

**Original FOIA Number:** 2012-2670-F

**2nd FOIA Number:**

**3rd FOIA Number:**

**4th FOIA Number:**

**5th FOIA Number:**

# FOIA MARKER

**This is not a textual record. This is used as an administrative marker by the George Bush Presidential Library Staff.**

---

**Record Group:** Bush Vice Presidential Records  
**Office:** Vice President George Bush, Office of  
**Series:** Name File (VP Bush)

---

**VP Category Code:** AF  
**VP Category Name:** Name File

**VP Document Number:**  
**Alpha File Name:** Graham, Lee M.

---

*file*

GRAHAM, LEE            35115            BOMAPART/cdw/73731/19Apr

Mr. Lee M. Graham  
536 West Maple  
Monrovia, CA 91016

20 APR 1968

Dear Mr. Graham:

This is in response to your recent letter to Vice President  
Fuch regarding your request for documents under the Freedom of  
Information Act (FOIA).

In the course of a single week, the President and the Vice  
President receive many thousands of communications. As they and  
their immediate staffs cannot possibly respond to each one, many  
are necessarily referred for answer to the cognizant Executive  
agency. An official designated as the White House liaison officer  
gives correspondence such as yours the same careful consideration  
the President and Vice President would, were they able to do so  
themselves. This is my responsibility in the Air Force and the  
reason I am answering.

A review of Department of Defense (DoD) files failed to re-  
flect any DoD records identifiable with the information you re-  
quested. We do have on file similar documents which were provided  
to the Air Force by you in conjunction with independent FOIA re-  
quests made to the Air Force.

Records for the period of time in question are maintained by  
the National Archives. Therefore, we have referred your request  
directly to that organization for response to you.

I trust this information is helpful.

Sincerely,

SIGNED

J. L. NAMETH  
Colonel, USAF

OSDWH 19935

OFFICE OF THE VICE PRESIDENT

REFERRAL

01117.07 8:55

To: Department of Defense  
Attn: White House Liaison Office  
3A946  
Pentagon

Date: March 9, 1988

**ACTION REQUESTED**

- Draft reply for:
  - Vice President's signature.
  - Undersigned's signature.
- Memorandum for use as enclosure to reply.
- Direct reply.
- Furnish information copy.
- Suitable acknowledgment or other appropriate handling.
- Furnish copy of reply, if any.
- For your information.
- For comment.

**NOTE**

*Prompt action is essential.*

If more than 48 hours' delay is encountered, please telephone the undersigned immediately.

Basic correspondence should be returned when draft reply, memorandum, or comment is requested.

**REMARKS:**

No interim sent.

**Description:**

Letter:  Telegram; Other:

To: Vice President Bush  
 From: Lee M. Graham  
 Date: February 20, 1988  
 Subject: "MAJESTIC-12" Committee

By direction of the Vice President

*Vicky Potter*  
 Vicky Potter  
 Staff Assistant  
 OEOB Rm 292  
 395-6076

(Copy to remain with correspondence)

DR/PC

RECEIVED FEB 24 1988

20 February 1988

Freedom of Information Act Request  
(5 U.S.C. 552)  
GEORGE BUSH  
Vice President of  
The United States of America  
S-212 The Capitol  
Washington, DC 20510-00010

Dear Vice President Bush:

Sir, please note this document (see enclosure A); clearly marked "TOP SECRET/MAJIC EYES ONLY".

The DoD directive 5200.1-R 6-102 b. states- "Any person who discovers classified information out of proper control shall take custody of such information and safeguard it in an appropriate manner, and shall notify immediately an appropriate security authority."

Sir, I did turn the copy of this document (see enclosure A) that I received in the United States mail to my security office manager yet I find the document still in wide circulation. I, therefore, find it difficult to believe that this document is still classified "TOP SECRET."

I find it as difficult to believe that this document (see enclosure A) which purports the crash of a Flying Disc (along with 4 "Extra-terrestrial Biological Entities") and bears the signature of President Harry S. Truman on it; if it were a hoax; why every agency of the United States government that I have written to would ignore my many requests to declare it so.

It is now rumored that you are the current head of the present "MAJESTIC-12" Committee. If this is true; you can send me a complete "OFFICIALLY" unclassified copy of this document (see enclosure A).

I, therefore, (under the Freedom of Information Act request 5 U.S.C. 552) respectfully request-

1. A complete "OFFICIALLY" unclassified copy of the  
"MAJESTIC-12" (see enclosure A) document.

Thank you for your time Sir.

Sincerely,

*Lee M. Graham*  
Lee M. Graham  
526 W. Maple  
Monrovia, CA 91016

EYES ONLY

\* TOP SECRET \*

EYES ONLY

COPY ONE OF ONE.

SUBJECT: OPERATION MAJESTIC-12 PRELIMINARY BRIEFING FOR  
PRESIDENT-ELECT EISENHOWER.

DOCUMENT PREPARED 18 NOVEMBER, 1952.

BRIEFING OFFICER: ADM. ROSCOE H. HILLENKOETTER (MJ-1)

NOTE: This document has been prepared as a preliminary briefing only. It should be regarded as introductory to a full operations briefing intended to follow.

\* \* \* \* \*

OPERATION MAJESTIC-12 is a TOP SECRET Research and Development/Intelligence operation responsible directly and only to the President of the United States. Operations of the project are carried out under control of the Majestic-12 (Majic-12) Group which was established by special classified executive order of President Truman on 24 September, 1947, upon recommendation by Dr. Vannevar Bush and Secretary James Forrestal. (See Attachment "A".) Members of the Majestic-12 Group were designated as follows:

- Adm. Roscoe H. Hillenkoetter
- Dr. Vannevar Bush
- Secy. James V. Forrestal\*
- Gen. Nathan P. Twining
- Gen. Hoyt S. Vandenberg
- Dr. Detlev Bronk
- Dr. Jerome Hunsaker
- Mr. Sidney W. Souers
- Mr. Gordon Gray
- Dr. Donald Menzel
- Gen. Robert M. Montague
- Dr. Lloyd V. Berkner

The death of Secretary Forrestal on 22 May, 1949, created a vacancy which remained unfilled until 01 August, 1950, upon which date Gen. Walter B. Smith was designated as permanent replacement.

\* \* \* \* \*  
\* TOP SECRET \*

TOP SECRET / MAJIC

EYES ONLY

EYES ONLY  
Bush Library Photocopy

T52-EXEMPT (E)

EYES ONLY

\* TOP SECRET \*

\*\*\*\*\*

EYES ONLY

COPY ONE OF ONE.

On 24 June, 1947, a civilian pilot flying over the Cascade Mountains in the State of Washington observed nine flying disc-shaped aircraft traveling in formation at a high rate of speed. Although this was not the first known sighting of such objects, it was the first to gain widespread attention in the public media. Hundreds of reports of sightings of similar objects followed. Many of these came from highly credible military and civilian sources. These reports resulted in independent efforts by several different elements of the military to ascertain the nature and purpose of these objects in the interests of national defense. A number of witnesses were interviewed and there were several unsuccessful attempts to utilize aircraft in efforts to pursue reported discs in flight. Public reaction bordered on near hysteria at times.

In spite of these efforts, little of substance was learned about the objects until a local rancher reported that one had crashed in a remote region of New Mexico located approximately seventy-five miles northwest of Roswell Army Air Base (now Walker Field).

On 07 July, 1947, a secret operation was begun to assure recovery of the wreckage of this object for scientific study. During the course of this operation, aerial reconnaissance discovered that four small human-like beings had apparently ejected from the craft at some point before it exploded. These had fallen to earth about two miles east of the wreckage site. All four were dead and badly decomposed due to action by predators and exposure to the elements during the approximately one week time period which had elapsed before their discovery. A special scientific team took charge of removing these bodies for study. (See Attachment "C".) The wreckage of the craft was also removed to several different locations. (See Attachment "B".) Civilian and military witnesses in the area were debriefed, and news reporters were given the effective cover story that the object had been a misguided weather research balloon.

\*\*\*\*\*

\* TOP SECRET \*

\*\*\*\*\*

EYES ONLY

TOP SECRET / MAJIC

EYES ONLY

Bush Library Photocopy

T52-EXEMPT (E)

EYES ONLY

\*\*\*\*\*  
\* TCP SECRET \*  
\*\*\*\*\*

EYES ONLY

COPY ONE OF ONE.

A covert analytical effort organized by Gen. Twining and Dr. Bush acting on the direct orders of the President, resulted in a preliminary consensus (19 September, 1947) that the disc was most likely a short range reconnaissance craft. This conclusion was based for the most part on the craft's size and the apparent lack of any identifiable provisioning. (See Attachment "D".) A similar analysis of the four dead occupants was arranged by Dr. Bronk. It was the tentative conclusion of this group (30 November, 1947) that although these creatures are human-like in appearance, the biological and evolutionary processes responsible for their development has apparently been quite different from those observed or postulated in homo-sapiens. Dr. Bronk's team has suggested the term "Extra-terrestrial Biological Entities", or "EREs", be adopted as the standard term of reference for these creatures until such time as a more definitive designation can be agreed upon.

Since it is virtually certain that these craft do not originate in any country on earth, considerable speculation has centered around what their point of origin might be and how they get here. Mars was and remains a possibility, although some scientists, most notably Dr. Menzel, consider it more likely that we are dealing with beings from another solar system entirely.

Numerous examples of what appear to be a form of writing were found in the wreckage. Efforts to decipher these have remained largely unsuccessful. (See Attachment "E".) Equally unsuccessful have been efforts to determine the method of propulsion or the nature or method of transmission of the power source involved. Research along these lines has been complicated by the complete absence of identifiable wings, propellers, jets, or other conventional methods of propulsion and guidance, as well as a total lack of metallic wiring, vacuum tubes, or similar recognizable electronic components. (See Attachment "F".) It is assumed that the propulsion unit was completely destroyed by the explosion which caused the crash.

\*\*\*\*\*  
\* TOP SECRET \*  
\*\*\*\*\*

EYES ONLY TOP SECRET / MAJIC

T52-EXEMPT (E)

EY Bush Library Photocopy

004

TOP SECRET MAJIC  
EYES ONLY

\*\*\*\*\*  
\* TOP SECRET \*  
\*\*\*\*\*

EYES ONLY

COPY ONE OF ONE.

A need for as much additional information as possible about these craft, their performance characteristics and their purpose led to the undertaking known as U.S. Air Force Project SIGN in December, 1947. In order to preserve security, liason between SIGN and Majestic-12 was limited to two individuals within the Intelligence Division of Air Materiel Command whose role was to pass along certain types of information through channels. SIGN evolved into Project GRUDGE in December, 1948. The operation is currently being conducted under the code name BLUE BOOK, with liason maintained through the Air Force officer who is head of the project.

On 06 December, 1950, a second object, probably of similar origin, impacted the earth at high speed in the El Indio - Guerrero area of the Texas - Mexican border after following a long trajectory through the atmosphere. By the time a search team arrived, what remained of the object had been almost totally incinerated. Such material as could be recovered was transported to the A.E.C. facility at Sandia, New Mexico, for study.

Implications for the National Security are of continuing importance in that the motives and ultimate intentions of these visitors remain completely unknown. In addition, a significant upsurge in the surveillance activity of these craft beginning in May and continuing through the autumn of this year has caused considerable concern that new developments may be imminent. It is for these reasons, as well as the obvious international and technological considerations and the ultimate need to avoid a public panic at all costs, that the Majestic-12 Group remains of the unanimous opinion that imposition of the strictest security precautions should continue without interruption into the new administration. At the same time, contingency plan MJ-1949-04P/78 (Top Secret - Eyes Only) should be held in continued readiness should the need to make a public announcement present itself. (See Attachment "G".)

\*\*\*\*\*

TOP SECRET MAJIC

EYES ONLY

EYES ONLY  
Bush Library Photocopy

T52-EXEMPT (E)

EYES ONLY

\*\*\*\*\*  
\* TOP SECRET \*  
\*\*\*\*\*

EYES ONLY

COPY ONE OF ONE.

ENUMERATION OF ATTACHMENTS:

- \*ATTACHMENT "A".....Special Classified Executive Order #092447. (TS/EO)
- \*ATTACHMENT "B".....Operation Majestic-12 Status Report #1, Part A. 30 NOV '47. (TS-MAJIC/EO)
- \*ATTACHMENT "C".....Operation Majestic-12 Status Report #1, Part B. 30 NOV '47. (TS-MAJIC/EO)
- \*ATTACHMENT "D".....Operation Majestic-12 Preliminary Analytical Report. 19 SEP '47. (TS-MAJIC/EO)
- \*ATTACHMENT "E".....Operation Majestic-12 Blue Team Report #5. 30 JUN '52. (TS-MAJIC/EO)
- \*ATTACHMENT "F".....Operation Majestic-12 Status Report #2. 31 JAN '48. (TS-MAJIC/EO)
- \*ATTACHMENT "G".....Operation Majestic-12 Contingency Plan MJ-1949-04P/78: 31 JAN '49. (TS-MAJIC/EO)
- \*ATTACHMENT "H".....Operation Majestic-12, Maps and Photographs Folio (Extractions). (TS-MAJIC/EO)

\*\*\*\*\*  
\* TOP SECRET \*  
\*\*\*\*\*

TOP SECRET MAJIC

EYES ONLY

EYES ONLY

T52-EXEMPT (E)

Bush Library Photocopy

006

TOP SECRET  
EYES ONLY  
THE WHITE HOUSE  
WASHINGTON

September 24, 1947.

MEMORANDUM FOR THE SECRETARY OF DEFENSE

Dear Secretary Forrestal:

As per our recent conversation on this matter, you are hereby authorized to proceed with all due speed and caution upon your undertaking. Hereafter this matter shall be referred to only as Operation Majestic Twelve.

It continues to be my feeling that any future considerations relative to the ultimate disposition of this matter should rest solely with the Office of the President following appropriate discussions with yourself, Dr. Bush and the Director of Central Intelligence.



TOP SECRET  
EYES ONLY  
Bush Library Photocopy

20 May 2011

Freedom of Information Act  
(5 U.S.C. 552) Request

Will Kammer  
OSD/JS FOIA Requester Service Center  
Office of Freedom of Information  
1155 Defense Pentagon  
Washington, D.C. 20301-1155

Dear Mr. Kammer:

Sir, please note the enclosed, attached, copy of a Freedom of Information Act Request dated 28 September, 1991, to-

Headquarters Foreign Technology Division  
Air Force Systems Command  
Wright-Patterson Air Force Base  
Ohio 45423-

That may be found on the Internet, in which, in part, is found the following statement-

“ My discovery was that in the nationally broadcast television show called UFO-Cover-UP Live, there appeared codes which were snuck into the formant of the show in a subliminal fashion. These codes were not obvious unless one freeze framed a tape of the show and made photographs of same, which I did, finding the following code, in yellow, in the upper left hand corner, as- “VEH TYPE MHD004” and in the same photograph was found the term of the “”FTD-WP”; i. e. Foreign Technology Division, Wright-Pat.

I ma no longer in possession of the indicated photograph that has VEH TYPE MHD-004, but can reference it as being a code for the identity of some Satellite (perhaps the DSP) detection of a UFO, that has been identified as an Identified Alien Craft (IAC), Ergo-

1. Under the provision of the FOIA (5 U. S.C 552) I respectfully request a photograph Of the craft referenced as VEH TYPE MHD-004, ostensibly identified as such as Detected by one of the DSP Satellites.

Enclosed please find two responses dated 12 May 2011, (11-MDR-316) and 31 March 2011, attached the MDR request dated 31 March where I have detailed a Satellite System, that I believe that was specifically developed, by the AerojeElectrSystems Co, in 1968 to identify and track the UFO Phenomena. I have enclosed my request, dated 18 May 2011, to-

Jeanne Wright

Mandatory Declassification Review  
Specialist  
HAF/IMIO (MDR)  
1000 Air Force Pentagon  
Washington, DC 20330-1000

To supply you with the material respective to the alleged Satellite System, Ergo-

2. Under the provision of the FOIA (5 U.S.C. 552) I respectfully request a photograph, and, description, of the alleged Satellite System.

From the enclosed article on the DSP Satellite it can be determined that it has a suite of Sensors to detect nuclear explosions in the Earth's atmosphere. I was told, in the 1990s, at AerojetEelctroSytesms by a Sandia Laboratory Field Representative and Technician, that Sandia Labs built this detection system, operated by the Air Force (Starfire), and that at Albuquerque, New Nexico they had a laser guided telescope for calibrating the Atmospheric Burst Locator (ABL) on the DSP Satellite, when it was in orbit, and that the DSP Satellite could clearly be seen as such as it rotated above the Laboratory that made such a calibration. Since the DSP Satellite can and has detected an identified the UFO Phenomena-

3. Under the provision of the FOIA (5 U. S.C. 552) I respectfully request a copy of a photograph of the DSP Satellite as it is calibrated by this Air Force Laboratory.

I have enclosed two pages of the FBI file number 190-LA-109564/GRAHAM., LEE wherein it is stated-

"GRAHAM stated that his knowledge of "Fat Walkers" (FWs) and "Slow Walkers (SWs) was gained in open, non-classified discussions he had with former Aerojet" (President Carl Fischer) "GRAHAM noted that FWs were satellites that approach the DSP, and FWs" (should be SWs) " are "aircraft in afterburners."

Since as is indicated above, the Air Force has the capability of photographing the DSP Satellite on orbit, it would also have the ability to photograph any satellite that approached the DSP satellite, ergo-

4. Under the provision of the FOIA (5 U.S.C. 552) I respectfully request a photograph of any one of the Satellites that approached the DSP Satellite, if and only if that Satellite was determined to be of Extraterrestrial Origin.

In the enclosed article on the SBIRS satellite it is indicated that like the DSP Satellite it also has atmospheric nuclear detection sensors, and in another article it is indicated that the SBIRS satellite was successfully launched into orbit on 7 May 2011. Since the SBIRS nuclear detection sensors most likely will be calibrated in the same manner by the Air

Force as the DSP Satellite nuclear detection sensors have been. in the same manner by the Air Force as the DSP Satellite nuclear detection sensors have been, Ergo-

5. Under the provision of the FOIA (5 U.S.C. 552) I respectfully request a photograph, on orbit, of the SBIRS Satellite, if and only if it has the capability of detecting and identifying, the UFO Phenomena as does the DSP Satellite.

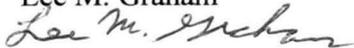
In the enclosed photograph may be seen one of the DSP Satellites residing in the equipment Bay of the Shuttle. Colored in yellow just to the left of the base of the telescope may be seen the knob of the Special Event Recording System (SERS) also built by Sandia Labs. It is my opinion that the SERS is used to detect nuclear explosions near the DSP Satellite while on orbit and is a part of the Automatic Control Systems (ACS) to shut systems down, until after the danger of a nuclear explosion has passed. However some believe that the SERS is used to detect UFOs, Ergo-

6. Under the provision of the FOIA (.C. 552) I respectfully request a record of the purpose of the DSP SERS, if and only if it is used to detect the UFO Phenomena.

Thank you for your time Mr. Kammer.

Most Sincerely,

Lee M. Graham



526 W. Maple

Monrovia, CA 91016

626-358-7796

leegraham72@gamil.com



lee graham &lt;leegraham72@gmail.com&gt;

## Is Colonel John Barry Hennessey Capt "Condor" Collins and The Truth?!

12 messages

ROBERT M. COLLINS

Victor Martinez &lt;VictorGM@webtv.net&gt;

Wed, Dec 21, 2011 at 7:22 PM

To: lee graham &lt;leegraham72@gmail.com&gt;

Cc: NewLogicJackal@gmail.com, Skywatcher22@hotmail.com, Bill@projectcamelot.org, BobReidFL@aol.com, BParks@tor.net, MC47@woh.rr.com, nyracum@yahoo.com, Chair@thule.org, Clversen@insight.rr.com, Zukowski@ufonut.com, Clay5Star@yahoo.com, Craig@bufog.com, DonDep@gmail.com, DEcker0726@yahoo.com, Donald.Schmitt@att.net, DonWare@embarqmail.com, BruMac@compuserve.com, vortogon@hotmail.com, TheSurferDoc@yahoo.com, GaryBekkum@yahoo.com, Gene.Loscowski@gmail.com, Gene@theparacast.com, GKnappp@klastv.com, GJGianninoto@caterpillarhill.com, GuyPappalardo@hotmail.com, James\_Carrion@hotmail.com, UFOJames@gorge.net, MJSwartley@indra.com, JAdams9845@yahoo.com, Jeff1515@cox.net, JAF88@msn.com, JerryPippin@sbcglobal.net, YellowB20033@yahoo.com, Toso@cox.net, John@offkilter.co.uk, JRae@earthlink.net, Jagbodhi@mac.com, OakwoodRegister@aol.com, LDL@larrylowe.com, DickenL@comcast.net, MittsLeslie@yahoo.com, MLamiroy@iafrica.com, MLejeune84@yahoo.com, Abductions@comcast.net, Maurice.Osborn@gmail.com, quanta@mail.cruzio.com, PatrickGBailey@sbcglobal.net, PMcGovernNTS@yahoo.com, PlanetCyd@aol.com, TheRealJimMarrs@yahoo.com, Reptoid@hotmail.com, RFowler400@roadrunner.com, AlienHunter13@yahoo.com, RickDoty166@msn.com, Keyhole@rochester.rr.com, JakeReason@sympatico.ca, Emenegger@cox.net, Robert.Momingstar@gmail.com, Regehr@frontiernet.net, LoneQWolf@hotmail.com, WDestiny44@aol.com, fsphys@rogers.com, agondontor@cox.net, Hammons55@gmail.com, TamaraLinden40@yahoo.com, TedTw@frontiernet.net, TCarey1947@aol.com, CommanderX12@hotmail.com, Tobias@nanimation.com, TGHatheway@gmail.com, TonyR\_Elliott@hotmail.com, publisher@ufodigest.com, UFOsWorldwide@aol.com, WJB1944@earthlink.net, WilliamStoertz@hotmail.com, NYCStone17@gmail.com

LEE: I don't see how the attached is RELEVANT for today, but let others decide for themselves -

----- Forwarded message -----

From: lee graham &lt;leegraham72@gmail.com&gt;

To: VictorGM@webtv.net

Cc:

Date: Tue, 20 Dec 2011 13:35:04 -0800

Subject: Colonel John Barry Hennessey and the truth

Victor;

Sir, there is something you do not understand about Colonel Barry Hennessey-

1. He was the AFOSI contact for John Andrews- I have the letter from John Andrews, now deceased-
2. John Andrews was a good friend of mine and Ben Rich of Lockheed "Skunk Works"- I have there correspondence-
3. John Andrews, before September 1987, had acquired the fact that the Lockheed Stealth Fighter was designated the F-117 codename SENIOR TREND- again I have the letter- It is now an integral part of Defense Investigative Service File Number 89311-DK1-3408-1W9, created by the DIS on me because I used the association of F-117 to SENIOR TREND in a letter to Vice President Dan Quayle, dated 6 August 1989-
4. Before September 1987, John Andrews called me and suggested that I make a FOIA to the Air Force regarding the F-117 code name SENIOR TREND. which I did-

## VACATION SCHEDULE FOR 1996

(Please fill in your tentative vacation plans and return this form to Linda Whittle before May 9, 1996)

Name	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.
Abretske, A.								
Alvarez, R.								
Castaneda, J.		.						
Gonzalez, J.								
Graham, L.			7/1/96 - 7/21/96					
Johnson, O.								
Marquina, G.								
McVay, D.								
Meyers, K.		6/17/96 - 7/3/96						
Mosley, R.								
Negrette, C.								
Reeff, T.								
Tamondong, E.								
Wallace, M.								
Winer, A.		6/3/96 - 6/10/96						

Please note: Vacation dates are only tentative. You still must go through the regular approval process.

MR. LEE M. GRAHAM  
526 W. MAPLE  
MONROVIA, CA 91016

1 FEB '83

DEAR LEE:

LLOYD JONES HAS PASSED ON TO ME THE DATA YOU PROVIDED HIM ON 28 NOV. 1983. I WAS PLEASED TO SEE THE COPY OF THE ARMED FORCES JOURNAL COLUMN. I HAVE SENT THEM A FOLLOWUP BUT BEN SCHEMMER HASN'T PUBLISHED IT YET.

NEW INFO ON THE D-21 DRONE PROVIDED AFJ IS A LITTLE "HOT" SO MAYBE IT WON'T GET PUBLISHED.

THE PHOTOS WERE RELEASED BY USAF AFTER I FILED A FREEDOM OF INFORMATION REQUEST AND PERSISTED. THAT IS THE KEY — PERSISTENCE.

I'VE HAD CORRESPONDENCE WITH BARRY GOLDWATER ALSO. HE IS AN INTERESTING GUY TOO. I GENERALLY FEEL HE KNOWS MORE THAN HE INDICATES IN HIS LETTERS.

IN YOUR LETTER TO HIM YOU MENTIONED HAVING TALKED WITH FRANCIS GARY POWERS AND SOMETHING ABOUT THE MISSION. I'M AN OLD U-2 STALKER FROM WAY BACK SO THAT WAS OF INTEREST. IT HAS BEEN MY FEELING POWERS WASN'T 'SHOT DOWN'. I'M ~~BE~~ INCLINED TO THINK THE AIRPLANE WAS PUT DOWN INTENTIONALLY AND I DON'T FEEL POWERS EVER BAILED OUT BUT RODE IT DOWN

TO A BELLY LANDING. WHETHER HE KNEW HE WAS GOING TO PUT IT DOWN BEFORE HE TOOK OFF OR WHETHER HE GOT CAUGHT BY SURPRISE I DON'T KNOW, BUT I DON'T THINK HE WAS SHOT DOWN AND I DO THINK THE PEOPLE IN HIGH PLACES KNEW THAT U-2 FLIGHT WAS NOT GOING TO BE COMPLETED. SOME U-2'S CARRIED AN EXPERIMENTAL HYDROGEN BLEED SYSTEM WHICH FED A SMALL AMOUNT OF  $H_2$  INTO THE ENGINE TO KEEP THE FIRE LIT.

DID YOU GET OUT TO THE "RANCH" (GROOM LAKE, NEVADA)? THAT WAS HOME FOR THE CIA U-2, CIA A-12 AND CURRENTLY STEALTH AND RUSSIAN FIGHTER FORCE (MIG-17, 19, 21's).

THE DATA ON THE BLUE ROOM AND ITS CONTENTS IS FASCINATING AND CERTAINLY JIBES WITH STORIES I'VE HEARD BEFORE.

I'D LIKE TO HEAR ABOUT FRANCIS GARY POWER'S TALKS WITH YOU. HIS SISTER HAS HAD A FREEDOM OF INFORMATION ACT REQUEST TO CIA FOR THE PAPERS AT THAT 1960 TIME.

P.S. EVER WORK FOR  
ACTRON DIV. OF  
McDONNELL-DOUGLAS?

Regards,  
JOHN ANDREWS  
8180 SANTA ARMINTA  
SAN DIEGO, CA 92126

GRAHAM, Lee MarvinItem #9 - Residences

Oct 1967	Present	526 W. Maple	Monrovia	California
May 1959	Oct 1967	843 N. Wilson	Pasadena	California
Sep 1958	May 1959	478 Colgin Court, Apt. B	Burbank	California
Apr 1958	Sep 1958	4302 Mildred Avenue	Los Angeles	California
Jan 1958	Apr 1958	5551 Geer Avenue	Los Angeles	California
May 1957	Jan 1958	401 $\frac{1}{2}$ Decator Avenue	Bakersfield	California
Nov 1955	May 1957	1516 $\frac{1}{2}$ Mt. Vernon Avenue	Bakersfield	California
Apr 1953	Nov 1955	2228 $\frac{1}{2}$ Ridgeley Drive	Los Angeles	California

Item #10 - Employment

Jul 1964	Present	Hycon Mfg. Company (J. Crews)	700 Royal Oaks Drive Monrovia, California	91016
Apr 1964	Jul 1964	Consolidates Systems Co. (Keeth Pilgrin)	1500 Shamrock Monrovia, California	91016
May 1962	Mar 1964	Aetron-Div. of Aerojet General (Ben Sabutis)	6352 N. Irwindale Avenue Azusa, California	
Feb 1962	May 1962	Minneapolis Honeywell (Sam Rosen)	1724 S. Mountain Duarte, California	
Jul 1960	Feb 1962	Hycon Mfg. Company (L. Bonney)	700 Royal Oaks Drive Monrovia, California	
Jun 1960	Jul 1960	Unemployed		
May 1959	Jun 1960	Vard, Inc. (D. Kilgor)	2981 E. Colorado Pasadena, California	
Sep 1958	May 1959	Librascope, Inc. (B. Schade)	808 Flower Street Glendale, California	
Apr 1958	Sep 1958	Sun Electric (Unknown)	Unknown Culver City, California	
Nov 1957	Apr 1958	Unemployed - Layoff - Verify by Mother		
Feb 1956	Nov 1957	Lockheed Aircraft (Unknown)	Unit 80 Bakersfield, California	
Jan 1956	Feb 1956	Booths (Unknown)	2020 "H" Street Bakersfield, California	
Nov 1955	Jan 1956	Unemployed - Layoff - Verify by Mother		
Jan 1955	Nov 1955	Lear Radio (H. Reeves)	Bundy Street Santa Monica, California	

## Oildale's secret military history

BY GEORGE GILBERT LYNCH, Contributing writer | Wednesday, Nov 11 2009 09:29 PM

Last Updated Wednesday, Nov 11 2009 09:29 PM

As reported in The Californian, a former U2 pilot will speak Friday about his experiences and Oildale's role in the production of the spy plane as part of the town's centennial celebration. However tickets to the event, sponsored by Friends of the Rathbun Branch Library, went fast. But if you're interested in learning more about Oildale's connection to the U2, contact Karen Leifeld, 393-6431.

Who knew Oildale was a hot spot of the Cold War? But what better place than Norris Road to help build U2 spy planes if you're trying to throw Soviet agents off your trail -- or so went the reasoning of the government and teams at Lockheed working on the new plane.

It was January 1956, and the arms race between the United States and the Soviet Union was gathering momentum when President Eisenhower, along with his military and intelligence advisers, agreed the country needed sound information on the enemy's nuclear capabilities.

Intelligence officials decided the only way to observe the build-up was to create a spy plane that could fly so fast and high that no known plane or missile could intercept it as it photographed Soviet bases behind the Iron Curtain. This aircraft had to operate at an unheard of altitude of 70,000 feet and be able to bring back accurate photographs. Up to that point, most attempts to fly over and photograph Soviet territory resulted in aircraft being shot down.

In 1955, Clarence L. "Kelly" Johnson, an aeronautical genius and leader of Lockheed Burbank's celebrated "Skunk Works," formed during the war to build up the country's air arsenal, stepped forward. Johnson told the president and CIA that he and his crew could produce a prototype aircraft that would meet or exceed those goals and deliver it in less than eight months. Kelly began work on the top-secret project, code-named "Aquatone."

The Skunk Works crew worked day and night perfecting the massive 100-foot wings for "The Angel," as Johnson and his crew called the high flier. They grafted the wings onto the fuselage of Lockheed's F-104 fighter plane. They used a Pratt & Whitney J57 jet engine, modified for ultra-high altitude. In less than eight months, the first U2 was making test flights at Area 51 in Nevada.

Knowing that Soviet spies kept a close watch on the Lockheed plant in Burbank, Johnson decided it was necessary to move construction and production to another site after the prototype had been built. He reassigned his crew to a building on Norris Road in Oildale used as a Lockheed assembly plant during World War II (the site now houses Custom Building Products). The plant was given the code name **Unit 80**.

The parts and subassemblies were shipped into the Oildale plant by rail and truck, and the Skunk Works crew assembled the entire aircraft and checked all systems before disassembling it. Then the U2

subassemblies were loaded onto two specially built four-wheel "wagons," concealed under a canvas cover and loaded into two trucks. They were then hauled, under the cover of darkness, the short distance to Meadows Field. After being off-loaded into two Air Force C-124 cargo aircraft, they were immediately flown to Groom Lake in Nevada for final assembly. So secret were these night flights, that the C-124 pilots, once they were at the California-Nevada border, relied on instructions by radio to get to the secret Area 51.

Upon arrival at Groom Lake, the planes were reassembled, given engine run tests and flight tested before being ferried to Europe for spy service.

The Oildale U2 plant was in production, without detection by Russia's spies, from January 1956 until January 1957 and, in that year, produced dozens of the vital spy planes. These U2s were successfully flown from 1955 until 1960, when Gary Powers was shot down by a new Russian missile. But by then the United States had spy satellites that gave us even clearer photos than the amazing U2 had provided for those six years. Also, the Lockheed Skunk Works was by then producing the A-12, the fastest, highest-flying spy plane ever built. The plane evolved into the SR-71 Blackbird, which can fly so high and fast, it can outrun any missile in the world.

The photographs provided by the U2 overflights proved to intelligence agencies that the Soviet Union had many fewer planes and missiles than it had claimed.

Lockheed Martin's high-flying workhorse still flies somewhere in the world every day. It has been updated and modified countless times in its 53-year history. Other countries, NASA, corporations and universities worldwide use the versatile aircraft for upper-air weather studies, astronomy, mapping, geology and scores of other uses vital to earth research.

DEPARTMENT OF DEFENSE  
PERSONNEL SECURITY QUESTIONNAIRE

DATE  
6 November 1964

Form Approved  
Budget Bureau No. 27-R046

INSTRUCTIONS: Five (5) copies of accomplished form will be submitted for U.S. Citizens by the Contractor when investigation for clearance by a military department is required. TYPE OR PRINT ALL ANSWERS. If more space is required, attach additional sheets, identifying by corresponding block number. FORM WILL NOT BE ACCEPTED UNLESS COMPLETELY AND PROPERLY EXECUTED. Questions which do not apply will be marked "None".

NOTE -PENALTY FOR MISREPRESENTATION - Failure to answer all questions, or any misrepresentation (by omission or concealment, or by misleading, false, or partial answers) may serve as a basis for denial of clearance for access to classified Department of Defense information. In addition, Title 18 United States Code 1001 makes it a criminal offense, punishable by a maximum of 5 years' imprisonment, \$10,000 fine, or both, knowingly and willfully to make a false statement or representation to any Department or Agency of the United States as to any matter within the jurisdiction of any Department or Agency of the United States. This includes any statement knowingly and willfully made by employee or employee herein which is knowingly incorrect, incomplete or misleading in any important particular - Title 18 United States Code 911 states "whoever falsely and willfully represents himself to be a citizen of the United States shall be fined not more than \$1,000 or imprisoned not more than three years, or both".

TO BE COMPLETED BY EMPLOYER

TO: (Contract Security Office)

INSPECTOR OF NAVAL MATERIAL, L.A.  
Bldg. 71, 190th & Normandie  
Torrance, California

NAME AND ADDRESS OF EMPLOYER (If a subsidiary, include name of parent company)

Hycan Mfg. Company  
700 Royal Oaks Drive  
Monrovia, California

JOB TITLE AND DESCRIPTION OF EMPLOYEE'S DUTIES WHICH REQUIRE ACCESS TO CLASSIFIED INFORMATION

Electronic Wireman in the Special Projects Division.  
Will be required to work with and have access to materials classified at the level of SECRET.

CONTRACT NUMBER, WHEN APPLICABLE

AF33(657)9953

SECURITY CLASSIFICATION OF MATERIALS OR INFORMATION EMPLOYEE WILL HAVE ACCESS TO

SECRET

I CERTIFY THAT THE ENTRIES MADE BY ME ABOVE ARE TRUE, COMPLETE, AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AND ARE MADE IN GOOD FAITH.

SIGNATURE OF EMPLOYER OR DESIGNATED REPRESENTATIVE

TO BE COMPLETED BY EMPLOYEE

1. LAST NAME - FIRST NAME - MIDDLE NAME

GRAHAM, Lee Marvin

2. ANY OTHER NAME BY WHICH KNOWN (Alias, maiden or former legal name; designate which)

B. C. Shows Lemoyne Marvin DeLUDLOW

3. DATE OF BIRTH

11-23-34

4. PLACE OF BIRTH

Los Angeles, California

5. SOCIAL SECURITY NO.

6. MARITAL STATUS

Married

7. SEX

Male

8. RACE

Cauc

9. HEIGHT

71"

10. WEIGHT

163 $\frac{1}{2}$

11. COLOR EYES

Brown

12. COLOR HAIR

Brown

13.

EDUCATION (Account for all civilian schools)

YEARS (Include month if known)

FROM

TO

NAME AND LOCATION SCHOOL

GRADUATE

YES

NO

DEGREE

Sep 40

Mar 42

Van Nuys Elem - Van Nuys, Calif.

X

Mar 42

Nov 42

Chatsworth School - San Fernando, Calif.

X

Nov 42

Jun 43

Page Military Academy - Los Angeles, Calif

X

Sep 43

Jun 45

Burnside Ave School - Los Angeles, Calif.

X

Sep 45

May 46

Howard School - Medford, Oregon

X

Sep 46

Jun 47

Lee School - Oklahoma City, Oklahoma

X

Sep 47

Jun 49

Washington Jr. High - Bakersfield, Calif.

X

Sep 49

May 52

Bakersfield High School - Bakersfield, Calif.

X

1959

1961

P.C.C. - Pasadena, Calif.

X

CITIZENSHIP

14. ARE YOU A CITIZEN OF THE UNITED STATES?  YES  NO (If answer is "Yes," complete following: If answer is "NO," return this form to your employer.)

I AM A CITIZEN OF THE UNITED STATES BY REASON OF MY BIRTH IN THE UNITED STATES  MY NATURALIZED CITIZENSHIP\*

MY BIRTH IN A FOREIGN COUNTRY OF UNITED STATES PARENTS  MY DERIVATIVE CITIZENSHIP\*\*

\*If checked complete either "Citizenship by Naturalization" or "Citizenship by Derivation" Section below.

CITIZENSHIP BY NATURALIZATION\*

WHERE NATURALIZED (City, County, State)

N/A

DATE NATURALIZED

COURT

CERTIFICATE NO.

CITIZENSHIP BY DERIVATION\*\*

PARENT'S NAME

PARENT'S CERTIFICATE NO.

~~SECRET~~  
Job # 33-024154  
Box # 8 Folder 30

BYE-2559-67  
17 August 1967  
Copy 5 of 8

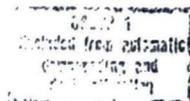
MEMORANDUM FOR: Deputy Director for Science and Technology

SUBJECT: TAGBOARD Program

1. This memorandum is for information only.
2. This Office has little information about the TAGBOARD program since its transfer to Director, Program D, NRO, in 1963. However, since the Agency handles contracting for TAGBOARD, some background information is available. A significant events summary chronology of the program is attached, based largely on information available to the Office of Special Activities Contracting Officer.
3. Additional comments about the program that follow are based on informal remarks made in the past several weeks by Kelly Johnson, Col. Clason B. Saunders, Director, Program D (case officer of the program) or as indicated.
4. Initially the TAGBOARD D-21, Mach 3.3, drone was to be carried on top of and launched from specially modified A-12 aircraft (originally two) which were designated M-21s. In this configuration the D-21 drone ramjet engine was to be ignited, checked out while attached to the M-21 and launched at speeds of Mach 3 - 3.2 for cruise flights at altitudes of 85-95,000 feet for a distance of about 3,000 miles. At recovery, camera, payload and certain equipments are ejected and retrieved, by a parachute air snatch accomplished by special C-130 aircraft, with the basic D-21 drone vehicle being destroyed.
5. After loss of an M-21 aircraft during a flight test launch in 1966, the program was reviewed by NRO and reoriented. Two B-52-H aircraft were substituted in place of the M-21 launch aircraft and configured to accommodate a modified D-21 drone, redesignated the D-21B, which would be gravity dropped from the B-52H launch vehicle. The reoriented program required an addition to the D-21B drone of a solid propellant

Handle Via Byeman  
Control System

OXCARD/TAGBOARD



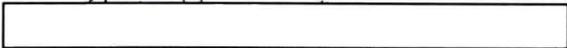
~~SECRET~~

BYE-2559-67

Page 2

rocket booster (in essence a second stage) and associated equipment to enable the drone to be accelerated, after drop from the B-52H, to an appropriate altitude and ram pressure (to start the inlet) at which time the D-21B drone ramjet engine would be ignited. The program called for the use of a solid rocket, which had been previously qualified and man-rated for the Apollo program. However, according to Col. Saunders, sometime after the reoriented program was under way, Kelly Johnson ascertained that the new D-21B configuration needed more thrust and, as a result, the rocket had to be redesigned and increased in size to accommodate the new requirement. Recently problems have been encountered with qualifying the redesigned rocket. Kelly Johnson said that quality control problems were encountered in the rocket case materiel but corrective action has been undertaken. Also according to Col. Saunders, it was necessary to add a flame shield type of nozzle to the aft end of the rocket to protect the drone from hot exhaust temperatures of the rocket. Aside from the aforementioned major redesign effort, we have been hearing (off the record) of some concern being expressed by Lockheed performance people about the eventual range of the D-21B drone, originally forecast at 3000 nm. **OXCART** practical flight experience in Southeast Asia indicates that the severity of upper air hot day temperatures (above standard day) encountered may reduce D-21B specification range by as much as 10% in similar situations. Also, there is some concern that wind shears or rapid temperature changes may possibly induce flameouts when operating in areas of the world where these situations are encountered.

6. Step by step, the TAGBOARD reoriented program has evolved from a purported initial simple second stage configuration, with an on-the-shelf qualified rocket capability, into a redesigned one of increased size and complexity. It is not known to what extent Kelly Johnson returned to the wind tunnel to verify these rather major changes from the initial approved reoriented TAGBOARD program. Kelly Johnson, however, exudes his usual confidence forecasting the satisfactory demonstration of the D-21B in four test flights scheduled later this year. It is a rather optimistic feeling for such a complex reoriented program (new first stage, i. e., B-52H and addition of a second stage, i. e., rocket et al.)



JOHN PARANGOSKY

Deputy Director of **Special Activities**

Attachment:

As noted above

Handle Via Byeman  
Control System

~~SECRET~~

I. Summary TAGBOARD Chronology

A. July 1962

Lockheed Aircraft Corporation (LAC) authorized to perform a drone configuration and feasibility study for approximately six months.

B. December 1962

LAC authorized to proceed towards design and fabrication of 20 drones and conversion of two A-12 aircraft (WEDLOCK) to launch vehicles. Definitive contract later provided essentially for the following:

1. Conversion of two A-12 aircraft to M-21 launch aircraft
2. Fabrication of 20 D-21 drones
3. Static testing of one of the 20 drones
4. Flight test of 12 airplane months, including demonstration of specifications
5. Initial spares, AGE, manuals, facility construction   
 and other related items.

C. March 1963

Hycon authorized to proceed with fabrication of cameras. Definitive contract later provided essentially for:

1. One prototype HR-335 camera
2. Nine production HR-335 cameras
3. Flight test program
4. Initial spares, AGE, manuals, etc.

D. October 1963

At NRO request technical responsibility for the program was

~~SECRET~~

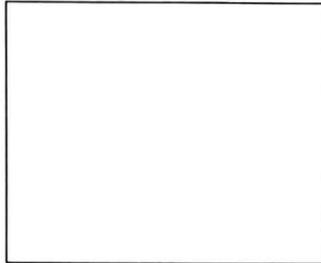
Attachment to  
BYE-2559-67  
Page 5

II. General

A. Initial D-21B drone flight testing will be conducted from  through December 1967 and later at Beale Air Force Base. Four drone test launches are scheduled to be made by the end of December 1967 to demonstrate specifications. It is also planned that two of the launches will include Hycon camera tests.

B. The following NRO funding has been allocated, thus far, to the TAGBOARD program as indicated:

FY 1963  
FY 1964  
FY 1965  
FY 1966  
FY 1967  
\*FY 1968



\*As of 15 August 1968

\*\*Includes  for long lead items for procurement of sixteen drone systems to be procured in FY 1969. (Contractors, LAC and Hycon, have been advised that future procurements are anticipated to be: sixteen drones and eight cameras per year.)

Handle Via Byeman  
Control System

~~SECRET~~

~~SECRET~~

Attachment to  
BYE-2559-67  
Page 4

Production D-21B Drones:

<u>Serial Number</u>	<u>Date</u>
521	1968 March
522	April
523	May
524	June
525	July
526	August
527	September
528	October
529	November
530	December
531	December
532	1969 January
533	February
534	March
535	March
536	April
537	May
538	June
539	June

M. August 1967

Proposal received from Hycon to finish the updating of the ten cameras previously furnished under the initial contract and to deliver eleven additional cameras. (After the loss of launch aircraft S/N 135 Hycon was also advised to work on a limited basis, i. e., procurement of long lead items, etc., until approval to proceed with reoriented program was received.)

N. A second B-52H launch aircraft has been assigned to the program and furnished to LAC for modification in September 1967. Estimated completion of modification is December 1967 including check-out.

Handle Via Byeman  
Control System

~~SECRET~~