

*Truman - Keyhoe*

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From: "Carol Briley" <carol.briley@truman.nara.gov>

Date: Mon, 14 Aug 2000 11:34:19 -0400

To: <squishy@altavista.com>

Subject: Re: Major Donald Keyhoe

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August 14, 2000

Dear Mr. Cameron:

Thank you for your e-mail of August 12, 2000. I located the letter you requested and will mail it to the address that you provided below. **There is no record in our files to indicate that Truman responded to the February 3, 1959, letter. We were also unable to locate any other Keyhole letters in our collection.**

If I can be of any further assistance, please do not hesitate to contact me.

Sincerely,

Carol Briley  
Archivist  
Harry S. Truman Library  
500 West Highway 24  
Independence, MO 64050  
(816) 833-1400, extension 260  
Fax: (816) 833-4368

>>> Grant Cameron <squishy@altavista.com> 08/12 9:58 PM >>>

I am interested in obtaining a letter written by Major Donald Keyhoe dated February 3, 1959 to former President Truman. I would like any response that was sent in return by Truman. I am also wondering if you could do a name search to see if any other letters were exchanged with Major Keyhoe.

Thanks

Grant Cameron  
649 Silverstone Ave

*Truman - Keyhoe*

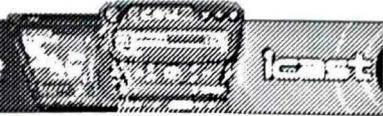
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From: "Carol Briley" <carol.briley@truman.nara.gov>  
 Date: Mon, 14 Aug 2000 14:27:57 -0400  
 To: <sqquishy@altavista.com>  
 Subject: Re: Arthur H. Campbell

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August 14, 2000

Dear Mr. Cameron:

Thank you for your e-mail message of August 12, 2000.  
 We have no information on Arthur Campbell.

If I can be of any further assistance, please do not hesitate to contact me.

Sincerely,

Carol Briley  
 Archivist  
 Harry S. Truman Library  
 500 West Highway 24  
 Independence, MO 64050  
 (816) 833-1400, extension 260  
 Fax: (816) 833-4368

>>> Grant Cameron <sqquishy@altavista.com> 08/12 10:03 PM >>>  
 I am interested in getting a bio on Arthur H. Campbell, and what his relationship was to President Truman.  
 Grant Cameron

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Arthur H. Campbell  
1781 Serenity Dr.  
Medford, OR 97504

4-1-02

E-MAIL  
mlart@connpoint.net

GRAIST

SORRY THIS TOOK SO LONG TO PUT TOGETHER  
HERE IS THE MATERIAL I SAID I'D SEND. AM BUSY NOW  
LOOKING FOR A PUBLISHER, & SETTING UP SOME TALKS & PRESENTATIONS

LET'S KEEP IN TOUCH

Art Campbell

GOOD LUCK ON YOUR PROJECT

Rough Copies

## CHAPTER I

### THE BUCK STOPPED HERE

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#### NATIONAL INVESTIGATIONS COMMITTEE

ON AERIAL PHENOMENA

WASHINGTON 6, D.C.

February 3, 1959

ADMINISTRATIVE OFFICES:  
1536 CONNECTICUT AVE. N. W.

TELEPHONE: NORTH 7-9434  
CABLE ADDRESS:  
SKYLIGHT

MAJOR DONALD E. KEYHOE  
USMC (RET.) DIRECTOR

The Honorable Harry S. Truman  
Independence, Missouri

My Dear Mr. Truman:

At the suggestion of several members of our Board of Governors, I am writing you in regard to the subject of unidentified flying objects.

We have been informed through Mr. Arthur H. Campbell of Kansas City that you expressed interest in this subject and in the work of our National Investigations Committee on Aerial Phenomena.

I know that you are personally acquainted with Vice Admiral R. H. Hillenkoetter, USN (Ret.), who was formerly director of the Central Intelligence Agency. Admiral Hillenkoetter is one of our Board members. Others include Rear Admiral Herbert B. Knowles, USN (Ret.); Colonel R.B. Emerson, USAFR; Major Dewey Fournet, USAFR, who was formerly the Pentagon monitor for the Air Force "flying Saucer" project; Mr. J.B. Hartranft, president of the Aircraft Owners and Pilots Association; Doctor Marcus Bach, State University of Iowa; and other distinguished Americans in various fields.

NICAP's membership includes persons from all 49 states; our members include Congressmen, Government officials, members of all the Armed Forces, airport tower operators, guided missiles trackers, scientists, and engineers, and men and women in almost every recognized profession and trade.

As opposed to the so-called crackpots who have invaded UFO investigation, often for personal gain or glorification, NICAP is a serious organization making a factual evaluation of verified evidence. One of our aims is to expose frauds; another is to convince the press and public that this is a serious problem despite the ridicule with which it is often treated -- ridicule in part caused by the official debunking policy, which is now used to obscure the concerned and intensive investigation of Air Force and other agencies.

*A privately-supported fact-finding body serving the national public interest*

We should greatly appreciate having your opinions on this subject, particularly as regarding official censorship and of course any assistance you could give us in presenting the facts to the public.

I did not mean to suggest that you should indicate any opinion or conclusion as to the reality of UFOs. Of course, we should be glad to have any statement you cared to make on that point.

But we should particularly value your ideas on the official policy of keeping the public in the dark about the facts. We know that millions of Americans would respect your views.

The censorship is established by Air Force Regulation 200-2, which prohibits all Air Force personnel from releasing or discussing UFO information and confines this to Air Force Headquarters. In turn, Air Force Headquarters refuses to release any detailed reports, making only general statements, and releasing statistics which our Committee has determined to be completely unfounded. The Joint Chiefs of Staff document JANAP 146 invokes the espionage laws regarding UFO reports made on official communication channels. The Commandant of the Coast Guard has informed us that the Coast Guard also is bound by JANAP 146. So is the Civil Aeronautics Administration. I have been informed personally by Armed Forces pilots, CAA airport tower and radar operators that they have been warned not to discuss the subject publicly.

The net effect of the official Air Force attitude (which I believe is dictated at a higher level) is to encourage ridicule by the press and our broadcasters, who are misled by official statements into believing all the UFO reports are nonsense.

To prove they are serious I am enclosing a sheet from one of our publications with a partial list of witnesses, including many trained observers. I am also enclosing a blue sheet with quotations by observers and others who are firmly convinced by UFO reality.

There is a mass of evidence supporting our claims as to UFO reality and official censorship, which I shall not burden you with now. But I should greatly welcome the opportunity to present any further information you may wish to have and answer any questions regarding UFOs and NICAP aims. As Admiral Hillenkoetter told me some time ago, the only way to break the secrecy is by means of open hearings on Capitol Hill. Acting for the Board, I have offered Senator Lyndon Johnson information proving UFO reality and official censorship. I understand that chairmen of other committees also are considering hearings, later on in the session.

We should greatly appreciate your advice as to approaching such Committees or individual Congressman or Senators in order to present an honest picture not only to the Congress but to the American Public.

I realize you are extremely busy, but if you would care to glance at some of the official information contained in my book, "Flying Saucers from Outer Space" and the later book "The Flying Saucer Conspiracy" I should be glad to send you copies with the official material marked.

With sincere thanks for your consideration of the questions involved, I remain

Respectively yours,

DONALD E. KEYHOE, Major USMC (Ret.)  
Director of NICAP

DEK:k

---

I was stunned. I thumbed through the supporting documents from the Truman Library Keyhoe had sent to President Truman (Appendix A) and some additional documents, then back to the first page where my name jumped out of the second paragraph again. I had no idea Keyhoe had written President Truman. The letter was dated February 3, 1959. I was reading this in 1996, some 37 years later. I began to ask myself some serious questions: Had I really told Keyhoe that President Truman had expressed an interest in NICAP? Had Truman answered the letter? Having my name mentioned in the same letter with notables of the day (including Admiral Hillenkoetter, other Pentagon brass and president-to-be Senator Lyndon B. Johnson), was exhilarating. Albeit 37 years later, this was offset by what I might have told Keyhoe in the summer of 1959 when we met. I thought back to that chance meeting with ex-President Truman the previous spring.

I had been traveling west on Highway 24, known locally as Independence Boulevard, from Independence, Missouri, to my home some miles to the west near the University of Kansas Medical Center. I was working on a degree in art education at an area college and was doing some sketches of old buildings in a historic section of Independence. It was about 2:30 or 3:00 p.m. The Harry S. Truman Library had opened recently with much fanfare in the local media. On a whim I decided to turn in. There were few cars in the lot and I remember the grass was new and the trees not much taller than my new Volkswagen. As I walked up the recently poured sidewalk, I recall the grass was several inches below the concrete level. I do not have any vivid memories of what I saw in the library, other than some presidential china with the president's seal, and I believe some engraved glass and other memorabilia. I do remember the room being large with an exhibit in the center of a bronze bust (I believe of Truman). I recall being interested in the casting technique. Hearing a door open from the outside, I glanced around and saw President Truman coming through the door wearing a brown suit. He was considerably more barrel-chested than I recalled. He was immediately followed by a stocky black man, whom I took to be his driver at the time. The men had to walk by me to get to an office or hallway off to my left. I had heard that Truman was very friendly.

As they walked towards me, I put out my hand, and so did President Truman. One is never sure what words to say in such a situation. But I do remember the tenor of the conversation, albeit brief. I introduced myself and gave a brief overview of who I was. As I did this, I mentioned a relative of my father we both knew who had served in Korea with a Missouri National Guard Unit. I remember President Truman's friendly response and his calling the man by a nickname I had not heard my father use. Once I had his attention ..... with my heart in my throat, I asked, "Mr. President, do you know Major Donald E. Keyhoe, the Director of NICAP?", or words to that effect. He responded in a friendly manner that he did not believe he "had the privilege of meeting him." Then he asked me if his organization was in government. I explained that he was the director of the National Investigations Committee on Aerial Phenomena. He was still smiling, but looking a little blank, and I qualified the statement by saying, "they research flying saucers and UFOs." I think he may have made a remark which I do not recall, and he immediately excused himself and I believe there were parting cordial words. I doubt if the conversation would have lasted much longer regardless of the topic, but I remember at the time that his parting was not nearly as cordial as the greeting. In fact, I believe President Truman was somewhat taken aback by my approach. Although some eleven years had passed since that eventful summer in 1947, I doubt if President Truman had many "off the street" inquiries about UFOs from citizens such as myself.

I frankly do not remember telling Keyhoe that President Truman had an interest in NICAP, but he (Truman) did show an interest in who Keyhoe was and indicated, through facial expression, curiosity about NICAP. When I met briefly with Keyhoe in August of 1959 in Washington, D.C., I told him of the conversation and details of the Truman meeting, which I had not related to him before. I remember his asking if I could get a letter to President Truman, and I told him that I could not, as my association with him was not that close. Apparently, Major Keyhoe followed up on this idea, as in the beginning of his letter he says, "at the suggestion of several members of our Board of Governors, I am writing to you in regard to the subject of unidentified flying objects."

In 1959 my wife and I had been married about a year and a half when we decided to take a trip back East that summer. When we got to Washington, D.C., we did some of the tourist things. I also called to see if I could meet with Major Keyhoe. A time was arranged. Two college age young men were manning the office when I arrived, and shortly thereafter "the Major" as they called him, came into the office. I introduced myself and he invited me into his private office for a chat. What we mostly talked about was an investigation on George Adamski (an early contactee), and a claim he had made about being taken off a train near Kansas City and flown to a lecture location in Iowa. (This will be covered in detail in the next chapter.) It was at this time I inadvertently mentioned the Truman contact at his new library. Major Keyhoe, no doubt, had considered writing Truman long before I came into the picture, and the fact that I had tried to talk to Truman might have helped the letter concept along. Did Truman receive the letter? Apparently so, as the word "file" was handwritten in the top margin of the letter. Randy Sowell, the Truman Library Archivist, says the word "file" looks like Truman's writing and was on other correspondence as well. If this is the case, it could be assumed that Truman read the letter or at least looked it over.

Truman was quite a student of history and he no doubt was well aware that his presidency would be open to scrutiny for many years to come. If President Truman did write "file" on the letter, then he wished it to be a part of the history of his office. Because of Cold War secrecy, he probably could not have answered Keyhoe's letter even if he had wanted to. It is doubtful that the letter would have reached his office in Independence, unless those clearing his mail at the library had some instructions about such mail and thought he should see it. He probably realized the relevance of its contents and,

because of the ongoing secrecy, may have decided to file it with his other important correspondence in his archives.

Mr. Sowell included in his September 1995 packet two other documents relating to UFOs. They are as follows:

A security information top secret document dated June 25, 1952, concerning a meeting of the Psychological Strategy Board, in Washington D.C. The document copy from the Truman Library was poor, but a reconstructed copy. It can be found in Appendix B. Only two of three pages were received. The Psychological Strategy Board was a top secret panel of various military and civilian intelligence agencies, believed to have been set up by the CIA. The PSB, as it was known, apparently was responsible to the super-secret working group previously mentioned as MJ-12, as to UFO matters. In 1952, the PSB was concerned with a number of worldwide issues including United States/British relations in the Korean War and the worsening crisis with the Russians in Berlin. There was also considerable interest in some photos of a flying saucer in an issue of a popular Brazilian magazine *O cruzeiro*.

The photos in question were taken by a professional photographer named Ed Keffel. The photographer was accompanied by another journalist on a routine assignment for the *O cruzeiro* magazine in the Rio de Janeiro suburb of Barra da Tijuca. The five photos were taken with a Rolliflex camera on May 17, 1952. It is not known if the PSB obtained the negatives for analysis.

Apparently, there were fifteen members of the PSB present at the June 25, 1952, meeting, and this copy was probably sent to the White House where it ended up in the Truman archives. When the document was declassified, it is believed the names of two CIA members were deleted.

President Truman had entered into my life on two other occasions, although I did not have the opportunity to speak to him. The first occasion was at the 1950 Boy Scout Jamboree at Valley Forge, Pennsylvania. From my distant seat he appeared about one inch tall and white-suited, as he spoke to 40,000 assembled scouts. I think our unit was near the back with 39,000 scouts between us and the rostrum. The Korean War had just broken out a few days before and his visit to the Scout Jamboree was brief. My father had written him reminding him of some family ties and asked him if he could stop by and see our scout unit. Needless to say, with a new war on his hands, he had little time to spend at the Jamboree. (My father's letter and President Truman's reply are in the Truman Library Archives for those who are interested.)

The other time I saw him was at the Muehlebach Hotel on May 8, 1957, his seventy-third birthday. I was scheduled to give a UFO talk to a community group having a luncheon, in, I believe, the Rose Room of the hotel. In those days I was giving such talks around the Kansas City area and had a lot of audio-visual equipment to take with me and set up. I had a large screen, a slide projector, a big VM reel-to-reel tape recorder (purchased at Sears on time), and a briefcase with assorted materials for the presentation.

I would usually go early to set up. As I was putting up the screen behind the head table, I noticed a life-size cut-out of President Truman in one corner. I did not pay much attention and went about my preparations for the talk. About that time two men burst through the double doors and glowered at me. One wanted to know who the hell I was and what the \_\_\_\_\_ I was doing in there. Thinking they were hotel security, I politely explained that I was getting ready to give a talk on flying saucers to a luncheon meeting. "Like hell you are!" one said. "Get this \_\_\_\_\_ out of here now! President Truman is having his birthday celebration in here in a few minutes!" I remember thinking that I had always wanted to meet the president, but this was not the time or place, and I'd better do what the man said. Pack up!

Fig. 1. **Truman** and relatives circa 1906. Left to right, James Craig, Mary Virgil Colgan, Nellie Tilford Noland and Harry S. Truman (behind small tree.) Photo taken at the Truman farm south of Kansas City near Grandview, Missouri. Courtesy of Harry S. Truman Library, negative no. 72-3591.

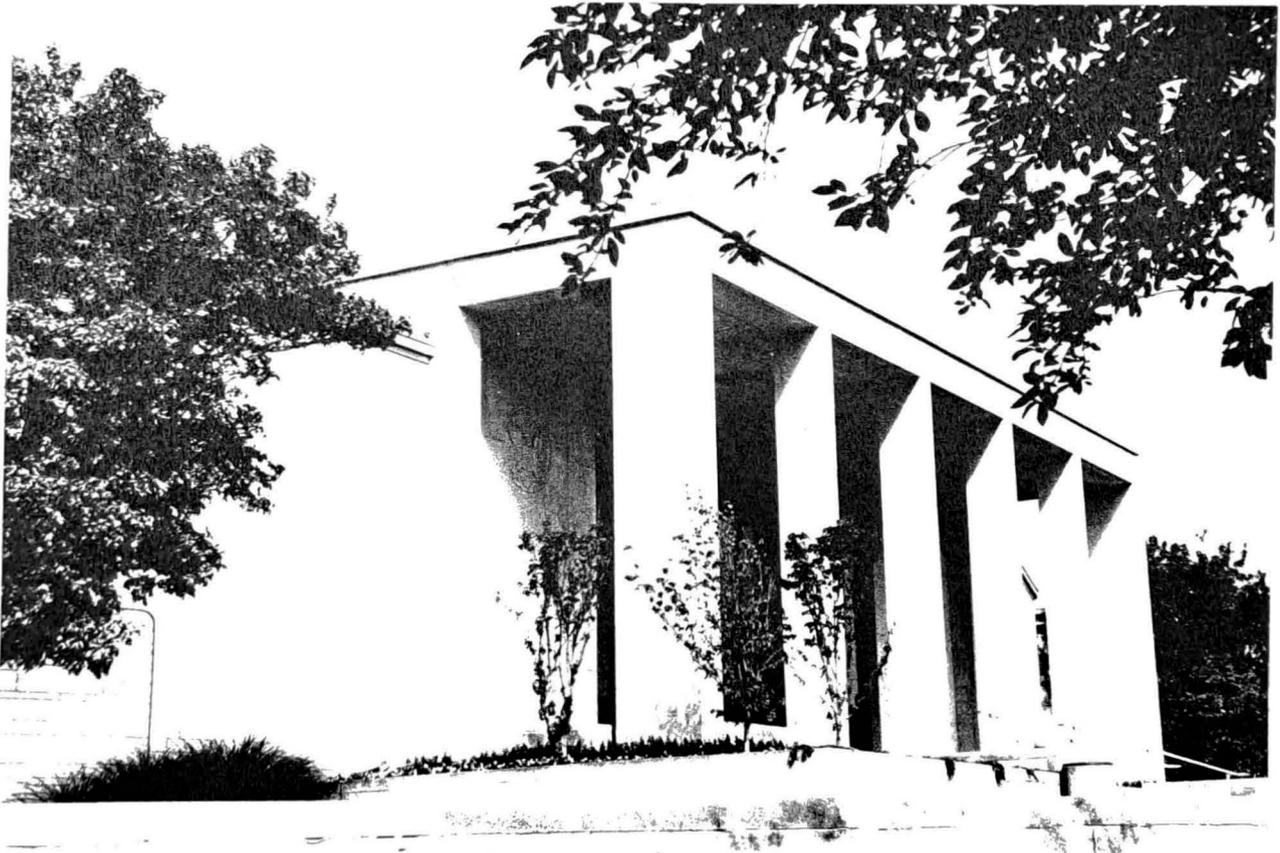


Fig. 2. **Harry S. Truman Library** in Independence, Missouri. The author met ex-president Truman here in the spring of 1958. The museum contains a very nicely indexed collection of presidential papers, photographs, gifts to the president, and a replica of the oval office. Truman loved conducting tours for school children through his library. Previously top secret documents from here were released to author.

By that time others were starting to arrive. Sizing up the situation, they looked amused. One man carrying a six-foot screen and three other assorted cases in hand and under two arms, cut quite a swath even in a double door hallway. As I managed to exit through the doors, I noticed a party of three or four men pressing themselves against the wall to let me through. The one man who was a little thicker than the others and did not press as well into the wall, I recognized as a smiling bespectacled Harry S. Truman. I realized the gruff men who had chased me out of the Rose Room may have been an advance party of security people or Secret Service agents. I found out at the desk that my luncheon meeting had been rescheduled for the room next door, which no one had communicated to me.

After being introduced at the luncheon, I told the group of my experience next door...I could not continue until they stopped laughing. Once I got started into the slide show, I noticed one of the men from the president's group slip into our room and stand along the wall during my presentation. I have always wondered if he had been sent in to see what was going on, or was there out of his own curiosity.

The Truman connection to our family is rather obscure, but it is real. We need to go back to 1905 to bring this part of the story forward. On October 4, 1905, a small wedding was held at the residence of my grandparents on my father's side. The address was 728 Wabash Avenue, Kansas City, Missouri (notice of this wedding appears in the Sunday, In Society section of the Kansas City Star, October 1, 1905). My grandfather had been married twice and had had several daughters by his first wife. One of these daughters was marrying Harry S. Truman's first cousin. The young twenty-one-year-old Truman did the honors for the wedding that day by playing the wedding march on the piano.

In 1905 Harry Truman was staying at a boarding house on Troost Avenue in East Kansas City, run by a Mrs. Trow. He paid \$5 a week for his room and board. Young Truman had a new job which added much to his prosperity. In those days he was a bank clerk in downtown Kansas City, at the Union National Bank at 9th and Baltimore, making \$75 a month. Another bank clerk staying at Mrs. Trow's establishment was Arthur Eisenhower, older brother of Dwight D. Eisenhower who was 15 at the time. Ironically, Harry Truman would be the 33rd President and Dwight Eisenhower the 34th President. Earlier in 1905, June 14th, Flag Day, the Missouri National Guard organized a new artillery unit, known as Battery B. Harry Truman was a charter member and became a PFC, as well as the number two man on a 3-inch light gun.

Harry's life was to be considerably altered in the spring of 1906, when his father, John Truman, lost an entire corn crop to a flood near Clinton, Missouri. John asked Harry to quit his bank job and "come home" to manage a large family holding of nearly 600 acres. It took John, Harry, his brother Vivian, and several hired men to run the farm. The future president was on the farm until 1917, when he went into the army.

I recall as a teenager growing up in the 1940s and 1950s that some cousin on my dad's side of the family was a Jackson County judge who had then become a United States senator. I also remember taking a little more interest during World War II when Senator Truman became Franklin Roosevelt's running mate and vice president when Roosevelt was elected to his fourth term. Then came that day in April of 1945 when Harry S. Truman became President. That was a day all Missourians will remember, and rightly so.

As I was preparing this book in 1997, a very unusual and authoritative book came on the market. The book was called *The Day After Roswell*, by U.S. Army Colonel Phillip J. Corso, (Ret.). Corso has what appears to be impeccable credentials and an insider's look at the UFO phenomena. Corso, in the early 1960s, was the head of the U.S. Army's Foreign Technology Desk, located in the

Pentagon and part of the Army's research and development department. Previously, Colonel Corso had been in a highly sensitive position on President Eisenhower's National Security Council. One of Corso's duties while head of the Army's Foreign Technology Desk, was to disseminate some alien technology from the 1947 Roswell crash to the private business sector.

Colonel Corso made several media appearances in 1997. He appeared on CNN & Dateline and some radio talk shows, including the Art Bell Show. He spoke on the issues and questions that arose from the Roswell crash artifacts. They were:

- Image intensifiers (which became night vision devices)
- Fiberoptics
- Lasers
- Molecule alignment of metallic alloys
- Integrated circuits (which led to microminiaturization, microchips and today's computer technology).
- Portable atomic generators
- Particle beams ("Star Wars" antimissile weapons)
- Electromagnetic propulsion systems

When asked if this technology came from Roswell, Colonel Corso said he felt some of the technology material he had came from the San Augustin crash. He also alluded to the San Augustin crash more than once in this book. Corso talked about this technology with John Glenn, other senators and congressmen and NASA officials. He had also testified in congressional hearings on more than one occasion and had met several times with Attorney General Robert Kennedy.

Lieutenant General Nathan F. Twining in 1947 was Commanding General of Air Materiel Command at Wright-Patterson Air Force Base. He prepared a letter to Brigadier General George Schulgen dated September 23, 1947. General Schulgen was the Assistant Chief of Intelligence Requirements Branch of the Army Air Corps Intelligence (AC/AS-2). The letter Twining wrote to Schulgen was published in the 1969 book *Scientific Study of Unidentified Flying Objects* or more commonly called the Condon report. (Appendix D). Some highlights of the letter are: The phenomenon (flying discs), are real not visionary. They appear as large as a man-made aircraft and they have a metallic light reflecting surface. Corso relates that he had heard that General Twining, earlier in the summer of 1947, had visited New Mexico, prior to his letter to General Schulgen.

Sometime on July 5th or 6th General Carl Spaatz, Commandant of the Army Air Force, was reached by *The Oregonian* in Seattle. He denied knowing anything about the flying saucers. General Spaatz said he was on his way to Medford, Oregon, to fish. If General Spaatz was going to fish on Medford's Rogue River, he might have been conveniently unavailable for a few days if that was his intent. As a river guide familiar with this river, I can attest the lower portion of the river is wild and scenic with little civilization nearby.

General Twining was also contacted by *The Oregonian*, at Kirtland Army Air Base near Albuquerque on Monday evening, July 7, 1947, a day before the Roswell story broke. In a front page article, the general, who was from the Portland area, said, "Neither the Army Air Force nor any other component of the armed forces has any plane, guided missile or other aerial device under development which could possibly be mistaken for a saucer or formation of flying discs." In an earlier quote Twining said, "Some of these witnesses evidently saw something, but we don't know what; we are investigating."

General Twining's statement to the *The Oregonian* reporter, "We are investigating," was apparently literally true. Twining himself not only visited Kirtland Air Force Base adjacent to the

super-secret Sandia Base near Albuquerque, but Alamogordo airfield as well. (The Plains of San Augustin is about 135 miles from Alamogordo base.) It has been long thought that some flying saucer wreckage from the July New Mexico crashes were housed and initially examined at both the Kirtland and Alamogordo bases. General Twining's entourage consisted of Major General Chidlaw, deputy commanding general T-3, Air Materials Command; Major General Partridge from Air Force headquarters; and Brigadier General Brentnall, chief of operations, engineering division, Air Materials Command. The July 17, 1947, edition of the *Alamogordo News* lists the visit by General Twining and his party on July 11th as "routine."

The Alamogordo airfield had additional VIP visitors in the fall of 1947 and early 1948. The first secretary of the Air Force, Stuart Symington, visited there on December 4, 1947, along with Major General E.M. Powers, United States Air Force Assistant Deputy Chief of Staff for Materiel; Major General E.V. Hughs, Chief of Ordinance; Brigadier General Robert Ramey, commanding general of the Eighth Air Force. (It was in General Ramey's office that the now-famous "weather balloon" wreckage was used to usher in the UFO coverup and government denials having to do with the Roswell incident.) Also with the Symington party was Brigadier General W.M. Morgan of the engineering division, Wright Field, Dayton, Ohio.

On January 9, 1948, Alamogordo airfield hosted another group of dignitaries. This visit was headed by Kenneth O. Royall, secretary of the Army. His party consisted of Dr. Cloyd H. Marvin, special advisor to the secretary; and the United States Army's Major General Henry A. Aurand, director of research and development, general staff. Also present were Colonel A.R. Ginsburgh, Lieutenant Colonel J.H. Batte, as well as Mrs. Royall. Also later that year, in September, Major General F.O. Carroll, director of research and development of Wright-Patterson, visited the base. He was the guest speaker for a ceremony celebrating the 41st birthday of the Air Force and the dedication of the base's new name, Holloman Air Force Base. The visitations were recorded by the *Otero County Times*, a local newspaper published in Alamogordo. Some of the material also appeared in the *Alamogordo News*.

Activities that were listed in the newspaper articles included: The inspection of a guided missile exhibit, missile launch preparation and a missile launch. A demonstration of a radio-controlled airplane and an inspection of a base housing project were also included. In a period of six months General Twining, Secretary Symington, and Secretary Royall, visited the base with a total of nine generals and two colonels. At least four of the generals were associated with General Twining's AMC (Air Materiel Command) headquartered at Wright-Patterson Field, Dayton, Ohio. There must have been something very interesting at the New Mexico bases to lure all of these highly placed men there.

In his book Colonel Corso also related that General Twining made a report to President Truman in September of 1947 consisting of basically what he had written in his letter to General Schulgen. General Twining, it is believed, was asked for recommendations as to how to handle the matter and other security concerns. At that time the General apparently gave President Truman a list of people who should and could manage the material. They had to set policy for the future. On the "short list" were twelve eminent people representing and including some of the best minds then in military and civilian sectors. On the list were two admirals, the then Secretary of Defense, James V. Forrestal, and some prominent scientists. These twelve men were believed to have made up a very secret investigative and policy-making group known as Majestic 12 or MJ-12. Colonel Corso, who may have been in contact with some of the members, said he did not recall the designation MJ-12, but he did say there was an organization he heard referred to as "The Group." Such an inconspicuous designation would make sense over the passage of time.

One of the admirals on this super secret group was Vice Admiral Roscoe H. Hillenkoetter, who had been named one of the first directors of the newly established Central Intelligence Agency (CIA). He was appointed in May of 1947 and held that post until October of 1950. Major Keyhoe's NICAP apparently received a credibility boost in 1957 when Admiral Hillenkoetter joined its board of governors. So here was a former chairman of the CIA who was deeply involved in the well-known UFO coverup, serving on the board of governors of the leading UFO group of the times, who were trying to unravel the secrecy. Readers may recall that Major Keyhoe mentioned Admiral Hillenkoetter as a NICAP board member in the letter to President Truman that opened this chapter.

Truman's secretary of state was interviewed by Merie Miller (*Plain Speaking*, 1974). Dean Acheson indicated to Miller that President Truman could not only listen, but he heard what was said. Acheson went on to say that at the end of a conversation Truman remembered what he heard, understood it, and made use of it.

I often wondered what President Truman may have thought and read into Keyhoe's 1959 letter. I have also wondered what he thought about that brash young man who brought up one of the nation's top secrets in the foyer of his new library so many years ago.

It is more than probable that President Truman was in on the UFO enigma from the beginning. He was always a man to take charge in a crisis, and there is little chance that UFOs flying over our air space escaped his notice. There were indications from the previously unpublished Psychological Strategy board memo that by 1952 the government was seriously interested in collecting UFO data. If President Truman was aware of the Roswell crash and perhaps one or two before 1947, it is certainly clear our government was collecting data on UFOs in earnest by 1952. If anyone in the government had doubts about UFOs they would not have long to wait. Just twenty-five days after the Psychological Strategy Board memo in the early morning hours of July 19, 1952, eight UFOs flew around the Washington, D.C., area. They were picked up on radar at the Washington National Airport and nearby Bolling AFB and Andrews AFB. They were also seen by commercial airline pilots. Military intercepts were sent up and both visual sightings and radar locks were achieved for some four hours. Each time the UFOs sped away, some going as fast as 7,000 miles per hour. But 1952 was to be five years in the future. In 1947 Truman and the government had its hands full. The Cold War was heating up and the Berlin airlift was about a year away. The deteriorating situation in Berlin is alluded to in the Psychological Strategy Board report. The following year, 1949, saw Russia explode its first atomic bomb. Regarding the Cold War, Truman said in his January 15, 1953, farewell address to the nation, "I have had hardly a day in office that has not been dominated by this all-embracing struggle..... and always in the background there has been the atomic bomb. But when history says that my term of office saw the beginning of the Cold War, it will also say that in these eight years we have set a course that we can win it," and win it, we did.

The Cold War was to last another thirty-two years, and seven presidents would pass through the White House doors in this long-protracted struggle, which began with President Truman. The government would be derelict in its duties not to use any possible means to counteract the great Russian threat and keep it very secret. Intelligence efforts would include looking into UFOs; their propulsion systems, occupants, and anything that might give us an edge in this worldwide struggle.

## **UFO PRESENTATIONS**

Although there was not much going on with UFOs in Kansas City in the years between 1956 and 1959, I was nevertheless very busy. I was attending two schools, still active in scout work as a fill-in scoutmaster and explorer advisor and was married in 1958 to my wife of now over 40 years. As I mentioned previously, during this time I was giving UFO talks in the Kansas City area. I had put

together a talk with audiotape and UFO slides from various sources. It was rare in those days to find anyone who took the topic seriously, and most people we presented to had no knowledge whatsoever of the subject. The half-hour presentation was designed for service clubs. Many of these were over lunch hours for businessmen, but we did occasional longer shows in the evening. The talk outline was as follows:

- A. Introduction.
  - 1. What is NICAP?
  - 2. What does it do?
  - 3. Leadership Donald E. Keyhoe, Board of Directors.
    - Vice Adm. R.H. Hillenkotter
    - Vice Adm. H.B. Knowles
    - Frank Edwards
    - Other prominent military and civilian members
  - 4. Mentioned that most of material in talk was from NICAP publications, and/or released government data and some radio and TV broadcasts.
  - 5. Talked about NICAP periodical, The UFO Investigator, secret files and the JANAP A.F. Reg. 200-2.
  - 6. The 80%/20% estimate.
  - 7. Modern phase, Kenneth Arnold.
  - 8. Read statement by Rear Admiral Fahrney.
  - 9. Played Sperry tape (airline pilot sighting).
  - 10. 1952 flap over Washington, D.C., Barnes statement (senior air traffic controller of the CAA), about the Washington sightings.
  - 11. Played tape of an Episcopalian minister and a UFO encounter using a slide diagram.
  - 12. Categories of known UFOs.
  - 13. Slides of UFOs (from various periodicals).
- B. Concluding remarks:
  - 1. What they are and are not.
  - 2. FOO Fighters World War II.
  - 3. Russian.
  - 4. Ours.
  - 5. September 23, 1947, ATIC UFOs are real.
  - 6. 1948 ATIC document concluding UFOs were interplanetary.
  - 7. A secret A.F. conclusion that UFOs were interplanetary.
  - 8. Played tape of Major General John A. Samford talking about UFOs.

Major General Samford, head of USAF Intelligence in 1952, made a statement at a news conference in 1952 about UFOs in general and those seen over Washington, D.C. He said in part; "Air Force interest in this problem is then due to our feelings of obligation to identify and analyze to the best of our ability anything in the air that may have the possibility of threat or menace to the United States. We can say that the recent sightings are in no way connected with any secret development of any agency of the United States!" He went on to say, "We have been able to explain them as hoaxes, as erroneously identified friendly aircraft, as meteorological or electronic phenomenon or as light aberrations. However, there have been a certain percentage of this volume of reports that have been made by credible observers of relatively incredible things," etc.

We had spent most of the time giving the audience information by "credible observers of

incredible things," and here was an Air Force General talking about sightings that many frankly were not disposed to believe. To make matters more interesting, the good general said they were not ours. Many had come to the meetings thinking there was going to be a tongue-in-cheek presentation only to be brought down to reality by sighting reports from credible witnesses, photographs and an Air Force general talking seriously about them.

The question and answer period also proved interesting. Skeptics were usually polite, but some had to find some rationalization to bolster their doubts. One question/statement that came up several times concerned Dr. Clyde Tombaugh, a noted astronomer. "Wasn't Tombaugh named in one of those communist documents by the McCarthy Committee?," someone would ask. Although the McCarthy hearings were over in early 1950, a residue of his legacy was still occasionally evoked to discredit someone. The un-American activities scare of the late 1940s and early '50s still reverberated in those days. When I started teaching in Kansas in the fall of 1959, teachers in that state and others around the country had to take loyalty oaths.

I felt that the talks were successful, and the audience left with far more information than they came with (Appendix M). I have always wanted to be a contributor in any endeavor I take part in. My efforts were sometimes frustrating and at other times extremely rewarding. Little did I know what a challenging opportunity would soon arise, and that not only reached across the United States, but to Europe as well.

## APPENDIX A

Materials sent to Harry S. Truman from Donald E. Keyhole, February 3, 1959

NATIONAL INVESTIGATIONS COMMITTEE ON AERIAL PHENOMENA  
A Non-Profit Organization

1536 Connecticut Avenue, Washington 6, D.C.

### Published Statements On Unidentified Flying Objects

Sen. Barry Goldwater, a jet-flying AF Reserve Colonel: "Flying saucers -- unidentified flying objects -- or whatever you call them, are real."

William Lear, winner of Collier Aviation Trophy, President Lear, Inc. (Aircraft and electronics equipment) who has sighted a UFO: "I believe the flying saucers come from outer space, piloted by beings of superior intelligence."

Rear Adm. D.S. Fahrney, Ret., former Navy missile chief: "Reliable reports indicate there are objects coming into our atmosphere at very high speeds. The way they change position would indicate their motion is directed."

Clare Booth Luce, former Ambassador to Italy, who with many others sighted a UFO at Rome: "I did see an object; I don't know what it was."

Capt. W.B. Nash, Pan American Airways, who with his co-pilot saw eight huge discs maneuver below their airliner: "I believe they were controlled machines from outer space."

Maj. L.F. Baker, USAF, who with other AF witnesses saw six UFOs: "They were circular, shiny like spun aluminum. They changed course instantaneously."

Capt. Jas. Howard, British trans-Atlantic pilot, who with crew and 12 passengers saw a huge UFO and six small ones: "It must have been a space ship."

Hermann Oberth, noted rocket and space-travel authority: "I believe the flying saucers come from other worlds."

Capt. Robert Adickes, TWA pilot, who with crew and seven passengers saw a glowing UFO pace their airliner: "Before then, I wasn't convinced. Now I know they (flying saucers) do exist."

Dr. Clyde W. Tombaugh, discoverer of the planet Pluto, chief of the armed services search for natural satellites, who has sighted UFOs: "These things, which do appear to be directed, are unlike any other phenomena I ever observed... Other stars in our galaxy may have hundreds of thousands of inhabitable worlds. Races on these worlds may have been able to utilize the tremendous amounts of power required to bridge the space between the stars."

Flight Lt. J.R. Salandin, RAF, whose jet almost collided with a disc-shaped, turreted object: "It looked metallic. It was travelling at tremendous speed."

Dr. J.C. Bartlett, Jr., noted Baltimore astronomer who has sighted both disc-shaped and rocket-shaped UFOs: "It is not impossible they come from another planet."

Cdr. R.W. Percy, USNR, Ret., electronics engineer for the FCC: "I personally believe UFOs are spaceships from other, more advanced planets."

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(Continued)

## APPENDIX A

### NICAP Materials to Truman (Continued)

Dr. Carl O. Jung, famed psychologist, in writing NICAP Director Donald E. Keyhoe: "I am a NICAP subscriber. I am grateful for all the courageous things you have done in elucidating the thorny problem of UFO reality. I do not possess sufficient evidence which would enable me to draw definite conclusions. The evidence available, however, is convincing enough to arouse a continuous and fervent interest. If it is true the AAF (American Air Force) withholds telltale facts then one can only say this is the most unpsychological and stupid policy one could invent... The public ought to be told the truth."

Col. Frank Milani, Director, Baltimore Civil Defense, who has sighted UFOs: "It is a calculated risk to assume the so-called saucers do not constitute a threat to the welfare and security of our citizens. We are given to believe they are not hostile, but information on UFOs is classified."

Capt. Richard Case, American Airlines, who with other pilots and thousands of citizens, saw a large UFO over Indianapolis: "It was a controlled craft going three times faster than we were."

Albert M. Chop, former AP official handling UFO information: "One thing is absolutely certain. We're being watched by beings from outer space."

Rep. William H. Ayres, Ohio: "Congressional investigations are being held on the problem of UFOs. Most of the material is classified; hearings are never printed."

Statement by NICAP Board Members Vice Adm. R.H. Hillenkoetter, Ret., former Director, Central Intelligence Agency; Maj. Dewey Fournot, USAF Reserve, former Pentagon monitor of the UFO project; Rev. Albert Baller, Greenfield, Mass.; Frank Edwards, noted newscaster; Dr. Marcus Bach, Univ. of Iowa; Rear Adm. H.B. Knowles, Ret.; Col. R.B. Emerson, US Army Reserve; and Prof. Charles A. Maney, Defiance University: "From evidence in NICAP's possession, it is clear the Air Force is still withholding information, including sighting reports, on UFOs."

### Published Statements on the Question of Other Worlds

Dr. Harlow Shapley, former Director, Harvard Observatory: "We must now accept it as inevitable—there are other worlds with thinking beings."

Dr. Harold C. Urey, member, Mars Committee, former commissioner of the Atomic Energy Commission: "It is exceedingly probable there is other life in the universe more intelligent than ours."

### Typical Witnesses In UFO Sightings

Col. D.J. Blakeslee, USAF Wing Commander; USAF pilots, Maj. J.B. Smith, Lieuts. D.J. Homer, Roy L. Jones, D.C. Brigham, Wm. Patterson, D.A. Swimley, H.G. Combs; TWA Capts. W.W. Hawkins, Chas. Kratovil, Robt. Manning, Irving Kravitz; Eastern Airlines Capts. E.J. Arnold, C.S. Chiles, J.B. Whitted, Truman Gile, Jr.; American Airlines Capts. Paul Carpenter, Willis Sperry; Pan American Capts. Jas. King, Jack Adriancen; Capt. Casey Pierman, Capital Airlines, Capt. W.M. Bruen, National Airlines; United Airlines Capts. E.J. Smith, Ralph Stevens; Lt. Richard Spender, Navy pilot; Warrant Officer D.C. Newhouse, Naval Aviation photographer who filmed a UFO formation; Capt. R.B. McLaughlin, Navy missile expert; Lt. Donald Schaefer, Ensign Wayne Schotley, US Coast Guard; Capt. Dario Celin, Venezuelan airline.

## The People Who See "Flying Saucers"

As discussed elsewhere in this issue, Dr. James C. Bartlett, the noted Baltimore astronomer, has courageously revealed his series of dramatic UFO sightings.

Undoubtedly many UFO witnesses who have kept silent for fear of ridicule will be encouraged by Dr. Bartlett's stand and will now reveal hidden sightings.

NICAP has already noted a change in the general attitude. Hundreds of its members have agreed to have their names listed publicly. These include a steadily increasing number who have heretofore kept silent about sighting of Unidentified Flying Objects.

There are still some who feel that such publicity may seriously affect their business or private lives. Unfortunately, their fears are not without solid foundation. But the ridicule is decreasing, mainly because of the many reputable citizens who have come forward and added their reports to the mass of UFO evidence.

In the belief that it may encourage others who are debating such a step, we are listing some of the names of UFO witnesses who have "stood up and been counted." This is only a small percentage of those publicly reporting UFOs. All the names would fill many pages, if not this entire issue of the UFO INVESTIGATOR.

We also suggest that this list be used in presenting the UFO evidence to newcomers to the subject. It is an effective answer to persons who claim that all those who report flying saucers are hoaxers, publicity seekers or crackpots.

Capt. Jack Adams, pilot, Chicago and Southern Airlines  
Capt. Richard Adickes, pilot, TWA (Trans World, Airways)  
Capt. Jack Adriance, pilot, PAA (Pan American World Airways)  
George Allen, navigator, BOAC (British Overseas Aircraft Corporation)  
Lt. E. J. Ambrose, U.S. Marine Corps  
G. W. Anderson, flight officer, Chicago and Southern Airlines  
Capt. E. J. Arnold, pilot, EAL (Eastern Airlines)  
Kenneth Arnold, private pilot and businessman who coined "flying saucer" phrase  
James F. Bachmeier, former Navy pilot, pilot Mid Continent Airlines  
Capt. John Baldwin, pilot Conner Airlines

Capt. Douglas Barker, Australian pilot  
Harry Bomes, traffic controller, CAA (Civil Aeronautics Administration)  
William Blackwell, chemical company employee  
Col. Donald J. Blakeslee, commanding officer, Fighter Wing, U.S. Air Force  
Louis P. Bluver, chief observer, GOC (Ground Observer Corps)  
Dudley Bolger, private pilot  
Dean Bourland, engineer, Boeing Aircraft  
Lee Boyd, first officer, BOAC  
Lt. David C. Brigham, U.S. Air Force  
Capt. Kenneth G. Brodsal, pilot, PAA  
Capt. W. M. Bruen, pilot, National Airlines  
Capt. William Coll, Jr., pilot, EAL  
Capt. Paul Carpenter, pilot, AA (American Airlines)  
Capt. Richard Case, pilot AA

(Continued)

**APPENDIX A (Continued)**  
**NICAP Materials to Truman**

Capt. Francois Covasse, pilot, Air France  
Capt. Dario Celis, Venezuelan airline pilot  
Capt. Clarence S. Chiles, EAL pilot  
Capt. Olf Christiernnson, Swedish pilot  
Michel Clement, Air France co-pilot  
Pierre Closterman, French air ace  
Floward Cocklin, CAA tower operator  
Lt. H. G. Combs, U.S. Air Force  
James Copeland, CAA radar operator  
B. J. Cores, Venezuelan airline flight officer  
Robert Corshow, sheriff's deputy, Ventura County, California  
Mrs. George Dittmar, high school teacher  
G.P. Drury, deputy regional director, Civil Aviation, New Guinea  
W. Dryland, New Zealand storekeeper  
Joseph Eaton, airport operator  
Capt. Giovanni Ercolo, Brazilian airline pilot  
D. L. Falwasserand, F. Ferrier, agricultural pilots, New Zealand  
Charles Fisher, civil engineer  
E. J. Fitzgerald, vice president, metal equipment firm, Chicago  
G. Duncan Fletcher, vice president, Kenya astronomical association.  
Capt. Peter Fletcher, BOAC pilot  
Donald Freestone, PAA, master mechanics  
Frank Garosi, GOC observer  
Florian Giabowski, police constable, Ontario, Canada  
Daniel Godfrey, BOAC flight engineer  
Lt. George F. Gorman, Air National Guard pilot, North Dakota  
Jack A. Green, ex-AF jet pilot flight test analysis, Northrop Aviation  
J. C. Gregory, executive secretary of Winnebago County CD Council, Illinois  
M. Greze, former fighter pilot  
Capt. Victor Hancock, pilot Tennessee gas transmission company  
Reg Harrington, Cortland, New York businessman

D. Hawke, ex-pilot WW2, New Zealand  
Capt. Walter W. Hawkins, TWA pilot  
Lt. Donald J. Hemer, USAF F-86 pilot  
Dr. Seymour Hess, astronomer, Florida State University, President ALPO, and editor "Strolling Astronomer"  
Gloria Hinshaw, TWA DC-3 hostess  
Capt. Don Holland, U. S. Marine Corps jet pilot squadron commander  
A. Hollander, official of Israeli National Aviation Company  
Capt. James Howard, Royal Air Force veteran, BOAC pilot  
Dr. Craig Hunter, director, medical supply company  
C. H. Jenkins, engineer, Boeing Aircraft  
L. D. Jensen, traffic controller, Fargo  
T. S. Johnson, RAF pilot  
1st Lt. Roy L. Jones, B-29 pilot  
A. Kabli, physicist, Israel  
Dr. J. J. Kalizkewski, formerly chief engineer, General Mills; Navy cosmic ray project  
Capt. Charles J. Kratovil, TWA pilot  
Dr. Lincoln LoPaz, director, New Mexico Institute of Meteoritics  
William Lear, Jr., president Lear, Inc., Winner 1950 Collier trophy  
R. L. Lemon, BOAC flight officer  
CPO Charles Lewis, U.S. Navy  
Clare Booth Luce, former Ambassador to Italy  
Ewart McDiarmid, RNZAF, WW2 pilot and businessman  
Dick McKendry, sheriff's deputy, Ventura County, California  
Capt. Robert B. McLaughlin, U.S. Navy  
Capt. Robert Manning, TWA DC-3 pilot  
Nicholas Marianna, businessman and ball club manager  
Don Martin, chemical company superintendent

(Continued)

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**APPENDIX A (Continued)**  
**NICAP Materials to Truman**

Lt. Col. Lee Merkel, pilot commander, Kentucky National Guard  
Col. Frank Milani, director CD, Baltimore  
Guy Miller, pilot, Tennessee gas transmission company  
S. N. Miller, manager jewelry store, St. Paul, Minnesota  
R. Moon, New Zealand farmer  
Marty Morrow, United Airlines hostess  
Robert Mueller, FAA flight engineer  
Capt. Ned Muller, PAA pilot  
John Murphy, sheriff's deputy, Ventura County, California  
Peter J. Naughton, sheriff, Port Townsend, Washington  
CWO Delbert C. Newhouse, U. S. Navy photographer  
Jerry Noosinow, PAA flight engineer  
Robert O'Connor, GOC observer  
Tord Olsson, Swedish photographer  
Lt. William L. Patterson, U. S. Air Force jet pilot  
D. W. Paul, New Zealand businessman  
Saul Pett, Associated Press writer  
Capt. Casey S. Pierman, Capital Airlines  
Capt. W. T. Rainbow, New Zealand pilot  
Allen R. Roberts, GOC observer  
Jim Roddy, GOC and news reporter  
Lt. Harry L. Roe, Jr., Ohio Air National Guard  
Flight Lt. J. R. Salandin, Royal Air Force jet pilot  
Capt. Francis Saloranzino, Ecuadorian Air Force pilot  
Maj. Charles Scarborough, U. S. Marine Corps Reserve jet commander  
Douglas Scott, BOAC radio officer  
Don Sheehan, PAA flight engineer  
Capt. D. Shrum, PAA pilot  
Capt. E. J. Smith, United Airlines pilot  
Maj. James B. Smith, U. S. Air Force F-86 pilot

Richard Smith, PAA flight engineer  
C. H. Smythe, RAF pilot  
Capt. Willis Sperry, American Airlines pilot  
Capt. Charles Stanton, USMCR  
Capt. Ralph Stevens, United Airlines pilot  
William Stewart, BOAC flight engineer  
First Lt. D. C. Swimley, USAF  
First Officer Dion W. Taylor, PAA co-pilot  
Dr. Clyde W. Tombough, astronomer and discoverer of planet Pluto  
S. G. Trounce, First Officer, New Zealand National Airlines  
A. R. Tuckett, air traffic officer and pilot, New Zealand  
Maj. E. J. van Nierkerk, radar instructor, African Air Force  
Capt. Matthew A. Van Winkle, PAA pilot  
M. Veillot, control tower operator, Le Bourget, France  
Rev. Ross Vermillion, former B-29 pilot  
Capt. Lawrence W. Vinther, Mid-Continent Airlines pilot  
Adolph Wagner, deputy CD coordinator, Baltimore, Maryland  
Rodney Warrick, high school principal Marysville, Ohio  
John Washuto, PAA flight engineer  
Wells Alan Webb, chemist, author and physicist  
Daphne Webster, BOAC stewardess  
Maj. E. C. White, U. S. Marine Corps Reserve pilot  
John B. Whitted, EAL flight officer  
W. P. Whitworth, RAF wing commander  
Dr. H. Percy Wilkins, noted British astronomer, world famous lunar expert, President International Lunar Society  
John Williams, CAA tower operator  
Lt. R. R. Wilson, U. S. Air Force F-89 pilot  
Capt. Robert Wyland, PAA pilot  
Joseph Zacko, CAA radar operator  
John Zimmerman, geologist

## CHAPTER 2

### GEORGE ADAMSKI AND THE ROCK ISLAND 508

I did not know George Adamski personally, but had met him briefly at his home on the slopes of Mt. Palomar, California, on a hot June day in 1958. A friend and I had driven up the winding two-lane highway to meet him. We had stopped down the hill at a restaurant where he had once worked and were unable to obtain his unlisted phone number. There were several people in the restaurant who knew his place, one of those "just-up-the-road-can't-miss it" directions. But with instructions from several people, we still passed it several times before we spied it. It was an unpretentious little aqua house with a gravel driveway winding its way around the eastern side of the property. The road stopped abruptly at an addition that was under construction. Some temporary steps approached a screen door, flanked by an open stud framework with a roof and roughed-in floor. A small hand-lettered sign, almost an afterthought, reminded us to knock.

Since there was no car in sight, we thought perhaps no one was at home. Here we were, banging on a screen door and trying not to stare through the open stud walls. Finally, a door opened to the left, and a puzzled, but resigned, lady walked to the door and spoke to us through the screen. She was pleasant enough when we asked if this was the Adamski residence. She confirmed it was, but informed us that "the professor is resting."

We had brought with us a Polaroid (B&W) photo of "a flying saucer" another contactee, named Buck Nelson, had taken in southern Missouri sometime in 1956 or 1957. She asked if she could show it to the professor. She disappeared briefly again, and a few minutes later a large-nosed man pulled aside the door curtain, peered out and soon emerged. He was a quiet man who spoke with a slight eastern European accent. I remember little else. He showed mild interest in the photo and talked politely for a while. By this time we had been asked to step into the addition area out of the sun. My friend and I expected an invitation into the cooler part of house, but this was not forthcoming. He had something to do, and we, of course, had to get on our way. The lady turned out to be Lucy McGinnis, his housekeeper and secretary. That was the first and only time I ever saw George Adamski.

Adamski was born in Poland in 1891 of a Polish father and Egyptian mother. His parents migrated to the United States around 1900. In 1913, a twenty-two-year-old Adamski joined the United States Army. He served two enlistments, the last one being from 1917 to 1919 during the United States' involvement in World War I. He was assigned to the 13th Cavalry and was honorably discharged in 1919.

I had been able to meet some of the key contactees in the 1950s who claimed to have had contact with extraterrestrials. What struck me at the time was just how ordinary these contactees appeared. I had met George Van Tassel, Truman Bethrum, Daniel Fry and a lonely farmer from the Ozarks named Buck Nelson. But Adamski was an enigma. He had little to do with the other contactees and attended few, if any, of the UFO meetings of the late '50s. However, he did appear earlier, with other contactees at a conference at a Hollywood hotel, and a time or two at the Giant Rock Flying Saucer Convention. We were not sure his experiences were true, but I found the photos in his book were very interesting. I remember reading his first book *Flying Saucers Have Landed*, co-authored with Desmond Leslie, which sold over a quarter million copies and launched him on a

GRANT, I  
FOUNO THIS  
INTERESTING  
ADAMSKI  
WAS IN THE  
13TH CAVALRY-1917  
AND BARNEY  
BARBERT WHO  
WAS SAID  
TO HAVE  
FOUNO THE  
PLAINS OF  
SAH AUGUSTAL  
UFO SERVED  
BRIEFLY IN  
THE 13 CAVALRY  
IN WW I.

world-wide lecture tour in 1954. I recall his writing about the blond Nordic space beings with long flowing hair. He talked of wonderful woven tapestries in their ships and movies in 3-D (the 3-D craze hit Hollywood about 1953). I am embarrassed to admit that I scoffed at the idea of a radio the size of a pack of cigarettes that fit into a shirt pocket. Nowadays, with the advent of miniaturization, a radio and one or two calculators can fit into a shirt pocket, and even wristwatch radios are available, i.e., the Dick Tracy comics in the 1940s and 1950s.

I did not follow George Adamski's fortunes with any degree of scrutiny until the Kansas City UFO Study Club scheduled him to speak on November 30, 1958. I had been a member of the club for awhile, but I had broken away and begun a NICAP affiliate in the Kansas City area earlier. Adamski duly arrived in Kansas City with his secretary, Lucy McGinnis, and gave the lecture which was well attended. I did not attend, but heard later that Adamski gave his presentation garbed in a white sheet-like robe affair. One or two others on the stage were also asked to wear one, including the club president.

Adamski and Lucy McGinnis were put on the train (the Rock Island 508) on the morning of December 1, 1958. He was to proceed to Davenport, Iowa, for another engagement or two, and then was due back in Kansas City the following Saturday, December 8th. When he returned to Kansas City, he related the story of his contact claim. The transcript given here was from a taped report given to the UFO Study Club at a subsequent meeting. The UFO Club president and his wife also signed a statement concerning their witness of Adamski's claim, which they believed to be true.

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## TRANSCRIPT OF ADAMSKI CLAIM

This is a transcript of a tape recording made at the Kansas City Museum by Mr. Paul Wheeler, president of the Kansas City UFO Study Club on Sunday, December 6, 1958. The report contains a contact claim as related to Mr. Wheeler by George Adamski who lectured to the club on November 30, 1958. The following day, December 1, is the day Adamski is supposed to have made this contact. The report was presented to about twenty-five members of the club a week after the occurrence and is related here by Mr. Wheeler. Any material appearing in parentheses has been added to help clarify the story.

"While Mr. Adamski was with us, we met him at the train, and we were with them (Adamski and Lucy McGinnis, his secretary) as much as possible while they were here. After the lecture, Mr. Adamski was scheduled to go to Davenport, Iowa. He left here on Monday (December 1) morning, and the train was about an hour late coming into Kansas City, and consequently late in leaving. He left here the Monday following the lecture (November 30), and he was due back the following Saturday night (December 8). We received a telegram that he was coming back by air and he would arrive at the airport at about 11:45 (a.m.). So, Mrs. McGinnis called us and told us what time the plane would be in, so we went over and picked her up and proceeded to go over to the airport and pick him up. And we were there when the plane came in.

"We went to dinner at the airport, and after we sat down to the table, Mr. Adamski and Mrs. McGinnis sat down at one side of the table and my wife and I sat down on the other side. So he (Mr. A.) pulled out of his pocket an envelope and handed it to Mrs. McGinnis and said, 'You'd better send these tickets in and get your money back.' We said, 'What happened?,' and he said, 'Well, I was taken

up there in a flying saucer."

"Now, when they arrived in Kansas City from California the night before Thanksgiving, Mrs. McGinnis informed us after a short visit that she would have to go to the ticket office at the Union Station and obtain tickets for him to go up to Davenport and conduct a lecture up there. So we went with her to the ticket office and stood by her when she obtained this ticket and its return. It was placed in an envelope, the same envelope I've mentioned, and given to her, and she paid for it. I think the price was about \$17.00. Then, after the lecture, she said they found out they would have to have reservations, so we drove down to the station with her, and we stood by her when these tickets were produced, and reservations were made on the train for the following morning. In the morning, my wife, Luella, went around and picked up Mrs. McGinnis according to previous arrangement and then went down to the Muehlebach Hotel and picked up George Adamski and then took them up to the depot where they visited. The train was an hour late, better than a half-hour, and it was late in getting out, so they waited there and finally he left and went down and got on the train.

"The porter had taken his grips down and placed them on the train and placed them in (Mr. A's) reservation. But when he (Mr. A) got down, he told us later that the grips had never gotten further than the vestibule of the coach. They sat there evidently waiting for someone to take care of them.

"But about twenty minutes out of Kansas City the train stopped. We didn't learn why the train stopped. There might have been a block signal, or there may have been any cause the train would have stopped. Then, he said that the vestibule was open and he got out and stretched himself and kind of stepped around a few moments. An automobile drove up, and then the driver got out and stated that he (Mr. Adamski) come with him, and the driver went up into the vestibule and got Mr. Adamski's luggage and put it in the auto. Mr. Adamski got in the car with him, and they drove around to a wooded area and parked their car in sort of a hide-away place, and a flying saucer did come down within about fifty feet of the ground. Mr. Adamski said that this was his first experience of teleportation. He saw his grips being teleported up into that thing, then he walked into the area, and he was teleported up and so was the man who was with him. This happened about eleven o'clock (a.m.) as near as we can figure it, and he was up with those people all that day until after dark, and of course they took him to Davenport. He was with them approximately eight hours, I should judge. That's what we estimated later when we talked about it. And after dark he was let down in a wooded area very secluded and was teleported back to the ground with this same man.

"He said that there were two men on this craft he had met before, and he said that there were six others that he had not met, and they were teleported back down to the ground and there another car was waiting. It took him back to the hotel where the reservations were made. In the meantime, the people there had met the train, and no Adamski on the train! You can imagine about how they felt, and somewhat worried and perturbed because he hadn't shown up. They wondered what was going to happen to their schedule, but as soon as he got to the hotel he called up Mr. Roberts, the man who was in charge of that group, and told him what happened. Of course, you can imagine the feeling that they would have and also the elation that might come with it.

"Now while they were up in this craft, Mr. Adamski learned many things, things which I could not give here because time would not permit and because too, there were things that were not to be revealed as yet. Time will bring them forth, and he was told that, on another contact, a more detailed explanation of these things would be given, and we would have them. I thought this was rather outstanding. I have written an affidavit to the fact that I stood by them when they purchased the tickets, was by Mrs. McGinnis when she made the reservations, and that I believe the story. This

affidavit is going to be copied and we will mail them a copy or perhaps three or four copies and we will keep one for our own records. Well, we thought this was something you people would be interested in and naturally, being a UFO Club, you would be interested in it and should have that information."

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Sometime in the second week of December 1958, I called Major Keyhoe in Washington. I explained Adamski's claim and asked him if he wanted us to look into it. "By all means," he said, "and get written signed statements if you can." I visited the Rock Island special agent and got his blessing and assistance. After Christmas we drove on a very blustery December 30th to interview the conductor and fireman who were then at their homes in Trenton, Missouri, about 90 miles northeast of Kansas City. We had to wait until January 10, 1959, until the two chair car attendants were available, and statements were obtained from them also. The signed statements from three of the train crew are as follows:

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### CONTACT INVESTIGATION

Tuesday, December 17, 1958

I began the investigation by visiting the Rock Island Special Agent's office at 14th and Wyoming, Kansas City, Kansas. There I talked with Special Agent Walker and told him the portion of Adamski's story which involved the train. Mr. Walker checked his records and found the train Mr. Adamski claimed to have ridden was the R.I. #508 which left Kansas City on December 1st for ~~Des Moines~~. Special Agent Walker telephoned the R.I. operator's office at Trenton, Mo., and asked the special agent there to check his records of the 508 after it left Kansas City. Information was as follows:

- (1) #508 was due to leave Kansas City at 9:30 a.m.
- (2) The train did not depart until 10:21 (51 minutes late).
- (3) There were no unscheduled stops or delays listed on the schedule, between Kansas City and Minneapolis, Minn.—the train's destination.
- (4) The train's first stop after it left the Kansas City Union Station was Excelsior Springs, Mo. It arrived at this location at 10:59. (Normal running time between these two points is 39 minutes).
- (5) The train arrived in Trenton at 11:55. The normal running time between Kansas City and Trenton is one hour and forty-seven minutes. The train is ordinarily scheduled to leave Kansas City at 9:30 a.m. and arrive in Trenton at 11:17 a.m. On the date of Dec. 1st, it left Kansas City at 10:21 a.m. and arrived at Trenton at 11:55, thus reducing the normal running time by thirteen minutes. (Note: all crewman who were interviewed agreed that the train could not have made up this time had there been any unrecorded delays of any length).
- (6). The train crew consisted of:
  - 1 - Engineer Glen Kidd, 1106 Laclade, Trenton, Mo.
  - 2 - Fireman L.E. Duke, 1313 Lulu, Trenton, Mo.
  - 3 - Conductor Ross McClintic, 702 E. 6th, Trenton, Mo.
  - 4 - Head Brakeman Owen T. Wright, Trenton, Mo.
  - 5 - Rear Brakeman (or flagman) Truman D. Lieper, Trenton, Mo.

DAVENPORT

6 - Three additional men.

December 22, 1958

I visited the R.I. Passenger Traffic Office at 1021 Grand, Kansas City, Missouri, in order to obtain the names of the chair car attendants. Mr. McCrary of this department said that these records were not available at this office, but that he would telephone Minneapolis to obtain them for me, and asked me to call back later that afternoon. This I did, and I learned that the following three men were listed as chair car attendants on the 508 on December 1st.

1 - Roy James, 2414 Montgall, Kansas City, Mo.

2 - Albert Reed, 4035 Monroe, Kansas City, Mo.

3 - Fred Lawson (extra man) of Minneapolis, Minn.

James and Reed were due in Kansas City that night on the R.I. Rocket from Minnesota, so I went to the station and interviewed them as they got off the train. Chair car attendant Reed said that he recalled the trip in question, and he stated the following:

(1) that the train did make up some time between Kansas City and Trenton,

(2) that there were no delays other than the late start,

(3) that the train could not have made up time and yet be delayed,

(4) that he closed the vestibules for which he was responsible, as soon as the train began to move from the station, and that they were not opened again until the train reached the first stop at Excelsior Springs,

(5) that he was not instructed to give nor did he know of any delay announcements.

Mr. Reed was also shown a photograph of Adamski, but he did not recognize it.

Chair car attendant James recalled nothing significant about the trip except that the train was late. He said that:

(1) the train could not have had any delays and have made up thirteen minutes on the schedule,

(2) the vestibules were closed until the next scheduled stop,

(3) once in a great while a well-wisher of a passenger will get caught on a moving train, but when this happens, the train is halted and the vestibule opened, and the individual carefully escorted to the ground. This, he said, is a rare occasion,

(4) he neither heard nor made any announcement of the train being delayed.

Mr. James was also shown a picture of Adamski, but said that he did not remember the man.

(Note: Both attendants said that the train did pause at a place known as Airline Junction (about fifteen minutes from the station). This pause, however, was only a few seconds duration, as its purpose was to make sure no other trains were in the crossing. Both men stated that the vestibules are never opened at this location for any reason.

December 23, 1958

I made a trip to Airline Junction, more formally known as the Missouri Pacific and Kansas City Southern Crossing. It is approximately one mile inside the yard limits. I talked with operator J. W. Jones who said he was on duty the morning of December 1st at the West Wye Tower which was his station of duty. He checked the Tower's records and found that the R.I. #508 had paused at the track junction for no more than two seconds before proceeding north. He also said that it was

an Interstate Commerce Commission regulation that all trains pause at this junction before crossing it. Mr. Jones telephoned Tower 8 of the K.C. Terminal R.R. which is one and a quarter miles south of his tower. Their records showed that #508 had passed there three minutes earlier, at 10:32 a.m., which would establish an average speed of twenty-five miles per hour between these two points.

(Note: For Mr. Adamski to have gotten off the train under these circumstances would entail much foresight and knowledge on his part. He would have had to have known that the train would pause at this junction fifteen minutes after leaving the Union Station. He would have had to be prepared to grab his luggage, open the vestibule and jump off and close the vestibule behind him before getting to the R.R. grade - all in two seconds! The recorded circumstances do not jibe with Mr. Adamski's casual story about stepping off the train).

Dec. 30, 1958

I made a trip to Trenton, Mo. with Mr. Lloyd Hendrix, to interview the engineer, conductor, and fireman. The first stop was at the home of Mr. Glen McClintic, the conductor of #508 on December 1st. He checked his records of the train and found that they concurred with the information that had been obtained about the train earlier. They were:

- (1) that there were no unscheduled stops between Kansas City and Minneapolis,
- (2) that a delay of any duration would have prevented the train making up any time,
- (3) that if there were any announcements as to the train's schedule being changed, he would be the man to make such announcement. This he did not.
- (4) that it is virtually impossible for anyone to open a vestibule and close it from the ground. This would be necessary for someone who got off a train and at an unscheduled stop.
- (5) that there were no vestibules opened or found open on this run.

Separate signed statements of chair car attendants James and Reed are included in this report, as well as a signed statement by Conductor McClintic.

Mr. Hendrix and I were unable to spend any time with Engineer Kidd, but we did talk with the fireman, L. E. Duke, who confirmed that there were no delays and that the facts given by the other crewmen were correct according to his records.

## **INVESTIGATOR'S CONCLUSIONS**

- (1) The train positively had no stops between Kansas City and Minneapolis.
- (2) As stated by all interviewed, it would have been impossible for the train to have made up any time in its schedule with any delays.
- (3) The only place Adamski could have gotten off the train between Kansas City and Excelsior Springs was at the Airline Junction. To have done this, according to the circumstances, he would have had to have planned to get off here. This would not coincide with his story.
- (4) The Weather Bureau reported a temperature of 37 degrees between 10 and 11 a.m. on December 1st, only 5 degrees above freezing. Adamski would have had to have strong

reasons for getting off the train in that weather, even if he had had the chance.

(5) It is possible that Mr. Adamski was on the train, but if he was, he did not get off until he had reached his destination. To do this, he would have had to have two tickets, as he still has one in his possession which is unpunched.

(6) There were no rented cars engaged to drive in a northerly direction or any other direction on that date, due to transportation difficulties caused by strikes. There were only local rentals on that day. Mr. Adamski must have had pre-arranged or private transportation available or else he took some other public transportation. In any case, he arrived in Davenport, Iowa some eight hours later (which is about the time it would take to drive from Kansas City to Davenport by car or bus.)

(7) Adamski has fabricated all or at least most of his claim.

(See Appendix E for train crew statements.)

UFO Investigator article as follows:

# THE U.F.O. INVESTIGATOR

FACTS ABOUT FLYING SAUCERS (UNIDENTIFIED FLYING OBJECTS)

- Published by the National Investigations Committee on Aerial Phenomena -

Vol. 1, No. 8

June, 1959

## ADAMSKI'S LATEST CLAIM BLASTED BY NICAP AFFILIATE

A claim by George Adamski that spacemen flew him from Kansas City to Davenport, in December of '58, is completely contrary to factual evidence, according to information obtained by Director Arthur C. Campbell of the Kansas City NICAP Affiliate. Affidavits secured by Director Campbell, now at NICAP headquarters, appear to disprove Adamski's latest claim completely.

When Adamski visited London recently, copies of these affidavits were read to him at a press conference. He attempted to seize the documents and when this was prevented he angrily charged that he was being framed by the CIA (Central Intelligence Agency).

Before the details are presented, the importance of the Adamski case should be emphasized for the benefit of new members who may be unaware of this long-standing controversy. Mr. Adamski is without a doubt the No. 1 "contactee," that is, the best-known of all those who swear they have met spacemen from other worlds.

Since 1952, he has repeatedly claimed contacts with spacemen. He has claimed to have ridden in their spaceships, on trips around Venus and the moon. He has published photographs alleged to be pictures of UFO scouts and motherships.

These reports and pictures have been publicly called fakes by several critics, including Frank Edwards, a member of the NICAP Board. But Adamski's believers insist he is an honest, persecuted man.

False or true, the sensational nature of his claims have kept many people from seriously considering the verified UFO evidence--factual sighting reports by hundreds of pilots, control-tower operators, radarmen, guided missile trackers and other technically trained personnel. For this reason, it is vitally important that Adamski's stories either be proved beyond question--or, if false, that they be completely discredited.

The Kansas City incident may be the long-sought answer:

On the morning of Dec. 1, 1958, Mr. Adamski was preparing to leave Kansas City for a talk in Davenport, Iowa. Chair car reservations on the Rock Island R.R. had previously been made for him by his

secretary, Mrs. Lucy McGinnis. This arrangement was witnessed by Mr. and Mrs. Paul M. Wheeler of Independence, Missouri, who provided transportation for Adamski and Mrs. McGinnis during the Kansas City visit.

When the railroad and chair-car tickets were bought, on Dec. 1, the Wheelers also witnessed this purchase. The train to Davenport, scheduled to leave at 9:30 a.m., was nearly an hour late, but the Wheelers and Mrs. McGinnis remained until the train was called. At this time, a porter took Adamski's luggage and went aboard the train, with Adamski following.

The Wheelers naturally assumed Adamski had proceeded to Davenport by train, as planned. But the following Saturday, when he returned to Kansas City by plane, they were given a surprise.

In the presence of the Wheelers, Adamski handed Mrs. McGinnis what appeared to be his uncanceled round-trip Kansas City-Davenport tickets. He told her to get a refund. When the Wheelers asked what had happened, he gave them this explanation.

About 20 miles out of Kansas City, the train had stopped. It was announced, Adamski said, that there would be a 10-minute wait, and he decided to get out and stretch his legs. (The vestibule door, he explained, was already open.)

While outside, Adamski related he saw a car drive up. The driver took his luggage from the vestibule and asked him to come along. He was driven to a space craft concealed in a wooded area, and after boarding it he was flown to Davenport. There a waiting car took him to his hotel.

Mr. and Mrs. Wheeler later signed a statement testifying to this account by Adamski and expressing their belief that it was true. They also confirmed the date of the ticket purchase and stated that the date on the uncanceled tickets was the same.

On learning of this new claim by Adamski, Director Campbell of the Kansas City NICAP Affiliate began a thorough investigation. First, he obtained all the details, in a tape recording made by Mr. Wheeler, also a signed statement by Mr. Wheeler and his wife.

Then, contacting the Rock Island Railroad, Campbell obtained the complete records of the train (R.I. #508) and the names of the train crew. In subsequent interviews he secured the following documented

information:

1. There were no delays, no unscheduled stops between Kansas City and Davenport.

2. By I.C.C. (Interstate Commerce Commission) regulations, the train had paused for a two-second stop at "Airline junction", the point where its tracks crossed the Missouri-Pacific rails. No vestibules were opened during this brief halt in the Kansas City limits.

3. The first scheduled stop was Excelsior Springs, Mo., 38 minutes after departure from Kansas City.

4. Proving that any delay was impossible, the railroad showed that the train had made up 13 minutes between Kansas City and Trenton, the second stop.

Director Campbell's report to NICAP includes signed statements by trainmen of #508 including the conductor and two chair-car attendants.

Conductor Ross McClintic:

"There most certainly was no announcement of any 10-minute delay of the train at any time after leaving Kansas City. If there had been, I would have been the one to make the announcement. It is all but impossible for any person to close a vestibule from the outside; therefore any person making an unauthorized exit from the train during its momentary stop at "airline" or Missouri-Pacific junction would leave an open vestibule as evidence. There was no open vestibule found on this run."

Chair-car attendant Roy James:

"The vestibules were not open except at scheduled stops, and then they were closed immediately. There are rarely any unscheduled stops, and there were none on that date or I would have remembered it."

Chair-car attendant Albert Reed's statement confirmed those of James and the conductor.

After sending NICAP headquarters all the evidence, Mr. Campbell forwarded copies of the affidavits to a NICAP member in London--Mr. David Wightman, of Uranus Magazine. At this time Adamski was on a speaking tour. After he arrived in England he was interviewed at his hotel by Mr. Wightman and a reporter for a local paper.

Under questioning, Adamski repeated his claim that spacemen had flown him from Kansas City to Davenport, whereupon Mr. Wightman produced the evidence from Mr. Campbell. At this point, Mr. Adamski attempted to take the documents, saying he

would return them the next day. When a press photographer tried to catch the scene, Adamski left the room.

In a second press interview, the following day, Adamski asserted that the CIA probably had provided Mr. Campbell's evidence, in order to discredit his claims. He also accused Wightman of being a CIA agent.

A signed report on these incidents, which occurred on May 1 and 2, 1959, was sent to NICAP by Mr. Wightman. In this report, he said that Adamski had told a different version of his story to reporters at London Airport, before the hotel interview. Then Wightman concluded:

"This investigation should satisfy all true researchers as to Adamski's true colours and free them to continue with more constructive work."

During one London press conference, Adamski said that people "high in British society" were trying to arrange an audience with Queen Elizabeth and Prince Philip. In an unusual comment, Buckingham Palace announced:

"The royal family has decided it cannot entertain Mr. Adamski or his ideas in any way."

Probably Queen Elizabeth's refusal was due in part to the press protests in Holland, after Adamski was received by Queen Juliana. The Catholic newspaper "De Volkskrant" called him a "quack" and other papers also expressed indignation at their queen's action.

Because of the Kansas City incident, a brief review of Adamski's other claims seems pertinent.

In 1952, he claimed his first contact with a spaceman. In published accounts, he said he had witnessed the desert landing of a flying-saucer scout ship. The spaceman, Adamski stated, communicated with him mainly by telepathy, but he also left hieroglyphics in the sand, made by symbols on the bottom of his shoes. Immediately after this "contact," Adamski reported, one of his party (some distance away) came to the spot and preserved the strange symbols with plaster of paris, which he happened to have

with him.

This first alleged meeting was followed, Adamski said, by other contacts during which he made photographs of flying saucers and mother-ships. After these photographs were published, they were publically denounced as fakes by Frank Edwards, (now a NICAP Board member), Mr. Lonzo Dove, and other well known UFO investigators.

In a later publication, Mr. Adamski reported he had been invited aboard a space ship and had flown around Venus and the moon. Pictures accompanying this new claim also were publicly denounced by Mr. Edwards, Mr. Dove and others.

In the spring of '57, NICAP asked Adamski and other contactees if they would submit proof of their claims, including negatives of photographs, and also if they would take lie-detector tests. In reply, Adamski stated that personnel of two government agencies (not named) advised him not to release his negatives. He also refused to submit for examination a small amount of metal which he alleged was linked with a spaceship. He said he did not have a complete set of the symbolic footprints, which NICAP had hoped to examine. A lie-detector test, Adamski stated, would be useless, but if provided it should also be required of the NICAP panel and Board members, certain military and government officials, including the President of the United States--with all these persons subject to questioning by himself and other contactees.

#### Kansas City Claim Reviewed

If Mr. Adamski's claim is true, it leaves many questions unanswered.

How did the spacemen know about his Davenport trip, which train he would take, that there would be an unscheduled stop, and that he would get out to stretch his legs? Was all this telepathy?

Did the spacemen have the cooperation of certain U.S. citizens who permitted the use of their cars--or were these cars owned and driven by spacemen masquerading as earthlings?

Why wasn't the "saucer" or spaceship

seen arising from the woods near Kansas City and descending to land near Davenport? It was daylight at both times, and both areas are well-traveled and well-populated.

More important, how did the train make up the lost 10 minutes plus the 13 it gained between Kansas City and Trenton? To make up the 13 minutes recorded by the Rock Island Railroad, the engineer operated the train at the maximum safe speed prescribed by the I.C.C. To have made up an additional 10 minutes would have been almost impossible. It would have required a reckless high-speed run, with violent braking at certain points to avoid derailing. Even if the engineer had avoided a wreck, such a hazardous trip would have brought furious complaints from the passengers and an inevitable crackdown by the I.C.C. The result would have been at least a suspension and a stiff fine for the engineer.

Aside from these points, Mr. Campbell's statements from the railroad officials and trainmen, including the engineer, fireman and brakeman, completely deny any such possibility.

If the story is a fabrication, there are only two important questions to answer. First, what about the uncanceled train ticket?

This poses no problem. Another set could have been purchased by Adamski, or by some one aiding him.

Second, why would he have risked being seen getting off the train at Davenport by some one expecting to meet him?

To avoid this, he could have gone through the day-coaches and gotten out well away from his parlor car, merging with the crowd. Or he could have left the train at the regular stop nearest Davenport, proceeding by bus, taxi or rented car.

If the Kansas City claim by Adamski is proved a fabrication, his other claims probably will be labeled false by many who once accepted these stories. However, if Mr. Adamski can get around all the facts presented here, and prove his story, we will make this public in NICAP publications.

The issue seems clear-cut. Either the Rock Island trainmen all lied--or Adamski deliberately attempted a hoax.

George Adamski left on a world-wide tour in April of 1959. One of his first stops was London, where he apparently gave several lectures. There were some high in British society attempting to get him an audience with Queen Elizabeth and Prince Philip, as alluded to in *Time Magazine*, June 1, 1959. While in London he received a letter from the head of the Dutch Flying Objects Society, saying that she had received a call from the palace ". . . that the Queen would like to receive you." Apparently, Adamski tipped off a London newspaper, and when the furor hit the Dutch press, there were second thoughts about an invitation to Buckingham Palace, if there had been one. He did see Queen Juliana, but apparently she was one of the first and last royal personages he ever saw.

As I look over the material from a forty-year perspective, I am reminded that once in a great while we are offered the chance (if we recognize it) to make a difference. I doubt if what I did had much impact on the study of UFOs, but I believe it did enable some to focus better on the task that lay ahead. Adamski's star had been fading for some time, and most of the NICAP readers of those days were not disposed to believe any contactee's stories. When confronted with the Kansas City claim, Adamski asserted that "the CIA probably had provided Mr. Campbell's evidence in order to discredit (his) claims." Actually, it was Adamski's own doing by fabricating such a preposterous tale, one that could be checked out with some degree of accuracy, that was his undoing. I consider it a compliment that Adamski thought I had CIA links, but at the time I was just one man of many in the NICAP organization, doing his job.

My UFO work began to wind down in the summer of 1959. That fall I was to take my first teaching job in Kansas City, Kansas, as my wife and I decided it was time to start thinking of career and family. School districts in those days frowned on teachers being involved in controversy and we began to taper off our UFO connections and work. By the spring of 1960 we felt the urge to migrate West. We found a position in Colorado for the next school year. Living and working in small towns tends to put a damper on anything like UFO interests. There were simply so few people with which to share interests along those lines. As far as I was concerned, the work with UFOs was over; at least that is what we thought at the time.

Alexandria Gazette

July 29, 52

P. 1. William Deffen

"pilots from the 142 Interceptor Squadron  
at Newcastle, Del

shoot down any "unidentified" aircraft that  
refuse to land.