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Projects Sign & Grudge - Just Cause

From: legion@werple.net.au
Date: Fri, 24 Jan 1997 08:36:53 +1100 (EST)
Fwd Date: Thu, 23 Jan 1997 19:29:13 -0500
Subject: Projects Sign & Grudge - Just Cause

Hi All..

The latest issue of Just Cause just arrived in the mailbox with more news of recently retrieved documents from Projects 'Sign' and 'Grudge'. Other articles include an analysis of NASA's cautious announcement of the 'Martian Meteorite'; an "interesting State Department release" documenting the nocturnal activities of two U.S. Government officials during their visit to the HQ of the 'China UFO Research Society'; details of a new index for UFO documents developed by Ed Stewart; and a balanced appraisal of Carl Sagan's contributions to science and UFology.

Included with Just Cause is the "Special Blowhard Edition" of Robert Todd's new publication, The Spot Report. Hard-edged, between-the-eyes stuff, definitely not for the UFologically feint-of-heart.

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- John

From: Just Cause #49 'Citizens Against UFO Secrecy' Dec '96

PROJECTS SIGN AND GRUDGE RECORDS RELEASED

Yet another large document release of early Project Sign and Project Grudge records have been made available. Sign and Grudge, for those unfamiliar, were the Air Force's first organized UFO investigations beginning in 1947 through the early 1950s. Nearly one thousand pages of documents were released from the National Personnel Records Center in St. Louis, Missouri. They are amongst the records mentioned in the General Accounting Office's report on Roswell as having been consulted by the GAO in the process of their crashed-disc inquiry. The release was cleared by the National Air Intelligence Center at Wright-Patterson Air Force Base, Ohio on November 20, 1996.

About two-thirds of the records concern Project Sign activities in 1948, the rest dealing with 1949. It is a mixture of case material and administrative handling of the investigations.

Most notable so far is that once again, as in the case of the 4602nd AISS records for the mid-1950s obtained from the National Archives (Just Cause, March-June 1996), we see that missing cases from the Project Sign years are surfacing through this release. For example, the San Acadia Dam, N.M. case of July 17, 1948, listed as missing in the Project Blue Book inventories at the Archives, is listed here. Same with Columbus Ohio, July 8, 1948 and Sterling, Utah, October 16, 1948. The long-suspected extra copies of Air Force records, kept aside from the Air Force's main Blue Book case holding, are beginning to surface, repairing some of the damage to the historical record thought to have been created by the missing records.

An interesting remark appears in a June 23, 1948 document from the Acting Chief of Intelligence, Col. R.D. Wentworth, enclosing corrections to a draft copy of a "Special Report-Project Sign." Relating information from the Air Force's Director of Research and Development, Wentworth revealed that a "vast majority of the objects" were similar to flying wing-type aircraft of low aspect ratio (i.e. thin or flat) and that reference should be made to this fact and such past experiments by the Air Force's Engineering Division and to present experiments by the Navy. In other words many of the reports might have been caused by the sighting of experimental vehicles by the military. We can relate this to modern reports of strange aircraft near places like "Area 51."

So as late as June 1948, high level thinking tilted towards UFOs largely being experimental, low aspect ratio aircraft, not alien ships. At this time we would have had the Roswell "vehicle" for about a year. If we already knew that UFOs were alien and had the proof, why this tremendous amount of wasted energy chasing high-altitude reports? Wouldn't the Air Force's Director of Research and Development have had his hands full doing research on the in-hand alien vehicle instead of being concerned with sightings of distant objects which were often not clearly reported or which contained little useful detail for an engineer?

If we are to accept stories about the Estimate of the Situation, the reported Air Force Project Sign document that allegedly concluded that flying saucers were extraterrestrial vehicles, then what had happened between June 23, 1948 and the writing of the Estimate, said to have occurred in the summer of 1948? Major Dewey Fournet, one of the few remaining witnesses to the existence of the Estimate, has said that the document's conclusion was based upon the existing case material of that time and that the conclusion was an "extreme extrapolation" from those reports, and that physical evidence did not figure in the conclusion. The only major story after June 23, 1948 to the end of the summer was the Chiles-Whitted incident of July 24, 1948. The sighting at 2:45 AM by the Eastern Airlines pilots was of a 100-foot, torpedo-shaped object with a double row of glowing windows and a blue glow of light underneath. It took place in the air near Montgomery, Alabama. And indeed it has been said by a former head of Project Blue Book (Edward Ruppelt, Report on Unidentified Flying Objects, 1956, page 41) that the sighting had a profound influence on Project Sign personnel, to the extent that it led them to conclude that UFOs were interplanetary. This one incident can be argued to be the single most important sighting in the Air Force's records, according to the influence it had on Air Force thinking.

But what about crashed discs and Roswell? Shouldn't that have had a more profound influence long before? Where does such fit into real history?

As researchers continue to gain insight into government UFO investigations, we continue to get the same message from the flow of early records. Physical evidence does not figure into the equation. The government was groping for solutions. We may be surprised by future discoveries but until that happens we must depend upon what we know to be real rather than imaginary events.

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