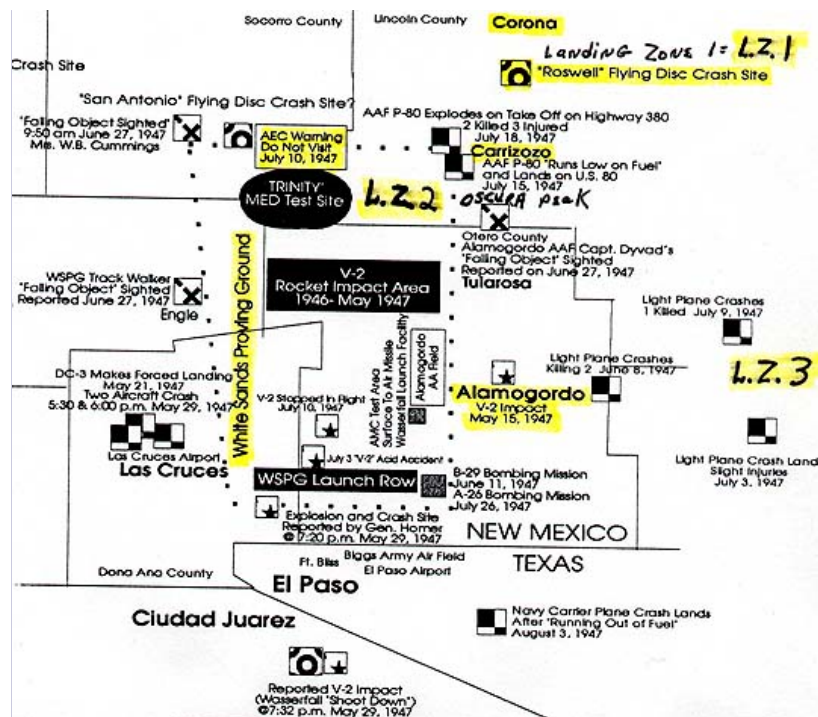
Turner, who is active in Cruces affairs, is well liked here, and many Cruces sent telegrams asking that he remain in command.

## Comet-like Object Seen In Cruces Skies

Mr. and Mrs. E. B. Farmer, with some friends, Mr. and Mrs. Enoch Hughes and their daughter, Lilly, while seated in the Farmer yard Tuesday night of last week saw coming from the south a large light in the sky, Mr. Farmer said. The object appeared larger than an automobile head light and was traveling at a terrific rate of speed and left a tail similar to a comet, he said. The object was going north and was almost directly between the Organ mountains and Las Cruces when discovered. It burst into three pieces, and immediately search lights went up from the White Sands Proving Grounds and searched the skies for an indefinite length of time.

Front Page, *Las Cruces Citizen*, July 17, 1947.

## Carrizozo, NM: Disc Retaliation?



Carrizozo, New Mexico, was between the disc crash site near Corona (Landing Zone 1, or LZ.1) and the disc crash near the Trinity Test Site west of Oscura Peak (LZ.2). The third crash site was east of Alamogordo. The three crash sites, or "Landing Zones," were dated July 4-6, 1947, and described in the 1952 "Majestic-12 1st Annual Report" at [www.majesticdocuments.com](http://www.majesticdocuments.com). Graphic © 1994 by Andrew Kissner.

On Tuesday, July 15, 1947, a P-80 Shooting Star jet fighter landed on a remote, straight stretch of Highway 380, twenty-five miles south of the Corona flying disc crash site at the small community of Carrizozo just north of the northeastern corner of WSPG. This P-80 was similar to other aircraft that had standing orders at Muroc Field, California, to intercept any flying disc that might be sighted there. This Shooting Star landed near Carrizozo the same time as the U. S. Army and Navy were packing up debris from the Corona and White Sands

disc crashes and loaded four alien bodies onto Army B-29s and C-54 transports. [ *Las Cruces Sun-News*, July 20, 1947; *Crash At Corona* © Berliner and Friedman.]

The P-80 waited at Carrizozo. Its mission, although secret to this day, was to provide air cover for the recovery operation. This was necessary in the event that another flying disc appeared and attempted to impede elements of the recovery T-Force. Perhaps a disc would attempt to retrieve the bodies of the crashed disc's dead crew members.

The fighter was *not* based at Alamogordo Air Field. Rather, it was based at March Field, California. Using aircraft based at a distance from the site of a possible engagement is a further security precaution. This prevents discussion between pilots once back at base who can compare notes and experiences with local news stories and subsequent gossip. The T-Force's air security assignment was itself compartmentalized.

The P-80 waited for two and a half days in Carrizozo. It sat next to Highway 380, was refueled by a U. S. Army tank truck driven to Carrizozo from Ft. Bliss, not Alamogordo Army Air Field which was closer by 65 miles. *The El Paso Times* quoted U. S. Army sources that the plane had refueled at the Carrizozo airport. And yet, in 1995, that small airport still does not offer jet fuel. The cover story was that the fighter "ran low on fuel" in a rain storm. On Thursday night, military mechanics called for a battery charger that was airlifted to the site by a U. S. Army air transport - again not from Alamogordo Army Air Field, but from Ft. Bliss, home of the anti-aircraft artillery school. [ *Las Cruces Sun-News*, July 20, 1947.]

It should be understood by the reader that Carrizozo airport in 1947 was an unimproved dirt strip. Over four days at least two C-47 transports, another "Army transport" and a P-80 all used either the airport runway or Highway 380 as a makeshift landing strip. All of this activity was less than 25 miles from the "Roswell" flying disc crash site southeast of Corona.

Reporters quoted U. S. Army sources for the *Las Cruces Sun-News* and the *El Paso Times* in which they were told that the P-80 had made a forced landing at Carrizozo on a cross country flight between March Field, California, and Ft. Worth, Texas. The local *Lincoln County News*, however, based on interviews with Army personnel on the scene, reported that the plane had been on a flight between March Field and Biggs Army Air Field in El Paso. No explanation was given about why the P-80 was 120 miles north and further east than its intended destination. Why the official deception?

On the afternoon of July 18, 1947, the waiting was over. As Capt. Floyd G. Soule of Riverside, California, brought his fighter back onto the center of the road and evenly applied power to his General Electric J-33 engine to develop maximum thrust engineered to drive his plane to 620 mph and released his parking brake, everything was fine. As he past stall speed and accelerated to 120 mph and pulled back on the stick, the plane lifted off the roadway to an altitude of 100 feet. But it would gain no more altitude. Conditions radically changed and it was too late. The fighter veered violently to the right, nose down. An eyewitness reported that the airplane was flying very fast and without any observable or explainable cause, simply rolled over and crashed. [ Author interview, September 6, 1994.]

That eyewitness description is at odds with all published reports that indicated that either the plane did not get off the ground, or if it did, perhaps rose only several feet. The official cause of the crash was listed as "bumps or pot holes in the roadway" that precluded the plane from lifting off the ground. In reality, it was flying very fast at 100 or more feet when it rolled over.

The P-80 was out of control and flew directly into the Monte Vista gas station on the southwest corner of State Route 54 and Highway 380. The airplane and the gas station exploded in a fireball simultaneously. Capt. Soule was killed instantly. It also killed Joe Hunter Drake, 25, of Carrizozo, and critically injured Glenn Davis, his six-year-old nephew from Ancho, New Mexico. Also injured were Mrs. Pick Warden of Capitan, New Mexico, and Mr. Joe Phillips, 28, of Carrizozo. Besides the P-80 and the gas station, the resulting explosions and fire destroyed three trucks and a car. Mrs. Warden's injuries were caused when a panicked truck driver ran over her.

At 5:30 p.m. on July 18, 1947, more than one U. S. Army C-47 transport with medical personnel from Alamogordo left Carrizozo. The injured were transported to William Beaumont Army Hospital in El Paso. [ *Las Cruces Sun News*, July 20 and 24, 1947; *El Paso Times*, July 19 and 21, 1947.] The *Lincoln County News* said the C-47s had been called in to "the declared emergency" and that "when they (C-47s) became available, they transported the dead and injured to Ft. Bliss."

No one to this day has associated this tragedy with the recovery operation of a flying disc 25 miles north of Carrizozo at the same time. For a P-80 jet, that distance could be covered in 30 seconds. It's not surprising that an association was not made because oddly, only three newspapers reported about the fiery explosion. The USAF never acknowledged any airplane accidents near the disc crash sites around the time of the Roswell incidents. The USAF did report loosing five aircraft in New Mexico during July 1947. The P-80 explosion in Carrizozo is mentioned by the Air Force as only having occurred somewhere in New Mexico. *The Air Force reported four other aircraft losses during July, which this author was not able to find in any published news source from 1947.* [ Author's emphasis.]

# P-80 Pilot Dies In Crash; Four Hurt

Special to EL PASO TIMES

Carrizozo, N. M.—An Army P-80 jet plane, attempting to take off from a highway near here, Friday afternoon crashed into a filling station, killing the pilot and badly injuring four others.

The pilot was identified as Capt. Floyd G. Soule, 28, en route from his home base at March Field, Calif., to San Antonio, Texas. He had made a forced landing Wednesday when the jet plane ran out of fuel in a rainstorm.

Two of the injured, Joe Drake, 25, and six-year-old Glenn Dale, both of Ancho, N. M., were in a critical condition in William Beaumont General Hospital. Both were badly burned by erupting flames.

Joe Phillips, 26, Carrizozo, and Mrs. Dick Warden, Capitán, N. M.,

also were in Beaumont Hospital. Their conditions were described as fair. Phillips was burned about the face and arms while Mrs. Warden received head injuries and lacerations. All were given emergency treatment in the Dr. J. P. Turner Hospital in Carrizozo and brought to El Paso in an Army C-47 plane that left there with the victims at 5:30 p. m.

Mrs. Warden's injury resulted when she was struck by a truck when its driver abandoned it in the excitement of the crash.

The plane refueled at the Carrizozo airport, where the runways were too short for a take-off. Moving to the highway, on the north edge of the town, the plane careened into the filling station operated by Albert Roberts, who was present but uninjured. The station was destroyed by the flames and two trucks also were caught in the blaze.

Front page, El Paso Times, July 19, 1947.



# ARMY PILOT KILLED AT CARRIZOZO SAVED LIVES OF MANY SAYS CRUCEN

"The pilot of the jet plane which crashed at Carrizozo Friday used his head and probably saved the lives of several other people, although he lost his own," said Frank Adams of Las Cruces, who saw the plane crash as it tried to take off on a stretch of Highway 80 blocked off as a runway. The pilot, Capt. Floyd G. Soule of Riverside, Calif., was killed and four other persons injured in the crash and explosion.

The highway was lined with people who had come to watch the plane take off after a forced landing at Carrizozo several days earlier.

"On one side there was a filling station crowded with people waiting to see the takeoff," Adams said. "On the other side were highlines. The pilot tried to miss the people and the filling station, but he couldn't quite make it."

Fuel leaking from the plane sprayed over the filling station and over many of the people, then caught fire. Three persons were burned, one very seriously, he said.

One woman stepped into the path of the plane just before it hit the filling station door but fell to the ground in time to escape injury.

"The plane was so low when it passed over her it would have cut her in two if she hadn't fallen," Adams said.

Adams said he was not sure, but he believed the plane was not functioning right. Sheriff Nick Vega of Lincoln county blamed holes in the highway for the crash.

Adams was in Carrizozo to audit the books of a Carrizozo firm.

Front Page, Las Cruces Sun-News, July 20, 1947.

## LINCOLN COUNTY NEWS AND CARRIZOZO OUTLOOK

Official Paper—Legal Printing.

ME. XXI No. 52 (Charlotte News, Vol. 44)

CARRIZOZO, NEW MEXICO, FRIDAY, JULY 25, 1947

Outlook Vol. 25—

### Tragedy Hits Carrizozo Last Friday

#### Two Succumb To Injuries

After we were off the press last Friday morning and had the paper in the mails, the P-80 piloted by Captain Floyd G. Soule of March Field, California, on a routine training flight, in Pecos Field, Tex., attempted a take off on Highway 80 toward the junction of Highway 54.

The plane apparently went out of control as it left the roadway, some 200 yards from the Monte Vista Service Station and skidded off a tree in its path, hit the rear wall of the living quarters of the station, plowed into the wash and grease house at the South side of the station and exploded into flames.

Mr. and Mrs. Henry Hoffman were seated in their car parked behind the wash and grease house. Mrs. Fay Hurley and two children were in their pick-up truck backed in the field in rear of the service station, the driver of Mr. Howe Dugger's truck loaded with hay was parked nearby on 54, all miraculously escaped injury. Mrs. Hoffman suffered from shock.

The pilot of the aircraft was killed in his ship. Joe Phillips, in an attempt to rescue the pilot suffered severe burns.

Mr. Joe Drake and his nephew Glenn Dale were critically burned.

Joe Drake passed away in William Beaumont General Hospital on Saturday morning.

Mrs. Phil Warren, Jr., received severe cuts and head bruises when a pick-up truck backed against her suddenly.

A team of army doctors were called in from Alamogordo bringing with them emergency supplies and blood plasma, which was administered before the injured were flown to El Paso by C-47's that were sent here by the Army for emergency purposes.

The station and its entire contents were a total loss. Mrs. Albert Roberts had just stepped out the back door, moments before the plane hit. Mr. Roberts, fearing that his wife was still in the building, which was by then filled with a raging inferno, knocked out a window and would have gone in after her had Mrs. Roberts not appeared on the scene. Mr. Roberts had a old newspaper (the worth would be thousands of dollars) which he had collected all of his life. A collection of guns was also in the building.

The volunteer fire department were soon at the scene, and although water pressure was low at first, they did considerable work in an attempt to save what could be saved. Fire Chief, Fay Hurley had the additional worry as to the safety of his family.

The service station force consisting of Richard Phillips, Wendell Richardson, Ed Merkle and proprietor Roberts were all unharmed.

Fuel for the ship had been received on Thursday afternoon but the batteries of the P-80 were so low that the pilot waited until the next day for a charger to be flown in from El Paso, and the ship was apparently ready to take off. Eye witnesses say that the uneven surface of the roadway and the narrow dips in the path of the plane prevented sufficient speed to lift the plane into the air.

Sheriff Nick Vega was slightly injured in an attempt to administer first aid to some of the injured.

Co-operation with the authorities in remaining at a safe distance from the danger zone, was only fair. Deputy, Mark Sloan assisted by personnel of the transport plane that had brought in the battery charger did excellent work and prevented any further serious injuries.

The Kelley Funeral Home had charge of the body until arrangements were completed by the Army to fly the remains to March Field.

Front Page, Lincoln County News/Carrizozo Outlook, Friday, July 25, 1947.

### **More Information:**

For more about military voices and Majestic-12 leaked documents, please see reports below in **Earthfiles Archives** and my books and documentaries in the **Earthfiles shop**.



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

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

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