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JULY 1997

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ROSWELL

**Startling New Revelations About
The UFO Crash Coverup
50 Years Ago**

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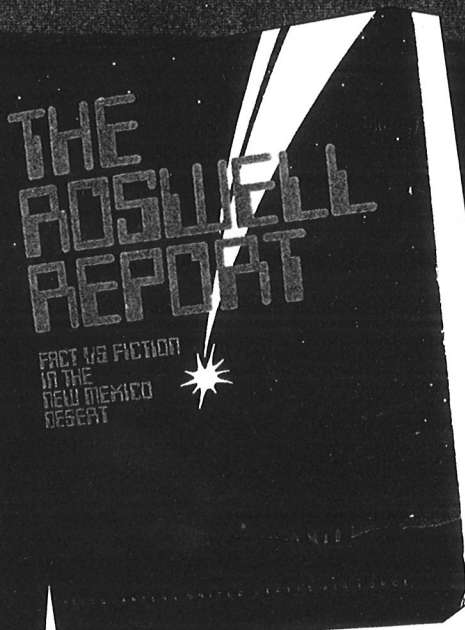
**As Rogers Promise,
But Do They Deliver?**

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ROSWELL PLUS 50

Fifty years ago, something crashed in the desert. New evidence points to two equally startling conclusions.

BY JIM WILSON, Science/Technology Editor



Roswell Daily Record

Claims Army Is Stacking Courts Martial
RAAF Captures Flying Saucer On Ranch in Roswell Region

RECORD PHONES
Business Office 2288
News Department 2287

Roswell Daily Record

Gen. Ramey Empties Roswell Saucer

Lewis Pushes Advantage In
Sheriff Wilcox Takes Leading Role In Excitement Over Report

Arrest 2,000

Ramey Says Excitement Is Not Justified

General Ramey Says Disk Is Weather Balloon

No Details of Flying Disk Are Revealed

Roswell Hardware Men and Wife Report Disk Seen

Ex-King Carol Weds Mme. Lupescu



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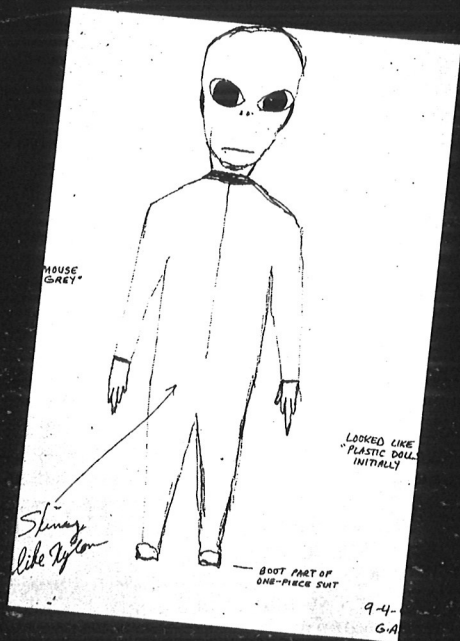
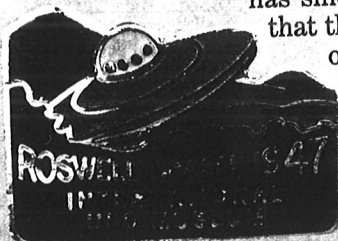
ROSWELL - NEW MEXICO

● Pot, Hub Corn's 8-year-old border collie, leaps from the back of the tool-packed pickup. She sniffs the cuffs of my pants, begs to be scratched on her head and then bolts across the dusty field. "She'll scare away the snakes," Corn says as we follow Pot down a gentle incline. Our objective is 100 yards ahead, at the bottom of a 40-ft. cliff that rises from an arroyo. Corn points to a small flag that is planted halfway from the top. It marks the spot where the U.S. Army once believed a "flying disc" made its final, fatal contact with planet Earth.

Ideas of what happened here during the first week of July 1947 range from the simple—a weather balloon crash—to the downright silly—Earth was being scouted for an intergalactic invasion. The latest official government explanation—there have been three thus far—for the so-called Roswell Incident is that the recovered debris came from a Project Mogul balloon that was carrying instruments to detect Soviet nuclear tests. Despite such claims, however, over the years a number of government officials have inadvertently fired imaginations. As a presidential candidate, Jimmy Carter claimed to have seen a UFO. As president, Ronald Reagan mused openly on how petty differences among nations might evaporate in the face of an extraterres-

trial threat. And no one has done more to turn up the speculative heat than retired Adm. Bobby Ray Inman, who held a slew of top intelligence posts, including deputy director of the Central Intelligence Agency and deputy director of the Defense Intelligence Agency. In a Learning Channel documentary, Inman said—but has since repeatedly and vigorously denied—that the military is attempting to use technology from unspecified "recovered vehicles."

The passage of time has also complicated the task of ferreting out the truth about Roswell. The three men who might have known what actually happened—rancher Mac Brazel, who collected an armload of wreckage from a crash site near Corona, 85 miles northwest of Roswell; intelligence officer Maj. Jesse A. Marcel, who identified it as from a "flying disc"; and Brig. Gen. Roger Ramey, who ordered Marcel to retract his claim—are dead. Time has also scattered the files of the U.S. Army Air Corps, Atomic Energy Commission and other government agencies that may have investigated the episode into the bureaucratic wind. For this reason, a General Accounting Office (GAO) investigation performed at the request of New Mexico Congressman Steven H. Schiff and released in July 1995 reported finding no official records of a crash.



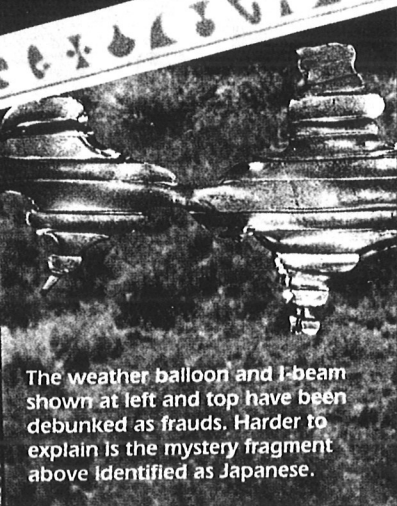
The most perplexing UFO mystery of all began in the desert north of Roswell. This year, more than 150,000 tourists are expected to check things out for themselves.

OFFICIAL SCENIC HISTORIC MARKER

ROSWELL

Population 39,676 • Elevation 3,612

Roswell was a watering place for the Pecos Valley cattle drives of the 1870s and 1880s. It was incorporated in 1891 and is seat of Chaves County, named for Col. J. Francisco Chaves, Civil War soldier and delegate to the U.S. Congress from the Territory of New Mexico. In the 1930s, Dr. Robert Goddard conducted experiments in liquid fuel rocket flights here.



The weather balloon and I-beam shown at left and top have been debunked as frauds. Harder to explain is the mystery fragment above identified as Japanese.



other than the Army Air Corps account of a crashed weather balloon and an FBI memo that refers to it.

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.

The official story

In 1947, the Roswell Army Airfield (RAAF) was home to America's most elite air unit, the nuclear-weapon-equipped 509th Bomb Group. And during the first week of July, nearly everyone on base and off was at a heightened state of alert. 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.

Perhaps it was because of this mindset that the remarkable headline that appeared in the July 8 edition of the *Roswell Daily Record* was accepted with some sense of inevitability. "RAAF Captures Flying Saucer On Ranch In Roswell Region," it read. The story beneath the headline reported that intelligence officer Marcel had recovered pieces of a flying disc from the range of an unidentified rancher. Wire services and radio stations eager for any news about flying discs—the term UFO had not yet been coined—jumped on the story. "There was a tremendous amount of excitement," Art McQuiddy, a local editor, later recalled. "Here I am, a little old country editor talking to Paris and Rome."

It was a short-lived fame. The next day's *Daily Record* reported that Marcel had gotten it all wrong. Its July 9 headline read "Ramey Empties Roswell Saucer." Ramey, commander of the Eighth Air Force at Fort Worth, Texas, was quoted in the story as saying that the debris recovered by Marcel was simply the remains of a crashed weather balloon. Lest there be any doubt, the Army distributed a photo showing a contrite Marcel kneeling next to balloon remains.

Brazel also told his story on page one, beneath the headline "Harassed Rancher Who Located 'Saucer' Sorry He Told About It." He said that he and his son had actually found the wreckage on June 14 and returned to pick it up on the Fourth of July, after hearing about the crashed "flying disc." Brazel said he wondered if what he had found might have been some of the debris.

The story went on to say that he delivered the debris to the local sheriff on July 7, who then notified Marcel. The intelligence officer visited the Brazel home and returned to the base with the wreckage. The official story is that it consisted of about 12 ft. of smoky gray rubber from the balloon's gas bag; bits of foil, paper and tape; and a 7- or 8-in.-thick bundle of 3-ft.-long sticks. Notably absent from the recovered materials were an engine and propellers.

Ramey's press conference, Brazel's statement and photos of what were identified as the remains of a balloon so thoroughly quashed the initial report of a crashed flying disc that not until 1978 would most UFO researchers even count the Roswell incident as part of the 1947 UFO craze.

The idea that something more significant than a balloon might have crashed was raised in 1978. During a television interview, intelligence officer Marcel revealed a startling undisclosed fact about wisp-thin material recovered from the debris field near Corona: When placed near a match, it did not burn. Writers descended on Roswell, and some of them cajoled a new generation of witnesses—most of whom were children in 1947—into telling a variety of tales. The new reports told of I-beams with hieroglyphic-like marks and death threats by government agents. "There is no question there was a coverup," said UFO researcher Kevin Randle, who wrote two books about Roswell. "The question is, what were they hiding?"

A spy's tale

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.

Nevertheless, I felt something was fishy when he said that in 1949 he attended a technical briefing at which engineers summarized what they had learned from the wreckage found on what is now Corn's 24-sq.-mile sheep and cattle ranch. This simply didn't sound right. The first rule of keeping secrets is limiting information to those with a "need to know." The men who found the debris would not have been told its secrets.

In my business, you don't call people liars. You mentally cross them off your list of credible sources and move on. 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 minispace plane. The only obvious difference was a crude pattern of cross-hatched lines he was trying to draw on the bottom view. I had seen something similar before. These lines cut into the baby-smooth bottom of the F-22, the fighter the Air Force hopes to fly into the 21st century. The purpose of the indentations is to scatter radar energy to make the jet more stealthy. Few know this. 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."

Kaufmann says the Roswell incident really began on July 1, 1947, when he was ordered to bring a group of radar experts to Alamogordo, about 100 miles southwest of Roswell. For nearly a day, radar aimed at the nearby White Sands Missile Range had been detecting unexplainable blips. Kaufmann was assigned to a radar screen. While he was watching, just before midnight on July 3, he saw a brilliant glare envelop the display. The source of the disturbance came from somewhere north of Roswell.

Moments later, in Roswell, the airfield's switchboard began ringing as residents on the north end of town called to report a glow in the desert. "They thought one of our plane's had crashed," Kaufmann said. "It was something that had happened before." Acting on what he said were orders from Brig. Gen. Martin Scanlan of the Army's Air Defense Command, Kaufmann told me he returned to

The craft (above left) drawn by Kaufmann—which scattered debris in Corona and crashed north of Roswell (top)—resembles the X-38 and has stealth technology similar to the F-22.

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ROSWELL PLUS 50

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. "The beauty of the recovery operation was that it was so simple," says Kaufmann. "We didn't have to involve anyone from the outside."

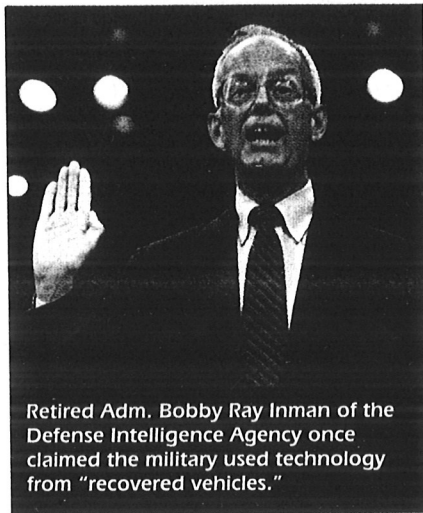
It is a compelling story, spiced with some verifiable information, but upon closer examination, the former spy's tale is fraught with inconsistencies. The most obvious of these being a lack of burned wreckage or charred bodies at a crash that allegedly produced sufficient illumination to alert residents 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. He looked into Kaufmann's claims in the course of researching his recently published book *Top Secret/Majic*. "Majic" refers to a secret organization that Friedman believes President Truman created to investigate UFO crashes and keep the public ignorant about extraterrestrial incursions.

"There were no Air Defense Command radars in New Mexico in 1947," Friedman told POPULAR MECHANICS. "Radar experts tell me the only way to flood a screen with glare is for something to explode very close to the antenna. The supposed site was more than 100 miles away."

The German connection

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.

The most surprising information was contained in 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. It had two purposes. The first was to update civilian and military intelligence experts on technical issues related to so-called flying saucers. Its



Retired Adm. Bobby Ray Inman of the Defense Intelligence Agency once claimed the military used technology from "recovered vehicles."

second goal was to enlist the help of the FBI, CIA and intelligence units within the State Department in determining if the Soviets were pursuing similar aircraft designs.

To provide the intelligence community with technical background, the report described several ongoing U.S. saucer projects. (Sketches of two vehicles described in the report appear on this page and page 53.) Configured as classic UFOs, these craft exhibited flight specifications that were nothing short of phenomenal, even by today's standards. The largest weighed 26,000 pounds and was powered by jet engines that could lift it to an altitude of 36,900 ft.—as high as today's airliners fly—in about 1 minute 45 seconds. The operating ceiling of these amazing craft was 80,600 ft. Their cruise speed was an astounding Mach 3.48.

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-take-off-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

AP/WIDE WORLD PHOTO; DRAWINGS: JOINT AIR TECHNICAL INTELLIGENCE CENTER (TOP); ALL OTHERS U.S. PATENT OFFICE

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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 re-

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. A cutaway diagram of this unusual craft appears on the top of this page.

Despite this information, the possibility that the

Lockheed was assigned patent rights for a passenger UFO. Its design was among several developed by the military and aerospace companies.

During the Second World War, the Japanese launched these unmanned high-altitude balloons in the hope that they would land in the Pacific Northwest, explode, ignite forest fires and thereby deprive the war effort of needed lumber. The effort was an obvious failure. The Japanese may have attempted to build a second generation of Fugos that could be guided to targets by suicidal pilots.

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. Also, equipped with a rudimentary radar-deflecting underside, such a balloon could have reached stratospheric altitudes as it traveled over Western Europe and been well above the range of then-existing MiG fighters and missiles even if it had been detected. It could have carried out both photo reconnaissance and air sampling experiments—similar to those of the Mogul balloon—before gliding back to Earth in friendly territory.

Fifty years after the fact, the questions about Roswell still ring loud and clear. Our investigation leads us to believe the explanations that require an extraterrestrial presence, while possible, are nevertheless highly implausible. We're putting our money on a flying disc labeled "Made In Japan." **PM**

port. 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

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.

A Japanese UFO

As our investigation neared its close, PM was alerted to a forthcoming release of documents that may fill in these two missing pieces of the Roswell puzzle. They may also explain two other curiosities: the presence of the crisscrossed radar-deflecting pattern on the bottom of the Roswell craft, and—to the consternation of those who seek an unearthly explanation for Roswell—the origin of the "dead aliens" who have so often been described as having Oriental features.

PM has been told that the documents scheduled for future release will tell of a Japanese counterpart to Operation Paperclip. One of its purposes was to determine if the Japanese had constructed a suicide-piloted version of the Fugo incendiary bomb.

PM ILLUSTRATION (TOP) BY JOHN BATCHELOR
DRAWINGS: JOINT AIR TECHNICAL INTELLIGENCE CENTER (MIDDLE),
U.S. PATENT OFFICE (BOTTOM)