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UFO UpDates Mailing List

Arnold, Roswell and US/Nazi/Japanese Tech

From: **Asgeir Waehre Skavhaug** <KONAWS@statoil.com>
Date: Fri, 23 Oct 1998 12:46:36 +0100
Fwd Date: Fri, 23 Oct 1998 13:44:13 -0400
Subject: Arnold, Roswell and US/Nazi/Japanese Tech

Hi List,

There are 'some suspicions' that there might be a connection between the Arnold sighting, the Roswell incident and the US military's use of new or self developed technology, or captured from the Nazis and/or Japanese after the war.

Much of this hidden info. is likely to be revealed when reviewing US military documents that nowadays - many years after the early post-war area - are being declassified, and also available on The Web.

In this connection I came across some articles regarding the Roswell incident on the web:

<http://www.popularmechanics.com/popmech/sci/9707STSPM.html>

This article seems to be written by Mr. Jim Wilson in 1997; a PM (Popular Mechanics) journalist.

I don't know whether any of you have read or heard about this article and the author before, and I don't know anything about the author's credibility and objectivity - just read it and make your own conclusion about it.

In this article he's mentioning the following (regarding the Roswell incident):

"Suspecting there was more to the Roswell story, Popular Mechanics undertook its own investigation to learn if anything new had emerged in this 50- year-old techno-mystery."

"After interviewing witnesses who had seen and handled crash-site debris, and reviewing documents that were still classified when the GAO undertook its investigation, we have concluded that there really was a crashed disc, dead bodies and a secret that could have been politically deadly to presidents Harry S. Truman and Dwight D. Eisenhower."

Since mid-May, America had been in the grips of what historians would later call the great UFO craze of 1947. By some counts, as many as 800 sightings of strange objects were reported. At the bars, lunch counters and dinner tables in Roswell, airmen retold stories of mysterious "kraut balls" and "foo fighters" that had played tag with bombers and fighters as they flew missions over Europe and the Pacific."

"There is one more important, but often overlooked, historic fact to keep in mind. In the years immediately after the war, the term 'flying disc' did not necessarily mean a flying machine from another planet."

"Randle's claims were largely based on a series of interviews that he had conducted with a former U.S. Army counterintelligence agent who at various times has been identified as either Frank McKenzie or Joseph Osborne. Now, as I spoke with this former spy in the back dining room of Roswell's Sally Port Restaurant, I wasn't quite sure he could be trusted. People I do trust had vouched for him. He showed me documents that confirmed he had been assigned to the 509th. At the time of the Roswell incident, he had been a civilian employee assigned to intelligence duties. It was a job that could have given him access to the impact site."

"At that point, I decided to wrap up the interview by asking the spy an innocuous question: "What do you think of the crash-site dioramas in the UFO museums?" "They got it wrong. It wasn't round. It was heel-shaped," he said, tracing a pattern with his finger. With my curiosity rekindled, because the city's two UFO museums both depicted circular craft, I slid my notebook across the table and asked him to sketch what he allegedly saw. The spy then drew side, top and bottom views of what I immediately recognized as a wingless lifting-body airframe. It was a dead ringer for the X-38, which NASA and the U.S. Air Force are planning to use as a mini-space plane."

"So, I decided to give the spy one last test, and asked, "Are these heatshield tiles?" "No," he said, ignoring the bait. "They made it invisible to radar." I signaled the waitress for another round of drinks, sat back and listened as the spy his real name is Frank J. Kaufmann told me how he helped to engineer the "great Roswell coverup."

"Acting on what he said were orders from Brig. Gen. Martin Scanlan of the Army's Air Defense Command (or 'Temple'; AWS) Kaufmann told me he returned to Roswell. Here, he roused the base commander Col. William Blanchard and intelligence officer Marcel. With a small contingent of men, they drove north through the sleeping city and onto what is now Route 285 north. Near mile marker 132, they turned off the road and began driving across the desert, stopping from time to time to cut the barbed-wire fencing. Around 3 am, they found a heel-shaped craft measuring about 25 ft. long and 12 ft. wide embedded in a cliff.

It was split open. One of its four small passengers was thrown clear. Another was partially out of the craft. Two more were inside. All were dead, their bodies intact and unburned. Kaufmann said he watched as a crew from the airfield worked feverishly beneath searchlights to load the fractured craft and bodies aboard a flatbed truck before dawn. Meanwhile, a second team hastily created two diversionary sites to confuse the curious."

"As the Sun boiled up from the east, the tarpaulin-covered Army truck rolled slowly south through downtown Roswell. Unnoticed by residents who had long ago grown used to the sight of military traffic, it made its way past the base gates and into a hangar, which was promptly surrounded by armed guards. Before evening, the wreckage and bodies were loaded aboard a military transport and flown first to Fort Worth, Texas, and then on to Wright Field in Ohio"

"It is a compelling story, spiced with some verifiable information, but upon closer examination, the former spy's tale is fraught with inconsistencies. The most obvious of these being a lack of burned wreckage or charred bodies at a crash that allegedly produced sufficient illumination to alert residents miles away. It is also filled with factual errors, says Stanton T. Friedman. A University of Chicago-trained nuclear physicist, he was the first civilian to investigate the Roswell incident"

"I was all but ready to trash Kaufmann's story when a nearly foot-thick package of documents obtained via Freedom of Information Act requests arrived on my desk. As I read their badly photocopied pages, I came to realize that my judgment of Kaufmann's story might have been overly hasty. The more I read, the more credible Kaufmann's tale--except for his conclusion about extraterrestrials--became."

"Using key words and technical descriptions in the Silver Bug report, PM was able to trace the origin of these remarkable aircraft to Germany. And here, in half-century-old intelligence files stamped "secret," we learned that the U.S. government had mounted a massive search for engineers and scientists who had worked on the so-called German saucer project.

Contrary to UFO literature, which claims the Germans were attempting to reverse-engineer a crashed alien vehicle of their own, these documents show a more practical reason for interest in saucers: They could take off without runways. Months of around-the-clock bombing by the allies had reduced German runways to rubble. The Third Reich's only hope of using its newly perfected jet-engine propulsion system to regain air superiority would be to install it in a vertical-takeoff-and-landing (VTOL) aircraft."

"The documents also tell of Army intelligence officers combing Europe for two brothers,

Walter and Reimar Horten.

Trained as pilots and engineers, they had close connections to the Reich's high command. The information provided to Army intelligence said they were believed to have persuaded German leaders to construct a fleet of saucer-shaped bombers. U.S. military historians acknowledge that the Horten brothers built and flew prototypes of circular and flying-wing aircraft. But they dismiss these craft as aeronautical curiosities with no military value. Initially, PM discounted a possible connection between the Horten brothers and Roswell. We began to think differently after we obtained a copy of a long-secret field report from an American intelligence officer stationed in Germany. In response for a service-wide request for information about the Horten brothers, he had apparently looked into the most secret military files. There he discovered, and duly reported to his superiors, that the Horten brothers already had been found. "Paperclip records further show that the men were released by the U.K. for exploitation and allocated to the U.S. [on] 15 November 1946," the officer's report said."

"Operation Paperclip" was the code name for one of the Second World War's most secret and ethically controversial projects. Its mission was to put former Nazi scientists and engineers on the U.S. payroll. The American public knew the secret of Los Alamos weeks after the first atomic bomb exploded. They would not be told of Paperclip until after men landed on the Moon, an event made possible by Paperclip rocket scientists.

The reason for keeping Paperclip secret was that the laboratories at which many of the former German scientists had worked were also Nazi slave-labor and death camps. The fact the Nazis had technology that American engineers could not duplicate was deemed too harsh a message for a nation that had gone to war for a higher moral purpose."

"Probing further into the fate of the Horten brothers, PM learned that just prior to their capture they had been working on the design for a new generation of circular-shaped vertical-takeoff aircraft, with specifications much like those described in the Silver Bug report. Other records indicate that after the war, models of the Horten's designs--possibly constructed by the brothers themselves--were tested in the wind tunnel at Wright Field, now Wright-Patterson Air Force Base. This is the same base to which the wreckage of the Roswell crash was finally transported."

"The Air Force acknowledges the Germans were working on a flying-disc craft, but says it was inherently unstable. Officials point to the failed Avro flying car built for the Army and a deteriorating plywood Horten wing, both on display in museums. Declassified records obtained by PM in the course of its investigation suggest that these marginally performing craft were, in fact, shells intended to disguise the existence of more formidable flying machines. One of the most potent of these flying discs was developed under a secret program called Project Pye Wacket. Its objective was to design a 5-ft.-dia. liquid-fueled missile launch platform to protect U.S. bombers penetrating Soviet airspace."

"In the end, the military would select conventionally shaped planes and missiles. As for the Horten flying disc that the Reich had hoped would turn the tide of battle, patent rights to a remarkably similar craft configured to carry "passengers" would be assigned to the Lockheed aircraft company."

"Despite this information, the possibility that the object that crashed at Roswell was in fact one of the Horten brothers' creations misses the mark on two important details. The craft that Kaufmann claims to have helped recover was not round, but as his sketches showed, a lifting body. Also, he claims there was no fire damage, a virtual impossibility in the crash of a jet-powered aircraft."

"PM suspects the craft that crashed at Roswell will eventually be identified as either a U.S. attempt to re-engineer a second-generation Fugo, or a hybrid craft which uses both Fugo lifting technology and a Horten-inspired lifting body. In either case, Japanese engineers and pilots brought to the U.S. after the war to work on the project could have been the dead "alien" bodies recovered at the crash site."

In this context, the following URLs are also referred to:

A)

<http://www.popularmechanics.com/popmech/sci/reporttp.html>

i.e., the following is cut from the report Joint ATIC-WADC Report on Project Silver Bug, 1955:

"The subject of this report deals with a proposal for a new type aircraft by one of Canada's most progressive members of the aircraft industry, AVRO Aircraft, Limited, a member of the Hawker-Siddley Group. This project should in no way be associated with any science fiction or "Flying Saucer" stories because of its external appearance. The configuration was a result of an engineering investigation into the solution of a particular problem."

- "The proposal is for the design of a supersonic research aircraft having a circular planform and VTO characteristics. One version provides for the use of several conventional axial-flow engines, while the ultimate aircraft configuration utilizes a new radial-flow type engine. Another unusual feature of this proposal is that the control of the aircraft is accomplished by selective direction of the exhaust gases which eliminates the necessity of conventional aerodynamic control surfaces."

- " There is a USAF requirement to develop means of operation from dispersed bases. This requirement stems from the growing and possibly catastrophic vulnerability of conventional air bases. The major feature of conventional air bases is the runway, which has grown wider, thicker, and longer as aircraft have become heavier and faster. The operational necessity of runways leads to concentrations of aircraft which have become critical targets. The logical approach to dispersed base operation would then appear to be toward reducing the length of runways or to their total elimination. Numerous schemes have been proposed, investigated, and some developed to reduce the take-off distance of aircraft. Among them are water ejection, after-burning, and RATO. Drag chutes and methods of thrust reversal have been developed for reducing landing requirements. Attempts to eliminate runways completely have resulted in helicopters, convertiplanes and what is known as VTO aircraft."

- "There are two general types of VTO aircraft - "tail-sitters" and "flat-risers." A flat-riser takes off in the vertical direction in a normal horizontal flight attitude, while the tail-sitter takes off vertically from a position which is 90 degrees to a normal level horizontal flight attitude. Examples of tail-sitters are the United States Navy projects with Lockheed and Convair which utilize a turboprop power plant, and the USAF project with Ryan Aeronautical Corporation utilizing turbojet power plants. Examples of the flat-riser are the Rolls-Royce "Flying Bedstead" and the Bell VTO aircraft. The basic design problem associated with any aircraft of this type becomes one of achieving in a single vehicle VTO and military

performance capabilities. A possible solution to this problem has been proposed by A. V. Roe, Canada, Limited, in the form of their Project Y2 (Secret)."

- "The cockpit is located at the center of the aircraft with the orientation of the cockpit determining the fore and after center- line of the aircraft as well as the normal direction of forward flight. The airframe, fuel cells, and the gas turbine power plant encircle the cockpit. (See Figs 3 and 4.) This aircraft is designed for vertical take-off and landings while in the horizontal flight attitude, i.e., a "flat-riser". Since this aircraft rises vertically from a horizontal position, it does not require a landing gear or auxiliary landing devices. The flat-riser flight take-off technique, the elimination of the landing gear and auxiliary landing devices, are brought about by the peripheral exhaust which produces a "powerful ground cushion effect" (Fig 5). This is one of the fundamentals upon which this new radical aircraft design is based."

B)

http://ufoinfo.com/roundup/v01/rnd01_05.shtml

i.e., the following is cut from this report, regarding Frank Kaufman's story:

"When the report of a crashed UFO came from Brigadier General Martin Scanlan ('Temple'; AWS) on July 4, 1947, Kaufman and his team of agents went out to the crash site, which he described as "very rough country, no roads at all." They found the UFO, shaped like a man's shoe heel, crashed into the wall of an arroyo. The vehicle was split open, and the team found four dead aliens... and one that was still alive!"

-Kaufman said the UFO was loaded onto a flatbed truck, brought back to the base, and stored in Hangar 84, which had an armed M.P. platoon all around it. The four dead aliens were laid out on a tarpaulin before the ambulance took them to the base hospital for the autopsy."

The overall conclusion which can be drawn from these articles is that:

The whole thing seems to deal with the US military's 'frenetic actions' involved in hiding new and recovered/captured aircraft technology - something which is understandable, especially as regards the Cold War area, and the "arms/tech. race" between Soviet and USA/Allies in those days.

Regarding people's thoughts of 'intergalactic invasions' in connection with these flying saucer/disc sightings in 1947 (e.g., Maj. Marcel, and possibly also Gen.Ramey), this is possibly connected with Orson Welles' radio performance of H.G. Wells' "War of the Worlds", involving invasions from Mars, which took place some 10 years earlier, i.e.:

<http://www.blackstoneaudio.com/html/books/b1513.html>

Mr. F.Kaufmann has described (at least) two significantly different discs at the Roswell crash site: The one presented for Mr. Randle and Schmitt, and the other for PM's Mr.Wilson.

From the present interpretations of the Ramey message (as already presented for The List) this _seems_ to indicate that the disc described for Mr. Wilson might be correct, as he was also mentioning the craft ('crash/disc/disk), 4 small passengers ('4 ... victims'), two/three 'sites' ('site one/two') and a contingent ('extra powers') of men. (The word 'disc', or 'flying saucer', was probably used by the military in those days to indicate a craft having circular planform; a 'disk' could indicate both circular and other planforms, like today's computer disk.)

Four 'secret', American, military projects are mentioned:

1. Project Silver Bug; re. design proposals for disc-shaped, or radical, aircraft; a supersonic aircraft having a circular planform (1955).
2. Project Paperclip; the code name for one of the Second

World War's most secret and ethically controversial projects. Its mission was to put former Nazi scientists and engineers on the U.S. payroll

3. Project Project Mogul; re. a balloon that was carrying instruments to detect Soviet nuclear tests.

4. Project Pye Wacket; the objective was to design a 5-ft.-dia. liquid-fueled missile launch platform to protect U.S. bombers penetrating Soviet airspace.

The WRIGHT-PATTERSON AIR FORCE BASE, or Wright Field, OHIO, is mentioned in connection with the following 'incidents':

- * Wind tunnel tests of circular-shaped, VTOL aircraft
- * Models of the Horten's designs--possibly constructed by the brothers themselves--were tested in the wind tunnel at Wright Field, now Wright-Patterson Air Force Base.
- * The wreckage and bodies from the Roswell crash was finally transported to this base
- * A declassified Air Force briefing paper titled "Report On Project Silver Bug." It was prepared by the Joint Air Technical Intelligence Center at Wright-Patterson Air Force Base in 1955

i.e., really 'interesting things' were going on at this base in those days.

There were _proposed_ developments of aircraft having 'circular planform' and VTO (Vertical Take-Off and Landing) characteristics in 1955 (mentioned 'Flying Disc').

The reason we don't see these craft today (at least not very often; and possibly - and correctly - observed as UFOs!) might be because of problems with instability, expensive to produce, and/or that they _are_ being used, but exist only as experimental planes, used by the military for research and 'spying'/'special' missions only.

The inherent craft instability may - to an acceptable degree - have been solved. (Many of the aircraft today are inherently unstable, e.g., JAS Gripen, but this is compensated for automatically by using many pressure sensors located on the craft, and aided by powerful computers on board the plane to help controlling and piloting.)

According to the article's contents, it seems (possibly correct - as proposed by many) that, in connection with the Roswell incident, we might actually be dealing with 'aliens', i.e., not exactly ETs, but rather Japanese ('kamikaze') test pilots! (They were often described as being 'small' - having 'children's height' - and having Oriental features.)

In addition, the use of 'alien tech.' could also mean the capture and use of Nazi and/or Japanese technologies. - which were unknown for the US and the Allies till after the war.

In this context, referring to this PM report, could the 'hieroglyphs' detected on the beams on the Ramey office photos, i.e.:

<http://www.abduct.com/aaer/n53.htm>

possibly be Japanese writing/imprints? I'm just wondering...(Any Japanese readers of this list who can 'validate' this idea? Or any others, having knowledge of Japanese writing?) Or, could it just be some marks left from the assembling process; welding, smoldering etc.?

It is well known that the US used ('alien') technology recovered from German scientists (but not necessarily _Nazis_) after the war. This includes - at least - the rocket technology, fronted by von Braun.

It is also well known that there were numerous sighting of 'flying saucers' the first years after the war - and most likely - due to the intensive developments and tests of the new and captured technologies, involving some exotic aircraft, missiles and rockets.

Regarding some of the US captured tech. a reference is made to the following web sites:

<http://www.cris.com/~Danford/horten.htm>

where the following is mentioned:

"Several nurflugels came to the U.S. as war booty,

including the center section of the Ho 229. Four of them are now back in Germany for restoration, with one to remain there when the work is finished, while the other three rejoin the collection of the National Air & Space Museum. A restored Horten sailplane is on display at Planes of Fame in Chino, California, which also owns a Northrop N-9M, a technology demonstrator roughly the size of the Ho 229, but much less sophisticated."

"Construction of the H IX V3 was nearly complete when the Gotha Works at Friederichsroda was overrun by troops of the American 3rd Army's VII Corps on April 14, 1945. The aircraft was assigned the number T2-490 by the Americans. The aircraft's official RLM designation is uncertain, as it was referred to as the Ho 229 as well as the Go 229. Also found in the destroyed and abandoned works were several other prototypes in various stages of construction, including a two-seat version."

-"The V3 was sent to the United States by ship, along with other captured aircraft, and finally ended up in the General H. H. "Hap" Arnold collection of the Air Force Technical Museum."

"The all-wing aircraft was to have been brought to flying status at Park Ridge, Illinois, but budget cuts in the late forties and early fifties brought these plans to an end. The V3 was handed over to the present-day National Air and Space Museum (NASM) in Washington D.C."

Regarding the US Flying Wings by Northrop, this URL can be checked:

<http://www.cris.com/~Danford/album.htm>

where the following is mentioned:

"In time, the team of Northrop, von Karman, and Sears tamed the N-9M, but the Army was losing patience with the development problems at Northrop and Consolidated. Development of the B-36 was behind schedule, and the XB-35, which was even more of an engineering challenge, had yet to fly. So the production contract was canceled, leaving only two X (experimental) and 13 Y (service test) B-35s on order.

The XB-35 finally took to the air in June 1946, almost a year after Japan had surrendered. Company pilot Max Stanley flew it to Muroc Army Air Base. "No trouble," he reported. The same couldn't be said of the XB-35 thereafter: Its engines overheated, its propeller shafts vibrated, its propeller gearbox broke down, and its auxiliary power unit (a gasoline-powered electrical generator) failed."

Note the links to the Horten brothers, and note that they (the Americans, and Hortens?) were testing the YB-49 in 1947 - being very much like the Ho 229.

Jet powered versions of these Northrop craft could thus also be realistic alternatives to the Arnold sightings; i.e., N-9M or YB/XB-35; check:

<http://www.wpafb.af.mil/museum/research/p79.htm>

and,

<http://www.flightonline.mcmail.com/northrop.htm>

To conclude, based upon the available info. so far, the following is proposed:

The Arnold sightings were most likely:

1. Guided missiles, and/or,

2. Some early experimental planes, possibly captured from Germany just after the war, or possibly developed by Northrop or some other American company - and not extra terrestrial (ET) aircraft, and the reason being:

It is fairly unlikely that an ET tech. observed - e.g. by Arnold - in those days, should be nearly identical to an existing, well known (however not yet really well-proven) and already developed American/German aircraft technology. (At least, the theory was well known.)

What is left here is to check unclassified US military records of possible flying tests which took place in those days (e.g., located on the Web). (It is guessed that the military was responsible for these kinds of projects.)

There is also a possibility that the sightings could be some Soviet developed aircraft or missiles/drones, having shapes to be nearly invisible on the radar screens, i.e., being fast-flying, flat, tail-less and oval/saucer/crescent-shaped, etc.

The Roswell Incident is possibly (at least) two incidents; one involving (a) weather balloon(s) - either Japanese or American (Project Mogul?)- the other involving an experimental aircraft, possibly developed by an American company, in co-operation with 'alien' scientists (German, Japanese), or possibly some war booty. The test pilots could, for instance, be Japanese, and former 'kamikaze' pilots - 'hired' by the American military.

The imprints on the balloon remnants shown on Ramey office photos may be some Japanese signs, indicating relics from a Japanese balloon.

The message in Rameys hand, i.e.:

<http://www.geocities.com/Area51/Hollow/8827/ramey.html>

is likely to be a message from Brig. Gen. M. Scanlan ('Temple'; AWS), and the original of this message should (if not already destroyed) be found in the archives at the US Army's Air Defense Command, or at some other (uncertain) US archives (unclassified now?).

So far, the Ramey message indicates that Scanlan was informed of the 4, (Japanese?) victims from the crash of the test plane (or balloon), and he started a 'cover-up' to keep this crash and the aircraft wreck as a secret, and also involving some extra 'crash sites', extra personnel, and some remains of a recent crashed weather balloon - either Japanese or American (Project Mogul?).

In the USA there were many secret projects involving experimental and 'exotic' aircraft just after the war, due to the availability of both the captured aircraft themselves, and the designers and engineers, coming in from Germany and Japan to the USA.

The Horten brothers were likely to be among these scientists. There were thus numerous tests of these craft all over the USA especially just after the war, but none of these test flights were in no way official; they were 'non-existing', mainly because of fear of possible Soviet espionage activities.

In my opinion, these claims or proposals shouldn't be very far from the reality. And, at least, the proposals do not contain more fantasy than previously released material in these areas - and in my sense, they are NOT FAR FROM BEING REALISTIC.

In any case, I'm just making - from my viewpoint - some realistic inferences based upon the info. I have available through the Web. (Now, I'm well aware of that these claims and proposals might be somewhat modified as more info. becomes available - but that's what research really's about.)

Further, I'm thus presenting my personal views here, and they're just intended to summarize and to present some fresh looks and judgments into both the Roswell incident and the Arnold sightings, though I guess there will hardly be an 100% answer to the question of what was actually happening at Roswell, and what Arnold actually did see.

It is realized that much of the hidden info. involving US military activities, will be revealed to the public after reviewing US and Allies' military documents that nowadays - many years after the early post-war area - are being unclassified, and finally - becoming available on The Web.

Yet, there are still too many suggestions and proposals (e.g., based upon my 'armchair theories'), and there's more to be proven - though many of the conclusions just have to be based on indices, and not only the hard evidence.

(Sorry. This was another long mail again!)

Best regards,

AWS

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