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UFO UpDates Mailing List

Re: Karl Pflock, Crashed Saucers & The Truth

From: Bruce Maccabee <brumac@compuserve.com>
Date: Fri, 14 Aug 1998 12:32:20 -0400
Fwd Date: Fri, 14 Aug 1998 14:31:33 -0400
Subject: Re: Karl Pflock, Crashed Saucers & The Truth

>From: Tim Matthews <matthews@zetnet.co.uk>
>To: <updates@globalserve.net>
>Subject: Karl Pflock, Crashed Saucers and the final truth about flying discs!.
>Date: Fri, 14 Aug 1998 06:36:19 +0100

>Dear All,

>I read with interest ex-CIA man Karl Pflocks' fascinating and
>typically lucid article entitled "For Your Eyes Only" featured
>in the new issue of Fortean Times, FT114 - September 1998,
>pp.34-38.>

>It seems to me that the UFO debate is only allowed to exist
>within certain parameters whereby;>

>On the one hand the 'believers' believe that an ET craft crashed
>at Roswell and others perhaps crashed elsewhere and that
>subsequently the material and or bodies were taken to a
>classified location for testing and evaluation.

>On the other hand the skeptics argue, through an examination of
>declassified documents and by pointing out the sometimes obvious
>inconsistencies in witness statements, that no flying saucers
>crashed. They often further conclude that there are therefore no
>saucers, period..

>This dead end debate fails to consider the strong possibility
>(or reality in my opinion) that the US military was engaged in
>the construction of a number of flying disc-type aircraft -
>technically speaking these were only UFOs to the uninformed
>observer and were in fact low aspect ratio aircraft - from 1946
>onwards..

>I fully recognise that the skeptics and believers are not
>prepared to admit to this and as a result both myself and the
>few aviation researchers - not Ufologists - who research this
>area of interest plow a rather lonely furrow. >

>Firstly, there is no doubt that one element of the reality
>behind low aspect ratio aircraft is German in origin. The work
>of Alexander Lippisch, the Horten Brothers, Gunter Boch, Walter
>Dornberger, Von Braun, Dr. Richard Walter Miethe and others was
>way ahead of the allies.

It would appear that to Tim Matthews the evidence that wind
tunnel tests were carried out on *models" can be used to argue
that full scale operational dislike craft made by the USA or

perhaps Russia (Or both) were flying around in 1947 and ever afterward.

He cites General Schulgen's document which indicates that a high speed circular craft...or "low aspect" *could be made*. But now comes "dueling documents". In a letter to the FBI Gen. Schulgen said he had checked with military aircraft research and there were no projects that could give rise to saucer reports (Schulgen, 5 Sep 1947; in FBI file). The bottom line is and always has been that if the witnesses were reasonably accurate...and Matthews assumes they must be, else how would it be possible to identify what they saw as dislike aircraft...then these things were capable of dynamic activity far exceeding anything we had.

Note: in the Intelligence Collection Document generated at Wright Field and then promulgated by Schulgen it is stated that one of the characteristics of these saucers is "the ability to appear without warning as if from an extremely high altitude" and another is "the ability to quickly disappear as if by high speed or complete disintegration." Kenneth Arnold's sighting is the first for which a reasonably reliable speed estimate is possible... 1700 mph. Not even a conventional jet could go that fast until the 1950's.

I appreciate Mr. Matthews willingness to look into documents and he cites one I hadn't seen (June, 1948). Perhaps if he read my book (THE UFO/FBI CONNECTION/ contact me for information) he would get even further ideas and information to check on.

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