

William Steinman
15043 Rosalita Dr.
La Mirada, Calif.
90638

Grant R. Cameron
649 Silverstone Ave.
Winnipeg, Man.
R3T 2V8 Canada

Nov. 11, 1988

Dear Grant:

I received your rather extensive letter of 11-5-88, Ref: research into UFO related activities of Dr. Eric A. Walker

- ① Can you please list the number of things apparently expressed by me, which are not true.
- ② Can you send me a copy of that letter that came out of Toronto, that Friedman mailed to Scott Crain? You called it a bizarre letter.
- ③ What about the Walker NASA connection? As I told you much earlier, Stanton T. Friedman contacted Dr. Walker by telephone in late December 1983 or January 1984.

I don't know why Friedman keeps stating that I am probably working with W. Todd Zechel. I think that Stan has some kind of complex about Zechel. I have only met with Zechel 3 to 4 times in late 1982 early 1983, while Zechel was living in Hollywood, Calif. We corresponded a few times, but we definitely are not working together.

I don't know if you can obtain fingerprints off of the Walker letters and/or envelopes. All that I know is I wrote to Dr. Eric A. Walker 3 times and received 3 replies. Actually the second reply was in answer to questions during my telephone conversation with Walker while he was at Hilton Head, and a letter to him. The 3rd reply was my letter to him returned to me, with code numbers (you probably have a copy of all of these by now).

I don't know why all the research over the wordage "Very Truly Yours",

this is common practice when signing a letter. He wasn't signing as in the position of a government official; but as a person to a person.

As per having the transcript of my Telephone Conversation with Walker notarized, Nothing doing. I know the conversation is true word for word, as transcribed. I will not stick my Neck (and my families) out, there is too much at stake.

I honestly believe that Dr. Robert I. Sarbacher's neck was put in the noose when people began contacting him after my letter from him went public. His death was most likely hastened on, and I feel guilty for it.

The same with Mrs. Eric Henry Wang. She died the month my book was on the market.

I am afraid of what could possibly happen to me, yourself, and Crain, if you get 'Walker' cornered on this issue. He

④

definitely doesn't want to talk about it any more.

Please get in touch as soon as possible.

Send me copies of some of what you call your (most vital) walker file contents.

Very Sincerely
Wm Stearns

William Steinman
15043 Rosalita Dr
La Mirada, Calif.
90638

Dr. Henry Azadehdel
#24 Prestwood Dr.
Aspley Park
Nottingham England
NG8 3LY

Jan. 25, 1989

Dear Dr. Azadehdel:

As per our telephone conversation of 1-16-89, I am inclosing copies of documents related to the crash and recovery of Flying Saucers and bodies in the U.S. Also, I am inclosing more on the William S. English and William Cooper veiwings of Project Grudge/Bluebook Report #13, in formation.

Please investigate into the Chicksonds base to verify that

- ① Col. Black was Base Commander RAF Security Services Command RAF Chicksonds (Probably American Commander as opposed to English) in June 1977

P.S. - There are several hundred Telephone Conversations, Letter Correspondence, and Personal interviews besides what I am sending you. (7 years worth.)

Date: Sun, 19 May 96 23:59:50 -0500

From: Grant Robert Cameron <gcameron@cc.UManitoba.CA>

To: gcameron@cc.UManitoba.CA

Subject: (no subject)

This is a multi-part message in MIME format.

STEINMAN

-----16531595526519

Content-Transfer-Encoding: 7bit

Content-Type: text/plain; charset=us-ascii

http://www.ufomind.com:80/area51/desert_rat/rat_27_s3.html

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Content-Transfer-Encoding: 7bit

Content-Type: text/plain; charset=iso-8859-1

Aztec, New Mexico -- a crash story reexamined

by William E. Jones and Rebecca D. Minshall

International UFO Reporter, Sept./Oct. 1991

William E Jones and Rebecca D. Minshall are the authors of Bill Cooper and the Need for More Research (1991).

Editor's note: In 1950, in a best-selling book titled Behind the Flying Saucers, entertainment columnist Frank Scully reported that a spaceship had crashed on a rocky plateau east of Aztec, New Mexico, and the U.S. Air Force recovered it and the bodies of its occupants, 16 small humanlike beings dressed in the "style of 1890." Scully's source for this remarkable tale was a "Dr. Gee," identified as a government scientist. A subsequent investigation by J. P. Cahn, a writer for True magazine, found that Scully's informants were Leo A. GeBauer ("Dr. Gee") and Silas Newton, veteran confidence artists, and their saucer story was part of an elaborate swindle to peddle bogus oil-detection equipment to unsuspecting buyers. In the 1980s, as ufologists turned their attention to a question they had long ignored because of the Scully fiasco, some suggested that perhaps the Aztec case deserved another look. The result was a 625-page book, UFO Crash at Aztec, written by William S. Steinman and Wendelle C. Stevens and published privately in 1987. Its title notwithstanding, only a part of the volume deals directly with the event. That section is written by Steinman, with Stevens padding the rest of the book with other tales of crashes and conspiracies. According to Steinman, GeBauer and Newton were railroaded by an unscrupulous journalist and a sinister government agency "determined . . . to set an example for anybody else who might decide to divulge information . . . and to divert public attention completely away from the story of the crashed saucers and little bodies." Chapter 6 of the book consists of Steinman's account of what he found when he went to Aztec to investigate personally. In what follows, the authors take issue with Steinman's version of events.

With the developing story of the 1947 Roswell, New Mexico, UFO crash it is natural that some UFO investigators should direct their attention to other crash stories which are not so well documented and well known. We at MidOhio Research Associates have been investigating the alleged crash of a flying saucer at Aztec, New Mexico, in 1948, the subject of a book by William S. Steinman and Wendelle C. Stevens, UFO Crash at Aztec.

We hoped to learn something about the Aztec story. Given the cost and difficulty of investigating a 1948 New Mexico case from our base in Ohio, we had little hope of conclusively proving or disproving it, but we wanted to see what we could uncover through telephone and letter inquiries. MORA was fortunate to secure the aid of Suzanne Belt, executive director of the Aztec

Da
leave Aztec to move to California. He confirmed that he had talked with Steinman and knew the general outlines of the story. But both he and his wife emphatically deny that a flying saucer crashed near Hart Canyon, northeast of Aztec. Mrs. McEwen added that Aztec was a small town back in 1948 and if something that momentous had occurred, everyone in town would soon have been aware of it. She thinks that the crash story may have been started by a newspaper man who she believes was named George Bower, he sometimes wrote partially true and sensational stories for the local paper to help boost circulation. (Other investigators of the story believe the more likely source was a much-publicized crash hoax used to promote a 1949 science-fiction film, The Flying Saucer. In a paper published in MUFON 1985 UFO Symposium Proceedings, William L. Moore suggests that the episode gave Newton and GeBauer the idea of a saucer crash. GeBauer had done business in Aztec, according to Moore, and this may have played a role in their decision to set the event there.

In those days, Mrs. McEwen told us, there were no roads east out of Hart Canyon over which large objects could have been transported. She said the roads didn't come in until a later oil-search boom. As the manager of a motel out on U.S. Route 550 at the time, she would have been aware, one way or another, of anyone who came into town to assist in the retrieval operation, she said.

Steinman claims that he learned about McEwen through Harvey Melton, who had moved into Aztec in 1970 or 1972. (See pages 204-05 and pages 242-43.) According to Mrs. McEwen, Melton, an acquaintance of theirs, was interested in flying saucers and during the Steinman visit had become somewhat "abusive" with them over the Aztec story. She thinks that he was too willing to believe in such stories. Steinman writes that Melton and his wife Vivian learned about the location of the crash site from a "mysterious" Ray Meier who arrived in Aztec by bus in June 1975. The Meltons and a man named Benson Leeper reportedly escorted Meier to the site where he took pictures and studied the area for about an hour. He stayed with the Meltons overnight and, according to Steinman, left by bus the next day. Their attempts to reach him later at an Albuquerque post office box address he gave them were unsuccessful. The MORA investigators also tried to reach Meier at this address; the letter was returned unclaimed. Meier was not listed in the Albuquerque telephone records as of July 1, 1991.

Mrs. McEwen told us that she and her husband are interested in flying saucers and have an open mind on the subject. When told about the mounting evidence for the 1947 Roswell crash, she said that she could accept that if there was enough evidence. But she is sure that no saucer crashed near Aztec in 1948; she would have heard about it.

Benson Leeper still lives on his farm north of Aztec. He remembered when a man came to town and asked him and the Meltons to take him out to the site. He could not recall the man's name, even when told that the name was Ray Meier. Leeper did not go to the site, and he is not sure whether or not Vivian Melton went. He recalled, however, that Harvey Melton did go out with Meier, though he did so reluctantly because he was a little bit afraid of the man. When we asked Leeper what kind of man Meier was, Leeper's telephone demeanor changed immediately. Until that point he had acted a little disinterested and bored. He quickly answered with a definitive, "I won't say!" We then asked if Meier was "strange," and he replied, "You could say that." He would say no more on the subject even when pressed. He urged us to talk with Vivian, who is now living some where in Nevada; Harvey has since died. He claimed not to know her address, saying that the McEwens would know.

We talked further about the crash story and about Steinman. Leeper claims not to know how Steinman came to the conclusion that he knew something about the crash. He mentioned that Steinman kept questioning him about "the humanoids" which he claims to know nothing about. "I don't even know what a humanoid is," he said. As far as he remembers, Steinman came to Aztec to

investigate two or three times. At one point in the discussion about Einstein, Leeper got upset and perhaps a bit concerned. We asked, "Did he put my address in his book? How did you find me?" We replied that Steinman mentioned only his name and that we found his telephone number in the local telephone book. As the conversation came to a close, we asked Mr. Leeper if he believed the story about the crash. He replied that he did not and that it is treated as a "joke" by many of Aztec's old-timers. We then asked how he thought the story got started. He said that a F-27, a World War II era, "C-47" type, landed on the U.S. Route 550 back in the 1940s. The plane was "crashed" and the military came in, disassembled the plane, and trucked it out. That is all he claims to know.

We called the McEwens and inquired about Vivian Melton. They referred us to a daughter, Pat Melton, who currently lives in Aztec. Contacted by telephone on July 3, she confirmed some of what Steinman wrote about her parents and added that she had met Meier when he was in Aztec. At first she was afraid of him, as her father was, but after talking with him three or four times, got to like him. She also confirmed that he came into Aztec by bus about 15 years ago; Steinman says it was in June 1975. So their statements agree.

But Pat Melton takes these exceptions to what Steinman wrote: Meier was there four or five days, not just overnight. According to her, Wright McEwen and her father accompanied Meier to the site; her mother and Benson Leeper didn't go along. (A second call to Mrs. McEwen did not confirm her husband's part in this trip; she thinks her husband went out to the site only when Bill Steinman came to town.) Pat Melton's parents had a Nissan, not a Toyota. She doesn't know if the Nissan was used to go to the site or if a vehicle had been rented by Meier and was used for this purpose. Melton added that her parents left Aztec sometime after Steinman's visit because of her father's health, not because they had learned something special about the crash story, as implied by Steinman.

Bill Steinman upset a lot of people when he was in Aztec, Melton said. Some of the people he interviewed, including her parents, claimed he was an aggressive interviewer, putting words into their mouths to prove the points he wanted them to make. They complained that he made "a lot of speculative assumptions" based upon very few facts. The matter-of-fact people of Aztec did not take kindly to Steinman's approach and his conclusions.

Meier told Melton and her parents that he had been a science teacher, was a vegetarian, and was interested in metaphysics. Melton doesn't know if he was retired from the Marine Corps, as claimed by Steinman. She found him "aloof." Meier did not reveal why he thought the flying saucer came down on the plot of land in question. That is unfortunate because Meier's claim that it is the crash site is one of the keys to the entire Aztec crash story as told by Steinman.

Meier's interest in Aztec was obviously influenced by Frank Scully's book which dealt with the Aztec crash story after its alleged occurrence. In a May 31, 1975, letter to Pat's parents, the original of which is in our possession, Meier states, "I'll be heading for Denver shortly and hope to find the Aztec article on Dr. Gee which I read in [the] Spring of 1950."

The site

Steinman places the crash site northeast of Aztec on Hart Canyon Road, about six miles east of U.S. Route 550. He claims to have learned about the site through Mrs. Melton during his trip to Aztec in 1972. He locates the site on a copy of a county survey map that he had obtained from the San Juan County Assessor's Office. This map is reproduced on page 245 of UFO Crash at Aztec. To the south of the crash site is property noted as being owned by Harry W. Young and a smaller parcel owned by the El Paso Oil Company. To the north of the site is a larger parcel noted as being owned by H. Knowlton and Rowland Robert Chaffee. A few other privately owned parcels are shown.

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1 as a lot of space that is not marked as being owned by anyone.

Early in his book, on page 35, Steinman, writing about the disposition of the crash site, asserts, "General Marshall [Gen. George C. Marshall, then U.S. Secretary of State under President Truman] called the Secretary of the Interior asking him to transfer the piece of property on which the crash site was located, from the ownership of H.D. to Federal Status!! [We assume that this transfer was agreed to by the owner identified as "H.D." in the book, but Steinman is not clear on this point.] Marshall accomplished this in such a way as not to arouse suspicions concerning the real reason, and carried it off successfully." Steinman makes it appear that this land transfer took place during the short period when the vehicle was being recovered, but does not specifically make this claim. The ownership history of this parcel of land is the another key to the credibility of Steinman's story. He seems to realize this and reports on page 263 on his unsuccessful attempt to trace this history.

"H.D." is Harold Dunning. He is identified in footnote number 2 to Appendix B of UFO Crash at Roswell by Kevin D. Randle and Donald R. Schmitt and on a map in Steinman's book on page 34. We discovered these references on July 5, 1991. Coincidentally, during the July 3 conversation with Pat Melton, she had referred to a Hi Dunning and said he might know something about the crash. Harold Dunning, 93 years old, does not have a telephone, but his son Jack does and was easily located through cold calls to the only two Dunnings in the phone book. Jack Dunning said that his father knows nothing about such a crash, though they are both aware of the rumors, having met Steinman when he came to Aztec on his investigation. Jack claimed that his father had owned a little over two parcels of land in Hart Canyon, including the land on which the El Paso Oil Company pipeline station is located. The El Paso land is adjacent to and south of the land claimed by Steinman to be the crash site, so the land once owned by Dunning and referred to by Steinman as the crash site may be, at least in part, one and the same. Jack thinks his father sold his land to someone named Hank Knowlton, the H. Knowlton listed as part owner of the parcels adjacent to and north of the crash site on the map in the Steinman book. Jack believes the transfer of this land took place in the early 1950s.

His father also leased land in Hart Canyon, possibly 18 parcels, from the federal government back in those days. He ran cattle on this land. Jack could not remember which plots were leased.

Henry Knowlton confirmed in a telephone conversation on July 9 that he is the person who purchased land in Hart Canyon from Harold Dunning, probably in the early 1950s. He later sold the land to Rowland Chaffee. He is certain that none of this property included the site where the crash was said to have occurred. He is certain of this because he knows the location of this area, which he called a "bluff." As far as he knows, the bluff parcels were never owned privately, though they may have been leased for grazing purposes. He and his friends collected Indian pottery fragments and arrow heads from the area, so he is familiar with it. He stated further that there is, or at least was, a blackened area on this site about 10 feet by 10 feet in size where the pottery fragments were most heavily concentrated. The consensus among his friends is this is where the pottery was baked.

When asked whether there is a fence on the site, Knowlton said there is an old fenced-in area near where the pottery fragments were found. There were a number of these fenced-in areas in the desert near Aztec, having been placed there by the federal government. The government was attempting to determine how well the grasses of the area would grow when protected from grazing cattle.

Knowlton stated that the El Paso Oil Company natural gas pipeline station property was once owned by Chick Townsend. According to Knowlton, this was a part of the land he purchased from Dunning, which he, in turn, then sold to Townsend. He believes the sale to El Paso by Townsend took place in 1960.

The pipeline station was built after this sale. There is a bit of a mystery in all of this, in that the Dunning/Knowlton/Townsend/El Paso land and the Dunning/Knowlton/Chaffee land are separated by the crash site, which reportedly has never been owned by anyone else but the federal government. Further, there have been no statements to the effect that all of the land originally owned by Dunning was ever split into two separate parts.

When asked if he knew anything about the crash of a flying saucer in the area, Knowlton laughed and said that this story had been around for years and simply wasn't true. He had no idea how it got started.

One problem with part of Steinman's story comes to mind. The alleged crash site is clearly out in the middle of nowhere. If the government was trying to protect the site from being searched by future investigators by building a fence, it certainly failed to accomplish its goal. No one is there to watch over the site and the fence supposedly put up by the federal government to protect it from human trespassers is useless for that purpose, though it would keep cattle out. The fence and federal ownership certainly did not keep Meier and Steinman out. If either had wanted to do so, an archaeological dig could have been conducted to locate buried crash-related artifacts, and it is doubtful that the government would have known about it for a very long time. Logic dictates that the fence was there for a purpose other than to keep out human trespassers, probably for the reason Knowlton cites. This factor removes part of the aura of conspiracy about the site that Steinman has attempted to portray in his book.

In May 1991 we ordered a map like that obtained by Steinman from the San Juan County Assessors Office. The legal description of the area covered by the map is "Township No. 31N, Range R10W." The land to the south of the crash site is still listed in the name of Harry W. Young. The land to the north is now listed solely in the name of Rowland R Chaffee. The El Paso Oil Company name no longer appears on the map, though the property is still shown separately. The site where the crash was alleged to have occurred is listed as "FED." On this map, that designation is for federal government land, seemingly supporting Steinman's claim. However, all of the land on the map in Steinman's book that is blank is federal land. It appears that the Assessor's Office map used in his book was altered to downplay this fact. In fact, most of the land north of Aztec is owned by the federal government, and a significant part of the remainder is owned by the state of New Mexico. Private land is relatively rare. In addition, unless the crash site parcels were originally attached to either the Chaffee or Young properties, these parcels could, by no stretch of the imagination, be considered a "ranch," as characterized by Steinman. The crash-site land is much too small for any such purpose.

We wrote the U.S. Department of the Interior, Bureau of Land Management, Farmington Resource Area, in Farmington, New Mexico, to see if it had any information on the ownership history of the parcel of land alleged to be the crash site. According to John Phillips, acting area manager, in a letter dated August 22, "There is no record of the land being owned by anyone other than the federal government." Numerous pipelines cross the parcels, and the land is currently leased for grazing by a party not connected to the crash story.

The land-ownership history of the crash-site is somewhat murky. Clearly, someone needs to undertake a formal title search of the land if he or she wants to clear this matter up. (The cost of such a search could not be justified for this investigation, given the improbability of the crash's occurrence. The lowest quoted price for the title search was \$300.) But from what is known so far, the claim that Harold Dunning transferred the land to the federal government during or soon after the retrieval operation is certainly untrue. If the crash site land was not transferred as Steinman has claimed, and this appears to be the case, a shadow of doubt is cast on the entire story as he presents it.

Neither the Scully book nor the Steinman book is persuasive. The critical information each presents is questionable. Everyone we contacted in Aztec, especially the older people who were adults in March of 1948, is certain that no crash ever took place. It is clear that the flying-saucer-crash story is part of Aztec's folklore but not its history.

All the same the reality of the 1947 crash at Roswell seems by now almost a foregone conclusion. There is also some reason to suspect other crashes may have occurrence this light Broman's story about the way the FBI or Army Intelligence reacted to Silas Newton's lecture on crashed saucers at the University of Denver is curious. The caller wanted to know if the lecture was believed, and when Broman told him it was not, the caller seemed satisfied. Perhaps that was because the cover-up--not of the nonexistent Aztec crash but of the real one at Roswell--was holding.

Html by Glenn Campbell, 7/10/95

-----18531595528510-----

Dr. Sakant:

Allow me to re-introduce myself. My name is William S. Steinman, I am a free lance investigator into the subject matter pertaining to "Ufology", Physical evidence. I have been investigating into the Flying Saucer controversy ever, for some time now. In my previous letter to you dated 4-12-83 and which you responded to on 5-11-83, I referenced Robert B. Smith's "Project Magnet" and his study of flying saucers in relation to geo-magnetism. Recently, I "dug-up" some very interesting information confirming that the United States Government did indeed recover at least 3 crashed flying saucers from the Colorado and Arizona Desert areas between 1947-1948. The three main sources of

Laurel, Calif.
90508

Dr. Conrad M. Solent
The Wolfe Den
R.R. 1
Bolton, Ontario
Canada
LOP 1A0

August 10, 1983

Dear Dr. Solent:

Allow me to re-introduce myself. My name is William S. Steinman, I am a free-lance investigator into the subject matter pertaining to Ufology, Physical evidence. I have been investigating into the Flying Saucer recovery cases, for some time now. In my previous letter to you dated 4-12-83 and which you responded to on 5-11-83, I referenced Wilbert B. Smith's "Project Magnet" and its study of flying saucers in relation to Geo-Magnetics.

Recently, I "dug-up" some very interesting information confirming that the United States government did indeed recover at least 3 dis-abled Flying Saucers from the New Mexico and Arizona Desert areas between 1948 and 1949. The three main sources of

This information are as follows:

① Notes, in Wilbert B. Smith's own handwriting, recording his interview with a Dr. Robert I. Sarbacher, on 9-15-50, concerning the recovery and analysis of recovered flying Saucers. "Dr. Vannevar Bush is heading up a small team to try and discover the recovered flying Saucers 'modus operandi'."

② A Top Secret Canadian Memo, entitled "Geo-Magnetics" issued on Nov. 21, 1950 by Wilbert B. Smith addressed to Controller of Telecommunications. This memo tells of recovered flying Saucers, mentions Dr. Vannevar Bush's connection, and mentions your name, Dr. O.M. Solant, Chairman of the Defense Research Board (DRB). Smith was anxious to discuss these matters with you.

③ Letters between Gordon E. Cox, member of the Canadian Embassy Staff in Washington D.C. (1951) and Wilbert B. Smith. In one letter dealing with the subject matter pertaining to the

recovered Flying Saucers and their electro-magnetic propulsion system as related to Geo-magnetics., Mr. Cox stated, "Dr. O.M. Solant has requested that we respect fully the United States classification (2 points above Top Secret) on these matters." and again in another letter Cox stated, "If anything further does develop, you will probably hear of it through the Wright and Dr. O.M. Solant channel."

As you can see, Dr. Solant, you seem to have been right in the middle of the whole affair concerning Canada's relationship with the United States' projects centering around analysing the Recovered Flying Saucers. You evidently were working directly or indirectly with your United States counterpart Dr. Vannevar Bush, in trying to understand the means of operation of those recovered Flying Saucers!!!

Dr. Robert I. Sarbacher has already confirmed, to me, that the U.S. government did recover at least one dis-abled flying saucer in 1948. He was part of that

small team that was headed up by
Dr. Vannevar Bush, working on these
Saucers.

Dr. Solant, Can you please relate to
me what you experienced concerning
these matters. There's no sense in denying
the existence of flying Saucers, this
has already been substantiated by the
existence of "Nuts and Bolts Saucers".
Please get in touch with me as soon as
you possibly can, and thank you for your
help in this matter.

Very Sincerely Yours
Wm. Steinhilber

William S. Steinman
15043 Rosalita Dr.
La Mirada, Calif.
90638

Dr. Omond McKillop Solant

RR 1

Bolton, Ontario

LOP 1A0

Canada

April 19, 1983

Dear Dr. Solant:

Allow me to introduce myself. My name is William Steinman, I am a free-lance investigator into the subject matter pertaining to Ufology - physical evidence. At the present time I am investigating into certain crashed and recovered Flying Saucer cases. In particular, that Flying Saucer that was recovered by the U.S. Military, near Aztec, New Mexico in 1948 and was subsequently analysed by a team of Scientists, including Dr. Vannevar Bush and Dr. Robert I. Sarbacher.

I understand that Wilbert B. Smith, senior radio engineer of the Department of Transportation in Canada, discussed matters concerning the application of Geo-magnetic principles, with you on November 20th, 1950. These principles are believed to be those same principles

that motivated these recovered flying Saucers. At the time of this discussion, you were Chairman of the Defence Research Board.

In his own words, Wilbert B. Smith said the following, "I discussed this matter fully with Doctor Solant, Chairman of Defence Research Board, on November 20, 1950, and placed before him as much information as I have been able to gather to date. Doctor Solant agreed that work on geo-magnetics energy should go forward as rapidly as possible and offered full co-operation of his Board in providing laboratory facilities, acquisition of necessary items of equipment, and specialized personnel for incidents work on the project. I indicated to Doctor Solant that we would prefer to keep the project within the Department of Transportation for the time being until we have obtained sufficient information to permit a complete assessment of the value of the work."

Again Smith stated, "We believe that we are on the track of something which may well prove be the introduction to a new technology. The existence of a different technology is borne out by the investigations which are being carried out at the present time in relation to flying Saucers."

Dr. Solant, I know as a fact that the S. Government has recovered some 10 to 12 crashe

Flying Saucers since 1947. The problem is, that they haven't been able to duplicate their power system, which seems to be an interaction between the atomic structure of the craft itself, with the surrounding interstellar magnetic and gravitic fields.

Can you please relate to me exactly what you know concerning this matter. It is extremely important that this information be provided, in order to set up a data base of information that can be utilized to eventually duplicate this "New Technology".

Please reach me, as soon as possible, at the above mentioned address. Thank you for your help in this matter.

Very Sincerely Yours,
Wm Steunman