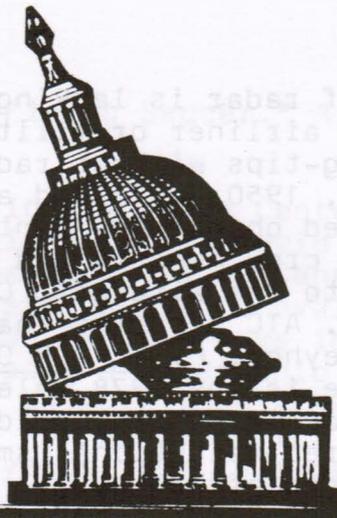


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## UFOS AND STEALTH: A LINK?

(In recent issues, we have reported the possible existence of secret projects relating to the UFO phenomenon. The "MJ-12" story in Just Cause #6, if verified officially, shows the earliest evidence of very high level interest in UFOs, particularly of crashed disc reports. The "Project Moon Dust" story in Just Cause #7 indicates that procedures existed, and probably still exist, for the handling of unknown space objects crashing to earth. In this next report, we take this chain of events further to suggest that some of our present-day technology may have been inspired by early UFO incidents.)

Is there any evidence that UFOs may actually have changed the course of human technological history sometime in the 1950s? If even one of the crashed disc stories of Len Stringfield and others is true then this question has already been answered affirmatively. But what if none of these tales were true? Is there still evidence that such a bold, dramatic change took place? Possibly!

The characteristics of UFO incidents in the first few years of the modern UFO era were of great interest to our military. The recent release of Air Intelligence Division Study No. 203, dated 10 December 1948, delineates some of these characteristics:

- Most of the objects were thin discs, round on top and flat on the bottom.
- A high rate of climb and ability to remain motionless for long periods was evident.
- Sizes ranged from a quarter to 250 feet.
- Speeds ranged from motionless to supersonic.

These capabilities were certainly not typical of then-contemporary aircraft. Additionally, the objects often were detected on radar, indicating a solid, metallic structure. The fact that UFOs were seen visually and at the same time detected on radar was an important point in favor of the reality of the phenomenon. But largely ignored in the pursuit of evidence were reports of objects having been seen at close range, yet not detectable on radar. At first glance this would not seem to be the best type of sighting in favor of UFOs; the

independent confirmation of radar is lacking. However, there are many impressive cases involving airliner or military pilots and crews seeing UFOs virtually off wing-tips without radar detection. Example: the Adickes case; April 27, 1950; involved a TWA DC-3 over Goshen, Indiana. Here, a disc-shaped object one-tenth as thick as its diameter was seen by numerous crew members and passengers. While the object was in view parallel to the aircraft, Capt. Robert Adickes contacted Air Traffic Control. ATC reported that they had no aircraft listed in the area. (see Keyhoe, F.S. FROM OUTER SPACE, pgs. 145-148.) A more contemporary example is the 1978 Valentich case over the Bass Strait in Australia. Here again, radar could not detect a UFO in very close proximity to Pilot Fred Valentich's small aircraft. Valentich vanished without a trace soon after.

While not mentioned in the AIDS 203 study, this curious feature must have been of intense interest to Air Force analysts entering the decade of the 1950s. After all, if something were in our skies that managed to avoid detection by radar, our military would be criminally lax not to take a close look at this.

The Air Force did not let us down either! Previously, very little existed to make a case for Air Force study of apparent radar invisibility of UFOs. Thanks to Robert Todd once again, a potential link has been provided.

In 1978, Todd was engaged in researching the records of the SSG (Special Study Group) of Air Force Intelligence, now known as the SAG (Special Advisory Group) under the Assistant Chief of Staff, A.F. Intelligence. Major General James Brown, the Assistant Chief of Staff at the time, released a number of documents to Todd under the FOIA in a letter dated October 12, 1978. Among the things released was an undated report called "Constraints." Its contents are rather significant:

"The only real possibilities of avoiding detection during these later time periods, therefore, require the development of vehicles which are either technically undetectable by radar, or of such unusual design that the radar signals they yield will be unrecognizable. The Cambridge Research Center has made a preliminary exploration of both of these possibilities for the Development Planning Office. They found that radar absorbing materials could not be used in aircraft or missiles without sacrificing their aerodynamic qualities, and they concluded that the only vehicle that might confuse a radar net would be one in the shape of a flying saucer or a flying sphere. (emphasis added. ed.) (Balloons might meet the latter requirement, but the altitudes they can achieve are such that they would be visible during the hours near dawn and sunset.)"

Here we see a very clear connection between the concept of a UFO, or "flying saucer", being radar-proof and application of this technology to our own aircraft, now generally known as "Stealth." A great majority of A.F. Intelligence records released so far have been in the 1948-1953 period so it is likely that "Constraints" dates from this time.

With this in mind, something else takes on new meaning. Two memos appear in A.F. intelligence files during 1953. The first, dated June 23, is a confidential memo to the Air Attache in Ottawa, Ontario, Canada from the Directorate of Intelligence, USAF, titled,

"Possible Development of Flying Saucer." A portion of the memo contains this:

"The Air Technical Intelligence Center advises that there is no information available that would indicate that any 'flying saucer' is under development in Canada at the present time. Accordingly, they are unable to evaluate your report. A.V.Roe, Limited, of Toronto, Canada, have indicated that they are interested in developing a supersonic type of aircraft but this has not progressed to more than a sketch stage of development and would probably not be ready for the drawing board in less than two or three years from this date."

We see mention of the now-famous AVRO car, not yet on the drawing board and generating less-than-enthusiastic response from A.F. Intelligence. However, on December 29th, the following letter from Major General John Samford, A.F. Director of Intelligence, to Col. G.L. Wertenbaker, Chief of ATIC, Wright-Patterson AFB, Ohio, states:

"It is my understanding you are continuing an active interest in the 'Flying Saucer' being developed by the Canadians. Also, you may have knowledge of General Putt's reaction to their program from his recent trip to that country. I would appreciate your analysis of this Canadian program. There is also an interest from both the possibility standpoint, and time factor required by a foreign country to achieve results in this field. If you so desire, we might be able through our contacts with the Canadians here, to arrange an ATIC representation during this development, or phases thereof."

A rather dramatic reversal! Why?

Let us suggest the following scenario. A.F. Intelligence, in evaluating UFO incidents in the years before the AVRO project, noted the curious, radar-proof feature of the disc-shaped design. A study was conducted, needless to say in great secrecy, to see if it was possible to apply this radar invisibility to our own aircraft. "Constraints" is clear evidence of this.

Sometime between June and December 1953, perhaps the time when "Constraints" appeared, A.F. Intelligence recognized real potential for building a radar-proof vehicle and suddenly took a strong interest in the proposal of A.V. Roe, Limited, for a flying saucer-shaped aircraft.

It would have been ridiculous to expect the aircraft, operating on an air cushion principle, to duplicate the reported flight of a UFO: right-angle turns in an instant; flight at thousands of miles per hour; etc. In fact, a later 1963 NASA Technical Note (Large-Scale Wind-Tunnel Tests of a Circular Plan-Form Aircraft with a Peripheral Jet for Lift, Thrust, and Control by R. Greif & W. Tolhurst, Jr., NASA Tech. Note D-1432, Feb 1963.) indicates this:

"...the aircraft does not in any instance have static aerodynamic stability. To make it a flyable vehicle, an automatic stabilization system of some type would have to be employed."

However, to the AVRO participants it would have been quite

logical to expect the vehicle to demonstrate some ability to be radar-proof, given the disc-shaped design, and hope that it's aerodynamic performance would have been adequate enough to justify production. It didn't demonstrate capable flight and was thus discontinued.

The radar-proofing probably wouldn't have been completely effective as it was, given the lack of modern-day, radar-absorbing materials in current aircraft. Yet, the AVRO car could be regarded as a good first try and perhaps even as the father of the F-19 Stealth fighter. It may have been far from the total dud everyone thought it was!

A few more things to consider:

- The Air Force's code name for the Stealth fighter program is "Have Blue." We have noted the frequent use of the word "blue" in UFO-related code names. (see CLEAR INTENT, pg.9.) Here is another example.
- Two other SSG studies are listed in an extract of the Special Study Group Summary History (1950-56), as supplied to Robert Todd. They are:

1952 - Flying Saucers

1954 - Canadian "Flying Disc" Aircraft

Neither study is in hand at present and are well-hidden. Both could provide support for our contention if they could be located. If they are withheld from the public, then we have further evidence of the government's lack of candor on this subject.

In suggesting that our technology may have been influenced by Air Force UFO studies, we need no longer invoke the ephemeral crashed-disc reports as the only cause for such advancement. It has always been my thought that technical advances are possible from the study of UFO behavior if we only looked at the data very carefully, with as discriminating a mind as possible. While a crashed-disc incident may have after all provided physical materials from which we could learn, we have yet to prove it. The clues offered by the slim releases of Air Force Intelligence offer a more acceptable alternative until the day when a "Roswell" becomes indisputable.

the Editor

SECRECY BUMPER STICKERS AVAILABLE

Thanks to the membership of Massachusetts MUFON, a new supply of "UFGS ARE REAL - ASK THE GOVERNMENT" bumper stickers are available from CAUS. Previously offered by Mass MUFON for the MUFON membership, the new printing differs slightly from the old. The new has bold yellow lettering on a blue background. Mass MUFON's address, which happens to be your editor's address too, appears on the bottom. A MUFON emblem appears in the lower left corner. While the emblem is not CAUS's, the message is and we encourage CAUS subscribers to display this message for all to see. It is a nice novelty item and helps to support UFO research, both for CAUS and MUFON. The price is \$2.50 payable to: Mass MUFON, Box 176, Stoneham, Ma. 02180.