

February 12, 1937

Mr. Edgar Hoover, Director,
Federal Bureau of Investigation,
Washington, D.C.

My dear Mr. Hoover:

I do not know whether or not the recent series of air crashes on the west coast has attracted the attention of your department, or whether, if investigation were indicated, the jurisdiction would be your own. An idea as to the cause of these crashes has occurred to me, however, and I thought it might bear a bit of checking up.

If you will check newspaper files as far back as 1934, I believe you will find that the earliest of the unexplained (and apparently unexplainable crashes) occurred about that time.

As I remember the events, it was during that year that three small planes exploded in the air over Texas and southwestern Kansas and Oklahoma. These crashes were not accounted for, either by subsequent investigation where the plane occupants were killed or by the experience of surviving plane occupants in one case.

Following these tragedies there came a lapse of about a year, after which there occurred (likewise without apparent reason) the series of crashes which cost the lives of a senator, of Knute Rockne, and a number of others. All crashes again occurred in the South and Southwest.

Again there was a lapse of time, this one not quite a year, and there started the worst series of air disasters the country has yet seen. One plane lost in the Southwest and not yet accounted for. One plane crashes into a mountainside within sight of its airport. And now the most recent incident, the falling of a United liner into San Francisco Bay while circling its airport, preparatory to landing.

Now in this most recent incident, the experience of the radio operator at the airport seems to me to be highly illuminating. This operator reported a soft buzz interrupting his communication with the liner ... a loud roar such as produced by the worst imaginable static ... then silence. The plane had dropped into the bay like a plummet.

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Crack pilots do not suddenly become rank hams and bungle in handling a ship. Nor do the three motors (or even two) on the large airliners, stop simultaneously without extremely sufficient reason. These things might happen once or even twice in a lifetime. They do not happen six and eight times a year. It is not logical that they should.

To digress for a moment, I recall reading an article in a magazine a year or two ago, written by Nikola Tesla, the inventor. The article dealt with a new invention of Mr. Tesla's ... a giant induction coil which would project power (high voltage) through the atmosphere without the use of transmission wires. Mr. Tesla devoted some space to the possible social benefits that would result to the public should his invention be perfected and become practical.

I have not heard of Mr. Tesla now in two or three years. Perhaps he has left the country. Perhaps he is still here. He might still be working on the invention described in the above-mentioned article. It might have been stolen from him.

In any case, his views on the ideas presented by these two unconnected subjects, would be well worth while having. And if I had the money and the time, I should certainly make an effort to smoke him out myself.

The thing is simply this: if one man can make an instrument that will project power through the air for even so short a distance as 500 yards (the then-practical limitations of Mr. Nikola's device) it is entirely possible for another to project power for several hundreds of miles. And the effect of such uncontrolled power on metallic objects in its path is entirely unpredictable.

Please do not think me a "crank" letter writer. I have never before written a letter of this type to anyone. But the idea seems to me so within the bounds of possibility that I most sincerely feel it will bear some practical study.

Yours very respectfully,

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Letter Ack. & Ref.
Pres. Air Commerce
cc - [redacted]
2-27-37 [redacted]