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.PDF SO OTHERS CAN DOWNLOAD MORE!



DEPARTMENT OF THE ARMY
UNITED STATES ARMY INTELLIGENCE AND SECURITY COMMAND
FREEDOM OF INFORMATION/PRIVACY OFFICE
FORT GEORGE G. MEADE, MARYLAND 20755-5995

January 31, 1997

FOI/Privacy Office

Mr. John Greenewald, Jr.

[Redacted]

Dear Mr. Greenewald:

This responds to your letter of January 13, 1997, requesting under the provisions of the Freedom of Information Act (FOIA) records concerning and/or captioned Unidentified Flying Object (UFO) or UFO phenomena. This letter represents our reply to your request.

In the event you are not fully aware of the system of records maintained by this command, let me explain that the U.S. Army Investigative Records Repository (IRR) consists of reports of intelligence operations and projects, and of investigations of persons, incidents, events, or organizations of intelligence interest. Identification of records in the IRR is through a computerized index known as the Defense Clearance and Investigations Index (DCII). Records in the DCII (and therefore the IRR) are not identifiable or retrievable by the name of the person originating the record, or by use of the name of the unit that originated them. In order to determine if responsive records exist in the IRR, the DCII is queried as follows:

The MASTER NAME INDEX. This index yields information about the existence of investigative files maintained within the Department of Defense concerning a specific individual. Information is retrieved using the individual's name and personal identifying data (PID) (date and place of birth, and social security account number).

The NAME ONLY INDEX. This index is utilized when the PID of the individual requested is unknown. The index is keyed to the requested "Name Only" and a determination of whether the files are identifiable with the person requested can only be made through a review of files retrieved. The NAME ONLY INDEX also includes impersonal titles that identify an incident, event, project, operation, or organization.

Using the NAME ONLY INDEX, records believed to be responsive to your request were located at the IRR. Although the majority of the records either mention or are entitled "Flying Saucers," most of that information concerns the activities of the Horton brothers and their research and development of a "flying wing" aircraft, which was referred to by many as a "flying saucer." Some of the other records refer briefly to "Area 51." A copy of these records are provided for your use at Enclosure 1.

Please be advised that we have conducted an extensive search of the records maintained at the IRR and have been unable to identify any other records concerning UFO's, Flying Saucers, "Area 51", "Roswell", or other related subjects. With the exception of the partially denied information referred to below, you have been provided all documents and information on these and related subjects that is retrievable at the IRR under current search and retrieval methods. In accordance with the spirit of the FOIA, all records are enclosed for your use even though some may not be exactly what you seek. Duplication fees are waived.

We have completed a mandatory declassification review of the records in accordance with Executive Order (EO) 12958. As a result of this review, it has been determined that the information in the Army records no longer warrants classification protection and is releasable to you. A copy is enclosed for your use.

The dates and places of birth of individuals identified in these records have been withheld since the release of this information would result in an unwarranted invasion of the privacy rights of the individuals concerned. It is exempt from the public disclosure provisions of the FOIA pursuant to Title 5 U.S. Code 552 (b) (6) and (b) (7) (C).

The withholding of information by this office is a partial denial of your request. This denial and the no record response described are made on behalf of the Commanding General, U.S. Army Intelligence and Security Command, who is the Initial Denial Authority for Army intelligence investigative and security records under the FOIA. You may appeal these decisions to the Secretary of the Army. If you wish to file an appeal, you should forward it to this office for processing and receipt by the appellate authority within 60 calendar days from the date of this letter. After the 60 day period, the case may be considered closed; however, such closure does not preclude you from filing litigation in the courts.

If you have any questions regarding this action, feel free to contact Mrs. Armstead at (301) 677-4908. Please refer to case #143F-97.

Sincerely,

Russell A. Nichols
Chief, Freedom of Information/
Privacy Office

Enclosure

FLYING SAUCERS, ET AL'S OR ALLEGED

19823

FLYING SAUCERS FROM DOCKARK

II-1-14-3

ALTEC ALINCO SUCES 71W DENMARK

292085

Flying Saucers from Denmark 202085

XE 202085
I 9A001

94211 3411

111-6055-111

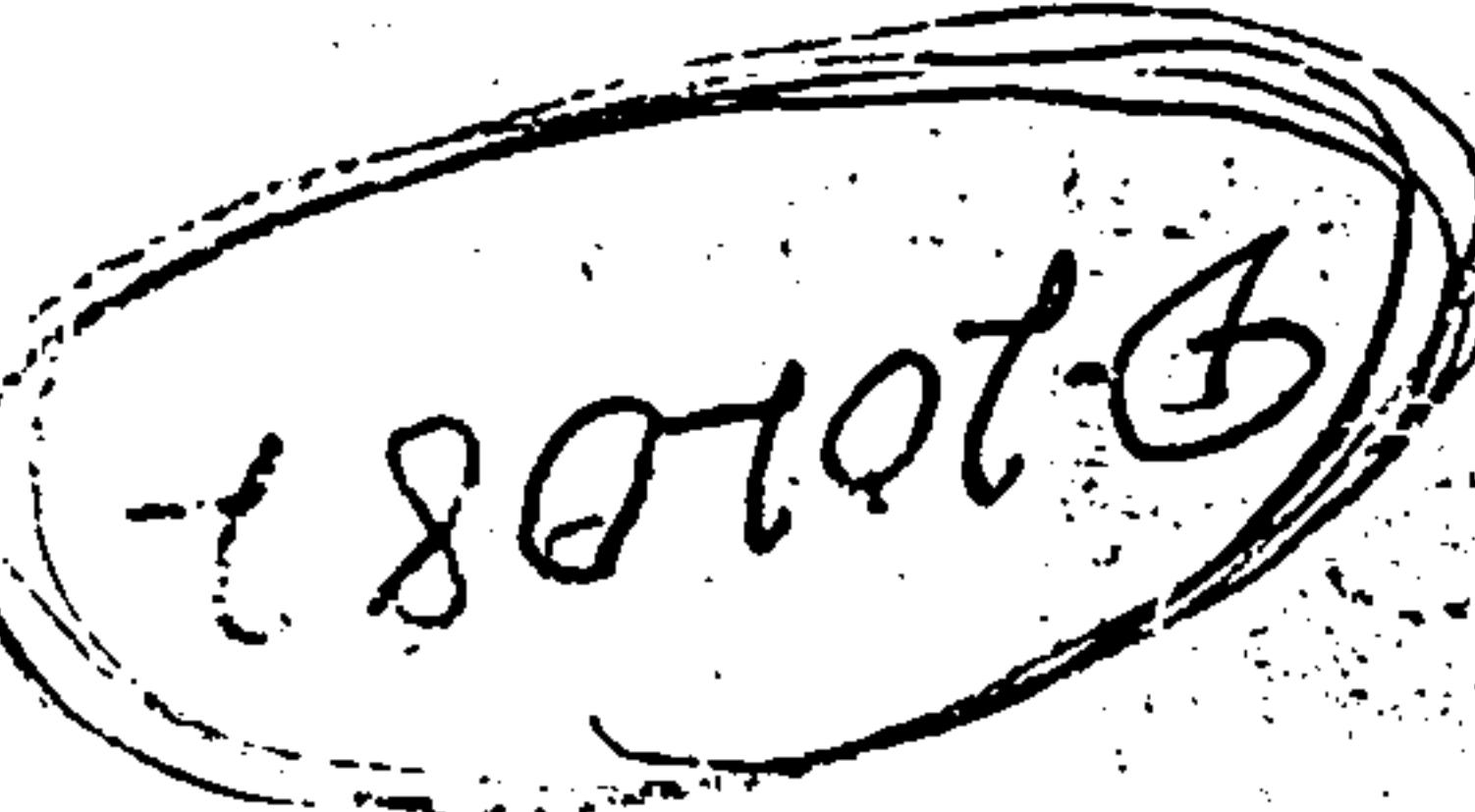
WAR DEPARTMENT

IDENTIFIED AND INDEXED
APR 1944
NO. 44-1000000-1

OFFICIAL BUSINESS

REGRADED UNCLASSIFIED
JULY 1974
ON F011/P0
BY CDR USAINSCOM: DOD 5200.1A
AUTH Per 1-603 DOD 5200.1A

SO JUDGMENT IS REACHED CONCERNING
THE ALLEGED FLYING SAUCERS
REPORTED BY DR. BRONWAN



180807-6
NOV 1974
C.I.C. 1000000



بِسْمِ اللّٰهِ الرَّحْمٰنِ الرَّحِيْمِ
اللّٰهُمَّ اعْزِزْنِي بِمَا أَنْتَ مَوْلَانِي
وَلَا تُؤْخِذْنِي بِمَا إِنْ أَنْعَدْتَنِي



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९ विकल्प
१० विकल्प

سیاه و سفید
کلینیک اسلامی
دکتر علی احمدی

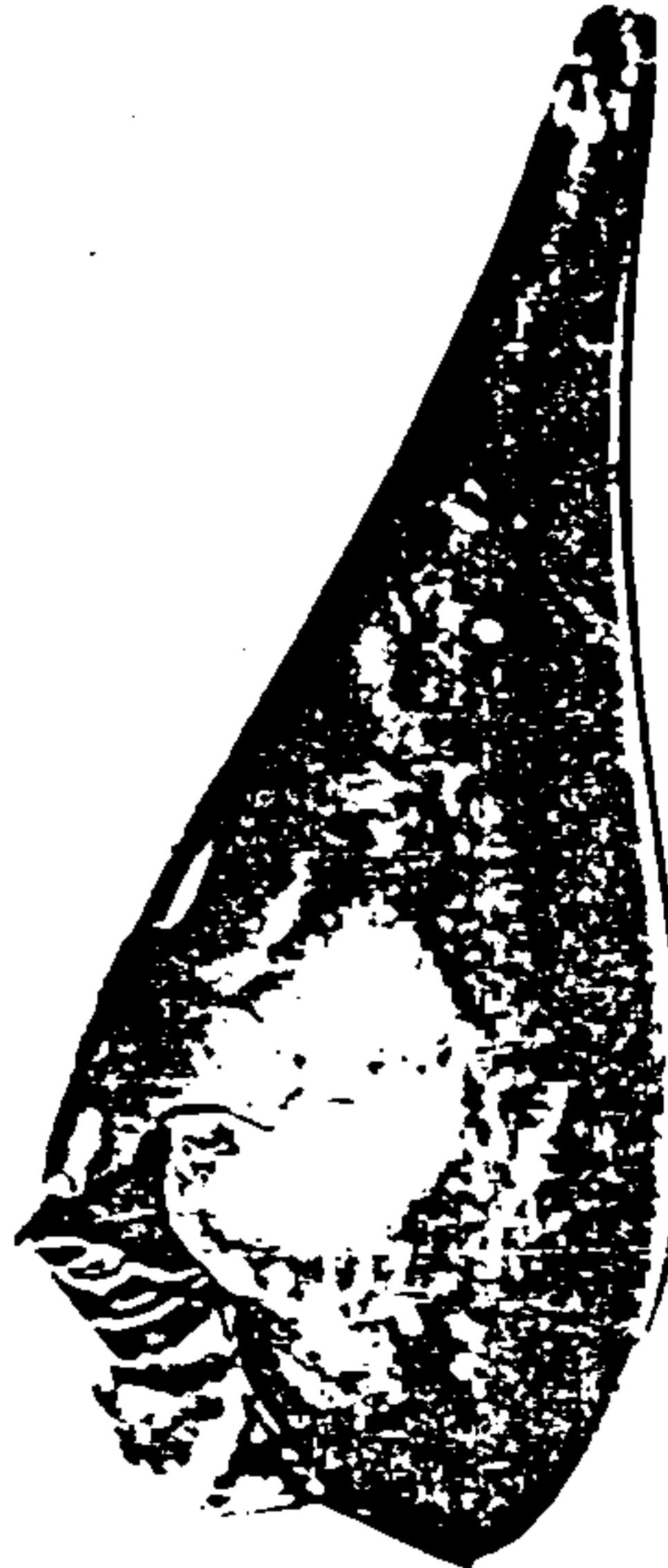




سَلَامٌ عَلَى الْمُرْسَلِينَ وَالْحَمْدُ لِلّٰهِ رَبِّ الْعَالَمِينَ

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D198239

24B2160

ET on ALIEN FLYING SAUCER.

198239

DOSSIER INDEX SHEET

DOSSIER NUMBER 198239DOSSIER TITLE FLYING SAUCER

Page 2

DATE	TYPE DOCUMENT & SUBJECT	SOURCE	CLASS	COPY
12 Nov 48	Ltr.	CIC HQ	S	

DOCSIL FILEX REFLT

DOCSIL NUB.I. 198239DOCSIL TITL FLYING SAUCERS

Page 6

LIN	TYPE LOCN/INT & ECOLCT	REOUTC	CLASS	COPY
16 Feb 48	IRS - I SRI, 20 Jan 48	w/ CIC Hg w/ CIC - III	S S	
28 Feb 48	WDGS Intell Report	S-2, BERLIN	S	
5 Mar 48	ltr MOIC, 1 Mar 48 MOIC, 1 Mar 48 MOIC, 1 Mar 48 Sketches(4)	w/ CIC - IV w/ CIC - IV w/ CIC - IV w/ CIC - IV German	S S S S S	
8 Mar 48	MOIC	16	CIC - III	S

LOCKHART WILLY SHELT

DOSSIER NUBR. 198239
DOSSIER TITL. FLYING SAUCER

Page 5

DATE	TYP. DOCUMENT & SUBJECT	SOURCE	CLASS	COPY
29 Dec 47	1st Ind Cover Ltr, 3 Dec 47 MOIC, 2 Dec 47	w/ CIC-V w/ CIC-V CIC-V	S	S
16 Jan 48	Ltr MOIC, 6 Jan 48 Exhibit A, B + C	w/ CIC-I w/ CIC-I CIC-I	S	S
22 Jan 48	Ltr	CIC-II	S	

DOSSIER INDEX

DOSSIER NUMBER 198239
DOSSIER TITLE FLYING SAUCER

Page 4

DATE	TYPE DOCUMENT & SUBJECT	SOURCE	CLASS	COPY
16 Dec 47	ltr	OMG	S	
17 Dec 47	IRS-I 2nd Ind, s Doc 47 w/ CIC-Hq	w/ CIC-Hq	S	
	1st Ind, 25 Nov 47 w/ CIC-I	w/ CIC-I	S	
	Cover Ltr, 24 Nov 47 w/ CIC-I	w/ CIC-I	S	
	moic, 24 Nov 47	CIC-I	S	
17 Dec 47	ltr, PR, 12 Dec 47	CIC-VI	S	
		CIC-VI	S	

DOSSIER INDEX SHEET

DOSSIER NUMBER 198239DOSSIER TITLE FLYING SAUCER

Page 3

DATE	TYPE DOCUMENT & SUBJECT	SOURCE	CLASS	COPY
10 date	TWX	CIC-I	S	
24 Nov 47	TWX 4083	CIC-I	UC	
3 Dec 47	Ltr Sketch	w/ OMG Germans	S	
17 Dec 47	3rd Ind 2nd Ind, 4 Dec 47 w/ CIC-III 1st Ind, 21 Nov 47 w/ CIC-III SRI, 20 Nov 47 (over Ltr, 3 Nov 47 w/ CIC-III)	w/ CIC-Hg w/ CIC-III w/ CIC-III w/ CIC-III	S	
	Ltr, 28 Oct 47	CIC-Hg	S	

DOSSIER INDEX SHEET

DOSSIER NUMBER 198239
 DOSSIER TITLE FLYING SAUCER

Page 2

DATE	TYPE INQUIRY SUBJECT	SOURCE	CLEAR	COPY
21 Oct 47	Transmitter Ltr	ODDI	S	
27 Oct 47	IRS-2	w/ CIC HQ	S	
	PWI reports (3)	w/ UKW	S	
	IRS-1, 20 Oct 47	w/ OPS BR	S	
	AIR INTELL. GUIDE	WRIGHT FLD	S	
4 Nov 47	IRS -I	w/ CIC HQ	S	
	Gover, Ltr, 7 Nov 47	w/ CIC-TR	S	
	MOTC, 7 Nov 47	w/ CIC-TR	S	
19 Nov 47	Ltr	ODDI	S	

DOSSIER INDEX SHEET

DOSSIER NUMBER 198239DOSSIER TITLE FLYING SAUCER

DATE	TYPE DOCUMENT & SUBJECT	SOURCE	CLASS	COPY
17 May 47	TWX 2-5112	Acc HUNGARY	C	
11 July 47	Civilian Ltr	German	UC	
7 Aug 47	Ltr Ltr, 16 July 47	w/ OME German	R UC	
20 Oct 47	JPS-J	OPS OR.	S	
21 Oct 47	Transm. Ltr	ODDI	S	

~~14/07/11 6:10 AM '12~~

DOSSIER CROSS REFERENCE SHEET

The following 40s numbers contain information relative to this dossier.

- DOSSIER NUMBER

- - - - - "EXCERPT" - - - - -

154654

HORTEN, Reimar & Welter

?

PESSLER, Berthold

211310

LEIBER, EGWIN O.

187945

BERNARDY, Guido Helmut

187848

Soviet Experiments Near Arctic Circle
Flying Saucers from Denmark

202085

BUCHTA, Erich

265472

NAME OR IMPERSONAL SUBJECT

DATE OF
BIRTH

CPI ACTION OR
DOSSIER NO.

INITIALS

Heinkel Ernst
messerschmitt of Willy 186020 [?] 8294
52704 [?] T Con Q [?]

NAME OF IMPERSONAL SUBJECT DATE OF BIRTH CPI ACTN / OR Dossier N° INITIALS

Horten, Walter DR *[Signature]*
Z. H. Cr. - Walter NR *[Signature]*
Pronath, Ludwig NR *[Signature]*
Fappisch, Frau MR *[Signature]*
Grimm, Frau 71957! Card

NAME OR IMPERSONAL SUBJECT

DATE OF
BIRTH

OPI ACTION OR
DOSSIER NO.

INITIALS

Pessler, Berthold 1911-1943 - W.R.EV

&&&&&&&&&&&&&&&&&&&&&

~~REF ID: A6512~~
VII-1836 AMR

18 September 1952

Security-CS Team, Region VII, 66th CIC Det., BREMEN, APO 696-6, US Army

REPORTS OF FOREIGN AIRCRAFT
Re: Strange Air Born Objects
Observed over MITTERTEICH (UTM)
33UUR03

On 10 September 1952, it was noted in the 9 September 1952, Stiffblended edition of the Newspaper "Der Neue Tag" published in WEIDEN (UTM) 33UTR90, that an object, described as a flying saucer, was seen over MITTERTEICH, by Simon LOEFFELMANN, Station Master, Railroad Station MITTERTEICH, born 13 August 1896 in MITTERTEICH, and presently residing at Number 3 Garden Street, MITTERTEICH.

On 10 September 1952, the undersigned agent contacted LOEFFELMANN who stated that on 31 August 1952, at 1900 hours, while performing routine duties at the railroad station at MITTERTEICH, LOEFFELMANN observed a disk-shaped object resembling the moon but appearing larger than the moon, descend from out of the clouds. The object was traveling at a terrific rate of speed. At first LOEFFELMANN thought that this object was going to land but during the next few moments it ascended again leaving a glaring trail behind it. LOEFFELMANN stated that the object was glaring brightly. It maneuvered in sight for approximately one-half hour and darted in all directions at a terrific rate of speed. At approximately 2130 hours it disappeared in an easterly direction towards the town of BARFAU (UTM) 33UTR12 and the CSA-German border. Above information was substantiated by Frau Anna LOEFFELMANN, born 3 November 1899, in MITTERTEICH, and Anton SCHAUSS, born 27 August 1923, in MITTERTEICH. Further investigation failed to reveal the names of any other persons having any knowledge of above information. (F-6)

REGRADED UNCLASSIFIED
ON 6 JULY 1994
BY CDR USAINS/COM FOL/PD
AUTH Para 1-603 DOD 3200.1R

26

5-6th CIC Det

1-CIC Central file

1-Region VII file

~~REF ID: A6512~~
~~CONFIDENTIAL~~

III-6826
Flying Saucers

11 September 1952

1 CIC Hq. 66th 11 Sept
Reg CIC Det. 1952
III ATTW:
KRASZEWSKI

1. The attached letter was received by the Provost Marshal, BAD MAURITZ (UTM) 320M18179, Sub Post, and forwarded to this Region for disposition. Region III Registry check on the writer, Siegfried Herbert GAERTNER, who is also responsible for SUBJECT, revealed no record.

2. For your information.

INCL:
a/s

DISTRIBUTION:

✓ - Hq. 66th CIC Detachment
1 - Region III Registry

Tel: Capt MIWDRS/M11/7407

ROBERT A. VAN BOUTEN
Lt Col
Commanding

FLYING SAUCERS

I would like to announce herewith the fact, that the flying saucers is not a rotating flying-apparatus of the Cosmos, but a globular lightning guided by human hands; which is able to fly with and without the radius of the flying-apparatus. I announce this so that the people might desist from the conversation of the flying saucers and attain peace again; because the invention is at the present time still in my hands and exists since 1946. Although I lost drawings recently, there is nothing to be feared; because everything is written down in.... Due to my bad financial position I was not able to construct my models. Thus I decided to obtain the money in a dishonest way for which, however, I had to smart because I got in conflict with the law which ruined my future. I am able to refute somebody else's allegation by actions, should he claim having invented the saucers. Herewith I'll change over to the technical explanation.

a. A globular lightning is artificially produced by means of high tensions.

b. The lightning is able to carry a flying-apparatus, but will, however, also be guided as a flying apparatus without a flying-apparatus.

c. The flying body starts and will be taken in by the lightning due to magnetic power; the flying-apparatus is a ring that can be opened and closed.

d. The globular lightning increases in size while flying thus accelerating its speed; as the electric power is taken from the Cosmos.

e. Every free traveling lightning can just as electricity be intercepted by rays and remotely controlled.

f. The speed of the saucers is still unknown.

g. The controlled globular lightning attains a certain size minus the flying body and disintegrates until a certain tension is reached into smaller ones; in this way the disintegration continues.

h. If an occupied globular lightning approaches a flying body or a flying body a lightning, the pilot and his machine will be lost.

i. A flying-apparatus can approach a remotely controlled lightning to a distance of approximately three thousand (3000) meters; when same has reached a certain limit the machine, in the case of an occupied lightning will be shot down, in the case of an unoccupied lightning, the latter will withdraw from the machine at a high rate of speed.

j. At the end of 1947, I had sent the first models after 2000 hours, into the Cosmos which I could not get back as I was apprehended. The self-guided models which obtain the power from the lightning, will still be flying, while the unguided will have exploded at the end.

k. The globular lightning is strong enough to wage the flight into the cosmos.

RESTRICTED

- 1 - Security

1. The power of the lightning as well as the speed of the flying saucer could not have been measured by me.

REMARKS: All apparatuses valued at one thousand eighty (1080) Deutsche Mark had been demolished by myself prior to my apprehension.

Responsible for the copy:

Siegfried Robert, Director

To:

C.I.D. Station
Bad-Nauheim/Hesse

I request the C.I.D. Station that this copy be published.

SUBJECT: DARMSTADT Internment Camp Lectures

20 June 1950

RE: V-2 and Flying Sensors

CARDED

X-11531

1. REASON FOR INVESTIGATION:

Information contained in this report is deemed of sufficient interest for forwarding.

2. SYNOPSIS OF PREVIOUS INVESTIGATION:

None

3. PRESENT INVESTIGATION:

In approximately January 1948, three (3) or four (4) lectures had been given at the DARMSTADT (150/164) Internment Camp, on the Subjects of "Flying Sensors" and German "V2" rockets, which had allegedly been under construction by Germany, during the war on the Islands of UGELDOW (154/110) and WILHELM (154/104). The person giving these lectures had allegedly worked on both of the ~~above-mentioned~~ projects and had discussed and explained fully the various formulas and technical points of both of these projects.

4. These lectures were attended by approximately fifty (50) persons who were allegedly carefully screened out of the one-thousand (1000) inmates of the camp. Due to the fact that at that time, lectures of any nature had to be officially posted on bulletin boards, the "cover" topic chosen for these lectures had been "Journey to Mars and the Moon".

5. The name of the person who had given these lectures is unknown, but his available data is the following: Approximately 40 years of age, 6'2" tall, oval face, dark hair. This person also had a Doctor's title and had been an SS Hauptsturmführer or an SS Sturmbannführer. This man had allegedly been released from the DARMSTADT Internment Camp in May 1948.

6. The following persons had allegedly attended these lectures:

- a. Professor, Doctor (fm) BOHM (BOHME), pathologist, formerly from the University of JENA (151/266) had been released from the DARMSTADT Internment Camp in August 1948., Present whereabouts unknown.
- b. Doctor, med., Fritz ERTHE, living at Domplatz 5, FRITZLAR (152/300).
- c. Doctor Med. Max PINK, former Chief of "Medicine for STALKEBODA (153/123) left the DARMSTADT Internment camp in January 1948 for VIKENSKOG (151/436).
- d. Professor, Doctor, Med. (fm) WEINTRAUB, currently living in WINDA (151/090) Kreis Baden

a. Doctor Hans HEYMANN, researcher living in DARMSTADT.

(NOTE: Documents at the DARMSTADT Internment camp should reveal the positive whereabouts of Dr. BOHN (a above) and Dr. HEYMANN (a above).

. UNDEVELOPED LEADS AND FUTURE ACTION:

- a. That the five persons mentioned in paragraph 6 above be contacted and questioned in order to determine if possible the identity of the person who gave these lectures.
- b. If this person is found to interrogate him in order to obtain information from him regarding the subjects of his lectures.

6. AGENT'S NOTES:

- a. Background Information; Source had been interned at the DARMSTADT camp at the time that these lectures allegedly took place.
- b. Clarifying Comments; None
- c. Agents Opinion; None
- d. Specific Recommendations; That the Persons mentioned in paragraph 6 above, be contacted in order to determine the identity of the person mentioned in paragraph 5 above. If and when this is accomplished, it is also recommended that this man be thoroughly interrogated for any information he might possess regarding Flying Saucers or V2's.
- e. Source; See Correlation Evaluation; P-3
- f. Case Closed in this area.

CHESTER WOLKOWSKI
S/A CIO

CORRELATION

Source; Georg STALLING

- a. During a conversation with Source the undersigned brought-up the subject of Flying Saucers and Source made the statement that he had heard of Flying Saucers as far back as 1948. On instructions of the undersigned, Source agreed to obtain as much information as he could regarding the subject.
- b. STALLING reported the info to the undersigned.
- c. Stalling had been interned at the DARMSTADT camp at the time of the alleged lectures.
- d. The lectures allegedly took place between January and May 1950.
- e. Source submitted the initial report on 3 April 1950, but had to obtain additional information which he submitted on 4 June 1950.
- f. None

AGENT REPORT

1. NAME & RANK OR TITLE OF REPORTER

Alleged inventor of Flying Saucers, conve-
niently with FRANKLIN, Prairie B., 1st Lt,
01309614, Hqo 555 Engineer Group, APO 173,
US Army

2. DATE SUBMITTED

25 April 1950

3. CONTROL SYMBOL OR FILE NO.

8-A79

The following information was given to this Agent by 1st
Lt Prairie B. FRANKLIN, 01309614, Hqo 555 Engineer Group, APO 173,
US Army. Lt FRANKLIN is a pilot assigned to this organization.

While visiting the T & E Staff School Library in BUDINGEN (L51/W96) recently Lt FRANKLIN noticed the Librarian, a MILLER or MULLER, (fmu) reading a highly technical Magazine or Manual pertaining to Guided Missiles. When Lt FRANKLIN engaged the man in conversation he was told by MILLER or MULLER that he (MILLER or MULLER) had invented the flying saucers. He had worked on them during the Third Reich, he said, but later left Germany and lived in an undi- closed Foreign country until the end of the war. He returned to Germany four (4) years ago and has been working for the Americans ever since. He stated further that he had worked for a Capt JOHNSON and attempted to enlist him, Capt JOHNSON's, aid in getting his invention tested by the American authorities. The Americans, he claimed, were not interested. MILLER or MULLER then said he has recently written two letters to two other foreign powers concerning his invention, but as yet has received no answers. MILLER or MULLER claims his invention is much better than that in the American pos- session because of an injection system which keeps the missile from freezing up at high speeds. Although Lt FRANKLIN considers MILLER or MILLER a "Crack Pot", he stated that the man seemed to know a great deal about modern Aircraft, such as only an engineer would know.

The following description of MILLER or MULLER was given:

Height: five (5) feet seven (7) inches
 Weight: one hundred and forty (140) to fifty (150) pounds
 Age: between fifty (50) and sixty (60) yrs old
 Hair: partially bald; color, medium brown
 Other: wears heavy metal rimmed glasses; talks with lisp

Evaluations as to Lt FRANKLIN's story (D-2); as to MILLER's or MILLER's story (P-6)

REGRADED UNCLASSIFIED

ON 5 - JUN 1994
 BY CDR USAINSCOM F01/PO
 AUTH Para 1-603 DOD 5200.1R

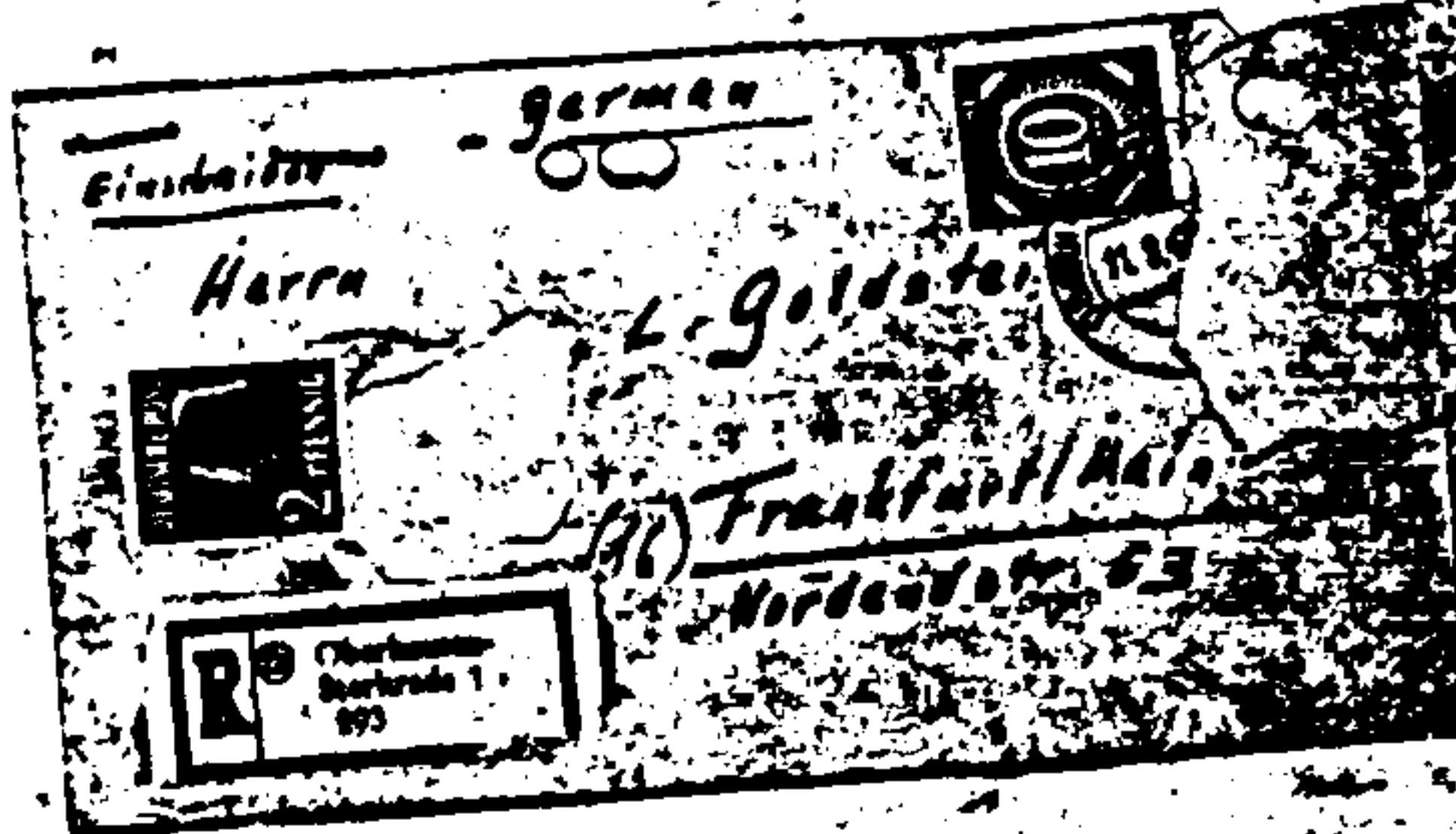
32

7 APR 1950, 427/10 21:00

4. SIGNATURE OF SPECIAL AGENT

Francis J. Boosle

A/D 44700 241

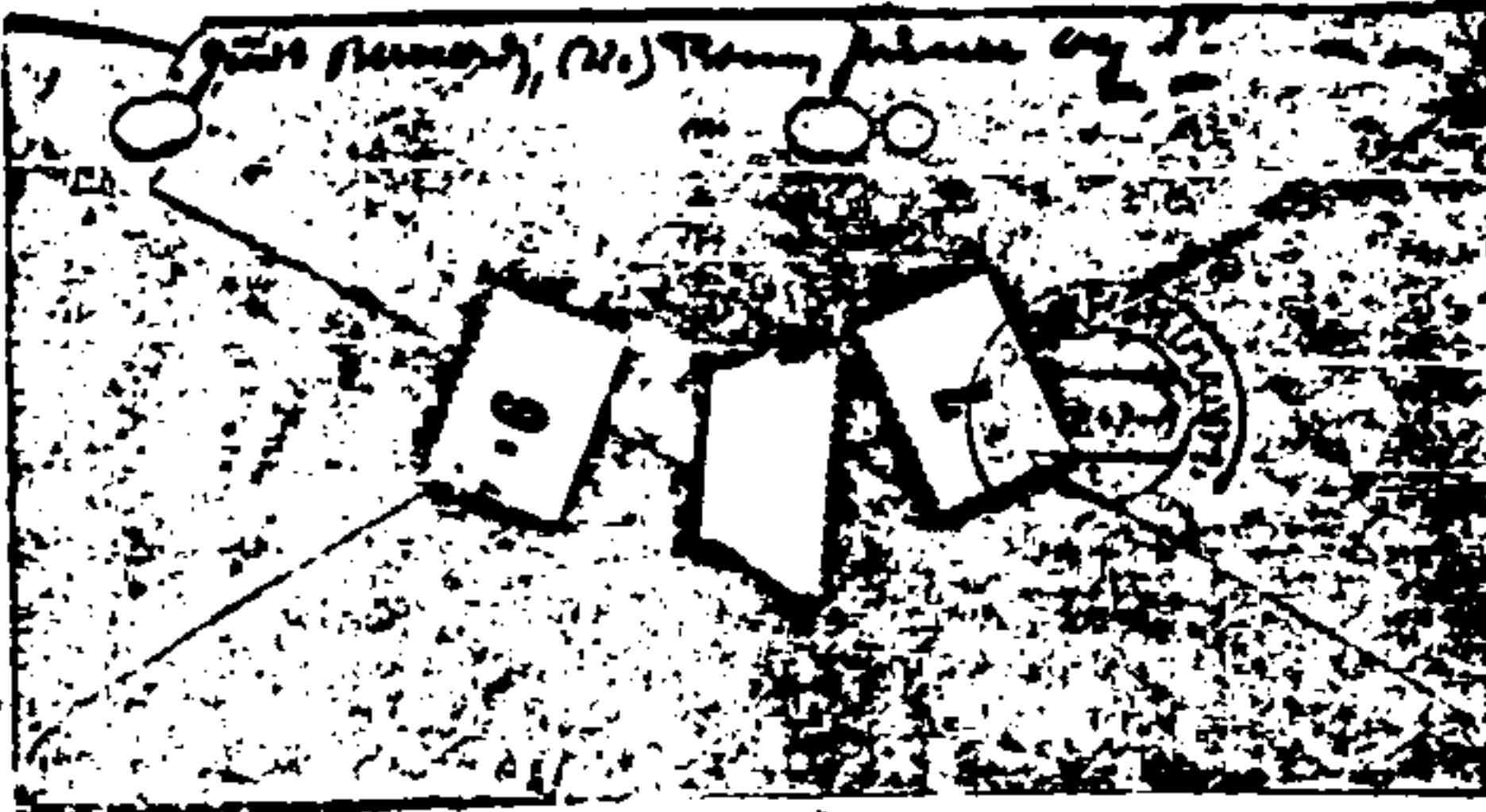


SECRET SOURCE BY

REPORTS OF FBI
Re: Strange A
Observed over
JULY 2000

On 20
editie of the
an object, one
LOWYLMAN, is
in KIRKWOOD

On 20
stated that on
at the railway
jet resembling
of the clouds.
LOWYLMAN re
ments it was
that the object
one-half hour
approximately
town of MARSH
substantiated
and Antes 2000
failed to give
information.



Sent 6/4/8 CIC

PART II: TEXT OF TRANSLATION (US-902D-GM-96001)

Guid Bernardy

(22e) Bonn, 11.8.47
Grüner Weg 1i

As I told you in advance, it proved impossible, without official authorization, to obtain tickets so that I could go there by train. Aside from that, a trip there would have been impossible anyway because the clothing condition of one of the two men prohibits their leaving the daily workplace. I strongly advised you of these circumstances, but was not able to motivate you to do anything. You chose, without stating a reason, to withdraw your agreement from the previous day to pick up the men with me and the car, and to provide appropriate clothing. You left it for me to "find some way, something would work, so that I would be there on Monday or Tuesday with the men." It was not until my objections made it clear that the stated difficulties could prevent a return with the two men, that you admitted that I should write to you. Even my exhortation about the necessity of keeping the established schedules did not motivate you to do anything.

Because of the situation which has been created, a return there, through you and the two men, has become impossible. This is caused by your own behavior which has proven you to be unready. It is also caused by your unwillingness to do anything for the things which are in your own interests and for which I have not failed to make any sacrifice or effort for months. In our discussions I have repeatedly drawn attention to the schedules, and I have repeatedly stressed that I have not shied from any effort in the matter which serves in your own interests.

PART II: TEXT OF TRANSLATION (US-902D-GM-96001)

If you cannot be motivated to do anything for these things by your word and your duty, and if the schedules are meaningless, then I will -- in accordance with my own findings -- no longer feel bound to you and will direct my further actions in the manner which I already explained to you, should this be the case. The 100.-- RM (one hundred Reichsmark) which were intended for tickets, and which I am returning to you, are enclosed.

Bernardy

(End of translation)

NUMBERING MACHINE
SKIPPED PAGE

Guid Bernardy

(22.) Bonn, den 11. 8. 17
Grüner Weg 12

To euerer rich - wie Ihnen vorauswegs als unmöglich, Zelebriungs-
kosten ohne eins anstl. Auskunftsleitung für den Zug dorthin zu bekome-
nen. Abgesehen davon aber stellte sich eine Falle dorthin überhaupt
als unmöglich heraus, weil die Fr Kleidungsfrage der einen der beiden
Herren sie verlassen des beständigen Antritts verbotet. Ich wies
Sie auf diese Unmöglichkeit hingegen hin, vorauschte es aber nicht Sie zu er-
gänzen. Man sahne zu veranlassen Sie zogen es vielleicht
vor, Ihre Jörage vom gestrige, die Herren mit dem Koffer mit mir
zuhören & für entsprechende Kleidung zu sorgen, ohne Tagmietung
zurückzuziehen. Sie überließen es mir, irgendwelchen Tag zu fin-
den, wo sonde schon gehen, dass ich am Sonntag oder Dienstag mit
den Herren dorthin, würde. Sie auf meinen wiederholten Hin-
weis, dass die angegebenen kleineren Kosten unter Umständen ein
Rückkehre, wie den beiden Herren verhindern, würden, veränderten
Sie zu dem Zustandekommen, dass ich Ihnen davon vorschreiben sollte.
Auch mein Bezugspunkt auf das Verständigtheit der Finanzierung
der geplanten Torraine, vorauschte mich Sie zu irgend einem
eigenen Träsu zu verändern.

„Aufgrund der so geschilderten Lage, veranlaßt durch Ihr eigenes
Verhalten, das ich als dümbläus nicht bereit, sondern als sinnvoll.
Ich erwies, von sich aus irgend etwas für die Drage zu thun, die in
Ihren eigenen Interessen liegen & um derer willen ich seit dem
den kein Opfer & keine Lüste geäußert habe, ist mir durch Sie
seine Richtlinie dochhin mit den beiden Herren gemeinsam
gesprochen worden. Da Ihnen bestehendungen habe ich Ihnen
jedoch auf die Termine hingewiesen, habe ich Ihnen jüngst
bekannt, dass ich über den Ihren eigenen Interessen dienenden
Sache willke keine Lüste geäußert habe. Wenn Sie über diese
jetzt & über diese Pflichten wollen nicht einmal darüber zu veran-
lassen mich, mich irgendwie für die Drage zu bewegen. Wenn
die Termine gleichgültig sind, halte ich mich entsprechend
den eigenen Festlegungen - nicht mehr an die gebrochenen &
werde meine weiteren Schritte entsprechend dann feststellen,
was ich Ihnen in meinen Festlegungen für diesen Fall bereits
festlege. Die als Reisekosten gedachten 100.- R.R. (nicht zuviel
Reisekosten) stelle ich Ihnen beigebracht wieder zu.

Bernard 9.

~~CONFIDENTIAL~~
HEADQUARTERS U.S. ARMY
AUGSBURG SUB REGION
COUNTER INTELLIGENCE CORPS REGION IV
970TH CIC DETACHMENT
KINGMAN COMMAND

FILE NO: II-A-1300/SD

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: RUXTON Flying Saucer Design.

1. Reference is made to request for information Headquarters EUCOM based on letter Headquarters USAFE dated 28 April 1948, Subject, as above. According to TVX request Region IV Headquarters dated 17 May 1948, the EUCOM letter requested the following:
- Identification of Agent submitting information to Augsburg Military Post S-2 (L49/137).
 - A copy of the subject report to be furnished Headquarters EUCOM.
 - Future reports to other agencies by 970th Agents to be forwarded to 970th CIC Headquarters EUCOM.

2. Investigation revealed the following:

- The undersigned agent B. A. DICK, on or about 28 May 1948 furnished the S-2 Augsburg Military Post, Lt Col GARNIER, with several prints of German Jet propelled plane design. These prints were of ECKMANN brother design.

b. In reference to request stated in Par. 1, sub-Par. b above, the following information is submitted:

- (1) On or about 10 May 1948 the undersigned agent discovered the Airplane designs mentioned above while rummaging through old papers found in one of field trunks located in the supply room of the Augsburg 970th CIC Offices.
- (2) Investigation as to the origination of the papers and the source from which they came was to no avail.
- (3) The papers turned over to S-2 Augsburg Military Post as mentioned above were not accompanied by report.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

3. The alleged improper action by [REDACTED] agent in turning the above stated information over to another agency, was based on the belief that the information was of no further intelligence interest. Attention is invited to Memorandum from Major General 970th CIC dated 12 March 1948, File No. D-198239, Subject: BOETZ Bros., in which it is stated that the BOETZ Brothers had been located and interrogated by agents of another intelligence agency, and that no further information concerning them was desired. Instead of destroying the above documents the undersigned agent turned them to the S-2 Augsburg Military Post. The undersigned agent stated to the S-2 at the time of turnover that the information was no longer desired by our organization but that K-2 Intelligence might have a use for them. It is apparent that the undersigned agent mis-interpreted the memorandum dated 12 March 1948 as mention above.

APPROVED:

E. A. Beck
S/A CIO

JACK H. HOLLE
Special Agent, CIO
Case Officer

SUS S. J. Ne

to cic reg. iv

c i c Augsburg 31 May 48 1035 hrs opns at holle

wo/// who is on duty pls?++

this is whitt//whittaker may i help you

just wonder if capt morfit happens to be there?++
he is not in the office but perhaps i can reach him in his quarters
no, pls dont bother here is a message that he can read over
tomorrow....

in reference to a twx that i sent on 17 May 48 at 1515 hrs
i remember the story concerning capt deck and when he is expected
back from furlough, however, about the other case concerning
an interview with one herr grieshammer, the official of the
german national railway guenzburg repair area, about the almost
identical railway accic// accident which occurred a few days
prior to 20 Mar 48 near hannover in the britsi//british zone.
pls excuse the spelling today. we wanted to know the exact lo-
cation and date of all// alleged accident in order that british
authorit// authorities may furnish this headquarters with further
details. that is all for kn/ now. the report may have come
in the past week but our twx machine has been unattended most of
the time and the messages are never delivered. in case you
have sent down a written report i will check the message center
in the morning. if you send a twx, just let me know the date
and i will be able to find it quite easily from that. this is
all i have today, not important to call capt morfit but pls ask
him to look into it tomorrow when he comes in.++

i am sure that the reo// report has gone down to you as i am the
one who typed it in final form gone now pls i will check to be sure
i cannot check the log but i know that it has left this office for
sure anythin; else no thank you could you perhaps send down
the date. that is not too important perhaps just forget it
as i can check the log here tomorrow when the open up. i just
happen to be working to day and noticed a suspense date on the
railway incident. as long as it did not come by twx i will
find it alright. thanks a lot and clear from this end
if there is nothing furhter+++

nothing further and out

Here is a message for cast decks
Per USAFE 2-2 rec'd a report from the S-2 officer of Augsburg
Military Post. This information had been given // given to the
S-2 officer by an unnammed agent from the 970th. The
report consisted of technical data concerning the Northern design
and the agent did not explain their origin. Further, the
agent said that it was impossible at this time to give the S-2
any more info. nor it seems that USAFE is very interested in
subject matter, and desires any other information available to
serve our interest. Also the request was made to EUCOM that USAFE
make available any effort devoted to this project. In the letter
// letter to us, + to make this communication

RE: [REDACTED] - 100-10000
It is requested that the agent in question be determined and
that a copy of his report and any additional information be
transferred to the Headquarters. The date of the original memo
from the state is 26 April 1946 and then they close with the
statement that in the future this Headquarters be furnished an in-
copy of reports submitted to the [REDACTED] to other agencies. I have
tried to advise the above without giving too much over the two
if you need any additional I will have to send you a classified
letter. Is the above enough? - one more pls++ one thing
that I can tell you is / know in connection with the above
will be able to furnish that when he is answering to pls put
in name of the report so that the message center here will give
me the info. and also the report that coast dock will make on
the subject in initial info. Also the u.s. such suspense date
is 21 May 46 which means that it should be in this office soonest.
The information is not too important, altho I would appreciate it
if you could get some soon if the info is readily available++
This is all I can report at the moment + not anything about the s-2
agent, but if you look into it, we will get the poor for it,
and if you can get any info on the killer in I believe still up there today
and if you can get any info so that you acquaint him with the subject
and if you can get any info so that we will have enough to go on++
The subject is listed - or else as to
the subject's name. I think that if you would ask all
agents in the state if the mention person someone will remember
it. I am sure that the best s-2 will recall
the agent's name and location all agents - I have a hunch that the
agent is dead or has been lost with us, but will see what can be found
as to the agent's name. He either know his name and did not want
to be identified or he is unsafe or else he can't furnish a descrip-
tion - no thanks to him. hope you
will do them. Thanks a lot for the help++you are
very welcome.

~~SECRET~~

HEADQUARTERS
970TH COUNTER INTELLIGENCE CORPS DETACHMENT
EUROPEAN COMMAND

APO 757
12 March 1948

D-198239

SUBJECT: Flying Saucers

TO : See Distribution

1. Reference is made to letter, this headquarters,
dated 28 October 1947, subject and file as above.

2. The HORTEN Brothers have been located and in-
terrogated by American agencies. Reports concerning EEI's
of the HORTEN family, forwarded by referenced letter, are
no longer desired by this headquarters.

3. For your information.

BY ORDER OF COLONEL ERSKINE:

Mr. OLIPHANT/EMF/7256

DISTRIBUTION: "B"

James L. Erskine
EARL S. BROWNING, JR.
Major, Infantry
S-3

~~SECRET~~

~~HEADQUARTERS
SUB-REGION DARMSTADT
COUNTER INTELLIGENCE CORPS REGION B~~

III-D-1C4B.1

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48

MEMORANDUM FOR THE OFFICER IN CHARGE

REGRADED UNCLASSIFIED
ON 8 JUL 1994
BY CDR USAINS/CDM/F01/PC
AUTH Para 1-603 DOD 5200.1

SUBJECT: DORTEN, Reiner and Walter (Brothers).

30 Operation KARAB

Regrated ~~CONFIDENTIAL~~ by authority of
Colley W. by Bsf

LE PHARE DE L'ORDO

1. Reason for Investigation 7-31-51

Reference is made to letter, Headquarters Counter Intelligence
Corps Region I, 970th CIC Detachment, European Command, APO
134, dated 26 January 1948, file No. 1-1600; subject: MORTKI, Reimer
and Walter (brothers); Re: HARASS.

2. Results of Investigative Activity:

a. In the above mentioned reference Professor Dr. SCHALL is reported living either in the DARMSTADT (LSD/304), FRANKFURT (LSD/307), or BALDURG (LSD/E49) area, and is reported as a possible lead concerning the FARTHI brothers; (see subject).

Adolf SKKAL, Professor, Doctor, Philosopher, is presently residing at HINTER RODEN (L60/175), Schulstrasse 30, SKKAL is administrative and liaison leader of the scientists in the DARMSTADT area. When contacted, SKKAL stated that the last he had heard concerning the HORSTEN brothers was that they were residing at STUTTGART (L49/302), BADEN-BADEN. As to their present residence, SKKAL could furnish no further information. They lived and carried out their experiments with motorless, and tail-less planes during the war at SCHLAUCHSCH GUT (L49/352), BADEN-BADEN. The HORSTEN brothers worked very closely with the SKKAL and JUNKERS Factories, which were engaged in the designing and construction of various aircraft. SKKAL offered the following named persons, who were connected with the two (2) above mentioned firms, as lead, concerning the HORSTEN brothers:

(1) Franz WALTER, Betriebsleiter, SCHWANEN CAFE MOZART,
Pariserstrasse 20.

(2) Paul KUMPER, Engineer, SCHAUERSCHE-AG, BADEN-BADEN, Perlastrasse 10.

(S) Friedrich FISCHER, Engineer, USSR, MO-180000
(181/166), Kirebstrasse 29.

(4) Pau PIETSKL, Engineer, NECKAR-STRASSE (LDO/207)
ORTENBURG, BADEN, Reppenauerstrasse 88.

(5) ERNST SIEBERT, Engineer, DODGE (LSD/MS2) Recon-
stress 8. 1964 Evaluation: P-S.

~~CONFIDENTIAL~~

ACIO, subj: FORTEN, Heimer and Walter (brothers) cont'd.

c. Interview of ERNST SCHUBERT, who is located in this area, revealed the following information relative to SUBJECT: SCHUBERT, who was formerly chief testpilot for Junkers Aircraft corporation, was not acquainted with the HORTEN brothers, but knows that they built the first "tail-less" plane ever flown in GERMANY. Experiments with this craft were made at SCHWEINSCHORFEND, however, the date is not known. Toward the end of the war the BRITISH evacuated the HORTEN brothers to TERRISSEN (LBB/C52), BRITISH zone, and allowed them to resume work of their "tail-less" aircraft. During 1946 they were transported to ENGLAND to make test flights for official purposes. The results have never been revealed; however, the HORTEN brothers who had been promised entrance to ENGLAND were returned to POTSDAM and told that at the present time, due to lack of funds, the ENGLISH could not bring scientists and important technicians into ENGLAND. Upon their release from the ENGLISH, the HORTEN brothers were not allowed to continue their work. SCHUBERT furnished the following named person as a possible lead concerning the HORTEN brothers:

(1) Hanna RIKTSCHE, presently residing at CANTERBURY (151/137), near HANFORD/vein, famous women pilot of GERMANY, was well acquainted with the HORTEN brothers. SCHUBERT stated that RIKTSCHE did test flying of the HORTEN aircraft.

d. Interview of Walter REICH, electrical engineer, residing at 154 Darmstädterstrasse, DAHLEMSTADT-ARZELLOHN (LBB/154), revealed the following information: The HORTEN brothers were the foremost glider experts of GERMANY for many years. During the war they were in the neighborhood of WURZBURG (LBB/153), Wurttemberg BADEN. Throughout the entire war they carried on top secret wind tunnel tests. The wind tunnels, believed to be the largest and most modern of that time were located at SCHWEINSCHORFEND. The work of the HORTEN was closely related with the SKIBBEL Factory at the end of the war (1945). During 1946 REICH heard that the HORTEN brothers were located at ST. MARIE ST. STUART, where also the remains of the firm SKIBBEL had been evacuated. Sometime in 1947 REICH learned that Mr. SKIBBEL had left his firm (disposition of firm unknown) and had taken up residence at TROISIER SEE (F43/Y91) BAVARIA. In connection with this he learned also that the HORTEN brothers, along with other SKIBBEL personnel had moved to FRANCE under contract with the FRENCH Government. Upon request of the undersigned, REICH learned the following: The HORTEN brothers are in FRANCE living at BEAUCIE, approximately one-hundred and ninety (190) miles southeast of PARIS. BEAUCIE is located on the Loire River. The HORTEN brothers are working on very important experiments, together with a Professor PIERRE PLANZ, an Aerodynamics expert who was considered topnotch with the Junkers Motor Building factory located at DRESDEN (KBB/K17). There is a colony of approximately two-thousand (200) aircraft designers, builders, technicians and their families located at BEAUCIE. (P-8)

e. Additional information concerning (1) SKIBBEL, (2) SCHUBERT, and (3) REICH is listed:

(MOIC, subj: MONTAN, Reimer and Walter (Brothers) cont'd.

Birthplace..VIENNA, AUSTRIA
Occupation..Theoretical Physicist Expert
Address....HALLE/SAALE, Sonnenfelderstr. 6 (former)

(2) Name.....Ernst SKIBERT
Birthdate...1 August 1911
Birthplace..WORMS (L50/M41) on Rhine
Occupation..Airplane Testpilot, designer.
Address....Junkers at DUESSELDORF (former)

(3) Name.....Walter REICH
Birthdate...1908
Birthplace..DESSAU
Occupation..Radar, Electronic expert.
Address....HALLE/SAALE (M52/D02) (former,
REICH is presently awaiting orders for immigration
to the U.S.

3. Agent's Comments, Conclusions, and Recommendations:

- a. The leads given in paragraph B, sub-paragraph b. (1), (2), (3), and (4); sub-paragraph c(1) be exploited.
- b. That this case remain open and that an exchange of new developments be maintained by this office, CIC STUTTGART, and CIC FRANKFURT.
- c. It is recommended that CIC STUTTGART, and CIC FRANKFURT be serviced with copies of this MOIC.

PIERS, AND IMPHIS. INDEX

MONTAN, Reimer
MONTAN, Walter
SHKRAL, Phm. Prof.
SHKRAL, Adolf. Prof. Dr.
WALTER, Franz
SEWEIER, Paul
RECIGER, Friedrich
HEUSKL, Phm
SKIBERT, Ernst
REUTSCH, Hanna
JUKION, Walter
SKIBEL, Phm
HIAKE, Phm
DARMSTADT
FRANKFURT

WALBURG
HEDER-RODEN
STUTTGART
Phil.
SCHWABEISCH-OMVUEND
NEU ISENBURG
NECKAR DISCHOPFSHEIM
BERNDHEIM
GOTTERICH
KREUZ
OBERURSEL
BARMSTADT-ARHEIMLOHN
WORTZBURG
TEOBORN SKI
FRANCE

DECIER, FRANCE
PARIS
LOIRE RIVER
DESSAU
VIENNA, AUSTRIA
HALLE/SAALE
WORMS
U.S.A.
SKIBEL firm
JUNKERS
"tail-less" plane
FRENCH Government

APPROVED:

JOHN H. PAJISI
Special Agent, CIC
Commanding.

MARY A. LACHAUSSE
Special Agent, CIC

~~CONFIDENTIAL~~

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HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION IV
970TH COUNTER INTELLIGENCE CORPS DETACHMENT
APO 407-A, US ARMY

CSH/cs

5 March 1948

IV-2574

SUBJECT: Flying Saucers

TO : Commanding Officer
Ho 970th CIC Detachment, EUCOM
APO 757, US Army

1. Reference is made to your letter, file D-198239,
subject as above, dated 28 October 1947, inclosing XRI from
Wright Field, Ohio.

2. The three inclosed MOIC's are forwarded in compliance
with above referenced letter.

3. Lead in Paragraph 2 b. of attached MOIC regarding
ZIEGLER relative to fnu SPOROWSKI, allegedly a prominent
former rocket expert presently reported to be residing in
LAUFEN, will be investigated and report thereof will be
forwarded to your headquarters.

cc: J. D. Golden
JULIUS D. GOLDEN
Lt. Col. AC
Commanding

3 Incis:

- 1- MOIC, this Ho, file
IV-2574, Subj: BAUER,
Director Hubert, dtd
1 Mar 48 (3)
- 2- MOIC, this Ho, file
IV-2574, Subj: ZIEGLER,
Walter Erich, dtd 1 Mar 48 (3)
- 3- MOIC, this Ho, file IV-2574,
Subj: WENDEL, Fritz, dtd 1
Mar 48 (3)

Munich Mil 2995-2996
(Mr. Hajdu)

*Copy of all three Moic to
get 62 March 1948 two*

~~SECRET~~

REGRADED UNCLASSIFIED
ON 6 JUL 1994
BY CDR USAINSCOM F01/PO
AUTH Para 1-603 DOD 5200.1R

#7339.

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~~SECRET~~

**HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION IV
970TH COUNTER INTELLIGENCE CORPS DETACHMENT
APO 407-A, US ARMY**

1 March 1948

IV-2574

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: BAUER, Director Hubert

1. In conjunction with the interrogation of one Walter ZIEGLER, this agent interviewed one Hubert BAUER on 26 January 1948 at the apartment of Subject's brother in ROSENTHAL (M48/22), with the following results.

2. a. Personal data regarding Subject is as follows:

Name: Hubert BAUER
Aliases: None
Date of Birth: 20 March 1902 at ROSENHEIM
Residence: 7 Hausberg Strasse, GARMISCH. Telefon
during office hours, GARMISCH 3570
Education: High School 1908-1920, Engineer School
at MITTWILLA 1920-1923
Marital Status: Married to Margarethe nee WEIGEL, four
(4) children between the ages of 4
and 17
Occupation: 1923-1925 BAMAQ, DESSAU; 1925-1929
JUNKERS, DESSAU; 1929-1945 MESSER-
SCHMIDT, AUGSBURG and OBKRAMMERGAU,
where Subject was "Betriebs-Direktor"
for the development of airplanes,
the development of new working
procedures, and the development of
special instruments and machines;
since 1945, Subject has been in-
dependent setting up new plants for
private enterprises, and besides
working on his own on a new apparatus
to replace the fuel consumption
gauge in motor cars.
Army record: None. UK during the war.
Nazi Record: Party member since 1937, member of DAF
and NSFK, all without rank or position
Criminal Record: No previous convictions

b. When interviewed in regards to the HORTEN family, Subject stated he had met one of the HORTEN brothers at a private dinner given by Professor KESSERWACHMIDT in AUGSBURG either before or during the first years of the war, but he does not remember which one. Subject further stated that he had at no time met any other member of the HORTEN family, neither on private nor on official occasions, and that

~~SECRET~~ A-49 copy to operational HQ

~~SECRET~~

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he had no knowledge concerning their present activities or whereabouts. However, he remembered to have heard that the HORTEN brothers were supposed to be working in the United States. He described the HORTEN plane as a tailless rocket plane, but could give no further details, due to the fact that he (Subject) had never worked on any of the HORTEN constructions. Furthermore, Subject stated that he had not heard anything concerning Russian experiments with, or developments of, the HORTEN plane, although he was personally inclined to believe that the Russian scientists would attempt to carry on the HORTEN experiments. Subject stated that he had last met walter ZIMMELER approximately one year ago, and that he can not think of any one in Germany who might be able to give any reliable information concerning the HORTEN family, especially since VOGT is already working in the United States. The wind tunnel at KOCHKL (M48/T70) is of course known to Subject; however, he has never been there, and he does not know Professor RUDIN.

c. During the course of the interview, it was further revealed that approximately six (6) months ago Subject was approached by a Czech who claimed to be a member of the Allied Reparation Commission at BRUXELLES and had come to OBERAMMERGAU FOR the purpose of inspecting machines, etc. This man was loath to show Subject any legitimate papers, and was far more interested in everything concerning the former staff of the MESSERSCHMIDT Works, the number and names of the specialized employees, the departments in which they worked, etc. Furthermore, the Czech wanted to know what had happened to the plans and construction formulas of the new inventions, etc. Subject stated that he was very evasive in his answers.

d. Approximately eighteen (18) months ago, Subject voluntarily registered for work in the United States under the condition that his family could join him there; however, he has heard nothing concerning his eventual departure from the Field Information Agency, Technical, where his application was made. Subject is anxious to leave Germany where there is no future for his inventions, both on the civilian and the war armament sector. However, he was emphatic on the point that he would never work for the Russians.

3. Agent's Comments: Investigation closed.

SOURCE: Hubert BAUER

EVALUATION: F-6

APPROVED:

Camille S. Hajdu
CAMILLE S. HAJDU
Special Agent, CIO

Rudolph J. Geiser
RUDOLPH J. GEISER
Special Agent, CIO

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~~SECRET~~

List of Personalities, Places and Impersonal Subjects

Director Hubert BAUER

HORTEN family

Prof. MESSERSCHMIDT

Walter ZIEGLER

VOGT

Prof. RUDIN

Allied Reparation Commission at BRUXELLES

Field Information Agency, Technical

~~SECRET~~

~~SECRET~~

HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION IV
970TH COUNTER INTELLIGENCE CORPS DETACHMENT
APO 407-A, US ARMY

IV-2574

1 March 1948

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: ZIEGLER, Walter Erich

1. Reference is made to letter, Hq 970th CIC Det., EUCOM, file D-198239, Subj: Flying Saucers, dated 28 October 1947, furnishing XMI's for the questioning of aircraft specialists.

2. The following information was obtained in the course of interrogating Subject:

a. Personal Data

Name:	Walter Erich ZIEGLER
Aliases:	None
Date and Place of Birth:	14 October 1907 at GESECKE, Westfalia
Residence:	Formerly BERLIN, since 1944 MAD AIBLING (M48/Z12), at present 107 1/6 Kolbermoor Strasse "Uberrealschule" at METZ, Lorraine, studied engineering at ILMENAU/ Thuringia where he completed the examinations as "Maschinen- ingenieur" in 1929
Education:	Married to Leni ZIEGLER, nee WEISS, one son Walter, sixteen (16) years of age, who is still going to school.
Marital Status:	Protestant
Religion:	Aircraft engineer, specialized in rockets.
Profession:	Employments since 1929 -- first with the Firm "Siemens & Halske", BERLIN; then "Deutsche Ver- suchsanstalt fuer Luftfahrt", BERLIN; again "Flugmotorenbau Siemens", BERLIN; and finally director at "BMW" (Bayerische Motoren-Werke), Section Rockets, first in BERLIN, and since 1943 at BRUCKMUEHL, Landkreis AIBLING, as leader of the BMW plant lo- cated there. At present Subject is the director and owner of a small metal firm at BRUCKMUEHL, seventy-two (72) employees, which
Occupation:	

SECRET → ●

Army Record:

Nazi Record:

Criminal Record:

produces cooking pots, etc., said firm being founded in October 1945.

None. UK during the war due to his scientific work on rockets. Membership in DAF and NSV without positions; according to his Spruchkammer sentence Subject does not come under the denazification categories.

No previous convictions.

b. During the course of the interview, it was revealed that Subject had never met the HORTEN brothers personally, but that he had heard that they were working on some special type of plane which never appeared in mass production. Furthermore, Subject stated that he has heard that the Russians are at present producing the HORTEN plane; however, he does not know where the plants are located. Subject further stated that he has no knowledge concerning the present whereabouts of the HORTEN family, but that he believes some of his acquaintances among his former colleagues may be able to furnish some information concerning the HORTEN's and their work. He promised to be as helpful as possible in an unofficial manner, and pass on any information he might obtain to the undersigned. According to Subject, the following persons may know something concerning the HORTEN family:

(1) Director BAUER, formerly of the MESSKESCHMIDT Works, at present residing at OBERRAMMKGAU (exact address of Director BAUER can be obtained through his brother, the owner of "Gerberei BAUER" at ROSENHEIM (M48/Z22), whom Director BAUER visits frequently). Otherwise Subject has the address of Director BAUER on file at his office in the firm at BRUCKMUEHL, where he can be reached at Telefon BRUCKMUEHL 102.

(2) Professor MOESSERSCHMIDT of the MOESSERSCHMIDT Works, at present being held at NUERNBERG (M50/040), and whom Subject describes as an honest and upright character whose main interest in life is his technical and scientific research, and who has an excellent knowledge of persons of importance in aerodynamics, most of whom he knows personally.

(3) Director BIKFANG, at present residing at VENNIKEL near MUNICH, district KIEFERFELD (BZ), formerly a director of BMW, Motor Building Section. BIKFANG is a personal friend of Subject, with whom he is in constant contact and whom he will visit in a short time.

(4) fmu SPOROWSKI, presently residing in LAUFEN, one of the first men in the former German rocket building industry, who is at present being tried before the LAUFEN Spruchkammer. Subject believes that this man may also be able to give some information concerning the HORTEN plans, but he is personally not on speaking terms with him due to the fact that he (Subject) has to appear before the LAUFEN Spruchkammer as a witness against SPOROWSKI, the latter having been a personal friend of HINDLER and also of KALTENBACHNER, who is a godfather to one of SPOROWSKI's children.

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(5) Professor Peter WAGNER, formerly of KOCHEL, at present believed to be in the United States. He was in charge of the construction of the "Zellen" (bodies) of rocket planes.

(6) Ernst VOOGT, formerly of KOCHEL, present address unknown to Subject. He was formerly a department leader of MESSERSCHMIDT who supervised the installing of motors in the type ME 262 (?) planes. VOOGT also built the special plane "Josephine", which was a special construction and designed for action in Japan, radius 1.200 km.

As previously mentioned, the above listed persons are acquaintances of Subject. However, Subject believes that besides having some knowledge concerning the HORTEN family, they may also give him the names of other people in this area who might have any pertinent information.

c. During the course of the interview, Subject also spoke of the following:

The three (3) main departments or sections of the "Bayerische Motoren Werke" were: (1) Plane engines or motors; (2) turbines; and (3) rockets. Subject worked in the latter section. One of the main tasks of this section, besides the actual developments of rockets, was the building of the plane type "ME 163 Raketen-Jaeger" (a fast rocket fighter) in collaboration with the MESSERSCHMIDT Werke. This plane had a speed of 1.400 km per hour in 1944.

d. A small sector BMW Rocket Plant (400 men), who were still employed in BERLIN at the end of the war and were then with all remaining machinery transplanted to HALLE, continued their work there for the Russians. In September 1946, these men were called up at two o'clock at night by the Russians and were transported to KUBISCHEW, which is a small town of approximately 15,000 inhabitants east of MOSCOW, where they are presently constructing rockets under Russian supervision. Some of these men were permitted to take their wives. Subject also heard of a small jet-propelled plant of the MESSERSCHMIDT Werke, which was transported together with the remaining personnel to the Kaukasus, and who are allegedly continuing to construct jet-propellers.

e. When questioned in reference to contacts with foreign powers other than the Americans, Subject stated that a representative of the British War Ministry, one Sir PATTEN, payed him a visit at BRUCKMUEHL some time in May or June 1945. This man was most interested in the German phase of the developments of rockets, and took some samples with him. Late in 1945 or early 1946, Subject was approached by some Germans who represented the Russian government and who also came to see him at BRUCKMUEHL offering him various good contracts, if he would be willing to work in Russia. He refused these offers. In 1946, Subject was granted the permission by the American authorities to be interviewed by some French experts on the developments of rocket. Subject went to LINDBAU/Bodensee (FZ) to meet the directors of the

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French Work "Artistic Aeronautic", at that time at LINDAU and at present located in the south of France, and with which firm a greater number of former colleagues of Subject are now being employed.

3. Agent's Comments: Investigation closed.

SOURCE: Walter Erich ZIEGLER

EVALUATION: F-6

APPROVED:

Camille S. Hajdu

CAMILLE S. HAJDU
Special Agent, CIC

Rudolph T. Geiser
RUDOLPH T. GEISER
Special Agent, CIC

List of Personalities, Places and Impersonal Subjects ✓

Walter Erich ZIEGLER
HORTEN family
Director BAUER
MESSERSCHMIDT Werke
OBERAMMERGAU
"Gerberei BAUER"
Prof. MESSERSCHMIDT
Director BIRKANG
fmu SPOROWSKI
Prof. Peter WAGNER
Ernst VOGT
"Bayerische Motoren Werke"
Sir FATTEN, British War Ministry
BRUCHMUEHL
"Artistic Aeronautic"

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HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION IV
970TH COUNTER INTELLIGENCE CORPS DETACHMENT
APO 407-A, US ARMY

IV-2574

1 March 1948

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: WENDEL, Fritz

1. Reference is made to letter, Hq 970th CIC Det., EUCOM, file D-198239, Subj: Flying Saucers, dated 28 October 1947. In compliance with request contained in the above referenced letter, a survey of all technicians residing in the AUGSBURG area was made.

2. The following information was obtained in the course of interrogating Subject:

a. Background information regarding WENDEL is as follows:

WENDEL was born on 21 February 1913 in MONZERNHEIM bei WORMS (K50/M32). He is at present residing at 12 Buergermeister Fischer Str., AUGSBURG (M49/Y37). He attended the public school in MONZERNHEIM from 1921 to 1925 and then attended the Technical High School in WORMS from 1925 to 1931. He then attended an Agricultural School from 1931 until spring of 1933.

In 1933 WENDEL entered a Sport Pilot's School in MANNHEIM (L50/M50) and studied there for half a year. From here he attended the State School for Commercial Aviation at SCHLEISSHEIM bei MUNICH (M49/Y45) for a period/two (2) months. At this time WENDEL was called up for three (3) months basic army training in RENDSBURG/SCHLESWIGHOLSTEIN (L55/N23), after which he continued his commercial aviation studies in GOTHA (M51/J06) in February 1935. In October 1935, Subject was excluded from this school because he refused to enlist in the army for a twelve (12) year period.

In January 1936, Subject was employed by MESSERSCHMITT A.G. in AUGSBURG, and in April 1936 he was officially designated as a test pilot. He was enabled to do this because of a general amnesty declared on HITLER's birthday.

In January 1937, Subject was test pilot for MESSERSCHMITT Aircraft Types ME 109, ME 110, and other types never fully developed. After the resignation of the chief test pilot, Dr. Hermann WURSTER, 21 Carron du Val Str., AUGSBURG, in February 1940, Subject was appointed chief test pilot, which position WENDEL held until the end of the war.

During the war years, Subject's main duties were on the improvement of the ME 210 and ME 262. In duties involving the ME 210, Subject was instrumental in the development of the following technical

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only copy of drawing sent and
copy to you in care of
[Signature]

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theories: (1) longitudinal stability dependent upon position stabilizer; (2) longitudinal stability dependent upon direction of propeller rotation; and (3) new observations during wingover tests.

Subject specialized on fast aircraft such as ME 210 and ME 262 (jet propelled fighter plane). He also flew various other types including the ME 209. On 28 April 1939, Subject established a world speed record of 755 km per hour with the ME 209. According to Subject this fact was mentioned in the German Press as having been accomplished with the ME 109 for propaganda purposes. While test piloting the ME 262, Subject concentrated on discovering changes in the aircraft when nearing the speed of sound.

In the fall of 1944 the test flights with the ME 262 were completed and Subject was appointed a civilian instructor of the ME 262 for the German Air Corps pilots on the Western Front. He was also in charge of supply parts for the ME 262. Further, he was instrumental in the project to install rocket projectiles in a small number of ME 262's. At the end of the war he was still instructing.

In June 1945, WENDEL was interviewed by a civilian representative of the CURTIS WRIGHT AVIATION CORP. concerning Subject's activities while instructing on the Western Front, especially the method of spare parts supply for the ME 262. Subject has never been interviewed by any other American representatives until this date.

Dr. Hermann WURSTER, mentioned above, was interviewed by a special Army commission (American) in June 1945 at OBERRAMMERSGAU (M48/D49) where this commission was then stationed. Details of this interview are unknown to WENDEL.

Since the beginning of the occupation until the present time, WENDEL has been working for his father-in-law, Georg STREIT, in the FORTUNA BREWERY in AUGSBURG.

b. On 18 November 1947, WENDEL was interviewed at great length regarding the KEI's listed in above referenced EUCOM letter. Attention is invited to the first line of Paragraph 2.b. of referenced letter, wherein HEILIGENBERG is mentioned. This was pointed out as an error by WENDEL, inasmuch as he knew that experiments were conducted by the HORTEN Bros. in HEILIGENBEIL in East Prussia. Following are the answers to the KEI's as listed in referenced EUCOM letter with reference only to Page No., Paragraph headings, and Sub-paragraph letters, followed by the answers to the KEI's as given by WENDEL:

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(1) Page 1: "Commonly reported features....."

(a) WENDEL stated that HORTEN Bros. aircraft as he knew it was a one-man plane, approximately 10 meters long, half-moon shaped. This first model was nearly tailless, but did have a slight fuselage and tail assembly. He did not know of any light reflecting ability to this aircraft. He further stated that a later model was larger, carried more crew members and was propelled by rocket engines rather than jet engines.

(b) The HORTEN Bros. aircraft that Subject knew of were propelled by jet and rocket engines, both of which emit sound while in operation. He stated that he did not know of any soundless or near soundless engines. WENDEL here related that German scientists had been experimenting with the use of ordinary type engines for normal or cruising speeds, with rocket engines to be used on the same craft for super speed. This theory was used by the Germans on submarines for high speed getaways. This was first used by the scientist WALTHER at KIEL (L55/C53).

(c) WENDEL stated that the HORTEN Bros. aircraft in theory was to have better-than-average maneuverability, a ceiling of 12000 which would be raised by the installation of rocket engines. It would have a small circling radius at slow speeds and high speeds, and would have high lift because of profile curving, and it would have a narrow radius. He did not know of any hovering or near-hovering ability.

(d) Reference is made to sketch number IV, attached hereto, which was made by WENDEL for this agent. This sketch approximates the HORTEN Bros. design as he knew it.

(e) Subject stated that colorless exhaust-trails would be possible with an aircraft using two (2) jet engines. If subject aircraft are powered with rocket engines, a brown exhaust-trail is possible. WENDEL does not know of any experiments with Diesel engines in this research.

(f) As explained in sub-paragraph (b) above, with the use of rocket engines to assist conventional engines, a high speed getaway is possible. This is not held true for actual disappearances and does not account for complete disintegration. No theory is advanced for this latter phenomenon.

(g) WENDEL stated that the HORTEN Bros. aircraft had a theoretical maximum speed of 1200 km per hour -- almost the speed of sound. There was no theory advanced regarding sudden deceleration of speed to give the idea of sudden appearance. The Subject did not know of any theory supporting sudden appearance from high altitudes.

(h) WENDEL was more familiar with an aircraft of approximately ten (10) meters width -- not one of the size of an American C-54 or a Constellation.

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(i) WENDEL had no knowledge of the HORTEN Bros. aircraft having the ability to group together tightly when more than one aircraft were in the air together.

(j) The HORTEN Bros. aircraft as known by Subject was manually controlled only. Experiments were being conducted for the radio control of said aircraft by SIEMENS & HALSKE, electrical factory of BERLIN (N53/Z75).

(k) WENDEL can only advance his own theory as regards this observation: that is, that with an aircraft of this size, only rocket type engines would cut a path through clouds approximately one-half mile wide. He admitted that this is only his theory and in addition, a possibility only.

(2) Page 2: "The German High Command....."

(a) WENDEL knew of one other aircraft engineering organization, namely, SIEBEL, who was from HALLE (M52/D92), which organization specialized in constructing aircraft from other organizations' experiments. In addition, Subject had already referred to one Dr. WURSTER, the former chief test pilot of MESSERSCHMITT A.G. in AUGSBURG.

(b) Subject is of the opinion that the first HORTEN Bros. aircraft designed, built, and tested was designated the HORTEN VIII, but of this he was not certain. At this point, WENDEL related that before the end of the war several MESSERSCHMITT technicians transferred their affiliation with MESSERSCHMITT to the JUNKERS FLUGZEUGWERKE, DESSAU (M52/E17), which is at present in the Russian Zone of Occupation, and thus those same technicians are presumed to be working for the Russians. Some of these technicians known by Subject are:

✓fnu RENTHL	Leader of Development
✓fnu BADER	Technical Director of JUNKERS
✓fnu POHL	Superintendent of JUNKERS

The above three (3) men contacted WENDEL through a representative approximately one and one-half (1 1/2) years ago with the proposition that he go to the Russian Zone and assist in the development of the subject aircraft. For this he was offered 1500 Reichmarks per month and bonuses. His specific duties were to be to testpilot and approve some new type all-wing aircraft. In addition he was offered all luxuries for himself and his family. Subject flatly refused this proposition and stated that he had knowledge of another pilot accepting this proposition -- name unknown.

(c) Subject had no knowledge as regards the Russians building 1800 HORTEN VIII aircraft.

(d) Subject had no knowledge of this aircraft's contemplated tactical purpose.

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(e) WENDEL had no knowledge of HORTEN, Riemar, but stated that he believes Walter HORTEN to be in the British Zone of Occupation, employed as a glider pilot instructor, address unknown. Subject had written for the address of Walter HORTEN, which will be turned over to this agent as soon as determined.

(3) Page 3: "The German High Command" (cont'd)

(f) Subject has no knowledge of any other members of the HORTEN family.

(g) WENDEL had no factual knowledge of any development of the HORTEN "Parabola" toward an oval or a disc.

(h) Subject rendered three (3) sketches to this agent (See attached sheets No. I to III) which give his theories on the HORT perspective thinking as regards special airstream and slot design.

(4) Page 3: "Items of Construction"

(a) Subject stated that to his knowledge the HORTEN Bros. aircraft were constructed of aluminum-alloy metals. Other than this he has no knowledge.

(b) This EKI is answered in (a) directly above.

(c) It is not known by Subject whether there were any unusual fabrication methods used by the HORTEN Bros.

(5) Page 3: "Items of Arrangement"

(a) Subject stated that HORTEN Bros. did not build any special provisions on the experimental aircraft as he knew it.

(6) Page 4: "Items of Arrangement" (cont'd)

(b) As the original experimental aircraft was a one-man craft, there were no provisions for crew member accommodations facilities.

(c) This experimental aircraft was known by WENDEL to have had pressurized cabin equipment, but no details of same were known by him.

(d) No details re high speed escapement methods were known by Subject.

(e) The pressurization was gained from auxiliary unit rather than from the prime power plant, with the exception of aircraft equipped with jet engines. These engines were of the 8-stage compress type and cabin pressurization was taken from the 4th stage of compress.

(f) WENDEL knew of no provisions for towing of aircraft by any means. Also appended to this report is a small photograph of an ME 262 being refueled while in flight by a winged cannister that attaches itself to the aircraft in the air. Subject explained that this cannister was projected into the air and by some method unknown to him could be attached to the aircraft to be fueled, refueled, and then dropped.

(g) Nothing was known by Subject re assisted take-off application.

(h) The experimental HORTEN Bros. aircraft did not have bombay provisions, thus he had no knowledge re this subject.

(7) Page 4: "Landing Gear"

(a) The experimental HORTEN aircraft was alleged by WENDEL to have had a conventional, retractable tricycle landing gear.

(b) Nothing other than conventional.

(c) and (d) Subject had no knowledge of experiments along this line.

(8) Page 4: "Power Plant Item"

(a) 1. Subject had knowledge to the effect that the HORTEN Bros. aircraft were mainly powered by turbo-jet engines constructed by JUNKERS FLUGZEUGWERKE (JUMO). He further stated that the inventor of the JUMO engine, one Herr Paul FRANZ at present is at Wright Field, USA.

2. Subject stated that after the end of the war experiments were conducted at DESSAU (M52/K17) with rocket engines. He knew of no other developments re aircraft engines.

3. Subject had no knowledge of any research by German scientists in the field of nuclear propulsion engines.

(9) Page 5: "Information desired on"

(a) (b) (c) (d) and (e) can be better answered by Herr FRANZ, above mentioned, than by Subject.

3. Agent's Comments:

a. It is the opinion of this agent that WENDEL should be further interviewed by American Air Technical Intelligence agents who have a good command of the German language, especially as applied to technical terminology.

b. It is further felt that Dr. Hermann WURSTER should be interviewed relative to his views and knowledge of Subject; and this agent is making request to make the initial interview.

c. As mentioned in Paragraph 2. b. above, WENDEL is going to ascertain the location of HORTEN, Walter, for this agent, which information will be transmitted to your headquarters when obtained.

SOURCE: Fritz WENDEL

EVALUATION: F-6

Incls: Sheets I, II, III,
and IV -- Sketches made by
WENDEL re HORTEN aircraft

Albert D. Swanson
ALBERT D. SWANSON
Special Agent, CIC

APPROVED:

Camille S. Hajdu
CAMILLE S. HAJDU
Special Agent, CIC

PERSONAL AND IMPERSONAL INDEX

Fritz WENDEL
MESSERSCHMITT A.G., AUGSBURG
Dr. Hermann WURSTER
Curtis Wright Aviation Corp.
George STREIT
Fortuna Brewery, AUGSBURG
HORTEN Bros. (Riemar and Walter)
SIEMENS & HALSKIE, BERLIN
SIEBEL
JUNKERS FLUGZEUGWERKE, DESSAU
fau RENTHEL
fau BADER
fau POHL
fau FRANZ

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PART II: TEXT OF TRANSLATION (US-902D-GM-96002)

(Page 47 of German Text)

Augsburg

Slats and Their Applications
in German Airplane Manufacture

Slats have been used to:

- A) Improve the pitch attitude
- B) Achieve greater angle of attack (and thereby maximum lift factor)

Two types of slats were used:

1. Retractable and

[WING DIAGRAM]

[WING DIAGRAM]

2. Fixed slats (air channels)

[WING DIAGRAM]

The entrance aperture must always be at least 100% larger than the exit aperture (so as to achieve high airspeeds along the top of the wing).

The maximum effectiveness is achieved when the entrance opening makes up to 14% of the wing depth.

This effectiveness can be increased with lateral coverings over the exit slats.

A) Improving the pitch attitude.

To improve the pitch attitude, slats are used only in the area of the outer wing (see the Messerschmitt Me 169 and Me 163).

It should be achieved that the airstream not leave the wing surface at the same speed, resulting in a sudden loss of lift.

[CHART Ca vs. Cw]

PART II: TEXT OF TRANSLATION (US-902D-GE-96002)

(Page 48 of German Text)

B) Increasing the lift factor.

If the pitch attitude permits, one can install slats across the entire leading edge of the wing (e.g. Me 410 and Me 262). This increases the maximum angle of attack and lift factor (lower minimum speeds and sharper turning radius).

[CHART C_a vs C_w , without and with slats]

[Me 210 WING DIAGRAM]

[Me 262 WING DIAGRAM]

(Page 49 of German Text)

To additional methods were successfully employed which increased the lift factor (C_a).

A) Increasing wing surface area at heavily loaded areas.

Me 262 example (inner wing)

1st implementation

[WING DIAGRAM]

2nd implementation

[WING DIAGRAM]

B) If the air stream leaves the wing too soon, one can achieve a significant improvement through a larger radius aperture cover made of mesh.

[WING DIAGRAM - FROM FRONT]

PART II: TEXT OF TRANSLATION (US-902D-GM-96002)

(Page 50 of German text)

Fritz Wendel

Flight Commander

Augsburg

Top and Frontal View of the
"Horten" airplane

These sketches are only approximated. It should be noted from these drawings that "Horten" airplanes always had straight leading wing edges. Additionally, a certain V-positioning of the wings is always required with "Horten" airplanes.

[TOP VIEW]

[FRONTAL VIEW]

Fritz Wendel

(End of translation)

PART II: TEXT OF TRANSLATION (US-902D-GM-96002)

COMMENTS: None.

Fritz Wendel
Flugkapitän
Augsburg

Slots und ihre Verwendung im deutschen Flugzeugbau.

Slots wurden verwendet:

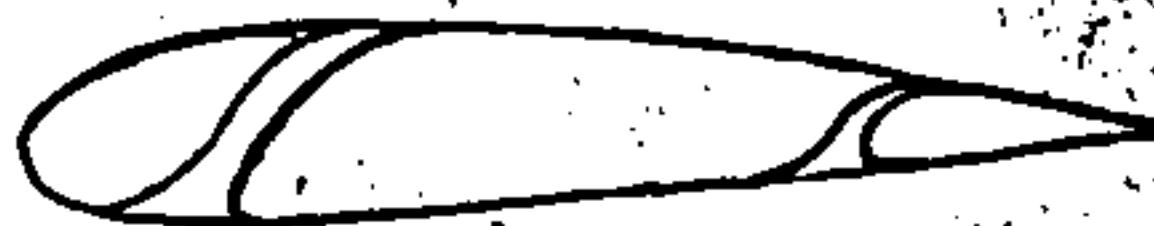
- A) zur Verbesserung des Abkippverhaltens
- B) zur Erreichung größerer Anstellwinkel (und somit größerer maximaler Auftriebsbeiwerte).

Es fanden 2 Arten von Slots Verwendung

1. Einziehbare und



2. feste Slots (Luftkanäle)



Die Eintrittsöffnung muß immer um mindestens 10% größer sein als die Austrittsöffnung (große Luftgeschwindigkeit auf der Flügeloberseite).

Größte Wirksamkeit wird erreicht, wenn die Eintrittsöffnung 14% der Flügeltiefe beträgt.

Bei Ausfahrslots kann die Wirksamkeit durch seitliche Abdeckung erhöht werden.

- A) Verbesserung des Abkippverhaltens.

Zur Verbesserung des Abkippverhaltens werden Slots nur im Bereich des Außenflügels angebracht (siehe Messerschmitt Me 109 und Me 163).

Es soll erreicht werden, daß die Luftströmung nicht über der gesamten Fläche gleichzeitig abreist und somit kein plötzlicher Abfall des Auftriebsbeiwertes eintritt.

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BY CDR USAINSCOM F01/PO
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Ca

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ohne mit Slot

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B) Vergrößerung des Auftriebsbeiwertes.

Erlaubt es das Abkippen verhalten, dann kann man Slots auf den gesamten Flügelvorderkante anbringen (z.B. Me 410 und Me 262). Dadurch vergrößern sich die maximalen Anstellwinkel und Auftriebsbeiwerte (geringere Mindestgeschwindigkeiten und engerer Kurvenradius).

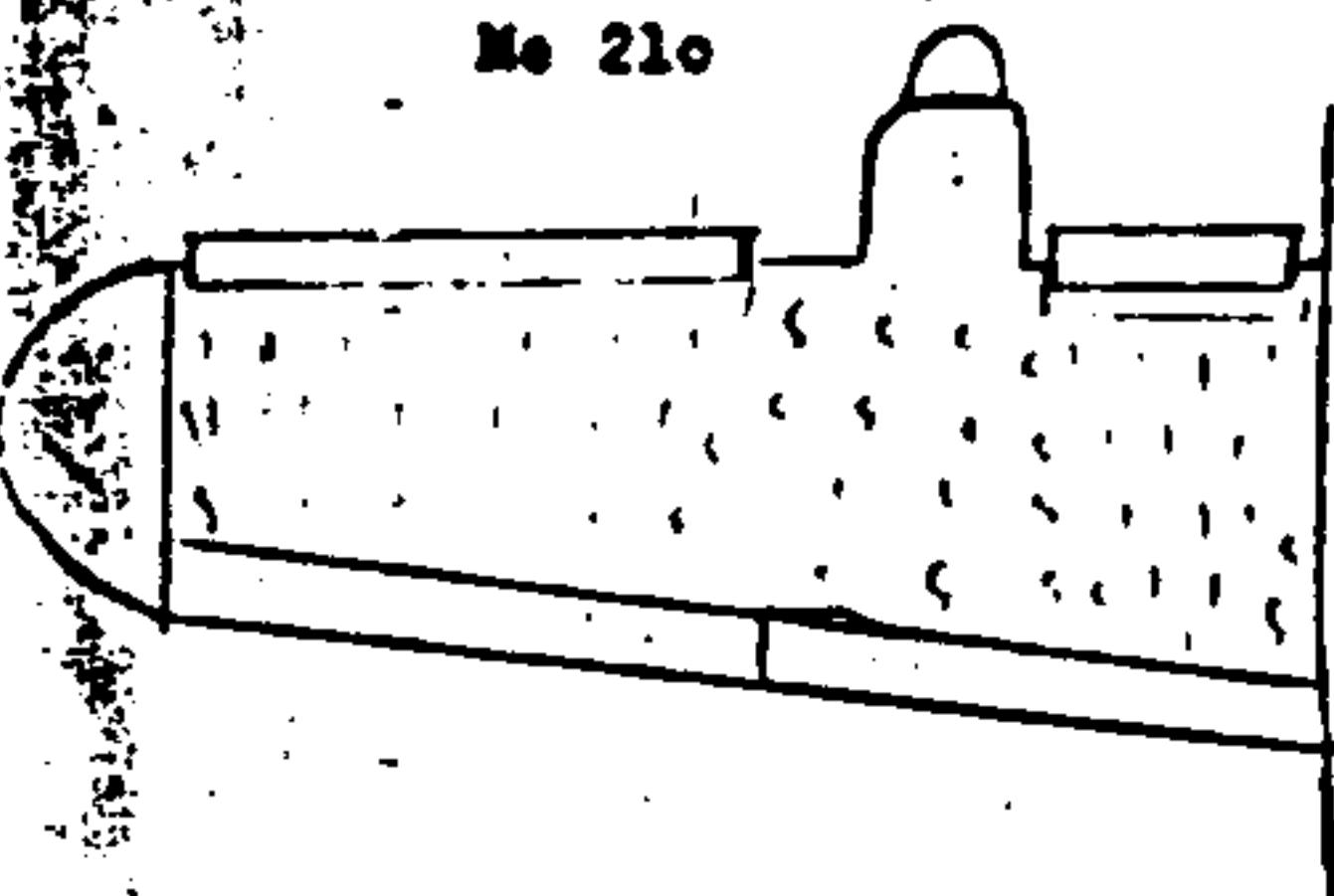
Ca

mit

ohne

Slot

Me 210



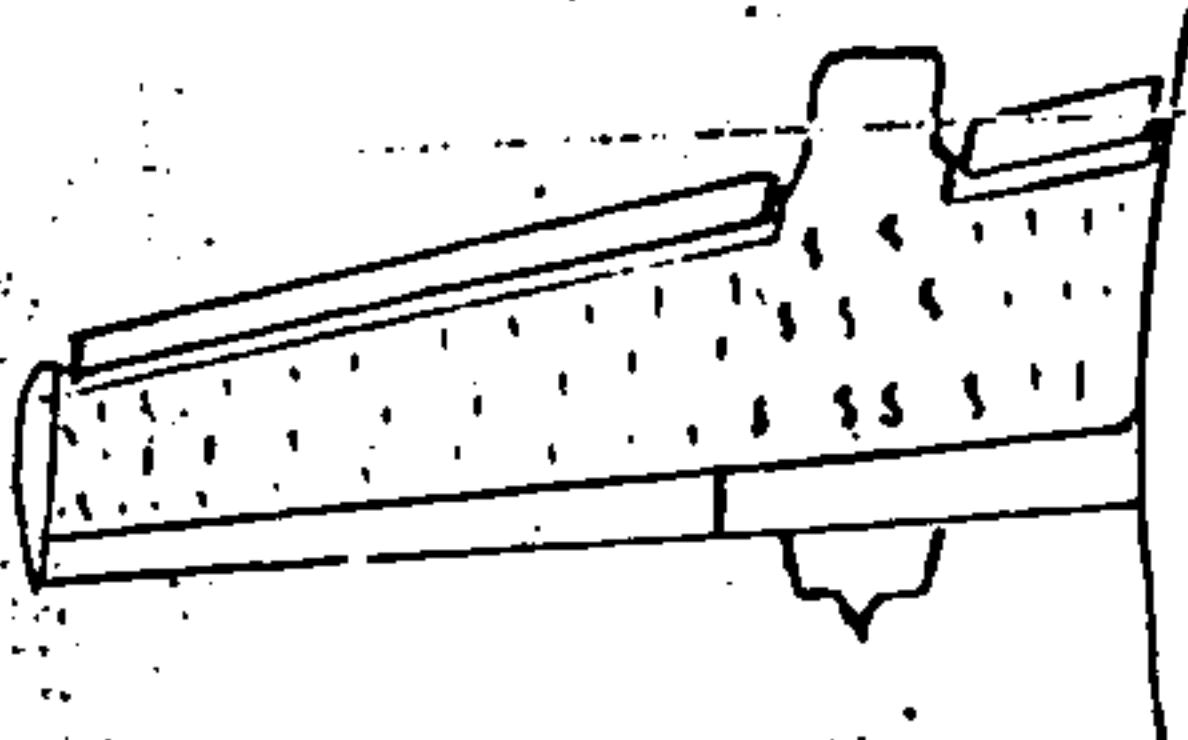
Ca

mit

ohne

Slot

Me 262



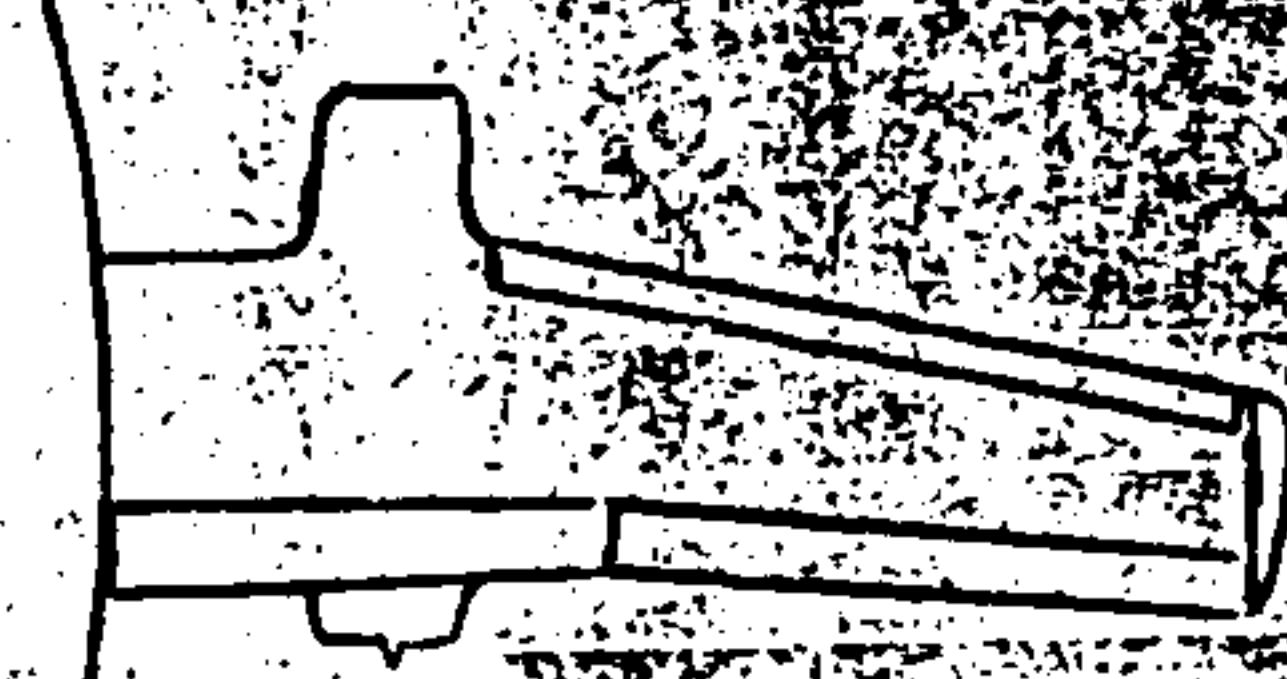
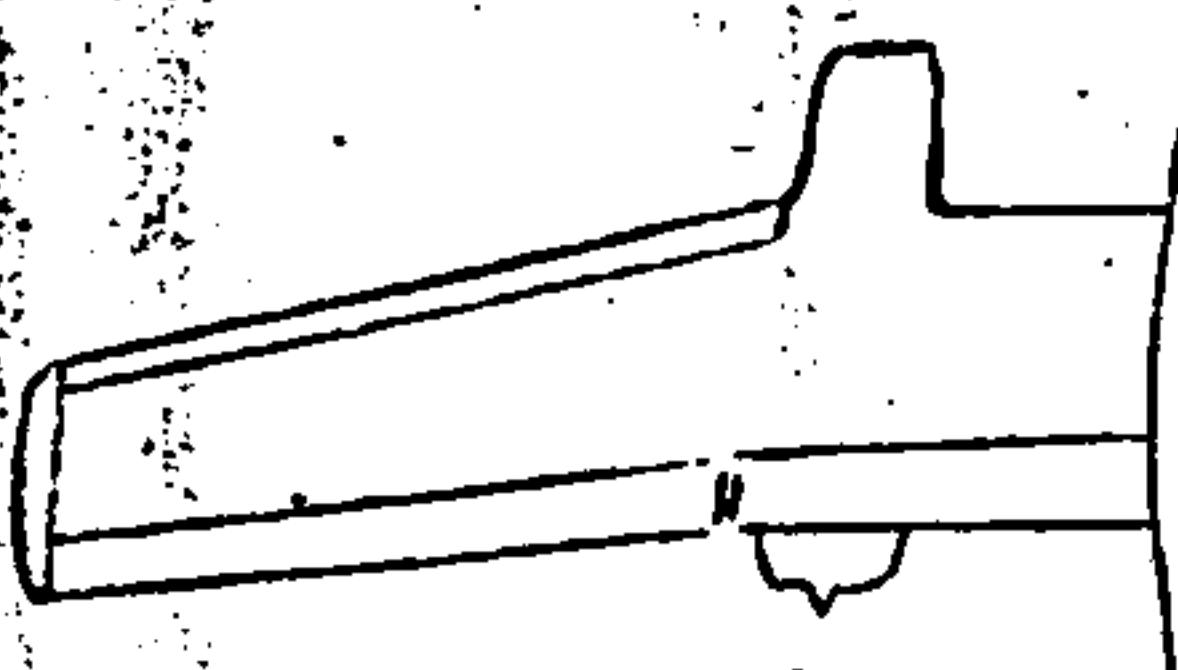
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Zur Ca- Erhöhung wurden außerdem noch erfolgreich 2 weitere Methoden angewandt.

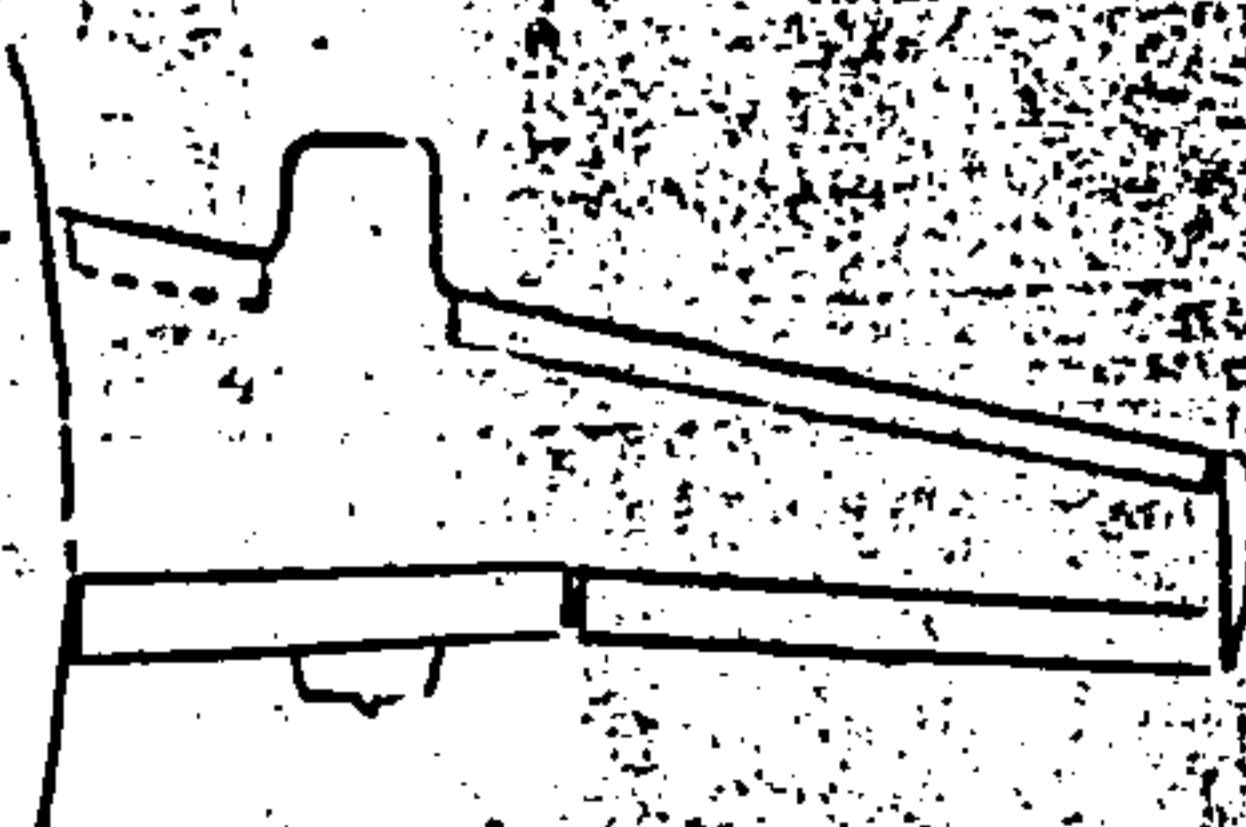
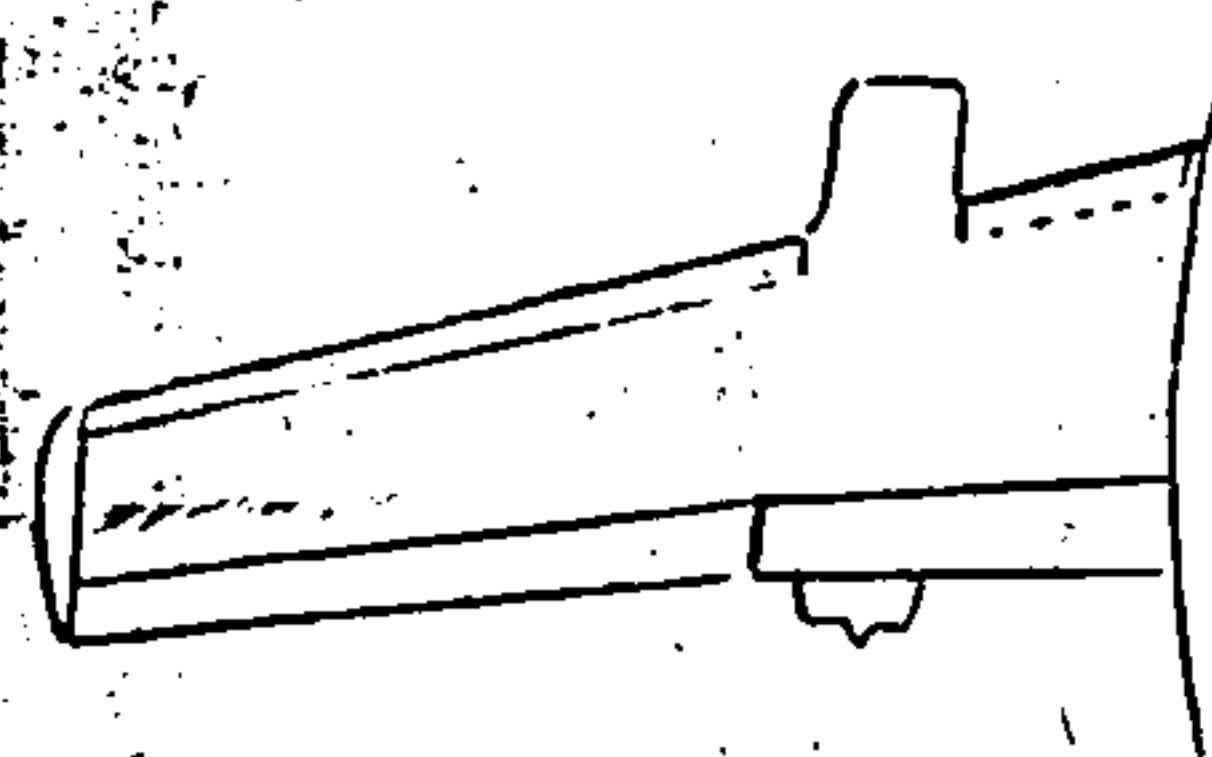
A) Flügelvertiefung an hochbelasteten Stellen.

Beispiel Me 262 (Innenflügel)

1. Ausführung



2. Ausführung



- B) Reist am Flügelrumpfübergang die Strömung zu früh ab, dann kann eine wesentliche Verbesserung durch größere (größerer Radius) Spaltverkleidung (Pilet) erzielt werden.

REFUGATED JUN 1984
ON 6E JUL 1994
BY CDR USAWNSC/LM 01/03
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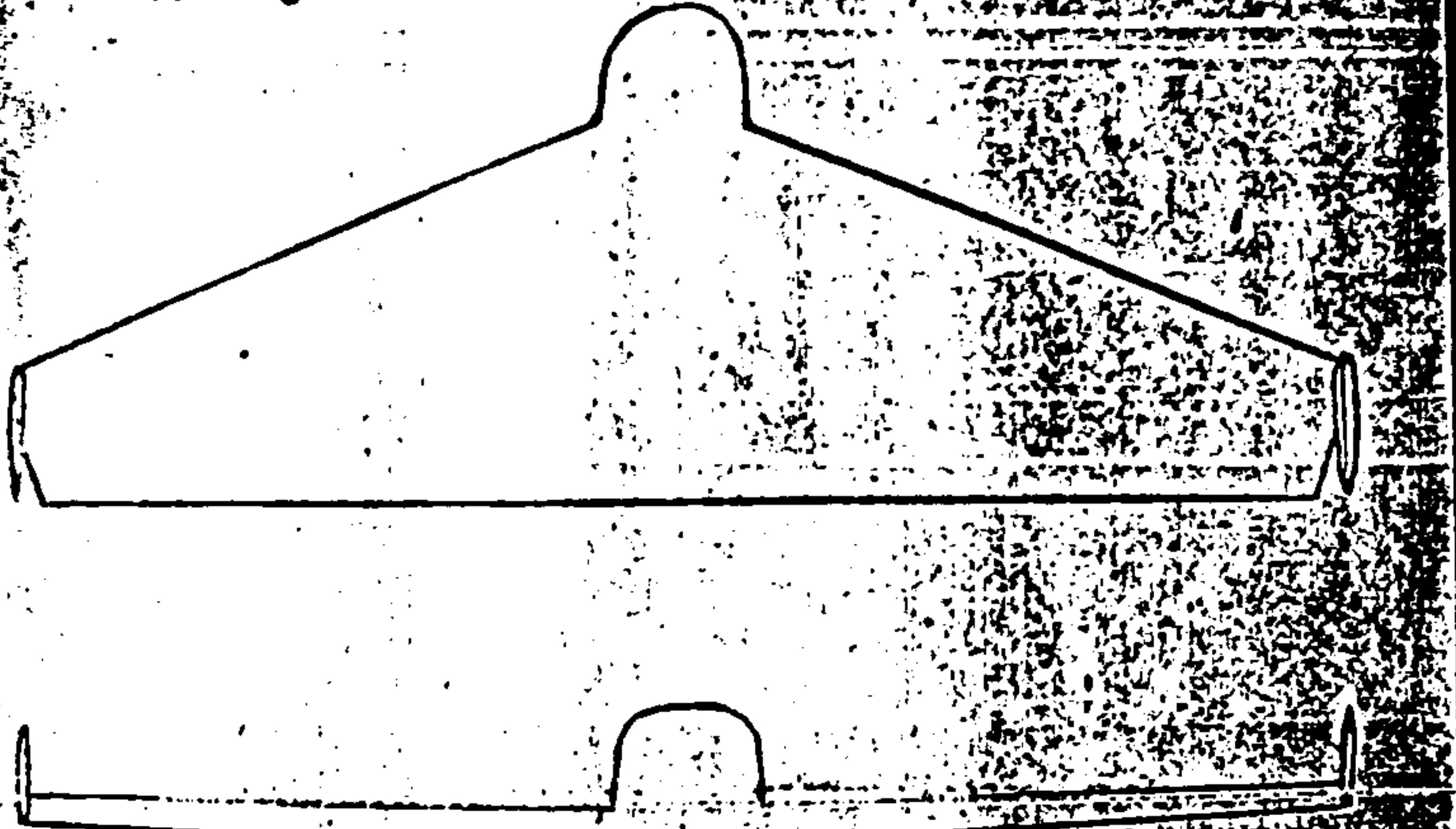
Fritz Wendel
Flugkapitän
Augsburg

SECRET

IV

Grundriss und Ansicht von vorn der
"Horten"-Flugzeuge.

Die Skizzen stimmen nur andeutungsweise. Es soll aus diesen Zeichnungen insbesondere nur hervorgehen, daß die "Horten"-Flugzeuge gerade Flügelvorderkanten hatten. Außerdem ist bei den "Horten"-Flugzeugen immer eine gewisse positive V-Stellung der Flügel erforderlich.



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PATENT No. 2,118,694

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IND NO. 2302.0800

CLASSIFICATION

COUNTRY Germany

DIS NO.

REPORT NO. R-3-45

WDGS - INTELLIGENCE REPORT

L.D. NO.

15

SUBJECT: Negative Report on Flying Wing and Morton Brothers

FROM: S-2 Berlin Comd. REFERENCES: Control No. IS-1

EVALUATION: A-1 DATE OF INFORMATION: 24 Feb 48

DATE OF REPORT: 24 Feb 48

INFO: None RECORDED ON: Theodore P. Wagner, 1st Lt, G-2 SAC SOURCE: 9-2 PC Personnel

SUMMARY OR INFO REPORT:

1. Reference is made to Intelligence Collection Memorandum No. 1, year headquarters, file 350.09 (GID/CPS/IS), dated 4 February 1948, (Control No. IS-1)

2. As much information as is available at the present time was furnished in letter, this branch, subject: "Morton Brothers (Flying Saucers)", dated 16 Dec 47. More information is contemplated soon and, as it comes, it will be immediately forwarded to you.

Harry O. Petty

HARRY O. PETTY
Lt Col GSC

8-2

RECLASSIFIED UNCLASSIFIED
ON 6 JUL 1994
BY CDR USAINSCOM F01/PO
AUTH Para 1-603 DOD 5200.1R

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CLASSIFICATION

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HEADQUARTERS
SUB-REGION FRANKFURT
COUNTER INTELLIGENCE CORPS REGION III

APO 757

III-F--6344

4 February 1948

SUBJECT: REPORT OF INVESTIGATION

SUBJECT: Walter and Reimar HORTEN Cross Reference: Flying Saucers
Case Classification: Aircraft Development

1. Reason for Investigation: Reference is made to Letter Headquarters C70th Counter Intelligence Corps Detachment, EUCOM, dated 21 October 1947, file D-198239, Subject: Flying Saucers, in which information is requested regarding the whereabouts and present activities of the HORTEN brothers.

2. Synopsis of Previous Investigation: Previous investigation resulted in a negative report dated 18 November 1947, file and Subject as above.

3. Synopsis of Present Investigation: Egwin LEIBER, former chief engineer of the Gotha Plant, GOTHA (M51/J06) was interviewed on 15 January 1948. LEIBER, born in GOTTFRIEDEN (L53/C52) on 23 November 1888, was one of the engineers in charge of aeronautical research in the Gotha Plant. From 1935 until 1944 LEIBER received nearly all of the results of the HORTEN brothers' research, which results were checked and compared with research along similar lines. LEIBER stated that two (2) aircraft of the HORTEN IX design were built at the Gotha Plant in 1944, but that further research was necessary before regular production could begin. The war ended before this was completed. It is possible that a copy of the plans are in Russian hands; however the original plans were taken by the Americans in 1945. LEIBER has prepared a report in which he has attempted to reveal what he knows of the HORTEN brothers' work. This report is attached as inclosure 1. From 1929 until 1933 LEIBER worked at the Flugzeugbau, MEI (L55/C53). From 1933 to 1935 LEIBER worked for Messerschmidt, AUGSBURG (K49/Y37), and from 1935 until 1942 at the Gothaer Waggonfabrik, GOTHA. From 1942 until the end of the war LEIBER worked at the Middledeutsche Metallwerke Flugzeugbau, ERNST (M51/J36). He was a member of the Lillianthal Institute for Aviation Research and advisor to the Ministry for Aviation. LEIBER claims to have stayed in the Russian Zone until July of 1947 but left because the Soviets began to show an interest in his work and he had no desire to go to Russia. Further details are to be found in Inclosure 1. LEIBER also stated that a Dr. Alexander MIPPISCH, who

page 1 of 2 pages

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SC, III-11-C344, dtd 4 February 48, Subj: Walter and Raimar HORTEN
CONFID

is at present working at WRIGHT FIELD, Ohio, USA, is also familiar with the work of the ORTEN brothers. LIBER gives the addresses of the HORTEN family as follows:

Walter HORTEN, Herzbergerstrasse 29a, GOETTINGEN
Rainer HORTEN, at present under contract to the British Government and is living in LONDON

4. Undeveloped Leads: Dr. Alexander LIPPISCH, WRIGHT FIELD, Ohio, and Walter HORTEN, Herzbergerstrasse 29a, GOETTINGEN.

5. Agent's Comments and Conclusions: Arrangements have been made with Mr. CLIFFORD to have LIBER interrogated further at the 7702 Bldg.

C. Recommendations:

a. It is recommended Inclosure 1 be given to some technical aircraft specialist for translation and analysis.

b. Evaluations F-6.

A. SIGNATURES:

Marvin L. Resinger
Marvin L. RESINGER
Special Agent, CIC
Operations Officer

mcw/vh

William G. Walsh
William G. WALSH
Special Agent, CIC

DISTRIBUTION:

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REF ID: A931102

HORTEN, Walter and Rainer
LIBER, Egwin
LIPPISCH, Dr. Alexander

Incl: 1 - Autobiography of LIBER

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C O P Y

-1-

Name : Erwin Leiber
 Geburtsdatum : 23 Nov. 1906
 * Ort : Goettingen
 Beruf : Ingenieur (Oberingenieur)
 Anschrift : Frankfurt/Rain, Textorstr. 89
 Stand : verheiratet, 1 Kind
 Beruf d. Vaters : Ingenieur und Leiter der Germania Flugzeugwerke (1914-1921) inswischen verstorben.
 Schulbildung : Realgymnasium - Reife
 Praktische Ausbildung : Feinmechanik 2 Jahre
 Praktische Taeitigkeit : Motoren- und Apparatebau Motorwerke Deutsche Luft Hansa
 Theoretische Ausbildung : Abschluss einer Technischen Lehranstalt (Kittweida), Besuch einer Technischen Hochschule (Dresden) nicht abgeschlossen.

Ubersicht der beruflichen Taeitigkeit:

1931: Arado-Flugzeugwerke, Warnemünde, konstruktive und staatliche Mitarbeit an den Typen Ar 64, Ar 65, Ar 66.

1933: Kesselschmitt-Flugzeugbau, Augsburg, Teilentwurf und aerodynamische Gestaltung der Typen He 109 und He 109; Rumpf, Leitwerk, Fowler- und Spaltklappen, Vorfluegel, Interzepter.

1935: Gothaer-Waggonfabrik (Die Gotha), Flugzeugbau
 Selbst. Entwurf der Versuchstypen: Go - 146 (Reise- und Kurier)
 Go - 149 (Towing.-Vorschule 109)
 Go - 241 (Schmierung und Reise)
 Selbst. Entwurf der Grossserienflugzeuge:
 Go - 150 (Reiseflugzeug)
 Go - 242 (Grossraumlastensegler und Versuchsträger fuer versch. Fahrwerke, Raketentrieb, Argusrohre u.s.w.)

Motfliegelflugzeuge: Go 147 in Zusammenarbeit mit DVL-Dr. Kupper 1935-1937. Weiterentwicklung eingestellt mangels Grundlagenforschung und erforderl. Klappentestsungen, Flugeigenschaften unklar.

Kritische Betrachtung eines von Gebr. Horten beim ELM eingereichten Projektes (Nachprüfung der Lastannahmen und Flugeigenschaftsbetrachtungen). Entwurfsberatung eines Motfliegelyprojektes mit extrem grossen Klappentiefen der DVL-Dr. Trauer. Praktisch nicht ausgeführt.

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Incl.: 1

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PART II: TEXT OF TRANSLATION (US-902D-GE-96003)

ENCL 3

Industrial research of steering mechanisms (tail rudders), high-speed aircraft, duty stations, and development of new space-saving building techniques for high-speed projects, or rather, stability analysis and its influence on the flight attributes of aerodynamic shapes and forms.

The knowledge, experience, and critical observations of the Horther-Tupper-& Lippisch projects, the progresses of the ground breaking research enabled us to realize and research our own projects and ideas. There resulted the activation in the tasking circle of the high-speed, or thewing airplane through the RLM .

1943:

The transfer to the Middle-German Metal Workers (Airplane construction) Erfurt resulted through the RLM. Design and development of the unit cargo-glider Ka-430, for use as developmental and research carrier among other short and rigid tow, however particularly in special rapid testing leading to quicker insight into the flight mechanics of special and rocket propulsion at higher realms of speeds, such as greater altitudes and exploring the use as steering and conducting mechanisms. Use of firm...material as transportable building material (influence through heating the reduction of the center-of-gravity regions). The coupling relationship of Rollwerk-Kufe were clarified.

PART II: TEXT OF TRANSLATION (US-902D-GE-96003)

1944:

Combined great interest and fundamental clarification of the big area of assignment of the special rocket propulsion led to joint work with Dr. Lippisck through the RLM.

A comprehensive research program of rocket propulsion with solid propellant, later with pressurized coal dust was established. In parallel research, useable structure forms for high speeds through the test launches of powder rockets were discovered..

Extension of our own observations of flight related uses, particularly the limits of rudders sensing surfaces according to available measurement results, as well as change-over and drawing upon the rocket thrust specifically the gas dynamics to secure the entire flight, determination of the required quantities of energy material (impulse considerations) and volume considerations especially forfliers.

1945:

A planned discussion with Dr. Zobel about the planned high-speed measurements and functional wind tunnel models and production with Dynamit A.G., Hamburg-Kruemmel, did not take place.

In order to have a certain personal closure a dissertation was planned about the technical-physical considerations and the documenting of the combined experiences about high-speed bodies, such as planned planes, in order to thereby explain the correlation and the developmental limits of high speed propulsion systems (rocket propulsion).

PART II: TEXT OF TRANSLATION (US-902D-GE-96003)

[This section was missing from the German fragment provided, but was included in the previous translation which accompanied the fragment]

The fighting forced termination of the work. All the plans, including research material were sent from Erfurt to Halle for storage where they were destroyed by the work-director of Siebel-Aircraft works in April. In addition to valuable plans and research materials of my own and other high-speed and research projects, a statistical compilation of all German aircraft designs (performance, strong points, weak points) and their qualitative assessments were lost. Research and development were influenced through the course of the war.

(End of translation)

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CCFI

-2-

Industri-forschung von Leitwerken, Hochgeschw.-flugzügen, Aufgabenstellung und Entwicklung neuer reziproker Bauweisen für Hochgeschwindigkeitsprojekte, bzw. Steifigkeituntergründungen und deren Einfluss auf die Flugeigenschaften aerodynamische Formgebung und Gestaltung.

Die Kenntnisse, erlangten Erfahrungen und kritischen Betrachtungen der Herten-, Dupper- und Lippischprojekte, die Fortschritte der Grundlagenforschung ermöglichten eigene Projekte und Ideen zu verwirklichen und zu erforschen. Es erfolgte die Einschaltung in den Aufgabenkreis der Hochgeschw.-bzw. der Übflugelflugzeuge durch das R.L.M.

1942: Durch das R.L.M. erfolgte die Vereinigung in den Mittelfränkischen Metallwerken (Flugzeugbau) Erfurt, Entwurf und Entwicklung des Einheitslastenseglers Ea - 470 zwecks Verwendung als Entwicklung- und Forschungsflugzeug unter anderen geplanter Kurz- und Starrechlepp. Jedoch in Besonderen Kurzprojekten mit schnelleren Einsicht in die Flugmechanik der Sonder- und Raketenantriebe in höheren Geschwindigkeitsbereichen, bzw. grossen Höhen und verhindern deren Verwendung als Steuerringe- und Leitwerke. Heranziehung des Feststofftreibstoffes als tragender Füllstoff (Einfluss durch Aufheizung, Verkleinerung des Schwerpunktbereiches). Vorgeklaert waren die Kopplungswinkelstellteile Röllwerk-Rufe.

1944: Auslassenes grosses Interesse und grundsätzliche Klärung dieses grossen Aufgabengebiets der Sonderraketenantriebe führten durch das R.L.M. zur Zusammenarbeit mit Dr. Lippisch. Ein umfangreiches Forschungsprogramm der Raketenantriebe mit Feststofftreibstoff, später Kohlenstoffpresskörper, wurde festgelegt. In Parallelforschung die Ermittlung brauchbarer Körperformen für Hochgeschwindigkeit durch Schießversuche mittels Pulverraketen.

Weiter erstreckten sich eigene Betrachtungen über flugeigenschaftsmässige Anwendungen bzw. Grenzen der Luftrodor und Fühlflächen nach vorhandenen Messergebnissen, sowie Übergang und Heranziehung des Raketenantriebes bzw. deren Gasdynamik zur gesamten Flugsicherung, Ermittlung der erforderlichen stofflichen Energimengen (Impulsbetrachtungen) und volumetrische Betrachtungen im Besonderen der Übfliegler.

1945: Eine geplante Aussprache mit Dr. Zobel über die durchzuführende Hochgeschwindigkeitsmessungen und betriebsfähigen Windkanalmodellen und Herstellung mit der Dynamit A.-G., Hartburg - Kreuznach, kam nicht mehr zustande.

Zum einen gewissen persönlichen Abschluss zu haben war eine Dissertation über technische - physikalische Betrachtungen und eine Fixierung der erzielten Erfahrungen von Hochgeschwindigkeitskörpern bzw. Flugzeugen geplant, um damit die Wechselbeziehungen und Entwicklungsgrenzen der Hochgeschwindigkeitstriebwerke (Raketenantrieb) zu deuten.

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PART II: TEXT OF TRANSLATION (US-902D-GM-96004)

The fighting forced the work to stop. All of the documents, including research material, were moved from Erfurt to Halle. There these documents were destroyed, in April, by the Administration of the Ziebel-Airplane factories. Besides valuable documentation and data, projects of their own and from others dealing with high-speed aircraft andwing were lost, along with a statistical record of all German aircraft..... (performance, areas of emphasis, points of indifference and of center of gravity) and evaluations of aircraft characteristics. Throughout the course of the war, research and development were influenced.

(End of translation)

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C O P Y

-3-

Die Kampfhandlungen zwangen die Arbeiten abzubrechen. Die gesamten Unterlagen, einschließlich Forschungsmaterial wurden von Erfurt nach Zella verlagert und dort von der Werkleitung der Siebel - Flugzeugwerke im April vernichtet. Es gingen neben wertvollen Unterlagenmaterial eigene und andere Hochgeschwindigkeits- und Kurzfliegprojekte, sowie eine statistische Erfassung aller deutscher Fliegermeister (Leistungen, Schwerpunktberichte, Indifferenz- und Mittelpunktlagen) und deren fliegerisch-schaftsmessige Beurteilung verloren. Durch den Verlauf des Krieges sind Forschungen und Entwicklung beeinflusst werden.

82

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INTERNAL ROUTE SLIP

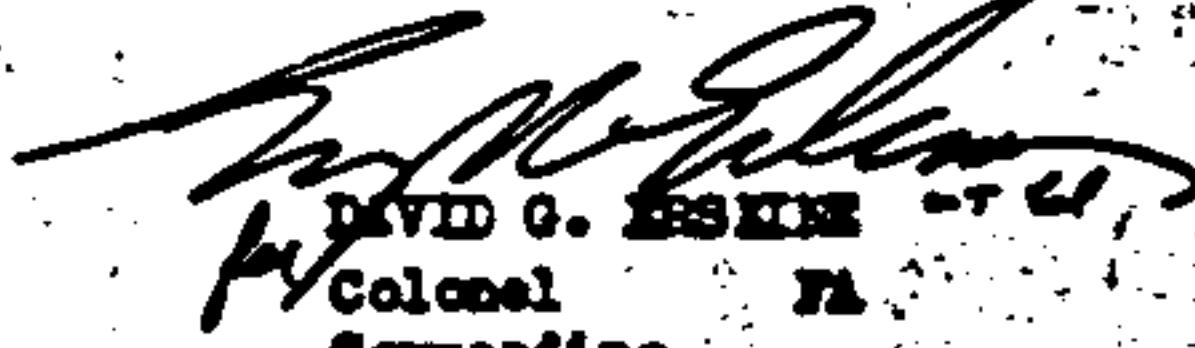
HEADQUARTERS, EUROPEAN COMMAND

FILE NO: D-211310

SUBJECT: LEIBER, Edwin O.

DATE: 16 February 1948

(Number each memo or minute consecutively. Fill in each column, signed legibly
draw a line across the sheet. Use entire width of sheet for long memoranda.)

No.	From	To	Date	Has this paper been coordinated with all concerned?
1	Eqs 970th CIC Det	Ops Br ATTN: Capt. Swearin- ton	16 Feb 48	<p>1. Attached WRTC, Sub-Region FRANKFURT, CRC Region III, dated 20 January 1948, Subject as above, is forwarded for your information and any action you may deem necessary.</p> <p>2. Attention is invited to paragraph 6 of referenced memorandum requesting that Subject be interviewed. In the event it is deemed advisable to interview Subject, this headquarters would appreciate being advised in order that necessary arrangements could be made. Observation by this Case Officer is made that the Soviets were very interested in interviewing Subject. This may possibly indicate that the Soviets are seeking information on this Subject and have not used ideas advanced by the HORTON Brothers. Paragraph 9-b, referenced memorandum, indicates that Subject above was once employed in GOTHA (051/306) in the airplane factory which produced airplane models for the HORTON Brothers.</p>
	1 Incl: a/s GWO/ent/7256			 DAVID G. RESNICK -T- 41 Colonel PA Commanding

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2. Work Sheet
(Do not Detach)

Initiator
of Action

DA-

-2 FEB. 1948

SIGNER

NUMBER

18239

(If more than one
signer, enter side)

DATE OF ACTION

TYPE OF ACTION

ACTION

(e.g., Inquiry, Order)

ORIGINATOR'S CARD

ORIGINATOR

Indicate Descriptive No's.

ACTIVITY

INITIALS

tail

JL

REASON FOR ACTION

REASON

ORIGINATOR'S CARD

ORIGINATOR

INDICATE ACTIVITY

ACTIVITY

ORIGINATOR'S CARD

~~HEADQUARTERS~~
COUNTER INTELLIGENCE CORPS REGION VI

970TH COUNTER INTELLIGENCE CORPS DETACHMENT

APO 199

28 January

D-198239

VI-194-16.2

SUBJECT: Flying Saucers

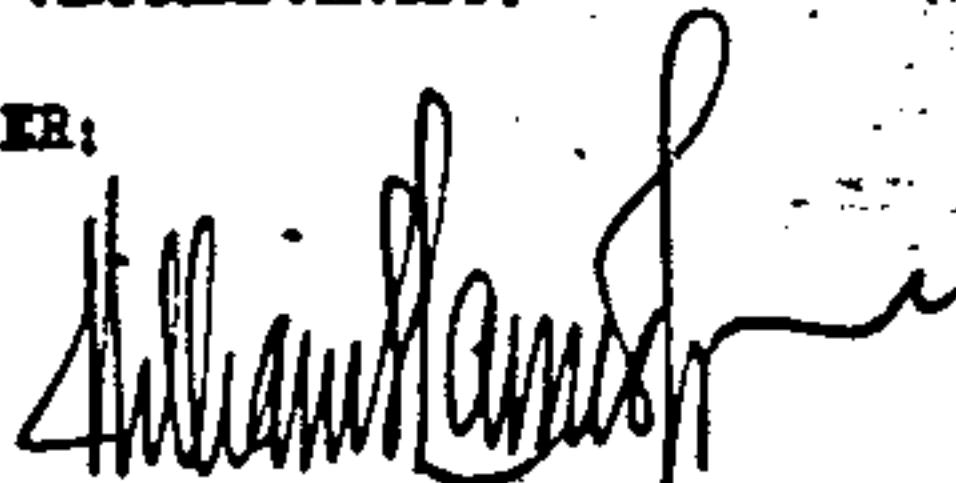
TO : Commanding Officer,
970th CIC Detachment,
European Command,
APO 757, US Army

1. Reference is made to letter, Headquarters, 970th CIC Detachment, European Command, subject as above, dated 28 October 1947, and to letter this Headquarters, dated 17 December 1947, same subject and file.

2. Ernst HEINKEL, former manager and owner of the HEINKEL Airplane factory has stated to sources of the NURNBERG Sub-Regional Office that Willy MESSERSCHMIDT, of MESSERSCHMIDT Airplane Works, was engaged in certain experiments along this line just before the close of the war. MESSERSCHMIDT has been thoroughly interrogated by intelligence personnel of the Air Corps.

3. It is requested this Headquarters be informed if it is desired that Agents of NURNBERG Sub-Region further interrogate MESSERSCHMIDT. If such is indicated, it is further requested that available previous interrogation data be forwarded for use in interrogation of MESSERSCHMIDT.

FOR THE COMMANDING OFFICER:



WILLIAM E. LARNED, JR.
Captain, Cavalry
Regional S-3

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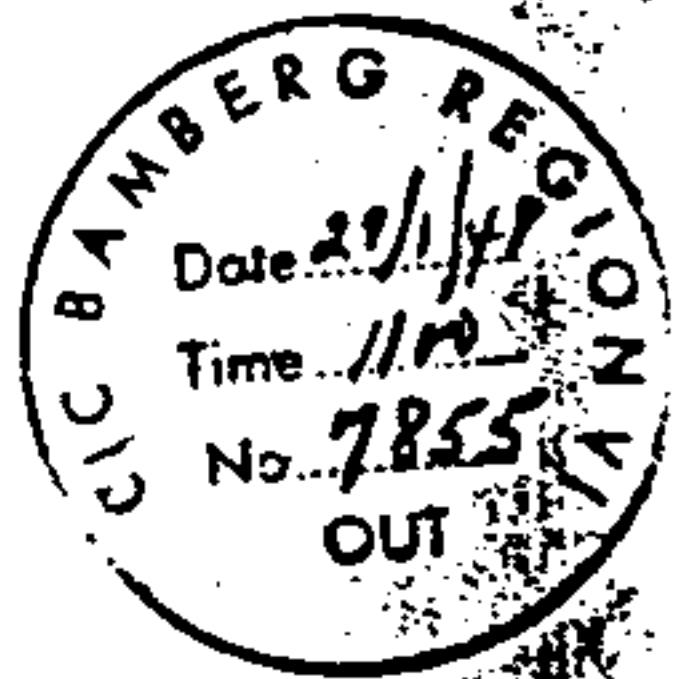
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14 Jan 48

Ref: 85

Tel: Constabulary 7760
7761

REF ID: A65212
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SUB REGION WUERTTEMBERG
COUNTER INTELLIGENCE CORPS REGION I
EUROPEAN COMMAND

File No. I-1606

APO 154, US Army
23 January 1945

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: WALTER, Franz

Re : MORTEN Brothers.

1. Reasons for Investigation:

a. Reference is made to EWTs as requested in "Air Intelligence Guide for alleged 'Flying Saucer' type aircraft" and cover letter HQs 970th CIC Det., APO 257, US Army, file #296239, etc 28 October '44 par 2a and 2b.

b. Further reference is made to MOICs dated 10 December 1947 and 13 January 1948, SUBJECT and Re same as above, written by this Agent.

2. Result of Investigative Activity:

On 22 January 1948, SUBJECT received a letter from Alphonse MORTEN, living in KULMBACH/RHOEN. In this letter Alphonse stated that he is a cousin to the MORTEN brothers. He, Alphonse, further stated that Walter MORTEN is living in GOTTFRIEDHEIM (KREIS/FRANKFURT), HIRZBERGER, Landstrasse 39a, and is expecting to soon go to the United States. The younger brother, Reimar MORTEN, is living in BONN am RHEIN, Venusberg 15. (KREIS/FRANKFURT).

3. Agent's Comments and Conclusions:

a. It is recommended that the above leads, which are in the British Zone, be developed to locate the MORTEN brothers.

b. Evaluation of the above information is 0-2.

Kenneth W. Hansen
KENNETH W. HANSEN
Special Agent CIC

~~SECRET~~

8-3 Work Sheet
(Do Not Detach)

Initiator of Action

DATE

22 JAN 1948

SUBJECT

Hortense Reimer

DOSSIER NO.

R-198239

DATE OF BIRTH

THE FOLLOWING ACTION IS TO BE TAKEN ON THE ATTACHED MATERIAL:

ACTION ACCOMPLISHED INITIALS
(Designate numerical order) (or NM)

CPI GROUP

1: Attach Card

OR

1: Indicate Dossier No's.

CANNOT IDENTIFY

IMPERSONAL FILES

1: Check Impersonal Files
1: Open an Impersonal File
as follows

DOSSIER GROUP

1: Attach Dossier

See Reverse side

1: Open Dossier

1: File in Dossier

CARDING

1: Prepare CPI Card(s) on
underlined name(s) and/or
1: Use Special Subject(s)

RETURN TO FILE WITHOUT FURTHER ACTION



53 Executive
Data Direction Section
Central Registry
Distribution Center
American Field Files

OK

Standard Abbreviations:

R - Reference Dossier

NR - Has looked up and no record

CA - Card or dossier attached or
work accomplished.

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22 January 1948

SUMMARY REPORT OF INVESTIGATION

File No. 111-FM-6344

Subject: Walter & Raimar HORTEN Cross Reference: Flying Saucers
Case Classification: Aircraft Development

1. Reason for Investigation

Reference is made to letter Headquarters, 970th Counter Intelligence Corps, Eucom, Dated 28 October 1947, file No. D-198239, Subject: Flying Saucers, in which information is requested regarding the whereabouts and present activities of the HORTEN brothers and about their ~~xx~~ research in aeronautical design.

2. Synopsis of Previous Investigation: Previous investigation resulted in a negative report dated 19 November 1947, file and Subject as above.

3. Synopsis of Present Investigation: Egwin LEIBER, former chief engineer of the Gotha Plant, GOTHA(W51/J06) was interviewed on 15 January 1948. LEIBER was born in GOETTINGEN(152/C52) on 23 November 1906. He was one of the engineers in charge of ~~xm~~ aeronautical research in the Gotha Plant. From 1935 to 1944, LEIBER received nearly all of the ~~xm~~ results of the HORTEN Bros. research for checking and comparing with research along similar lines. LEIBER stated that two aircraft of the "HORTEN IX" design were built at the Gotha Plant in 1944, but that further research was necessary before regular production could begin. The end of the war came before this was completed. It is very possible that ~~the~~ a copy of the plans got into the hands of the Soviet, but the original plans were taken by the Americans. LEIBER has prepared a report in which he has attempted to reveal what he knows of the HORTEN Bros work. and perspective thinking. This report is attached as Enclosure.

1. The addresses of the HORTEN family ~~xxm~~ are as follows: Walter and ^a sister are living in GOETTINGEN, Herzbergerstrasse 39a and

Rainer is presentl^y in LONDON, England where he is doing research under contract to the British Army. LEIBER ALSO stated that DR. Alexander LIPPLSCH, at this time working in Wright Field, Ohio, for the US Army, is very familiar with the work of the HORTEN Bros.

4. Undeveloped Leads:

Dr. Alexander LIPPLSCH, Wright Field, Ohio, USA
Walter HORTEN, Herzbergerstrasse 39a, GOETTINGEN
Walter HORTEN, GOETTINGEN, Herzbergerstrasse 39a

5. Agent's Notes, Comments and Conclusions

LEIBER was born in GOETTINGEN on 23 November 1906, went to ~~Naikschule~~ school until 1929, ~~the experimental aircraft works 1929-33~~. Until 1933 he was working at the Flugzeugbau Kiel. 33 to 35 at Messerschmidt AUGSBURG and from 1935 to 1942 at the Gothaer Waggonfabrik and then until the end of the war at the Middeldeutsche Metallwerke Flugzeugbau, ERFURT (M51/J36). He was a member of the Lilianthal Institute for Aviation Research and adviser of the Ministry for Aviation. He claims to have stayed in the Soviet Zone until July 1947 and left because the Soviet began to show a marked interest in his work and he had no desire to go to Russia. Further details are to be found in report attached as Enclosure 1. (Evaluation: F-6)

6. Agent's Recommendations

It is recommended that Enclosure one be given to some ~~competent~~ technical ~~specialist~~ for evaluation.

Intelligence Agency

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HEADQUARTERS
SUB-REGION FRANKFURT
COUNTER INTELLIGENCE CORPS REGION III

APO 757

III-FM-6771

20 January 1948

STANDBY REPORT OF INVESTIGATION

SUBJECT: Egwin O. LEIBER (German Aircraft Engineer) Cross Reference: Aircraft Designer

Case Classification: Abduction

1. Reason for Investigation:

Information was obtained that Egwin O. LEIBER, who was reported abducted from the US Zone, had been released by the MVD and had returned to FRANKFURT (L51/X67).

2. Synopsis of Previous Investigation:

An interview with Ilse LEIBER, wife of Subject, revealed that her husband had been arrested while attempting to return to the US Zone on or about 2 November 1947. Subject's wife was arrested on 11 November 1947 and questioned as to her husband's occupation. She was released the same day and told to remain in GOTHA (M51/J06). She disregarded the order and came to FRANKFURT.

3. Synopsis of Present Investigation:

a. An interview with Subject revealed that he left FRANKFURT on 10 October 1947 to take a business trip to CHEBNITZ (M51/E66). Subject stopped in GOTHA to visit his wife. After his arrival in GOTHA he noticed that his actions were being observed by German agents of the MVD. He left GOTHA and proceeded to ERFURT (M51/J36) but returned to GOTHA several days later. He left GOTHA again on 5 November 1947 to return to FRANKFURT. At KATTA (L51/A76) he was arrested by three (3) German policemen, taken from the train to Police Headquarters and then turned over to the Soviet authorities in EISENACH (L51/H76). There he was subjected to a short interrogation of approximately twenty (20) minutes. Subject was then taken to GOTHA by automobile and placed in a MVD jail on Steinmuhlen Allee. Here he was relieved of all his papers and personal belongings, including two (2) suitcases, in which he had some professional papers.

b. At 2200 hours on 5 November 1947 he was interrogated by a Soviet Lt. Colonel in uniform. Subject attempted to learn the officer's name several times but was unsuccessful. During this interrogation Subject was asked if he was a technical specialist, to which he replied that he was an aircraft engineer. He was asked for a short autobiography (Lebenslauf), which he gave them. He was then

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asked if he knew it was illegal to possess technical papers. Subject did not answer. Until this time Subject did not know the reason for his arrest. This interrogation lasted approximately thirty (30) minutes. The Lt. Colonel was very polite during the entire proceedings.

c. The following day, 6 November 1947, he had to dictate his life story in detail, which required the entire day. His Lebenslauf was then written in Russian and Subject was required to sign it regardless of whether or not he understood it.

d. Subject was again interrogated on 14 November 1947 by the same Lt. Colonel, this time in the presence of several other Soviet officers, one of whom was a very good interpreter. This interrogation lasted about two and a half (2½) hours. The Lt. Colonel did not seem to believe the reason Subject gave for living in the US Zone, when his home was really in GOMA. During this time he was told that he would be assigned to work in a Russian company. He was asked what type of work his former associates were doing at present and where they were living. Subject mentioned several associates who are at present working in Russia or the Prussian Zone. He mentioned one Dr. Alex LIPFISCH, who is working at Wright Field, DAYTON, Ohio. Subject was then offered a job, told that he would have nothing to worry about and that he would have everything he would need for himself and his family. Other questions were asked about generalities in the US Zone. From this time until his release he was not questioned again.

e. During the time he was held Subject was not required to do any work. He was kept in a small room without furniture in the cellar of the building. As a daily ration he received two hundred fifty (250) grams of bread, one half liter ($\frac{1}{2}$) of black Ersatz coffee and three fourth (3/4) liter of cabbage soup with a few potatoes. In a period of six (6) weeks Subject lost fourteen (14) pounds.

f. On 20 December 1947 Subject was taken to the Chief of the MVD and was told that he was going to be released. He was told to stay in GOMA and that several technical specialists would soon visit him to decide where he would be assigned for work. Subject did no more than agree to wait. He was then given six (6) pounds of pork, one (1) loaf of bread, ten (10) pounds of flour, five (5) pounds of sausages and two hundred (200) Marks upon he was released and taken to his home in an automobile.

g. From 20 December 1947 until 6 January 1948 Subject remained in GOMA waiting for an opportune time to leave the Russian Zone. On 6 January 1948 Subject left GOMA and returned to FRANKFURT.

h. Egwin C. LEIBER was born 22 November 1905 in GOMA. He is 5'7 $\frac{1}{2}$ " tall, weight 165 lbs, black hair, brown eyes, mole on left side of nose. Subject worked in GOMA for the Gotha Waggon Fabrik, Aircraft Section, from 1935 until 1940. He designed two (2) airplanes during this time, the GO 150 and the GO 242. From 1940 until 1945 Subject worked in FRANKFURT for a Special Aircraft Fabrik as chief of construction. LEIBER is at present living at 89 Fuster Street, FRANKFURT.

Page 2 of 3 Pages

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91
~~Secret~~

SRI, III-F4-6771, dtd 20 Jan 48, Subj: Egwin O. LEIBER, CONT'D

4. Undeveloped Leads:

There are no undeveloped leads at present.

5. Agent's Notes and Comments:

None

6. Recommendations:

It is recommended that LEIBER be interviewed by G-2 Technical Intelligence.

Evaluation: F-2.

APPROVED:

Marvin L. Ressinger

MARVIN L. RESSINGER
Special Agent, CIO
Operations

William J. Walsh

WILLIAM J. WALSH
Special Agent, CIO

Distributions:

6 Copies - Region III
1 Copy - File Files

IMP AND PERS INDEX

LEIBER, Egwin O.
NVD

LEIBER, Ilse

LIPPISCH, Dr. Alex

WEIGHT FIELD

GC 160

GC 243

Gotha Waggon Fabrik, Aircraft Section

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WENDEL, Fritz

179332

Ex-Luftwaffe Squadron leader. Presently working for Graf von Ledebur, French Intell officer in Vienna Austria.

WENDEL, Fritz

188061

Augsburg, Buergermeister Fischerstr 12
Subject was visited by one Aufermann, Fritz, from Junkers plant,
in the Russ zone. Subject was offered job as test pilot but de-
clined the offer.

WURSTER, H

194363

At present Subject is Police Kaupkommissar in Darmstadt.
Subject never worked in the French zone nor lived
there. He is in connection with German Police in French Zone.

U.S. ARMY WORLDWIDE
COUNTER INTELLIGENCE CTRPS REGION I
EUROPEAN COMMAND

REC'D BY AL

APO 134, US Army
16 January 1948

I-1606

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: WALTER, Franz

RE : HORTEN, Brothers

1. Reason for Investigation.

a. Reference is made to EKI's as requested in Mr. Intelligence Guide for alleged "Flying Saucers" type aircraft and cover letter, Headquarters, 970th CIC Detachment, APO 757, dated 28 October 1947, file B-198239, paragraphs 2-a and 2-b.

b. Further reference is made to NDIC dated 10 December 1947, subject as above.

2. Results of Investigation.

a. On 12 January 1948 SUBJECT received a letter from a scientist friend, Dr. Engineer, H. R. FRANZ, living in KIEL-CHARLOTTENBURG (K53/275). In this letter FRANZ stated that he knew of one HORTEN, Alfons, MUELENBACH (K52/K41), British zone, Lechberg 22. P-2

b. SUBJECT further stated that he had received information that the father of the HORTEN brothers is living in BONN-BEHNE (151/C53), British zone, and is a professor at the University of BONN. P-3

3. Agent's Comments and Recommendations.

It is recommended that the leads in paragraphs 2-a and b above be developed in the British Zone of Occupation. Evaluation of the above information is indicated after each paragraph.

The undersigned concur
in the above evaluation

KENNETH W. NELSON
Special Agent CIC

Approved:

KENNETH W. NELSON
Special Agent CIC

Stuttgart Switch 93255 Ext 402

Regraded ~~CONFIDENTIAL~~ by authority of
Craig Clay II by Bly on 1-31-57 L E Phillips 2d Lt CDR DC

HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION I
970TH COUNTER INTELLIGENCE CORPS DETACHMENT
EUROPEAN COMMAND

PWM/cla

APO 154

File No: I-1606

16 January 1948

SUBJECT: HORTEN, Reimer and Walter (brothers)
RE : Operation HARASS
TO : Commanding Officer, Headquarters, 970th CIC Detachment, European Command; APO 757, US Army.

1. Forwarded.
2. Your attention is invited to paragraph 2-f, explaining the unusual sub-lettering of paragraph 2 of attached MOIC.
3. Reference paragraph 3-c of attached MOIC, this region is attempting to locate FREIMANN, and has been serviced with a copy of the MOIC for follow-up of the MUNICH lead.
4. Paragraphs 3-c, 3-d and 3-e suggest additional leads, none of which are in the US Zone of Germany.

FOR THE COMMANDING OFFICER:

Register No 5-872

Log No. 5950

1 Incl: MOIC, Reg I Hqs, dtd
6 Jan 48, File & Subj a/s
(3 Copies), w/Exhibits A,B
and C

Herman H. Koch
HERMAN H. KOCH
Special Agent CIC
Operations Officer

Stuttgart 93255/Bxt 417/Matting

Distribution -
3 CO Hqs 970th CIC Det
2 CO CIC Region IV
1 File

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HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION I
970TH COUNTER INTELLIGENCE CORPS DETACHMENT
EUROPEAN COMMAND

PWD/cla

APO 154

File No: I-1508

6 January 1948

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: HORTEN, Reiner and Walter (brothers)

Re: Operation HARASS

1. Reasons for Investigation

a. Reference is made to letter, Headquarters, 970th CIC Detachment, File: D-198239, Subject: Flying Saucers, dated 28 October 1947, paragraphs 2-a and 2-b.

b. Reference MOTO, Headquarters, Sub-Region WÜRTTEMBERG, CIC Region I, Subject as above, File: I-2-2-776, dated 24 November 1947.

c. Reference Air Intelligence Guide for Alleged "Flying Saucer" Type Aircraft (written at Wright Field, Ohio).

d. Reference the magazine DER FLIEGER, April 1948, Publisher: Walter EULER, MUNICH.

e. The following information was obtained from an informant as yet uncarded.

f. Paragraph 2, following, is lettered in an unorthodox manner in that sub-paragraph letters are repeated. This lettering system is used in order to correspond exactly with the lettering used for the questions in the EKI, reference 1-e above. All information obtained is arranged to specifically answer as many of the EKI's as possible. In reading this report, it would be of assistance to have the EKI's at hand.

2. Results of Investigation

a. Scientists who have a better than average knowledge of the HORTEN brothers' work are:

(1) FRANDTL, Prof. Ludwig, COTTBUS (LS2/052).

(2) LIPPISCH, Prof., fka, WRIGHT FIELD, Ohio, U.S.A.
KE, 11A, 1

(3) FREIMANN, fka, Diplom Ingenieur, worked as assistant to the HORTEN brothers. He is last known to have lived in BAD CANstatt (L49/S12). He is reported to have contacted TECHNICAL INFORMATION CENTER, 3-2, Personnel Branch, in MUNICH (M49/Y88), in February 1947. Since that time no information concerning him has been obtained. Description of FREIMANN is as follows:

96

Height: 5'-9" to 5'-11"
Weight: 150 to 155 lbs.
Hair : Dark brown
Eyes : Brown
Face : Long, oval

b. - e. Unknown.

f. Present whereabouts of the HORTEN family is unknown, but possibly in BOHEMIA (ESL/PSS) which was the HORTEN's home.

g. Unknown.

h. (1) According to informant, the first four (4) HORTEN models were gliders, the fourth having been a powered glider. From these glider developments the parabolic wing plan was evolved. Description and illustrations of the HORTEN I, II, III and IV may be seen in the April 1943 issue of the magazine DER FLIEGER, Publisher: Walter SUDHL, MUNICH.

(2) The HORTEN models which followed culminated in a rocket powered, supersonic interceptor. Only the prototype of this last ship was built. Plan of this ship is shown in Exhibit A. This plane carried only one man who flew the ship lying on his stomach. Cruising speed was 900 kilometers per hour, with a flight duration of thirty five (35) minutes. Full power could be turned on for a one-minute burst and a speed of 1600 kilometers per hour was obtained. At this point the fuel was exhausted and the plane glided down to a landing. Maximum altitude obtained was sixteen (16) to seventeen (17) kilometers. These performances were achieved in 1944. (Agent's Note: Informant did not witness these record flights and cannot give the name of anyone who did. He claims, however, that these performances were "generally known" among aeronautical engineers. These flights may possibly have occurred near GOTTINGEN as most of the development of this plane was at GOTTINGEN.) Informant does not know where this plane is today or what happened to it.

(3) This ship had no vertical rudder. Under gliding conditions three (3) sets of wing-controls controlled the ship. One (aileron) set banked and turned the plane. The second set operated as elevators for climbing. The third set operated as elevators for nosing over and diving. A flap on the leading edge also assisted the control. Under powered flight the gliding controls were locked, and control was obtained by varying the directions of the two rockets (rotation in a vertical plane only).

Questions Concerning an Oval Shaped Aircraft

a. Wing cross section was as noted in Exhibit C with a maximum thickness at about 2/3 of the chord from the leading edge. Boundary layer control was achieved by sucking air into the wing near the trailing edge as shown in the illustration. Vents were spring loaded to allow only a suction. Suction was produced by a pump for this purpose. This control was successful in smoothing out heavy turbulence.

~~SECRET~~

MOIC, Hqs, CIC Region I, File: I-1606; Subj: HORIEN, Reimer and Walter (brothers), Re: Operation HARASS, 6 January 1948

b. Controls - See h-(3) above.

c. There were no ~~openings~~ in the leading edge for boundary layer control.

d. Airfoil shape was as shown (Exhibits A and C). This airfoil was designed for supersonic performances. Ratio of maximum thickness to chord was approximately 1/10 at the root of the wing. Near the tips this ratio was somewhat less but the section was similar.

e. A front view of the plane is shown in Exhibit B.

Items of Construction

a. - c. Construction was of conventional aluminum alloy type. Wing beams were of steel. Parabolic wing plan with rockets at the wing tips was considered to be a very strong structure since stresses tended to straighten out the parabola.

Items of Arrangement

a. Pilot visibility was considered good since the pilot's head was well forward and considerable plexiglass was used.

b. Crew number: one (1) - lying on his stomach.

c. Pressurized cabin equipment: No details given.

d. Escapement method: The canopy was easily disconnected and the pilot was thrown clear of the plane by a spring system.

e. All accessories were driven by auxiliary power plants (one in front of each rocket). The auxiliary plants were turbines driven by the decomposition of hydrogen peroxide. Exhaust from these turbines furnished a fraction of the oxygen for the rockets.

f. There were no provisions for towing or for refueling in flight.

g. Assistance was not required for take-off.

h. Bomb bay provisions: No details given, possibly had none. This plane was an interceptor.

Landing Gear

a. - d. Take-off was by means of a six-wheeled carriage on which the plane was set. When the ship took off, the carriage was left on

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HOIC, Hqs, CIC Region I, File: I-1606; Subj: HORTEN, Reiner and Walter
(brothers), Re: Operation HARASS, 6 January 1948

the ground. Take-off run was about one (1) kilometer. Landing shock was taken up by skids built into the fuselage. Landing speed was about 250 kilometers per hour. Ice, snow or water take-offs were not attempted.

Power Plant

a. - e. Power was obtained from rockets at the two wing tips. Fuel burned was methyl alcohol. Liquid oxygen at sixty (60) atmospheres pressure supported the combustion. This oxygen supply was increased by the exhaust from the auxiliary turbines. The oxygen was preheated in the jacket of the rocket before entering the combustion chamber. Under normal cruising conditions the two rockets gave a total thrust of fifteen hundred (1500) pounds. Maximum total thrust for the two rockets was eight thousand (8000) pounds. It is believed that no special catalytic agent was used to assist combustion.

3. Agent's Comments and Recommendations

a. Information above is evaluated P-S.

b. Informant seems to understand what he is talking about; however, he is still quite young and does not have an engineering degree. He is self-educated in part, and has reached an advanced stage in some fields, at least. He has done engineering work in connection with rocket research and claims to know the HORTEN brothers. He also claims to have seen the HORTEN brothers' plane in flight. He made no statements which the agent could say were technically false.

c. Suggest that PRANDTL and LIPPISCH, mentioned in paragraph 2-a above, be contacted on this case. Neither of the men is in the U.S. Zone of Germany. Suggest that Region I attempt to locate FREIMANN, also mentioned in paragraph 2-a. Suggest that a copy of this report be forwarded to Region IV for a lead on FREIMANN. It is possible that FREIMANN may have reported to TIB in MUNICH.

d. Lead in paragraph 2-f suggests that the HORTEN's, or their relatives may be in FRANK (British Zone).

e. Lead in paragraph 2-h-(2) suggests that further leads might be developed in GOTTINGEN (British Zone).

APPROVED:

HEDMAN H. IRON
Special Agent CIC
Operations Officer

** 99

Fred W. Matting
FRED W. MATTING
Special Agent, CIC

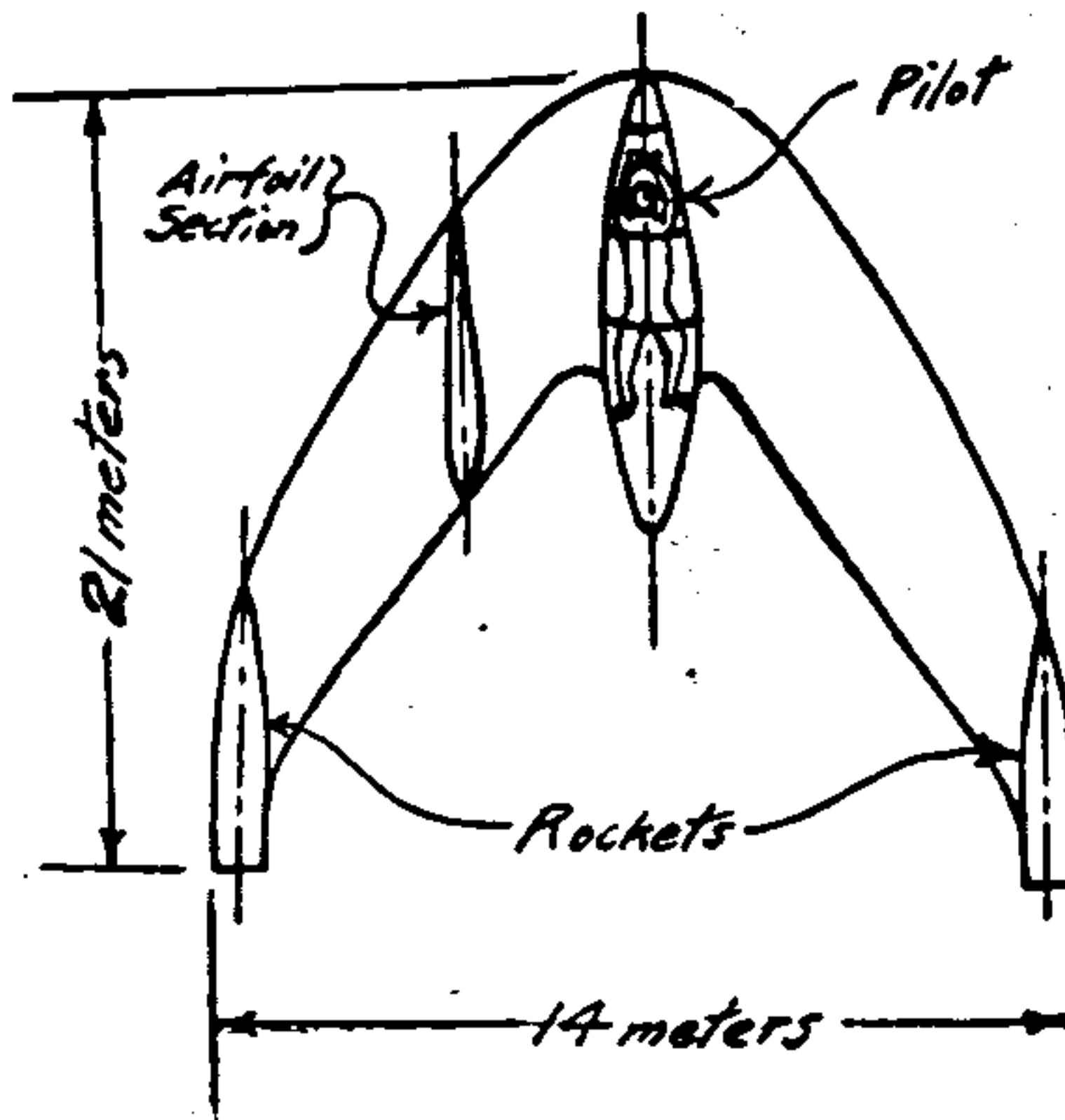
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AUTH Para 1-603 DOD 5200.1R

Incls: 1. Exhibit A - Plan view of HORTEN airplane
2. Exhibit B - Front view of HORTEN airplane
3. Exhibit C - Detail view of aircraft section

- 4 -
Conway

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EOIC, Eqs, CIC Region I, File: I-1606, Subj: HORTEN, Reiner and Walter
(brothers), Re: Operation HARASS, 6 January 1948.



Plan View of HORTEN
airplane

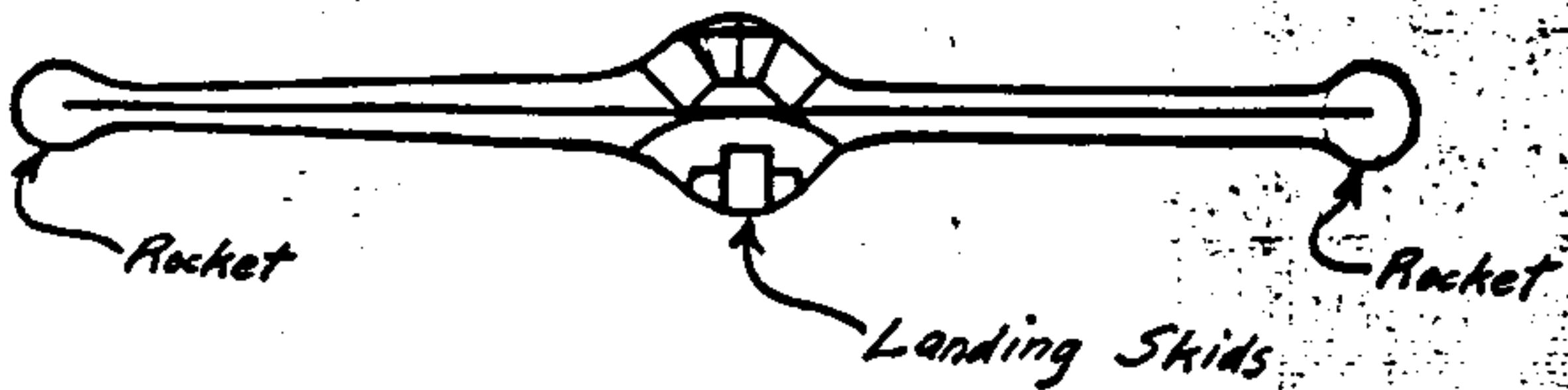
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Exhibit A

Inc 121

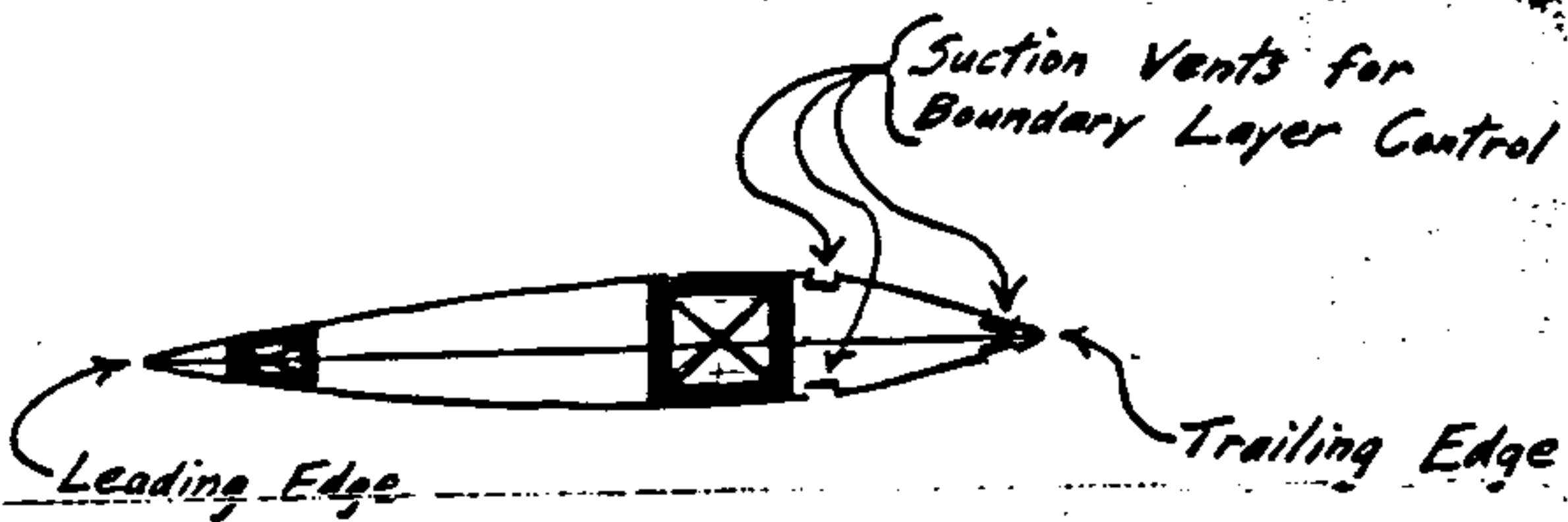
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MOIC, Hqs, CIC Region I, File: I-1606, Subj: HORTEN, Reimer and Walter
(brothers), Re: Operation HARASS, 6 January 1948.



Front View of HORTEN
Airplane

Exhibit B



Airfoil Section
(Becomes Relatively Thinner Near Wing Tips)

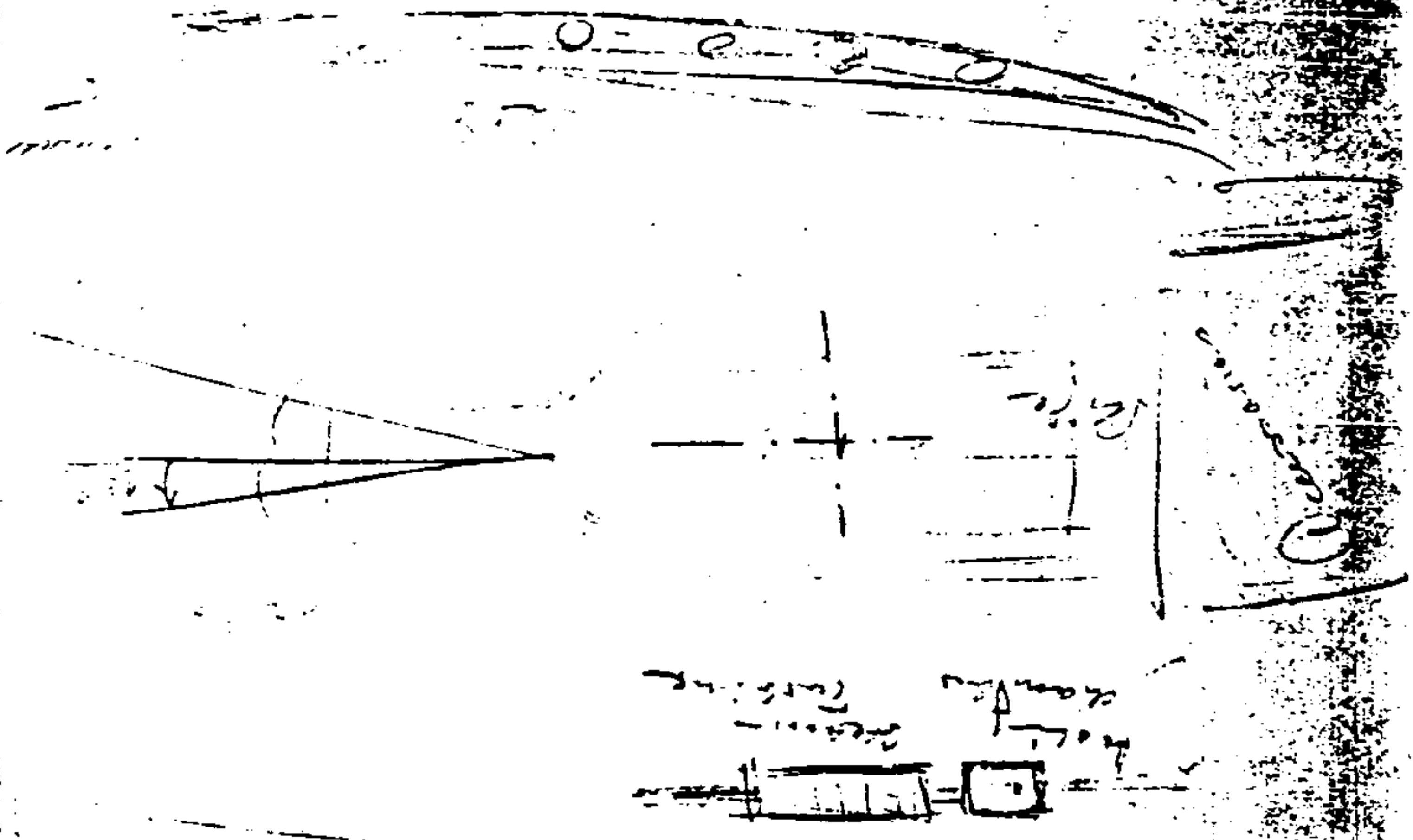
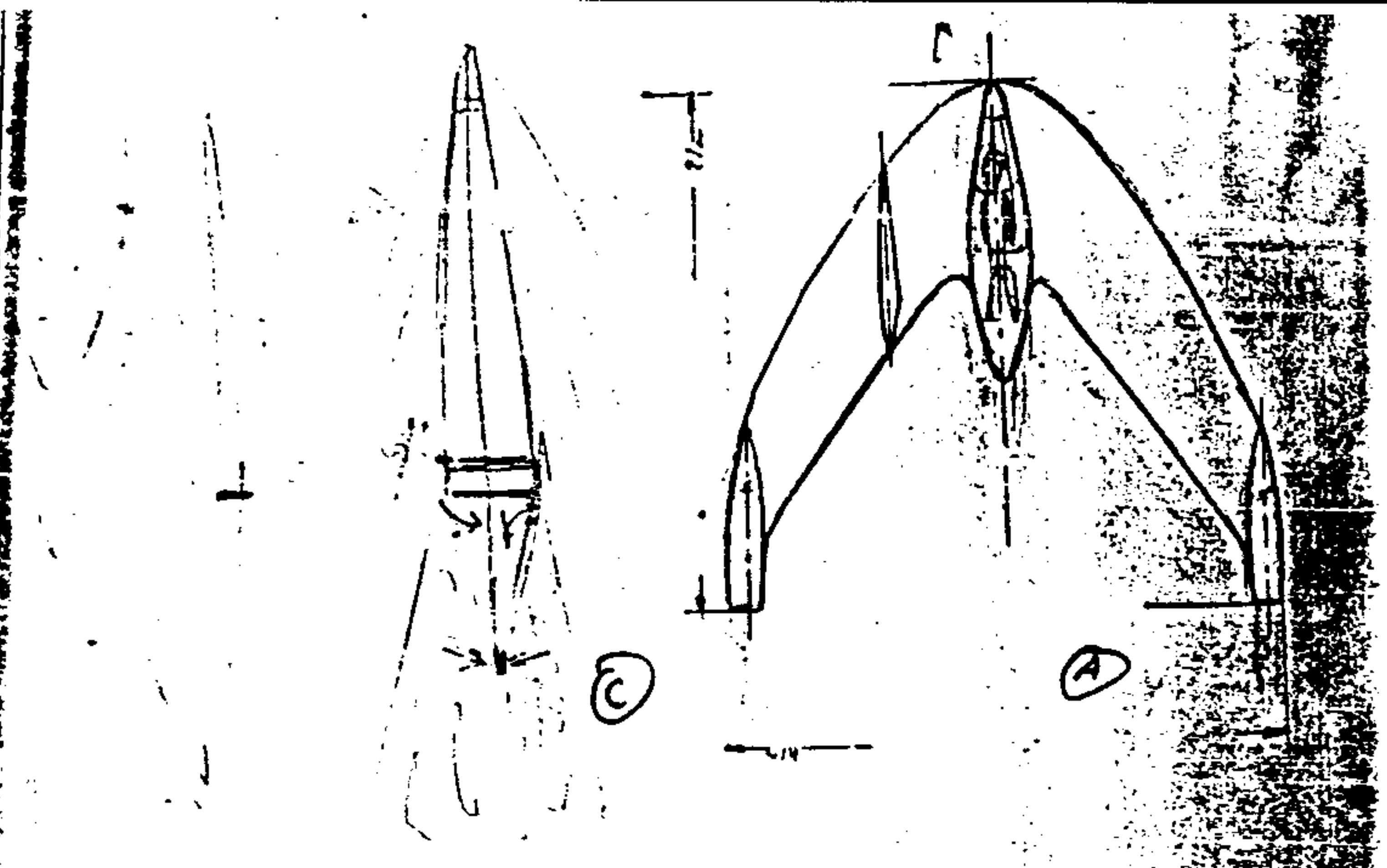
Exhibit C

101

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Incl #2



24" 24" ← 24"

~~CONFIDENTIAL~~
Report for Investigation

File No.: I-1606

Date: 9 Jan 1948

30 Jan 1948

Suspense: ~~CONFIDENTIAL~~

Thru:

TO: S/P: ~~Wortt Umberg~~

SUBJECT: (Give all identifying information)

HORTEN, Reimer and Walter (brothers)

Instructions for Case Officer:

Paragraph 1 contains a brief but complete synopsis of the case, its source and evaluation, and the reason for the investigation.

Paragraph 2 contains specific and detailed instructions on what is to be done to complete the case.

1.a. The HORTEN brothers are reported to have designed and built a supersonic airplane for the German Air Force. Attempt is now being made to locate them or their co-workers. (Or, the airplane if it exists).

b. FREIMANN, mu, Diplom Ingenieur, worked as assistant to the HORTEN brothers. He is last known to have lived at 311 GUNTHERT. Description of FREIMANN is as follows:

Height: 5'-9" to 5'-11"
Weight: 150 to 155 lbs.
Hair: Dark brown
Eyes: Brown
Face: Long, oval

2. Attempt to locate FREIMANN. If located, he should be brought to Section I for a technical interrogation as set up by the CIC for this case which are in the files.

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6/9 Aug 57 by Bly
on 1-31-57 L E Phillips 2d Lt ORDC

~~REF ID: A65100~~

relegit-req ref 104011

File #

Date:

104

2001-07-01 10:00:00

Subject: 104011 - Brother

INSTRUCTIONS FOR AGENT: The agent will write his report of investigation in the following space, continuing the report on additional blank sheets if necessary. All additional sheets will be headed with File Number and Subject. Standard MRC or SEC form will be followed except that Part I can be eliminated. Exhibits in foreign language need not be translated if the report contains a brief synopsis of the evidence pertaining and the CI interest. Show sources and evaluation of all phases! Be brief and factual. Operations Office report to be furnished with the final copy of the agent's report.

1. all attempts to locate Tremaine
in the Stg + area last
negative - John

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BEST COPY AVA

REF ID: A65100
104 no
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FREIMANN, Frau

SS

GERMANY

SS Ostuf.

With SS Flak "E" Abt No. 40. To go to War Flak Artillery School
VII at MUNICH (Sept 41).

FREIMANN, Frau

(GER)

A

GERMANY

Abwehr Agent (1944)

B.C. 1910, blond hair; blue eyes; civilian clothes.

Contacted by OLLIVER (q.v.) and party at BREMEN.
Went to W/T school at SCHLOSS SCHIERENSEE (Oct 44).
Possibly agent of some importance (Oct 44).

Duplicate.

COUNTER INTELLIGENCE CORPS
970TH COUNTER INTELLIGENCE CORPS DETACHMENT
SUB-SECTION WORKING

APO 156
ZT/mcc
8 January 1948

I-1606

CC-100-200-
On T-31-57 by BC by authority of
LE Phillips 2d Lt OROD

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: WALTER, Franz

RE : HORTEN Brothers

1. Reason for Investigation:

Reference is made to letter, 970th CIC Detachment, Subject: Flying Saucers, dated 28 October 1947. A check was made in Schwaebisch Gmuend (149/352) of scientists who may have knowledge of the HORTEN Brothers.

2. Result of Investigative Activity:

a. A scientist, WALTER, Franz, born 23 November 1896 in Schwaebisch Gmuend was contacted and discreetly interviewed about his knowledge of the HORTEN brothers. WALTER is presently residing in Schwaebisch Gmuend, Parlerstr. 20, and is an Aerovational Engineer by profession. (A-1)

b. Subject has never worked with the HORTEN Brothers, but has known them personally for many years. He last saw the brothers in 1944 in BERLIN in the REICHSLUFTFAHRMINISTERIUM. At this time the two men were working in ORANIEBURG (X53/267), about 20 to 30 kilometers north of Berlin. Before the war the brothers were in MUNSTER (X52/A97) Westphalia.

c. WALTER stated that if anyone knows where the HORTEN brothers are, one KITSCH, Hannah, living in BAD KAUEKIN (161/269), would know. This woman was a famous aviatrix and test pilot. She was a very close friend of the brothers and has worked with them.

d. Subject stated that he knew of one design made by the HORTEN brothers and knew that they were working on tail-less models. The attached diagram was drawn by WALTER for this agent, Exhibit #12. This design was not accepted by the German air force because of the instability of the plane. There had been motor-propelled models, but their latest was a jet-propelled model.

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AUTH Para 1-600 DOD 5200.1R

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Hq, CIO Reg I, 970th CIO Det, S/R WALTER, Name add 2 Jan 1948, File
I-1606, Subj: WALTER, Franz, Page 2

3. Agent's Comments and Conclusions:

- a. It is recommended that a copy of this MINT be forwarded to Region III so that the lead in BAD MUNSTER can be developed.
- b. This agent cannot determine how much technical information WALTER may know. Therefore, it is further recommended that a technical agency interview this man.
- c. The evaluation of the above information, except where otherwise indicated, is P-2.

APPROVED:

EDWIN K. HIGH
Special Agent, CID

1 Incl: Exhibit #1* (Sketch of ~~SECRET model~~)

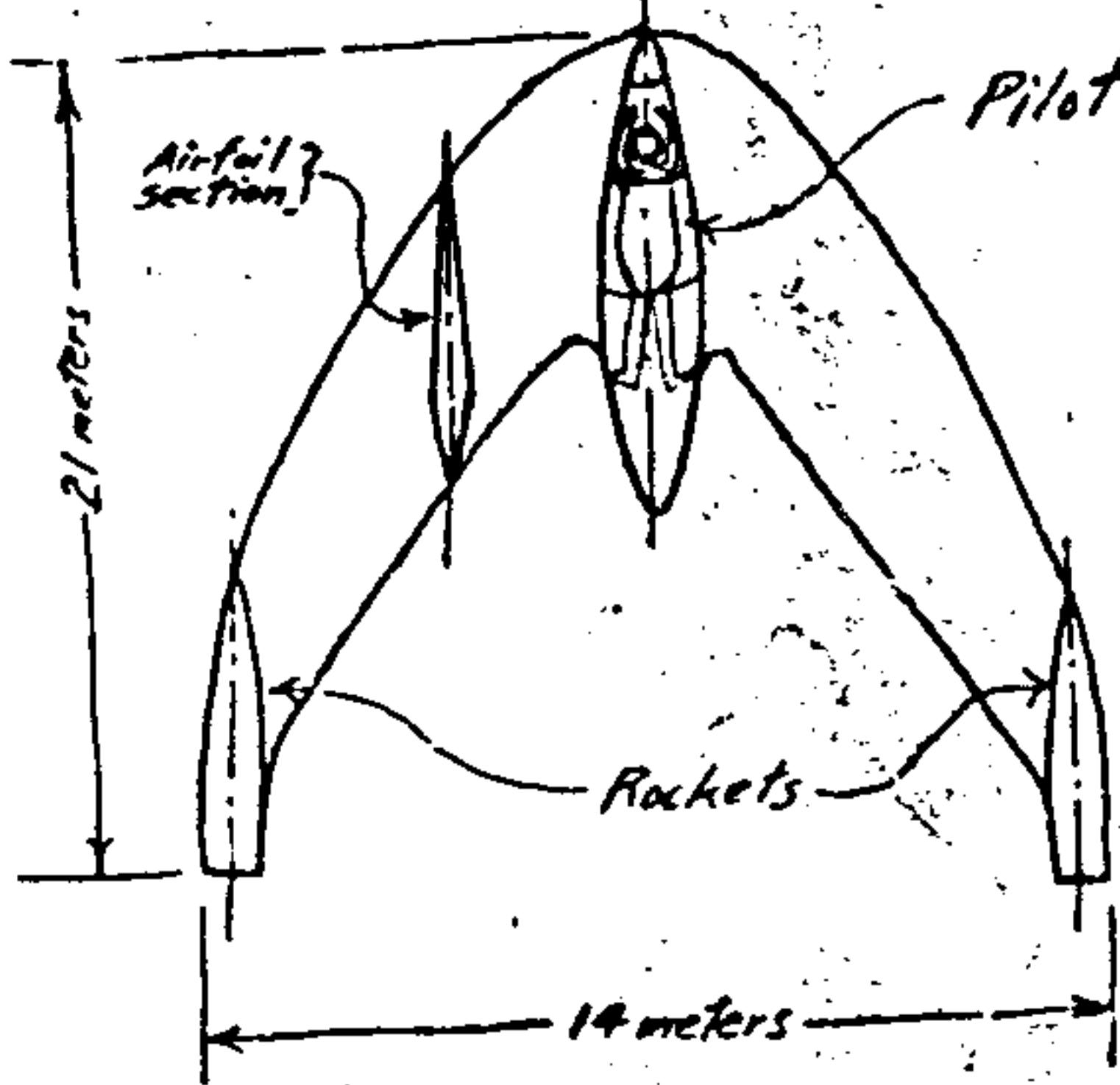
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Special Agent, CID

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Plan View of HORTEN Plane

Exhibit A ~~CONFIDENTIAL~~

Geodis

B/L: Esq. a/r LANDSHUT, 3 December 1947, Subject: Flying Circus
File: VL-596-S 1st Ind. RSM/CR
V - 1577
D - 196239

Hq., Region V, 970th CIC Det., APO 225, U. S. Army 29 Dec. 47

To: Commanding Officer, 970th CIC Det., Sq. 1000N, AFM 757, U. S. Army

1. Your attention is invited to paragraph 2 of enclosed WOIC.
 2. For your information.
 3. Forwarded.

FOR THE COMMODORE 64/128

Robert E. O'Neill
ROBERT E. O'NEIL
Special Agent, CSC

Log No. 9873

Tel: ROXBURG HIL. 2006
(Mr. Werring)

Incl: MOIC a/s (3 copies)

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AUTH RPT 1-603 DOD 5200

~~SECRET~~
HEADQUARTERS
SUB-REGION LANDSHUT
COUNTER INTELLIGENCE CORPS REGION V
APO 225 US Army

5 December 1947

File: VL-596-S
V- 1577
D- 198239

SUBJECT: Flying Saucers

RE : Walter and Reimer HORTEN

TO : Commanding Officer,
970th CIC Det., Region V,
APO 225, US Army.

1. In compliance with letter Headquarters, 970th CIC Det.,
EUCOM, dated 28 October 1947, Subjectas above, the attached
MOIC, dated 2 December 1947, Subject and file as above, is
hereby submitted.

2. Your attention is invited to paragraph two (2) of
the attached MOIC.

3. For your information.

John F. O'Shaughnessy
JOHN F. O'SHAUGHNESSY
Special Agent, CIC
Commanding

Incls: 5 c MOIC, dtd 2 Dec 47,
Subject: Flying Saucers.

LOG NO. 773

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ST SECURITY INFORMATION
ST REPRODUCTION CONTROL SYSTEM
DATA

~~SECRET~~

~~SECRET~~

HEADQUARTERS
SUB-REGION LANDSHUT
COUNTER INTELLIGENCE CORPS REGION V
APO 225 US Army

File No. VL-996-S
T- 1577
D- 198239

2 December

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: Flying Saucers

To: Walter and Reimer HORTEN

1. In accordance with letter Headquarters, 970th CIC Det., EUCOM, dated 26 October 1947, on the above Subject, this Agent attempted to contact one of the HORTEN brothers through possible acquaintances at the LANDSHUT (M9/620) Housing Project. A records check of the LANDSHUT Sub-Region was also conducted.
2. No trace of either Walter or Reimer HORTEN was found within the Sub-Region area of LANDSHUT. However, acquaintances of the men stated that Walter HORTEN is believed to be in England working on scientific developments for the British and Reimer (or K. W.) HORTEN is believed to be living in CONTINENT (L52/C52) at Harzberger Land Str. 39 A.
3. The inquiries at the LANDSHUT Housing Project were conducted through the Adjutant of that organization and as it is difficult for this Agent to evaluate the information received. However, in view of the fact that an exact address was given for Reimer HORTEN this Agent recommends that an effort be made to contact Reimer in CONTINENT through the proper British authorities.
a. This Agent is taking steps to ascertain the exact address of Walter in England and if such should be obtained the information will be forwarded.

[Signature] Robert S. Robertson
ROBERT S. ROBERTSON
Special Agent CIC

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BY CDR USAINS COM F01/PO
AUTH Para 1-603 DOD 5200.1R

1. LAWRENCE BROWN, 200-1-100
2. JOHN DUSTY, 200-1-100
3. GENE COOPER, 200-1-100
4. GENE COOPER, 200-1-100

~~SECRET~~

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B/L: Hq., CIC Reg. I, 970th CIC Det, APO 154, US Army, Ltr. dtd 4 Nov.
47, File: I-1606, C/R I-1043.1, Subject: Flying Saucers

File: I-P-E21

I-1606, C/R I-1043.1

1st Ind

CWR/JHH

HEADQUARTERS, SUB REGION RAJEN, CIC REGION I, 970TH CIC DETACHMENT, EUCOM,
APO 154, US ARMY, 23 December 1947

To: Commanding Officer, CIC Region I, 970th CIC Detachment, EUCOM,
APO 154, US ARMY

1. Investigation carried on in compliance with basic communication.
2. To date no positive leads or information pertaining to subject could be located in this Sub Region.

James T. Bergstrom
VICEMASTER BERGSTROM
Captain Inf
Commanding

Incl: *no w/e One copy*
ED1, in Inland Telephone

WHTI 773 6490/Rankin

SR W/H Log No. 1261

Log No. *5703*

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on *1-31-57* *Le Phillips 2d Lt ORCC*

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S-3 York Sheet
(Do Not Photocopy)

Initiator
of action

DATE

20 Dec

SUBJECT

Flying Saucers

(If more than one
see reverse side)

COPY TO:

DATE OF BIP HI:

THE FOLLOWING ACTION IS TO BE TAKEN ON THE ATTACHED MATERIAL:

ACTION	ACTION LISTED	INITIALS
(Designate numerical order)	(or NA)	WTC
-CPI GROUP	<input checked="" type="checkbox"/> Attach card <input type="checkbox"/> or <input checked="" type="checkbox"/> Indicate Dossier #'	ANNUAL INDEX

INPERSONAL FILES

Check Impersonal Files
 Open an impersonal File
as follows

D1982390RM

DOSSIER GROUP

Attach Dossier
 Open Dossier
 File in Dossier

MR

CARDING

Prepare CPI Card(s) on
underlined name(s) and
Impersonal Subject(s)

le

RETURN TO CLE W/

FURTHER ACTION

RECIPIENTS:

S-3 Executive
 CIO/CIO Directorate Section
 Central Registry
 Distribution Center
 American Field Files

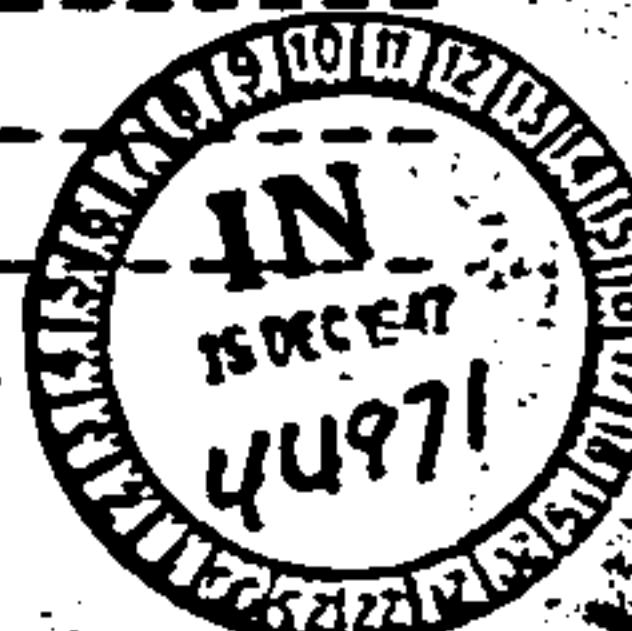
Oli Thad

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ON 6M JUN 1994
BY CDR USAINNS COM 4 F011/PD
AUTH Para 1-603 DOD 5200.14

Standard Abbreviations:

"R" - Reference Master
"L" - was looked up and no record
"S" - Card or dossier attached or
work accomplished



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HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION VI
970TH COUNTER INTELLIGENCE CORPS DETACHMENT

ADD 101

17 December 1947

D-198239
VI-1611.5
BAM-941

SUBJECT: Flying Saucers
TO : See Distribution

1. Reference is made to letter, Headquarters 970th CIC Detachment, subject as above dated 28 October 1947.

2. Initial reports have been received from all Sub-Regions of this Region, with the following results:

a. Sub-Region NURNBERG made discreet inquiries about two likely prospects, Willi MESSERSCHMIDT and Ernst REINHOLD. These two people have been thoroughly interrogated by intelligence personnel of the Air Corps and it is possible that information relative to the above subject may be on file at USAFE Headquarters.

b. BAMBERG Field Office reported that Berthold PESSLER, former specialist for the Luftwaffe, had once offered to try out a new flying device. PESSLER has left this area and it is not known if these experiments were carried out. PESSLER is now residing in MUNICH.

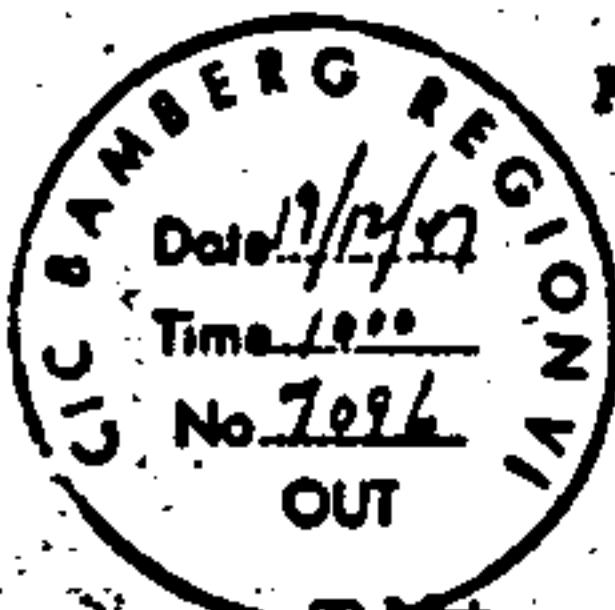
c. Other Sub-Regions report no leads.

3. Investigation will continue.

FOR THE COMMANDING OFFICER:

William E. Ladd

WILLIAM E. LADD,
Special Agent in Charge
Operations



1 Incl - PR, Bamberg FO, 12 Dec 47,
subj as above

DISTRIBUTION

- 3 - CO, 970th CIC Det., HQCOM, APO 757, U.S. Army
2 - CO, CIC Region IV, 970th CIC Det., APO ADX-A, U.S. Army
1 - File

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Page 1 of 1 page
Copy 1 of 6 copies

Tel: Constabulary 7760
7761

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HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION VI
97016 COUNTER INTELLIGENCE CORPS DETACHMENT

PW#:
D-198239
VI-1611-5
BAM-941

APR 1968
BAIBERG Field Office
12 December 1967

SUBJECT: Berthold PESSLER
Re: Flying Saucers

CROSS REFERENCE: German Specialists and Test Pilots

PERSONALITY REPORT

1. FULL NAME (WITH ALIASES) Berthold PESSLER
2. PRESENT ADDRESS OR POSSIBLE WHEREABOUTS Hotel Zur Post, STUGAERTEN/MUNICH(M49/Y85)
3. FORMER ADDRESSES BAIBERG (M50/024)

4. PERSONAL DATA:

HEIGHT	WEIGHT	EYES	HAIR	BUILD

DATE OF BIRTH 14 December 1923 PLACE OF BIRTH BAIBERG

NATIONALITY German OCCUPATION RELIGION

DISTINGUISHING CHARACTERISTICS

5. POLITICAL AFFILIATIONS (PRESENT & PREVIOUS)
6. FRIENDS, RELATIVES & ASSOCIATES Johann PESSLER, brother, Dominikaner Strasse 9,
BAIBERG

7. PREVIOUS HISTORY (to include military) Pilot in Luftwaffe

8. REFERENCE(S) TO PREVIOUS REPORTS Unknown

9. REASON FOR INVESTIGATION Possible knowledge of flying objects developed from original plans and experiments conducted by the Germans prior to the capitulation. See above reference.

10. RESULTS OF INVESTIGATION None

11. ACTION TAKEN AND / OR BEING TAKEN None

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COPY 1 OF 7 DATED
PAGE 1 OF 1 FAXED

12 COMMENTS: Subject's brother, Johann PESSLER, stated that Berthold had told him that he had volunteered to try out a new flying device. Johann does not know if this had been carried out but is of the opinion that Berthold would be able to give information on reference investigation.

SOURCE: See paragraph 12 above

EVALUATION: F 3

APPROVED:

WILLIAM E LAHED JR
Special Agent CIC
Operations

(USE bottom of page for additional comments)

DISTRIBUTION: 6 Forward (Region VI)
1 EFO File

Officer William Lahed
ALFRED B BESCHILLEITE (SIGNATURE OF AGENT)
Special Agent CIC

~~SECRET~~

INTERNAL ROUTE SLIP

(Classification)

HEADQUARTERS, U. S. FORCES, EUROPEAN THEATER

FILE NO: D-198239

SUBJECT: E&I on Alleged "Flying Saucer."

DATE: 17 December 1947

(Number each memo or minute consecutively. Fill in each column, signed legibly
draw a line across the sheet. Use entire width of sheet for long memoranda)

No.	From	To	Date	HAS THIS PAPER BEEN COORDINATED WITH ALL CONCERNED?
1.	Hq. 970th CIC Det.	Ops Br	17 Dec 47	<p>1. Reference is made to minute 1, IRS, Ops Branch to 970th CIC, dated 20 October 1947, concerning above subject.</p> <p>2. Attached MOIC, Region I, file: I-W-D 775, subject: HORTEN, Reimer and Walter (brothers), dated 24 November 1947, is forwarded for your information.</p> <p>3. Attention is invited to paragraph 3 of inclosed memorandum. Local arrangements will be made to interview O-37-I-0 (paragraph 3b) and contact is being established with group in HEIDENHIM (L49/S71), as suggested in paragraph 3c of inclosed memorandum. as received.</p> <p>4. Additional reports will be forwarded</p> <p><i>John L. Inskeep Jr.</i> by JOHN L. INSKEEP Jr. Lt Col Cavalry Commanding</p> <p>-----</p>

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S/L: Hq, 970th CIC Det, EUCOM, APO 757, File D-198239, Subj: FLYING
SAUCERS

I-1606
D-198239
I-N-3 775

2nd Ind.

EW/mes

HEADQUARTERS, CIC REGION I, 970TH CIC DETACHMENT, EUROPEAN COMMAND,
APO 154, US ARMY, 5 December 1947

TO: Commanding Officer, 970th CIC Detachment, European Command,
APO 757, US Army

1. Forwarded.
2. With reference to paragraph 3-b of the inclosed MOIC, this Headquarters will interview O-37-I-G, and forward preliminary report.
3. With reference to paragraph 3-c of the MOIC, this Headquarters will make the necessary contacts.

FOR THE COMMANDING OFFICER:

Log No. 5918

Register No. 5-07

Herman H. Kroh
HERMAN H. KROH
Special Agent, CIC
Operations Officer

1 Incl: MOIC dtd 24 Nov 47, S/R
WUERTTEMBERG (3 cop)
(EEI, Air Intell Guide w/d)

Stuttgart 93255/308/Wege

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BY CDR USAINSCOM FD/POL
AUTH Para 1-603 DOD 5200.14

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HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION I
970TH COUNTER INTELLIGENCE CORPS DETACHMENT
EUROPEAN COMMAND

WPA/nes
APO 154

File No : 1-144, C/R 1-1043.1

24 November 1947

SUBJECT: Flying Saucers

Suspense Date: _____

TO : Commanding Officer, Sub-Region SUB-REG-3E30
Attention:

1. Enclosed correspondence forwarded for:

2. REMARKS:

- A. () Distribution
- B. () Investigation and Report
- C. () Your attention to
- D. () Negative report desired
- E. () Corrections as noted
- F. () Compliance with basic letter.

FOR THE COMMANDING OFFICER:

Stuttgart 93168, File 372 / Head
Incl(s): 12, Air Intell Off's
() copies

Mailings:

- 3 - C, S/R 1ADEN
- 3 - C, S/R 1BUTTERWICH
- 1 File

File No : 1-144-775, No. 5446

1st Ind



HERMAN R. KNOCH
Special Agent CIC
Operations Officer

HEADQUARTERS, SUB-REGION SUB-REG-3E30, CIC REGION I, 970TH CIC DETACHMENT, EC
APO 154, US ARMY, 25 November 1947

TO : Commanding Officer, CIC Region I, APO 154, US Army

1. See attached KIC, this headquarters, dated 24 November 1947, file
L-1038, subject: Hitler, Heimer and Walter.

FOR THE COMMANDING OFFICER:

Incl: one KIC, file and subject s's

Stuttgart 93168/402



EDWIN K. EICH
Special Agent, CIC
Operations Officer

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HEADQUARTERS
SUB-REGION WÜRTTEMBERG
COUNTER INTELLIGENCE CORPS REGION I
EUROPEAN COMMAND

EX-REF AND

APC 154

24 November 1947

I-W-D 775

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: HORTEN, Reimer and Walter (brothers)

RE : Flying Saucers

1. Reason for Investigation.

a. Reference is made to letter, Headquarters, 970th Counter Intelligence Corps Detachment, APO 154, US Army, dated 28 October 1947, paragraphs 2a and 2b.

b. Reference is made to letter this Headquarters, dated 4 November 1947, Subject: as above.

2. Results of Investigation.

a. The HORTEN brothers were last known to have been working in GOETTINGEN (L52/C52), British Zone, in the fall of 1946, at the KAISER WILHELM INSTITUTE, in the branch formerly known as AERONAUTISCHE VERSUCHS ANSTALT, presumably for the British. O-37-I-G has heard nothing since that time regarding the HORTEN brothers other than the rumor that they were kidnapped during the latter part of 1946, presumably by the Russians.

b. O-37-I-G stated that the HORTEN brothers had designed four (4) gliders designated as the HORTEN I, II, III and IV, and that at a later date had designed a conventionally propelled airplane patterned after the gliders designated as the HORTEN V. O-37-I-G saw the HORTEN V, described as a flying-wing type airplane, flown at LECHFELD (M49/Y26) in March 1944.

3. Agent's Comments and Recommendations.

a. It is expected that more information will be forthcoming within a week from O-37-I-G regarding the HORTEN brothers.

b. It is suggested that a qualified aerodynamics engineer question O-37-I-G for specific and detailed information on all phases of the flying saucers.

c. It is further suggested that members of the scientist

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MOIC, File No: I-N-D 775, Subject: HURKIN, Edmer and Walter (brothers)
R.: Flying Saucers, dated 24 November 1947

group in KIDDEHEIM (L49/371) be contacted relative to this subject.

d. Evaluation of above report: C-3

Robert M French

ROBERT M. FRENCH
Special Agent CIC

The undersigned concurs in
the above evaluation.

Approved:

Edwin E. Koch

EDWIN E. KOCH
Special Agent CIC
Operations Officer

Stuttgart Switch 93641 Ext 402

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J-899

70572

gpa

HEADQUARTERS BERLIN COMMAND
OFFICE OF MILITARY GOVERNMENT FOR GERMANY (US)
BERLIN, GERMANY

S-2 Branch

APO 742, US ARMY

16 December 47

SUBJECT: Horten Brothers (Flying Saucers)

TO : Deputy Director of Intelligence
European Command, Frankfurt
APO 757, US Army

(SOURCE: A-2)

1. The Horten brothers, Reimer and Walter, are residing in Goettingen at present. However, both of them are travelling a great deal throughout the Bi-Zone. Walter at present is travelling in Bavaria in search of a suitable place of employment. It is believed that he may have contacted USAFE Headquarters in Wiesbaden for possible evacuation to the United States under "Paper Clip". Reimer is presently studying advanced mathematics at the University of Bonn, and is about to obtain his doctor's degree. It is believed that when his studies are completed he intends to accept a teaching position at the Institute for Technology (Technische Hochschule) in Braunschweig sometime in February or March 1948.

2. Both brothers are exceedingly peculiar and can be easily classified as eccentric and individualistic. Especially is this so of Reimer. He is the one who developed the theory of the flying wing and subsequently of all the models and aircrafts built by the brothers. Walter, on the other hand, is the engineer who tried to put into practice the several somewhat fantastic ideas of his brother. The clash of personalities resulted in a continuous quarrel and friction between the two brothers. Reimer was always developing new ideas which would increase the speed of the aircraft or improve its maneuverability; Walter on the other hand was tearing down the fantastic ideas of his brother by practical calculations and considerations.

3. The two men worked together up to and including the "Horten VIII"—a flying wing intended to be a fighter plane powered with two Hirt engines (HM-60-R) with a performance of approximately 650 horsepower each. After the "Horten VIII" was finished, one of the usual and frequent quarrels separated the two brothers temporarily. Walter went to work alone on the "Horten IX", which is a fighter plane of the flying wing design, with practically no changes from the model VIII except for the engines. Walter substituted the Hirt engines with BMW jets of the type TL-004. The plane was made completely of plywood and was furnished with a Messerschmidt ME-109 landing gear.

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REG. NO.	J-899
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(Ltr to C.D.I., EUCOM, 16 Dec 47, subject: "Horten Brothers (Flying Saucers).")

The model of this aircraft (Horten IX) was tested extensively in the supersonic wind tunnel (Mach No. 1.0) of the aero-dynamic testing institute (Aerodynamische Versuchsanstalt), located in Goettingen. The tests were conducted in the late summer of 1944 under the personal supervision of Professor Betz, chief of the institute. Betz at that time was approximately sixty years old and next to Prandtl (then seventy-eight years old), was considered to be the best man on aerodynamics in Germany. Betz's attitude toward the flying wing is very conservative to say the least. Basically he is against the design of any flying wing. According to the official reports about the tests, air disturbances were created on the wing tips, resulting in air vacuums, which in turn would prevent the steering mechanism from functioning properly. This seems logical as, of course, neither the ailerons nor the rudders could properly accomplish their function in a partial vacuum created by air disturbances and whirls...

In spite of that, two Horten IX's were built and tried out by a test pilot, Eugen (now living in Goettingen) at Rechlin in the fall of 1944. One of the two planes, piloted by another test pilot, developed trouble with one of the jet engines while the pilot was trying to ascertain the maximum rate of climb. The right jet engine stopped suddenly, causing the aircraft to go into an immediate spin and subsequent crash in which the pilot was killed. Eugen, however, was more fortunate in putting the other ship through all the necessary paces without the least trouble. He maintains that the maximum speed attained was around 950 km per hour, and that there were no steering difficulties whatsoever, and that the danger of both head and tail spins was no greater than in any other conventional aircraft.

After extensive tests, the Horten IX was accepted by the German Air Force as represented by Goering, who ordered immediate mass production. The first order went to the Gothaer Waggon Fabrik, located in Gotha (Thuringia) in January 1945. Goering requested that ten planes be built immediately and that the entire factory was to concentrate and be converted to the production of the Horten IX. The firm in question received all the plans and designs of the ship. In spite of this explicit order, production of the Horten IX was never started. The technical manager of the firm, Berthold, immediately upon receipt of the plans, submitted a number of suggestions to improve the aircraft. It is believed that his intention was to eliminate the Horten brothers as inventors and to modify the ship to such an extent that it would be more his brain child than anybody else's. Numerous letters were exchanged between the High Command of the German Air Force and Dr. Berthold, which finally were interrupted by the armistice in May 1945. When US troops occupied the town of Gotha, the designs of the Horten IX were kept in hiding and not handed over to American military authorities. The original designs in possession of the Horten brothers were hidden in a salt mine in Salzdettfort, but the model tested by Eugen was destroyed in April 1945. The original designs were recovered from Salzdettfort by British authorities in the summer of 1945.

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(Ltr to ODDI, EUCOM, 16 Dec 47, subject: "Horten Brothers (Flying Saucers).")

The Horten brothers, together with Dr. Betz, Eugen and Dr. Stueper (the test pilot of the aerodynamic institute in Goettingen), were invited to go to England in the late summer of 1945 where they remained for approximately ninety days. They were interrogated and questioned about their ideas and were given several problems to work on. However, Reimer was very unwilling to cooperate to any extent whatsoever, unless an immediate contract was offered to him and his brother. Walter, on the other hand, not being a theoretician, was unable to comply and Reimer was sufficiently stubborn not to move a finger. Upon their return to Goettingen Walter remained in contact with British authorities and was actually paid a salary by the British between October 1945 and April 1946, as the British contemplated but never did offer him employment. Walter subsequently had a final argument with his brother and the two decided to part. Reimer then went to the university of Bonn to obtain his degree, and Walter organized an engineering office in Goettingen which served as a cover firm to keep him out of trouble with the labor authorities. Walter married Fraulein von der Groeben, an extremely intelligent woman, former chief secretary to Air Force General Udet.

In the spring of 1947 Walter Horten heard about the flying wing design in the United States by Northrop and decided to write Northrop for employment. He was answered in the summer of 1947 by a letter in which Northrop pointed out that he, himself, could not do anything to get him over to the States, but that he would welcome it very much if he could come to the States and take up employment with the firm. He recommended that Walter should get in touch with USAFE Headquarters in Wiesbaden in order to obtain the necessary clearance.

4. As can be seen from the above, most of the Hortens' work took place in Western Germany. According to our source, neither of the brothers ever had any contact with any representative of the Soviet Air Force or any other foreign power. In spite of the fact that Reimer is rather disgusted with the British for not offering him a contract, it is believed very unlikely that he has approached the Soviet authorities in order to sell out to them. The only possible link between the Horten brothers and the Soviet authorities is the fact that a complete set of plans and designs were hidden at the Gothaer Waggon Fabrik and the knowledge of this is known by Dr. Berthold and a number of other engineers. It is possible and likely that either Berthold or any of the others having knowledge of the Horten IX would have sold out to the Soviet authorities for any one of a number of reasons. However, this will be checked upon in the future, and it is hoped that contact with the Gothaer Waggon Fabrik can be established.

5. As far as the "flying saucer" is concerned, a number of people were contacted in order to verify whether or not any such design at any time was contemplated or existed in the files of any German air research institute. The people contacted included the following:

Walter Horten

Fraulein von der Groeben, former Secretary to Air Force General Udet
Guenther Heinrich, formerly office for research of the High

Command of the Air Force in Berlin

Professor Betz, former chief of Aerodynamic Institute in
Goettingen

Eugen, former test pilot

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(Ltr to ODUI, EUCOM, 16 Dec 47, subj: "Horten Brothers (Flying Saucers).")

All the above mentioned people contacted independently and at different times are very insistent on the fact that to their knowledge and belief no such design ever existed nor was projected by any of the German air research institutions. While they agree that such a design would be highly practical and desirable, they do not know anything about its possible realization now or in the past.

Harry H. Pretty

HARRY H. PRETTY
Lt Col GSC

8-2

Telephone BERLIN 44715

Copy furnished:
Director of Intelligence, OMGUS

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930TH COUNTER INTELLIGENCE CORPS DETACHMENT
SUB REGION WUERRTEMBERG

APO 154

10 December 1947

File No. 1606

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: WALTER, Franz

Re : HORTON Brothers.

1. Reason for investigation:

Reference is made to Letter, 930th CIC Detachment, Subject Flying Saucer, dated 2600. A check was made in Schw. GMUEND (L49/s52) of scientists who may have knowledge of the HORTON Brothers.

2. Result of Investigative Activity:

a. One Scientist, WALTER, Franz, born 28 November 1896 in Schw. GMUEND was contacted and discreetly interviewed about his knowledge of the HORTON brothers. WALTER is presently residing in Schw. GMUEND, Parlerstr 20 and is an Aeronautical Engineer by profession. (A-1)

b. SUBJECT has never worked with the HORTON brothers, but has known them personally for many years. He last saw the brothers in 1944 in BERLIN in the, REICHLUFTEFAHRTMINISTERIUM. At this time the two men were working in ORANIENBURG (A53/z67), about 20 to 30 kilometers north of Berlin. Before the war the brothers were in MUNSTER (A51/177) Westphalia.

c. WALTER stated that if anyone knows where the HORTON brothers are one KITSCH, Hanna, living in BAD NAUHEIM (A51/176), would know. This woman was a famous aviatrix and test pilot. She was a very close friend of the brothers and has worked with them.

d. SUBJECT stated that he knew of one design made by the HORTON brothers and knew that they were working on tail-less models. The attached diagram was drawn by WALTER for this Agent, Exhibit "A". This design was not accepted by the German air force because of the instability of the plane. There had been motor propelled models, but their latest was a jet propelled model.

3. Agent's Comments and Conclusions:

- a. It is recommended that a copy of this MOIC be forwarded to Region III so that the lead in BAD NAUHEIM can be developed.
- b. This agent cannot determine how much technical information WALTER may know. Therefore, it is further recommended that a technical agency interview this man.
- c. The evaluation of the above information, except where otherwise indicated, is F-2.

Kenneth W. Nelsen

KENNETH W. NELSEN
Special Agent CIO

ENCLOSURES:

- 1 Exhibit "A"
(Sketch of HORTON model)

11A 312
Ref: 10-31174

To: C.I.C. REC'D.
From: C.I.C.

SUBJECT: Flying Saucers

9 Dec 47

HQ C.I.C. REC'D.
RECEIVED
DATE: 9 Dec 1947
Jed

1. The town mentioned in D-198288 par 2.b. is BEILIGENHEIL,
East Prussia and not FILIGENBERG.

2. Flying Saucers were called Fliegende Flunder in German
aeronautical circles.

3. O-5149-T-IV was one of the leading German test pilots for
new planes as reported in SRI IV-T-1534/1 dated 2 June 1947, Subject:
Emigration of German Jet Pilots to the US, para 3.d. Informant knows
personally all leading German pilots, aeroplane industrialists and
technicians. He claims that he would be able to furnish most of the
desired information if could receive sufficient funds (gasoline,
food and money) to travel and visit all these people.

4. It is recommended that headquarters be informed about this
offer, approximately \$ 50.00 are estimated to be necessary.

Altow

Ivan J. Altow

Source: O-5149
Eval: R-C

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ANTR Para 1-603 DOD 5200.1R

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5 December 1947

PURSUANT TO THE ORDER IN WIA GS:

SUBJ ON: HORTEN, Reimar and WALTER, Walter

RE : Fl. 1: Saucers

1. Reason for Investigation:

Reference is made to previous reports send Subject and same file number dated November 1947 and to

The following information was obtained from 0-37-I-0, (as yet no new number)

2. Results of Investigative Activity:

To date no further information is available as to the whereabouts of the HORTEN brothers, but the names of one the assistants to the ADIGER
has been obtained. F. FREYTAG, fmu, (title of ADIGER) was last known to have been
in Bad GERMANY (/). The last information on FREYTAG is that he was
TECHNICAL INFORMATION OFFICER, G-2, Personnel Branch in KUNZIGEN
February of 1947, since at time no information is available on him.

b. The description of FREYTAG is as follows:

5' 11 to 12 1/2" in height

150 to 155 pounds

dark brown hair

brown eyes and low oval face

3. Agent's Notes:

It is suggested that ~~one~~ ^{one} of the ~~the~~ Technical Intelligence teams
in Europe be contacted to obtain information on both the HORTEN brothers and
FREYTAG.

HIT HH HH HH HIT HIT
HIT HIT HIT HIT HIT

6/6/1946

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J.P.

HEADQUARTERS BERLIN COMMAND
OFFICE OF MILITARY GOVERNMENT FOR GERMANY (US)
BERLIN, GERMANY

S-2 Branch

AMO HQ, US ARMY

3 December 1947

SUBJECT: "Flying Saucers"

TO : Deputy Director of Intelligence
European Command, Frankfurt
APO 757, US ArmyAttention: Lt Skidmore

1. Reference is made to letter, your office, file 350.09 (GID/QPS/IS), dated 21 October 1947, subject "Transmittal of EKI on Alleged 'Flying saucer'."

2. As far as could be ascertained from a reliable source, who was employed during the war by the Office for Research ("Amt fuer Entwicklung: Versuchs und Erprobungs Flugzeugs") of the High Command of the Air Force, in Berlin, no flying saucer was ever developed by any German air research institute or factory. It is true, however, that following the ideas of the Horten brothers, a certain number of "flying wings" were built and test-flown. A Messerschmidt test pilot named ~~CHEM~~ was known to be a specialist in that field. In the course of this program interesting research was done by the German Research Institute for Gliders ("Deutsche Forschungsanstalt fuer Segelflug"), located in EINRING, Bavaria.

3. The head of this institute was a Professor GEORG, a very good friend of the HORTEN brothers. He had talked to them a few times about their idea of the parabolic design of aircraft, and initiated some research on the subject.

4. Several models were designed of a parabolic type of aircraft which has a crescent plan form. The first design of that kind was completed in Autumn 1944 and was simply the rounded up form of an existing HORTEN "flying wing", the strongly tapered wing being modified to a parabola. The second design was not a true crescent, inasmuch as the parabola was applied only to the outer (front edge), while the rear edge, with its stabilizers, was maintained straight, as in the original "flying wing". The resulting design looked very much like a round cake with a large sector cut out.

5. When the model was finally built, it had a wing span of approximately nineteen (19) feet, and was given the official designation of DFS-326. It had no engine and was tested as a glider only. Part of the

130

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S-2 REG. R.

J-743

~~SECRET~~
(Ltr to ODDI, EUCOM, 3 Dec 47, subj: "Flying Saucers")

test included a two behind another aircraft at the speed of approximately 140 miles. A series of tests was arranged to obtain the best possible depth of the wing, for a maximum of length stability from front to rear of aircraft. An iron tube was installed going from front to rear at the center of the wing with a small weight attached to it in such a manner that it could be moved in the fashion of a rider. This served to change the center of gravity. The weight, of course, was not excessive, being in relation to the size of the craft.

6. While the length stability of the craft was excellent as long as the center of gravity was not shifted, it showed a tendency to get into a spin as soon as the weight on the iron tube shifted from one point to another. Around Christmas, 1944, the depth of the wing was modified and tested to be in a certain relation to the distance between vertex and focal point of the parabola, whose formula determined the shape of the wing. This distance (P) was supposed to be the depth of the wing; possibly $2 P$ or $\frac{1}{2} P$.

7. No new startling reports arrived at the HKL after Christmas of 1944, and our source is very emphatic that if this design should have been improved and finally extended to a circular or oval shape, he would have heard of it. At the same time, he is quite convinced that such a design would be the final outcome of all experiments conducted at present "flying wings".

8. Attached sketches give an approximate idea of the design and model used in the "Deutsche Forschungsanstalt fuer Segelflug" in ERLANGEN. Attempts will be made to contact the MURTHA brothers and secure more information on the subject.

Harry H. Priddy
HARRY H. PRIDDY
Lt Col GSC

8-2

1 Incl
Sketch

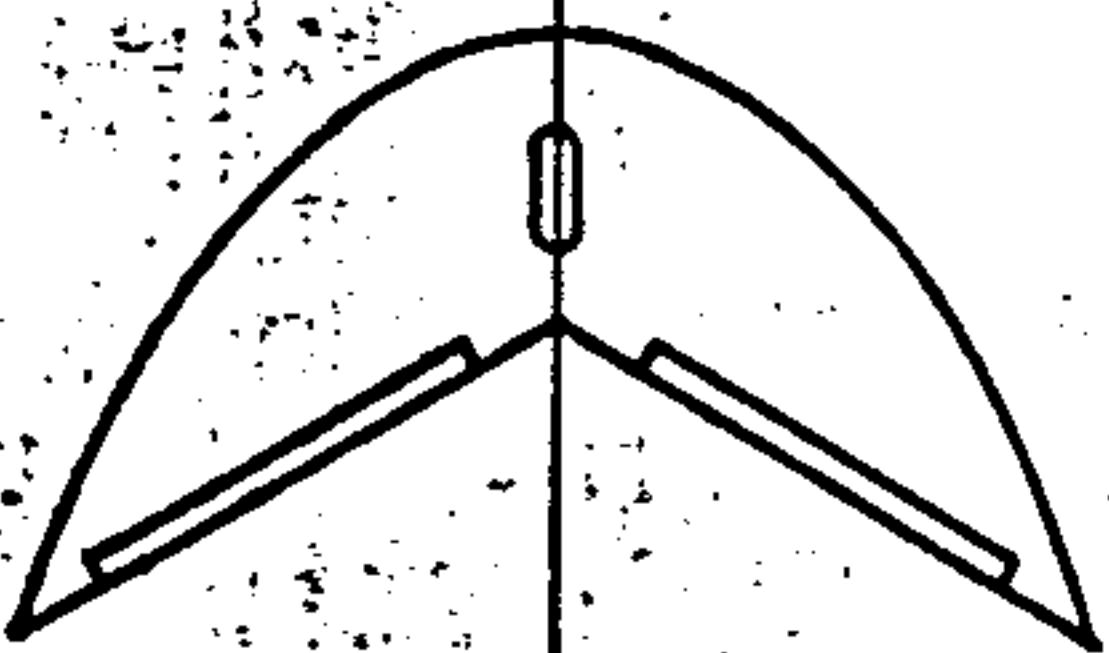
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Director of Intelligence, COMGUS

Telephone BERLIN 44715

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HEADQUARTERS
SUB-REGION FUERTEMERIDA
COUNTER INTELLIGENCE CORPS REGION I
EUROPEAN COMMAND

EX-REF-144

APO 154

24 November 1947

I-K-D 775

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: HORTEN, Reimar and Walter (brothers)

RE : Flying Saucers

1. Reason for Investigation.

a. Reference is made to letter, Headquarters, 970th Counter Intelligence Corps Detachment, APO 154, US Army, dated 28 October 1947, paragraphs 2a and 2b.

b. Reference is made to letter this Headquarters, dated 4 November 1947, Subject: as above.

2. Results of Investigation.

a. The HORTEN brothers were last known to have been working in GOETTINGEN (L52/C52), British Zone, in the fall of 1946, at the KAISER WILHELM INSTITUTE, in the branch formerly known as AERODINAMISCHE VERSTUDIEN ANSTALT, presumably for the British. O-37-I-G has heard nothing since that time regarding the HORTEN brothers other than the rumor that they were kidnapped during the latter part of 1946, presumably by the Russians.

b. O-37-I-G stated that the HORTEN brothers had designed four (4) gliders designated as the HORTEN I, II, III and IV, and that at a later date had designed a conventionally propelled airplane patterned after the gliders designated as the HORTEN V. O-37-I-G saw the HORTEN V, described as a flying-wing type airplane, flown at LEICHTFIELD (M9/I26) in March 1946.

3. Agent's Comments and Recommendations.

a. It is expected that more information will be forthcoming within a week from O-37-I-G regarding the HORTEN brothers.

b. It is suggested that a qualified aerodynamics engineer question O-37-I-G for specific and detailed information on all phases of the flying saucers.

c. It is further suggested that members of the scientist

Regraded CONFIDENTIAL by authority of
C. J. Lloyd Jr. by
on T-31-57 L.E. Phillips 2d Lt ORDO

MOIC, File No: I-N-D 775, Subject: HORTEN, Reimar and Walter (brothers)
R: Flying Saucers, dated 24 November 1947

group in HEIDENHEIM (L49/S71) be contacted relative to this subject.

d. Evaluation of above report: C-3

Robert M French

ROBERT M. FRENCH 22
Special Agent CIC

The undersigned concur in
the above evaluation.

Approved: *Edwin K. Eich*
EDWIN K. EICH
Special Agent CIC
Operations Officer

Stuttgart Switch 93641 Ext 402

134

~~CONFIDENTIAL~~

DAFB NR 02

DAFA V DAFB NR 02 V D R R

TO CO 973TH CIC DET HQS EUCOM FRANKFURT 24/1030 NOV '47

ATTN SUGAR THREE

FROM CO CIC DET REG I BAD CANNSTATT

GR MC

REF NR 4833/0 PD REFERENCE FILE NUMBER DOG DASH ONE NINE EIGHT TWO THREE
NINE PD THE (ONE) (TWO) WERE WORKING AT THE (THREE) (FOUR) (FIVE)
CHA (SIX) CHA FOR THE (SEVEN) IN ONE NINE FOUR SIX PD END CITE WOOD
SIGNED D E R E R I M E R

24/1120 NO V SBS

DAFA RECD NR 02 NOV 24/10202 BPG

~~SECRET~~

FROM REGION F

NORTON BROTHETS KAISER WILHELM INSTITUTE PAREN REF NR FOUR ZERO EIGHT
FOUR CLASS RESTRICTED END CITE WOOD SIGNED DE REIMER
UNPAREN GOETTINGEN BRITISH PD

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HEADQUARTERS
SUB-REGION FRANKFURT
COUNTER INTELLIGENCE CORPS REGION III

APO 737

III-FM-6344

20 November 1947

SUMMARY REPORT OF INVESTIGATION

SUBJECT: Walter & Riemer HORTEN Cross Reference: Flying Saucers
Case Classification: Aircraft Development

1. Reason for Investigation: Reference is made to letter Headquarters 70th Counter Intelligence Detachment, EUCOM, file No. D-1.5231, Subject Flying Saucers, dated 20 October 1947, in which information regarding the whereabouts and present activity of the HORTEN brothers and information about their research in aeronautical design is requested.

2. Synopsis of Previous Investigation: No previous investigation has been conducted by this office.

3. Synopsis of Present Investigation: Former Luftwaffe personnel were interrogated in the course of this investigation as a likely source of information. The HORTEN brothers are completely unknown to them.

a. On 16 November 1947 in FRANKFURT (L51/M67), Dr. Hugo ECKER, builder of the Graf Zeppelin, was interviewed and he stated that he had never heard of the HORTEN brothers or the planes which they are said to have designed. Dr. ECKER, however, pointed out to this agent that he had never been in the good graces of the Nazis and it is entirely possible that the HORTENS had been conducting aeronautical research during the war without Dr. ECKER being aware of it. (Evaluation: A-2)

b. Adolf SAUTER, Thorwaldsenstrasse 35, FRANKFURT, former chief engineer of the Zeppelin HINDENBURG and the GRAF Zeppelin, was also questioned. SAUTER, who was a technical director of Junker Aircraft during the war, stated that if the HORTEN brothers had ever attained any prominence in experimental research, he, SAUTER, or his friend, General of the Luftwaffe Ernst UDET (now deceased), would have been informed of their activities. SAUTER was unable to give any information about a flying wing type plane called the Borten VIII and is very sceptical about the existence of such an experimental aircraft in Germany. (Evaluation: B-2)

page 1 of 2 pages
copy 1 of 6 copies

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SRI, III-FM-0344, Subj: Walter & Riemar HORTEN, dtd 20 Nov 47, CONT'D

4. Undeveloped Leads: There are no undeveloped leads.

5. Agent's Comments and Conclusions: All sources of information contacted in this area indicate that the existence of the HORTEN brothers as a big influence in German aeronautical research is highly questionable. In view of the fact that the Air Intelligence Guide enclosed with the letter referred to in paragraph one (1) of this report lacks evaluation, it is requested that the information be evaluated if any further investigation is desired.

6. Recommendations: There are no recommendations.

APPROVED:

Arthur B. Conoley for
MARVIN L. RISSINGER
Special Agent, CIC
Operations Officer

/vh/

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1 copy Ffm files

H.H. Mehner

H. H. MEHNER
Special Agent, CIC

137

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HEADQUARTERS
EUROPEAN COMMAND

Office of the Deputy Director of Intelligence

CODE
CIC/NSCOM
19-68
EDW/EM/PO/AD

File
383.5 (OID/OPR/IS)

D 198239

AFQ 757 US Army
19 November 1947

SUBJECT: Information on HORTEN Brothers Concerning "Flying Saucer"

TO : Director of Intelligence, General Staff, United States Army,
Washington 25, D. C.

1. Lt. Col. SEASPOKE recently delivered to this headquarters an EMI written at WRIGHT FIELD, OHIO, concerning the flying saucers sighted over the UNITED STATES. Lt. Col. SEASPOKE stated that the Air Materiel Command, WRIGHT FIELD, was making a study of this subject and are constructing models to be tested in a wind tunnel.

2. Attached hereto are some FBI Reports dealing with the HORTEN brothers' tailless aircraft, and copies of three cards concerning the subject individuals.

FOR THE DEPUTY DIRECTOR OF INTELLIGENCE:

W. L. PAGE
Colonel, USA
Executive

4 Incols:

1. Photostats on FBI Reports
re HORTEN brothers. (dup)
2. Cy Card HORTEN, K. W. Ing. (dup)
3. Cy card HORTEN, Walter. (dup)
4. Cy card HORTEN, Riemar. (dup)

M/R - Lt. Col. Seashore, formerly of Wright Field, brought an EMI to this hq's concerning the flying saucer and the possible connection of experiments formerly carried on by two German inventors, the HORTEN Brothers. Ops Br requested CIC conduct investigation on these individuals, and in reply CIC stated that HORTEN brothers a.c. at present in British Zone. Another HORTEN is reported living at LANDSHUT. Info obtained fr PAPERCLIP files.

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3521

ET FORM 1-1 (11 JUNE 1944)

~~SECRET~~

(Classification)

INTERNAL ROUTE SLIP

69-265

HEADQUARTERS, U. S. FORCES, EUROPEAN THEATER

FILE NO: D-198239

SUBJECT: EEE on Alleged "Flying Saucer" DATE: 14 November 1947

(Number each memo or minute consecutively. Fill in each column, signed legibly
draw a line across the sheet. Use entire width of sheet for long memoranda.)

No.	From	To	Date	HAS THIS PAPER BEEN COORDINATED WITH ALL CONCERNED?
1	Hq 970th CIC Det	Ops Branch	14 Nov 1947	<p>1. Reference is made to Minute 1, IRS, Ops Branch to 970th CIC, dated 20 October 1947, concerning above subject, and Minute 2 thereto, 970th CIC to Ops Branch, dated 27 October 1947.</p> <p>2. Attached memorandum CIC Region II, dated 7 November 1947, subjects "Flying Saucers", is forwarded for your information.</p> <p>3. Further reports will be forwarded as received.</p>
1	Incl a/s in dupl			
	GNO/rk/7256			

Keenan S. Stirling
 for JOHN L. INGLEBORG
 Lt Col, Cavalry
 Commanding

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HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION IX
970TH COUNTER INTELLIGENCE CORPS DETACHMENT
EUROPEAN COMMAND

D-193239
D-IX-EHE-1316

SUBJECT: Flying Saucers

APO 751, U.S. ARMY

7 November 1947

TO : Commanding Officer
970th Counter Intelligence Corps Detachment
European Command, APO 757, US Army

1. Inclosed herewith is secret Memorandum for the Officer in Charge, same subject and file number, dated 7 November 1947.

2. Attention is invited to paragraph 2b, disclosing the possible whereabouts of Lt. SCHEIDTHAUER (Reference paragraph 2c, Headquarters 970th CIC Detachment, letter, same subject, file number D-193239, dated 28 October 1947).

3. The source of this information is being cultivated so that more information concerning subject can be elicited.

Gerald F. Baumgardner
GERALD F. BAUMGARDNER
Major
Commanding

1 Incl: MOIC as stated

Dst:

3 Copies - CO. 970th
2 Copies - File

Telephone: Bremen 20675
Capt. MAZOTAS



140

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ON 6 JUL 1994
BY CDR USAINS COM F01/PO
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HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION IX
970th COUNTER INTELLIGENCE CORPS DETACHMENT
EUROPEAN COMMAND

D-193239

APO 751, US Army
7 November 1947

D-IX-RE-1316

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: Flying Saucers

RE : German Flying Wing Developments

1. Pursuant to instructions contained in letter, Headquarters, 970th Counter Intelligence Corps Detachment, dated 28 October 1947, observations are being made in this area for information concerning German flying wing developments.

2. a. This agent, in conversation with a German neighbor, Hans Werner VIEPRECK, BRAUN (154/R79) Schwachhauserheerstrasse 305, former Luftwaffe navigation instructor and test pilot, mentioned the names of various German aeronautical experts, including Lt. SCHEIDTHAUER.

b. Concerning SCHEIDTHAUER, VIEPRECK said he had corresponded with the former irregularly, but didn't know how he was presently employed. SCHEIDTHAUER'S first name is Alfred and his present address is GREPPEN/TITTENWIL (N52/E44), in the Soviet Zone, according to VIEPRECK, who added that during the war SCHEIDTHAUER had engaged in test flights of a six (6) jet flying wing bomber at the BRANDIS (N52/E76) Luftwaffe Experimental Station, but that the tests had been unsuccessful. The scientist engaged in designing the aircraft was named RIEKAR or ROEHLER (phonetic), but VIEPRECK did not know his present whereabouts.

c. VIEPRECK said he had test-flown a rocket propelled glider designed at the Erlewerke aircraft plant in DRESDEN (N52/E21). The glider was of oval flying wing shape, and was propellant-to-a-height-of-30,000 meters by two (2) rockets that lasted for eight (8) minutes, after which the plane proceeded in free flight at about 600 km per hour.

3. It is this agent's opinion that VIEPRECK possesses more information than he is willing to reveal at present. For fear of compromising the real purpose of the discussion with VIEPRECK, this agent did not press

141

36-4-14 NM

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d By CIC CIC/CRC/CDI

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D-193239

D-2X-TE-1316

Subj: Flying Saucers

Him for additional details, especially when it was noted that he is fundamentally close-mouthed attempts will be made to cultivate VIENNA'S friendship and confidence and in so doing it is hoped he will voluntarily reveal additional information. Evaluation of this report is F-3.

Robert H. Bartelt,
ROBERT H. BARTELT
Special Agent, CIC

RECORDED: *Encyclopedia*
Lt C. MANNAS
Special Agent, CIC
Operations Officer

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- 2 -

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AUTH Para 1-603 DOD 5200.1R

~~HEADQUARTERS~~
COUNTER INTELLIGENCE CORPS REGION VI
970TH COUNTER INTELLIGENCE CORPS DETACHMENT

VI-13-1006
D-198239
VI-1611.5

SUBJECT: Flying Saucers

APO 189

10 November

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100% by 211
3/27/47



TO: Commanding Officer, Bayreuth Sub-Region
Munich Sub-Region
Nuremberg Sub-Region
Bamberg Field Office
Regional Technical Specialist

1. Considerable material has been gathered by the Air Materiel Command, WRIGHT FIELD, Ohio, concerning the appearance, description and functioning of the object popularly known as "flying saucer". A copy of the report from the Air Materiel Command is on file at this Headquarters.

2. The opinion was expressed that some sort of object, such as the flying saucer, did exist. At the present time, construction models are being built in wind tunnel tests. It is further suspected that the flying object may have been developed from original plans and experiments conducted by the Germans prior to the capitulation. Headquarters, 970th CIC Detachment, European Command, has desirous of locating German aircraft specialists and test pilots who might have some knowledge of similar aircraft. It is requested you canvas your area for possible identity of aircraft specialists or test pilots known in your area with such knowledge. This canvas is to be made discreetly and to conceal our interest in the subject. If any are located, a copy of the Air Materiel Command report with specific info will be forwarded to permit further interrogation and test of knowledge.

3. This canvas, both of files and sources of information, should be begun as soon as possible. Your initial report is due this Headquarters by

SUSPENSE DATE.

12 Dec 47

BY ORDER OF LT. COLONEL WALKER,

WILLIAM E. LAHNE JR.
Special Agent
Operations
CIC
2 NOV 1947

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Page 1 of 1 Pages

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W/M 140 24 NOV 1947, TO: [REDACTED]

III-474

Headquarters, 870th Counter Intelligence
APO 757, U.S. Army, 4 December 1947

TG: Commanding Officer, 870th Counter Intelligence
Command, APO 757, U.S. Army, 4 December 1947

Permit me to compliance with your request
paragraph 1 of mine.

FOR THE COMMANDING OFFICER

MAIL 1. W/

2. Copy W/

3. Rec'd by [REDACTED] 202/10, 1947

D-198229

Headquarters, 870th Counter Intelligence
APO 757, U.S. Army, 17 December 1947

TG: Commanding Officer, 870th Counter Intelligence

1. Attention is directed to paragraph 1 of my letter of
an inclosure by 1st indorsement.

2. Records, this headquarters, do not disclose any informa-
tion of the Air Intelligence Units, we refer to in paragraph 1
noted above. However, higher headquarters have informed this
headquarters that the Air Materiel Command has of the opinion
that some sort of object, such as the "flying wing", did exist.

3. As to the Northrop brothers, Federal Intelligence Agency
Technical (FIA) Headquarters, 2400K, lists them as experts in
"flying wing" aircraft, including Models VIII, IX and X. Several
model aircraft, several CIS reports concerning them are in

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ON 11 NOV 1998

BY CDR USANTSCGM F011P0

AUTH Per 1-603-DOD 5200.1R

D-198839

File in this Headquarters until further notice.
States that the KOTTER was born in 1910 and
working in GOTHENBURG, SWEDEN, during the
1940's, at the Kaiser Wilhelm Institute, known
as Aerodynamics, Berlin, Germany. Formerly
known as Aerodynamics, Berlin, Germany.

It is requested that this information be
forwarded to the Bureau of Intelligence and Counterintelligence
by ORDER OF THE DIRECTOR OF INTELLIGENCE, COMINT

Incl: w/d
Mr. Oliphant/MAR/7288

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BY QDR USAINS COM F01/PG

AIR FORCE PARA 1-603 DOD 5200.1R

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HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION III
970TH COUNTER INTELLIGENCE CORPS DETACHMENT

APC 757

III-FM-4748

3 November 1947

SUBJECT: Flying Sergeants

TO : Commanding Officer, each Sub-Region

1. Inclosed letter, Eq., 970th CIC Detachment, APC 757, subject as above, dated 28 October 1947, and Air Intelligence Guide are forwarded for your information and appropriate action.

2. The files of this office reveal no information concerning listed personalities.

3. The following reports are referenced for the Sub-Regions concerned:

a. MCIC, Sub-Region Kassel, subject: Jet Planes, Russian Zone, dated 3 October 1946.

b. MCIC, Sub-Region Frankfurt, subject: BERNARDY, Guide, dated 6 August 1947.

BY ORDER OF THE COMMANDING OFFICER:

BEST COPY AVAILABLE

CARL J. STEPHEN
Special Agent, CIC
Operations Officer

Incl: as stated
Tel: BAD HATHEIM 2093
Mr. WILLIAMS/hg

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ON REC 411 M
BY COMINTAGNSCOM FO 140
AUTH. COMINTAGNSCOM 603 DOD 5200 GR

III-FM-6344

1st Ind.

Headquarters, Sub- Region Frankfurt, Counter Intelligence Corps Region III, 970th CIC Detachment, APC 757, US Army, 21 November 1947.

TO: Commanding Officer, Counter Intelligence Corps, Region III
970th CIC Detachment, APC 757, US Army

1. Forwarded in compliance with basic communication in SRI, dtd 20 Nov 1947 re-Walter and Riemar BORTKE.

2. The S-3 has instructed the agent to contact any German aircraft engineers or test pilots which might appear in this area in the future. Any positive information uncovered by this office will be furnished your Headquarters.

Incl: 1- n/c

2- Added SRI a/s (5 copies)

Tel : 8400 Pfm

/v/v

146

MAX STEIN
Special Agent, CIC
Commanding

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INVESTIGATION ACTION (IV)

...
Investigate case to its
logical conclusion
...

Request for Investigation

File No.: IV-2574

Date: 3 Nov 47

Originating Office 3-3

Suspense Date: 28 Nov 47

Thru: C. S. ELLIOT

Unless shown otherwise above,
the suspense date on this
case is 60 days after date
of this request.

To: ASA Int. ABROBON (Capt G'ANSON)

SUBJECT: (Give all identifying information)

PLAYING SAUCERS

Instructions for Case Officer:

Paragraph 1 contains a brief but complete synopsis of the case, its source and evaluation, and the reason for the investigation.

Paragraph 2 contains specific and detailed instructions on what is desired to complete the case.

1. The enclosed EUSCM letter outlines a survey that is desired concerning German aircraft specialists and test pilots in regard to obtaining information about the subject.

2. The letter is self-explanatory. Desire that all such technicians known to your office be contacted for any information or leads they may be able to furnish.

2 Incl:

1. EUSCM CI: ltr dtg 23 Oct 47
2. 1 cy Air Intell. Guide

Tel: no 2-65 - 2994
(No Name)

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HEADQUARTERS
SUPPLY COMMAND

Office of the Deputy Director of Intelligence

\$50.00 (GPO/PPR/18)

ADS 707-50 AIR
SUPPLY DIVISION

SUBJECT: Transmittal of EEI on Alleged "Flying Saucers"

To: Assistant Chief of Staff, Air, U. S. Air Forces in Europe,
APO 623, U. S. Army.

1. Attached hereto is an EEI written at WRIGHT FIELD, OHIO, concerning
the flying saucers recently sighted over the UNITED STATES.

2. For your information, the Air Materiel Command at WRIGHT FIELD is
making a study of this subject and is constructing models to be tested in
a wind tunnel. As a guide in constructing the models, descriptions from
various persons who claimed to have sighted these objects were used. The
Air Materiel Command is of the opinion that some sort of object, such as
the flying saucer, did exist.

FOR THE DEPUTY DIRECTOR OF INTELLIGENCE,

1 Incld: a/s
FILE: FRANKFORT 7420
Lt. SEASORE

N/R - Inclosed EEI was given this office by Lt Col Seasore of the Air Materiel Cmd.
EEI also transmitted to 970th CIC, ECIC and S-2 Berlin Cmd.

BEST COPY AVAILABLE

~~SECRET~~

CIA REC'D.
INT 360

CIA/OPS/66

850.09 (CIA/OPS/66)

Transmittal of EKI on Alleged "Flying Saucer".

20 October 1947

1 Ope Br 970th 20 Oct.
CIC 47

1. Attached hereto is an EKI written at WRIGHT FIELD,
OHIO, concerning the flying saucers recently sighted over the
UNITED STATES.

2. For your information, the Air Materiel Command at
WRIGHT FIELD is making a study of this subject and is constructing models to be tested in
a wind tunnel. As a guide in constructing the models, descriptions from various persons
who claimed to have sighted these objects were used. The Air Materiel Command is of the
opinion that some sort of object, such as the flying saucer, did exist.

R. D. WHITWORTH
Colonel, USA
Chief, Operations Branch

1 Incl: a/c
TEL: 7426
Lt. SKIDMORE

M/R - Inclosed EKIxxxxxx was given this office by Lt Col Seashore of the Air Materiel Cmd.
EKI also transmitted to ECIC, USAFE, and S-2 Berlin Cnd.

~~SECRET~~

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HEADQUARTERS
970TH COUNTER INTELLIGENCE CORPS DETACHMENT
"EUROPEAN COMMAND"

File: D-198239

APO 757

28 October 1947

SUBJECT: FLYING SAUCERS

TO : See Distribution

1. Inclosed ESI written at WRIGHT FIELD, Ohio, concerning flying saucers, is forwarded for compliance therewith. The Air Materiel Command is of the opinion that some sort of object, such as the flying saucer, did exist. At the present time, construction models are being built for wind tunnel tests.

2. Attention is directed to unnumbered paragraphs 4 and 5 of the referenced ESI.

a. The HORTEN Brothers, Walter and Reimar (Possibly Rainer), are believed to be in the British Zone. However, if HORTEN Ing (Probably Walter) has been reported to be living at LANDSHUT, Germany.

b. ESI lists HEILEGENBERG and OOTHE, Germany as places where experiments were conducted by the Germans, concerning planes designed by the HORTEN Brothers. Records, this headquarters, indicate that activities were also conducted at GOTTINGEN, Germany; that several planes were built, and that other testing grounds for the HORTEN planes were LEIPZIG BRANDIS, HERSFELD BEBRA, HORNSBERG (Black Forest) and AEGIDIENBERG/BONN. All these places are located in Germany outside the U. S. Zone.

c. A Lieutenant SCHEIDTHAUER, formerly of the German Forces, is known to have been the test pilot of some of the planes.

3. It is suggested that all of your files concerning developments of aircraft by the Soviets be reviewed for possible leads.

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Col Clay III by Bly

L E Phillips 2d Lt ORDO

on 1-31-57

150

~~CONFIDENTIAL~~

File: D-198239

CONFIDENTIAL
20 October 1947

and that German Aircraft specialists and test pilots in your area be discreetly contacted for possible answers to the EEI.

BY ORDER OF LT. COLONEL INSKRUP:

CARL S. BROWNING, JR.
Major, Infantry

5-3

1 Incl a/s
(2 copy ea Reg;
1 copy ea SubReg)

Mr. OLIPANT/rk/telephone 5672

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CARL J. KUKHNER
Special Agent, CIC

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AIR INTELLIGENCE G 101
for
ALLEGED "FLYING SAUCER" TYPE AIRCRAFT

An alleged "Flying Saucer" type aircraft or object in flight approximating the shape of a disc has been reported by many observers from widely scattered places, such as the United States, Alaska, Canada, Hungary, the Island of Man, Japan, etc. This object has been reported by many competent observers. Sightings have been made from the ground as well as from the air.

Commonly reported features that are very significant and which may aid in the investigation are as follows:

- a. Relatively flat bottom with extremely light reflecting ability.
- b. Absence of sound except for an occasional roar when operating under super performance conditions.
- c. Extreme maneuverability and apparent ability to almost hover.
- d. A plan form approximating that of an oval or disc with a dome shape on the top surface.
- e. The absence of an exhaust trail except in a few instances when it was reported to have a bluish color like a Diesel exhaust which persisted for approximately one hour. Other reports indicated a brownish smoke trail that could be the results of a special catalyst or chemical agent for extra power.
- f. The ability to quickly disappear by high speed or by complete disintegration.
- g. The ability to suddenly appear without warning as if from an extremely high altitude.
- h. The size most reported approximated that of a C-54 or Constellation airplane.
- i. The ability to group together very quickly in a tight formation when more than one aircraft are together.
- j. Evasive action ability indicates possibility of being manually operated, or possibly by electronic or remote control devices.
- k. Under certain power conditions, the craft seems to have the ability to cut a clear path through clouds - width estimated to be approximately one-half mile. Only one incident indicated this phenomenon.

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The first sightings in the U.S. were reported around the middle of May. The last reported sighting took place in Toronto, Canada, 14 September 1967. The greatest activity in the U.S. was during the last week of June and the first week of July.

This strange object or phenomenon may be considered, in view of certain observations, as a long-range aircraft capable of a high rate of climb, high cruising speed (possibly subsonic at all times) and highly maneuverable and capable of being flown in very tight formation. For the purpose of analysis and evaluation of the so-called "Flying Saucer" phenomenon, the object sighted is being assumed to be a manned aircraft, of Russian origin, and based on the perspective thinking and actual accomplishments of the Germans. There is also a possibility that the Horten Brothers perspective thinking may have inspired this type of aircraft particularly the "Parabola", which has a crescent plan form. Records show that a glider version only was built of this type aircraft. It is reported to have been built in Heiligenberg, Germany, but was destroyed by fire before having ever been flown. The Horten Brothers latest trend of perspective thinking was definitely toward aircraft configurations of low aspect ratio. The younger brother, Rieimar, stated that the "Parabola" configuration would have the least induced drag which is a very significant statement. The theory supporting this statement should be obtained.

The German High Command indicated a definite interest in the Horten type of flying wing and were about to embark on a rigorous campaign to develop such aircraft toward the end of the war. A Horten design known as the IX which was designated as the Go-8-229 and Go-F-60 (night fighter) was to be manufactured by the Gotha Plant. It is reported that a contract of fifty such aircraft was placed but only three or four were built. This plant is now in the hands of the Russians. A recent report indicates that the Russians are now planning to build a fleet of 1800 Horten VIII (six engine pusher) type flying wing aircraft. The wing span is 131 feet. The sweepback angle is 30 degrees. The Russian version is reported to be jet propelled. Answers to the following questions, therefore, are requested:

- a. What German scientist had a better than average knowledge of the Horten Brothers work and perspective thinking; where are those scientists now located, and what is their present activity? Contact and interrogate them.
- b. What Russian factories are building the Horten VIII design?
- c. Why are the Russians building 1800 of the Horten VIII design?
- d. What is their contemplated tactical purpose?
- e. What is the present activity of the Horten Brothers, Walter and Rieimar?

- [REDACTED]
- f. What is known of the whereabouts of the entire Horton family, particularly the sister? All should be contacted and interrogated regarding any contemplated plans or perspective thinking of the Horton brothers and any interest shown by the Russians to develop their aircraft.
 - g. Are any efforts being made to develop the Horton "Parabolic" or modify this configuration to approximate and oval or disc?
 - h. What is the Horton perspective thinking on internal controls or controls that are effective mainly by streams of air or gas originating from within the aircraft to supplant conventional external surface controls?

For any aircraft approximating that of an oval, disc or saucer, information regarding the following items is requested:

- a. Boundary layer control method by suction, blowing, or a combination of both.
- b. Special controls for effective maneuverability at very slow speeds or extremely high altitudes.
- c. Openings either in the leading edge top and bottom surfaces that are employed chiefly to accomplish boundary layer control or for the purpose of reducing the induced drag. Any openings in the leading edge should be reported and described as to shape, size, etc. This investigation is significant to justify a disc shape configuration for long-range application.
- d. Approximate airfoil shape in the center and near the tips.
- e. Front view and rear view shape.

Items of Construction

- a. Material whether metal, ferrous, non-ferrous, or non-metallic.
- b. Composite or sandwich construction utilizing various combinations of metals, plastics, and perhaps balsa wood.
- c. Unusual fabrication methods to achieve extreme light weight and structural stability particularly in connection with great capacity for fuel storage.

Items of Arrangement

- a. Special provisions such as retractable domes to provide unusual observation for the pilot or crew members.

[REDACTED]
UNCLASSIFIED

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- b. Crew number and accommodation facilities.
- c. Pressurized cabin equipment.
- d. High altitude or high speed ejection methods.
- e. Methods of pressurization or supercharging from auxiliary units or from the prime power plant.
- f. Provisions for towing especially with short fixed bar and for re-fueling in flight.
- g. Provisions for assisted take off application.
- h. Bombay provisions, such as dimensions, approximate location, and unusual features regarding the opening and closing of the doors.

Landing Gear

- a. Indicate type of landing gear whether conventional, tricycle, multiple wheel, etc.
- b. Retractable, and jettison features for hand gear.
- c. Provisions for take-off from ice, snow, or water.
- d. Skid arrangements for either take-off or landing.

Power Plant Item

- a. Information is needed regarding the propulsion system used in the aircraft. Possible types of engines that could be employed include:
 - (1) Reciprocating (piston type) engine or gas turbine. Either or both of these could be used to drive propellers of conventional or special design, rotating vanes, ducted fans or compressors.
 - (2) Jet propulsion engines including turbo jets, rockets, ramjets, pulse jets or a combination of all four.
 - (3) Nuclear propulsion (atomic energy). Atomic energy engines would probably be unlike any familiar type of engine, although atomic energy might be employed in combination with any of the above types. Aircraft would be characterized by lack of fuel systems and fuel storage space.

The power plant would likely be an integral part of the aircraft and could possibly not be distinguished as an item separate from the aircraft.

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If jet propulsion is used, large air handling capacity, characterize by a large air inlet area and large exhaust nozzle should be evident. The size of entrance and exit areas would be of interest.

It is possible that the propulsive jet is governed or influenced for control of the aircraft. The presence of rudders or control surfaces in the exhaust or methods of changing the direction of the jet should be observed.

Information desired on the propulsion systems pertains to the following items:

- a. Type of power plant or power plants.
- b. General description.
- c. Rating (thrust, horsepower, or air flow).
- d. Type of fuel.
- e. Catalytic agents for super-performance or normal cruising power.

[REDACTED]
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D-198239

350.01 (CID/OPS/18)

Transmittal of EKI on Alleged "Flying Glider"

20 October 1947

FM
J/S

2 Eq Ops 27 Oct
970th Branch 1947

CTC

Det

1. EKI mentioned in Message 1 has been forwarded to the field for compliance.

2. Attached report, Foreign Documents Unit, dated 30.5.45, Title PWI reports dealing with HORTEN tail-less aircraft, and copy of three cards concerning the HORTEN Brothers from PAPERCLIP files this headquarters, is forwarded for your information.

3. Referenced report gives a number of additional places where experiments on tail-less aircraft were conducted by the Germans and that fourteen (14) planes had been constructed in addition to the glider mentioned in referenced EKI.

4. Attention is invited to the reference on cards from PAPERCLIP that the HORTEN Brothers are employed at AVIA CORTEIGEN (British Zone) on Operation SURGEON. PAPERCLIP records further show that the men were released by the UK for exploitation and allocated to the U.S. by letter JPS, 18 November 1946. Walter HORTEN is listed in the JIOA Denial List, dated 2 January 1947, as living at LANGEWITZ, Germany. No reference was made to Riesmar HORTEN. The revised JIOA Denial List, dated 8 October 1947, does not list either of the brothers.

JOHN L. ISHAK
Lt Col, Cavalry
Cor ~~unit~~

2 Incls a/m

1-Foreign Documents Unit

2-Three (3) cards - HORTEN bros.

1 Incl w/d

GHO/rk/telephone 7256

~~SECRET~~

HORTEM, Riemar (Horten brothers)

Keyman on tailless sail planes and aircraft. Has been interrogated in UK by ADI(K) in collaboration with M.A.P., RAE, USSTAF, and the US Air Attaché. Located in British Zone. Required in UK by M.A.P. for Defense research.

(IN FIAT EP 254-86/1, Employ of German Scient. & Tech. in UK, 23 April 45)

(IN FIAT EP 254.88, 29 Jan 46)
HORTEM Brothers - experts on "flying wing" aircraft - including No. VIII AX & X. Interrogated in England by ADI(K), in collaboration with MAP, RAE, USSTAF & the US Air Attaché.

(See ADIK Reports Nos. 296/1945 & 341/1945).

Employed at AVA Goettingen on operation Surgeon.
(Amendments to various lists. IN FIAT EP 254-88/1 20 May 1946)

Allocated to UK. (Ltr. JCS JIOA 25 July 1946)

LVL: A.V.A. GOTTINGEN

XX

(FIAT (ER) Personality list, dated 20 Sep 1946)

Released by the British now can be allocated to the US
(Ref ltr adl 10 Nov CIOU 115C to CG. USFET.) re

C
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HORTEN, Walter

On list of Germans required for employment by the Ministry of Aircraft Production. (IN FIAT SF 254-88/1 20 May 46 Amendments to list)

Allocated to UK. (Ltr. JCS-JIOA, 25 July 1946)

LKL: A.V.A. GOTTINGEN (14-5-46)

Expert on "flying-wing" aircraft, including He VIII IX & X

XX

(FIAT (BR) Personality list, dated 26 Sep 1946)

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REGRADED UNCLASSIFIED
ON 12 JUL 1994
BY CDR USAINS COM F01/PO
AUTH Per 1-603 DOD 5200.1R

NAME: HORTEN, K. W. Ing US - B
LOCATION: (last known) LANDSEJT 3

FOA: Aerodynamics
AFF: CAF

REMARKS:

DFEB US: Intern. and possibly employ in the theater.
FILDAVEN: One of the pioneers in the field of tailless aircraft.
Allocated to British.

7 Dec 46 Lossbom Released by the UK for exploitation. Formally on
UK List 3
Allocated to the US (Ltr) 15 Nov 46 JCS

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REGRADED UNCLASSIFIED
ON 6E JUL 1994
BY CDR USA/NSCDM F01/PO
AUTN Para 1-603 DOD 5200.1R

HEADQUARTERS
97TH COMBAT INTELLIGENCE CORPS DEPARTMENT
SUPPLY COMMAND

Envelopes Dated
6 October 1947

APO 939

8 September 1947

D-187945

SUBJECT: BRONHORN, Odie

Regraded CONFIDENTIAL

COPY CLAY III by Bl

Phillips ad LORDO

TO : Commanding Officer
CIC Region III
APO 757, US Army

on 1-31-57

1. Reference is made to letter, Sub-Region FRANKFURT, dated 6 October 1947, subject as above, with 1st Indorsement, Region III, dated 10 October 1947, file III-PA-6344.
2. Inclosed letter addressed to General CLAY, dated 7 August 1947, written by subject and covering same subject matter as MOIC attached to above referenced letter, is forwarded for your information. Attention is directed to part of the stationery used by subject which has letter "HQ" Headquarters Command.
3. Attention is also directed to paragraph 3, agent's note, on referenced MOIC.
4. It is requested that subject's background be investigated.
5. It is further requested that inclosure be returned with report of investigation.

PAUL S. MCCRIMMON, Jr.
Major, Infantry

83

1 Incl: a/s

Telephone FRANKFURT 7736
Mr. Oliphant

BEST COPY AVAILABLE

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PART II: TEXT OF TRANSLATION (US-902D-GM-96005)

To
General Clay
Through
CIC

Concerning: Disk ["Scheiben"] Projectiles

I came here with the clear understanding, facing a profound task, and with the clear knowledge of carrying a heavy responsibility. This is what forces me as a responsible human to take this course without regard to what it will do to me and what I have to do. I am committed to the cause and beg your attention and your concern as much as I am concerned:

The Case:

1. During the war, as I was attached to the 2nd A.d.N., I heard of a Professor Maurer who conducted atom experiments for the OKM at the Krim Peninsula. These tests did not concern the development of an atom bomb, they were conducted to find a use of atomic power for rocket engine propellant. The objective was obviously to overcome great distances with projectiles and deliver explosives. Near the end of the war, the German Navy was involved in delivering heavy water to Norway for experiments which must have something to do with the development of an atomic bomb.
2. Near the end of the war I was assigned to "REIHMAG", the underground war manufacturing plant in Kahle, near Jena. It was managed by GBA District Leader ["Gauleiter"] Sauckel. Sauckel, besides his normal duties, was also the special authority of the Führer, responsible for construction of high performance aircraft (jet fighters) to recapture air superiority. He was closely involved in his capacity with the manufacture of V-rockets, which, however, had nothing to do with the manufacture of "REIHMAG".
3. My activity in this plant introduced me to the rocket and jet engine development. You are very well aware by now of the V-weapons and atomic bomb development. Since I resigned from the German Navy shortly before the end of the war and with my knowledge of certain

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things I had seen, it never triggered any thoughts of adding up the facts until recently, when the following occurred:

Two gentlemen, with no special talent in their lives, discovered they did have extraordinary powers and capabilities which made it possible for them to communicate and contact the spirit world. This contact was established by a special method although without any hocus pocus, but with clear, readable instructions.

You probably feel like a fool, outraged to be interrupted with ghost stories while doing serious work. I myself could not be more embarrassed to tell you about these things starting from such a base. But I have to fulfill my duty, however hard and unpleasant it may be to influence you in this manner; to bring you to a deciding consequence. I am forced by my duty, and that alone allowed me to use this way to approach you. I beg you to look at the following information with an open mind and judge them unemotionally. I denied it myself, but I had to renounce my skepticism after certain facts came to light which can not be ignored, unless myself and anybody who has knowledge of it and ignores the implication will be judged guilty. My contact with the two gentlemen led to the following information:

- 1.) Completion of the Maurer-Experiments [led] to a combat-ready weapon which has been sighted over America, China, and Italy -- disks ["Scheiben"], which are the most dangerous weapons in the world.
- 2) Involvement of the Führer, who is still alive, with these experiments.
- 3) Threats and destruction of all of Europe and America if the United States does not promptly intervene. This is the reason I came to you.

Attachment to number 1:

Professor Maurer, in collaboration with Professor Kleistow, continued the experiments and developed the disks which have been seen in different parts of the world during the past few weeks and then disappeared again. Some time ago fireballs appeared across the northern part of Europe. These are the same disks, except they were made of the wrong material which did not stand up to the tremendous stress. Here are the details of the now-perfected disks:

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1. The launching of the disks is accomplished by an envelope-rocket, related in its launch method to the V-1 and V-2.
2. The velocity is 1900 km.
3. Size of the disk: 7.5 x 3.45 m.
4. Normal set limits for direction and course: 50 - 60,000 km; therefore, return of the disks to the launch base.
5. Remote control up to 6,000 km.
6. The present disks are experimental disks with a weight of 275 3/10 kg. Armed for combat, the weight will increase ½ kg.
7. The launch bases have been plotted.
8. There will be no more disk sightings until 8-27-47. On that date new experimental disks will appear over Texas City and Kansas.
9. Propulsion: Heavy water -- atomic energy.
10. Detailed notes of the disk, complete drawings of all important details. For example: solving flight problems, remote steering system, the arming and propulsion system.
11. Destruction radius on earth target: 800 km.
12. Overflight effect: 2 km.

Attachment to number 2:

The Führer is currently at the launch base in his special submarine -- a multi-walled special construction (drawings are available), which is able to dive to a depth of 90 meters and is a German special construction. I know from the Navy that a special U-boat was built for the Führer's use. He will demonstrate to the world that he is able to destroy it. The exact location of the U-boat's position and launch base has been plotted on a map.

The Führer's boat, recently located between Cape Horn and the Cape of Good Hope, has been resupplied by long-range aircraft of a foreign power. The logistics of fuel were solved this way: 2 aircraft carried fuel for the third aircraft. New experiments with the disks, testing exact target acquisition, are planned on 9-24-47. Since the Führer is present, the first

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underwater launch will be tested. The storage of the plans has been exactly represented.

Attachment to number 3:

The deployment of the disks will lead to the destruction of greater Europe. The USA will experience the total destruction of the following areas: New York, California, Texas, Wisconsin, and nine more states at a determined point in time.

Immediate secret action by America will prevent destruction of the world. Then, a part of Germany, 250 km in circumference near Kassel, will be destroyed by "SCHITORIT". The rest of Europe, including England, will be heavily damaged by combat operations. America will then, as outlined in the aforementioned paragraph, only be destroyed in a depth of 100 km and a width of 50 km. This destruction will be accomplished using a scaled-down disk, the "SCHITORIT"-bomb, [and] will be dropped on America (the date with the exact time is known).

Immediate action is only possible if I am able to meet General Clay today or tomorrow. These dates are known and recorded including General Clay's presence in Frankfurt during this week. USA Dakota fighter planes, I do not know if they exist, must be under way by early next month to reach the new launch base and catch the Führer, including Bohrmann.

The proof:

To be able to give you proof, I was given information concerning the development of the atom bor b, which with I am not familiar:

1. The secret work file ran under the name of "SCHITORIT". This was developed by IG Farben [a German company] and manufactured. Six of these bombs were found by the USA in Germany. They were built by Krupp and partly by Blohm and Voss [German companies].

2. The bomb, called by the USA, the "great A-Bomb", is now being manufactured in two plants located in Ohio and New York State. It is the size of an apple and used as a throw bomb. Its effective range is 600 km. At the present time, experiments with A-bombs and V-1 and V-2 rockets are being conducted in Ohio.

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the Third Reich and I am proud of it. There is no falsehood in me, but I am subordinate to this mission. I am not possessed to save the world. I am not a Nazi in hiding, trying to clear my conscience. I only want you to follow up on my warning. I showed you that the destiny of your country and the world is in your hands and thereby the lives of millions of people. You will not be able to say that you did not know or could not have acted differently when the pieces come together.

The full responsibility is yours. I could not keep this knowledge to myself. I did my duty, which was harder than to deny the whole thing. Now I am trying to do anything to make you do what has to be done. You do not have to take my word. I beg you to write down any question and let the two gentlemen answer it, so you can judge for yourself where my words fail me. To put it bluntly, probably nobody was ever offered a better bargain -- to be handed the means to save his future and help himself for the price of a trip. I, on the other hand, could be ridiculed; I am sensitive about that; I am putting my final examinations, wherein I am currently involved, and thereby my existence and family into the game, even though I, as a student, bombed out [in the military sense] and without means, finally need an existence after I went without bread and job three times in the Third Reich. My life may also be in danger, as you should well be aware of. It is clear that I will be bought out when this thing comes to pass. I would like to emphasize that this is not treason. I am not giving German people and plans in your hand to betray them. I serve history, God, and humanity.

The reason I came to you is because, as a historian, I see things differently than normal. To politicians it may be important who rules the world, but it means nothing to history. It only serves the power which guarantees the world development and future. That power today is the USA. This information agrees with that. We were told you rejected the information because of the source, found them ridiculous and not worthy of a man, especially a former soldier. It was explained that the information would be shown to General Clay this weekend for his personal examination by his adjutant. On Saturday/Sunday this week, the aforementioned person will have a special responsibility for the people and the future of the

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world. It has been established that the Adjutant has a good understanding of German. Just think of it, that by removing classifications, we open possibilities of obtaining information in political, military, or personal planning or regulation of commerce. Our discussion here will be obviously under continuous observance, just like any other fact and associated information available. It all depends on the purposes of the recipient, even though you would use it for good purposes. In the hands of others it could be a whole different story. In another circumstance, if I were to speak, the consequences would be immeasurable.

There are only 8 people in the world who possess the power to make connections to the spirit world. With the exception of those who are named, no one is able to reach the final end. Even they only possess this power since the death of a 96-year old priest in Tokyo, by the name of TOKAISO, who died on 16-7-47. He was uninterested in politics and left an estate of little or no significance. Even these facts can be validated. With the death of the priest, the power is transferred to the gentlemen whom I know.

I know I am almost demanding something incredible, if I present these drawings to General Clay. You think it over. You would expect the same from me if it were my duty to put things into action.

It must be clear in any case that I, with the former knowledge, would have been able to cause much damage -- and still can. When that doesn't take place, then may that be proof to you - and that is what I am solely interested in. If you would also be willing to go with this, then the Adjutant would personally convince you, at least for nothing, and you would be able to study without the slightest risk.

Again I stress that I am prepared to totally surrender all knowledge in the presence of General Clay, that there it (?) will be received, whereby specialists can be called in if the General so desires after the first meeting. But I want more on this here than I have before (?). [as it would?] be useless for me (?). In accordance to the indicated test by the adjutants, I am awaiting your disposition until the end of the week and I am reachable at the "Hebstock-Bunker". After this, I do not consider myself having to answer to you regarding the pursuit of

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these things. I think this is reasonable and clear. I end my declarations with this last note from the late President Roosevelt: "Have courage, German; fight for the Stars and Stripes".

Guida Bernardy

Frankfurt, 5 August 1947

(End of translation)

NUMBERING MACHINE
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An den
Herrn General C l a y

durch

C I C

Betr.: Scheibengeschosse

Ich bin hierher gekommen in dem klaren Bewusstsein, einer schweren Aufgabe gegenüber zu stehen, aber auch in dem nicht minder klaren bewusstsein, einer ebenso schweren Verantwortung unterworfen zu sein. Diese ist es, die mich als Menschen der Pflicht zu meinem Weg zwingt, ohne Rücksicht darauf, was er mir zumutet und was er von mir verlangt. Ich stehe einzig im Dienst der Sache und bitte um Ihre Aufmerksamkeit und darum, sich ihr ebenso verpflichtet zu fuhlen wie ich selbst.

Zur Sache:

1. Wahrend des Krieges beim 2. A.d.N. kommandiert, erfuhr ich, dass ein Professor M a u r e r auf der Krim fuer das OKW Atom-Versuche durchfuehrte, die nicht der Entwicklung einer Atombombe, sondern der Ausnutzung der Atomkraft als Bombenartile dienten. Der Zweck war ergichtlich der, groesste Entferungen durch Geschosse mit groesster Reichweite zu ueberwinden. Gegen Ende des Krieges fuhr die Kriegsmarine dann Schwerwasser nach Norwegen hin auf, das im Zusammenhang mit diesen Versuchen stehen musste, da die Marine selbst mit der Entwicklung der Atom-Bombe nichts zu tuen hatte.

2. Gegen Ende des Krieges war ich bei der "REIHAG", dem unterirdischen Ruestungsbetrieb in Kahla bei Jena eingesetzt, der unter der Leitung des GBA, des Gauleiters Sauckel, stand. Dieser war neben seinen anderen Aufgaben der Sonderbevollmaechtigte des Fuehrers fuer den Bau von Hochleistungsflugzeugen (Duesen-Maschinen) und zur Wiedererringung der Luftherrschaft. In dieser Eigenschaft war er auch eng verbunden mit dem Bau der V-Waffen, der aber mit der Fertigung der "REIHAG" nichts zu tuen hatte.

3. Meine Taetigkeit in diesem Werk machte mich mit dem Raketen- und Duesenforschungen bekannt und vertraut, und die V-Waffen sind Ihnen inzwischen ebenso bekannte Dinge geworden wie die Atombomben. Kein Wissen ueber die Dinge hat seit dem Ausscheiden aus der Marine vor der Kapitulation keine aktiven Folgerungen in mir ausgelöst, bis sich vor kurzer Zeit folgendes ereignete:

Zwei Herren, im Leben ohne jeden besonderen Akzent, hatten festgestellt, dass sie mit besonderen Faeigkeiten und Kraeften begabt waren, die es ihnen ermöglichen, mit der Welt der Geister der Verbindung aufzunehmen. Das geschieht zwr in einer bestimmten Methode, aber ohne jeden medialen Zauber durch klar lesbare Aufzeichnungen. Sie werden sich genarri vorkommen und es mit Empoerung als Zumutung feststellen, Sie in ernster Arbeit mit Geisterkram zu behelligen. Auch mir selbst koennte nichts peinlicher sein, als Ihnen diese Dinge vor einer solchen Basis aus vortragen zu muessen. Aber ich habe fraglos meine Pflicht zu erfüllen, so schwer und unangenehm es mir auch ist, Sie auf solche Weise zu beachtenden und zu so entscheidenden Konsequenzen fuhren zu muessen. Ich stehe unter dem Zwang der

Pflicht, und das allein vermochte es, mir diesen Weg zu Ihnen aufzu-
erlegen. Ich bitte Sie, die folgenden Dinge weiter nichts als sach-
lich zu nehmen und zu pruefen. Auch ich habe mich gegen sie gewehrt,
mussste aber alle Skepsis aufgehen, als sich Dinge herausstellten, die
nicht mehr von der Hand zu weisen sind und nicht ueberhoert werden
duerfen, ohne dass ich und jeder, der von ihnen erfahrt, sich schul-
dig macht. Keine Fuehlung mit diesen Herren fuehrt zu folgenden Auf-
schluessen:

- 1.) Vollendung der Maurer-Versuche zur einsatzfaehigen Waf-
fe, den bereits ueber Amerika, China und Italien erschie-
nenen Scheiben, die die gefaehrlichste Waffe der Welt
sind.
- 2.) Verbindung des nicht aus dem Leben geschiedenen Fuehrers
mit diesen Versuchen.
- 3.) Bedrohung und Vernichtung Gesamteuropas und Amerikas ohne
das sofortige Eingreifen der USA, zu dessen Veranlassung
ich zu Ihnen komme.

Zu 1

=====
Professor Maurer in Verbindung mit einem Professor Kleistow
haben die Versuche fortgesetzt und jene Scheiben entwickelt, die in
den letzten Wochen in verschiedenen Teilen der Welt gesehen wurden und
wieder verschwanden. Bei den vor laengerer Zeit ueber den nordischen
Laendern erschienenen "Feuerkugeln" handelte es sich um eben diese
gleichen Scheiben, nur waren sie noch aus falschen Material herge-
stellt, das den ungeheueren Anforderungen nicht standhalten konnte.
Es wurden zu den nunmehr vollendeten Scheiben folgende Einzelheiten
angegeben:

1. Der Abschuss der Scheiben geschieht durch Muellenraketen, art-
verwandt der Abschussart von V1 und V2.
2. Die Geschwindigkeit beträgt 1800 km.
3. Groesse der Scheibe: $7 \frac{1}{2} \times 3,45$ m.
4. Normal-Stellgrenzen fuer Richtung und Kurs: 50 - 60 000 km, da-
her Rueckkehr der Scheiben zur Abschussbasis.
5. Fernsteuerung auf 6 000 km.
6. Die jetzt erscheinenden Scheiben sind Versuchsscheiben mit einem
Gewicht von 275 3/10 kg, bei Ladung fuer den Einsatz hat die Schei-
be ein Gewicht von 1/2 kg mehr.
7. Die Abschussbasen wurden aufgezeichnet.
8. Bis 27.8.47 werden keine Scheiben mehr erscheinen, am 27.8.47 wer-
den neue Versuchsscheiben ueber Texas City und ueber Kansas er-
scheinen.
9. Antriebskraft: Schwerwasser - Atomkraft.
10. Genaue Aufzeichnungen der Scheibe, ausfuehrliche Darlegungen aller
wissenswerten Einzelheiten, z.B. Loesung des Flugproblems, des
Fernsteuerungssystems, der Ladung und des Antriebes.
11. Vernichtungsradius bei Erdeinsatz: 800 km.
12. Ueberflugwirkung: 2 km.

Zu 2

=====
Der Fuehrer haelt sich z.Zt. mit seinem Spezial-U-Boot an der Abschuss-
basis auf. Das Boot hat durch eine mehrwandige Sonderkonstruktion - sie
wurde gezeichnet - eine Tauchtiefe von 90 m und ist eine deutsche Spezial-
konstruktiog. (Wn der Marine weiss ich, dass ein Spezial-Boot fuer den

vorrichtung erforderlich, so dass die Spezialmaschinen keinen Bom-
benschacht bewirken, sondern die Atom-Bombe durch eine Pressluft-Aus-
stossvorrichtung aussatzen. Die Auswirkung der durch den Aufschlag aus-
gelösten radiumaktiven Staubablösungen ist etwa gleich dem Zerstörungs-
radius und bewirkt eine Zellenzerstörung. Es wurde ausserdem die Formel
fuer "Schitorit" notiert. Flugkarte der Alsatia - 1200 m.

4. Von den bei Eben Emael und an der Leningrad-Front eingesetzten Pres-
sluftgeschossen wurden von den Amerikanern und Engländern Lager an der
Kueste und in Suhl - dass dort ein solches Lager war, wusste ich - und vor
den Russen auf der Karte gefunden. Sie wurden gebaut von Prupp und in
Frankreich.

Schlussfolgerung

Weine eigenen Kenntnisse und Erfahrungen, aufgrund deren der Verfolgung
dieser Dinge möglich war, gestattet mir einen sachlichen Überblick über
die Handfestigkeit dieser Angaben. Sie selbst werden leicht feststellen
können, ob die Angaben über die Atombomben stimmen. Sie sind militä-
rische Geheimnisse, und darum habe ich diesen Weg einer schriftlichen
Festlegung vermeiden und die Entscheidung über ihre Verlauflbarung Herrn
General Clay vorbehalten wollen. Ich halte mich nicht für befugt, in
der US-Army Dinge aufzuzeigen, die geheim bleiben müssen. Da mir aber
der Weg zu Herrn General Clay verwehrt blieb, blieb mir keine andere
Möglichkeit.

Es kommt nunmehr auf folgendes an:

Ich bin nur Herrn General Clay gegenüber zu weiteren letzten Angaben
bereit, weil ich besser ganz geschwiegen hätte, wenn den Dingen nicht
nachgegangen wird. Darüber aber vermag niemand anders zu entscheiden.
Daher bleibe ich bei meiner wiederholten Bitte, sofort Herrn General
Clay sprechen zu können. Ich bin in meinen Angaben bisher soweit ge-
gangen wie es nur eben möglich war, ohne Gefahren heraufzubezeichnen,
die ich nicht aufhalten oder abwehren kann.

Sie werden meine Angaben unter die sachliche und nüchterne Sonde nehmen
und von den Geistergeschichten wenig wissen wollen. Ich muss Ihnen aber
ebenso sachlich wie nüchtern sagen, dass ich nicht auf USA-Rüstungs-
und Militärgeheimnisse vereidigt bin und dass es wohl eine Reihe von Stel-
len gibt, die es sich jeden Preis kosten lassen würden, diese Dinge
und mehr von Ihnen zu erfahren. Ich will damit hinweisen auf die mir
durchaus bewusste Tragweite solcher Feststellungsmöglichkeit, wie ich
Sie Ihnen aufgezeigt habe, und darüber hinaus möchte ich Ihnen ein-
dringlich zeigen, dass Gefahren gegeben sind.

Zu Ihnen bin ich gekommen als ein Mann von Verantwortung und Ehre, der
sich diese auch im 3. Reich sauber gehalten hat und stolz auf sie ist.
In mir ist nichts von Falsch, aber meiner Aufgabe bin ich untertan.
Ich bin nicht von dem Wahn besessen, die Welt retten zu müssen; ich
bin auch kein verkappter Nazi, der seinem Wissen aus der Vergangenheit
heute ein Maentelchen gegenhabe geben muss, um sein schlechtes Gewissen
zu überdecken. Ich will von Ihnen nur, dass Sie dem, was Ihnen als
Warnung zugesagt wurde, nachgehen. Ich habe Ihnen gezeigt, dass in Ihrer
Hand das Schicksal ihres eigenen Landes und auch der Welt liegt und damit
Leben oder Tod von Hunderten von Millionen Menschen. Sie werden nicht
sagen können, Sie hätten es nicht besser gewusst oder nicht anders
handeln können, wenn die Ereignisse Stück für Stück unabweichlich
auf Sie zukommen.

Die volle Verantwortung liegt heute bei Ihnen. Ich durfte mein Wissen
nicht für mich behalten, ich tat meine Pflicht, die wohl schwerer durch-

Führer gebaut wurde). Er will der Welt beweisen, dass er sie hätte vernichten können. Die genauen Angaben über die Position des Bootes und die Abschuss-Rasen wurden kartiert.
Das bis vor kurzen zwischen Kap Horn und Kap der guten Hoffnung stehende Führerboot wurde aus der Luft durch Langstreckenmaschinen einer fremden Macht versorgt. Die Versorgung wurde auf die Weise durchgeführt, dass 2 Maschinen den Treibstoff für die 3. Maschine mitführten.
Ab 24.9.47 Beginn neuer Versuche mit den Scheiben geschoßen unter genauer Ortseinzeichnung. Es handelt sich bei diesen in Anwesenheit des Führers erfolgenden Versuchen um die ersten Unterwasserabschüsse. Die Aufbewahrung der Fläne wurde genau dargestellt.

Zu 3

Der Einsatz der Scheiben wird zur Zerstörung Gesamteuropas führen. Die USA. werden voellige Zerstörung nachfolgender Gebiete erleiden: New-York, Kalifornien, Texas, Wisconsin und 9 weitere Staaten zu einem fest bestimmten Zeitpunkt.

Sofortiges Eingreifen Amerikas in geheimer Aktion wird die Zerstörung der Welt verhindern. Es wird dann ein Teil Deutschlands durch "Schitorit" vernichtet werden in einem Umkreis von 250 km um Kassel. Das übrige Europa, einschließlich England wird durch Kampfhandlungen schlimme Zerstörungen erleiden. Amerika wird dann statt der im Abstand zuvor aufgezeigten Vernichtung nur in einer Tiefe von 100 km und einer Breite von 50 km zerstört werden. Diese Zerstörung wird verursacht durch eine Scheibe in 10-facher Verkleinerung. die "Schitorit"-Bombe wird von Amerika geworfen (das Datum wurde mit Uhrzeit genau angegeben).

Sofortiges Eingreifen nur erreichbar, wenn ich heute oder morgen dem Herrn General Cley vorgestellt werde, auch hier würden die Daten angegeben und vermerkt, dass sich der Herr General in dieser Woche in Frankfurt aufhalten würde. USA.-Dakota-Kampfmaschinen - es entzieht sich einer Kenntnis, ob es diese gibt - müssen bis Anfang nächsten Monats unterwegs sein und werden die neuen Abschussbasen erreichen und den Führer einschließlich Bohrmann stellen.

Zum Beweise

- Um Ihnen Beweise geben zu können, wurden über die Entwicklung der Atom-Bombe, die mir fremd ist, folgende Angaben gemacht:
1. Die geheime Bearbeitungsakte lief unter dem Namen "Schitorit". Dieses wurde von den IG-Farbenwerken entwickelt und hergestellt. Die Bomben, von denen 6 Stück von den USA. in Deutschland gefunden wurden, wurden gebaut bei Krupp und teils bei Blohm und Voss.
 2. Die Bombe wird von den USA. die "grosse Atombombe" genannt und heute in 2 Fabriken in den USA., die sich in Ohio und im Staate New-York befinden, hergestellt. Sie ist apflegross, wird als Turfbombe verwandt und hat einen Wirkungsbereich von heute 600 km. Zur Zeit werden in Ohio Atombomben-Versuche mit V1 und V2 gemacht.
 3. Für den Einsatz der Atom-Bombe wurden ab Mitte 1946 Spezial-Flugzeuge in einer Fabrik in Ohio gebaut. Die ersten auf Japan geworfenen Bomben wurden vereinfacht mit normalen Maschinen geworfen. Die Leichtigkeit der Bombe macht eine besondere Ausschuss-

zufuehren ist als nunmehr das Ganze abzulehnen. Ich werde fuer meinen Kopf unablaessig alles nur Koegliche taen um Sie zu dem zu bringen, was notwendig geschehen muss. Wir geht es nicht um mich, sondern um die Sache, darum will ich Ihren Glauben nicht an meine Worte binden, sondern Sie bitten, sich selbst bei den mir bekannten Herren jede nur gewünschte und Ihnen notwendig erscheinende Auskunft aufzuschreiben zu lassen, damit Sie selbst urteilen koennen, wo meine Worte nicht ausreichen. Ganz kuehl gesprochen ist es dabei so, dass wohl nie jemandem ein besseres Geschäft angeboten wurde, als dass er fuer die Kuehe einer Fährt das in die Hand bekommt, was seine Zukunft retten und ihr helfen kann. Ich dagegen setze mich der Laecherlichkeit aus - und ich bin darin empfindlich - setze mein Examen, in dem ich zur Zeit stehe, und damit Existenz und Familie aufs Spiel, obgleich ich als Ausgebombter und mittellosen Student endlich eine Existenz brauch nachdem ich im 3. Reich dreimal um Brot und Beruf gebracht worden bin. Darueber hinaus aber setze ich mein Leben ernster Gefahr aus, denn es duerfte auch Ihnen klar sein, dass der Angabe solcher Dinge ein vielgesuchter Raum sein wird, wenn seine Angaben ihr Ziel erreichen. Dabei betone ich ausdruecklich, dass ich von alle dem, was Verrat ist, fern bin, ich gebe Ihnen nicht deutsche Dinge und Menschen in die Hand, um sie zu hintertreiben. Ich diene der Geschichte und Gott, damit der Menschheit.

Dass ich zu Ihnen komme, hat seinen Grund darin, dass ich als Historiker die Dinge anders sehe als ueblich. So wichtig es vom Standpunkt der Politik aus ist, wer die Voelker und die Welt beherrscht, so gleichgültig ist das fuer die Geschichte. Sie dient einzig den Kraeften, die der Welt Entwicklung und Zukunft garantieren, und die liegen bei der heutigen Konstellation bei den USA., und die Aufzeichnungen bestaetigen das.

Es wurde uns gesagt, dass Sie um der Quelle willen den gemachten Angaben ablehnend gegenueberstehen und sie zum Teil als laecherlich und eines Mannes, erst recht eines Soldaten nicht wuerdig empfinden werden. Es wurde aber auch erklaert, dass die Vorlage bei Herrn General Clay zur persoenlichen Nachpruefung und zur Vornahme der Probe aufs Exempel durch den Herrn Adjutanten am Samstag/Sonntag dieser Woche fuehren wuerde und dass somit dieser Letztgenannte eine besondere Verantwortung fuer seines Volkes und der Welt Zukunft trage. Es wurde angegeben, dass der Herr Adjutant sich gut deutsche verstaendigen koeante.

Bedenken Sie bitte, dass durch diese Koeglichkeit Auskuenfte fuer uns heute erreichbar sind, die jede Sicherung von Geheimnissen aufhebt, mag es sich um politische, militaerische oder persoenliche Planungen oder Massnahmen handeln. Unsere Verhandlungen hier werden ebenso laufend verfolgt und sind offenbar, wie jede andere Tatsache und alle Zusammenhaenge so aufdeckbar sind. Das, was durch Sie zum Guten gewandt werden kann - bei jeder Kraft kommt es ja auf ihre Ausrichtung an - kann sich auch sehr viel anders auswirken. Und wuerde ich an anderer Stelle sprechen, wuerden die Folgen unabsehbar sein.

Es gibt waaf der Welt insgesamt nur 6 Menschen, die diese Faehigkeit der Jenseitsverbindung besitzen. Aber ausser den Genannten vermag keiner bis zum Letzten vorzudringen. Diese Kraft besitzen auch sie erst seit dem Tode eines 96-jaehrigen Priesters in Tokio, mit Namen Tokaiso, der am 16.7.47 dort starb. Er war politisch uninteressiert und hinterliess keinen Nachlass von irgendwelcher Bedeutung. Auch diese Angaben koennen nachgeprueft werden. Mit dem Tode dieses Priesters ging die Kraft an die mir bekannten Herren ueber.

Ich weiss, dass ich Ihnen beinahe Unvorstellbares zumute, wenn ich auf Vorlassung z. Herrn General Clay aufgrund dieser Aufzeichnungen bitte. Bedenken Sie aber bitte, dass auch von mir nicht weniger verlangt wird,

~~Zusammen mit Ihnen verhandelt wird~~



Wenn wir die Pflicht zukommt, die Zinge ins Tollen zu bringen. Es duerfte jedenfalls klar sein, dass ich mit dem bisherigen Wissen unendlich Vieles unterteilen haette arrichten koennen und arrichten kann. Wenn das unterblieb, dann sag Ihnen das ein Beweis sein, dass es mir ausschliesslich um die Sache geht. Soege es auch Ihnen darum gehen, dann wird sich der Herr Adjutant persoenlich u. überzeugen, zum wenigsten doch kostenlos und ohne das geringste Risiko ueberpruefen koennen.

Nochmals betone ich, dass ich vor Herrn General Clay zu restloser Preisgabe alles Wissens bereit bin, das entweder von dort aufgenommen wird, wobei alle Fachleute hinzugezogen werden koennen, wenn der Herr General das nach der ersten Unterredung wuenscht. Aber mehr als bisher werde ich hier an keiner anderen Stelle sprechen, es waere zwecklos, mich darin anders bestimmen zu wollen. Entsprechend der angegebenen Pruefung durch den Herrn Adjutanten halte ich mich bis Ende der Woche zu Ihrer Verfuegung und bin erreichbar im "Rebstock-Bunker". Danach halte ich mich in der weiteren Verfolgung der Zinge nicht mehr an Sie gebunden.

Ich denke, das ist sauber und gerade geagt und getan.
Ich einge meine Angaben mit der letzten Aufzeichnung, die der verstorbenen President Roosevelt mir gab:

"Wir Nutz, deutscher Mann, kaempfe fuer das Sternenbanner".

Gründer Bernhardy

Frankfurt, den 5. August 1947

**HEADQUARTERS COUNTER INTELLIGENCE CORPS REGION III
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2. **Reason for Investigation:** On 8 August 1967 the Director of the FBI -
FBI (LAW/PL) Prevost Marshall's office contacted this office and reported
that Subject had attempted to enter the Bureau compound for the purpose of
meeting General GALT and revealing the secret of the "Turing machine"
The following information was obtained through interrogation of Subject.

3. Results of Investigative Activity

L. BERNARD, 6460, D.L.M., seated, w/ 2748 (201/722). Claimant
1. was born on 24 July 1912 in Luttrellton (201/442), Barb. He claims never to
have been a member of any Nazi organization, and alleges that he served during
the war with the Argentine (Crown Regt.). He pronounces no English.
Physical ability, and gives his profession as student of Medicine.

b. On 3 August 1967 BROWNLIEY stated that he was prepared to give the following vital information to General GUY or to his adjutant.

(1) The true interpretation of the "flying saucers" which are according to experts, a new and terrible weapon of atomic destruction.

(2) Do any of the foreign powers which possess these weapons and which intends in the very near future to employ them for the destruction of the world.

(3) The method by which the destruction of humanity may be prevented.

(4) The exact location of KZB-22 and KZB-23.

c. Subject was informed that an audience with General GALT was impossible and unnecessary, since such information was always forwarded indirectly. Subject refused to give the information indirectly, however, since he knew that time was too short, and that the terrible responsibility could be relieved that time was too short, and that the terrible responsibility could be relieved only by the General himself. At this point Subject was given the address of the PLANTATION CIO office and told to report here at CIOO hours 8 August 1947 with a complete written account of his information (Radar A).

~~Page 4 or 2 pages~~

exp 2 of 1 cycles

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WIC, sub: BRENNER, Erich, Helmut, Julius, 684 6 Aug. 6, 1946
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4. Subject will remain at the Robitschke Bank, Robitschkestrasse,
FRANKFURT until 10 August 1947, and will then return to DOB.

5. Agent's Notes, Comments, and Recommendations: Subject seemed extremely sincere, and the strong possibility that he is merely a tourist is not apparent. Forwarded for your information. Evaluation: 2-4

APPROVED:

MARVIN L. KISSINGER
Special Agent, CIA
Operations

~~CONFIDENTIAL~~
Special Agent, DC

Exhibits:

All-Translation of Subject's
statement concerning disc
projectiles (flying saucers)

Distribution:

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EAST COAST ANALYST

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AUTH Para 1-603 DOD 5200.1R

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7 August 1947

RECORDED FOR THE OFFICER IN CHARGE

Subject: BORNHARDY, Guido, Helmut, Julius

a: "Flying Saucers"

b: Results of Investigation

c: On 5 August 1947 DR. GALLION of the FRANKFURT (K51/P58)

Provost Marshal's Office contacted this office and reported that Subject, ~~WERNER H. BORNHARDY~~, had attempted to enter the
AOL Compound for the purpose of contacting General CLAY and revealing to him the secret of the "flying saucers". The following information was obtained through interrogation of Subject.

2 Results of Investigative Activity:

(a) BORNHARDY, Guido, Helmut, Julius, BONN (K51/P53),
Gruner # 1, was born on 24 July 1912 in KATTINGEN (K51/A61), Ruhr.
He claims never to have been a member of any Nazi organization, and
~~says~~ that he served during most of the war with the Kriegsmarine,
~~(Bermuda)~~.
He possesses no technical skill, and gives his profession as
student of history.

BORNHARDY

(b) On 5 August 1947 ~~DR. GALLION~~ stated that he was prepared to
give the following vital information to General CLAY or to his
Assistant:

1. The true interpretation of the "flying saucers" which are,
according to Subject, a new and terrible weapon of atomic destruction.

2. The name of the foreign power which sponsors these
weapons and which intends in the very near future to employ them for
the destruction of the world.

3. The method by which the destruction of humanity may be
prevented.

4. The exact location of HITLER AND GOERING.

(c) Subject was informed that an audience with General CLAY
was impossible and unnecessary, since such information was always

for further information. Subject refused to give the information
indirectly, however, since he believed that time was too short,
and that the terrible responsibility could be assumed only by the ~~same~~
General himself. At this point Subject was given the address of ~~the~~ ^{6 August 1947}
~~Frankfurt~~ CIC office and told to report here at 0700 hours ~~on~~
with a complete written account of his information. (exhibit "A").

(d) Subject will remain at the Robstocker Bunker,
Adelheidstrasse, FRANKFURT until 10 August 1947, and will then
return to Darmstadt.

2. Agent's Notes, Comments, and Recommendations:

Subject seemed extremely sincere, and the strong possibility
that he is merely a crackpot is not apparent. Forwarded for your
information. Evaluation F-S.

Albert Goldstein
Special Agent, CIC

Exhibit a. Translation of
Subject's statement
concerning Ries
Projectiles (flying bombs).

Addressed to
GENERAL CLAU

(By Frederick Amerbach)

through the
C I C.

SUBJECT: Die-Projection (Flying Saucers).

TOP SECRET

I came here, clearly conscious of a difficult task, but not less conscious of a grave responsibility. This is the reason directing me as a dutiful man to take this decision. I am merely a servant of the matter in question, and ask for your attention, that you may feel as duty bound as I do.

To the Point:

1. During the war I was assigned to the Z.A.G.E. and there I found out that Professor MAIER was actively working in the Crimea for the OKH (Navy High Command) on Atom research, which was not for the development of an atom bomb, but for the exploitation of atomic power for bomb propulsion. The object obviously being to achieve the greatest possible distances for projectiles. - Towards the end of the war the Navy (German) carried heavy water to Norway, which must have been in connection with the other project, since the Navy herself had nothing to do with the development of an atom bomb.

2. Towards the end of the war I was assigned to the "MEINLAGE", the sub-terranean armament factory in KAZA vicinity JEDDA (KEL/556), being under the control of the OKH. General LUTZKE in charge. He was the special representative of the Fuehrer (Hitler) for the construction of Super-charged airplanes, for the recovery of air supremacy. In this capacity he (LUTZKE) was also closely connected with the construction of the V-weapons, but had no connections with the "MEINLAGE" in this last respect.

3. My work in this factory enabled me also to acquaint and familiarise myself with the Rocket and Supercharger research processes, and with the V-weapons which became known to you in the meantime, as well as the atom bombs. My knowledge about these matters concerned, has not presented any active desires of exploitation within me since I left the (German) Navy before the capitulation, until recently, when the following happened:
Two gentlemen, without any particular influence in life, had realized that they were gifted with unusual powers through which means they were able to communicate with the world of spirits. This process, of course, is being done by means of a certain method, without any voice required magic, but with clearly legible drawings. You may feel foolish by my bothering you with witchcraft, while you are involved in very serious tasks. Nothing could be more unpleasant to me but to present the whole matter on this basis. But I unquestionably have to do my duty, and as unpleasant as it may seem I must lead you to these decisive consequences. I feel forced by my sense of duty, and that alone made me follow and take the way to you. I ask you to take the following as facts and test this data. I too was skeptical until certain things were revealed, which one could not overlook and do away with, unless he made himself guilty. My affiliation with these gentlemen led me to the following conclusions:

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SECRET

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~~SECRET~~

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1. The completion of NIKHIL's research to a readily employable weapon, which already appeared over America, China, and Italy as the flying cancer, the most dangerous weapon in the world.
2. The connection of the Pushkar (NIKHIL), who is still alive, with these tests.
3. The threatened destruction of all of Europe and America without the immediate intervention of the UN. For this reason I can't give

(To number 1 above) Professor NIKHIL together with a professor KANTOR have conducted research, and developed these discs which were seen in different parts of the world and disappeared again in recent weeks. The "Mirabol" was some time ago over the Nordic countries and the same discs, however not yet produced from the correct materials, which could not withstand the tremendous requirements. The following particulars were given concerning the new flat discs:

- (1) The firing of the discs is effected through ground-based guns similar to those of the V1 and V2.
- (2) The speed is 1900 (nineteen hundred) Kilometers.
- (3) Size of the discs: $\frac{7}{8} \times 2.45$ meters.
- (4) Normal setting for direction and course: 50-60 000 km, therefore return of disc to base.
- (5) Indirect control steering up to 6 000 km.
- (6) The discs which have appeared up to now are trial discs, with a weight of 275 3/10 kg, when loaded for action the disc weighs 1 kg more.
- (7) The firing bases were recorded.
- (8) Until 27 August 1947 no more discs will appear, on the 27 August 47 new trial discs will appear over TEXAS CITY, and over KANSAS.
- (9) The fuel is Heavy water + oxygen.
- (10) Exact sketches of the discs, extensive explanation of all required and necessary particulars, e.g. solution of the flying problem, of the indirect steering system, of the charge and the type of driving power.
- (11) Radius of destruction when used on the ground: 800 m.
- (12) Radius of destruction when dropped from plane: 2 km.

(To number 2. above) The Pushkar (NIKHIL) is at the present time with his specially built U-boat at the launching site. The U-boat site was repositioned it contains a diving depth of 90 meters due to a special construction consisting of several walls, and is a German special construction. (I still know from the Navy (German) that a specially designed boat was being built for the Pushkar). He will prove to the world that he could have destroyed her. The exact minutes of the position of the boat and the location of the launching site were recorded. The boat of the Pushkar was until recently located between Orya 20°W and the Cape of Good Hope, where it was supplied from the air by a long-range airplane of a foreign power. The supply problem was solved in such a way that two other planes were carrying the fuel for the third supply plane. New tests will begin on 24 September 1947, with the disc projectiles being correctly traced as to their location. The tests in question are going to be attended by the Pushkar, and are going to be the first tests for underwater launching of projectiles. The exact location of the plane was well tabulated.

~~SECRET~~

~~SECRET~~

translation-BERKALDY, Guide, 2nd Lt.

~~COPY~~

(to Number 8. above) The use of the discs will lead to the complete destruction of all of Europe. The US will suffer from the destruction in the following areas: NEW YORK, CALIFORNIA, TEXAS, WISCONSIN, and an additional 9 (nine) other states will be destroyed at a set time. Immediate secret intervention by America will prevent the destruction of the world. A part of Germany will be destroyed through "SCHITOKIT", namely in a circumference of 300 km around KARLSTAD. The remainder of Europe, including England, will suffer heavy destruction from this fight. America then will only suffer damage within a radius of 100 km in depth, and 50 km in width, and not complete destruction as mentioned in the previous paragraph. This destruction will be caused by a disc ten times smaller, and this "SCHITOKIT" bomb will be dropped from 100 miles America. (The date and time was specified by the spirit). Immediate intervention possible only, if I will be introduced to General CLAY today or tomorrow (8th and 8th August respectively), since it was also shown (by the spirit) that General CLAY will be in MANCHESTER this week.

United States "Palmite" fighter planes, -- I do not know whether this type exists--, must be on their way by the first of next month in order to reach the new launching sites, and collect the Pechines and POWERS.

Substantiation of Evidence: (as obtained from the spirit)

In order to furnish proof to you, in reference to things previously unknown to me, the following data was given by the spirit about the development of the atom bomb:

1. The secret code name for this project was "SCHITOKIT". This was being developed by the I.G. FARben and manufactured. Of the bombs, 6 (six) were found by the US in Germany, and they were being constructed by DORF and BLOOM & VÖSS (HAMBURG).

2. This bomb is being called the "Big Atom Bomb", and is being manufactured in two factories in the United States, located in Ohio and in the State of New York. The bomb has the approximate size of an apple, is being used as a "release bomb" (Werferbombe), with an effective radius of 300 km, as of to date. At the present time atom bomb tests with H- and D-2000 being held in Ohio.

3. For the use of the atom bomb, special airplanes are being built in a factory in Ohio since the middle of 1948. The first [] were dropped on Japan were simply dropped by a standard-type aircraft. The light weight of the bomb necessitates a special ejection mechanism, therefore the special planes do not use a bomb-bay, but eject the atom bomb through an air-compressed ejection mechanism. The effect of the radio effective rays released, is equal to the destructive radius, and brings about cell destruction. The formula for "SCHITOKIT" was also marked down. Height of the airplane is approximately 1200 metres.

4. Those of the compressed air projectiles which were used at KEMI KUKL (Belgian Fortress), and at the LENINGRAD front, were found in a dump by the Americans and the British at the coast (North Sea coast?), and in SWEDEN. I had knowledge of this last dump-- and another dump was discovered by the Russians in the Crimea.

~~SECRET~~

~~SECRET~~

translation-BERLARDY, Guide, am 1.

Generalization

My personal knowledge and experience enabled me to follow up these matters, and permitted an objective evaluation of the information. You yourselves can easily establish whether the information about the atom bomb is correct. They are military secrets, and therefore I wanted to avoid a written memorandum, but wanted to leave the decision exclusively to General CLAY. I do not feel authorized to disclose secrets of the US Army. Since there was no other way to see General CLAY, this way was the only other possibility.

Now it depends upon the following:

I am only willing to give the final information to General CLAY, otherwise it would have been better I would have remained silent, in case this matter is not being followed up. About this matter no one else can decide. Therefore I repeat my request; to be permitted to speak to General CLAY immediately. I have gone to the possible limit to furnish information without inviting the danger which I cannot stop or ward off. You will summarize the information objectively, and you will want to know little about the spiritual. But I must also tell you objectively and to the point, that I am not under any oath not to disclose US military secrets, and there are several other offices which would pay any price to learn of the matter in question. I want to demonstrate to you that I am conscious of its far-reaching importance, and the possibility of such attempts, and I wish to impress upon you the possible dangers. I come to you as a man of responsibility and honor, who also kept his record clean in the Third Reich, and is proud of it. There is nothing false about me; I am unprepared to my task. I am not possessed by the madness of trying to save the world. Neither am I a Nazi in disguise, who used back his knowledge of the past, in order to trick his wretched conscience. I think only one thing of you; that you track down this matter which was intended as a warning to you. I have shown you, that in your hands lies the fate of your own country and the world, and the life or death of a hundred million human beings. You would not have realized it more clearly, nor could you have cogitated more competently with it, had the events inexorably, bit by bit, come upon you. The full responsibility lies today with you. I could not keep my knowledge to myself. I did my duty, which was far more difficult to accomplish than to just forget about it. I shall do without peace everything possible, in order to bring you to realize this fact. I believe that the important factor is not myself but the thing in hand...I serve history and God, and thereby Humanity. It is not for my sake, but for the cause, and I do not intend to convince you, but you are free to obtain your own information in writing, from these two gentlemen, so that you may judge for yourself. Very objectively considered, it is true that no one was ever offered a better deal; that for the trouble of a journey he could save his future. Whereas I run the risk of being made a fool, although I am very sensitive about this fact, besides, I am risking my reputation, while being in the middle of my examinations, and also risk the well-being of my family, although I am in dire need of a livelihood as a broken-down and poor student who has previously lost his livelihood three times under the Third Reich.

page 2 of 22 pages

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copy 2 of 2 copies

~~SECRET~~

RECORDED UNCLAS
ON 16 JUL 1994
BY CDR USA NSC
AUTH Per 1-500 DOD

~~SECRET~~

translation - BERNHARDT, Grade, 2nd '4.

COPY

Above all this, I am also endangering my personal safety. That I come to you is a result of the fact, that I, as a historian, see things in a different light. It is no more important who possesses the world, from a historical or political point of view. Possession of ~~the world~~; these powers which guarantee world development and a future, and this means under the present balance of power, the United States of America, which is being confirmed by the writing (of the spirit?).

It was told to us (by the spirit?) that you would hardly have any faith in facts derived from such a questionable source. But it was also explained that after a submission of facts before General GLAY, he would have the facts verified through his adjutant on Saturday/Sunday of this week. It was explained that the adjutant was well versed in German. Really realize that this offers us the possibility to obtain information previously ~~unobtainable~~, completely disregards all safety of security, whether they are of any political nature, militaristic or of a personal nature or place. Our conference is being watched as well, and continuously recorded mentally.

There are in the world today eight (8) persons, who possess the ability to communicate with the other world. Some, except those mentioned, have the ability to advance to the last and highest degree. They only possess this power since the death of a 96 year old priest in TOKIO, named BREKHO, who died in TOKIO on 11 July 1947. He was politically disinterested and left nothing of importance behind. This information can be checked upon. With the death of this priest the power (of spirits?) has gone over to the gentleman known to me.

I know that I ask something almost impossible of you, to have an audience with General GLAY, but kindly realize that no less is asked of me. If the duty were to fall on me to arrange these things. It should be clear in any case, that with the knowledge I possess I could have reported, and still can report without less mischief. Since this has not taken place, it should be sufficient proof to you that I am exclusively concerned about the case. If it should also concern you, then the adjutant can convince himself without any cost, and without the slightest risk. Once again I stress the fact that I am perfectly prepared to give my complete knowledge to General GLAY. But more than ever do I refuse to reveal any of my knowledge to any other officer.

I shall be available until the end of the week in the "Bobstock Inn" for an interview with the adjutant. I end my account with the last words which the deceased President ROOSEVELT gave me: "Courage, German man, fight for the Stars and Stripes."

Dated: FRANKFURT, 8 August 1947

signature: OTTO BERNHARDT

page 2 of 2 pages

copy 2 of 2 copies

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~~SECRET~~

REPRODUCED UNCLASSIFIED
ON 10 JULY 1998
BY ODR USAISR SC 04 FM 1998
AUTH Perm 1403 FROM 5200 RE

OFFICE OF MILITARY GOVERNMENT FOR GERMANY (U.S. Zone)
Office of the Director of Intelligence
APO 742



57625

opd

Berlin, Germany

1 August 1947

DI 383.2(AHUIS)(CI)

SUBJECT: Flying Discs

TO : Deputy Director of Intelligence
European Command, Frankfurt
APO 757, U S Army

1. Attached copy of a letter written by a Heinz-Albert AHUIS, domiciled in ASCHAFFENBURG, 7 Hansa Str. in the British Zone, received through the Office of Political Affairs of this headquarters is forwarded for your information and such action as deemed appropriate.

2. In the event that Mr. AHUIS' offer is of interest, it is requested that you contact him directly.

FOR THE DIRECTOR OF INTELLIGENCE:

Frederick W. Hess

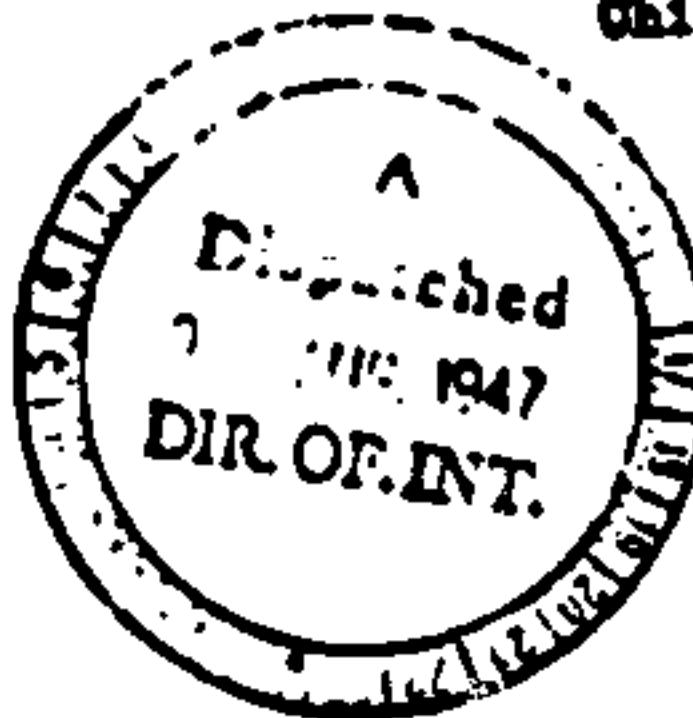
FREDERICK W. HESS

Major OSC

Chief, Counter Intelligence Section

Tel: BERLIN 43853
(Mr Kastenell)

Incls: a/s



G O P X

Heinz-Adalbert Ahuis,
(23) Annabru^ck, Hansa-Str. 7
Germany, British Zone

Annabru^ck, July 16th, 1947

To Embassy of U.S.A. in Germany

Strongly secret!
Subject: "flying disks".

Dear Excellency:

Last few weeks in American and German papers I read much about the so-called "flying disks" (or "flying targets") that are said to be seen suddenly coming up in some states of your country, and that are disquieting your publicity so much.

I should like to examine more accurate the type that came down near Roswell (New Mexico).

Please, do also take this matter as serious as it really is, and do not think it a vision.

Just concerning this I am an expert. I am very sceptically as to the "calming-explanation" of Brigadier General Roger Ramsey and others, who say that these disks are merely meteorological observation-balloons - or supplements of them -, etc..

I am interested in this business very much, and so is the American Army, I am sure.

In connection herewith and in order to explain my odd wish, Excellency, I must inform you of the following:

Since 1929 till the end of the war by the way (as a hobby) I occupied myself, - completely interested in sport only - in developing flying-models of all kind and shape, chiefly sailplanes and rocket-types. Sailplane-soaring was and still is my favourite sport.

With my researches in 1936, among others, I met also the idea of the "flying disks" and pursued it, considering it already at that time once to be of any importance. Later I searched into the qualities of this model in connection with rocket-experiments, and about the good result I was extremely surprised. (Nowadays we could already use atomic power, too). - I found, that my models of a "flying disk" - in smaller and bigger size -

- 1.) for the investigation of the sphere,
- 2.) for military aims, and
- 3.) for the air-traffic of the future

could and presumably will play a not too undervaluing figure, and in many a point even it will be superior to all other planes and rocket-projectiles, including the German "V-2 - rocket" you know already; for I think it possible, manned disks

- 1.) to let rise to highest heights,
- 2.) to fly every course we want, and
- 3.) to land safely again, (what we cannot absolutely affirm of the most rocket-constructions know till today),

I am ready to continue my researches and developments of such a kind of disk-models and disk-planes (as well as still other very interesting ones) on a place in U.S.A., that seems fit to me for that purpose.

Perhaps I may come and see you once to talk about some details necessary?

Respectfully yours,

/s/ Abufis

PART II: TEXT OF TRANSLATION (US-902D-GM-96006)

[Letterhead stamp]:

Dr. T. Kelterborn, DDS 11 July '47
Wanne-Eickel

[Handwritten portion]:

To The American Civil Governor
in Frankfurt

In the Dortmund Newspaper, Westphalian Overview of 9 July 1947, I read an interesting article about so called 'flying saucers,' which were seen above the ground in greater numbers over about 30 US States, which supposedly reached speeds of 1900 km/hr. and whose appearance have caused great unrest among the US population.

Since the governing and research institutions of the US don't want to know anything about the origin of these flying saucers, I would like, as the inventor of these apparatuses, to announce myself to the US Administration.

I handed over my invention in 1944 to a German Inventors office [possibly patent office], whose headquarters, as I understood, was in Berlin. For my submission, including rough sketches of the construction site in Bochum, I never received a response, nor was I ever apprised by the technical test office in Berlin.

My work must have been further developed in Berlin.

When the Russians marched into Berlin, my completed invention must have landed in the hands of a foreign military power, which is now using them over the US.

PART II: TEXT OF TRANSLATION (US-902D-GM-96006)

As the inventor, I alone am in the position, under certain circumstances, to reveal my invention.

Should the U.S. authorities be interested in my invention, I am ready to provide information.

(signed)

Dr. Trangott Kelterborn
Dentist
Wanne-Eickel, (216)
Stöckstr. 52

[Letterhead stamp]:
Dr. T. Kelterborn, DDS
Wanne-Eickel

(End of translation)

NUMBERING MACHINE
SKIPPED PAGE

- TRANSLATE



- 54658

ape

Dr. med dent T. KELTERBORN
WANNE-EICKEL

Wanne-Eickel
11 July 1947

In the Dortmund newspaper "WESTFAELISCHE RUNDSCHAU" of 9 July 47 I read an article on the so-called flying discs sighted over approximately 30 states of the USA. These discs are said to have a velocity of 1900 kilometers per hour and their appearance is supposed to have created great consternation among the population.

As the government and scientific institutions in the US are not interested ~~interested~~ ^{the origin of} in these discs I want to inform ~~xxxxxx~~ the US Government that I am the inventor of this apparatus. In 1944 I left my invention at a German patent office which, as far as I know, had its chief office in Berlin. I never had an acknowledgement of the receipt of my submissions from the Gaustelle Bochum (&) nor did I hear from the technical office in Berlin. My invention must have been further developed in Berlin.

At the arrival of the Russians in Berlin my completed invention must have fallen into their hands and is now being used over the United States.

I alone am in a position to give up my invention under certain conditions. In case the US government has any interest in this invention I am willing to give any information.

Dr. T. Telterborn, Dentist?
Wanne-Eickel 1/A (216)
Stöckstrasse 52

102

2042

Dr. med. dent. T. Kollerborn
Wanne-Eickel

Wanne-Eickel, Den. 11.7.47

An den amerikanischen Zivilgouverneur
in Frankfurt!

In der Dötschmünden Zeitung, Westfälische Rundschau vom 9. Juli 1947 las ich einen mit angefügtem Artikel über sogenannte, fliegenden Scheiben, die in größerer Anzahl über ca 30 USA Staaten über dem Erdhauten gesichtet wurden, die eine Geschwindigkeit von 1900 km/h haben sollen und deren Erscheinung bei der USA Bevölkerung große Beunruhigung ausgelöst haben.

Da die Regierungs- und Forschungsinstitutionen der USA über die Zukunft der, fliegenden Scheiben nichts wissen wollen, so möchte ich, als der Erfinder dieser Apparate, mich bei der USA Regierung zu Worte melden.

Meine Erfindung habe ich 1944 einer Deutschen Erfindersstelle übergeben, die, wie mir bekannt, ihren Sitz in Berlin hatte. Auf meine Einreichung mit kurzen technischen Angaben an die Faustkelle Bochum habe ich niemals eine Antwort erhalten, bin auch nie von den Technischen Prüfstelle Berlin unterrichtet worden.

Meine Arbeit wurde in Berlin weiter entwickelt worden sein.

193

Bei dem Russeneinmarsch in Berlin wurde meine fertige Erfindung in die Hände eines

fremden, Mission-aehl gelangt sein, die sie jahre
über den USA auswendet.

Als Erfinder bin ich allein in der Lage unter
gewissen Bedingungen meine Erfindung preis-
zugeben.

Falls die U.S.A. Regierung Interesse an der Er-
findung hat, bin ich zur Auskunft bereit.

J. Trango H. Kellerborn
Zahnarzt

Wanne-Eickel, 1/4 (213)

Stockstr. 52

Dr. med. dent. T. Kellerborn
Wanne-Eickel

FLYING SAUCERS

~~CONFIDENTIAL~~

FILED : 171230B AFHQ MESSAGE CENTER
PRIORITY

~~CONFIDENTIAL~~

APR 26/18

DDT 17/5

INCOMING MESSAGE

D198239

FROM : ACC HUNGARY US DEL SIGNED WELLS

TO : AGWAR FOR WDCID WDOPD EUCOM FOR O-2 USAFA FOR O-2
CONCERNED MA MOSCOW ACC ROMANIA US DEL NAVY
DEPT CNO-OP32 NSD-22 USAFA

REP NO THIS MESSAGE : 2-5112

27 May 1947

ACTION	
O-1	✓
C-1	/
REC-A	

For O-2.

At approximately 2030 hours on 14 May airborne phenomenon was observed passing over BUDAPEST on a Southeast to Northwest course in an almost flat trajectory. Consensus of observers places altitude at about 3000 feet and speed above 400 mph and describes object as spherical in shape with diameter of approximately 3-4 feet. It appeared to be burning and left a thin trail of smoke uniform in shape and area except for periodic enlargements which seemed to suggest successive impulses. Object also apparently emitted tail of flame about 3 meters long but no sound accompanied the passing.

Much controversy has begun in the press about it and 1 editorial has dismissed it as "in all probability a meteor". Hungarian Meteorological Institute state they made NO official observation of the object and are awaiting further reports prior issuing any statement.

Comment by Air Officer: "Although I did NOT observe the object, I am NOT convinced by the reports to date that it was a meteor due to almost 100 per cent agreement by observers on altitude and trajectory".

ACTION : O-2

PARAPHRASE UNNECESSARY

MC IN 713 19 May 47 CONFIDENTIAL 0430B REP NO 2-5112

WB/O

REGRADED UNCLASSIFIED

DN 12 MAR 1995

BY CDR USA 1 NOCCW F01/PO

AUTH Para 1-603 DOD 5200.1P

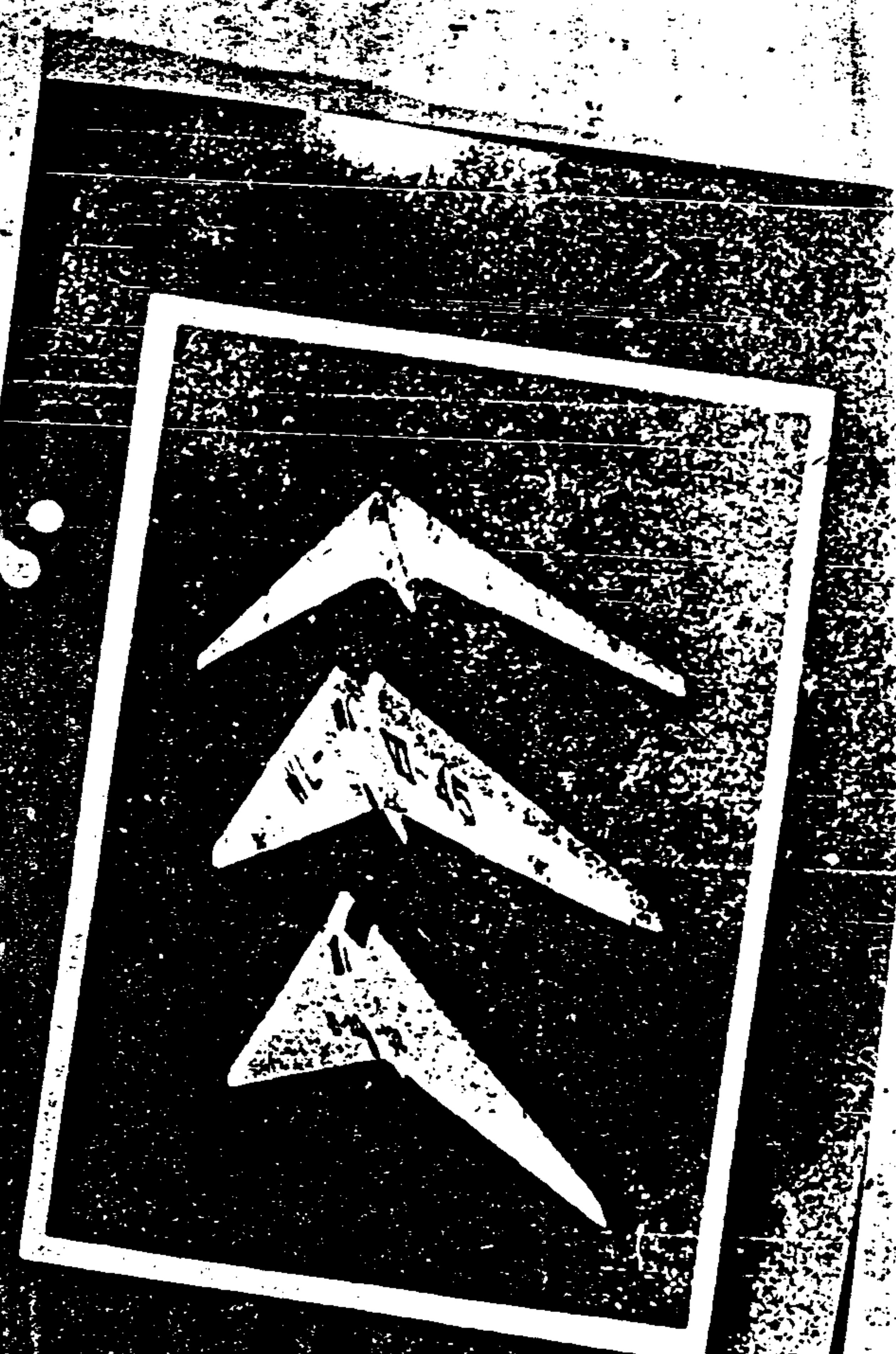
DOS Letter of 22 Feb 1995

~~CONFIDENTIAL~~

G-2

CONFIDENTIAL

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN



UCHITA, ERICH, W
E 366721

O16AΦ62
335 Otc
2/6/96

O-FILM

REMEMBER THE DODGE
THE DODGE IS A DOG
DOGS ARE RELATIVES
RELATIVES ARE HUMANS
HUMANS ARE DOGS
DOGS ARE DOGS

BUCHMAYER, ERICH, W

CR-B230

CR-FILM

(CR-FILM BOX# 22 (LOC. 37A))
3315
2/6/96

BUCHMAYER, ERICH, WALTER

BORN : 3 Jan 1908
AT : Schwinndorffstrasse, Berlin
RES : 10 Weberstr, Berlin
COC :
PAT :
F-L :
OTHER : Former KPD Member

~~CONFIDENTIAL~~

121-992
2020-1 April 1968

1. 17K 27-20;
2. 39P 29-7
3. 21

1. The [redacted] Agent Report contained in this file with a voluntary information at take number 2020-1 April 1968, is to be considered reliable and may be used as evidence in any criminal proceeding.
2. The information contained in this Report is considered to be of sufficient value, will be forwarded to the possibly soon while the Criminal Agency has the interests in this story of the so-called "Willing Player".

✓ THE CONFIDENTIAL INFORMATION

PAGE 1. FIVE
2020-1 April 1968
RECORDED 7-7-68

Geodis Sartirana

Category

Globe

1941-1942
1942-1943
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2099-20100

b. Bessie stated that she used to go walking with a
man to Liverpool at the weekend, taking the train or a
motor car. She was editor of the Committee of Women
in 1932 and became president of the Liverpool Council
of Women following that to become the first woman. In
a letter from G.H. in which Will asked him to forward
the place where he was originally born as the name of his
mother, she answered Will that she had no idea what
the name was, and asked him to write again.
She was the last person to see Alfred G.H., the Vice-Chairman
of the Liverpool City Council, before he died.
Alfred G.H. had been given a pension by the
Liverpool Corporation which he had accepted.
Further information was given that one of the
members may be the former Vice-Chairman of the
Corporation whom she had seen. She said that
the letter is a copy of a copy and that it is
not a true copy, and that the original was kept in
another file by the Liverpool City Council.

c.努力去感受他所相信的那些抽象概念，或更重要地去感受和理解那些他觉得对某个人来说是重要的。他开始意识到他自己的一个方面。

WALTER L. GARNER, 4/4
Shreveport, Louisiana

comme à l'heure

~~CONFIDENTIAL~~

Mr. JAMES D. BREWER, Boston, MA, 28 September 1949. BOSTON, Massachusetts.

that the "Flying Saucer" which have been reported in newspaper articles, may have come from Brazil.

a. In 1946 BREWER came back to BRAZIL from French Indochina. His home is in the Brazilian Sector of BRAZIL, and as he has said was taking place to the Communist Party, he became angry and would not participate. He also stated not to have any contacts with the Peoples Party. His reason for leaving BRAZIL and coming to the USA was to regain the American citizenship the introduction of the "Flying Saucer" type of aircraft model, and to work freely in his profession. But being a member of any association or party in the past, he could not secure supplies or material to carry on his planning. SUBJECT left BRAZIL on 5 September 1949, and crossed the border 111a, only at a point between Rio de Janeiro (+52/109), and LACHEROS (152/108), during the night of 6 and 7 September 1949. Then there he went to the refugee camp in CHIQUERA (151/042), where he was given a temporary permit into the American zone. SUBJECT did not reveal the information about the invention of the "Flying Saucer" type of aircraft model during his interview at CHIQUERA.

SOURCE - indicated

INTELLIGENCE - Det.

AGENT'S M.T.C.

It is the opinion of this Agent that the story of the "Flying Saucer" type of aircraft model as were or less dreamed up by the SUBJECT in order to gain his objective. SUBJECT clearly stated that his main object was to gain a temporary permit into the American zone so that he could bring his family here and work at his profession.

AMERICAN
INVESTIGATOR

JOHN W. TOWNES
"The Commander"
General Investigation

DISPATCHED
1- 28 797001 7- OCT-49
1- FILE

• 2/2

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCOM FOVPO
AUTH PARA 1-603 DoD 5200.1-R

Page 2 of 2
Copy of 1 copy

REPORT,

THE DISCUSSIONS CONCERNING THE PROJECT "HORTEN-PARABEL" ARE FINALIZED. THE RESULT CAN BE SUMMED UP IN THE FOLLOWING MANNER:

1. THE RUSSIANS ARE IN POSSESSION OF THE RELEVANT PLANS AND WILL BE SUPPORTED BY GERMAN SPECIALISTS. THE CONSTRUCTION SERIES OF THE SO-CALLED HORTEN 13 (MODEL WITH 2-TL. (SIC) POWER UNIT) SHOULD NOT BE DEVELOPED BEYOND THE INITIAL STAGES BY THE RUSSIANS. THE NUMBER 300, NAMED AFTER THE LAUNCH, HAS ESSENTIALLY BEEN FIXED TO HIGH. THE SPECIALISTS HAVE STATED THE FLIGHT TIME OF THE HORTEN 13 TO BE ONE HOUR. THIS MODEL IS ONLY SUITABLE FOR DEFENSE. THE LARGE HORTEN (48 METER WINGSPAN, 6 TL (SIC) POWER UNIT, 7000 KILOMETER OPERATING RADIUS) IS NOT BEYOND RUSSIAN DEVELOPMENT, BUT THERE ARE ONLY A SMALL PORTION OF KNOWLEDGEABLE RUSSIANS CO-WORKERS TO BE FOUND.
2. FOR THE DEVELOPMENT OF THIS OPPORTUNITY THE FOLLOWING RECOMMENDATION ARE MADE:
WE ARE NOW IN THE POSITION OF ASSEMBLING WITHIN FOUR (UNREADABLE WORD) THE PERTINENT CO-WORKER STAFF THAT WORKED WITH THE ABOVE MENTIONED PROJECT. THE CHIEF ENGINEER HAS ALREADY RECEIVED REASONABLE OFFERS FROM TURKEY AND THE SOVIET UNION, HOWEVER, HE EXPLAINED HE IS READY FOR FUNDAMENTAL DISCUSSIONS WITH THE U.S. ARMY. ALL OTHER CO-WORKERS IN QUESTION (6 TO 30) ARE FUNDAMENTALLY READY TO JOIN WORK, THEY HAVE REQUESTED HOWEVER, DUE TO THE ANNOUNCEMENT OF THE FINANCIAL AND EXISTING CONDITION, THAT MOST HAVE HAD CREATED AFTER THE FAILURE OF THEIR OWN LIVELIHOOD AND ARE NATURALLY NOT HAPPY TO ENTER INTO CONTRACTS WITH UNSAFE FACTORS. IT IS YET TO BE DECIDED, WHETHER THE RESEARCH GROUP WILL WORK IN GERMANY OR THE U.S. WHEN THE U.S. BECOMES AWARE, IT APPEARS INSURANCE AGAINST UNFORESEEN DISMISSAL IS DEEMED APPROPRIATE. (THE CHIEF ENGINEER HAS SET THE CONDITION, THAT ONE MUST HAVE ALREADY WORKED MANY YEARS IN THE U.S. AIRPLANE INDUSTRY TO PROTECT AGAINST THIS POSSIBILITY) AFTER THEIR INSTRUCTION, THE CONSTRUCTION PORTION CAN BE FINISHED IN A SHORT AMOUNT OF TIME. WHEN THE PROJECT SHOULD START, WE ASK FOR ASSIGNMENT OF A CAR WITH FUEL TO BE PROVIDED BY THE BUILDING ORGANIZATION. IN THE FUTURE, WE ASK FOR THE ASSISTANCE OF THE US MILITARY GOVERNMENT IN PICKING UP DIFFERENCE CO-WORKERS FROM THE R-ZONE WHEN NEEDED.

TO BEGIN THE WORK, WE ASK FOR EXACT ORDERS FOR THE U.S. ARMY,
FOR EXAMPLE, TIMBERWORK STYLE, HOW MANY POWER UNITS,
OPERATING RADIUS, ADDITIONAL LOAD, CREW SIZE, WEAPONS LAYOUT,
ETC.

TRANSLATOR'S NOTE: THE GERMAN CURSIVE WRITING AT THE BOTTOM
OF THE PAGE WAS UNREADABLE AND COULD NOT BE TRANSLATED.
CERTAIN TRANSLATOR'S DISCRETION WAS USED DURING TRANSLATION
IN ORDER TO HAVE IT MAKE SOME SENSE. MANY WORDS USED IN THE
GERMAN TEXT HAD MULTIPLE TRANSLATIONS. THIS DOCUMENT
THEREFORE, REPRESENTS A "BEST GUESS" TRANSLATION OF THE
GERMAN TEXT PROVIDED.

Bericht:

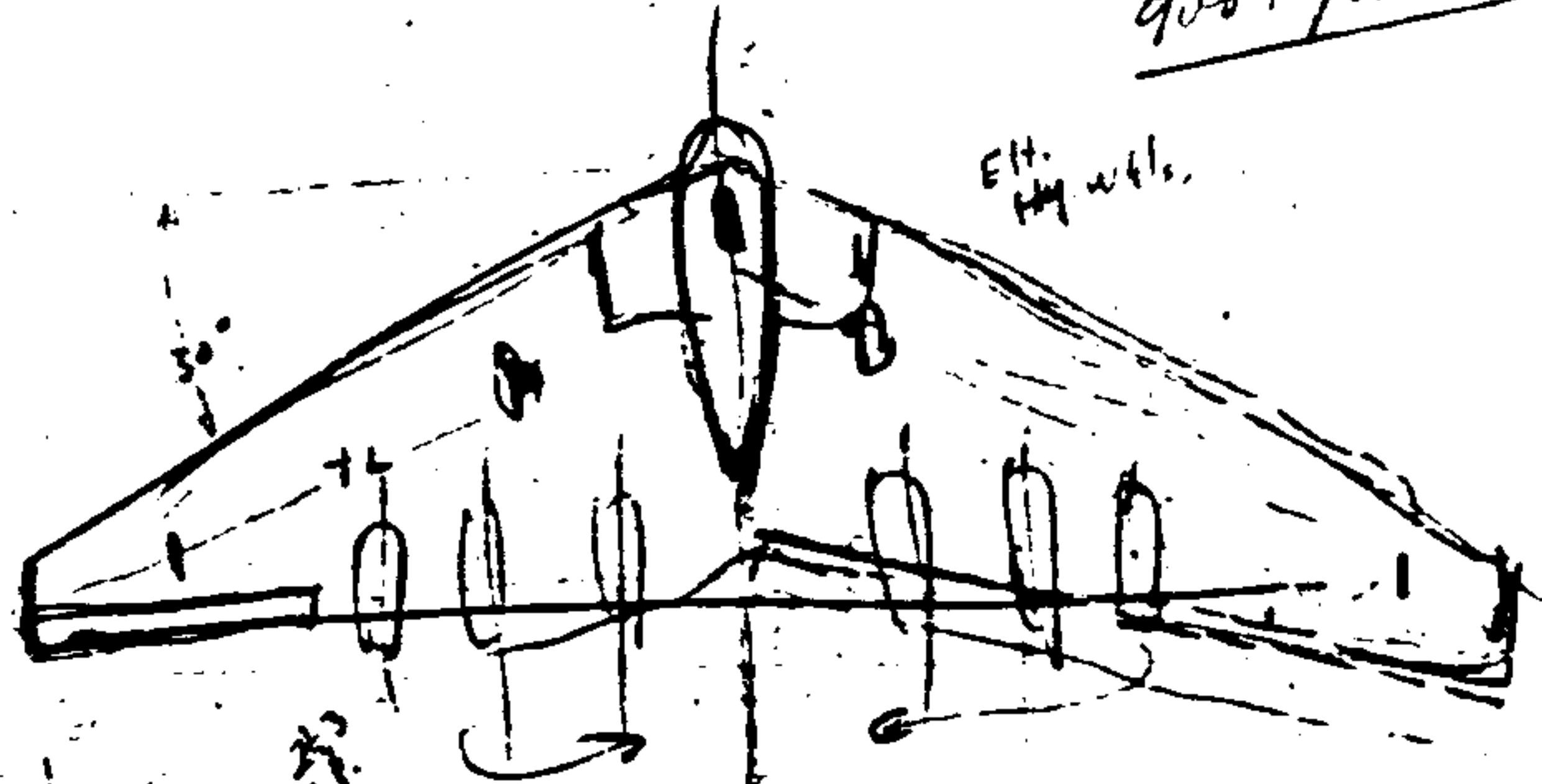
Die Kritikflügen über das Projekt "Horten-Parabel sind abgeschlossen.
Die Ergebnisse können folgendernmassen zusammengefaßt werden.

1. Die Russen sind in Besitz der einschlägigen Pläne und werden von Deutschen Fachleuten unterstützt.
Der Serienbau der sogenannten Horten 13 (Modell mit 2 ZL-Friebwerken) soll beim Russen nicht über das Anfangsstadium hinaus gediehen sein. Die Zahl 300 die für den Ausstoß genannt wurde, ist wesentlich zu hoch gegriffen. Die Flugzeit der Horten 13 wird von Fachleuten mit 1 Stunde angegeben. Dieses Modell ist nur zur Verteidigung geeignet.
Die grosse Horten 48 str. Spannweite, 6 ZL-Friebwerke. 7000 km Aktions-Radius ist beim Russen nicht über das Projekt hinausgediehn, da sich nur ein geringer Teil der einschlägigen Mitarbeiter beim Russen befindet.
2. Zur Entwicklung dieser Angelegenheit wird folgender Vorschlag gesucht:
Wir sind jetzt in die Lage, innerhalb von 4 Wochen den einschlägigen Mitarbeiterstab aufzustellen, der sich mit dem obigen Projekt befasst hat. Der Chef-Konstrukteur hat bereits günstige Angebote aus der Türkei und der Sowjet-Union erhalten, erklärte sich jedoch nach Rücksprache grundsätzlich bereit für die US-Army zu arbeiten. Alle anderen in Frage kommenden Mitarbeiter (etwa 30) sind grundsätzlich zur Zusammenarbeit bereit, bitten jedoch um die Bekanntgabe der finanziellen- u. Existenz-Bedingungen, da die meisten sich nach dem Zusammenbruch eine eigene Existenz gegründet haben und vorerwähnt nicht gern bereit sind, Bindungen mit Unsicherheitsfaktoren einzugeben.
Ferner ist zu klären, ob die Versuchsgruppe in Deutschland oder den Verein. Staaten arbeiten soll.
Wenn die US vorgegeben sind, so erscheint Sicherung gegen unvorhergesehene Entlassung angezeigt. (Chef-Konstrukteur macht das zur Bedingung, da bereits mehrere Jahre in US-Flugzeug-Industrie gearbeitet, um sich gegen Eventualität zu sichern)
Nach seinen Angaben kann nach Aufgabenstellung der konstruktive Teil in einer kürzeren Zeit abgeschlossen werden.
Wenn das Projekt anlaufen soll, bitten wir um Zuweisung eines Pkt. u. Betriebsstoff, um die Aufstellungs-Organisation durchführen zu können.
Weiterhin wird um die Unterstützung der US-Militär-Regierung gebeten, von verschiedenen Mitarbeiter auf der R. Zone geholt werden müssen.
Zu Beginn der Arbeit bitten wir um genaue Aufgabenstellung seitens der US-Army, z.B.
wird Holzbauweise verlangt, wieviel Friebwerke, Aktionsradius, Zuladung, Be-Setzung-Stärke, Waffen-Anordnung etc.

Kalkulus Abgl. Angetrl., mögl. alle Baum
Fluglinien feste Route
die wichtigsten Lüft. fikt. Kalkulus an die fests

HIN TREE, Her. KALTER, C. A. b. i

GO-8-229



96M

ft. ft. km. 700



20

~~SECRET~~

COUNTER INTELLIGENCE CORPS

430th DET. U.S.F.A.

Land Upper Austria Sub Detachment
APO 114

U.S. Army

24 May 1950

U.S. Field Office (SP)

SAC 1/14/1950

E-547

SUBJECT: "Flying Saucers"
Version of a Soviet Army Journal

SCOPE OF INFORMATION:

The following information was received from confidential informant SAC who obtained it from an unidentified Austrian individual who has connections to the Soviet Komintern, Urfahr, and enjoys complete confidence of the Soviets. Informant was able to read article on Subject while alone in the office of an MGB Officer in Urfahr. Date of observation: 6 March 1950. Evaluation of source: "sp" (reliability cannot be judged), of witnesses: "7" (reliability cannot be judged), of information "5" (improbable).

A Soviet Army publication (name unknown), a magazine for technical news, allegedly the issue of February, 1950, published by the High Commandant of the Armed Forces of the USSR, 25 Liss Square, Moscow, USSR, under the patronage of Marshalls TOLBUTIN and BARKA, contains an article about the "Flying Saucers". The magazine is classified "Secret" and is distributed to officers only. (Informant believes that distribution is permitted only to Majors and above).

The description of subject apparatus (Discs) is as follows: (See also attached Exhibit "A")

Dimension of Disc: about 45 meters.

Thickness of disc in its center: about 52 mm.

Material of Disc: Sheet metal of a special alloy (containing some steel) coated with a special aluminum paint.

The discs were allegedly designed and constructed by the Military Technical Experimental Institute in Leningrad, USSR. The operation of the discs is explained as a "remote control" experiment, with no military value attached to it for the time being. The Soviets claim to have reached heights of up to 85,000 meters with the discs.

In the same magazine an "A" - bomb "500" is described which has allegedly 25 times the power of the bomb dropped by the Americans on Hiroshima Aug 95. The bomb was also "25", but the name of the atom could not be furnished. (See attached Exhibit "B")

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MICRO SERIAL

No. 46,040

MISCELLANEOUS

206

Attempts are currently being made by this Agent to obtain before

~~SECRET~~

OR, Lina Field Office (SP, Subject "Flying Saucers" Version of a Soviet Army Journal, dated 24 May 1950

mentioned magazine which deals with subject in a more detailed manner. However, this Agent believes that in view of the very recent exploitation of sources, above report should be accepted and evaluated with the greatest caution, as it may have been planted by responsible individuals in the Urfahr Kommandatura.

FILE CHECK:

File check in this office proved negative with regards to subject.

Source: 5050
Subsource: As Indicated

Kor: 3d G. Br. JNDS
S/ CIC

APPROVED:

JOHN E. ALLEN
Chief of Operations
Sub-Det 03

**

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BY CDR USAMC/COMFOUPO
AUTH PARA 1-603 DOD 5200.1-R

- 2 -

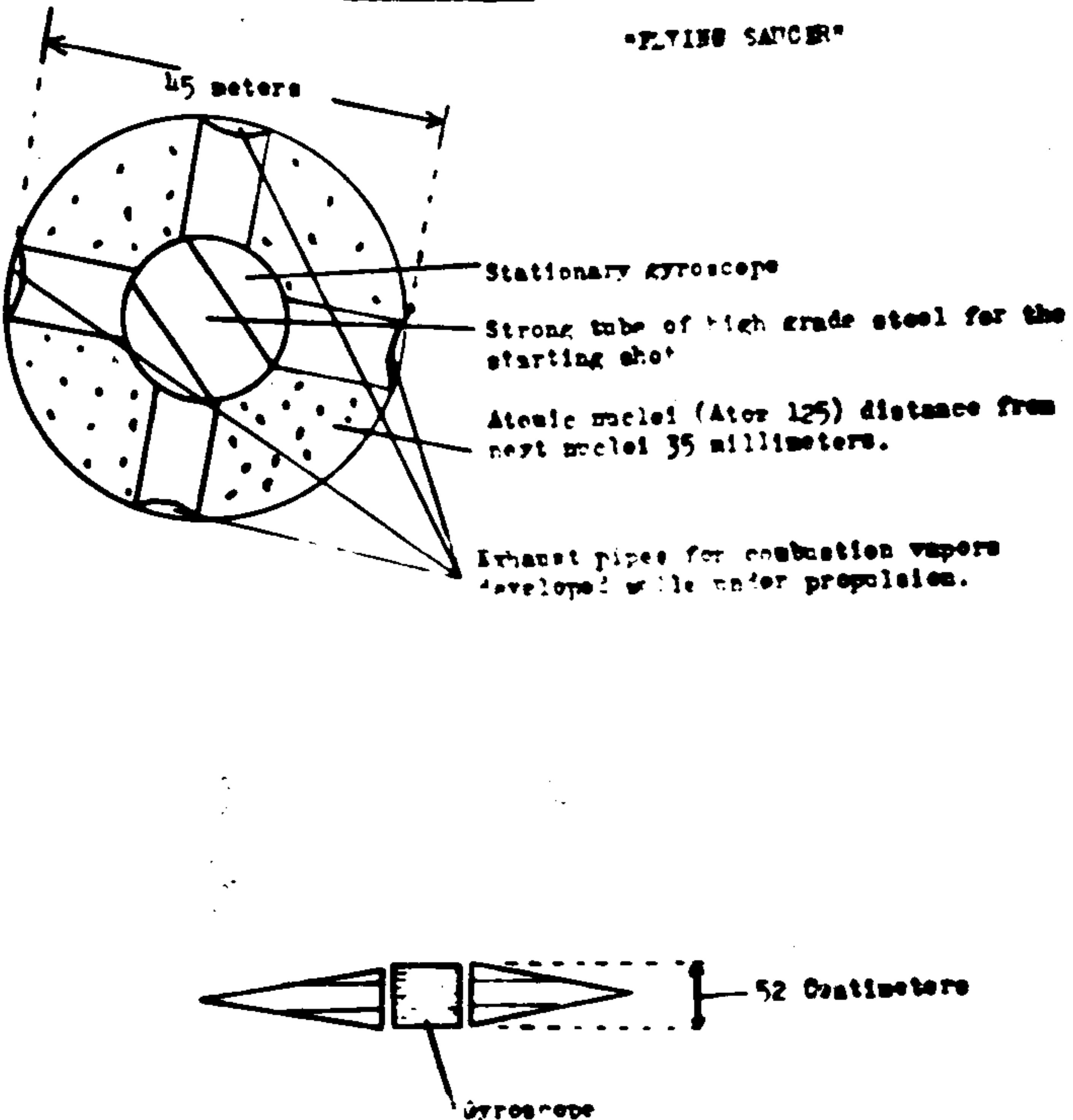
Distribution:

3 - AS of S, 0-2 USA
1 - DC 010 Atta: 0728

~~SECRET~~

SOI, 530th CIC DET., LAND WAR AGAINST THE ENEMY
SUBJECT: "FLYING SAUCERS AND OTHER STUFF", SECTION OF A SOVIET ARMY JOURNAL
CASE NO. L/18839

EXHIBIT "A"



لقد (أثنى عصايل ٣٥ ملليمترات سمك، وله
وهي (أثنى عصايل ٣٥ ملليمترات سمك، وله

وهي (أثنى عصايل ٢٥).

لقد (أثنى عصايل ٣٥ ملليمترات سمك، وله
وهي (أثنى عصايل ٣٥ ملليمترات سمك، وله

وهي (أثنى عصايل ٢٥).

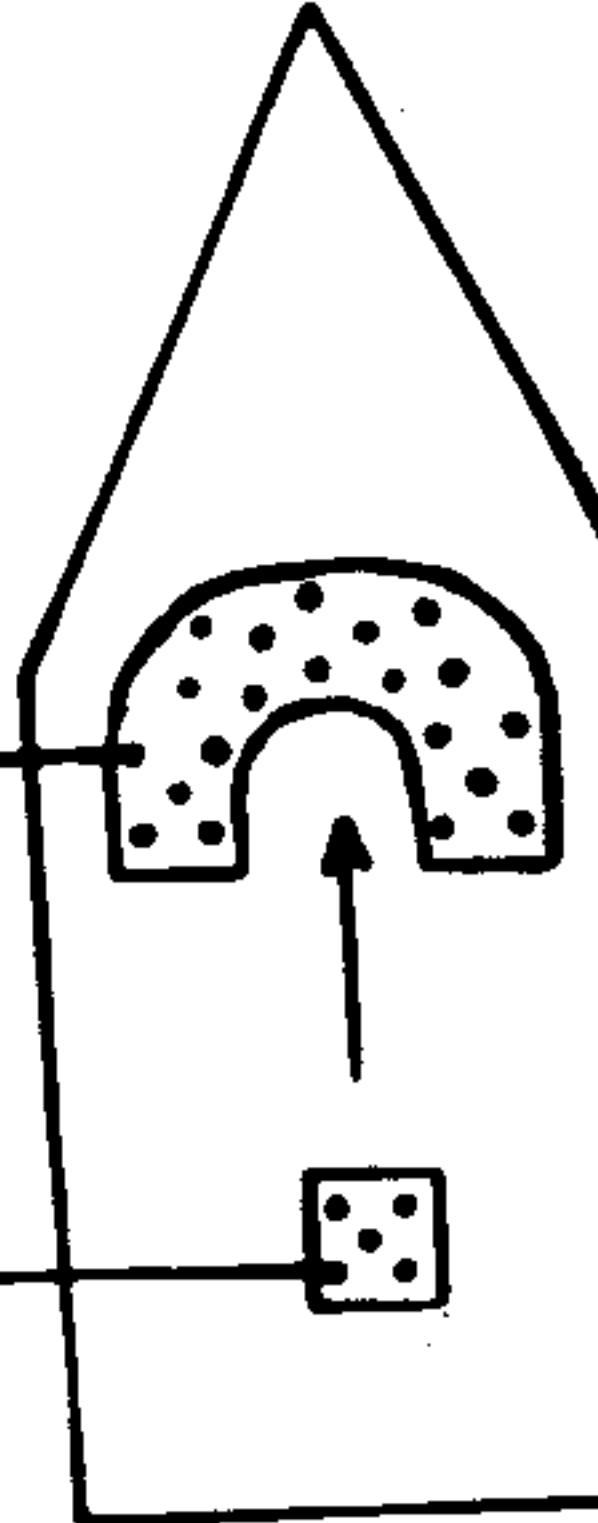


EXHIBIT "B"
"LPOB 500", VERSION OF A SOVIET ARMY JOURNAL

"LPOB 500"

PART II: TEXT OF TRANSLATION (US-902D-GM-96007)

[NOTE: The printed form text is translated in upper case; the typewritten responses are translated in combination upper and lower case.]

(First page of German form)

IMPORTANT! ANSWER EACH QUESTION--PRINT.

LAST NAME:
FIRST NAME: Wilhelm
MIDDLE INITIAL (NAME): Karl
PLACE OF RESIDENCE: Diemerode
BIRTH DATE: 24 Jan 1898
BIRTH PLACE: Diemerode
COUNTY: Rotenburg
STATE: Hessen
CITIZENSHIP: German
MILITARY GOV'T REGISTRATION NO.: [Blank]
DATE: [Blank]
PRESENT ADDRESS: Diemerode (Rotenburg district n/F)
PERMANENT ADDRESS: Diemerode
NAME AND ADDRESS OF NEXT OF KIN: Adolf Brandan(?) Diemerode
FOREIGN LANGUAGES SPOKEN: None
EXACT DESCRIPTION OF YOUR ACTIVITIES AND RESIDENCES DURING THE
PAST 12 YEARS: Engineer in the Junkers Aircraft Manufacturing Factory(?)
Alberstadt (?)

[Remainder of the first page of the form is illegible.]

PART II: TEXT OF TRANSLATION (US-902D-GM-96007)

(Second page of German form)

ORGANIZATION	MEMBER	FROM/TO	HIGHEST POSITION AND OFFICE
NSDAP (?)	No		
SA	No		
SS	No		
HJ or DM(?)	No		
NSF	No		
NSKK	No		
RAD	No		

ALL OTHER ORGANIZATION TO WHICH I HAVE BELONGED: None.

..... BRANCH FROM-TO HIGHEST RANK or TITLE

[There appears to be no entries under these headings.]

..... Release papers (Control Form #2).

..... answered all questions completely, and that the information providedthat
serious punishment will be imposed for giving false answers.

Signature (Illegible)

(End of translation)

NUMBERING MACHINE

SKIPPED PAGE

WICHT**BEANTWORTEN SOLLTEN**Herrn
Feldwebel
Kurhessen

Familienname Vorname Mittelnam.	Geburtsdatum: 24.1.1892	Ort der Geburt: Rodenbach	Ort der Arbeit: Rodenbach	Ort der Aufnahme: Rodenbach
Date of birth	Date of birth	Date of birth	Date of birth	Date of birth
Staatsangehörigkeit:	Deutsch	Militär-Ranglisten-Nr.:	10012	Army Commission Number:
Citizenship		Rank:		Serial number:
Gegenwärtige Adresse:	Diemetzen	(Kreis Rodenbach)		
Present address				
Sitzende Adresse:	✓ Diemetzen			
Pov. and post address				
Name und Adresse des nächsten Verwandten:	✓ Diemetzen			
Name and address of parent or relative:				
Welche Freunde kennt:				
Welche Freunde kommen selten:				
Gelegene Begegnungen hier, Freunde und Orte ihres Aufenthaltes:				
Beste Freunde und Orte ihres Aufenthaltes:				
Ingen aufgeführt:				

24

ENC 47

NF

NSKK

RAD

Volks-

No 11.

All anderen Organisationen denen ich angehört habe!

No 11.

Von A - ab
Name - 10

Mehrere Dienstgrade oder Titel
Ränge o. Rang o. Wiss

BEST COPY AVAILABLE

215

Reichspapiere (Kontroll Num. 2)

gut und gern bewertet, und daß ich die verfehlten Angaben
nicht aufgegeben kann bestreit werden.

Unterschrift

53 REFERENCE

4634 - Hohen, Herman

BEST COPY AVAILABLE

as **Hierarchic Design**

Serializing **Links**

Object **Graph**

Object **Graph**

Object **Graph**

Object **Graph**

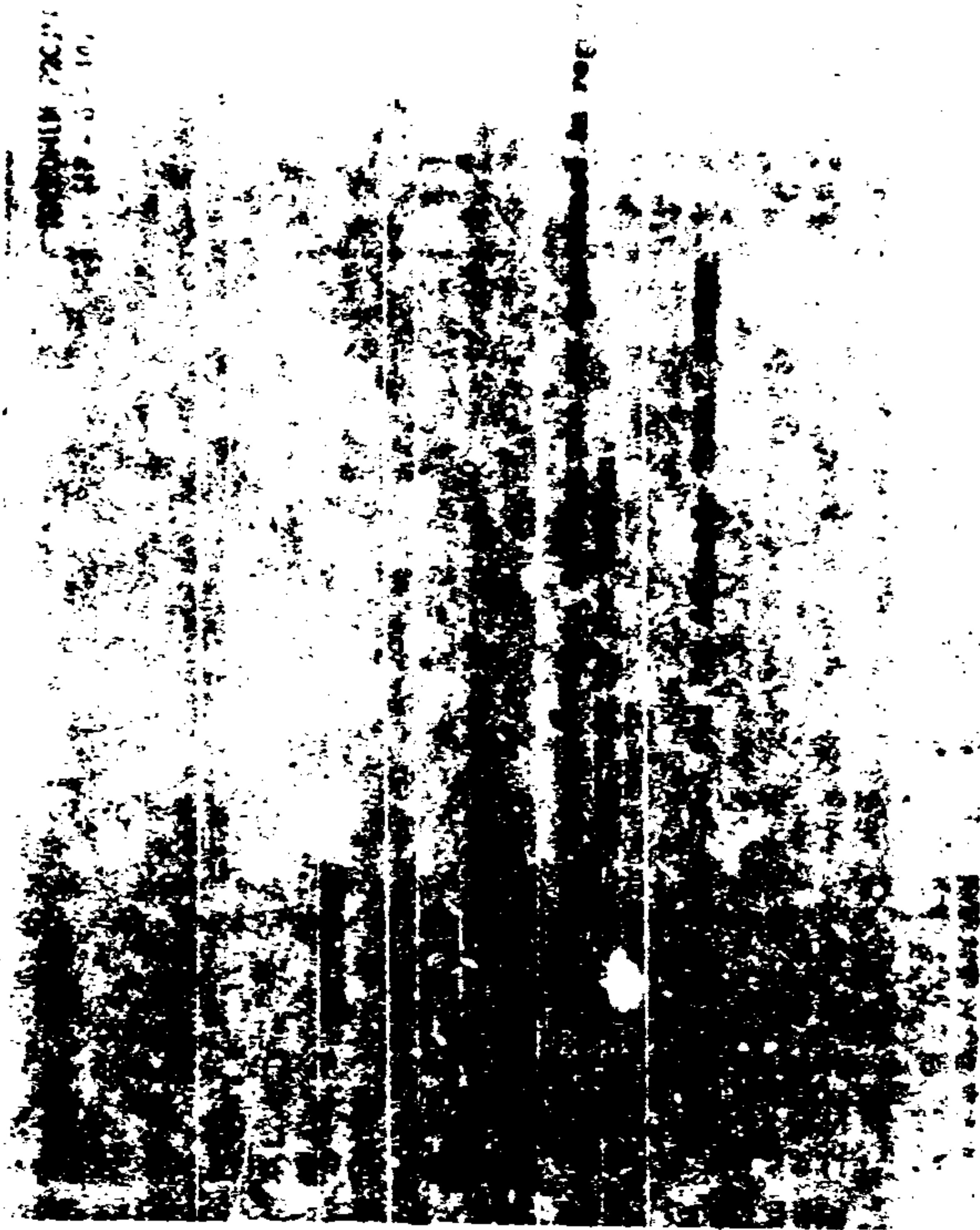
Object **Graph**

Object **Graph**

[Large blacked-out signature]

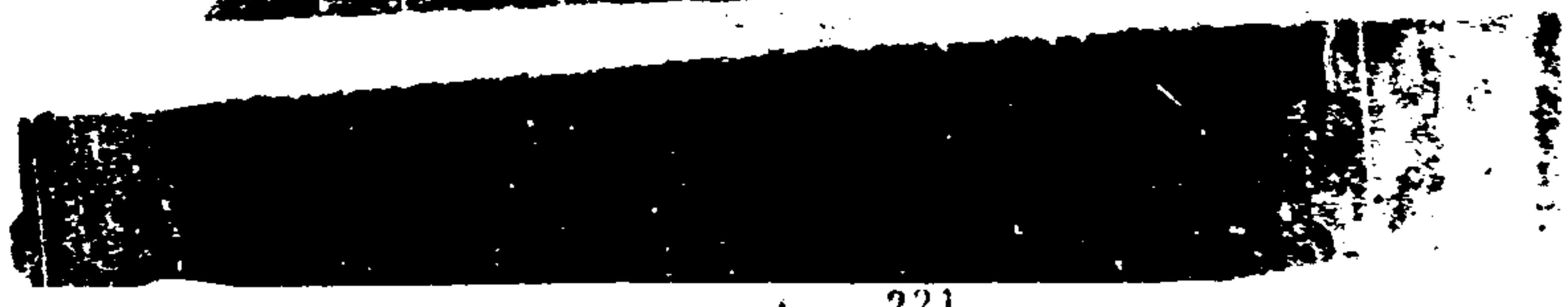
is believed to be in the British zone of occupation.

Constructor, address unknown.



1. Name:	PLUMMER, Walter
2. Case Classification:	<u>Landmark Litigations</u>
4. Present address:	<u>Landmark Litigations</u>
5. Previous address:	
6. Date and place of birth	
7. Height	
8. Weight	
9. Occupation	
10. Nationality	
11. Marital status:	<input checked="" type="checkbox"/> M <input type="checkbox"/> F <input type="checkbox"/> N
12. Citizenship	
13. M.G. No.:	
14. Identity documents:	
POLITICAL AND CASE HISTORY	
a. For suspects: Any details of the case and of action taken whilst still en route to give information to the police.	
b. For suspects: Any details of the case and of action taken whilst still en route to give information to the police.	
c. For individuals: Cross reference to names of associates or persons who have given information to the police.	
d. For individuals: Cross reference to names of associates or persons who have given information to the police.	
e. For individuals: Cross reference to names of associates or persons who have given information to the police.	
f. For individuals: Cross reference to names of associates or persons who have given information to the police.	
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s. For individuals: Cross reference to names of associates or persons who have given information to the police.	
t. For individuals: Cross reference to names of associates or persons who have given information to the police.	
u. For individuals: Cross reference to names of associates or persons who have given information to the police.	
v. For individuals: Cross reference to names of associates or persons who have given information to the police.	
w. For individuals: Cross reference to names of associates or persons who have given information to the police.	
x. For individuals: Cross reference to names of associates or persons who have given information to the police.	
y. For individuals: Cross reference to names of associates or persons who have given information to the police.	
z. For individuals: Cross reference to names of associates or persons who have given information to the police.	

220



Wireless Aircraft Design
Hans Lippisch, Herreberger Landstr. 39 A

Major is listed on the USU Combined AFIC Staff
CHIEF OF STAFF, JOINT INTELLIGENCE CHIEF OF STAFF



11/19/67

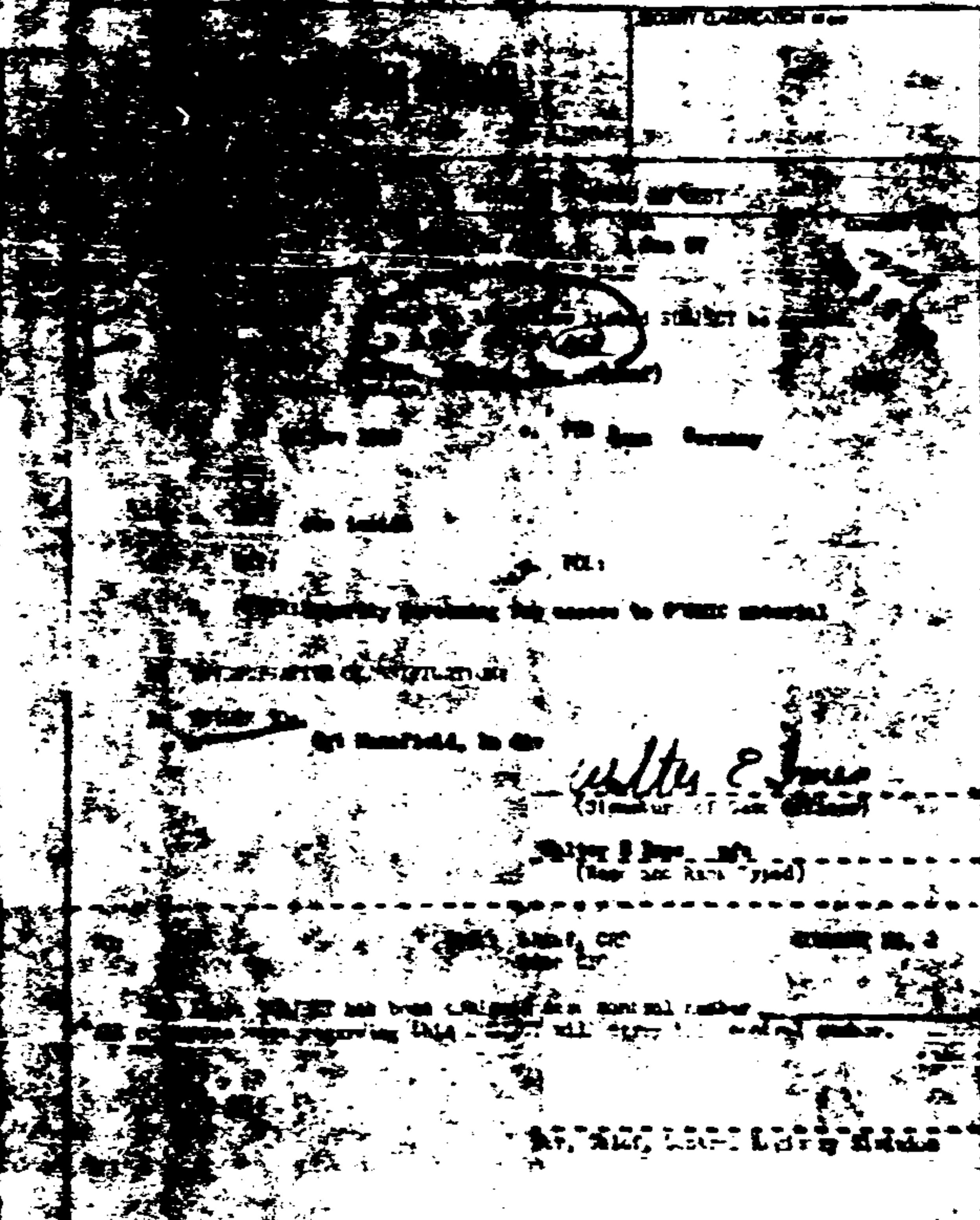
REPORT, Joint Catalog of Standardized
Aircraft, US - UK Combined and International List, to be
supplied on demand.

224

Volume 1
Aircraft Design

Passenger Aircraft





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AUTH PARA 1-603 DoD 5200.1

~~REF ID: A65124~~
~~REF ID: A65125~~
~~REF ID: A65126~~

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ON 06 1994

BY CDB USAWGCOM FOI/PO

AUTH PARA E603 DoD 5200.1-R

Sgt. T. Salazar
Papatoe, NJ (07043)
200000Z

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ON JUL 06 1994
BY CDR USAF FOI/PO
AUTH PARA F-603 DoD 5200.1-R

F-477269

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IN BUDS TO FOL BUD AS A TECHNICAL ADVISER TO THE TO BE CHARGE OF
FIGHTING BUDS ONE BUD WAS DISCHARGED FROM MIL SER IN ONE BUD
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CLO WAS A MEMBER OF THE BUDAI FA. ONE PD ONE VINTAGE REC

**AN APPRAISE NOT REQUIRED EXCEPT FOR
CATEGORY B ENCL. OPTIONAL PHYSICALLY RE-
MOVE ALL INTERVIEWS REFERRED TO IN THE
APPRAISE REPORT.**

D-355474

JOINT CHIEFS OF STAFF - CONFIRMATION SHEET

SECURITY CLASSIFICATION

REF ID: A65121
TOP SECRET

RE: [REDACTED] SIRS YOUR CDR WISHES TO LEFT THE PARTY PARIS
[REDACTED] SIRS YOUR CDR WISHES WORKED AS AN INDEPENDENT
[REDACTED] WITH YOUR FRIENDS SAME TIME PARIS PD A MEMBER OF THE BLACK
[REDACTED] OFFICE PARIS BUT NOT ONE TIME FIVE CDR CDR SIRI WAS LISTED IN
AUG ONE EIGHT FIVE FOUR AS AN EMPLOYEE OF AUTHORITY II OF THE BLACK
OFFICE PARIS BRAVO BASH TWO PARIS PD

R/R: No record necessary/Sgt Howard/LD/26 Dec 56.

REF ID: A65121
TOP SECRET
SEARCHED INDEXED SERIALIZED FILED
TYPED BY [REDACTED]

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ON JUL 06 1994
BY CDR USAINS COM FOI/PO
AUTH PARA 1-603 DOD 5200.1-R

REF ID: A65121	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896
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BY JOHN GOODMAN
AUTHOR PAGE 1-63500-5200.1-R

On 22 March 1968, the above named time was directed against the following
targets: **Singapore, the CIS Group**. The following information was obtained:

He said he would go to work for the United States
Government and accept employment by the Bureau. (Q-9
(Continued))

should correspond to the co-ordinated info with the
new data through systemat. NOTE.

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• The Journal of Neuroscience, July 2006 • 26(28):7238–7250 •

Zosterops sp. nov. et probablement à l'espèce

CCD

13-4654

DATE OF REQUEST: 27 Dec 53
DATE OF ANSWER: 8 Jan 54

MARTIN, Walter
Born: 13 Nov 1913 at BOHN
Occupation: Schaefer
Member of the NSDAP since 1st Feb 1933
Left the party on 8 May 1934
NSDAP Master File

Available NSDAP NSC Information:

MARTIN, Walter
Born: 13 Nov 1913 at BOHN
Occupation: Schaefer
Member of the NSDAP since 1st Feb 1933
Left the party on 8 May 1934
NSDAP Master File

REGRADED UNCLASSIFIED
ON ~~06 JUN 1994~~
BY CDR USASCOM FOI/PO
AUTH PARA 1-603 Reg 5200.1-R

300-00 (CONFIDENTIAL)
EUROPEAN COMMAND
CONTINUATION CONTROL
MESSAGE

LINE

ARMED FORCES POLICE IN AFRICA,
DIRECTOR OF INTELLIGENCE

AMERICAN EUROPEAN COMMAND DIRECTOR

REF ID: A-3773 DATE: 12 MAY 48 100: 200715Z

Revised P-1771 of 12 May 1948 Walter MURKIN has
admitted his contacts with the Russians. He states that he
would prefer to work for the UNITED STATES naturally but as a
last resort will accept employment by the Russians as stated
in your cable. The entire case has been reported to the
Department of the Army. Action concerning his return to the
United States will have to be authorized by the Department of the
Army. Interrogation report of MURKIN is complete this date
and you will be furnished with information copies. No action
will be taken by this office to assist MURKIN in obtaining
private employment in the UNITED STATES pending instructions
from WASHINGTON.

P-1771 EMC 2708 12 MAY 48 DD/INT

DISSEMINATOR: DD/INT AUTHENTICATION: Marshall ROSEN
INFORMATION: AG INTELLIGENCE

12 MAY 48 0752 DD/INT REF ID: A-3773 100: 200715Z

COPY NO.

THIS MESSAGE MAY BE HANDLED AS CORRESPONDENCE OR LINE CLASSIFICATION WITHOUT
PARAPHRASE & PER PER 31 AND 30-10 AF 2D-4

CDR USASCOM FOI/PO

...that the Soviets may have been able to obtain some information on flying-wing aircraft or flying saucer type, but this brother did not have the ability to do so. Walter pointed out the difficulty of developing the flying-wing aircraft without the help of German Specialists in the field of flying-wing aircraft. He stated that without German specialists, the Russians could not have built the flying-wing aircraft known as the Northrop YB-49, within two years. (S-2)

SECRET SOURCE OF INFORMATION, WALTER FROM D-15465
Walter From

SECRET, Walter From's Background in Aircraft Research

Since the age of twelve, Walter BONTE has been active in the field of flying. In 1928, he started to develop and construct gliders of the flying-wing design. In 1934, he and his brother Rainer, built their first flying sailplane, called the Bonten I. (Though Walter BONTE did not admit it, his brother Rainer definitely designed most of the flying-wing sailplane.) Upon completion of several flights, the Bonten I was awarded a prize in the 1934 Berlin gliding contest. Since then, all Bonten aircraft were designed to this all-wing formula, to the almost complete exclusion of redundant and drag-forming structure.

After military training as a pilot for combat and fighter planes, Walter was ordered by the German Air Ministry to study airplane construction at the Institute of Technology, BERLIN.

In 1942, he was technical adviser to the general in command of fighter groups which gave him an opportunity to learn about projects of the aviation industry and to sit in on all the discussions and conferences that took place in connection with aviation research.

Walter was finally discharged from the Army with rank of major in 1942, when order of the Air Ministry continued his development work in the field of flying wings.

Of the two brothers, Walter was the more politically minded. He used contacts in the German Air Ministry and used them to obtain official funds for his development projects. (Concerning technical information obtained during interrogation, he was unable to furnish specific data or valuable information.) He stated that the last contact he had with the project of flying-wing aircraft was during his interrogation in England. Walter BONTE is now living in GENEVA as an independent engineer, but intends to accept an offer from the French to work under contract in PARIS. (S-2)

REF ID: A6582

Opinions on Interventional Aircraft

Walter Barlow's opinion is that the blueprints of the Northrop II, as may have been obtained by the Germans from the British Railized War Ministry, if they were not destroyed by themselves might while they occupied the area. The installations at the factory, as well as parts, may still have been in existence so that the plant was taken over by the Russians and after it was captured by the Americans. (D-2)

(See also page 11
as above)

Walter Barlow's Opinions on Interventional Aircraft

Walter Barlow's opinion is that particular German types of flying wings or other in the developing or designing stages than the Russians occupied Germany, and these types may have enabled the Russians to produce the flying wing; Furthermore, he believes that since there is a possibility that several American airplane construction engineers and specialists in the field of aerodynamics are in Russian employ, especially the Junkers group, the Soviets may have been able to assemble sufficient information to produce the flying wing.

Walter Barlow points out the possibility that the glider of parabolic design flown by a Russian pilot in 1925-1926 at the Rhein competitive race may have been developed into the flying wing. In the event the Russians further developed this glider, or, after the war, installed into it jet units of the Junkers type, the result may be the flying wing.

In his own interpretation the Russians obtained on the American Flying-wing aircraft, which could not fly. He states, however, that the Northrop development did not reach the known to the Russians through American publications and the most detailed studies made to the British periodical "Inter-Air". (D-2) (C)

Prepared by R.F. Bergman/MS

1173

~~Employer name~~

~~First name used~~

V. Employer
Government Position Employing Agency
Head of a section Fed. Defense Ministry
Dept. VI Air Forces

IV. Address Bonn, Weberstr. 3, Telephone 25160

V. Date of birth Place of birth Country of birth
13 Nov 1913 Bonn Germany

VI. Nationality German

VII. Spouse (if divorced list the name of former spouse)

Surname Maiden name First name
HORNIG ^{W.} von der SCHENK ^{W.} Sabine

VIII. Surname of father

First name Date, place and country
of birth Address

HORNIG ^{W.} 7 May 1874 in Elberfeld
Germany 2 Jul 1945 deceased

-2-

W(163) 
HOTEL nee Aar Bon MILLEN

Given name and maiden name of mother

Given name

Date, place and country

Address

Elizabeth

of birth

Bonn, Venusbergstr. 14

6 Sep 1879 in
Gelsenkirchen, Germany

III. Brothers and Sisters (Surname, first name and address)

HORST, Heinar

Villa Carlos Paz, Argentine

NICKEL née HORSTEN, Gunhild

Kurisruhe, Brettoner Str. 3

NR 20

IV. Residence in foreign countries - after 9 May 1945

(according to the territorial
situation of the German Reich
as of 1 Jan 1937 -with the
exception of military stations)

Period

Country

Purpose of trip

a.a.

-3-

Employment with a foreign Government, an international or
trans-national establishment, or a foreign agency - also in
Soviet Zone and East-Berlin - (if applicable detailed
information is required.)

N.o.o.

XII. Residences (including simultaneous residences) or location
during the last 10 years (a complete statement is required)

<u>From</u>	<u>To</u>	<u>Address</u>
1946	1952	Gretzinger, Belleruper Landstr. 1 & 3, D-1000 Berlin, West-Germany
1952 to date		

XIII. Remarks

N.o.o.

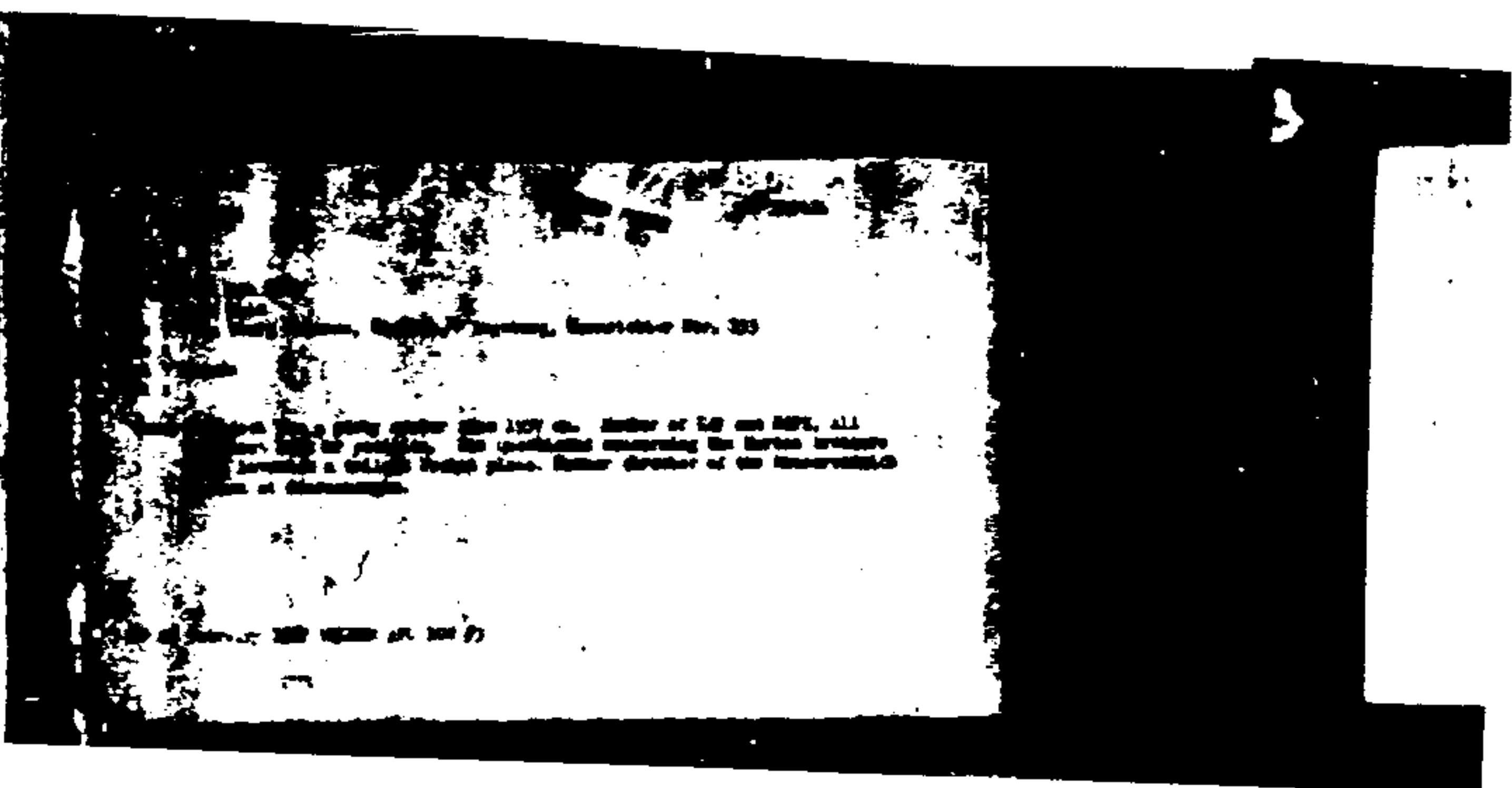
HUCK, HUBERT

CR-FILM Box #51 (37A)

3469

3-5-96

CR-Film



845

BADER, HUBERT

66-FILM BOY #9

3469

66-FILM

3-5-96

265626

66-FILM PROJECT
WP-B

265626

author

b. March 1912

at: Sennheiser

de: Lausanne, Switzerland

sp: French

st:

o:

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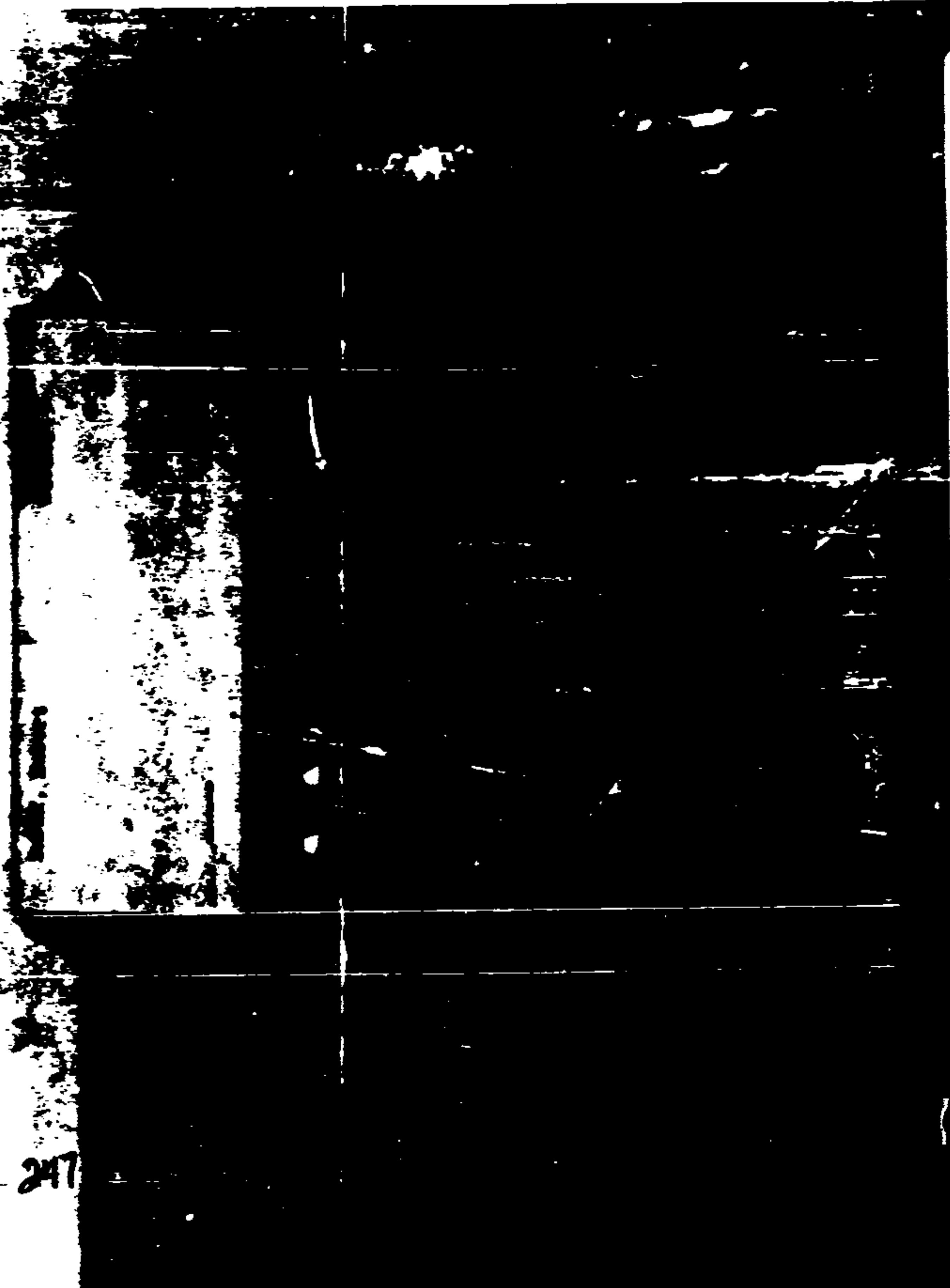
Suzie, Swiss Party member since 1931. Member of far left NLP, all thru period of revolution. Was involved in concealing two Morton brothers who had crashed a U.S. B-52 rocket plane. Former director of the Association of Swiss Workers.

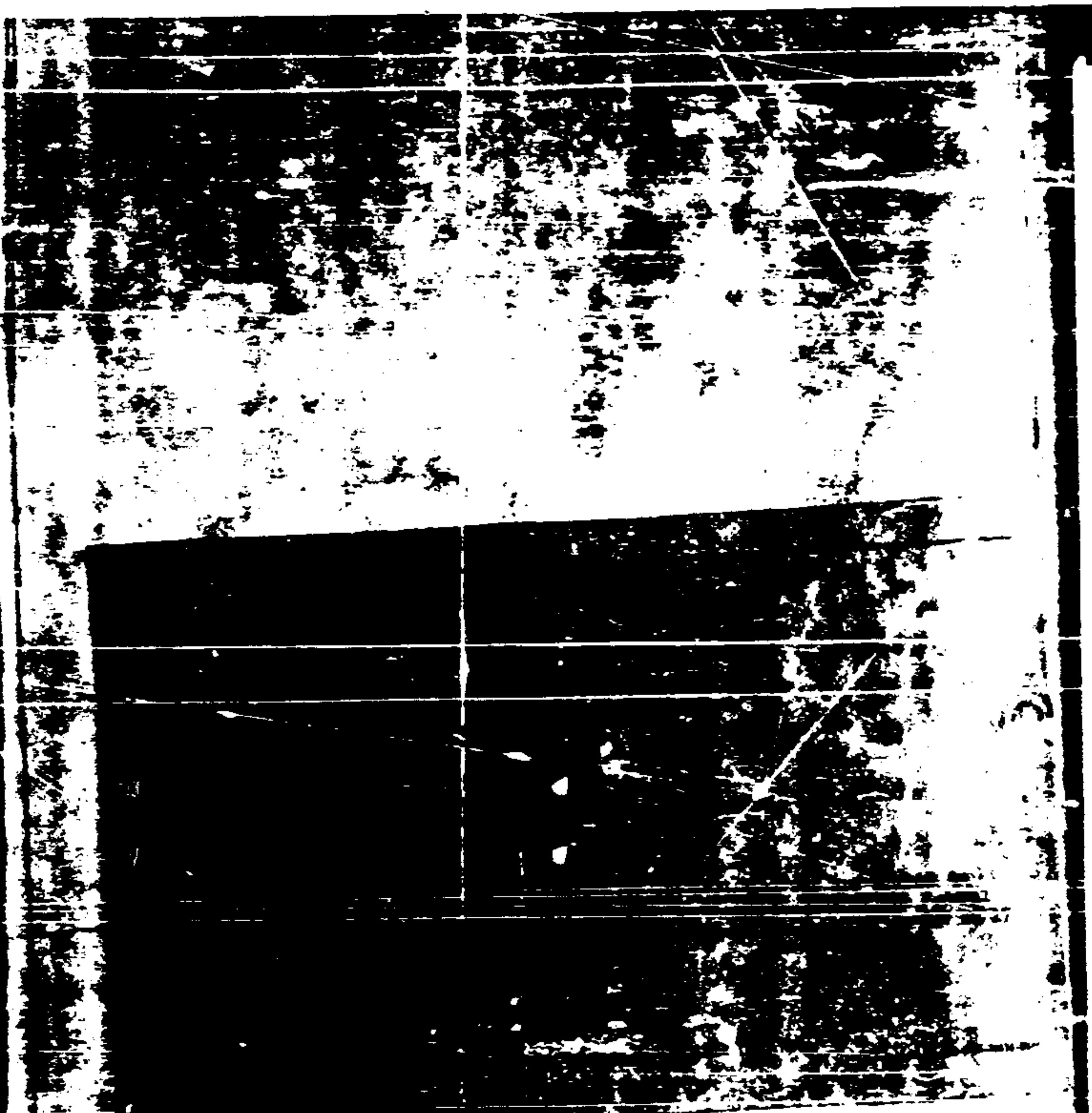
BAUER, HUBERT
XE 249 624

I-FILM XE 249 624 Br, 18 (GE,
3469

I-FILM

3-6-96





248

DUKE, Robert.

REUBENSON, ROBERT

German national and former director of the Reichsbank at Berlin. At present he probably resides at Garmisch.

Born 20 Dec 1902 at Koenigsberg, he is married, has one son,

and is a member of the SED before his first contact.

He is reported to give his real name and address to his wife. He is also reported to be a member of the Communist Party.

Employed by the Reichsbank until 1933, he subsequently taught German literature at the University of Berlin. Presently he is a professor of German literature at the University of Berlin.

250

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or second month of
the year that
they were
born, they
should be
brought
to the
country
of the
United
States known to
them not know

in the further hope
that this approximated by
the time dimension
of transporting
conditions to
the former
of the
period, etc.

not voluntarily
claims that his
writing concerning
the individual,
his family history
and the village and
the ~~in~~ ~~in~~ ~~in~~ ~~in~~ ~~in~~

253

REQUEST FOR CENTRAL REGISTRY CHECK

1. Name	D - 2491 44		
2. Date	331		
3. Sex	Male		
4. Previous Residences Since 1945 (Indicate Street)			
From	To		
1945	Present Address		
5. Occupation		6. Date Discharged	
7. Reason for Registry Check		Employment 1945 PRESENT	
8. Any Previous Known Discharge Information			
9. Other Information			

TO BE COMPLETED BY

BUREAU OF INVESTIGATION

- a. No Record
- b. No Discharge Information
- c. Cannot Identify
- d. No Additional Information
- e. The following names and/or other information, classified as available:

NOTHING
DEROGATORY

254

3rd F
USAFFE n 75 n 44

COLD-WAR INFORMATION

REQUEST FOR CENTRAL SUPPORT

6-24-2023

卷之三

2. The *Journal of Clinical Endocrinology* (Edinburgh) is published monthly by Churchill Livingstone Ltd., Edinburgh.

2020-2021 Academic Year

Section Summaries from *The Big Questions*

Time	10 min	20 min	30 min	40 min
Initial				
10 min				
20 min				

12 Reasons for Standard Costs

SEARCHED 152 WPT

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3.1. Status monitoring

- a. The Second
 - b. The Descriptive Paragraph
 - c. Current Mobility
 - d. The Argumentative Paragraph

255

REQUEST FOR CENTRAL INVESTIGATION

6-2-1993

1. Name		John Doe	
2. Address		123 Main Street, Anytown, USA	
3. Phone Number		(555) 123-4567	
4. Email Address		johndoe@example.com	
5. Date of Birth		1985-05-15	
6. Gender		Male	
7. Nationality		American	
8. Education		Bachelor's Degree in Computer Science	
9. Work Experience		Software Developer at Acme Corp.	
10. Previous Jobs		Software Developer at Acme Corp.	
11. Other Information			
<p><small>Copyright © Software Company, Inc. All rights reserved.</small></p>			

The Rights of Separation

256

Classified: TOP SECRET, SECRET, CONFIDENTIAL, COMINT

BAUER, HUBERT
XE 249 624

D-FILM KE 24961 3464
(24I.

D-FILM

3464
3-6-96

BAUER, Hubert
3464

TERIAL MAY BE
ED FROM THIS
EXHIBIT

did exceed 10 days
. Its retention in no case
Criminal Registry 6300 G.C.
is a permanent record record

Open Pacific

BORN: 26 March 1902 at ROSENHEIM

ADDRESS: 13 Wittenberg Strasse, GARMISCH

EDUCATION: Married to Margarethe nee WEIGEL, 4 children between the ages of 4 and 17.

Employment: A party member since 1937, Member of DAP and NSFK, all without rank or position and was questioned concerning the ECFTV perhaps has reported a tailless rocket plane.

249624

NEW Dossier

Young Doctors

340634

former manager of the Messerschmidt plant
in Berlin, Germany.

He is married, and has four

children. He is in close contact
with the former Messerschmidt

and is giving all the story he
can about his name he is suspected
of being a member of the unarrested party.

He was captured by the MESSERSCHMITT Corp.
and transferred to the U.S.A.
where he is now in charge of operations.
He is a man of 35 years of age, tall,
thin, with dark hair and eyes.

~~DATA SHEET FORM~~ 26212

DOSSIER TITLE E.

NAME	TYPE DATA SET & SUBJECT	SOURCE	CLASS

SCIENTIST AND TECHNICIAN PERSONAL DATA FORM
WISSENSCHAFTLICHES UND TECHNISCHES
PERSONAL FORM

1. Name: Eusebius ...
2. Address:
2. Adresse: Augsburg, oder der ...
3. Educational and Professional Qualifications
3. Bildungs und Berufsbildungslinien
- Arbeits-
betrieblicher Betriebserwerbsausbildung
4. Publications:
4. Veröffentlichungen: ...
5. Inventions and discoveries:
5. Erfindungen und Entdeckungen: ...
6. Comments:
6. Kommentar:

Incl. 2 Form 1d

FIELD INFORMATION AGENCY, TECHNICAL (U.S.)

QUESTIONNAIRE FOR GERMAN SCIENTIFIC AND TECHNICAL PERSONNEL
(To be completed in triplicate)

Ful^r Name Bauer
(Surname)

Hubert
(First Name)

(Middle Name)

Potential Identity No. 3 102

Sex Mannlich

Age 41

Marital Status verheiratet

Physical Condition Gesund

Scientific, Technical or Professional Specialty Flugzeug-Versuchsbau
Arbeitsverfahren und Spezifische

Dependents: No. Infants
under 5 yrs. No. in age
Group
5 - 14 yrs. No. in age
Group
14-16 yrs.

No. of aged
of Infirm

Male 1

Female 2 1

Total 3

Are you and the dependents listed above capable of being moved by normal road or rail transport? yes no (Check one.)

Remarks: _____

Are you willing to accept employment with adequate compensation, rations, quarters leaving your dependents in present location?

In the United States:

no
yes no

Elsewhere in U. S.
Can. of Germany

yes
no

Biographical Information:

Institutions

Years

Acad. & ic degrees
(technical high
schools, universities,
and advanced studies)

Kaschierte Jagdflieger

Technische Universität

Subsequent Scientific, Technical and professional activities:

For _____

Robert Full Name Bauer Robert
(Surname) (First Name) (Middle)

Specific Fields of Research Interaktion von Verbundwerkstoffen
Vorrichtungen und Spezialmaschinen, verwendete von
schweilten Stahlblechkonstruktionen 1 Fliegende

Scientific and Technical Publications to which you have contributed:

Vortragen und Spezialmonographien über die Konstruktion
Von der Zeichnung weg

Unpublished Manuscripts Completed or In Course of Preparation:

Technological Specialties or Accomplishments (Official Title Preferred, e.g., Machine
Laboratory Technician, or Mechanist, etc.)

Organisation von Schweißen in Vakuum, Temperatur, und Druck
Erhöhung von Reaktionsproduktivität, Verarbeitung, und
flußfähige auf Konstruktion in Eisen und Stahl

Language Qualifications:

	Well	Reason	Very
Write Technical English	_____	_____	_____
Read Technical English	_____	_____	_____
Speak English	_____	_____	_____

Addition 1 Remarks: (Including other language qualifications)
Mit der Verwendung dieser Angaben kann ich
wenn sie zu einer Untersuchung benutzt werden,
keine Frau zusehen.

265

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HEADQUARTERS
SUB-REGION ROSENHEIM
COUNTER INTELLIGENCE CORPS REGION IV
BAD AISBLING DAY OFFICE

D-22257
IV - 7022
IV - R - 0038

APO 205
18 February 1947

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: Operation MEKA.

RE : ZIEGLER, Dr. Walter Erich.

1. Further investigation of paragraph D, basic communication, was ordered by USPI in paragraph 2 of the attached 2nd endorsement. Information contained in this report was gathered from an interview with ZIEGLER.

2. Subject was contacted by representatives of England, France, and Russia. Details follow in the subparagraphs listed below.

a. England. In May 1945, subject was approached by an American Captain together with a British Captain, both of whom seemed to be technicians and both of whom seemed to be fully informed with the rocket work that ZIEGLER had been doing for the Nazis. They discussed the work that he had been doing at length and ordered him to build twenty-three (23) of his latest rockets which were to be sent to Great Britain and the United States. Later, ZIEGLER received the following letter from American Military Government authorities: "The bearer, Mr. ZIEGLER, has an order from us and higher office to construct twenty-three new-type rockets. He has been given authority to travel within the region of the 42nd Division area and to enter the various aircraft and supply factories. Do what you can to help him, as this is an order to help our government." This letter was signed, John Lovett, 1st Lt., CIP, IMCO, MG Det 1333. In July 1945, ZIEGLER was visited by the famed British technician, Sir PHILLIP, who came to his factory in an American jeep driven by an American Negro driver; otherwise, he was alone. Sir PHILLIP had in his possession a letter from certain American authorities in Munich (the names of whom ZIEGLER can not remember) authorizing the Englishman access to all of the work that subject was now doing on the ordered rockets. Sir PHILLIP talked with ZIEGLER at length on the subject of rockets, then he photo-

REF ID: A64294
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ON 06 1994
BY CDR USAINSCO/M FOI/PO
AUTH PARA 1-603 DOD 5200.1-R

R. M. L.

CC: CIC
1SI 11. HQ Wm CIC
John Lovett

T7586

MS

c16977

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266

~~CONFIDENTIAL~~

grappled with the detail of the work that ZIEGLER was doing. From his notes, Sir PHATTEN took with him a part of one of the rockets under construction; this part, in German, is called the duse. Although Sir PHATTEN made no direct statements as to the possibility of ZIEGLER'S going to England to work; he did imply that this would be brought about.

b. France. In November 1945, subject received a letter from F. OSTRICH, former colleague, German technician, now chief of jet propeller and rocket research at the firm, "Artistic Aeronautic Francaise, near Paris. In this letter, OSTRICH told ZIEGLER that he was saving a place for him in this factory as head research man for rockets. Also, in this letter, OSTRICH stated that a pass would be forthcoming so that they could meet and talk the situation over in Lindau (This pass is attached). When the pass came, subject obtained permission from military government to make the trip, which he claims to have made out of curiosity alone. At the conference which he attended in Linzau, OSTRICH's offer was repeated and ZIEGLER was invited to come to France with his family to live. Subject claims that he rejected this offer due to personal feelings against the French. It is interesting that during this meeting the French told him that they knew that he had built rockets for the Americans and the English and that they wanted him to build some for them, too.

c. Russia. In October 1946, subject received telegrams and letters from former co-workers KLINK, GOLD, and SCHILL, the latter being his former chief test-start. In these letters he was told that the above named trio was now working in rocket research at the Siebel Werke, Halle, Russian Zone. In these letters he was told that he would be given a good laboratory and a good life if he went to the Russian Zone. Later, subject learned that GOLD and SCHILL had been transferred to laboratories in Russia, but KLINK, strangely, is now employed by the Americans at the air line repair shop at Oberphaffen, Bavaria. The second contact which subject had at the invitation of the Russians was when he was visited late in December 1946 by the same KLINK. On this occasion, KLINK told ZIEGLER personally that he knew a Russian colonel who would see that ZIEGLER was well taken care of if he went to Russia to work; also, that this Russian colonel knew that ZIEGLER had built rockets for the Americans and British. KLINK explained his presence in the American Zone as due to his running away from the Russians, however his action in refusing to give the name of the Russian colonel to the subject unless he agreed to work there, seems peculiar. On this occasion, ZIEGLER instructed KLINK to report to this office according to orders he had been given. However, KLINK did not report to this office and ZIEGLER forgot to report the

2. It is recommended that ZIMMER be converted into agent.

3. The classification of such information is B-2. It is recommended that an investigation of ZIMMER be instituted. In order to determine the reasons for his peculiar appearance in the US Zone in an airplane repair shop and his peculiar actions in connection with ZIMMER.

Max L. Marshall
MAX L MARSHALL
Special Agent, CIC
Agent in Charge

APPROVED:

John L. Spangler
JOHN L SPANGLER
Special Investigator, CIC
SAC

Enclosure: Basic Communication and allied papers.
Enclosure: One French pass to Lindeau and return.

Memo #2

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ON JUL 06 1994
BY CDR USAINS COM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

BUCHTA, ERICH, W

XE 366721

016AΦ62
3315 10
2/6/96

O-Film

~~REMOVES FROM THIS POSSIBILITIESTHAT~~

TEXAS / MAY 30

THE NEW YORK TIMES

BUCHTA, ERICH, W
CR-B230

(CR-FILM BOX# 22 (LOC. 37A))

33/5 tc
2/6/96

CR-FILM

BUCHTA, Erich Walter

BUCHTA	-	✓ Jan 1996	
AL	-	Seine' Mutterhölzung, 2910013	
REG	-	In Scherzer, Berlin	
F.G.	-		
U.S.	-		
R.D.	-		
W.R.	-		
P.T.	-		
G.W.H.	-	Peter von Ingster	

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OR
REGISTRY

REF ID: A6460
MURKIN, James William

2. (b) 30 1970 07 Dec
Loc. 33 287 284
LII 6184
GSA
PAZ/DM

2. The Individual Agent Report containing an attachment with a voluntary statement of this witness is forwarded for your disposition as may be considered necessary.
2. The information contained in this Report is
considered to be of sensitive nature, and it is recommended
that possibly when other the intelligence agency or the
Armed Forces in this Army of the Revolution Working Group.

FOR THE CONSIDERATION OF [REDACTED]

PETER L. PARDE
Asst. Secy. Defense
Intelligence

1. (b) 30 1970 07 Dec
Loc. 33 287 284
LII 6184

2. (b) 30 1970 07 Dec
Loc. 33 287 284
LII 6184

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINFOCOM FOI/PO
AUTH PARA 1-303 DOD 5200.1-R

REGARDING THE REPORT

ON JUL 06 1994.

BY CDR [REDACTED] FOXPO

AUTH PAGE 1 OF 2 DOD 5200.1-R

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FILE COPY
FOR
REGISTRY

Re: British Inventor, BRIAN RICHARDSON, born 20 January 1920, residence [REDACTED] (and alias [REDACTED]), [REDACTED], [REDACTED].
Occupation: [REDACTED]
Former address: [REDACTED] (London, U.K.)
Height: 5' 6"
Build: [REDACTED]
Hair: Brown
Eyes: Blue
Identifying features: [REDACTED]
Employing Organization: [REDACTED] (London, U.K.)
Date of birth: 20 January 1920
Place of birth: [REDACTED]
Nationality: British
Marital status: married

Other Name: RICHARDSON, Brian, born 20 January 1920
[REDACTED]

Re: Robert BUCKLE, born 20 April 1926, residence [REDACTED]
Occupation: [REDACTED]

b. BUCKLE stated that in 1950 he was working with a friend, Alfred GALT, on an invention of an aircraft model along the lines of a flying saucer. Both BUCKLE and GALT were members of the Communist Party USA. BUCKLE went to Russia in 1952 and became professor of Civil Aviation. GALT's wife and two (2) daughters followed GALT to Russia in the same year. In 1953 BUCKLE received a letter from GALT. In this letter GALT stated that the invention had advanced to the stage where he was actually working on the model. Upon receipt of this letter BUCKLE was summoned before the Federal Bureau liaison who wanted to know about this model car, and BUCKLE told him that it was merely a model of a flying saucer. This was the last time that BUCKLE ever heard from GALT. BUCKLE was informed by Alfred GALT, his wife is SALLY GALT (Sally Pyle), and is a daughter of Ernest GALT. Mrs. M. ALFRED GALT, had heard from Mrs. ERNEST GALT in 1963 from Turkey. ALFRED GALT further informed BUCKLE that one daughter of Ernest GALT was Marjorie and she was in Turkey during the German retreat, has one leg amputated, and also lives in TURKEY. BUCKLE did not talk to ALFRED GALT about the aircraft model, because the letter to a confirmed Communist. However, BUCKLE believes that the daughter of Ernest GALT, now living in TURKEY, would be able to furnish information concerning the aircraft model.

c. BUCKLE is under the impression that the Russians have disseminated or improved upon and will probably claim the invention of the aircraft, when BUCKLE claims approximately the design of a "flying saucer". BUCKLE flying saucer

WALTER E. GALT, AIA
Major III, 77704500

Walter E. Galt
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

It is the opinion of this Agent that the story of the "Flying Doctor" aircraft model is more or less dreamed up by the Agent in order to gain his objective. STUDENT expressly stated that his main object was to gain an permit into the American Zone so that he could bring his family into safety in Germany.

STUDENTS AS INSTRUCTED

NOTICE ADVISED

It is the opinion of this Agent that the story of the "Flying Doctor" aircraft model is more or less dreamed up by the Agent in order to gain his objective. STUDENT expressly stated that his main object was to gain an permit into the American Zone so that he could bring his family into safety in Germany.

APPROVED:

Vincent C. Tamm
VINCENT C. TAMM
Team Commander
General Investigations

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ONE BY CDR 111111ZMAY94 FOWFO
BY CDR 111111ZMAY94 FOWFO
AUTH PARA 1-603 DOD 5200.1-R

3469

66-FILM

3-5-41

LEIFER, Egwin O.

2130

Born: 1900 1900
Res: Formerly GOTHA. wife lives at Textorstrasse 89 in FR/GD. No. 99
Occ: Former German Aircraft Engineer

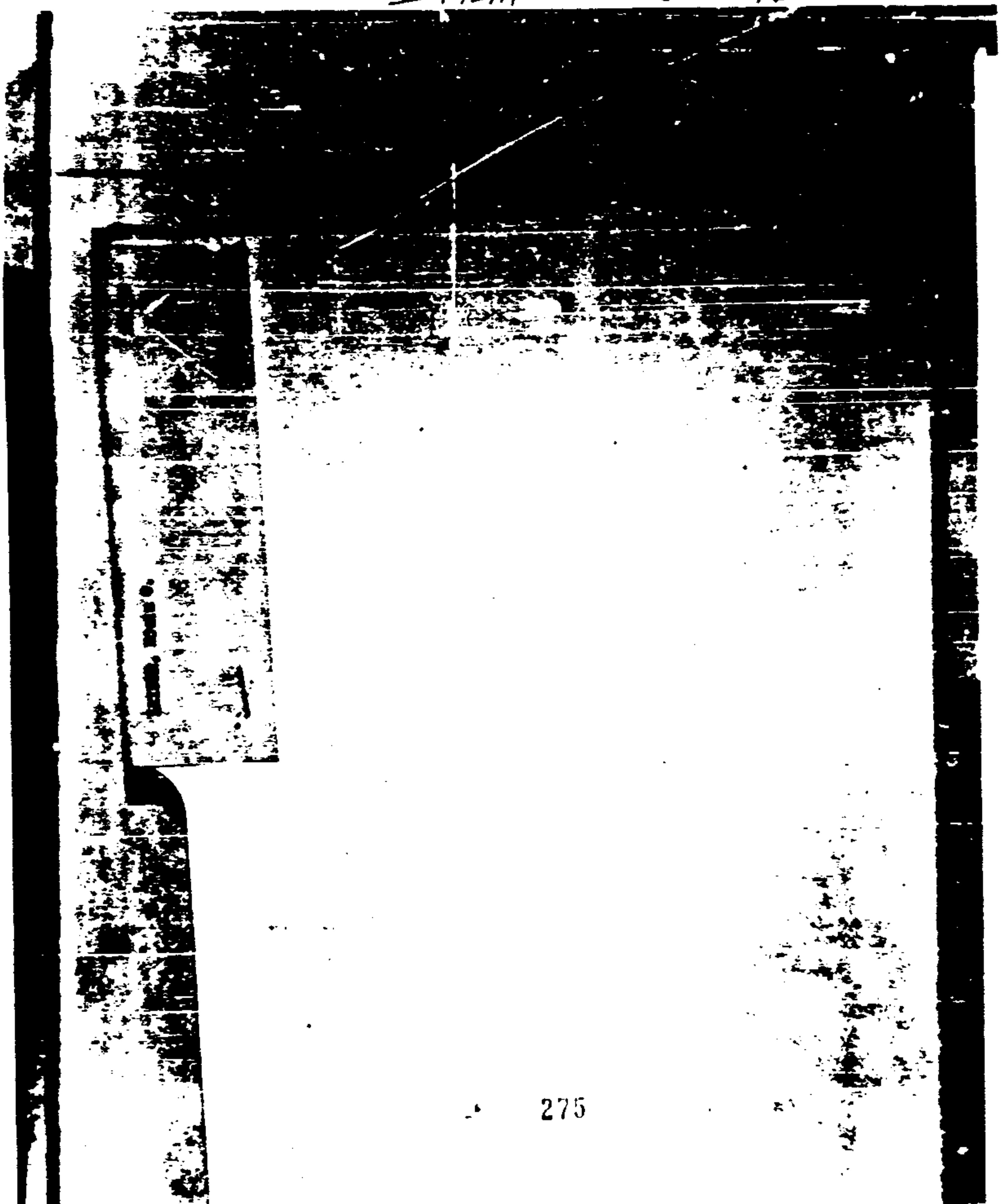
Subject was arrested at VARTER, short of crossing point between FR/GD and SCHWEDE. Subject is a former employee of the chamber of commerce at FR/GD. Subject formerly made frequent trips to the Soviet zone, with an international pass which expired on 3 November 1947. Subject had previously been interrogated by PIAA.

LEADER, EGWIN
XE 311310

L-11411 XC 311310 024915

I-FILM

3464
3-5-96



LEADER, BERT

Born:

At:

Res:

Occ:

Nat:

Po:

Other: *Indicates residence above the Return Panel.*

10 YARDS FROM GATE 10-3 & 10-4 MILE: RETURN PANEL

211319

URIEZ, Levin

30 APR 54

D-1310-AE4

2000 : 23 Nov 48
27 : Goettingen
28 : Frankfurt, Poststr 60
000 : Engineer, construction
22 : German
P.A.
Main St.

RECORDED IN 1945 BY THE SWEDISH ARMY, REG. NO. 444-01

~~DOCKET CROSS REFERENCE SHEET~~

The following docket numbers contain information relative to this docket.

SEARCH NUMBER	32047	SEARCH
111929	100-1000	
164354	Hernandez, Cesar	
157446	FERNANDEZ, Cesar	
187846	Hernandez, Cesar	
2072035	Hernandez, Cesar	

~~SECRET~~

RECORDED
LETTER, 200000 Z.

26 February 1948

3 Dec 1948 100000 26 Feb
CDR 100000 100000
DPA 100000 100000
CIO 100000 100000

b. Attached hereto, Sub-Section III, CDR Report
III, dated 20 January 1948, subject as above, is re-
quested for your information and any action you may deem
necessary.

c. Attention is invited to paragraph 6 of referenced
information requesting that subject be interviewed. In the event it is deemed advisable
to interview Subject, this letter would appreciate being advised in order that
necessary arrangements could be made. Instructions by this Case Officer to make the
Subject were very interested in interviewing Subject. This may possibly indicate
the Subject was very interested in interviewing Subject. This may possibly indicate
the Subject was very interested in the Subject and have not been informed
that the Subject are seeking information on the Subject and have not been informed
of the subject of the subject. Paragraph 3-a, referenced information, indicates that
Subject above was also employed to both (61/24) in the airplane factory which
produced airplane parts for the ~~Boeing~~ Brothers.

DET C. SAWYER
Colonel
Commander

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1 JUL 1994
ON 1 JUL 1994
BY CDR USA/NSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

Regraded CONFIDENTIAL by authority of
26 Feb 57
J. D. Sawyer
279

~~SECRET~~

REF ID: A67808

~~SECRET~~

1. Observational Aircraft (Flying Wings)

~~SECRET~~

1. Control Number 10-1, 6 Feb 1943.
2. 671-12, 14 May 43. PROT 2016.

~~SECRET~~

1. Observational Aircraft (Flying Wing Aircraft)

On 16 May 1944, Captain LEBEDKA, source of information contained in Report 10-1271-12 (see References), was visited by one of his former co-workers from the Gorki Auto-Plant Car Factory, ZOTKA, Tveriaia. This co-worker, as previously mentioned, is at present a school teacher in Gorki and visited LEIBEDKA while on a trip to Moscow.

ZOTKA told LEIBEDKA that several of the engineers from the now dismantled Gorki Auto-Plant Car Factory, had been interrogated by Soviet authorities about the flying wing aircraft. 1) The approximate and present capabilities of flying wings; 2) The location of sketches and blueprints for the Martin 21 all-wing aircraft, as built by the Gotha Auto-Plant Car Factory, under the designation Go 229; 3) The location of sketches and blueprints of the Gotha Dr P 8C, an all-wing night-fighter; 4) The location of sketches for an all-wing fighter plane designed at the Central Aerohydrodynamic Institute, LAFZ, Leningrad.

During the interrogation, it was shown by the Russian officers who conducted the questioning that they had some knowledge of a technical report on the flying wing aircraft, the Gotha Auto-Plant Car Factory and the Gorki. JAMES KELLY ZOTKA, had been prepared by American authorities. It is not clear to this Board whether the Russians knew that the report originated from American Headquarters or whether they were referring to articles on the same subject which have appeared in American publications such as "The Airplane Spotter", etc.

LAFZ is of the opinion that the Soviets have recently become interested in development of the flying wing, because of the success of other nations in this field. It is generally believed that to date research on flying wings has been conducted by Americans and that efforts will now be made by them to expedite this work.

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ON 5/2/06 1994
CC ID: 25

ON 5/2/06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

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HEADQUARTERS
MULTINATIONAL FRANKFORT
COUNTER INTELLIGENCE CORPS SECTION VI

APO 797

XII-FB-6844

4 February 1968

SUMMARY REPORT OF INVESTIGATION

SUBJECT: Walter and Helmut KÖSTER **Cross Reference:** Flying Circus
Case Classification: Aircraft Development

1. Reason for Investigation: Reference is made to Letter Headquarters 9701, Counter Intelligence Corps Detachment, EUCOM, dated 16 October 1967, file D-196258, Subject: Flying Circus, in which information is requested regarding the whereabouts and present activities of the KÖSTER brothers.

2. Synopsis of Previous Investigation: Previous investigation resulted in a negative report dated 16 November 1967, file and subject as above.

3. Synopsis of Present Investigation: Erwin LEIBER, former chief engineer of the Gotha Plant, GÖTEMA (NSL/JOC) was interviewed on 16 January 1968. LEIBER, born at GOTTFRIEDE (NSC66) on 23 November 1906, was one of the engineers in charge of aeronautical research in the Gotha Plant. From 1938 until 1944 LEIBER received nearly all of the results of the KÖSTER brothers' research, which results were checked and compared with research along similar lines. LEIBER stated that two (2) aircraft of the Bf 109 II version were built at the Gotha Plant in 1944 but that further research was necessary before regular production could begin. This may ended before this was completed. It is possible that a copy of the plane are in Russian hands; however the original plane were taken by the Americans in 1945. LEIBER has prepared a report in which he has attempted to reveal what he knows of the KÖSTER brothers' work. This report is attached as enclosure 1. From 1930 until 1943 LEIBER worked at the Flugzeugbau, EHE (NSL/CAB). From 1930 to 1938 LEIBER worked for Messerschmitt, AUGS & RD (NSL/RV), and from 1938 until 1942 at the Gotha Waggonfabrik, GÖTEMA. From 1942 until the end of the war LEIBER worked at the Niedersächsische Metallwerke Flugzeugbau, BURG (NSL/JOC). He was a member of the Lilienthal Institute for Aviation Research and advised to the Ministry for Aviation. LEIBER claims to have stayed in the Russian zone until July of 1947 but left because the Soviets began to show an interest in his work and he had no desire to go to Russia. Further details are to be found in enclosure 1. LEIBER also stated that a Mr. Alexander LIPITCH, the

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ON 30 06 1994
BY CDR USAIN8COM FOI
AUTH PARA 1-603 DoD 520

page 1 of 2 pages
page 3 of 4 pages

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MR. LEE-00004
SIXTY

to get presents to give to every child
with the exception of the poor children.
Also we do the same thing

~~that the [redacted]
Industry [redacted]
Government and the U.S. will
be [redacted]~~

4. Undeveloped Land; Mr. Alexander LLOYD, 1007201, west of VILLE, and
and fully known, bearings unknown Mr., 1007202.

b. Agent's Comments and Conclusions: Arrangements have been made with Mr. CLIFFORD to have LHMW interviewed further at the FBI BSC.

2. The gravitational lens

- e. It is recommended Package I be given to some technical aircraft specialist for translation and analysis.

APPROVED

DAVIS L. KLEINER
Special Agent, G-1
Operations Office

www.vnp

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DIV. AND FIRM TRADE

SCOTT, Walter and Sophie
MILNE, Ernest
LUTTICHEN, Dr., Münster

Table 3 - Autocorrelation of NO₂

William G. BAKER
President, SIC

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AUTH PARA 1-603 DoD 5200.1-R

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Baron	1	Spolia Institute
Gouvernement	1	23 Nov. 2000
a one	1	Gouvernement
Baron	1	Zwolle (Overijssel)
Annochirche	1	Overijssel/Noord-Holland, Nederland, 2000
Gas, &	1	Verdachtelijk, 1. Etage
Baron G. Prinsen	1	Supplement van Indeks der Nederlandse Registratie (2004-2005) Gedownload op 20 dec 2005 Gedownload van website
a one	1	Indeksregister van de Spolia
b one	1	Indeksregister 2005
Anschirche	1	Historische en Apparatuur
Praktische	1	Informatie: De geschiedenis van de Spolia
a one	1	Materiaal, en apparatuur
Anschirche	1	Materieel en apparatuur
b one	1	Materieel en apparatuur
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Answers for Intermediate Students

Local: Andhra-Pradesh, Tadikonda. Importante und stetliche Witterung
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		€ = 10 (Tunis - Tunisie 100)
		€ = 20 (Tunisien und Italien)

Section. Subject One (Crossword Clues):

do = 110 (The beginning)
do = 200 (One who is interested in
the study of people from various
backgrounds, cultures, etc.,
languages, etc.)

Derzeitige Ergebnisse der BSV im Zusammenhang mit TTS-Beobachtungen
der Beobachtungskette des geostationären Satelliten Meteosat.
Zusammenfassung und erster Teil, Ergebnisse von
Meteosat-Beobachtungen werden weiter.

Bei der Untersuchung eines von Dr. B. Römer betriebenen eingetragenen Projekt (Entzweiung der Instrumenten- und Steuerungstechnik) erhielt der Betreiber eine Anzahl von technischen Zeichnungen, die mit dem Projekt verbunden waren.

卷之三

CONFIDENTIAL

Inhaltsverzeichnung von Testberichten, Rüstungsprüfungen, Aufgabenstellung und Entwicklung sowie zusammenfassende Zusammenfassung aller Hochgeschwindigkeitsprojekte, bzw., Rüstungsprüfungsberichten und deren Einfluss auf die Fliegzeugentwicklungen einschließlich deren Entwicklung und Gestaltung.

Die Rüstungsliste, aufgelisteten Erfahrungen und kritischen Bewertungen der Berichts-Jahre und Kapitelzusammenfassungen, die Fortschritte der Grundlagenforschung erweckten eigene Projekte und Ideen zu Vereinfachungen und zu erforderlichen. Es erfolgte die Einbeziehung in den Aufgabenbereich der Hochgeschwindigkeits-, bzw., der Kurzfliegergrifftruppenteams durch das I. I. K.

1943: Durch das I. I. K. erfolgte die Bereitstellung an den Mitteldeutschen Metallwerken (Flugzeugbau) Erfurt. Innen- und Außenwand des Hochvakuumkastenreaktors ca. 400 mm dicke Verwendung als Isolationsbauteile und Dichtungsstreifen unter anderem wissenschaftlicher Werk- und Stoßrohrlagen, jedoch in besonderer Berechnung der elektrischen Leistung in die Flugmechanik der Ruster- und Rüstungsantriebe zu hochvolumigen Geschwindigkeitsstrecken, bzw., großer Bremsen und Verdampfung durch Verwendung als Stahlrohre, - und Leitungen. Berechnung des Rüsttreibstoffes als tragender Rüststoff (Rüstöl aus Öl- und Asphaltzusammensetzung des Schwerpunktverteilung). Vergleichend waren die Kupplungsverhältnisse am Ballonstart.

1944: Genaue, grosse Untersuchungen und grundlegende Klärung dieses grossen Aufgabenbereiches der Rüstungsindustrie führten durch das I. I. K. zur Zusammenarbeit mit Dr. Möpcke. Ein aufgezeichnetes Berechnungsprogramm der Rüstungsindustrie und Rüststoffindustrie, später Rohrleiterprüfschreiber, wurde festgelegt. In Produktionsförderung die Errichtung breiterer Anwendungsfelder für Hochgeschwindigkeiten durch Schleuderversuche mittels Pulverwurfern.

Weiter entstanden durch eigene Betriebsberichte weiter Fliegzeugentwicklungen bzw. Berichte der Rüstungs- und Rüststoffindustrie auch technischen Bezugspunkte, welche Wahrung und Bereinigung des Rüstungsministeriums bzw. durch Ausgewertung der gesuchten Fliegzeugberichte, Errichtung der erforderlichen offiziellen Fliegzeugberichte (Fliegzeugbeschreibungen) und verbundene Zulassungen in Bezugnahme der Rüstungsangaben.

1945: Eine geplante Abreise mit Dr. Röbel unter die durchschlagende Hochgeschwindigkeitsberührungen und hochtechnologischen Wissenschaftlerberatungen und Herstellung z.B. der Spindel-Achse, Rüstung - Zentral, bzw. nicht sehr ergebnis-

In einem gewissen geschäftlichen Abschluss zu haben vor einer Dissertation über technische - physikalische Betriebsberichte und eine Klärung der aufgelisteten 2. Auflösungen von Hochgeschwindigkeitsstrecken bzw. Fliegzeugen geplant, um damit die Hochgeschwindigkeits- und Entwicklungsbereiche der Hochgeschwindigkeitsindustrie (Rüstungsindustrie) zu verstehen.

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ON 30 JUNE 1994

BY CDR USAINSCOM FOI/PO

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Die Beschaffungen dienen der strategischen Sicherheit, einschließlich Verteidigung und Friedensunterstützung sowie der Sicherung von Wirtschaft und Arbeit und der Verbesserung des Lebens - Standards bis April verhindert. Es gelten keine militärischen Einschränkungen oder andere Beschränkungen bezüglich Beschaffungsziele, welche eine strategische Bedeutung einer bestimmter Regionen haben (z.B. strategische, politische und soziale Bedeutung) und deren Auswirkungen auf die gesamte Bevölkerung verhindern. Durch den Verlust des Ertrags und Pensions- und Renteneinzahlungen beeinflusst werden.

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Extracted from AIR INTELLIGENCE, No. 100, Periodically Sup Sup's Intell Summary Br. 33, dated 1 January 1948.

No information contained in this Summary should be taken as independent confirmation of Intelligence received from other sources; nor should the Intelligence it contains on any one subject be looked upon as exhaustive, as a part of the more comprehensive picture contained in reports (or otherwise) disseminated by, the Air Ministry.

RUSSIAN AIR FORCES - 24.1.48. IN SUMMARY

Classification Conceded (or changed) by Authority of

1. AIRFIELD CONSTRUCTION

1. The latest report on the work in progress at the new airfield at ~~SOVETOVSK~~ indicates that the present aim is to complete the work on the actual airfield by the Spring of this year. 31,000 cubic metres of concrete are stated to have been used already on the extension of the east/west runway to a length of 2,000 metres - with a diameter of 70 metres and a depth of 25 to 30 cms. Source, whose information ties up accurately with that of earlier informants, reports that it is intended to equip the airfield with the most up-to-date technical installations, including radar, radio and meteorological facilities, and that it will be linked with MOSCOW by R/T and by cable.

2. Pending the completion of work at ~~SOVETOVSK~~, the airfields at STRATSEVO and SOVETOVSK continue to be used as transport bases, to judge from the number of Dakota-type aircraft reported on them. At ST-AUSSERI on 7 Jan., there were 12 Dakotas, as well as 14 Pe-2 or Pe-3 bombers. The reporting source observed, however, that the numbers had been augmented and there were no surprises, except at the gates. He also established that an Air Signals School for Russian women operates in a former youth hostel about five kilometres west of the airfield.

PARASCOPE TRAINING

10. In the previous edition of this Summary it was reported that paratroops had been quartered at ~~CHERKASY~~/KLOTSCHKI airfield, and had carried out air experience flights, without apparently so far having done any jumps. A report has now been received to the effect that four Ju-52 aircraft carried out flights from the airfield during the period 12-13 Dec., dropping paratroopers over the neighboring manoeuvre area of SOVETOVSK. Drops were made at three second intervals from a height of 200 metres.

11. The only mention of combined manoeuvres with the Red Army during the past month has come from the RAC PARISIANS area where the training of an armoured tank spearheaded with strong anti-tank and infantry protection and S.A.F. support was reported to be taking place early in Jan.

ORDER OF BATTLE

14. Reporting on ~~ZHUKOV~~ airfield, a regular source states that it is occupied by two fighter units previously based at STITSTOCKA. He does not know the date of the move, but this report bears out earlier evidence that the 2nd Guards Fighter Division was transferred from STITSTOCKA to ~~ZHUKOV~~ in the summer of 1947. Source gives the present Field Post Number of ~~ZHUKOV~~ as 10100. This may be incorrect, as the latter figure was furnished by two deserters, one of whom was at STITSTOCKA in Jan. and the second at ~~ZHUKOV~~ in Oct.

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13. Source reports that the aircraft at ~~SHKES~~ comprise about 100 Ia-3 or Yak-9 and 100 La-5. These numbers would be consistent with two divisions being based there, and if the one is 1 Guards Fighter Division the other may be 4 Guards Fighter Division formerly at PREDLAKO. Both these units were identified as subordinate to 1 Guards Fighter Corps, which had its HQ at KUTRY until about July of last year when it is believed to have been transferred to WITTENBERG.

14. A detailed report on ROTEN states that there were three different units there on 11 Jan, each commanded by a Lt. Col. They consisted of a Pe-2 training unit, a fighter regiment of Yak-9 (40-50 of these were counted on the ground) and a "bomber-squadron" equipped with Bostons. This report comes from a usually reliable source, and is broadly supported by other information received during recent weeks. This airfield has hitherto been held as a fighter base subordinate to 1 Guards Fighter Corps at WITTEMBERG, but the mixture of aircraft now reported there (including the Yak-9, which is primarily a training fighter) makes it doubtful whether this is still a front-line operational fighter base. Efforts are being made to establish whether WITTEMBERG remains the controlling headquarters.

BAVARIAN STATE

15. The continued presence of Pe-2 and Pe-2 bomber aircraft at the three bomber bases of FINKA, ORAUENSTEIN and FRANKENSTEIN has been confirmed during the second half of January. Construction work on a new base is reported by one source to be taking place at SCHLEIDEN, but another source reports that four new permanent buildings have been erected in a newly planted orchard and that 60 petrol tanks, of a total capacity of 1,000,000 gallons, have been installed, although they have not yet been put into use. Reports on the amount of flying taking place are somewhat conflicting, but in general it appears to be on a reduced scale, certainly at the fighter and ground attack airfields.

S.A.F. IN AUSTRIA AND HUNGARY

CDS OF BATTLE CHANGES IN AUSTRIA

16. The Order of Battle of that part of the Air Army which is based in Austria was shown in Summary No 40 as comprising three bomber divisions in the VI Guards Bomber Corps and three fighter divisions in the VI Guards Fighter Corps. A re-examination by Air Intelligence, Austria, of all information available to them has indicated that the current strength may, in fact, be less.

17. The number of Pe-2 and Pe-2 aircraft observed at 20725.002P airfield has latterly been consistently reported by British sources as a maximum of sixty. This is only about half the number forming a Bomber Division, and consequently the continued presence of 204 Bomber Division there is considered doubtful. One possibility suggested by available evidence is that these aircraft may belong to a photo-reccs unit which was mentioned by a United States source in Aug '50. In addition to the probable withdrawal of the Bomber Division from VI Guards Bomber Corps, Air Intelligence, Austria, have also received information which leads them to the conclusion that the two remaining divisions (the 1st and 5th) now comprise only three regiments each instead of four.

18. A collation of all information on fighter airfields has led to the conclusion that the fighter strength is also lower than was hitherto believed. The 1st Guards Fighter Division is believed to have been disbanded, but the 5th Guards Fighter Division has been identified again. If confirmed, this will leave the VI Guards Fighter Corps

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now comprises only two battalions - probably of three regiments each.

SECOND ORGANIZATION

4. Air Intelligence, Austria, have also received further evidence that the S.A.F. ground organization has reverted to a system of battalions (airfield servicing battalions), after being for a time composed of A.T.P.s. and A.T.D.s (Air Technical Divisions and Air Technical Regiments).

TECHNICAL

KUBAN/ VOLGA (40° 00' E: 53° 10' N)

5. It is reported that two large aircraft factories, known as "STALIN" and "LENIN" respectively, are located in the vicinity of KUBAN-IV. One source states that following the demobilization in April/May last of a jet fighter aircraft (presumably a prototype) from the "STALIN" factory to MOSCOW, the factory plant has been gradually converted for the production of jet aircraft. Source states that in Sep 47 the daily rate of production was eight aircraft. Source claims that although he only had a distant view of the aircraft, it is said to have two engines, fitted below the mainplane and close to the fuselage. The nose was "short, narrow and rounded."

6. Another ex-PF reports that gas turbine engines for aircraft are being produced in the "STALIN" factory, adding that this particular part of the plant is sealed off with barbed-wire fencing and guarded by armed NKVD patrols. Source states that although aircraft production did not commence until the summer of 47, the noise of jet engines under test was heard as early as January of that year.

7. A local former PF was employed at the "LENIN" factory. He states that approximately 10 engines were produced each month, but there were conventional, propeller-driven types. Source claims that during July of last year he saw a jet aircraft being tested from the airfield of the "STALIN" factory. He was most impressed with the speed of this aircraft, which was faster than any aircraft he had previously seen. In the autumn he saw as many as five of these aircraft at a time. He stated that the fuselage of this aircraft was longer than the normal Russian fighter aircraft, although the extra length was largely disposed in front of the fuselage. The wings were comparatively short with rounded tips.

TIRHIS (Caucasus) (40° 50' E: 41° 40' N)

8. A detailed interrogation was carried out by an officer of this Headquarters of a returned PF who had been employed on plant maintenance at the TIRHIS aircraft factory. Source endeavoured to describe in detail a jet-propelled fighter aircraft which he stated was being produced at the rate of five to six aircraft per day. The results of the interrogation were somewhat disappointing, entirely due to the fact that informant had not had the opportunity to obtain more than a cursory view of the aircraft. German PIs were kept well away from the aircraft assembly sheds and when an aircraft was taken outside, it was always covered with a tarpaulin and escorted by NKVD patrols in guard. It is certain, however, that several agents of the German service gave good intelligence material, and it is hoped to build up a picture of the results of further info. from the TIRHIS factory.

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ON 30 JUN 1991

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~~TOP SECRET~~

6. The flying aircraft is described as a mid-wing, single-seat jet engined fighter. The fuselage length is approximately twice as long as the wing span. The power unit is mounted centrally, unusually long in proportion to the wing span. The power unit is mounted in the front of the fuselage, with the exhaust tail-pipe protruding behind the fuselage, just aft of the mainplane. In connection with this point, source stated that a tail wheel was fitted to the aircraft and that the tail-plane was set at mid-fuselage position. These two latter factors, however, present an unlikely combination with the downward deflection of the power unit tail pipe.

7. Source stated that he was able to see the aircraft being flight tested from the airfield, situated about ten kilometres from the factory. The single runway appeared to be of insufficient length for the take-off run, as the aircraft commenced its run some distance before meeting the fence. (length of runway stated to be 3,200 metres). Soon after becoming airborn, the aircraft climbed at a very steep angle, moving at "terrific speed," the engine emitting a high-pitched, shrill note.

8. Source revealed little that can now in connection with the development of jet engines already known to the Headquarters and to Air Ministry. He did, however, describe a project which has not been reported previously and which, for the moment, must be regarded with some scepticism. Source mentioned the name of a German who was supposed to be intimately associated with this new project, and it is hoped that an interview will soon be arranged in order to examine the authenticity of this claim. Comparative sizes of the R.M.E. O18 (designed to produce approximately 3,000 lbs. thrust) and the new project were estimated by source, as follows:

	R.M.E. O18	New Project
Length	5 metres	5 metres
Largest Diameter	1.10 - 1.40 metres	1.4 metres
Diameter of Intake	0.60 metres	1.2 metres

9. Other details of the new project claimed to be known to source, include:

- (a) 9-stage axial Compressor.
- (b) Hydraulically operated variable (area) Bulliet, coupled with
- (c) Hydraulically operated tail-pipe shutters. It is not known whether the latter is arranged to work in conjunction with the bulliet, or as a separate unit, but source states that it increases the variable area control at both maximum and minimum positions.

NEW GERMAN TECHNICAL GROUP

10. An additional item of intelligence supplied by the above source is that a group of twenty German technicians (formerly Junkers employees) are located at OSCHWALDSEIM (20 miles N.E. of STASSFURT) and working under Canadian direction. It is not clear what exactly is being undertaken by this group, but the leader is stated by source to be the German engineer previously associated with the R.M.E. "new project" described in the preceding paragraphs.

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289 AUTH PARA 1-603 DoD 5200.1-R

HEADQUARTERS
SUB-SECTION FRANKFURT
COUNTER INTELLIGENCE CORPS REGION III

APO 757

III-H-6771

20 January

SUMMARY REPORT OF INVESTIGATION

SUSPECT: Egwin O. LEIBER (German) (Cross Reference: Aircraft Designer
Aircraft Engineer)

Case Classification: Abduction

1. Reason for Investigation: Information was obtained that Egwin O. Leiber, who was reported abducted from the US Zone, had been released by the GDR and had returned to FRANKFURT (LSI/M67).

2. Synopsis of Previous Investigation: An interview with Ilse MUEHL, wife of Subject, revealed that her husband had been arrested while attempting to return to the US Zone on or about 2 November 1947. Subject's wife was arrested on 11 November 1947 and questioned as to her husband's occupation. She was released the same day and told to remain in GDR (MSL/J36). She disregarded the order and came to FRANKFURT.

3. Synopsis of Present Investigation:

a. An interview with Subject revealed that he left FRANKFURT on 10 October 1947 to take a business trip to CHERMILL (MSL/H76). Subject stopped in GOTHA to visit his wife. After his arrival in GOTHA he noticed that his actions were being observed by German agents of the MVD. He left GOTHA and proceeded to ERFURT (MSL/J34) but returned to GOTHA several days later. He left GOTHA again on 6 November 1947 to return to FRANKFURT. At RAFFTA (MSL/H76) he was arrested by three (3) German policemen, taken from the train to Police headquarters and then turned over to the Soviet authorities in EICHENACH (MSL/H78). There he was subjected to a short interrogation of approximately twenty (20) minutes. Subject was then taken to GOTHA by automobile and placed in a MVD jail on Steinmuhlen Allee. Here, he was relieved of all his papers and personal belongings, including two (2) suitcases, in which he had some professional papers.

b. At 2200 hours on 6 November 1947 he was interrogated by a Soviet Lt. Colonel in uniform. Subject attempted to learn the officer's name several times but was unsuccessful. During this interrogation Subject was asked if he was a technical specialist, to which he replied that he was an aircraft engineer. He was asked for a short autobiography (Lebenslauf), which he gave them. He was then asked if he knew it was illegal to possess technical papers. Subject did not answer. Until this

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SRI, III-78-0771, Case No. 348-10, Subj: Erwin G. LEIMER.

time Subject did not know the reason for his arrest. This interrogation lasted approximately thirty (30) minutes. The Lt. Colonel was very polite during the entire proceedings.

e. The following day, 6 November 1947, he had to dictate his life story in detail, which required the entire day. His Lebenslauf was then written in Russian and Subject was required to sign it regardless of whether or not he understood it.

f. Subject was again interrogated on 14 November 1947 by the same Lt. Colonel, this time in the presence of several other Soviet officers, one of whom was a very good interpreter. This interrogation lasted about two and a half (2½) hours. The Lt. Colonel did not seem to believe the reason Subject gave for living in the US Zone, when his home was really in GOTRA. During this time he was told that he would be assigned to work in a Russian newspaper. He was asked what type of work his former associates were doing at the present and where they were living. Subject mentioned several associates who are at present working in Russia or the Russian Zone. He mentioned one Dr. Alex LIPPISCH, who is working at Bright Field, DAYTON, Ohio. Subject was then offered a job, told that he would have nothing to worry about and that he could have everything he would need for himself and his family. Other questions were asked about generalities in the US Zone. From this time until his release he was not questioned again.

g. During the time he was held Subject was not required to do any work. He was kept in a small room without furniture in the cellar of the building. As a daily ration he received two hundred fifty (250) grams of bread, one half liter (½) of black Krasats coffee and three fourths (¾) liter of cabbage soup with a few potatoes. In a period of six (6) weeks Subject lost fourteen (14) pounds.

h. On 20 December 1947 Subject was taken to the Chief of the MVD and was told that he was going to be released. He was told to stay in GOTRA and that several technical specialists would soon visit him to decide where he would be assigned for work. Subject did not more than agree to wait. He was then given six (6) pounds of pork, one (1) loaf of bread, ten (10) pounds of flour, five (5) pounds of sausages and two hundred (200) ml. beer upon he was released and taken to his home in an automobile.

i. From 20 December 1947 until 5 January 1948 Subject remained in GOTRA waiting for an opportune time to leave the Russian Zone. On 5 January 1948 Subject left GOTRA and returned to FRANKFURT.

j. Erwin G. LEIMER was born 23 November 1906 in GOTRA. He is 5'7½" tall, weight 185 lbs, black hair, brown eyes, mole on left side of nose. Subject worked in GOTRA for the Gotha Waggon Fabrik, Aircraft Section, from 1936 until 1940. He designed two (2) airplanes during this time, the GO 180 and the GO 243. From 1940 until 1945 Subject worked in GOTRA for a Special Aircraft Fabrik as chief of construction. LEIMER is currently living at 80 Textor Strasse, FRANKFURT.

SRI, 211-00-071,

4. Undeveloped Areas: There are no undeveloped items.

5. Agent's Notes and Comments: None.

6. Recommendations: It is recommended that PRIMER be interviewed by G-2 Technical Intelligence.

Evaluation: P-S.

APPROVED:

DALE L. WISCHER
Special Agent, CIC
Operations

WILLIAM G. WALSH
Special Agent, CIC

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END AND PAGE INDEX

BLAIR, Kevin C.
BUD
BUHL, Leo
BUHLICH, Dr. Alex
CIA ST FIELD
CIA 150
CIA 243
Villa Oregon Fabrik, Aircraft Section

COUNTER INTELLIGENCE

III-PN-8772

MEMORANDUM FOR THE OFFICER IN CHARGE OF INTELLIGENCE

SUBJECT: Rudolf O. LEIBER, (Former Aircraft Engineer)

To: Abduction from U.S. Zone

1. This agent learned from a confidential source that Subject, a former German Aircraft Engineer, was arrested at various points between HIRSCHACH (151/176) and BACHMANN (150/200).

2. Interview with wife of Subject, Ilse LEIBER, at her residence at Farter Strasse 69 in FRANKFURT (151/257), revealed the following information about Subject:

a. Subject's home prior to and during the war was in GOTHA. Subject came to FRANKFURT in July 1947 to work for the Gotha Waggon Fabrik, while his wife continued to live in GOTHA. Subject had made frequent business trips into the Russian Zone, always visiting his wife during these trips. On 1 October 1947 Leiber obtained an internal pass which was valid for the period from 3 October to 3 November 1947. Subject then left FRANKFURT on a business trip and visited his wife in GOTHA. Subject was last seen by his wife on 2 November 1947 when he left to return to FRANKFURT. On 11 November 1947 wife of Subject was arrested by German police in GOTHA, turned over to American authorities and interrogated by a Russian major. He was asked for information as to her husband's wartime activities and occupation. Subject's wife pretended to know nothing of the affairs of her husband and was released the same day. However, she was told to remain in GOTHA. She disregarded the order to remain in GOTHA and went to VILSEK (152/450) and then came to FRANKFURT.

b. Subject was approached by FIAT in the spring of 1949. He had several talks with an American major, but heard nothing after May 1947.

c. Subject worked in GOTHA for the Gotha Waggon Fabrik, Aircraft Section, from 1936 until 1940. He designed two (2) airplanes during this time, the X 150 and the GO 243. From 1940 until 1945 Subject worked in MUNICH (151/177), for a Special Aircraft Fabrik as chief of construction.

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MCIC, III-~~7771~~, COM 10 Dec 47, Subj: Maria C. Leiber, German Aircraft
Pilotess, ~~SECRET~~

2. Agent's Notes, Comments and Recommendations:
Evaluation of this report is P-2.

APPROVED:

Mervin L. Risner
Mervin L. Risner
Special Agent CIC
Operations

William G. Walsh
William G. Walsh
Special Agent CIC

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For R.R. Papers

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1. DIA 19 Dec 1991, 3 1991, re: Flying Saucers

etc. Ind.

2. Letters, Director Intelligence Service Region III, etc. 1991 Dateline,
etc., 1991, 24 December 1991

3. Letters, Director, Defense Intelligence Agency, etc., 1991
etc., 1991

4. Letters, 1991, re: Flying Saucers

for Allen W. Gray

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William C. Nease

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Headquarters, 970th Counter Intelligence Corps Det., APO 807, US Army
17 December 1947

Commander, 970th Counter Intelligence Corps Det., Headquarters
APO 807, US Army (Attn: Mr. GILBERT)

Forwarded in compliance with letter your headquarters referenced in paragraph 2 of basic communication.

FOR THE COMMANDING OFFICER:

Carl J. Gilbert (R/B)

Carl J. GILBERT
Special Agent, CIC
Operations Officer

Mail: 1. w/d
2. 1 by SWI w/d

Tel.: 540 527-2031, 527-2032

D-100039

3rd Ind.

Headquarters, 970th Counter Intelligence Corps Detachment, APO
807, US Army, 17 December 1947

TO: Commanding Officer, CIC Region III, APO 807, US Army

1. Attention is directed to paragraph 5 of SWI added as
an enclosure by 1st indorsement hereof.

2. Records, this headquarters, do not disclose any evalua-
tion of the Air Intelligence Guide, referred to in paragraph 6
noted above. However, higher headquarters have notified this
headquarters that the Air Materiel Command is of the opinion
that some sort of object, such as the flying saucer, did exist.

3. As to the BORTON brothers, Field Intelligence Agency
Technical (FIAT), Headquarters, EUCOM, lists them as experts on
"flying wing" aircraft, including Number VIII, IX and X BORTON
model aircraft. Several CIC reports concerning them are on

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D-198239

file in this headquarters dating back to 1945. One report states that the HARTM brothers were last known to have been working in GÖTTINGEN (LBZ/CBZ), British Zone, in the fall of 1946, at the Kaiser Wilhelm Institute in the branch formerly known as Aerodynamische Versuchsanstalt. They have also formerly been listed on the JICOA list.

4. It is requested that investigation be continued.

BY ORDER OF LIEUTENANT COLONEL INSKEEP:

Incls: w/d
Mr. Cliphant/McK/7256

f. George T. Wilson
EARL S. BROWNING, JR.
Major, Infantry
S-3

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BY CDR 151800Z JUN 94 FOVPO
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REF ID: A6200.1-R

LEIBER, EGWIN

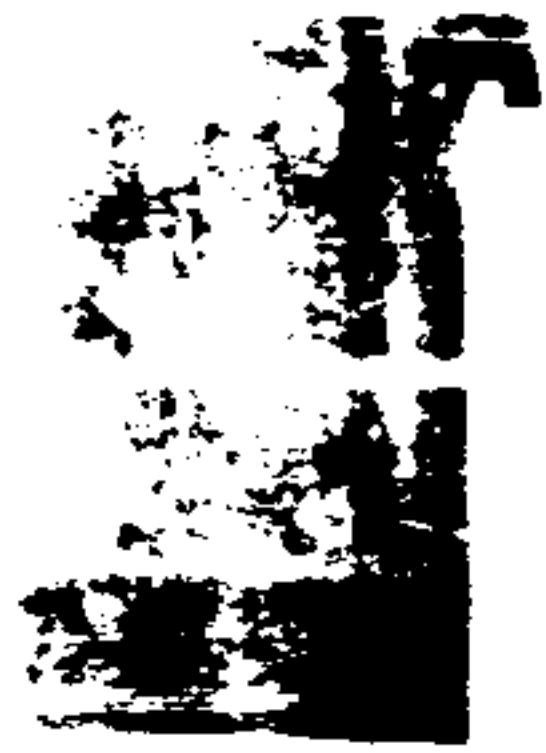
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E/B E-R, Ed

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The following numbers

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Born:

At:

Res:

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~~GRADE~~

DATE : 06/06/94
SUBJECT : ~~ALL INFORMATION~~
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~~(ORIGINALLY PREPALED LETTER)~~
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2. Attached
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3. Prepared CERT(S)
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19: May 1968
11. Derby 501

POL NO 9-21120

SUBJECT: LACONIA, New Hampshire

No.	Name	Date	Remarks
1	Major General C. G. Clegg Capt. W. J. Dillipant	20 Feb 43	
2.	U.S. 97th CTC Det Attn: Mr. Dillipant	2 Mar 43	
3.	U.S. 97th CTC Det Attn: Mr. Dillipant	2 Mar 43	

1. Reference to memo dated 25 February 1943, subject to forward for your information.

2. Standardize, attached dated 4 February 1943, subject to forward for your information.

3. This Headquarters would appreciate if Subject should be sent to U.S. 97th CTC Det.

FOR THE COMMANDING OFFICER

John D. [Signature]
Major General
Deputy Commander

Reference paragraph 3 of Memo 1, dated 25 February 1943, does not seem it advisable that subject be sent to U.S. 97th CTC Det for interrogation.

John D. [Signature]
Major General
Deputy Commander

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ON JUL 06 1994

BY CDR USAINSCO:1 FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

statements regarding the subject's knowledge of the subject matter, the teacher can determine what needs to be done to help the student learn the material.

卷之四

outlook

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ON 06-06-1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

~~REF ID: A11310~~
NAME J. T. 90227
DATE OF DOB 17.6.48
NAME DEPT
SICK TITLE R.A.F.

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ON JUL 06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R.

~~SECRET~~

(Ltr. 8/2 Frankfurt, GPO Reg. III, 20 Jan 48)

III-PM-6771
III-661

2nd Ind

Headquarters, CIC Region III, 970th CIC Detachment, (See para 1)
4 February 1948

TO: Commanding Officer, Reg. 970th CIC Det., HANAU, ADO 727, U.S.A.
(Attn: Mr. CLIFFANT)

1. Forwarded for your information.
2. Reference is made to MOCC, Sub-Region Frankfurt, subject as above, dated 19 December 1947 forwarded to your headquarters (Attn Lt. KIRKPATRICK), by our last Indorsement, dated 6 January 1948.
2. Attention is invited to Agent's Recommendation contained in paragraph 6 of inclosed SRI, Sub-Region Frankfurt, subject as above, dated 20 January 1948.

FOR THE COMMANDING OFFICER:

Carl J. Kirkpatrick
CARL J. KIRKPATRICK
Special Agent, CIC
S-3

1 Incl:
a/s in para 2 above (4 copies)

Tel: BAD NAUHEIM 2093, Mr. BURR/ob

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ON JUL 06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

III-JM-6771

SUBJECT: Lydia C. LEEDER

TO : Commanding Officer, Counter Intelligence Corps,
979th CIC Detachment, DPO 807, US Army

1. Forwarded herewith for your information is JWL, 2nd
Lydia C. LEEDER.

2. At present LEEDER is writing an autobiography wherein she will be
given concerning the WORMAN brothers, with whom he was closely associated. This
autobiography will be forwarded your headquarters upon completion.

Incl: as stated (5 Copies)

Tel: 8400 P.M.
ABC/ee

W. L. H. 7-6
MAX HORN
Special Agent, CIC
Commanding

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ON ~~JUL~~ 06 1994
BY CDR USAINBOOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

~~SECRET//COMINT//NOFORN~~

~~CONFIDENTIAL//COMINT//NOFORN~~

~~TOP SECRET//COMINT//NOFORN~~

~~CONFIDENTIAL//COMINT//NOFORN~~

III-PL-672

PRIMARY REPORT OF INVESTIGATION

PRISONER: Rudolf R. Wissner (Bogdanowicz) Germany

Case Classification: ~~Information~~

1. Roots for Investigation:

Information was obtained that Rudolf R. Wissner, a German citizen, had been arrested near Potsdam by German authorities in November 1947. Subject's wife was arrested on 11 November 1947 due to her husband's occupation. She was released the same day and 144 hours later (MIL/308). She disregarded the order and came to FRANCE.

2. Synopsis of Previous Investigations:

An interview with Mrs. Bogdanowicz, wife of Subject, revealed that Subject had been arrested near Potsdam by German authorities in November 1947. Subject's wife was arrested on 11 November 1947 due to her husband's occupation. She was released the same day and 144 hours later (MIL/308). She disregarded the order and came to FRANCE.

3. Synopsis of Present Investigation:

a. An interview with Subject revealed that he had planned to leave Berlin 1947 to take a business trip to GERMANY (MIL/308). He had arranged to visit his wife. After his arrival to GERMANY he noticed that he was being observed by German agents of the KGB. He left GERMANY (MIL/308) but returned to GERMANY several days later. He left GERMANY in September 1947 to return to FRANCE (MIL/376). He was arrested by French police, taken from the train to Police Headquarters and then turned over to Soviet authorities in VICHY (MIL/376). There he was subjected to a continuous interrogation of approximately twenty (20) minutes. Subject was then forced to drive an automobile and placed in a KGB jail on Strelkovskaya Street. There he was stripped of all his papers and personal belongings, including two (2) suitcases, which he had over professional papers.

b. At 2200 hours on 5 November 1947 he was interrogated by a Soviet Major in uniform. Subject attempted to learn the officer's name several times, but was unsuccessful. During this interrogation Subject was asked if he was a aircraft specialist, to which he replied that he was an aircraft engineer. He was also asked to write his last autobiography ("abecademy"), which he gave them. He was given

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ON ~~17~~ 06 1994

BY CDR USAINC C4I FOI/PO

AUTH PARA 1-603 DoD 5200.1-R

a. ~~REDACTED~~

stated he was a
that this was
located approx.
the entire year.

In about 1940
Bogota and Bogota
about it.

b. ~~REDACTED~~

He stated that the
there was a Z and he
(2) hours. Z M. GARCIA
lived in the Z area, he
told that he would be given
of work like painting houses
Subject mentioned some
Mexican Army.

Bogota, Colombia.

very short and had no
family. Other questions were
time until his return to the

c. ~~REDACTED~~

He was kept in a small room where
a daily ration he received two
(1) cup of Black Beans coffee and two
potatoes. In a period of six (6) weeks he was

d. ~~REDACTED~~

was told that he was going to be released
several technical specialists would be
assigned for work. Subject said he was given
(6) pounds of meat, one (1) loaf of bread, one (1) pound
of cheese and two hundred (200) M. cigarettes he was
home in an automobile.

e. From 20 December 1947 until 8 January 1948 subject was

waiting for an opportunity time to leave the Bogota area. On 8 January 1948 subject

left Bogota and returned to ~~REDACTED~~.

f. ~~REDACTED~~

M. LEON C. HERRERA was born 28 November 1908 in Bogota, he is 5'7 1/2 tall,

142 lbs., black hair, brown eyes, mole on left side of nose. Subject worked

for the Getha Wagon Repair, Aircraft Section, from 1928 until 1940. He

driven (1) airplane during this time, the SC 180 and the SC 247. From 1940

subject worked in ~~REDACTED~~ for a Special Aircraft Repair as chief of con-

tract at present living at 89 Puerto Nuevo, Bogota.

• **100% Cotton**

• **Wool**

• **These are the**

• **Apparel's**

• **These are the**

• **Wool**

• **To be**

Wool

2700

SARAH L. MCGRATH
Special Agent,
Operative

24 of 25 pages

5 Genge - 2000
1 Genge

DR. ALBERTA BROWN

1888, Sept. 4.

ANSWER

卷之三

MAY 1973

314

243

On the Tucson Plateau, Arizona

REGRADED UNCLASSIFIED
ON ~~01~~ 0 F 1994
BY CDR USAINS00M FOI/PC
AUTH PARA 1-603 DoD 5200.

CONFIDENTIAL
HEADQUARTERS
SUB-REGION TRANSPORT
COUNTER INTELLIGENCE CORPS REGION III

APR 22

III-FM-6771

SUBJECT: Edwin O. LINDNER (German Aircraft Engineer)

TO : Commanding Officer, Counter Intelligence Corps,
970th CIC Detachment, APO 757, US Army

1. Forwarded for your information is MOIC, dated 19 Dec 47.
2. No further information was available re: LINDNER, and this office intends no further action unless advised otherwise.

On file.
RAT 220
Special Agent 200
Commanding

Incl: as stated

Tel: 8400 P.M.
ABC/ee

III-661

1st Ind.

Headquarters, Counter Intelligence Corps Region III, 970th CIC Detachment,
APO 757, U. S. Army, 6 January 1948

TO: Commanding Officer, 970th Counter Intelligence Corps Det., European
Command, APO 757, U. S. Army. (Attn: Lt. KIRKPATRICK)

1. For your information
2. Attention is invited to contents of enclosed MOIC, Sub-Region
III, dated, subject as above, dated 19 December 1947.

RE: THE COMMANDING OFFICER:

MOIC, III-JR-6772, CM 29 Dec 87,
Engineer, CDR

2. Agent's Notes, Comments and Evaluation
Evaluation of this report is as follows:

APPROVED:

Marvin L. Rissinger
MARVIN L. RISSINGER
Special Agent CIC
Operations

William G. Smith
WILLIAM G. SMITH
Special Agent CIC

Distribution:

5 Copies-Region III
1 Copy -Mn. File

/cc/

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ON ~~10~~ 06 1984
BY CDR USAINET FOI/PO
AUTH PARA 1-603 DOD 5200.1-R

~~SECRET~~

(Ltr Hq, region III, 3 Nov 47, re: Flying Circus)

III-4748

6th Inf

Headquarters, GIC Region III, 970th GIC Detachment, 200
11 February 1948

TO: Commanding Officer, Reg. 970th GIC Det., BRIDGE, APO 772,
(Attn: Mr. CLIFFANT)

1. Forwarded for your information.
2. Your attention is invited to the 5th Interrogation.

FOR THE COMMANDING OFFICER:

Carl J. Dinkhardt
CARL J. DINKHARDT
Special Agent, GIC

S-3

1 Incl:

SRI, S/R Frankfurt, 4 Feb 48
subj: Walter & Reinhard HORIEN (4 copies, w/incl)

Tel: BAD NAUHEIM 2093, Mr. BURR/ob

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

1. Ltr by Reg III, 3 Dec 84, re:

III-4748

headquarters, Counter Intelligence
APO 757, U. S. Army, 24 December 1987

2. Commanding Officer, Sub-Region Frankfurt, III
APO 757, U. S. Army

Attention is invited to preceding information.

3. ORDER OF THE COMMANDING OFFICER: -

for [redacted]
CARL J. [redacted]
Special Agent,
Operations Section

4. AD-AUML 20 2/PR. WILLIAMS/R

III-4744

6th Ind.

headquarters, Sub-Region Frankfurt, Counter Intelligence
Reg III, 970th CIC Detachment, APO 757, US Army, 4 Dec 87

...: Commanding Officer, Counter Intelligence Corps Region
970th CIC Detachment, APO 807, US Army

1. Arranged herewith in compliance with 3rd Ind. no 61 dated
10 March 1941, re-Malter and Reinmar HORTEN.

2. Recent information received by this office regarding HORTEN
and his son has recently been interrogated by ECIC at [redacted]
(Lia/1.07). (A-1)

3. This office has the ability to translate HORTEN's autobiography
(see re 1) because of the excessive use of technical terms.
The auto biography may be given to a competent aircraft specialist
for translation.

4. Arrangements have been made with Mr. CLIPHANT of Headquarters
to have him interrogated by ECIC.

REGRADED UNCLASSIFIED

ON 30 JUN 1994

BY CDR USAINSOCM FOI/PO

AUTH PARA 1-603 DoD 5200.1-R

William C. Fischer
William C. Fischer
Special Agent, CI
[redacted]

**HEADQUARTERS
COUNTER INTELLIGENCE CORPS
AND COUNTER INTELLIGENCE CENTER**

111-496

ANSWER

22 | Page

The **Washington**
above, **about \$100**,
for your residence.

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ed. 4

高麗文書

people as cultural

201 , 202 203 204 205 206 207 208

III-FM-6344

1st Unit

headquarters, Sub-Region Frankfurt, Region III, 970th CIC Detachment, ABF 707

TO: Commanding Officer, Counter Intelligence
970th CIC Detachment, APO 807, US Army

1. Forwarded in compliance with basic
dtd 20 Nov 1947 re-Walter and Miesner ~~NOVEMBER~~

2. The S-3 has instructed the agent to contact any aircraft engineers or test pilots which might appear in this state in the future. Any positive information uncovered by this action will be forwarded to your headquarters.

1. 1. 1-10 C - added SRI by s'f (6 copies)
1. 1. 1-10 C

MAX ETTAIN
Special Agent, GIC
Commanding

EXPERIMENT NEAR ARCTIC CIRCLE, SOVIET R. 198230

PART II: TEXT OF TRANSLATION (US-902D-GM-96008)

[NOTE: The printed form text is translated in upper case; the typewritten and handwritten responses are translated in combination upper and lower case.]

(First page of German form)

IMPORTANT! ANSWER EACH QUESTION--PRINT

LAST NAME: Hintze
FIRST NAME: Herbert
2ND OR 3RD FIRST NAME: Werner Georg
HOME OF RECORD: Rotenburg/Fulda
BIRTHDATE: February 2nd 1921
BIRTHPLACE: Dresden
COUNTY: SAME [Dresden]
STATE: Saxony
CITIZENSHIP: German
MILITARY SERVICE NUMBER: ROT 32385
DATE: 24.5.1945(?)
PRESENT ADDRESS: Rotenburg/Fulda Untertor 3.
PERMANENT ADDRESS: Rotenburg/Fulda Untertor 3.
NAME AND ADDRESS OF NEXT OF KIN: Heinrich Knierim/Fulda Untertor 3
FOREIGN LANGUAGES: English
EXACT DESCRIPTION OF YOUR ACTIVITIES AND RESIDENCES DURING THE PAST 12 YEARS: Permanent residence of Rotenburg/Fulda before the war. Attended school until receiving High School diploma (Abitur). During the war changed residences.

PART II: TEXT OF TRANSLATION (US-902D-GM-96008)

(Second page of German form--text on left side of page is cut off about 1/2 inch)

ORGANIZATION	MEMBER YES/NO	FROM/TO	HIGHEST POSITION HELD AND OFFICE
.....	no		
.....	no		
.....	no		
.....	yes	1932-1938	
.....	no		
.....	no		
.....	yes	1.4.1959 - outbreak of the war	

OTHER ORGANIZATIONS TO WHICH I HAVE BELONGED:

	BRANCH	FROM/TO	HIGHEST RANK OR TITLE
POLICE SERVICE(?)			
PUBLIC SERVANT(?)			
MILITARY SERVICE	Air Force	1.8.1939 - 8.5.1945	1st Lieutenant

Air Force: Flight section, Regiment 51, Headquarters Company, Danzig-Langfuhr.LKS4 Königsberg, FFS C10 Fürstenwalde Instrument flight school, 7 Insterburg. Large combat flight school Hörsching/Linz. Kg. 40.1/K040,5,k040,3,801 (?) as an aircraft pilot and commander, later squadron leader.

PART II: TEXT OF TRANSLATION (US-902D-GM-96008)

(Remainder of second page of German form)

DO YOU HAVE IN YOUR POSSESSION ALLIED RELEASE FORM (CONTROL FORM NO. 2)?

I DECLARE HEREWITH UNDER OATH THAT I HAVE ANSWERED ALL QUESTIONS FULLY AND COMPLETELY AND THAT I HAVE TRULY ANSWERED ALL ENTRIES MADE ABOVE. I ACKNOWLEDGE THAT FALSE STATEMENTS WILL BE MOST SEVERELY PUNISHED.

DATE: 28 Feb 1946

WITNESS: Heinrich Wagner

Rotenburg, See.....

SIGNATURE: Herbert Heinke

(End of translation)

NUMBERING MACHINE
SKIPPED PAGE

WICHTIGE FRAGENAUFLISTE - "BUKKSCHAFT".

H I N T Z E	Herbert	Verner Georg	Rotenburg/Fulda
Family name Name	Vorname First name	2 oder 3 Vorname Second name	Wohnort Place of residence
Geburtsdatum Date of birth	2.2.1921	Geburtsort, Dresden Place of birth	Länderkreis etc. Country district etc.
Staatsangehörigkeit Citizenship	Deutsch	Militär-Passausweis-Nummer Military identification card number	Sowjetische Sachsen Soviet Sachsen
Gegenwärtige Adresse, Present address	Rotenburg/Fulda Untertor 3.		
Ständige Adresse Permanent address	Rotenburg/Fulda Untertor 3.		
Name und Adresse des nächsten Verwandten Name and address of closest of kin	Heinrich Kaiser, Rotenburg/Fulda Untertor 3		
Welche Fremdsprachen? What foreign languages?	Englisch		
Gewisse Beschreibung Ihrer Tätigkeiten und Orte ihres Aufenthalts während der letzten 12 Jahre. Ständiger Aufenthalt Brief description of your activities and residence during the last 12 years. Permanent residence			
vor dem Kriege Rotenburg/Fulda. Besuch der Schule bis zum Abitur. Während des Krieges Aufenthalt wechselnd!			

Wohnort
Place of residence

(Wenn nötig, können weitere Angaben auf zweitem Blatt beigefügt werden)

3

anderen Organisationen, denen ich angehört habe
oder angehören soll, welche diese untergehe.

Abteilung Bewill.	Von Bew. Bew.	Muster (Kontingenz oder Total) Flugzeug und Typ
ehörige der Peksel - servies mte verant. bedienst. wv servies bedienst. aus Angabe der Dienst fachl. erforderlich wv servies geschaffene Mts und Bew.	Luftwaffe Luftwaffe.; Pl. A. Rgt 51, Stabskomp. Danzig-Langfuhr. LK 94 Kriegsbergs PzG C10 Pöretzenwalde. Fliegerflugsch. 7 Insterburg. Gr. Kampfflieger und Hütsehing/Lins. Kfz 40.1/2040, 5. Kfz 40 , 1. Z 41 als Flugzeugf.u. Bomber	1.6.1939-8.5.1945. Oberleutnant

4 See the Sample of other ten Testimonials (Control Form No. 2).

...and some other factors from Section from the A

Ich kann Ihnen hiermit alle Fragen voll und ganz beantworten, und darf ich die vorstehenden Anträge weiterhin ohne Gewissheit haben. Ich bin mir bewußt, daß welche Anträge strenggegoss beschafft werden.

Date: 26.2.1946.

Lage: Rottenburg, Seewil • Unterstufe
Wasser: 1100 Meter

vorliegenden Ausgaben enthalten
Kinderbücher

Organisation Organization	Mitglied (Ja oder Member (yes or not)	Von From	Bis To	Höchste gehaltene Stellung und Amt Highest rank held and position held
NSDAP				
SA				
SS				
HJ oder BDM				
NSF				
NSKK				
RAD				

All anderen Organisationen, denen ich angehört habe
All other organization to which I have belonged

	Abteilung Branch	Von From	Bis To	Höchste gehaltene Stellung und Amt Highest rank held and position held
Angehörige der Polizei Police service				
Beamte Civil servant				
Wehrdienst Military service				
Wehrdienst: Oneway Angabe der Geltung und Sicherheit erforderlich. Military service: be specific Regime No and Unit.				

Sind Sie im Besitz der alliierten Entlassungspapiere (Kontrollform Nr. 2)

Do you possess Allied Release Form (Control form No. 2)

Ich erkläre hiermit unter Eid des Stills, daß ich alle Fragen voll und ganz beantwortet habe. Ich erkläre weiter, daß die von mir gegebenen Antworten wahrhaftig und getreu gemacht habe. Ich bin mir bewußt, daß falsche Angaben strengstens bestraft werden.

Datum: 1.3.1945

Zeuge:
Witness:

Unterschrift:
Signature:

Joh. H. Brandstetter

324

WICHT

BEANTWORTE JEDEN FRAGE DRUCKSCHRIFT.

Important answer every question Print

325

Familienname
Last name

Vorname
First name

2. oder 3. Vorname
Middle initial

Wohnort
Residence

Geburtsdatum
Date of birth

Geburtsort
Place of birth

Landkreis
County

Stadt
City

Staatsangehörigkeit
Citizenship

Militär Regierung Registrat. Nummer
Military Government Registration Number

Datum
Date

Gegenwärtige Adresse:
Present address

Ständige Adresse:
Permanent address

Name und Adresse des nächsten Verwandten:
Name and address of nearest relative

Welche Fremdsprachen?

Which foreign languages spoken?

Genau Beschreibung Ihrer Tätigkeit und Orte Ihres Aufenthaltes während der letzten 12 Jahre

Exact description of your activities and residences during the last 12 years

Wendest
Invert

(Wenn nötig, können weitere Angaben auf zweitem Blatt beigefügt werden.)

REVENUE EXPENDITURES FOR THE FISCAL YEAR 1912-13

D.C. 1960 Oct 14 K
The following do not fit in any of the above categories

Document No.

187945

198239

154654

202085

BERNARDY Guido
ELLIS, George Flynn
HORN (A) Remond & Co.
Fleming, George (John).

~~CONFIDENTIAL~~
HEADQUARTERS
COUNTER INTELLIGENCE CORPS
UNITED STATES FORCES, EUROPEAN THEATER
REGION I (STUTTGART)

SUB REGION GOEPPINGEN
APO 154
JUL 24 1947

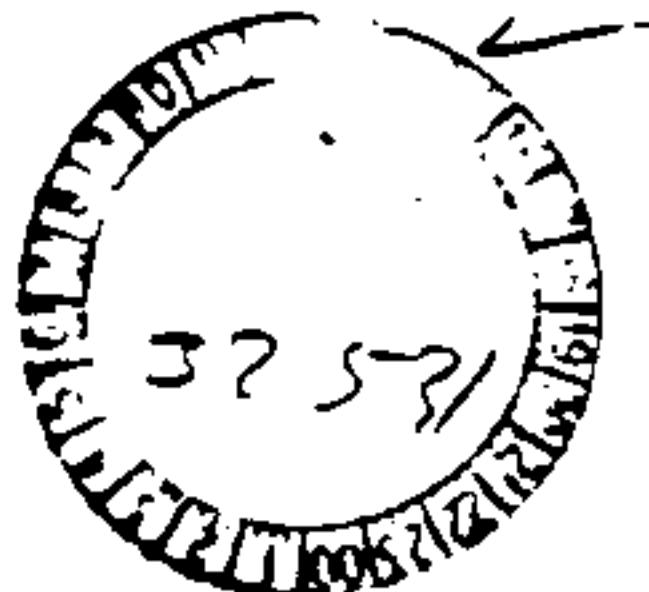
File No. I-G-792

SUBJECT: Russian Experiments near the Arctic Circle

TO : CHIEF, COUNTER INTELLIGENCE CORPS, REGION I (STUTTGART),
APO 154, U.S. ARMY.

- FOR YOUR INFORMATION.
 FOR APPROPRIATE ACTION.
 FOR INVESTIGATION.
 REPORTS OF INVESTIGATION TO BE SUBMITTED TO THIS OFFICE

Tel: 3901



DISPATCHED
JUL 24 1947
GOEPPINGEN
CIC

keyunit 2.2.1.1
CHARLES T. DEAN
SPECIAL AGENT, CIC
Operations Officer

Incl: MOIC re: subject

File: 1043

BY DWD

CCU/PL

CHIEF, COUNTER INTELLIGENCE CORPS, REGION I (STUTTGART), APO 154, U.S. ARMY. 21 JUL 1947
Re: Commanding Officer, 170th Inf Div, 10th Army, A-757, US Army

Forwarded.

Register No C-6512

Recd - 2/c

REGRADED UNCLASSIFIED
ON JUL 06 1984
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DOD 5200.1-R

Entered judic 19118
05.2007

8-3 Work Sheet
(Do Not Detach)

Initiator
of action

DATE : 14-F-47

SUBJECT : Russian Experiment (If more than one
near the Arctic Circle see REV.FOL SIDE)

DOSSIER NO:

DATE OF FILED: 15-7

THE POLICY AND ACTION IS TO BE TAKEN ON THE ATTACHED MATERIAL
ACTICE ACCOMPLISHED INITIALS
(Designate Numerical order) OF 107

CPI GROUP : 1: Attach case

OR

: 2: Indicate Dossier No's.

CLASSIFICATION

TYPE(S) & # : The C.I. personal files

FILE : 1: Open an Impersonal file
as follows

MA

DOSSIER : 2: Attach Dossier

GROUP : 3: Open Dossier

: 4: File in Dossier

WORKING : 5: Prepare C.I. Card(s) on
underlined name(s) and/or
Impersonal Subject(s)

READY TO FILE WITHOUT FURTHER ACTION

- : S-Executive
- Case Direction Section
- Internal Deck
- External Deck
- Production Group
- Central Registry
- Central Registry Correspondence Section
- Distribution Center

Folsom

Standard Abbreviations. C.I.-Reference Dossier

"W" - Was looked up and no record
"N" - Card or dossier attached or
work accomplished

~~CONFIDENTIAL~~
DEGRADED UNCLASSIFIED

06 1994
CDR USAINSCOM FOI/PO COUNTER INTELLIGENCE CORP REGION I
JTH PARA 1-603 DOD 5200.1-R EUROPEAN COMMAND

HEADQUARTERS

SUB-REGION GOEPPINGEN

COUNTER INTELLIGENCE CORP REGION I

EUROPEAN COMMAND

APO 154

28 July 1947

File No. I-0-792

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: Russian Experiments near ~~the Arctic Circle~~

RE : "Flying Saucers"

COPY forwarded to

Ops. Br. 182848

26 Aug 47

1. Reason for Investigation

a. One of the explanations for the "flying saucers" over the US is allegedly given to be due to Russian experiments near the Arctic Circle in the area of the island NUNA ET LAJA (New Land)

2. Results of Investigative Activities

a. It is alleged that in the area of NUNA ET LAJA intensive experiments are being made in an endeavor to open the electronic atmosphere above the earth with electricity and through the gap made in this manner to permit the MINKIN rays (Ultra-Violet) to reach the earth's surface in all their intensity. These rays by means of instruments and glasses are then turned on a target with a heat greater than natural fire.

b. According to the explanation given, the third (3r^d) layer of atmosphere surrounding the earth is known as the electronic atmosphere. This layer protects the earth from the sun's heat and varies in thickness from fifty (50) to two hundred (200) miles. If a gap can be opened in this particular layer, scorching heat would descend upon that part of the earth open to this gap.

c. With electrical experiments, the Russian sponsored scientists are ever on the watch for favorable weather conditions attempting to effect a gap where the electronic layer is thinnest. This intensive application of electricity is said to cause a disturbance in the layer under consideration causing an agglomeration of atoms of an unknown nature, which in their conglomeration become visible. The direction of this conglomeration, or the so-called "saucers", is decided by atmospheric conditions in which the attraction of electricity is said to play the dominant part.

3. Agent's Notes

a. This agent is not versed in the sciences dealing with the alleged above experiments. It is known, however, that all things in nature which have any affinity to become attracted

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ON ~~17~~ 06 1994
BY CDR USAINSOCM FO/PO
AUTH PARA 1-603 DoD 5200.1-R

HEADQUARTERS
SUB-REGION GOEPPINGEN
COUNTER INTELLIGENCE CORPS REGION I
EUROPEAN COMMAND
Page No. 8

APO 154

18 July 1997

to a given center will form a spherical, rather than oblate, or plate pattern in order to draw as close as possible to the center of attraction.

b. Since this agent has only recently arrived to this Sub-Region, all his contacts are new and evaluation of the source can not be determined at this time. Because of the new contacts, the sources of this information have not yet been coded.

c. Evaluation of this report in its entirety is .--0

Edward G. Greenman Jr.
EDWARD G. GREENMAN
Special Agent, CIC

Telephone: 3301

APPROVED:

Charles T. Ellings
CHARLES T. ELLINGS
Special Agent, CIC
Operations Officer

187

198

775

202

-

DOSELS IN ORDER DRAFT AND CIRC.

Boomers can't be used this way in the order

Soviet Experiments Near the Arctic
Circle

EEF's on Alleged Flying Saucers

HORTEN, Reimar + Walter

Flying Saucers from Denmark

S-3 Work Sheet
(C. I. Division)

DATE

SUBJECT: *BERNARDY, Guido, Jr.* (see below)
CO-SUB: *Helmuth, Julius* (see above)

DATE OF INFO: _____

THE FOLLOWING ACTION IS TO BE TAKEN ON THE ATTACHED MATERIAL:

ACTION ALL 120 1300 AM
(Designate numerical or 'X') 140 150 1600 PM

C. I. GROUP Attach card

Indicate Director's No.

NAME OF DIRECTOR

HJ

INVESTIGATOR Check Impersonal File

FILE Open an impersonal file
as follows:

DIRECTOR Attach Director

GROUP

Open Director

File in Director

187945

CARDING Prepare C.I. Card(s) on
underlined term(s) and/or
Impersonal Subj ect(s)

NOTES TO FILE IN C. I. FOR THIS ACTION

- S-3 Executive
 Case Directora Section
 Central Registry
 Distribution Center
 American Field Office

Standard Abbreviations

- Received by _____
 Booked up and in record
 Card or dossier returned or
work accomplished

~~SECRET~~

R/L: Mr. Hqs. 970th CIC Det., 8 September 1947, re: BERNARDY, Guido
III-4748 1st Ind. 2 October 1947

Headquarters, Counter Intelligence Corps Region III, 970th CIC Detachment,
European Command, APO 757, U. S. Army. 8 September 1947

To: Commanding Officer, Sub-Region Frankfurt, CIC Region III, APO 757,
U. S. Army

1. Reserved for action requested in basic communication.
2. Enclosure to be returned with report of investigation.
3. Report of investigation to reach this office not later than 2
October 1947.

BY ORDER OF THE COMMANDING OFFICER:

John J. Neff
C.R. J. NEFF
Special Agent, CIC
Operations Officer

Enclosure a/c

Re: PRINTER 2093
Mr. WILLIAMS/a/c

REGRADED UNCLASSIFIED
ON

2nd Ind. BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

Headquarters, Sub-Region Frankfurt, Counter Intelligence Corps
Region III, 970th Counter Intelligence Corps Detachment, APO 757,
Germany, 11 September 1947.

Commanding Officer, Counter Intelligence Corps Region III,
970th Counter Intelligence Corps Detachment, APO 757, US Army

BERNARDY, has returned to Bonn (ESL/788), Occupation Zone 1,
which is in the American Occupation Zone.

2. This office is unable to conduct a background investigation
of subjects mentioned in PARAGRAPH only a short time.

REGRADED UNCLASSIFIED
ON ~~06~~ 06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

John J. Neff
C.R. J. NEFF
Special Agent, CIC
Commanding

3-3 Work Sheet
(3. Set Dotted)

Initiator
of action

Date 24 SEP 1947

BERNARDY, Joseph Ernest

Designated Memorial Order

ATTACHMENT 1 ENCL.

(or R)

1. Attach card

or

2. Indicate sender info

NAME OF CITY

SEARCHED Check Imperial File

INDEXED Open on Imperial File

as follows

SEARCHED Attach Dossier

INDEXED Open Dossier

FILED File in Dossier

PROGRAMMED Card(s) or

INTERVIEWED Memo(s) and/or

INVESTIGATED Subject(s)

SEARCHED File in Dossier

INDEXED Card(s) or

FILED Memo(s) and/or

SEARCHED Card(s) or

INDEXED Memo(s) and/or

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FILED Memo(s) and/or

DATE 16-9-47

SURNAME Bernhardy
NUMBER 187945 TUES

DATE OF BIRTH

THE FOLLOWING ACTION IS TO BE TAKEN ON THE ABOVE INDIVIDUAL

ACTION SEARCH INTERVIEW
(Designate numerical codes)

O/I GROUP ASST CHIEF

Indiv in Control 161

DISPENSAL Check Telephone No.

FILE 161-187945
 161-187945

ROUTER 161-187945

ROUTER

File in Router

File in Router

CABLING Printed Card

Individ Card

Indiv Card Set/161

Indiv Card Set/161

Set Telephone

Case Inspection Section

Central Radiator

Electric File Center

Amalgamated File

ROUTER

161-187945

SEARCHED INDEXED SERIALIZED FILED
161-187945-161-187945-161-187945-161-187945

WORK NO. 337



~~SECRET~~

R/L: Ltr Bq CIC EUCOM, 8 Sep 47, re: BARNARDY, Guido

III-4748

3rd Ind.

Headquarters, Counter Intelligence Corps Region III, 970th CIC Detachment,
APO 757, U. S. Army, 15 September 1947

To: Commanding Officer, 970th Counter Intelligence Corps Det., European
Command, APO 757, U. S. Army. (Attn: Mr. OLIPHANT)

1. Forwarded in compliance with basic communication.
2. Attention is invited to preceding endorsement.

FOR THE COMMANDING OFFICER



for Bob D. Dillman
Cpl. J. KUHNKE
Special Agent, CIC
Operations Officer

Recd: 2/6

RECORDED 2023
M. WILLIAMS

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

URGENT

F-1

To
General Lucius Clay
U.S.A. Headquarters

Concerning Flying disc-shaped projectiles seen over the 16 & 30 Dec.

I am come here knowing for certain, that I am to do my best work, but knowing for certain also, that I have taken over a great responsibility. That's why I am forced to go my way not being certain what the burden it gives to me.

1. During the war I was commanded to the U.S.A. and so I learned that professor Maier was making experiments with atom energy for propelling bombs, not for developing atom bombs. These experiments were made in order to fit the S-24 in the Crimea. They would have bombs to can be carried farther to shoot them in far more states. To the last of the war the Navy brought a submarine named to Norway for the new bombs, but they were not yet ready when the English found it. The Navy had nothing to do with atom bombs.

2. Before ending the war I was working at the aREIMMAA, subterraneous works for war materials. These works were situated in Italy near the city of Jane, and they were ordered by the Q.G.A. General Gaudel, who was moreover the special commissioner of the French for constructing most quickly flying apparatus (airships) and getting back the control of air-filled space. So he had also to take care of constructing V-weapons, but that had nothing to do with the constructions of the aREIMMAA.

3. In these works I became acquainted with results

of rocket's and nozzle's researches. Now you can see
yourself. After getting discharged from the Navy before the war, I
didn't intend with my knowledges till a short time ago as
following:

Two gentlemen without special knowledges observed special my
here connection with world beside us. They need only an individual
with which they write. They write not themselves, but it is written so that
pin writes itself. You will purpose I would make you fool, and you may
it would be more than is fair, while you are working with all your
But I say you: it is for me more than painful to give you my
mations from such a position. But I have to do nothing but my
I might not ask, whether it is disagreeable for me or difficult I have to
say truth, that you can do what needs your own country and me. I
I beg you for being nothing but neutral and not verify the things
to say you. I myself, too, I would not go to you than there were no
tions, that everyone gets culpable, who does not listen to them and
not give them ways. By the might of these gentlemen there were the following
results:

- 4) The experiments of piston. Now we have produced a new piston.
The most awful war is has ever seen.
- 5.) Do those experiments taken part the Sunburnt being dead
6. All Europe and the U.S.A are threatened with extinction. The
U.S.A do not yet to work. To induce you to do, I am come to you.

To 4

The flying disk-shaped projectiles last year in America and
and China are projected. The reason America was the first to do
show here finished the experiments, and now made up the flying
disk-shaped projectiles. In the last 340 days in several countries

world, and which disappeared again. They were seen
months ago over Northern lands and Southern ocean
tides, but they were still constructed of false material. Here
are the following details of the flying disappearance.

1. The projectiles are shot off by including rockets like the of shooting off V_1 and V_2 .
 2. Velocity: 1900 km.
 3. Large ness: $7\frac{1}{2} \times 3,45$ m.
 4. Regular berde for giving them direction: 50-60 000 km. back to their shooting off-base.
 5. Distant control: 6000 km.
 6. The projectiles now appearing are experimental projectiles. Heaviness: 275 kg. if loaded: 2 kg more.
 7. There were accurately designed the shooting off-base.
 8. Up to 27th Aug, 47 will never appear these projectiles, but 27th Aug, 47 new experimental projectiles will be to be seen over Tokyo city and Xanosa.
 9. Impulsing might: Schwerwaffe atom-might.
 10. The projectiles were drawn in a close-fitting manner and also was written the manner of the fig. of distant's control system, of loading, and of impulsing.
 11. Radius of extermination, it must a fight on earth 500 km. in fig. 2 km.

21.

The French is staying now in the shooting of the H. 1. but
wishes, a special construction for him. It would take a special boat
was constructed for him by the Navy, can dive to 90 m. He will prove
that he would have been able to destroy all the naval forces

willing to do so. The position of h. t at war, g. m. and K. in
manner.

Before long the Fuhrer's submarine has been laying bet.
Horn and Cape of the good hope. It was getting supplied by a foreign
by flying boats in such a manner, that two machines took with
the gas for the 3rd.

Beginning 24th 9, 43 there will be made new experiments
shooting-off-boats, which were drawn also from us in the first month
water. There was given the place of planes too.

To 3:

These flying distance projectiles will exterminate all Europe
in the U.S.A.:

New York, California, Texas, Wisconsin, and 9 other countries in
Only if the U.S.A set a very accurately a base of each one
and in America will be another saved from being destroyed only a part of
Germany by a bomb with a radius of 250 km around has it. The
other parts of Europe including England will be very well by tight
actions. The U.S.A. will have destructions 100 km by 5. This will be made
by a flying disk-shaped projectile ten times or small as regular the
a bomb with a bomb will be thrown by the U.S.A. There was notice the
time.

In support of this the following text:

To get the point to you, that these writings of a man to be
able to say the truth, that it is going to be more than not to be able
ever make the following statement after time

4 The secret location of about 342. for the same
as made in the 9th where I wanted to write back to the 1st to

by the Americans only. They were constructed partly by Americans, partly by us and You.

2. The bomb, named by the U.S.A. as the great Atom-Bomb, which is made today in USA in two factories, the one in Chic, the other in the state of New York. It is so big as an apple and has a destructive range of 600 km now; it destroys all about 30 cm of earth. In the moment there were made atom-bomb experiments with V₂ and V₃.

3. For throwing atom-bomb there were constructed special aircrafts in a factory of Chic since summer 1943. The atom bombs thrown on Japan were thrown in a simplified manner. Because the atom bomb is so easy there must be constructed a special mechanism to thrust out it. So the special planes don't have openings for throwing bombs as the Bomber aircrafts, but they thrust out an atom-bomb by a continuous air mechanism to thrust out it. The radioactive radiation brought about by the throwing is equal to the destroying radius of the bomb. In case of disorganisation of man the atomic content of radium these aircrafts come to a figure of 12.000 m. The formula of carbon is written on the aircrafts.

Consequences.

My own knowledge and experiences compel me to conclude these facts. I am not an author, I have made my studies at the university, and I do not give credence to any opinion. I would give you myself, Sir, but they did not let me go to see you. So I was compelled to write these information given to us, [redacted]
C.C.C., 6th 1, 47. Once and ever I have waited to seeing you because there is no time to keep putting off that what needs to be done.

I can't give best informations or ...
given to me by a Lieutenant, but I am willing to say
to you, all I know and to what I have got in the struggle
will nothing but give you all things that you can prove them.

There are only eight men in all the world, who can
in the same manner as the two gentlemen I know. But only
two are able to come to the last things they can do so since the
Japanese priest in Tokyo, named Tohaiso, aged of 96, died 16th. 7, 1941. It is in
power to revise name and date, written us in the same manner
the other things. The two gentlemen are so willing as myself to
you their knowledges and to explore all what you will learn.

Please, Sir, do you think over the case.

Myself and also the two gentlemen are not, yet, caught
on U.S.A.'s fabrication or military secrets, and we can serve - us
and authorities we will. But we feel us in duty of ourselves - of
God the Lord, and therefore I am come to you. So I will be accountable
all to attain the end determined to you. I do nothing in my own
interests, on the contrary, what I do is owing to to all my personal
interests and my daily duties. There was written, that you must be
in way to catch the Fuhrer, Goermann, and the shooting-of cases
till beginning of next month, and that you ... would see with
me your Adjutant to fetch the two gentlemen to you. It was said,
that your Adjutant could speak German enough, and that we
would go with me Saturday/Sunday of this week. But there was
also written, that I had to see you in these days; you were never in
Frankfurt this week, and that the right time would be past and
would go away to help you and the world, if you will not ...
me in this week.

I have done more than my duty for mine ... and to you,

now it's your turn to test my work, sir, two gentlemen, and to act. Let you go to America and see yourself and their work. All responsibility is yours. The world is yours now, and never ever have you had the chance to say, "I had known nothing and that you not had been able to do what it would have saved the world. Now you are responsible for the fate of America and of the world, for life or death of honored, of millions."

I am of opinion to do for you more than too much. I want you possibilities to catch you last knowledge, for you and your people, for your country, and for the world. Therefore it is allowed me to demand that you see me and the two gentlemen. Your own work in this matter is to let go for them, and I think that is little enough. Concerning the writing given to me I rest here in the Amstelstock-Buikhof, weekend, after this I am not more to see to you, and I will go elsewhere.

Now I will add something for you:

There was written, that one would make ridiculous my report. May one do so. You have to carry this heavy responsibility, and you have to decide. Therefore I have translated the report myself; concerning the single facts it is translated literally. I don't know yet, how to give it you.

If I think over all these things, I can't comprehend, why you will not agree to them - they are already dangerous enough to take notice of them; did I come to you otherwise? -, and why you should not let go for the two gentlemen to see yourself, what is in this matter. Perhaps you're thinking I was persecuting own interests, but I say you, that it is a matter of indifference to me to go to America or to become anything of the Americans. I will do nothing but my duty, that's all.

I am thinking, they do not know what you are. You are an
unhistorian man, and you are a general and a very good one.
But such sort of things I have to say, because every nation, every
nation and all the world, can not be given to other authors.
They are belonging only to you. But it is as everywhere: there
are instances, there are papers and acts. They see words on paper
they are far from them, perhaps they have no time to work more, you
too. But my time is as good as others', and it is not my duty
^{any} to run after them or the lieutenants^{or another}. If I will help you, Sir. If
I can not succeed, you deserve fate, said to you to save the world, and
you have been getting culpable before God and mankind. You
see yourself, that is written you each place you will learn in each
language you will. Then you will make use of them for the U.S.A.

What do you think of the worth of the formula of a Secret
Shall I give them^{to} others? I think, if anyone can do make worse
the formula of arbitration, the things are more than earnest, so the
more as so arbitration is the only weapon, that can help America
and the world.

There are made words enough. But you will not have a
though offered to you without any mental reservation, what would
be so good as millions, if another could have such information,
that will then serve to other ends. Then I must be ashamed, that
I did more for the U.S.A. than the Americans themselves. I risk in the
matter my life for you, please, Sir, do you take it into considera-
tion in all what you do. But I do it only for you, for the U.S.A.
I am historian, and that's why I know for certain what I
have to do, and why I am come only to you and may I not do
virtue to do things, not for myself, but for the two gentlemen
but for history, and for God and mankind.

These things must rest unanswered. You know very well how much you owe to another as to yourself! These accusations are in no account in other words as yours, beside you are these, will bring you down.

I finish my report with the last words of your dear President Franklin D. Roosevelt written to me:

"Cheer up, German man, do fight for Stars and Stripes!"

Bonn, 14th Aug.

They did not let me see you, and also they did nothing to help me to bring the two gentlemen to Frankfurt. On Friday there was agreed to go by motor-car together to visit them. But on Saturday they gave me Mr. Reichsmark to go by train alone and to come back with the two gentlemen. It there was no difficulty doing it so generously to write them. They did not keep their agreement, and so I was forced by their own behaviour to write them the following:

"As already said you in Frankfurt it was impossible to get an admission card for going by train to Frankfurt. Besides it was impossible to go by train, as one of the two gentlemen has nothing to put on to leave his daily working place. Pointed you to that with all my might, but I could not occasion you to any act in this matter. But you did prefer in this matter to withdraw without any establishment to let the two gentlemen together with me by motor-car and to provide to the necessary dressings. You did let it to me to find any way, it would go in any matter, that I would be there with the two gentlemen on Monday or Tuesday. Only by my several pointings to these difficulties being able to make impossible my going back you were brought to the promise, that I could write them to you. Also my pointing to the necessity of observing the given terms could not make you do anything for that."

In such a situation, brought on by your own department, what can

nothing, but unwilling to do anything by yourself for me, in your own interests, and for which I didn't share any particular pains, it was made me impossible to go, can I go with the two men. In our negotiations I have pointed emphatically to the Lawyer and ever I have said, that I myself did not share any trouble those things being in your own interests. But if you are not willing to any action for yourself and in doing your duty, and if the two men are not important to you, I am telling myself not more in duty to myself, and I will do my further actions as I have written to you.

I enclosed the 100.- RM (one hundred Reichsmark) given me to pay for the journey.

Weeks and months I have been working hard day and night with my last strength beside my daily work - and there are only about one clerks to find these things and how to save the U.S.A. and the world. Supported by the faculties of the two gentlemen I have discovered the things in such a manner, that I was able to give you solid facts and the most earnest pointings, and that I could ask you for taking the necessary consequences for yourself. I would make my work available for you. But they call me childish, because I will see you and will give the last information only to you. They call the two gentlemen unknown to them without understanding on a law level, because they have lost all their own by the war as myself. They send me away to find the two gentlemen, but they do nothing to subdue the difficulties opposite to my coming back. So it was made me impossible by your own men to talk, my work in this manner and to return to them.

Am I risking my life to be treated as a lift boy! I am not treated before America's door. I can't do now nothing but to you, what you must and what you will I say, etc., I have to take my work in another manner now.

INTERNAL ROUTE SLIP
HEADQUARTERS, U S FORCES, EUROPEAN THEATER

FILE NO: 333.5 (CID/DPS/IS)

SUBJECT: Request for Investigation of BERNARDY, Ouid, Helmut / JULIUS.

DATE 21 AUGUST 1947

(Number each memo or minute consecutively. Fill in each column & send across
draw a line across the sheet. Use entire width of sheet for one memo.)

No	From	To	Date	Has this paper been coordinated with all concerned?
1	Dps Br	CIC	29 Aug. 47	Reference the attached letter from BERNARDY, Ouid, Helmut, Julius of EDSS, Grunerweg 1, written to General CLAY, and report of Headquarters, Counter Intelligence Corps Region III, Sub-Region FRANKFURT, dated 6 August 1947, request that BERNARDY's background be investigated and two copies of the report of investigation be forwarded to G. I. office.
2	Spclst. M/S 7426 App. Sec. FRANKFURT			<i>S. D. T. C. P. C.</i> Colonel, SAC Chief, Operations Branch
3	Bq Br G-5 CIC Sec	Ops Br	23 Sep. 47	BERNARDY has returned to 10th (LII/PB), Grunerweg 1, which is in the British Occupation Zone. Requested background investigation could not be conducted as subject remained in FRANKFURT only a short time.

Oui. - dc telephone 7258

REGRADED UNCLASSIFIED
 ON 06-10-04
 BY CDR USAINSCOM FOVPO
 AUTH PARA 1-603 DoD 5200.1-R.

399

~~CONFIDENTIAL~~

OF 2 100

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000/000

200.0 (R10/RS/18)

Request for Investigation of BERNARDY, Oskar, Belmont, Julies.

Julies.

29 August 1947

1 Ops Br CIC 29 Aug.
67

Refers to the attached letter from "BERNARDY, Oskar, Belmont, Julies or 314, on board 1, written to General CLAY, and report of Headquarters, Counter Intelligence Corps Section III, Sub-Bureau NAME/NAME, dated 8 August 1947, requesting that HITLER's background be investigated and the findings of the report of investigation be forwarded to this office.

A. D. 117
Colonel, "X"
Chief, Operations Staff

2 Opns. a/s
TYP: 7484
DRAFT: 7484

K/F - Ltr written to Gen. CLAY by a BERNARDY, 7 Aug 47, in which he writes claims to have knowledge of the whereabouts of Adolf HITLER and Martin BREWNER. BERNARDY also claims that he has information concerning the recently reported flying discs seen in the US and Europe. He claims these were just experimental and that on 14 September and after some night developed discs will destroy the US and part of GERMANY. These discs are said to be launched aboard HITLER's submarine which is located in the South Atlantic between Cape Horn and the Cape of Good Hope. Requests Army to advise in T-947 and immediate action to stop this. Coord a/maj. WILSON, CIC.

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINS COM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

B-3 Work Sheet
(Do not Detach)

Initiator
of Action E

15-1-47 1579-1

Bernhardt, Guido
Heslau, J. F. H.

(If more than one see
REVERSE SIDE)

24 July 1916

THE FOLLOWING ACTION IS TO BE TAKEN IN THE ATTACHED ORDERLY
ATTACH ACCOMPLISHED DETAILS
(Migrating Information Order)

1 Attach card _____
or _____
 1 Indicate Dossier #s _____ CONFIDENTIAL _____ W.H.

1 Check Internal File _____
 1 Open an Internal File _____
as follows _____

1 Attach loose or _____
 1 Open dossier _____
 1 File in Dossier _____ AK _____
 1 Prepare C.P.I. Card(s) on _____
authorized name(s) and / or _____
authorized Subject(s) _____
and FILE WITHIN PURCHASE LIST C. _____

1 File in _____
and Distribution Section _____
Central Lock _____
Central Desk _____
Production Group _____
Central Registry _____
Central Registry Correspondence Section _____
Distribution Center _____

1 Informations to Reference Dossier
File was locked up and no record
Card or Dossier attached or not accomplished.

~~SECRET~~

HEADQUARTERS

COUNTER INTELLIGENCE CORPS REGION III
SUB REGION FRANKFURT

APO 757

EL-20-004

6 August 1947

SUBJECT: BERMARDY, Guido

TO : Commanding Officer, Counter Intelligence Corps Region III,
970th Counter Intelligence Corps Detachment, APO 807, U.S. Army

1. Forwarded:

- For your information. 1 copy of enclosed MIC has been hand-carried
to Headquarters 970th CIC, by Captain HOLLACE.
 For appropriate action.
 For investigation.
 For transmission to:

1 Enc: MIC, re subj, dtd 6 Aug 47 (cont.)

Std: 0400 P.M.

William J. Hodges
Executive Officer
for MAX ETKIN
SPECIAL AGENT, C.I.C.
COMMANDING

1 enc

Headquarters, Counter Intelligence Corps, Region III, APO 807, U.S. Army.

To:

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCOM FO/PO
AUTH PARA 1-603 DoD 5200.1-R

~~SECRET~~

~~SECRET~~

R/L: Hqs. CIC Region III, Sub-region Frankfurt, dtd c / u 47.
Subject: BERNARDY, Guido

III-4748

1st Ind

Headquarters, Counter Intelligence Corps Region III, 970th CIC Detachment
APO 757, U.S. Army, 13 August 1947

To: Commanding Officer, Hqs. 970th CIC Det., European Command, APO 757
U.S. Army (Attn: S-3)

Enclosed MCIC, Sub-Region Frankfurt, Subject as above, dated
6 August 1947, is forwarded for your information.

FOR THE COMMANDING OFFICER:

Karl J. Krehmert
KARL J. KREHMERT
Special Agent, CIC
Operations Officer

1 Enclosure w/o
One copy of MCIC, withdrawn

Dte: Friedberg 2183/Mr. WILLIAMS/cb



REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

353

~~SECRET~~

8-3 Work Sheet
(Do Not Detach)

Initiator
of action

ED

DATE 2-9-47

NAME Bernard, Guido, Helmut
BIRTH: ----- More than one
REPORT NO: ----- are reverse side)

DATE OF BIRTH: -----

8-3 WHICH OF THE FOLLOWING ACTION'S TO BE TAKEN ON THE ADT SHEET MATERIAL:

ACTION ASSOC'D/INITIALS INITIALS
Designate Numerical Order ----- -----

OPI GROUP: 1: Attach card

2: -----

3: Indicate Dossier No's.

CANNOT PROCESS -----

IMPERSONAL 1: Check Impersonal File -----
2: Open an Impersonal File -----
as follows

DOSSIER 1: Attach Dossier -----

2: Open Dossier -----

3: File in Dossier 12115

REPORT 1: Prepare OPI Card(s) on
underline name(s) and/or
Impersonal Subject(s)
RETURN TO FILE WITHOUT INDEX

SEARCH 1: Check Live
Case Production Section
Internal Deck
External Deck
Production Jr. up
Central Registry
Central Registry Correspondence Section
Distribution Center
American Fluid File

INDEX -----

SEARCH ----- REF ----- REFERENCE -----

- *REF - has been looked up and no record
- *REF - Card or Dossier attached or work accomplished

PROJECTS, USAF DETACHMENT 35

~~CONFIDENTIAL~~

AKRON	BRAWDY	DANVILLE	GREENWICH	MEMPHIS	MORRELL	VENTER
ATLANTA	BEDFORD	DARBY	GUILFORD	MIDDLEBURY	SALIN	MALTZAN
AVALON	BUTTE	DEADWOOD	HUNTINGTON	MILWAUKEE	SALIDA	WASHINGTON
BAKER	CAMBRIDGE	DOTHAN	KED HOLE	MOLINE	SEATTLE	WATERTOWN
BALTIMORE	CARLSBAD	DURANGO	LAWCASTER	NEW YORK	SHERIDAN	MANHATTAN
BANDER	CARBON	ELKO	LA SALLE	PEORIA	SHOSHONE	WILTON
BAYONNE	CASPER	ERIK	LIBERTY	PGMONA	SPOKANE	WOODMONT
BAUMONT	CHATTANOOGA	GARY	LINCOLN	POTRIM	SPRAGUE	YORK
BENELAY	CHESTER	GOLOUCESTER	LOS ANGELES	PRINCETON	TOPICA	
BILLINGS	CHICAGO	GRANDRAPIDS	MADISCK	PROVO	TRINTDAD	
BOSTON	CODY	GREENCASTLE	MARION	RICHMOND	UTICA	
BOSZON	DALLAS	GREENVILLE	MARSHALL.	ROCKFORD	VALLY	

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DECLASSIFIED

Authority: Executive Order 12958

Originating Agency Interests:

- Declassified in Full
- Declassified in Part

Other Agency Interests Declassified?

- YES
- NO

8 PROJECTS