

THIS FILE IS MADE AVAILABLE THROUGH THE DECLASSIFICATION EFFORTS AND RESEARCH OF:

THE BLACK VAULT

THE BLACK VAULT HAS BECOME THE LARGEST ONLINE FREEDOM OF INFORMATION ACT / GOVERNMENT RECORD CLEARING HOUSE IN THE WORLD. THE RESEARCH EFFORTS HERE HAVE BEEN RESPONSIBLE FOR THE DECLASSIFICATION OF THOUSANDS OF DOCUMENTS THROUGHOUT THE U.S. GOVERNMENT, AND ALL CAN BE DOWNLOADED BY VISITING:

[HTTP://WWW.BLACKVAULT.COM](http://www.blackvault.com)

YOU ARE ENCOURAGED TO FORWARD THIS DOCUMENT TO YOUR FRIENDS, BUT PLEASE KEEP THIS IDENTIFYING IMAGE AT THE TOP OF THE .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.

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, ETC'S (S ALIENED)

19823



FLYING SAUCERS FROM DEBARK

11-1-12, 1

Flying Saucers from Denmark 202085

202085

ALLEGED FLYING SAUCERS FROM DENMARK

XE 202085
I 9A001

44211 3411

WAR DEPARTMENT

IDENTIFICATION SECTION
OFFICIAL BUSINESS

REGRADED UNCLASSIFIED
ON 6 JULY 94
BY CDR USAINSCOM: F01/PO
AUTH PARA 1-603 DOD 5200.1R

9202082

CIF 600
6055

NO

11 T-6055-111

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

202055

~~CONFIDENTIAL~~

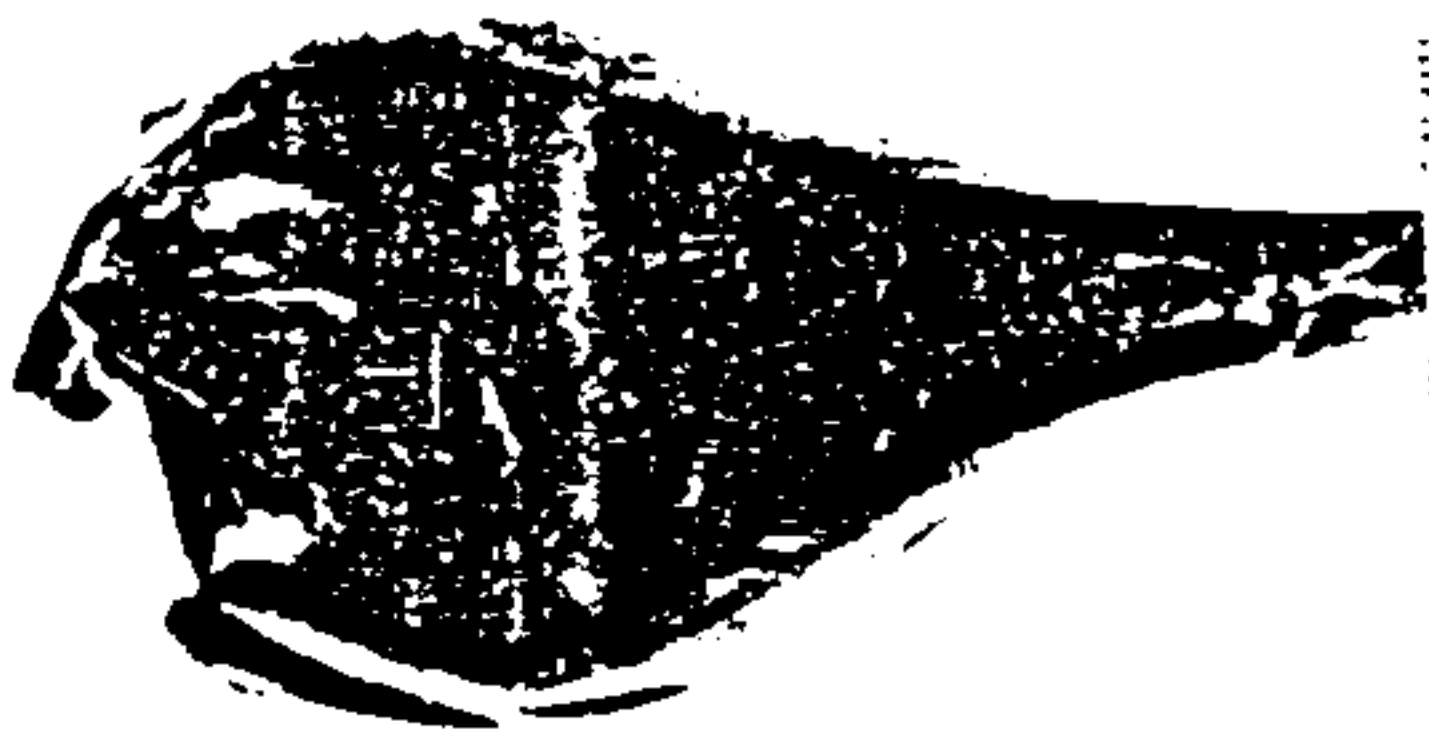
alleged Flying Hercules
from Penwood

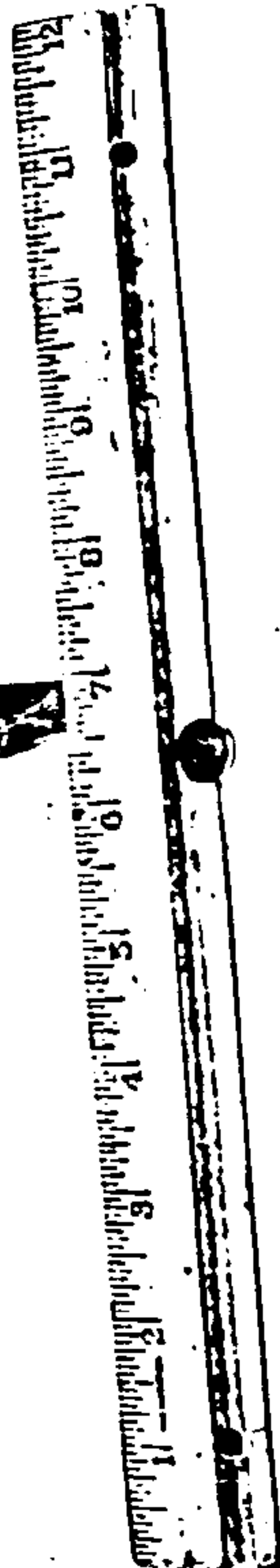
RECEIVED CONFIDENTIAL BY AUTHORITY OF
CDR USAINSCOM: F01/PO

RECEIVED FOR REVIEW BY AUTHORITY OF
CDR USAINSCOM: F01/PO



11. 11. 10. 16. 13. 12. 19. 15. 14. 13. 12. 11. 10. 9. 8. 7. 6. 5. 4. 3. 2. 1.





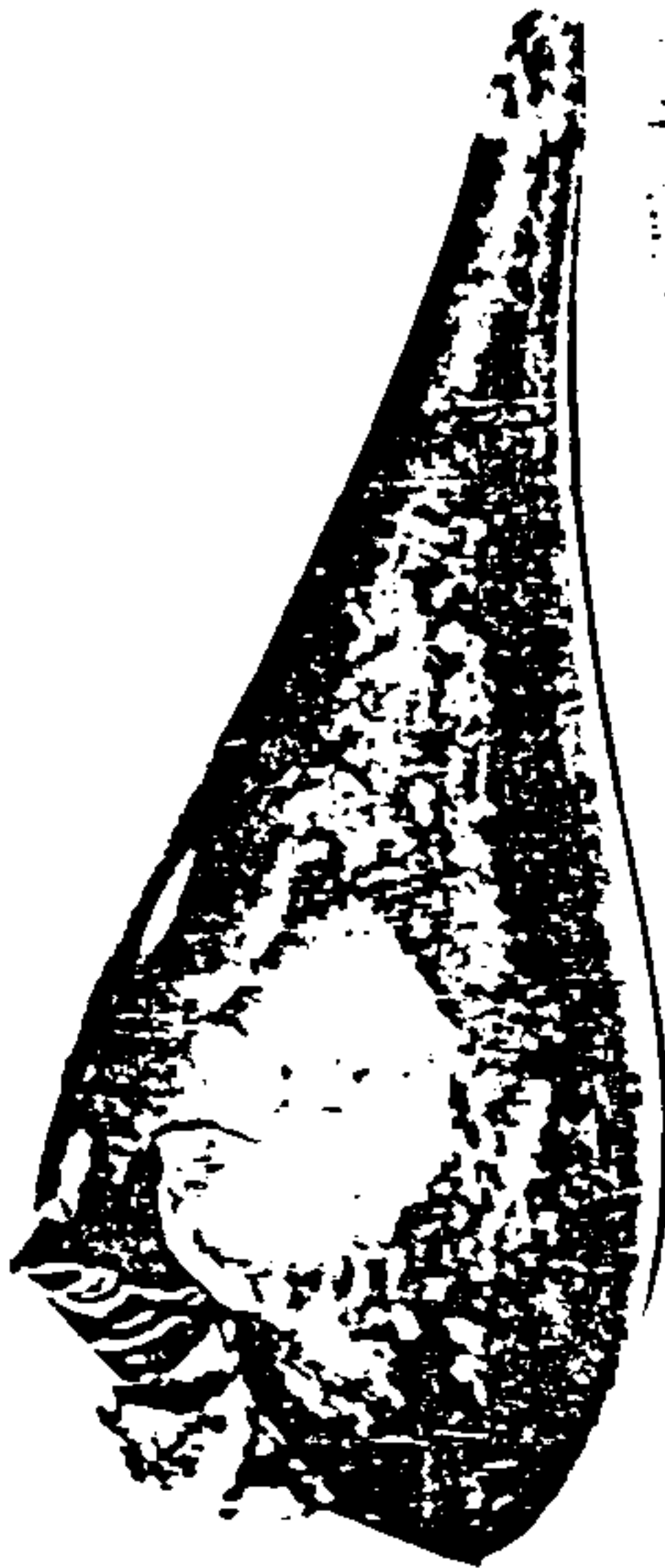


12 11 10 9 8 7 6 5 4 3 2 1

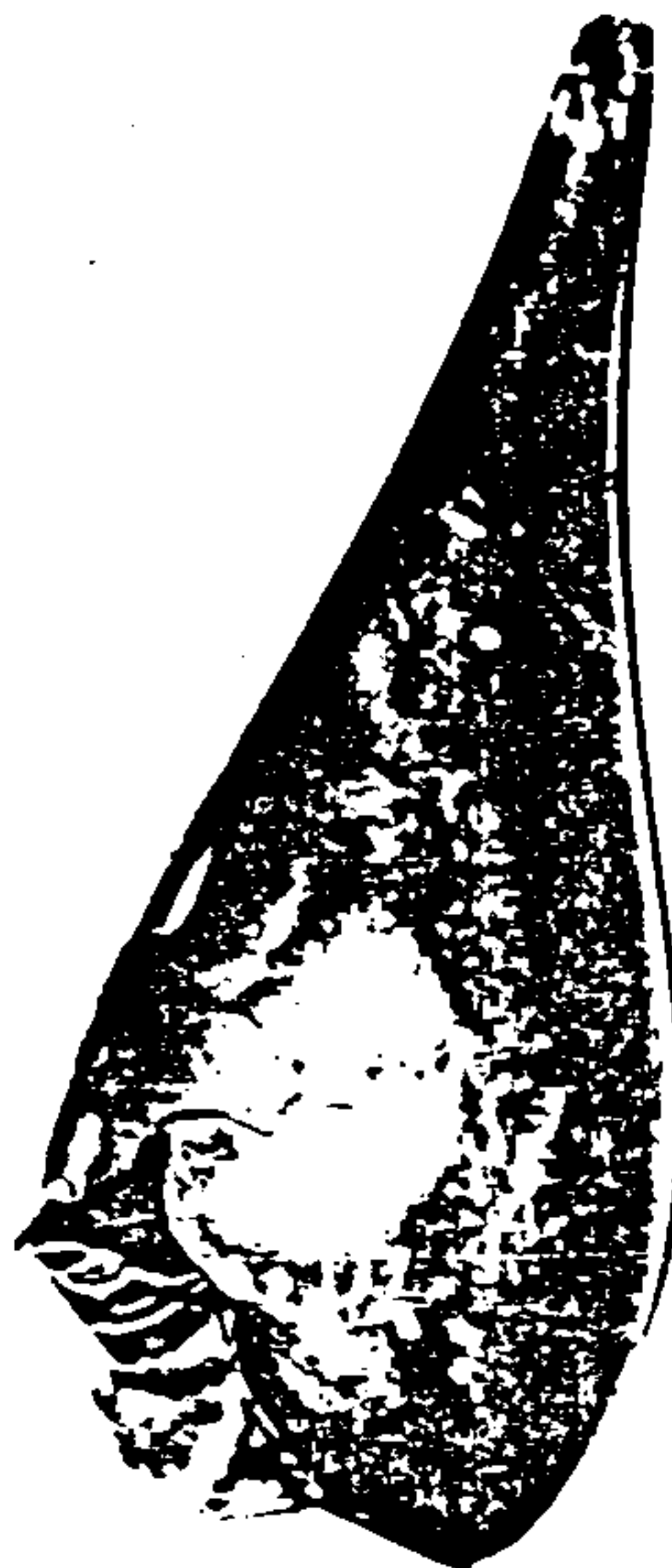


12
11
10
9
8
7
6
5
4
3
2
1





Copyright © 1994 by the Board of Regents of the University of California
All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without permission in writing from the Board of Regents of the University of California.



| Year | 1900 | 1901 | 1902 | 1903 | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 | 1911 | 1912 |
|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Population | 1,000,000 | 1,050,000 | 1,100,000 | 1,150,000 | 1,200,000 | 1,250,000 | 1,300,000 | 1,350,000 | 1,400,000 | 1,450,000 | 1,500,000 | 1,550,000 | 1,600,000 |

D198239

24B2160

NET ON ALLEGED "FLYING SAUCER"

198239

LOSSING INDEX SHEET

DOESILK MUBLI

198239

Page 7

DOSSILE TITLE

FLYING SAUCER

| DATE | TYPE DOCUMENT & SUBJECT | SOURCE | CLASS | COPY |
|-----------|-------------------------|--------|-------|------|
| 12 Nov 48 | Ltr. | CIC Hq | S | |

DOSSILE INFLX SHEET

DOSSILE NO. B. I. 198239

Page 6

DOSSILE TITLE FLYING SAUCER

| DATE | TYPE DOCUMENT & SUBJECT | SOURCE | CLASS | COPY |
|-----------|-------------------------|-------------|---------|------|
| 16 Feb 48 | IRS-I | w/ CIC Hq | S | |
| | SRI, 20 Jan 48 | w/ CIC-III | S | |
| 28 Feb 48 | WDGS Intell Report | S-2, BERLIN | S | |
| 5 Mar 48 | Ltr | w/ CIC-IV | S | |
| | MOIC, 1 Mar 48 | w/ CIC-IV | S | |
| | MOIC, 1 Mar 48 | w/ CIC-IV | S | |
| | MOIC, 1 Mar 48 | w/ CIC-IV | S | |
| | Sketches (4) | German | S | |
| 8 Mar 48 | MOIC | 16 | CIC-III | S |

DOSSIER INDEX SHEET

DOSSIER NUMBER 198239
DOSSIER TITLE FLYING SAUCER

Page 5

| DATE | TYPE DOCUMENT & SUBJECT | SOURCE | CLASS | COPY |
|-----------|-------------------------|----------|-------|------|
| 29 Dec 47 | 1st Ind | w/ CIC-V | S | |
| | Cover Ltr, 3 Dec 47 | w/ CIC-V | S | |
| | MOIC, 2 Dec 47 | CIC-V | S | |
| 16 Jan 48 | Ltr | w/ CIC-I | S | |
| | MOIC, 6 Jan 48 | w/ CIC-I | S | |
| | Exhibit A, B + C | CIC-I | S | |
| 29 Jan 48 | Ltr | CIC-VI | S | |
| 4 Feb 48 | SRI | CIC-III | S | |

DOSSILE INDEX

DOSSILE NUMBER 198239

DOSSILE TITLE FLYING SAUCER

Page 4

| DATE | TYPE DOCUMENT & SUBJECT | SOURCE | CLASS | COPY |
|-----------|-------------------------|--------|-------|------|
| 16 Dec 47 | Ltr | OMG | S | |
| 17 Dec 47 | IRS-I w/ | CIC Hg | S | |
| | 2nd Incl, 5 Dec 47 w/ | CIC-I | S | |
| | 1st Incl, 25 Nov 47 w/ | CIC-I | S | |
| | Cover Ltr, 24 Nov 47 w/ | CIC-I | S | |
| | MOIC, 24 Nov 47 | CIC-I | S | |
| 17 Dec 47 | Ltr, | CK-VI | S | |
| | PR, 12 Dec 47 | CIC-VI | S | |

DOSSIER INDEX SHEET

DOSSIER NUMBER 198239

DOSSIER TITLE FLYING SAUCER

Page 3

| DATE | TYPE DOCUMENT & SUBJECT | SOURCE | CLASS | COPY |
|-----------|-------------------------|--------------|-------|------|
| No date | TWX | CIC-I | S | |
| 24 Nov 47 | TWX 4083 | CIC-I | UC | |
| 3 Dec 47 | Ltr | w/ OMG | S | |
| | Sketch | German | S | |
| 17 Dec 47 | 3rd Ind | w/ CIC Hq | S | |
| | 2nd Ind, 4 Dec 47 | w/ CIC - III | S | |
| | 1st Ind, 21 Nov 47 | w/ CIC - III | S | |
| | SRI, 20 Nov 47 | w/ CIC - III | S | |
| | Cover Ltr, 3 Nov 47 | w/ CIC - III | S | |
| | Ltr, 28 Oct 47 | CIC Hq | S | |

DOSSIER INDEX SHEET

DOSSIER NUMBER 198239

DOSSIER TITLE FLYING SAUCER

Page 2

| DATE | TYPE LOCATION SUBJECT | SOURCE | CLASS | COPY |
|-----------|-----------------------|------------|-------|------|
| 21 Oct 47 | Transmittal Ltr | ODDI | S | |
| 27 Oct 47 | IRS-2 | w/ CIC Hq | S | |
| | PWI reports (3) | w/ UICW | S | |
| | IRS-1, 20 Oct 47 | w/ OPS BR | S | |
| | AIR INTELL. GUIDE | WRIGHT FLD | S | |
| 1 Nov 47 | IRS-I | w/ CIC Hq | S | |
| | Cover Ltr, 7 Nov 47 | w/ CIC-TR | S | |
| | MOIC, 7 Nov 47 | CIC-TR | S | |
| 14 Nov 47 | Ltr | 20 ODDI | S | |

DOSSIER INDEX SHEET

DOSSIER NUMBER 198739

DOSSIER TITLE FLYING SAUCER

| DATE | TYPE DOCUMENT & SUBJECT | SOURCE | CLASS | COPY |
|------------|-------------------------|------------------|---------|------|
| 17 May 47 | TWX Z-5112 | ACC
HUNGARY | C | |
| 11 July 47 | Civilian Ltr | German | UC | |
| 7 Aug 47 | Ltr
Ltr, 16 July 47 | w/ OMC
German | R
UC | |
| 20 Oct 47 | JRS-J | OPS DR. | S | |
| 21 Oct 47 | Transmitted Ltr | ODDI | S | |

DOSSIER CROSS REFERENCE SHEET

The following dos sers contain information relative to this dossier.

DOSSIER NUMBER

SUBJECT

154654

HORTEN, Reiner & Walter

?

PESSLER, Berthold

211310

LEIBER, E GWIN O.

187945

BERNARDY, Guido Helmut

187848

Soviet Experiments Near Arctic Circle

202085

Flying Saucers from Denmark

265472

BUCHTA, Eichen

NAME OR IMPERSONAL SUBJECT

DATE OF
BIRTHCPI ACTION OR
DOSSIER NO.

INITIALS

Heinrich Ernst

Messer-Schmidt, Willy

82 94

186020

52744

1 Cond

(3)

(3)

(3)

L

D

NAME OF INTERSCHOLAR SUBJECT

DATE OF BIRTH

CPI ACTION OR DOSSIER NO.

INITIALS

Horten, Walter

NR

STON 21

Z. H. C. Walter

NR

ST

Prandl, Ludwig

NR

ST

Lippisch, Fritz

NR

ST

Schumann, Fritz

71957?

Lead

NAME OR IMPERSONAL SUBJECT

DATE OF
BIRTH

OPI ACTION OR
DOSSIER NO.

INITIALS

PESSLER, BERTHOLD

14 Dec 1943

YR EV

~~CONFIDENTIAL~~

VII-1836 AAR

18 September 1952

Security-CS Team, Region VII, 66th CIC Det., BAIREUTH, 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, Stillblended 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 1898 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 dish-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) 33UUR12 and the CSA-German border. Above information was substantiated by Frau Anna LOEFFELMANN, born 3 November 1899, in MITTERTEICH, and Anton SCHMAUSS, born 27 August 1923, in MITTERTEICH. Further investigation failed to reveal the names of any other persons having any knowledge of above information. (P-6)

REGRADED UNCLASSIFIED
ON 6 JUL 1994
BY CDR USAINSCOM F01PO
AUTH Para 1-603 DOD 3200.1R

26

5-Hq 66th CIC Det

1-CIC Central file

1-Region VII file

~~CONFIDENTIAL~~

III-6826
Flying Saucers

11 September 1952

1
CIC Hq. 66th 11 Sept
Reg CIC Det. 1952
III ATTN:
KRAZERSKI

1. The attached letter was received by the Provost Marshal, BAD MAURKIM (UTM) 320445179, Sub Post, and forwarded to this Region for disposition. Region III Registry check on the writer, Siegfried Herbert GAENTNER, who is also responsible for SUBJECT, revealed no record.

2. For your information.

INCL:
a/s

DISTRIBUTION:

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

Tel: Capt MEIWDERS/M11/7407

.....

ROBERT A. VAN BOUTEN
Lt Col
Commanding

FLYING SAUCERS

I would like to announce herewith the fact, that the flying saucer 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 a high tension.

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 -

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 (1080)

Siegfried Herbert, G.I.C. Station

To:

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

I request the C.I.C. 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 (L50/M64) 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 UHNDOM (M54/L10) and WOLLIN (M54/U34). The person giving these lectures had allegedly worked on both of the ^{above} fore-mentioned projects and had discussed and explained fully the various formulae 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 (fma) BOHM (BOEHM), pathologist, formerly from the University of JENA (M51/766) had been released from the DARMSTADT Internment Camp in August 1948., Present whereabouts unknown.
- b. Doctor, med. Fritz BETHKE, living at Domplatz 5, FRITZLAR (L52/M08).
- c. Doctor Med. Max FINK, former Chief of Medicine for STANDEBURG (M53/M23) left the DARMSTADT Internment camp in January 1948 for WIEHABACH (M51/M36).
- d. Professor, Doctor, Med. (fma) WEHFRITZ, currently living in NIEHA (L51/090) Kreis

Badingen

c. Doctor Hans HEYMAN, researcher living in DARMSTADT.

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

7. 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.

8. 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; F-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 1948.
- 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 OF SUBJECT OR TITLE OF INCIDENT

Alleged inventor of Flying Saucers, conversation with FRANKLIN, Freddie B., 1st Lt, 01309614, Hqs 555 Engineer Group, APO 175, US Army

2. DATE SUBMITTED

25 April 1950

3. CONTROL SYMBOL OR FILE NO.

0-479

4. REPORT OF FACTS

The following information was given to this Agent by 1st Lt Freddie B. FRANKLIN, 01309614, Hqs 555 Engineer Group, APO 175, US Army. Lt FRANKLIN is a pilot assigned to this organization.

While visiting the TI & E Staff School Library in BUDINCKEN (L51/196) recently Lt FRANKLIN noticed the Librarian, a MILLER or MULLER, (fnu) 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 undisclosed 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 his, 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 possession because of an injection system which keeps the missile from freezing up at high speeds. Although Lt FRANKLIN considers MILLER or MULLER a "Crack Pot", he stated that the man seemed to know a great deal about modern American 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, various brown
 Other: wears heavy metal rimmed glasses; talks with lisp

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

REGRADED UNCLASSIFIED

ON 6 JUL 1994

BY CDR USAINSCOM F01/PO

AUTH Para 1-603 DOD 5200.1R

5. SIGNATURE AND ORGANIZATION OF SPECIAL AGENT

FRANKLIN J. ... 427/10 ...

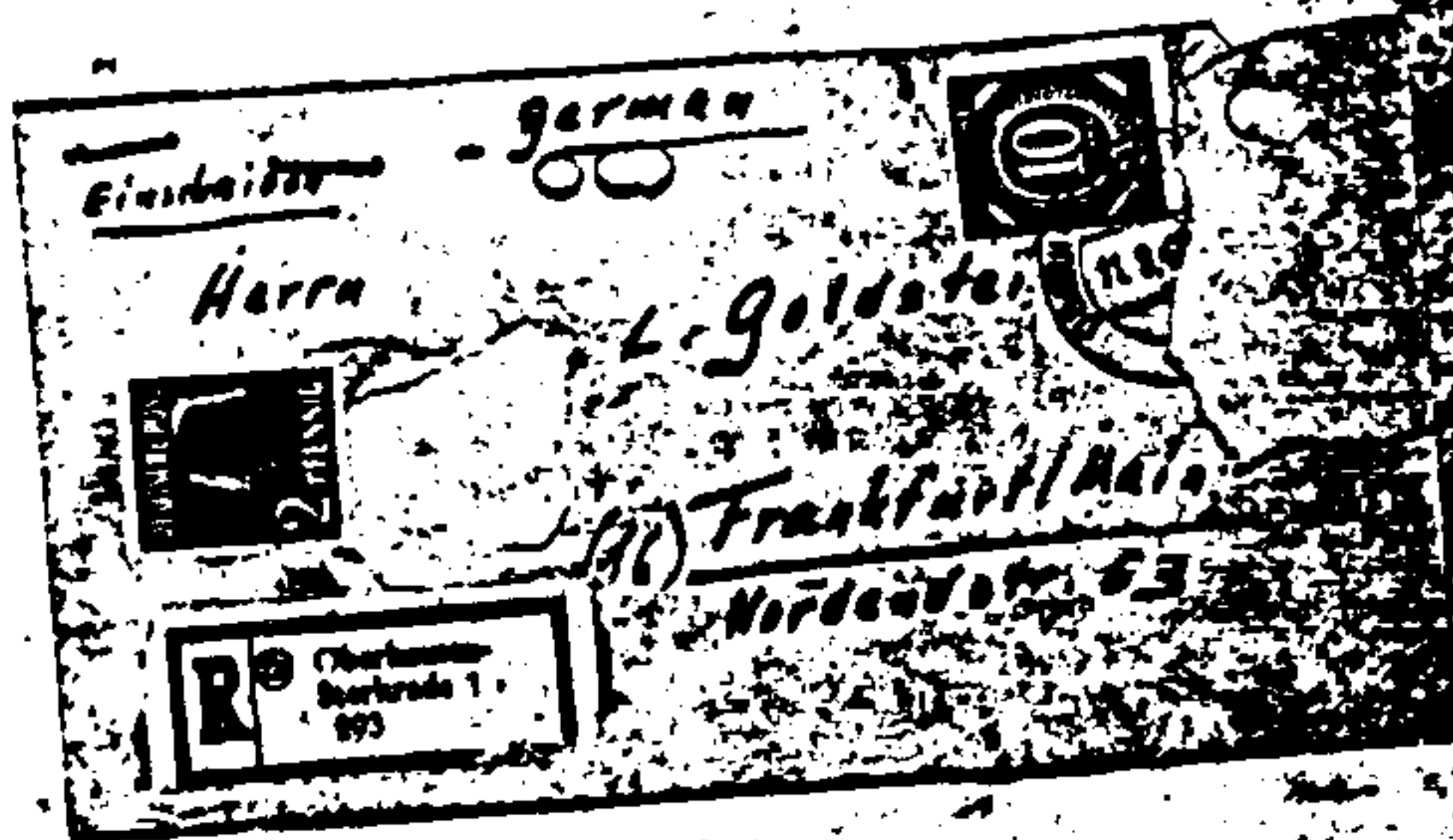
6. SIGNATURE OF SPECIAL AGENT

Francis J. Boudle

WD 400 1000 241

U. S. GOVERNMENT PRINTING OFFICE: 1949-0-250-000-1

CONFIDENTIAL

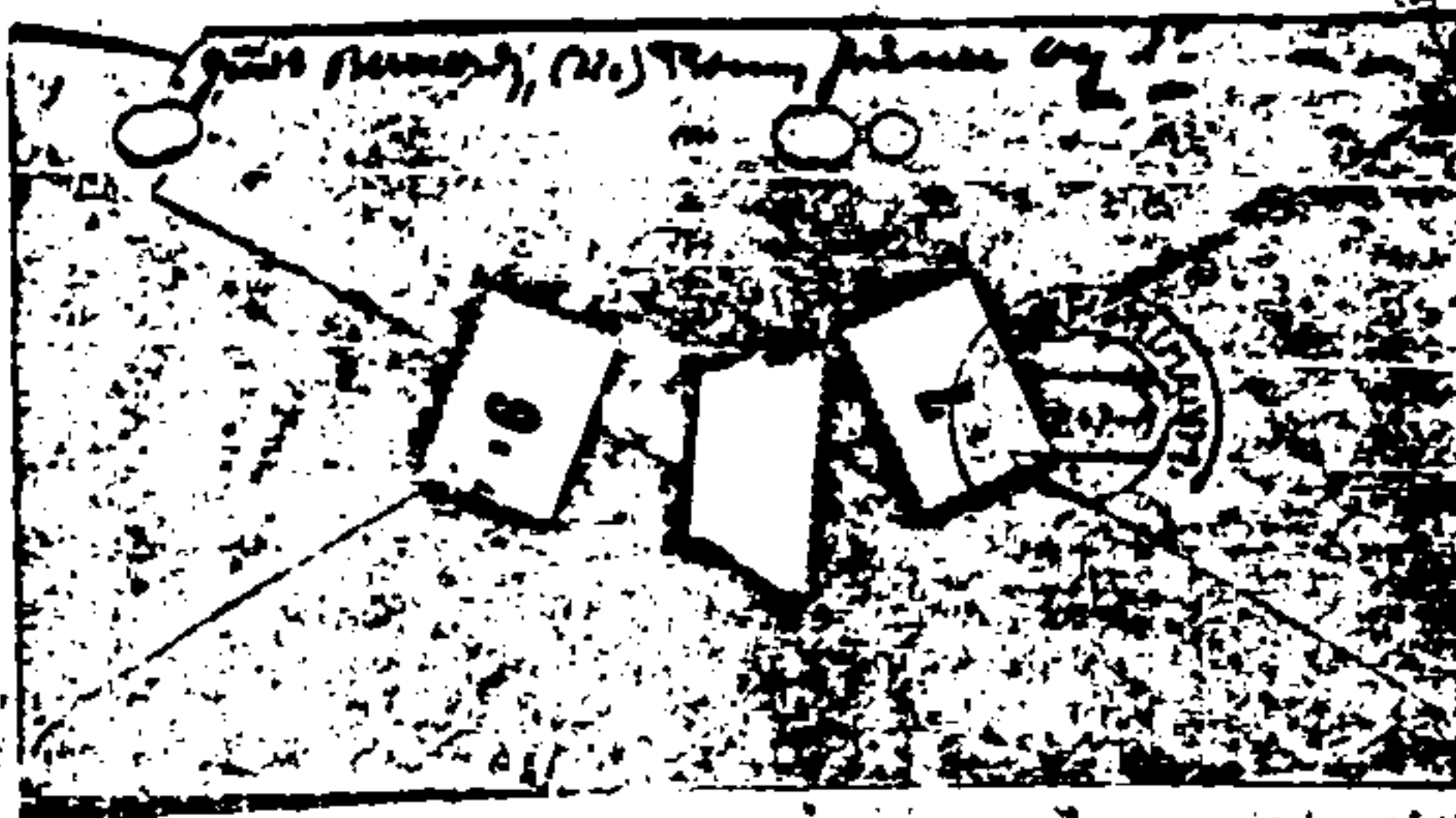


Security-CB 25

REPORTS OF FBI
Re: Strange A
Observed over
JUNO

On 20
edit of the
an object, the
LOEFFELMAN, 8
in WINTERHILL

On 20
stated that at
at the failure
just resembling
of the clouds.
LOEFFELMAN to
narrate it and
that the object
one-half hour
approximately
town of WINTER
substantiated
and Anton WINTER
failed to reveal
information.



5-14 642 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. 47
Grüner Weg 11

Es erwies sich - wie Ihnen vorausgesetzt - als unmöglich, Zuhörungs-
Rotten ohne eine anth. Bescheinigung für den Zug dorthin zu bekom-
men. Abgesehen davon aber stellte sich seine Fahrt dorthin überhaupt
als unmöglich heraus, weil die Bekleidungsfrage der einen der bei-
den Herren ein Verlassen des täglichen Ansehens verbietet. Ich war
sie auf diese Umstände schon hin, vermochte es aber nicht, sie zu ir-
gendeiner Massnahme zu veranlassen. Sie zogen es vielmehr
vor, ihre Zusage vom Vortage die Herren mit dem Wagen mit mir
zu teilen u. für entsprechende Kleidung zu sorgen, diese Freigabe
zurückzunehmen. Sie überliessen es mir, irgendeinen Weg zu fin-
den, es würde schon gehen, dass ich am Montag oder Dienstag mit
den Herren dort sein, würde! Ich auf meinen wiederhalten hin.
Weil, dass die angegebenen Schwierigkeiten nicht umständlich ein
Rückkehr, mit den beiden Herren verbunden, würden, veranlasste
sie zu dem Zugeständnis, dass ich Ihnen dann vorbeisuchen sollte.
Auch mein Verweisen auf die Notwendigkeit der Forthaltung
der gestellten Termine, vermochte nicht, sie zu irgendeinem
sicheren Tausch zu veranlassen.

Aufgrund der so geschaffenen Lage, vertritt durch Ihr eigenes Verhalten, das sich als durchaus nicht bereit, sondern als unwillig erwies, von sich aus irgendwas für die Dinge zu tun, die in Ihren eigenen Interessen liegen u. um deretwillen ich mit Ihnen kein Opfer u. keine Leide gebracht habe, ist mir durch die mein Richter der dorthin mit den beiden Herren unmöglich gemacht worden. In meinen Verhandlungen habe ich immer wieder auf die Vermine hingewiesen, habe ich immer wieder betont, dass ich um der Ihren eigenen Interessen dienenden Sache willen keine Leide gebracht habe. Wenn Sie um Ihre selbst u. um Ihre Pflicht willen nicht einmal dazu zu veranlassen sind, sich irgendwie für die Dinge zu bewegen u. wenn die Vermine gleichgültig sind, halte ich mich - entsprechend den eigenen Festlegungen - nicht mehr an Sie gebunden u. werde meine weiteren Schritte entsprechend dem gerichten, was ich Ihnen in meinen Darlegungen für diesen Fall bereits festlegte. Die als Reisekosten gedachten 100. - Mk (sicherlich Reichsmark) stelle ich Ihnen beigeschlossen wieder zu.

Bernardy.

~~CONFIDENTIAL~~
HEADQUARTERS
AUGSBURG SUB REGION
COUNTER INTELLIGENCE CORPS REGION IV
970TH CIG DETACHMENT
EUCOM COMMAND

FILE NO: II-A-1300/BJ

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: ECKTON Flying Saucer Design.

1. Reference is made to request for information Headquarters EUCOM based on letter Headquarters USAF dated 28 April 1948, Subject: as above. According to TWA request Region IV Headquarters dated 17 May 1948, the EUCOM letter requested the following:

a. Identification of Agent submitting information to Augsburg Military Post B-2 (L49/137).

b. A copy of the subject report to be furnished Headquarters EUCOM.

c. Future reports to other agencies by 970th Agents be forwarded to 970th CIG Headquarters EUCOM.

2. Investigation revealed the following:

a. The undersigned agent E. A. DECK, on or about 28 May 1948 furnished the B-2 Augsburg Military Post, Lt Col GAMBLE, with several prints of German Jet propelled plane design. These prints were of ECKTON 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 CIG 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 B-2 Augsburg Military Post as mentioned above were not accompanied by report.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

3. The alleged improper action by the undersigned agent in turning the above stated information over to another agent, was based on the belief that the information was of no further intelligence interest. Attention is invited to Memorandum HW 570th CIG dated 12 March 1948, File No. D-195239, Subject: HORTON Bros., in which it is stated that the HORTON 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 his intelligence might have a use for them. It is apparent that the undersigned agent misinterpreted the memorandum dated 12 March 1948 as mention above.

APPROVED:

E. A. DECK
S/A CIO

JACK H. HOLLE
Special Agent, CIO
Case Officer

SUS 5 JUNE

hq c/c reg.1v

c i c augustburg

31 may 48

1035 hrs

opns holle

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

this is 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 don't 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 accident which occurred a few days

prior to 20 mar 48 near hannover in the british zone.

pls excuse the spelling today. we wanted to know the exact lo-

cation and date of alleged accident in order that british

authorities may furnish this headquarters with further

details. that is all for 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 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 anything 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 today 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 further+++

nothing further and out

Here is a message for cast necks
 has usafe s-2 recd a report from the s-2 officer of Augsburg
 Military Post. This information had been given/// given to the
 s-2 officer by an agent/// unnamed agent from the 970th. The
 report consisted of technical data concerning the northern design
 and the agent did not explain their origin. Further, the
 officer said that it was impossible at this time to give the s-2
 any more data. Now it seems that usafe is very interested in
 subject matters, and desires any other information available to
 them on the subject. Also the request was made to eucom that usafe
 would appreciate any effort devoted to this project. In the later
 /// letter to you, we have had this comment---

43

~~SECRET~~

HEADQUARTERS
970TH COUNTER INTELLIGENCE CORPS DETACHMENT
EUROPEAN COMMAND

APD 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 interrogated 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:

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

Mr. OLIPHANT/emf/7256

DISTRIBUTION: "B"

44

~~SECRET~~

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

~~CONFIDENTIAL~~
HEADQUARTERS
SUB-REGION DARMSTADT
COUNTER INTELLIGENCE CORPS REGION III

XXL 175
8 March 1948

III-D-1048.1

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: HORTEN, Reiner and Walter (Brothers).

REGRADED UNCLASSIFIED
ON 28 JUL 1994
BY GDR-USA/INSCOM F01/PO
AUTH Para 1-603 DOD 5200.101

Re : Operation HARASS

Regraded CONFIDENTIAL by authority of

Col 9 May 72 by [signature]
L. E. Phillips 2d Lt ORDC

1. Reason for Investigation on 1-31-57

Reference is made to letter, Headquarters Counter Intelligence Corps Region I, 970th CIC Detachment, European Command, APO 104, dated 26 January 1948, file No. 1-1606; subject: HORTEN, Reiner and Walter (Brothers); Re: HARASS.

2. Results of Investigative Activity:

a. In the above mentioned reference Professor FRIEDRICH SIEKAL is reported living either in the DARMSTADT (L50/M54), FRANKFURT (L51/M67), or WABURG (L52/M49) area, and is reported as a possible lead concerning the HORTEN brothers; (see subject).

Adolf SIEKAL, Professor, Doctor, Philosopher, is presently residing at WILHELM ROTH (L50/M75), Schulstrasse 29, SIEKAL is administrative and liaison leader of the scientists in the DARMSTADT area. When contacted, SIEKAL stated that the last he had heard concerning the HORTEN brothers was that they were residing at STUTTGART (L49/302), BADEN-BADEN. As to their present residence, SIEKAL could furnish no further information. They lived and carried out their experiments with motorless, and tail-less planes during the war at SCHWABISCH GUMPF (L49/358), BADEN-BADEN. The HORTEN brothers worked very closely with the SIEKAL and JUNKERS Factories, which were engaged in the designing and construction of various aircraft. SIEKAL offered the following named persons, who were connected with the two (2) above mentioned firms, as lead, concerning the HORTEN brothers:

(1) Franz WALTER, Betriebsführer, SCHWABISCH GUMPF, Perlstrasse 20.

(2) Paul KUNKER, Engineer, SCHWABISCH GUMPF, BADEN-BADEN, Perlstrasse 10.

(3) Friedrich FECHER, Engineer, KESSE, NEU-ISENBURG (L51/M66), Kirchstrasse 29.

(4) FRIEDRICH KESSE, Engineer, NECKAR-BISCHOFFHEIM (L50/M07) Ertensburg, BADEN, Rappeneuerstrasse 28.

(5) Ernst SEIBERT, Engineer, DEISEHEIM (L50/M62) Reckenstrasse 8.
Evaluation: P-3.

~~CONFIDENTIAL~~

ACIO, subj: HORTEN, Helmer 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 SCHWABISCHCRUMM, however, the date is not known. Toward the end of the war the BRITISH evacuated the HORTEN brothers to TUTTINGEN (L52/C32), 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 TUTTINGEN and told that at the present time, due to lack of funds, the BRITISH could not bring scientists and important technicians into ENGLAND. Upon their release from the BRITISH, 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 REITZCH, presently residing at OBERURSEL (L51/137), near FRANKFURT/Main, famous woman pilot of GERMANY, was well acquainted with the HORTEN brothers. SCHUBERT stated that REITZCH did test flying of the HORTEN aircraft.

d. Interview of Walter REICH, Electrical Engineer, residing at 154 Darnstedterstrasse, DARMSTADT-ARHEIDEN (L50/M54), 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 (L50/M53), Wertenburg RADEN. 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 SCHWABISCHCRUMM. The work of the HORTEN was closely related with the SCHUBERT factory at the end of the war (1945). During 1946 REICH heard that the HORTEN brothers were located at or near STUTTGART, where also the remains of the firm SCHUBERT had been evacuated. Sometime in 1947 REICH learned that Fm. SCHUBERT had left his firm (disposition of firm unknown) and had taken up residence at TROCHSEL (P40/Y91) BAVARIA. In connection with this he learned also that the HORTEN brothers, along with other SCHUBERT 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 DECIEN, approximately one-hundred and ninety (190) miles southeast of PARIS. DECIEN is located on the Loire River. The HORTEN brothers are working on very important experiments, together with a Professor Fm. BLANZ, an Aerodynamics expert who was considered topnotch with the Junkers Motor Building factory located at DEBIAU (M52/K17). There is a Colony of approximately two-hundred (200) aircraft designers, builders, technicians and their families located at DECIEN. (P-2)

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

46

REGRADED UNCLASSIFIED (1)

Name..... Adolf SCHUBERT
Birthdate.....

~~CONFIDENTIAL~~

IN 6 JUL 1994
COMUSAINSCOM F01/PO

(WCIC, subj: HORTEN, Reimer and Walter (Brothers) cont'd.

Birthplace..VIENNA, AUSTRIA
Occupation..Theoretical Physics Expert
Address.....HALL & SAAL, Sonnenfelderstr. 6 (former)

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

(3) Name.....Walter REICH
Birthdate...1908
Birthplace..DESSAU
Occupation..Radar, Electronic expert.
Address.....HALL & SAAL (MSR/D92) (former).
REICH is presently awaiting orders for immigration
to the US.

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

a. The leads given in paragraph 2, 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, CIO STUTTGART, and CIO FRANKFURT.

c. It is recommended that CIO STUTTGART, and CIO FRANKFURT be serviced with copies of this WCIC.

PLCS. AND IMPENS. INDEX

HORTEN, Reimer
HORTEN, Walter
SMEAL, Fm. Prof.
SMEAL, Adolf. Prof. Dr.
WALTER, Franz
SEIBERT, Paul
REICH, Friedrich
REICH, Fm
SEIBERT, Ernst
REICH, Hanna
REICH, Walter
SEIBEL, Fm
REICH, Fm
DARSTATT
FRANKFURT

WALBURG
REICH-RODEN
STUTTGART
Phil.
SCHWABISCH-OMUND
NEU ISENBURG
NECKAR BISCHOPSHIMM
BENSHEIM
GOTTINGEN
ENGLAND
OBERURSEL
DARMSTADT-ARHEILOHN
WORTZBURG
THEORN SEE
FRANCE

DESSAU, FRANCE
PARIS
LOIRE RIVER
DESSAU
VIENNA, AUSTRIA
HALL & SAAL
WORMS
U.S.A.
SEIBEL Fm
JUNKERS
"tail-less" plane
FRENCH GOVERNMENT

APPROVED:

JOHN M. FAIRBANK
Special Agent, CIO
Concluding.

MARLYN A. LAHAUSSE
Special Agent, CIO

~~CONFIDENTIAL~~

~~SECRET~~

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

CSH/es
5 March 1948

IV-2574

SUBJECT: Flying Saucers

TO : Commanding Officer
Hq 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 KEI 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.

William D. Golden
WILLIAM D. GOLDEN
Lt. Col. AC
Commanding

3 Incls:

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

Munich Mil 2995-2996
(Mr. Hajdu)

*Copy of all this MOIC to
apt 12 March 1948*

~~SECRET~~

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

II 7339.

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 ROSENHEIM (M48/Z22), 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 MITTWEILA 1920-1923 |
| Marital Status: | Married to Margarethe nee WEIGEL, four (4) children between the ages of 4 and 17 |
| Occupation: | 1923-1925 BAMAG, DESSAU; 1925-1929 JUNKERS, DESSAU; 1929-1945 MESSERSCHMIDT, 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 independent 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 UAF 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 MESSERSCHMIDT 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~~

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 ZIMMER 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/Y70) 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

~~SECRET~~

~~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 Krich

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

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

a. Personal Data

| | |
|--------------------------|--|
| Name: | Walter Krich ZIEGLER |
| Aliases: | None |
| Date and Place of Birth: | 14 October 1907 at GELSECKE, Westfalia |
| Residence: | Formerly BERLIN, since 1944 HAD AIBLING (M48/Z12), at present 107 1/6 Kolbermoor Strasse |
| Education: | "Oberrealschule" at METZ, Lorraine, studied engineering at ALLENDAU/Thuringia where he completed the examinations as "Maschinen-Ingenieur" in 1929 |
| Marital Status: | Married to Leni ZIEGLER, nee WEISS, one son <u>Walter</u> , sixteen (16) years of age, who is still going to school. |
| Religion: | Protestant |
| Profession: | Aircraft engineer, specialized in rockets. |
| Occupation: | Employments since 1929 -- first with the Firm "Siemens & Halske", BERLIN; then "Deutsche Versuchsanstalt 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 located there. At present Subject is the director and owner of a small metal firm at BRUCKMUEHL, seventy-two (72) employees, which |

~~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. No
Membership in DAF and NSV without
positions; according to his
Spruchkammer sentence Subject
does not come under the denazi-
fication 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 MESSERSCHMIDT Werke, at present residing at OBERRAMBERG (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 MESSERSCHMIDT of the MESSERSCHMIDT Werke, at present being held at NURNBERG (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 aeronautics, most of whom he knows personally.

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

(4) Inu 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 HDMLER and also of KALTENBRUNNER, who is a godfather to one of SPOROWSKI's children.

~~SECRET~~

REGRADED UNCLASSIFIED
ON 67 JUL 1994
BY CDR USAINSCOM F01/PQ
ALTM Date 1-023 DON 5200-12

~~SECRET~~

(5) Professor Peter WAGNER, formerly of KOCHER, 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 VOGT, formerly of KOCHER, 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. VOGT 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 Caucasus, 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 FATTEN, 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 LINDAU/Bodensee (PZ) to meet the directors of the

~~SECRET~~

REGRADED UNCLASSIFIED

ON 01 JUL 1994

BY CDR USAINCOM F0120

~~SECRET~~

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 BIKFANG
fnu SPOROWSKI
Prof. Peter WAGNER
Ernst VOGT
"Bayerische Motoren Werke"
Sir FATTEN, British War Ministry
BRUCHMUEHL
"Artistic Aeronautic"

~~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: 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 SCHLEISHEIM bei MUNICH (M49/Y85) for a period/two (2) months. At this time WENDEL was called up for three (3) months basic army training in HENDSBURG/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

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

SECRET

56

B

~~SECRET~~

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 26 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 OBKRAMMERGAU (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 HEILEGENBERG 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:

~~SECRET~~

~~SECRET~~

(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 (155/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.

58

~~SECRET~~

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

SECRET

(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:

| | |
|--------------|-------------------------------|
| ✓Inu BENTHEL | Leader of Development |
| ✓Inu BADER | Technical Director of JUNKERS |
| ✓Inu 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.

SECRET

~~SECRET~~

(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 HORTEN 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 EEI 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 compressor type and cabin pressurization was taken from the 4th stage of compressor.

60

~~SECRET~~

REGRADED UNCLASSIFIED

ON 6 JUL 1994

BY CDR USAINSCOM F01/PO

AUTH Para 1-603 DOD 5200.11

(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 fru 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, CIO

APPROVED:

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

PERSONAL AND IMPERSONAL INDEX

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

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 C_a vs. C_w]

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

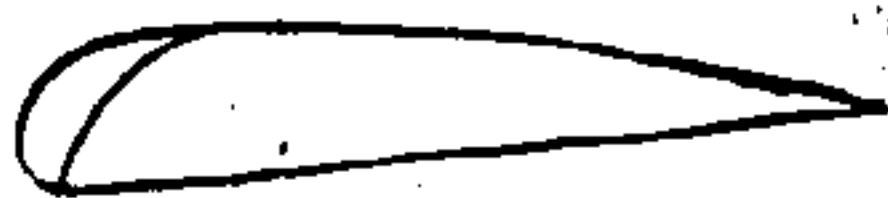
Slots und ihre Verwendung im deutschen Flugzeugbau.

Slots wurden verwendet:

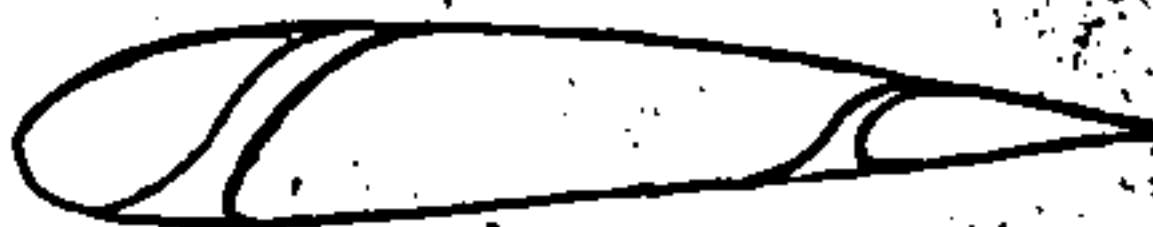
- A) zur Verbesserung des Abkippsverhaltens
- B) zur Erreichung größerer Anstellwinkel (und somit größerer maximaler Auftriebsbeiwerte).

Es fanden 2 Arten von Slots Verwendung

- 1. Einschiebbare und



- 2. feste Slots (Luftkanäle)



Die Eintrittsöffnung muß immer um mindestens 100 % größer sein als die Austrittsöffnung (große Luftgeschwindigkeit auf der Flügeloberseite).

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

Bei Ausfahrslots kann die Wirksamkeit durch seitliche Abdeckung erhöht werden.

- A) Verbesserung des Abkippsverhaltens.

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

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

DECLASSIFIED UNCLASSIFIED
ON 01 JUL 1993
BY CDR USAINSCOM F01/PO
UTH Para 1-603 DOD 5200.1R

Ca

67

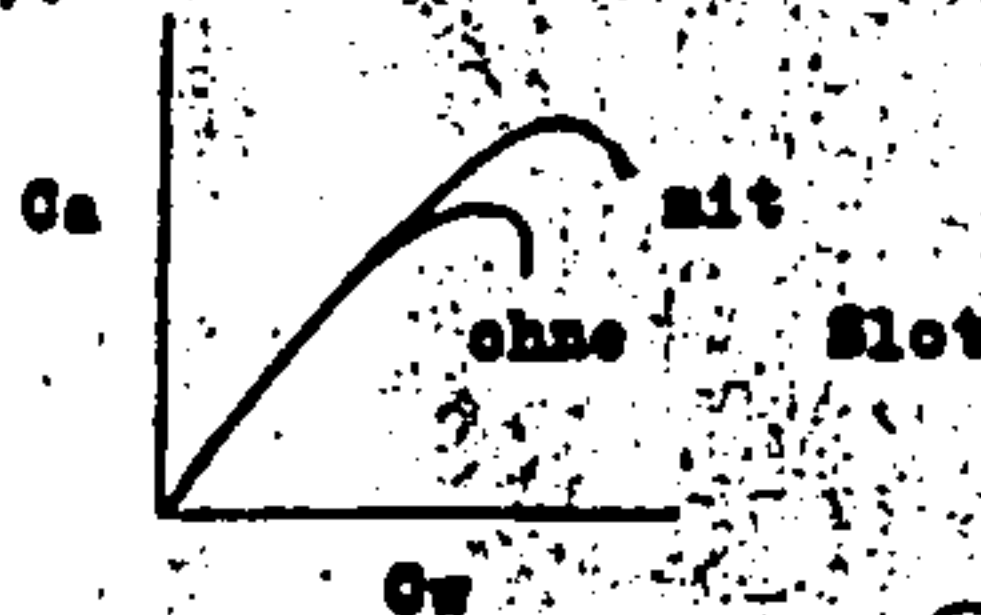
ohne mit Slot

SECRET

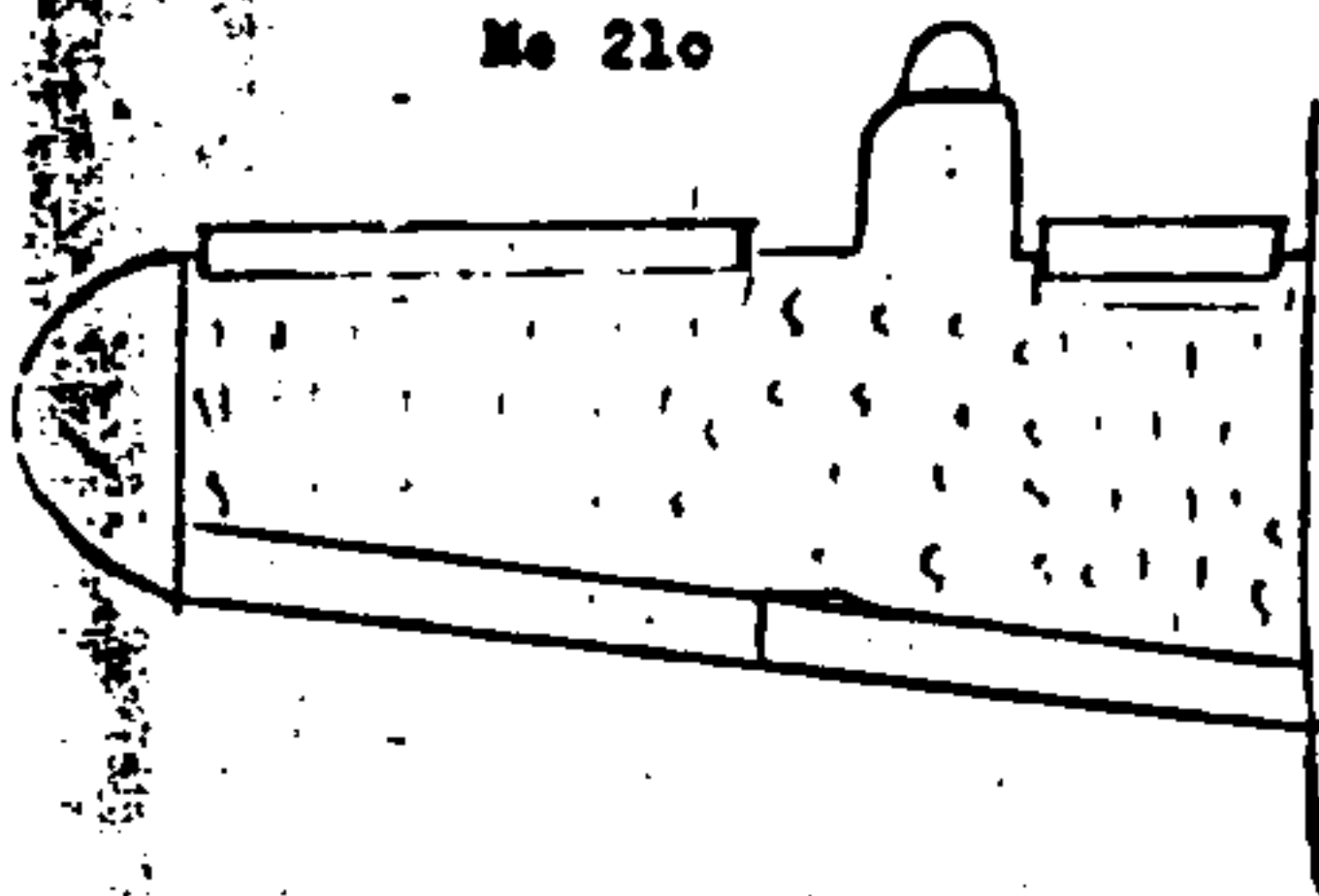
~~SECRET~~

B) Vergrößerung des Auftriebsbeiwertes.

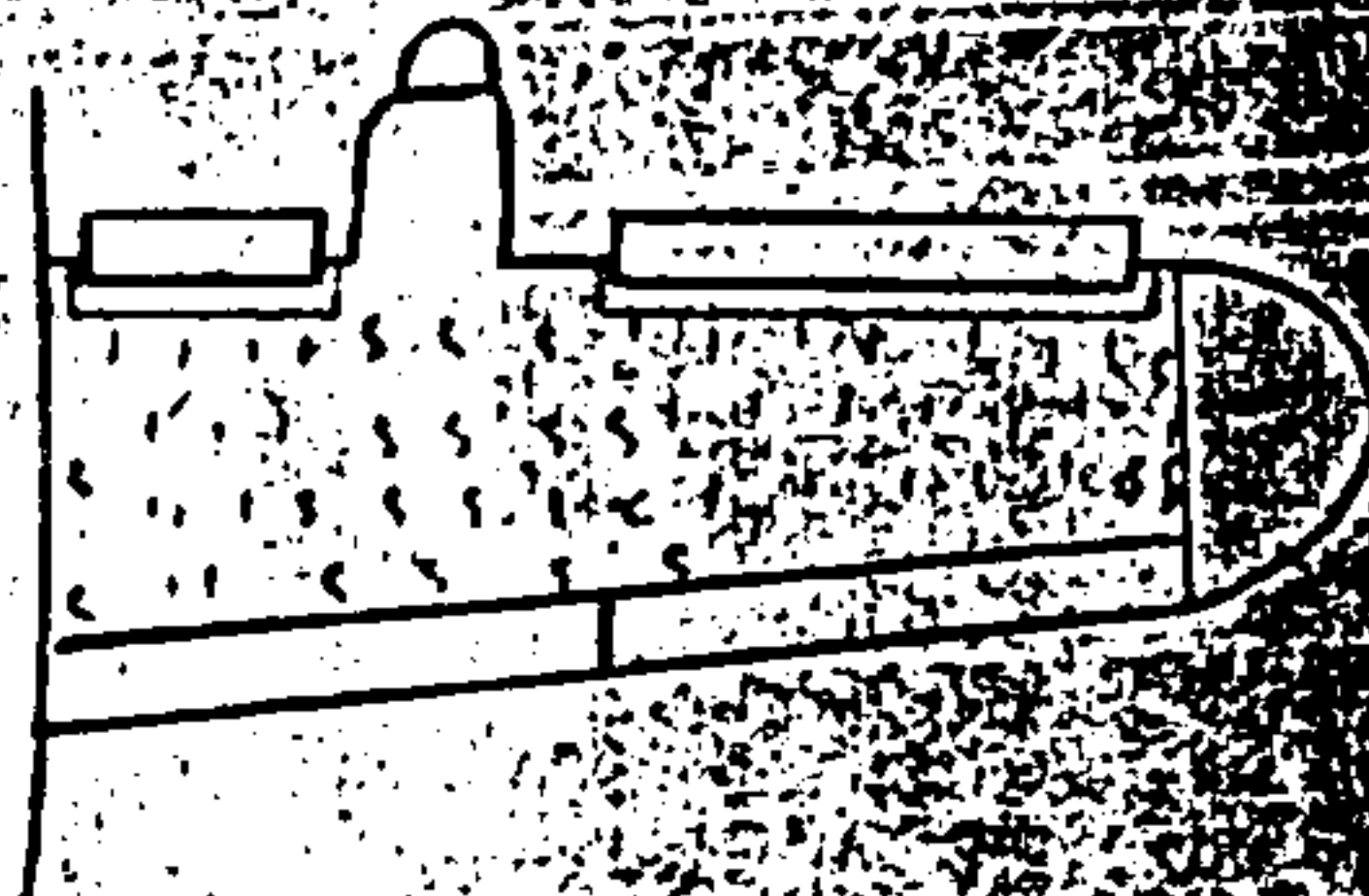
Erlaubt es das Abkipfverhalten, dann kann man Slots auf der gesamten Flügelvorderkante anbringen (s.B. Me 410 und Me 262). Dadurch vergrößern sich die maximalen Anstellwinkel und Auftriebsbeiwerte (geringere Mindestgeschwindigkeiten und engerer Kurvenradius).



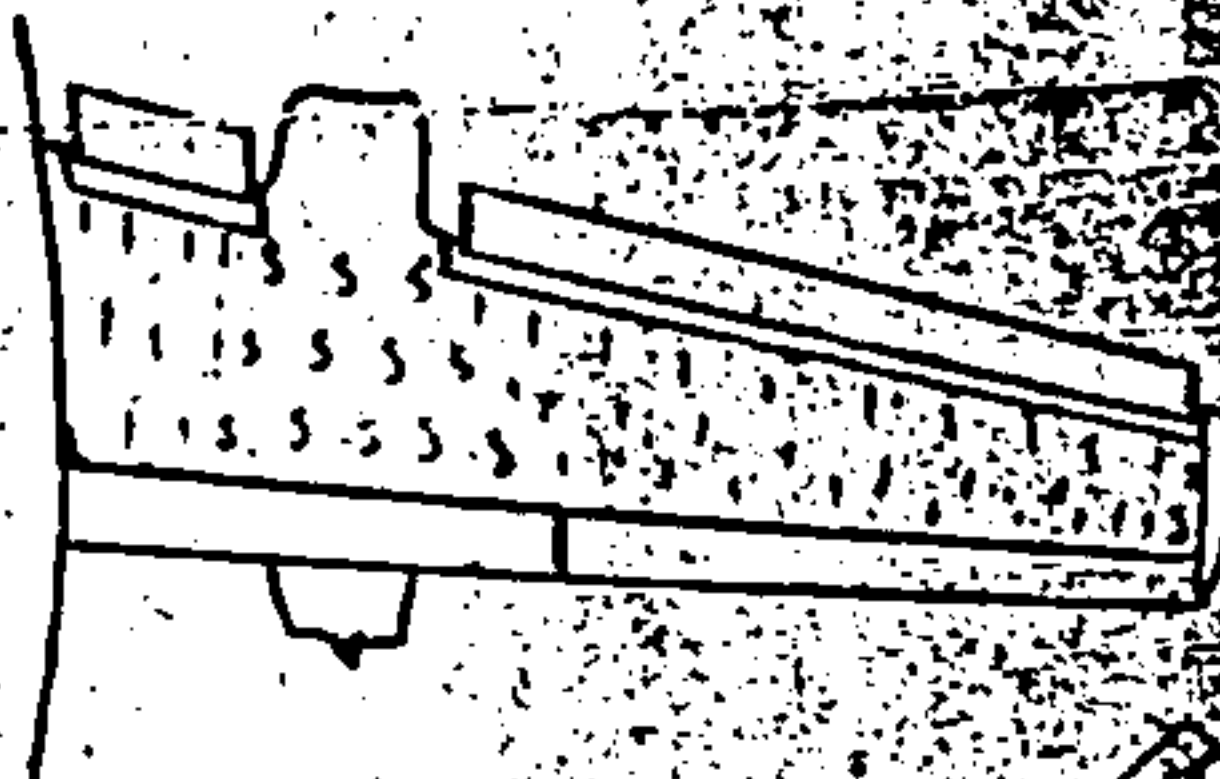
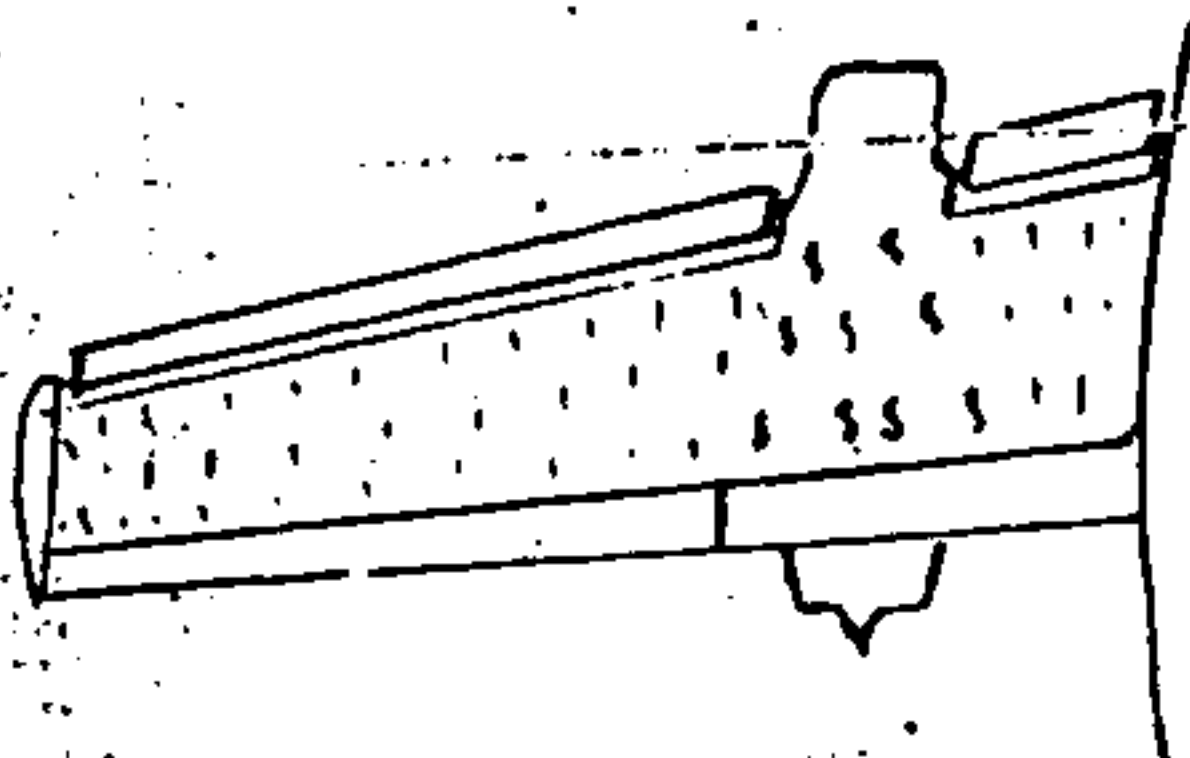
Me 210



Me 262



Me 262

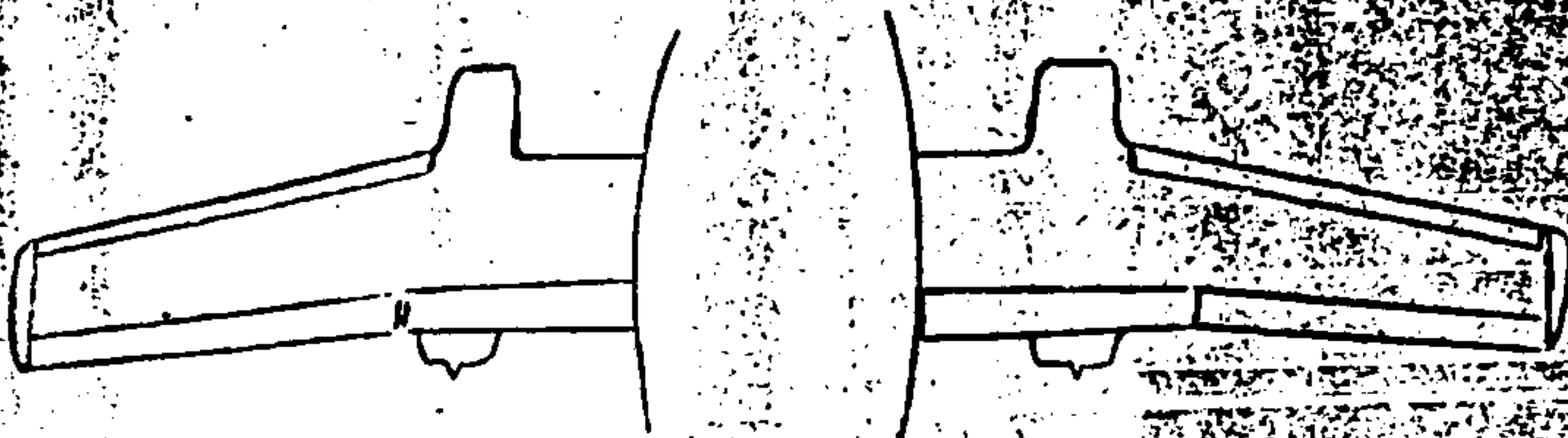


Zur Ca- Erhöhung wurden außerdem noch erfolgreich 2 weitere Methoden angewandt.

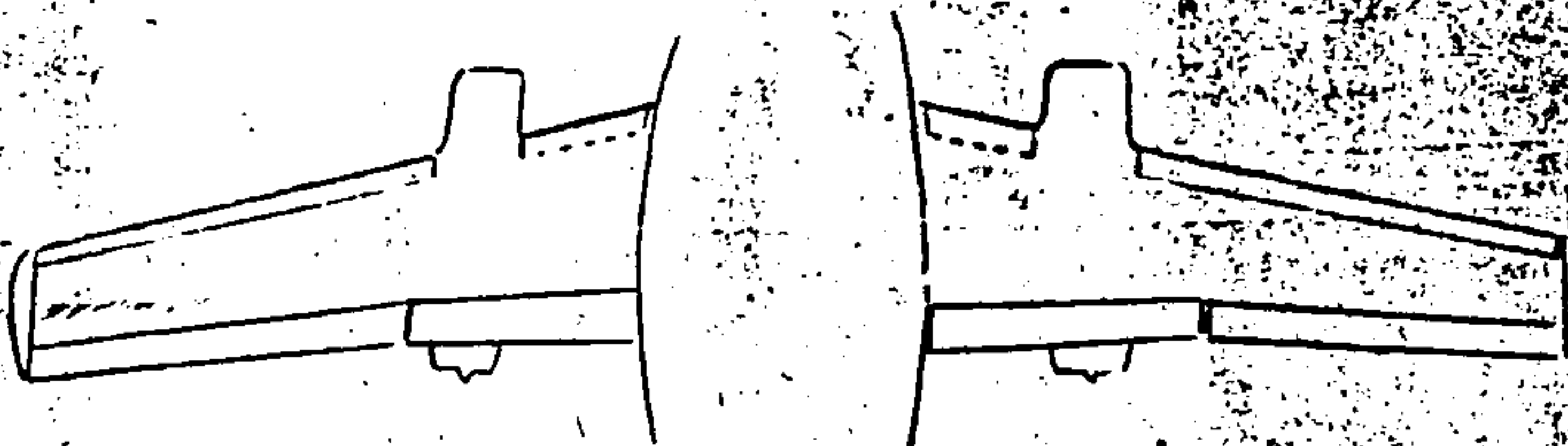
A) Flügelvertiefung an hochbelasteten Stellen.

Beispiel Me 262 (Innenflügel)

1. Ausführung



2. Ausführung



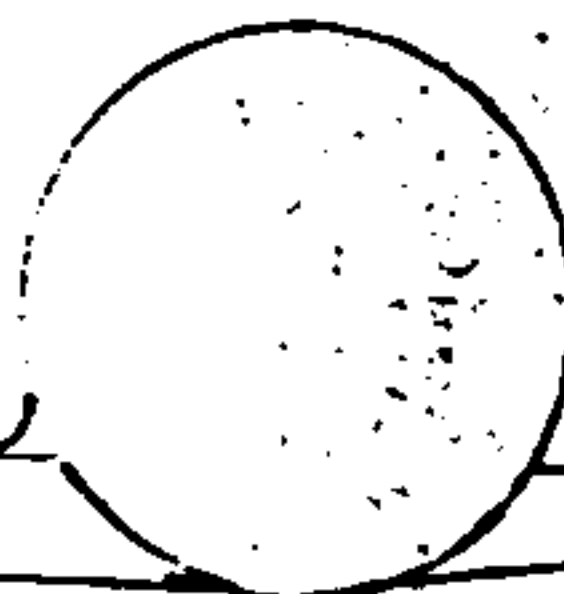
B) Reist am Flügelrumpfübergang die Strömung zu früh ab, dann kann eine wesentliche Verbesserung durch größere (größerer Radius) Spaltverkleidung (Fillet) erzielt werden.

DECLASSIFIED BY JAGLASH/EL

ON 06 JUL 1994

BY GOR USA/NSC/41501/90

REF: Para 1.603 DCM 5200.1R



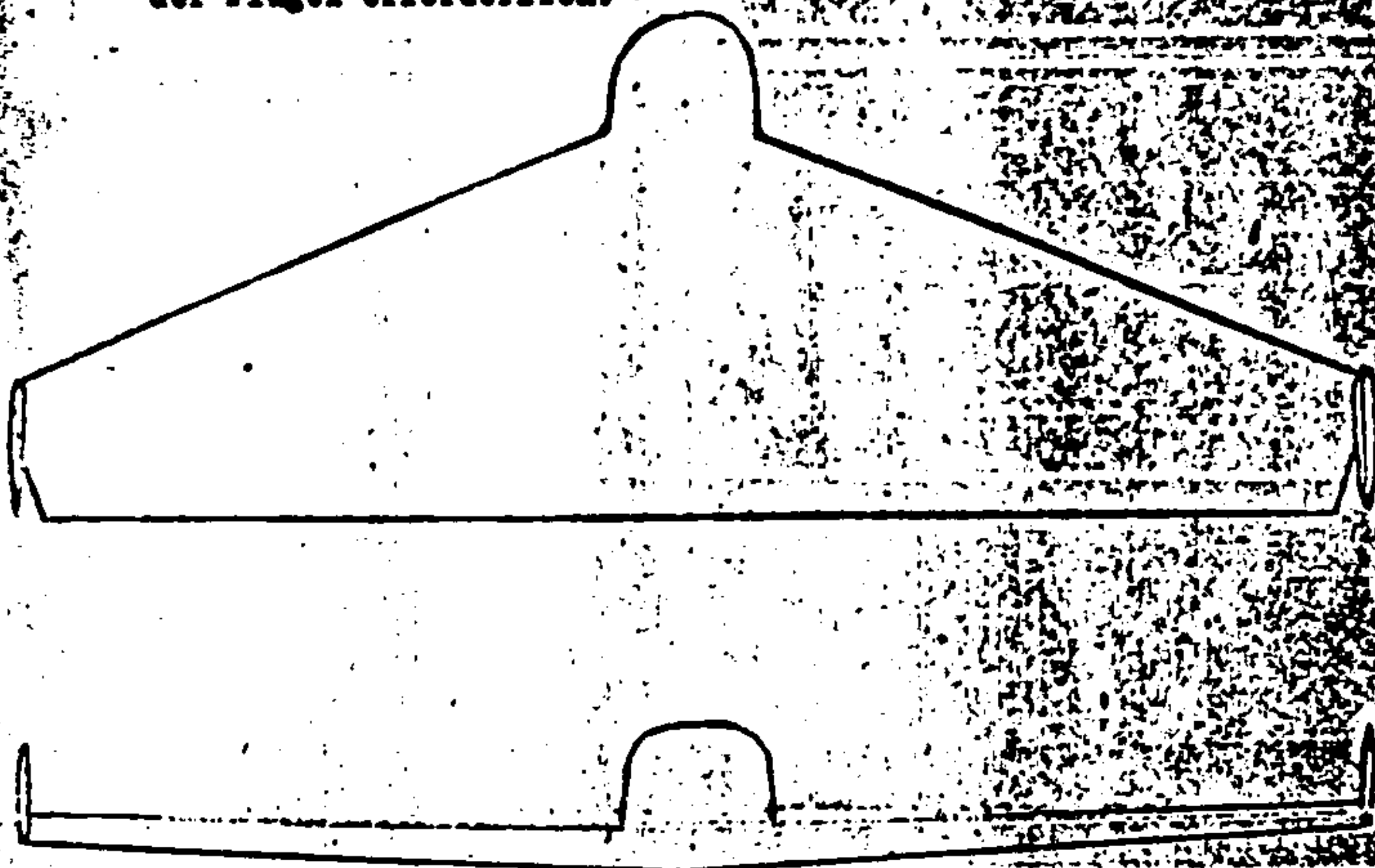
Fritz Wendel
Flugkapitän
Augsburg

SECRET

IV

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

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



DECLASSIFIED AND DECLASSIFIED

ON 6 JUL 1994

BY DOE USA/SCOTT/MT/MS

WITH PAGES 1-603 OF 6200.14

PATENT No. 2,115,855

77031

SID NO. 2302.0800

MIS NO.

CLASSIFICATION

COUNTRY

Germany

REPORT NO. R-3-45

WDGS - INTELLIGENCE REPORT

I.R. NO.

SUBJECT: Negative Report on Flying Wing and Horton Brothers

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

EVALUATION: A-1

DATE OF INFORMATION: 21 Feb 48

DATE OF REPORT: 21 Feb 48

INCL: None PREPARED BY: Theodore F. Wagner, 1st Lt, AG source: S-2 HC (personal)

SUMMARY OF SID REPORT

1. Reference is made to Intelligence Collection Memorandum No. 1, your headquarters, file 350.09 (GID/CP3/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: "Horton Brothers (Flying Saucers)", dated 16 Dec 47. More information is contemplated soon and, as it comes, it will be immediately forwarded to you.

Harry H. Pretty
HARRY H. PRETTY
1st Col. GSC

S-2

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

NOTE: This document contains information affecting the national defense of the United States within the meaning of the Espionage Act, 50 U.S.C. 32 and 33, as amended. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law. It may not be reproduced in whole or in part, by other than the War Dept. Agency, except by permission of the Director of Intelligence, U.S. War Dept.

CLASSIFICATION

7690

CAUTION-REMOVE PROTECTOR SHEET BEFORE TYPING

~~Secret~~
HEADQUARTERS
SUB-REGION FRANKFURT
COUNTER INTELLIGENCE CORPS REGION III

APO 757

III-F.-6344

4 February 1948

SUMMARY 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 970th Counter Intelligence Corps Detachment, EUCOM, Dated 23 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 19 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 GOETTINGEN (L53/C52) on 23 November 1906, 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, HUEL (L55/C53). From 1933 to 1935 LEIBER worked for Messerschmidt, AUGSBURG (M49/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, ERFURT (M51/J36). He was a member of the Lilienthal 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 LIPPISCH, who

page 1 of 2 pages

copy 1 of 6 copies

~~Secret~~

X
REGRADED UNCLASSIFIED
ON 6 JUL 1994

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

~~Secret~~

REF, III-TH-6344, dtd 4 February 48, Subj: Walter and Raimar HORTEN
CONFIDENTIAL

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

Walter HORTEN, Herzbergerstrasse 29a, GOETTINGEN
Raimar 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 39a, GOETTINGEN.

5. Agent's Comments and Conclusions: Arrangements have been made with Mr. CLIPPA T to have LLIBER interrogated further at the 7702 ACIC.

C. Recommendations:

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

b. Evaluation: F-6.

ALL INFO:

Marvin L. Rosenberg
MARVIN L. ROSENBERG
Special Agent, SAC
Operations Officer

mem/vh

Distribution:

5 copies Region III
1 copy afa files

REPORT AND PRESS INDEX:

HORTEN, Walter and Raimar
LLIBER, Edwin
LIPPISCH, Dr. Alexander

Incl: 1 - Autobiography of LLIBER

William J. Walsh
WILLIAM J. WALSH
Special Agent, CIC

~~Secret~~
73

~~Secret~~

C O P Y

-1-

Name : Edwin Leiber
Geburtsdatum : 23 Nov. 1906
" ort : Goettingen
Beruf : Ingenieur (Oberingenieur)
Anschrift : Frankfurt/Main, 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
Tätigkeit : Motoren- und Apparatebau Motorenbau: Deutsche Luft Hansa
Theoretische
Ausbildung : Abschluss einer Technischen Lehranstalt (Mittweida), Besuch
einer Technischen Hochschule (Dresden) nicht abgeschlossen.

Übersicht der beruflichen Tätigkeit:

1931: Arado-Flugzeugwerke, Warnemünde, konstruktive und staatliche Mitarbeit
an den Typen Ar 54, Ar 65, Ar 66.

1933: Messerschmitt-Flugzeugbau, Augsburg, Teilentwurf und aerodynamische
Gestaltung der Typen Me 108 und Me 109; Rumpf, Leitwerk, Fowler- und
Spaltklappen, Vorflügel, Interceptor.

1935: Gothaer-Wagenfabrik (Die Gothas), Flugzeugbau
Selbst. Entwurf der Versuchstypen: Go - 146 (Reise- und Kurier)
Go - 149 (Übungsvorschrift 109)
Go - 241 (Schulung und Reise)
Selbst. Entwurf der Grossserienflugzeuge:
Go - 150 (Reiseflugzeug)
Go - 242 (Grossraumlastensegler und
Versuchsträger fuer versch.
Fahrwerke, Raketenantriebe,
Argusrohre u.s.v.)

Hurfluegelflugzeuge: Go 147 in Zusammenarbeit mit DVL-Dr. Rupper 1935-1937.
Weiterentwicklung eingestellt mangels Grund-
lagenforschung und erforderl. Klappenmessungen,
Flugeigenschaften unklar.

Kritische Betrachtung eines von Gebr. Horten beim RLM eingereichten Pro-
jektes (Nachpruefung der Lastannahmen und Flugeigenschaftsbetrachtungen).
Entwurfberatung eines Hurfluegelprojektes mit extrem grossen Klappen-
tiefen der DVL-Dr. Prager. Praktisch nicht ausgeführt.

Incl. 1

~~Secret~~

74

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

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 Hortler-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. Lippisch 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)

NUMBERING MACHINE

SKIPPED PAGE

~~Secret~~

COPY

-2-

Industrieforschung von Leitwerken, Hochgeschw.-flugzeugen, Aufgabenstellung und Entwicklung neuer raumsparender Bauweisen fuer Hochgeschwindigkeitsprojekte, bzw. Steifigkeitsuntersuchungen und deren Einfluss auf die Flugeigenschaften aerodynamische Formgebung und Gestaltung.

Die Kenntnisse, aufgelaufenen Erfahrungen und kritischen Betrachtungen der Horten-, Zuyper- und Lippischprojekte, die Fortschritte der Grundlagenforschung ermoglichten eigene Projekte und Ideen zu verwirklichen und zu erforschen. Es erfolgte die Einschaltung in den Aufgabenkreis der Hochgeschw.-bzw. der Durrfluegeflugzeuge durch das R L M.

1942: Durch das R L M erfolgte die Versetzung zu den Mitteldeutschen Metallwerken (Flugzeugbau) Erfurt. Entwurf und Entwicklung des Einheitslasteneiglers Ka - 430 zwecks Verwendung als Entwicklungs- und Forschungstraecker unter anderen unbesetzter Kurz- und Starrehepp, jedoch in Besonderen Kurserprobung zur schnelleren Einsicht in die Flugmechanik der Sonder- und Raketenantriebe in hoeheren Geschwindigkeitsbereichen, bzw. grossen Hoehen und verklarnd deren Verwendung als Steuerungs- und Leitorgan. Heransiehung des Festtreibstoffes als traegerer Feststoff (Einfluss durch Aufheizung, Verkleinerung des Schwerpunktbereiches). Vorgeklaert waren die Kopplungsverhaeltnisse Rollwerk-Rufe.

1944: Daraus entstand grosses Interesse und grundsatzliche Klaerung dieses grossen Aufgabengebietes der Sonderraketenantriebe fuhrten durch das R L M zur Zusammenarbeit mit Dr. Lippisch. Ein umfangreiches Forschungsprogramm der Raketenantriebe mit Festtreibstoff, spaeter Kohlenstarbpresskoerper, wurde festgelegt. In Parallelforschung die Ermittlung brauchbarer Koerperformen fuer Hochgeschwindigkeit durch Schiessversuche mittels Pulverraketen.

Weiter erstreckten sich eigene Betrachtungen ueber flugeigenschaftsmassige Anwendungen bzw. Grenzen der Krutrodor und Fuehlflaechen nach vorhandenen Messergebnissen, sowie Uebergang und Heransiehung des Raketenantriebes bzw. deren Gasdynamik zur gesamten Flugsicherung, Ermittlung der erforderlichen stofflichen Energiemengen (Impulsbetrachtungen) und volumetrische Betrachtungen im Besonderen der Durrfluegler.

1945: Eine geplante Absprache mit Dr. Zobel ueber die durchzufuehrende Hochgeschwindigkeitmessungen und betriebsfaehigen Windkanalmodellen und Herstellung mit der Dynamit A.-G., Hartung - Kruennel, kam nicht mehr zustande.

Im einen gewissen persoenlichen Abschluss zu haben war eine Dissertation ueber technische - physikalische Betrachtungen und eine Fixierung der aufgelaufenen Erfahrungen von Hochgeschwindigkeitskoerpern bzw. Durrflueglern geplant, um damit die Wechselbeziehungen und Entwicklungsgrenzen der Hochgeschwindigkeitstriebwerke (Raketenantrieb) zu deuten.

79

~~Secret~~

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

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)

NUMBERING MACHINE

SKIPPED PAGE

~~Secret~~

COPY

-3-

Die Kampfhandlungen zwangen die Arbeiten abbrechen. Die gesamten Unterlagen, einschliesslich Forschungsmaterial wurden von Erfurt nach Halle verlagert und dort von der Werkleitung der Siebel - Flugzeugwerke im April vernichtet. Es gingen neben wertvollem Unterlagensmaterial eigene und andere Hochgeschwindigkeits- und Kurzflugprojekte, sowie eine statistische Erfassung aller deutscher Fliegermuster (Leistungen, Schwerpunktgebiete, Indifferenz- und Vertriebspunktlagen) und deren flugtechnische schaftsmässige Beurteilung verloren. Durch den Verlauf des Krieges sind Forschungen und Entwicklung beeinflusst worden.

82

~~Secret~~

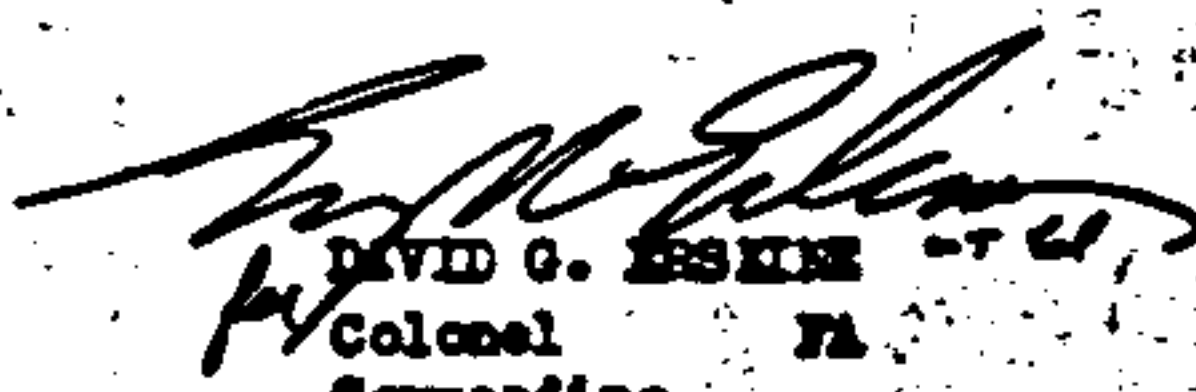
REGRADED UNCLASSIFIED
ON 6 JUL 1994
BY CDR USAINSCOM F2VPO
AUTH Para 1-603 DOD 5200.4

SECRET

(Classification)

INTERNAL ROUTE SLIP**HEADQUARTERS, EUROPEAN COMMAND****FILE NO: D-211310****SUBJECT: LKIEER, 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 | Post to | Date | HAS THIS PAPER BEEN COORDINATED WITH ALL CONCERNED? |
|--|----------------------------|--|--------------|--|
| 1 | Hqs
970th
CIC
Det | Ops Br
ATTN:
Capt.
Swearing-
ton | 16 Feb
48 | <p>1. Attached NOIC, Sub-Region FRANKFURT, CIC 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 3-h, referenced memorandum, indicates that Subject above was once employed in GOTH (M51/J06) in the airplane factory which produced airplane models for the HORTON Brothers.</p> <p style="text-align: right;"> 
 DAVID G. ESCHKE
 Colonel FA
 Commanding </p> |
| <p>1 Incl: a/s</p> <p>GWO/ent/7256</p> | | | | |

REGRADED UNCLASSIFIED
ON 6 JUL 1994
BY CDR USAINSCOM F01/PO
AUTH Para 1-603 DOD 5200.15

3616

SECRET

83

~~SECRET~~

Self Work Sheet
(Do not Detach)

Initiator
of Action

cl

DATE 2 FEB 1948

SUBJECT

DOSSIER

DATE OF INFO

THE FOLLOWING ACTION IS TO BE TAKEN ON THE

(Priority in numerical order)

COPIES OF

Indicate Desired Action

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

REMARKS

Standard Abbreviations:

✓ -- Reference Dossier

✓ -- Has been looked up and no record

✓ -- Card or dossier attached or

work accomplished

BEST COPY AVAILABLE

~~SECRET~~

REGRADED UNCLASSIFIED

ON JUL 1994

BY CDR USAINSCOM/TN/NO

AUTH Para 1-603 DCM 5200 41

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

APD 199

28 January 1948

D-198239

VI-194-16.2

SUBJECT: Flying Saucers

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

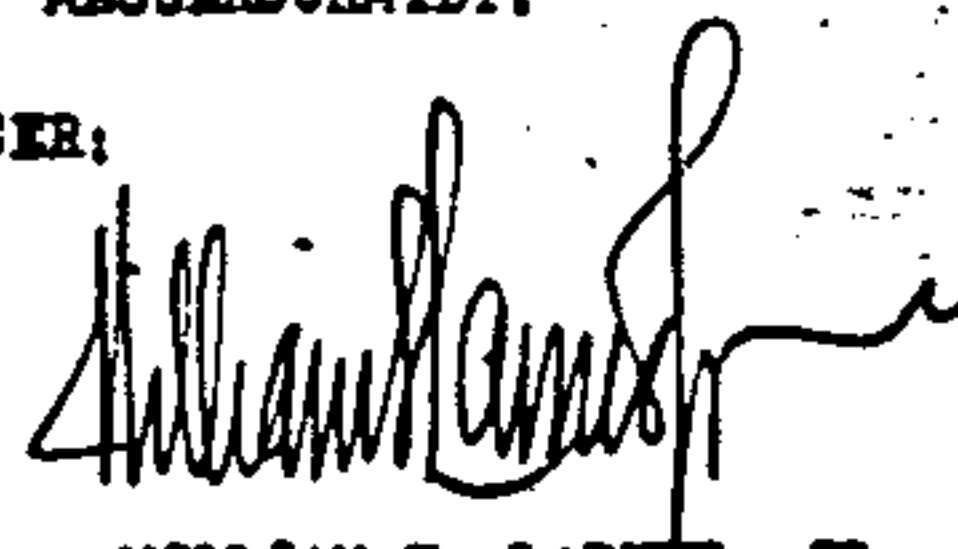
Regraded ~~CONFIDENTIAL~~ by authority of
CIC Clay TX on 7-31-57
LE Phillips Ed LI ORCO

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

REGRADED UNCLASSIFIED
ON 6 JUL 1994
BY CDR USAINSCOM FC1/PO
AUTH Para 1-603 DOD 5200.1R

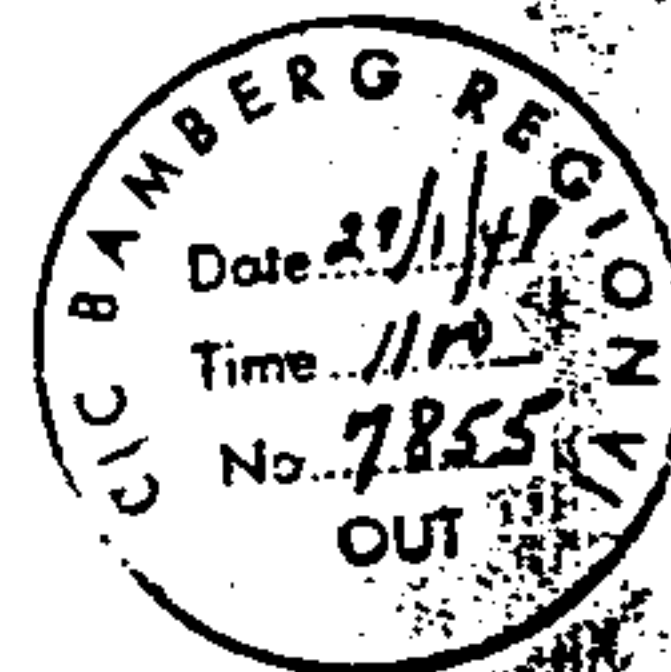
Ja

Copied to ops (Lamington)
14 Feb 48

85

Tel: Constabulary 7760
7761

~~SECRET~~
Page 1 of 1
CONFIDENTIAL



SUB REGION WUERTTEMBERG
COUNTER INTELLIGENCE CORPS REGION I
EUROPEAN COMAND

File No. I-1606

APO 154, US ARMY
23 January 1948

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: WALTER, Franz

Re : HORTEN Brothers.

1. Reason for Investigation:

a. Reference is made to MEIs as requested in 'Air Intelligence Guide for alleged 'Flying Saucer' type aircraft' and cover letter Rqn 270th CIO Det., APO 757, US ARMY, file 136239, dtd 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 Alphons HORTEN, living in MUELHEIM/RUHR. In this letter Alphons stated that he is a cousin to the HORTEN brothers. He, Alphons, further stated that Walter HORTEN is living in GOETTINGEN (452/c52), HERZFORDER, Landstrasse 39a, and is expecting to soon go to the United States. The younger brother, Reimar HORTEN, is living in BONN am RHEIN, Venusberg 15. (HSI/ROS).

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 HORTEN brothers.

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

Kenneth W. Nelson
KENNETH W. NELSON
Special Agent CIO

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

Regraded ~~CONFIDENTIAL~~ by authority of
Col 2 Clay II
on 1-31-57 by BL
LE Phillips 2d Lt ORDO

~~SECRET~~

B-3 Work Sheet
(Do Not Detach)

Initiator of Action *Q*

DATE

22 JAN 1948

SUBJECT

Hortens 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 MM)

CPI GROUP

1- Attach Card

OR

1- Indicate Dossier No's.

See attached
Cannot identify

IMPERSONAL

FILES

1- Check Impersonal Files
1- Open an Impersonal file
as follows

DOSSIER

GROUP

2- Attach Dossier

1- Open Dossier

1- File in Dossier

CARDING

1- Prepare CPI Card(s) on
underlined name(s) and/or
Impersonal Subject(s)

RETURN TO FILE WITHOUT FURTHER ACTION



1- Executive
1- Case Direction Section
1- Central Registry
1- Distribution Center
1- American Field Files

Standard Abbreviations:

R - Reference Dossier
X - Yes locked up and no record
✓ - Card or dossier attached or
work accomplished.

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

~~SECRET~~

22 January 1948

SUMMARY REPORT OF INVESTIGATION

File No. 111-FM-6344

Subject: Walter & Reimar HORTEN Cross Reference: Flying Saucers

Case Classification: Aircraft Development

1. Reason for Investigation

Reference is made to letter Headquarters, 970th Counter Intelligence Corps, Lucom, 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(M51/J06) was interviewed on 15 January 1948. LEIBER was born in GOETTINGEN(L52/C52) on 23 November 1906. He was one of the engineers in charge of ~~xxx~~ aeronautical research in the Gotha Plant. From 1935 to 1944, LEIBER received nearly all of the ~~xxxx~~ 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 ~~xxxx~~ are as follows: Walter and ~~the~~ sister are living in GOETTINGEN, Herzbergerstrasse 39a and

Raimar is presently 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, Herzbergerstr. 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 ~~Volksschule~~ school until 1929, ~~then to the technical school until 1933~~. 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 Mitteldeutsche Metallwerke Flugzeugbau, ERFURT (M51/J36). He was a member of the Lillenthal 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. ^{his present address is Frankfurt, Telephone 89.} 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

~~Secret~~

HEADQUARTERS
SUB-REGION FRANKFURT
COUNTER INTELLIGENCE CORPS REGION III

APD 757

III-FM-6771

20 January 1948

SUMMARY REPORT OF INVESTIGATION

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

Case Classification: Abduction

1. Reason for Investigation:

Information was obtained that Erwin O. LEIBER, who was reported abducted from the US Zone, had been released by the MVD and had returned to FRANKFURT (L51/M67).

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 GOTHEN (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 CHEMNITZ (M51/K66). Subject stopped in GOTHEN to visit his wife. After his arrival in GOTHEN he noticed that his actions were being observed by German agents of the MVD. He left GOTHEN and proceeded to KEMNITZ (M51/J36) but returned to GOTHEN several days later. He left GOTHEN again on 5 November 1947 to return to FRANKFURT. At WARTEN (L51/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 EISENHACH (L51/H76). There he was subjected to a short interrogation of approximately twenty (20) minutes. Subject was then taken to GOTHEN by automobile and placed in a MVD jail on Steinmuhlen Alley. 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 (Istebnalm), which he gave them. He was then

page 1 of 3 pages

copy 1 of 3 pages

90

~~Secret~~

REGRADED UNCLASSIFIED
ON 6 JUL 1994
BY CDR USAINSCOM F01/P0
AUTH Para 1-603 DOD 5200.4

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 officer, 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 GCTHA. 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 Russian Zone. He mentioned one Dr. Alex LIPPISCH, 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 (½) of black Ersatz coffee and three fourth (¾) 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 GCTHA 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 sausage and two hundred (200) M. Mark upon he was released and taken to his home in an automobile.

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

h. Edwin C. LEIBER was born 23 November 1905 in GCTHA, he is 5'7½" tall, weight 155 lbs, black hair, brown eyes, mole on left side of nose. Subject worked in GCTHA 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 243. From 1940 until 1945 Subject worked in HEUFEL for a Special Aircraft Fabrik as chief of construction. LEIBER is at present living at 89 Tuxter Strasse, FRANKFURT.

Page 2 of 3 Pages

CONFIDENTIAL

DECLASSIFIED UNCLASSIFIED
ON 6 JUL 1994

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

9
~~Secret~~

SRI, III-FM-5771, dtd 20 Jan 48, Subj: Edwin O. LEIBER, CCETID

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. Rissinger
MARVIN L. RISSINGER
Special Agent, CIG
Operations

William G. Walse
WILLIAM G. WALSH
Special Agent, CIG

Distributions:

5 Copies - Region III
1 Copy - FM Files

IMP AND PERS INDEX

LEIBER, Edwin O.

MVD

LEIBER, Ilse

LIPPISCH, Dr. Alex

WRIGHT FIELD

GC 160

GC 243

Gotha Waggon Fabrik, Aircraft Section

Page...3...of...3...Pages

Copy...1...of...1...Copies

REGRADED UNCLASSIFIED
ON 6 JUL 1994
BY CDR USAINSCOM E01/PO
AUTH Para 1-603 DOD E200.1R

92

~~Secret~~

3488

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 declined the offer.

WURSTER, H

194363

At present Subject is Police Kauppkommissar in Darmstadt.

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

JOINT CHIEFS OF STAFF
COUNTER INTELLIGENCE CORPS REGION I
EUROPEAN COMMAND

EX-100.21

APO 154, US Army
16 January 1948

L-1606

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: WALTER, Franz

RE : HORTEN, Brothers

1. Reason for Investigation.

a. Reference is made to ECI's as requested in Air 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 MDIC 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 MUELHE-CHARLOTTEBURG (N53/275). In this letter FRANZ stated that he knew of one HORTEN, Alfons, MUELHE-ROSE (K52/K41), British zone, Leeburg 22. P-2

b. SUBJECT further stated that he had received information that the father of the HORTEN brothers is living in BORN-HEINE (L51/C53), British zone, and is a professor at the University of BORN. 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 concurs
in the above evaluation

KENNETH W. NELSON
Special Agent CIC

Approved:

EDWIN K. KICH
Special Agent CIC

Stuttgart Switch 93255 Ext 402

Regraded ~~CONFIDENTIAL~~ by authority of
Col 9 Clay II by *By*
on 1-31-57
Lt Phillips 2d Lt ORDC

94
~~CONFIDENTIAL~~

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

FWM/ola

APC 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 FREDMANN, 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

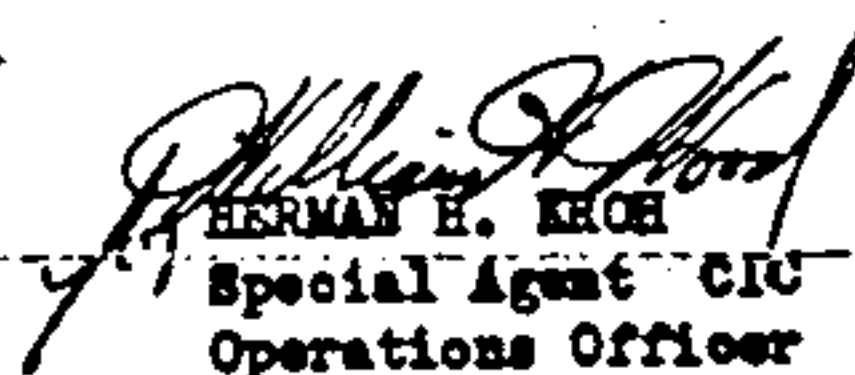
LOG No. 5940

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

Stuttgart 93255/Ext 417/Matting

Distribution -

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


HERMAN H. KOCH
Special Agent CIC
Operations Officer

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

~~SECRET~~ 5

~~SECRET~~

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

FHM/cia

APO 134

File No: I-1508

6 January 1948

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: HORTEN, Reimer 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 MDIC, Headquarters, Sub-Region WUEHTELSBERG, CIC Region I, Subject as above, File: I-W-D-778, 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 1945, Publisher: Walter ZUERL, 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-c 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, GOETTINGEN (L52/052).

(2) LIPPISCH, Prof., fm, WRIGHT FIELD, Ohio, U.S.A.

(3) FREIMANN, fm, Diplom Ingenieur, worked as assistant to the HORTEN brothers. He is last known to have lived in BAD CANESTATT (L49/S12). He is reported to have contacted TECHNICAL INFORMATION CENTER, 1-2, 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

~~SECRET~~

2257

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

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

b. - c. Unknown.

f. Present whereabouts of the HORTEN family is unknown, but possibly in
BONX (KSL/FSS) 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, Pub-
lisher: Walter EUEML, 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. Fullpower 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
GOETTINGEN as most of the development of this plane was at GOETTINGEN.) 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 thick-
ness 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 illus-
tration. 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: HORTEN, 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. Bombay 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

~~SECRET~~

~~SECRET~~

MOIC, Hqs, CIC Region I, File: I-1608; Subj: HORTEN, Reimer 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 F-3.

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 PRANDL 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 BOMBE (British Zone).

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

APPROVED:

HERMAN H. KROH
Special Agent CIC
Operations Officer

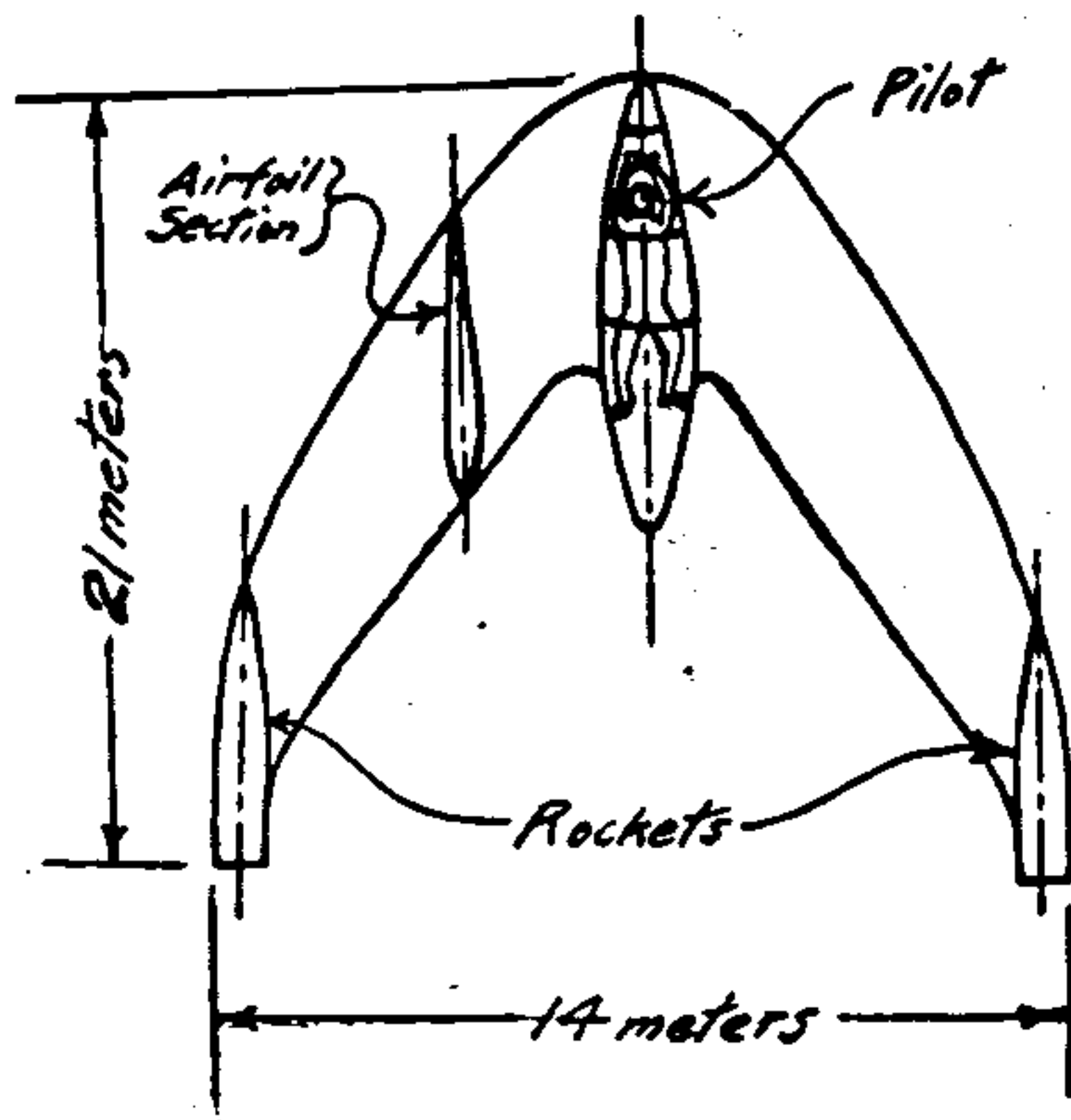
Fred W. Matting
FRED W. MATTING
Special Agent, CIC

REGRADED UNCLASSIFIED
ON 6 JUL 1984
BY CDR USAINSCOM F01/PO
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 airfoil section

~~SECRET~~

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



Plan View of HORTEN
Airplane

~~SECRET~~

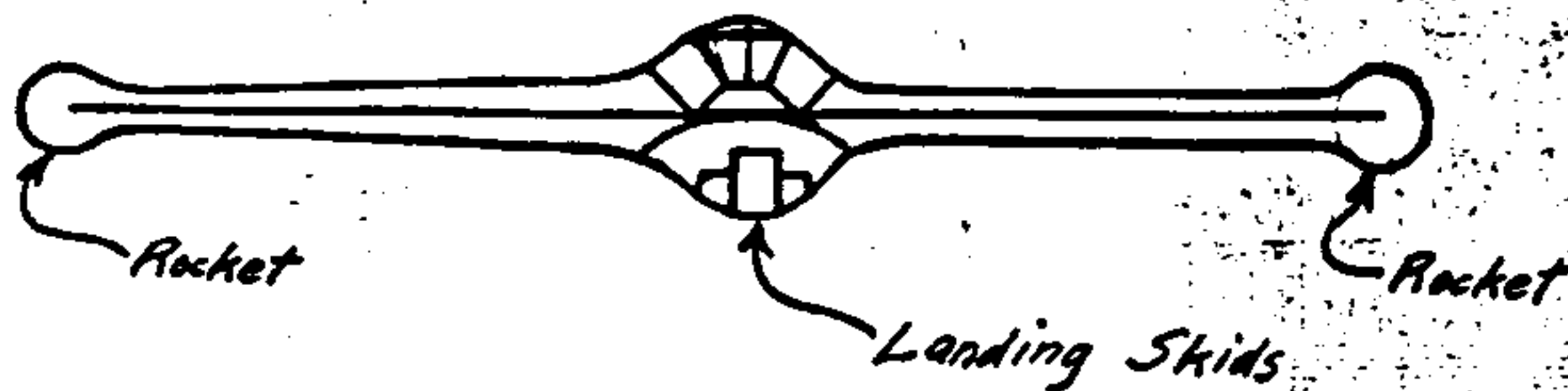
Exhibit A

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

Incl 21

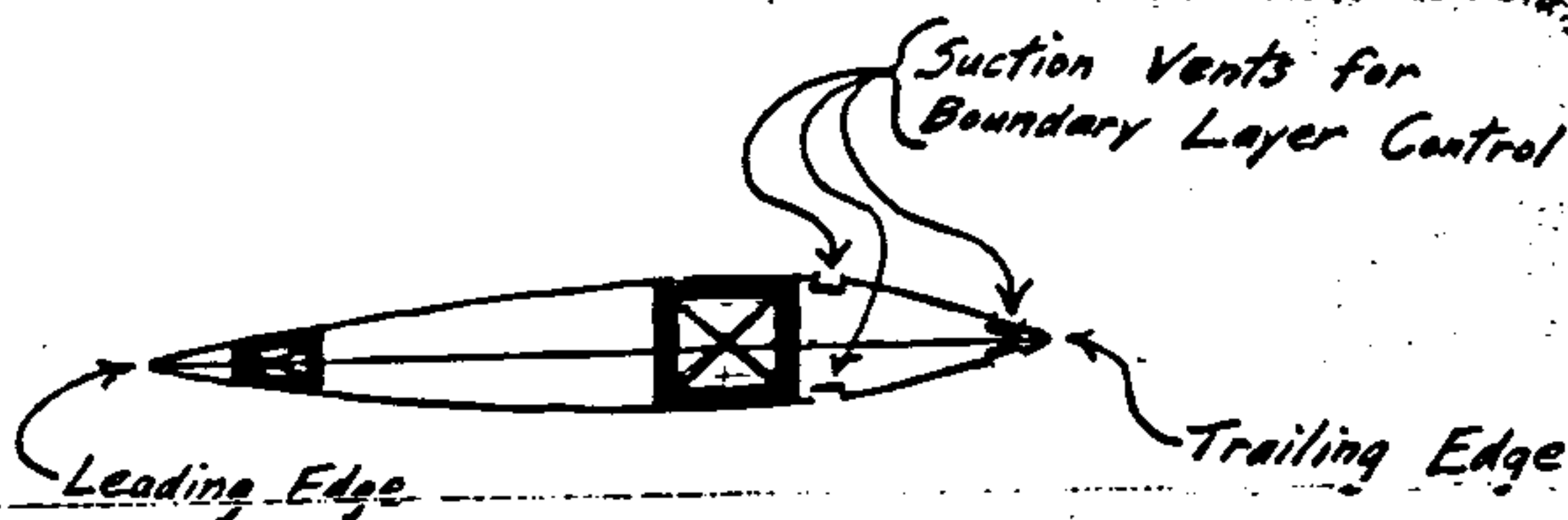
~~SECRET~~

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)

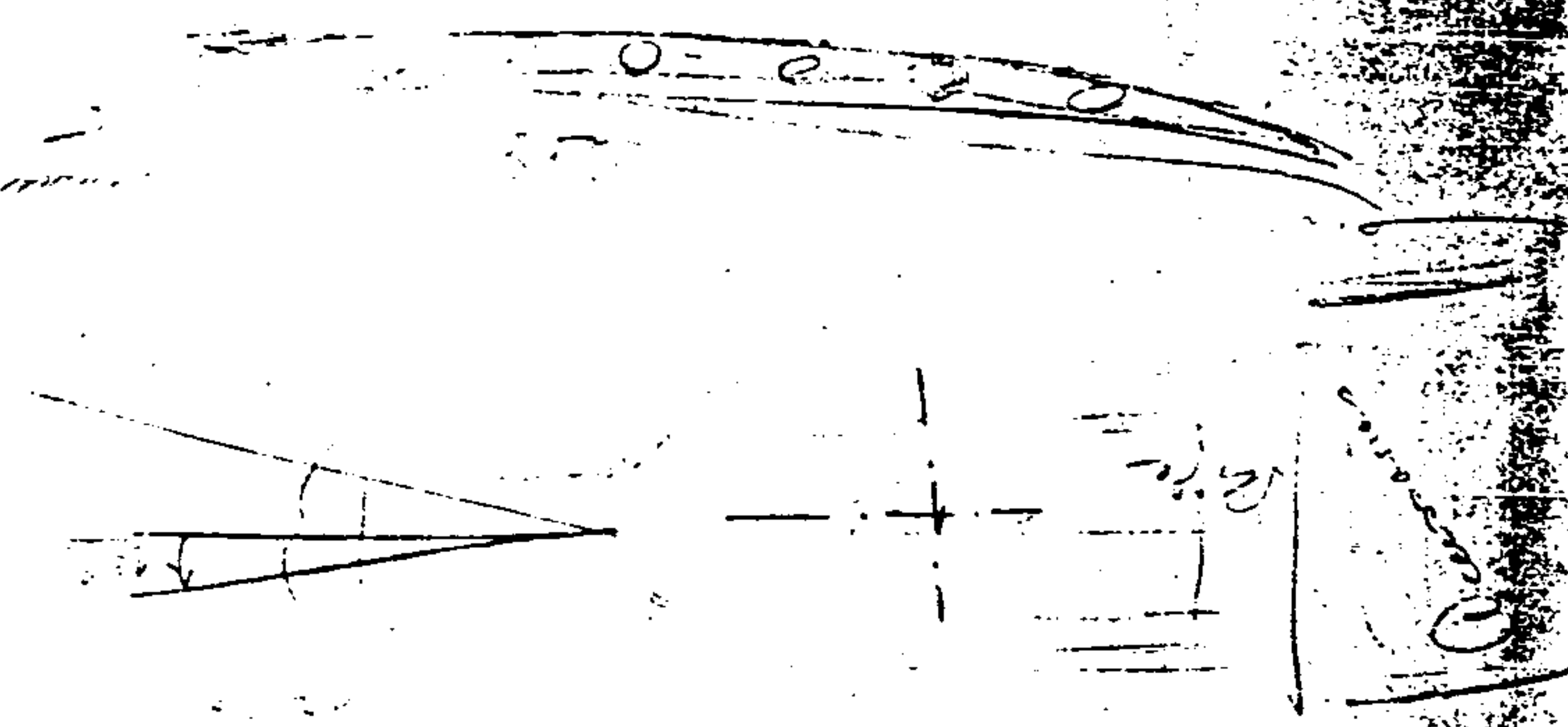
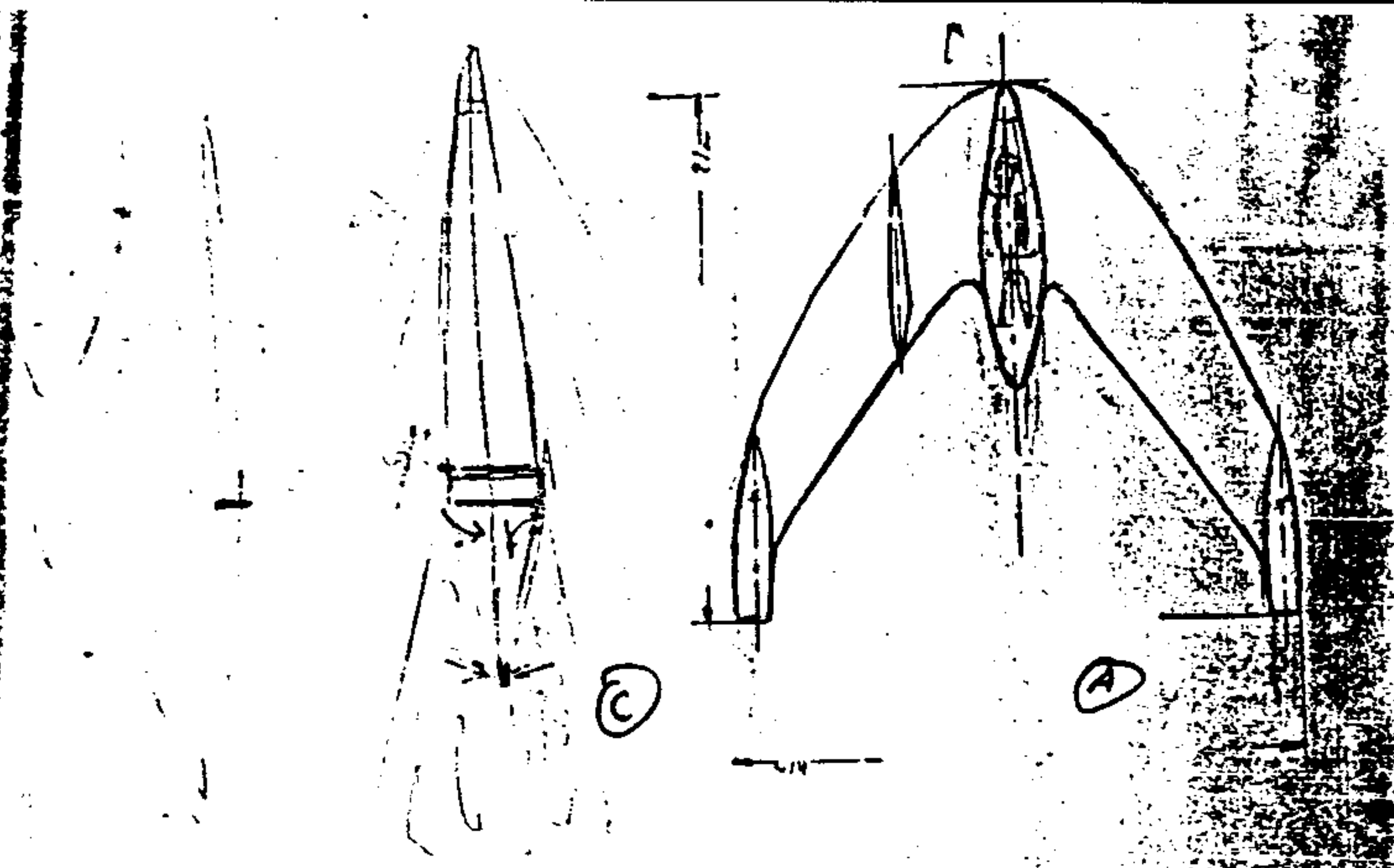
Exhibit C

101

~~SECRET~~

Incl #2

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



Hand-drawn diagram of a structure, possibly a tunnel or a pipe, with a central vertical line and a horizontal line intersecting it. The text 'Hand-drawn diagram' is written above the structure.

24, 02 → 2420 + 102

~~CONFIDENTIAL~~
Request for Investigation

File Nos: I-1606

Date: 9 Jan 1948

Originating Office: Region I (Matting)

30 Jan 1948

Suspense: ~~CONFIDENTIAL~~

Thru:

TO: S/R Nordtumberg

SUBJECT: (Give all identifying information)

NORTON, 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 as to what is to be done to complete the case.

1. a. The NORTON 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, fnu, Diplom Ingenieur, worked as assistant to the NORTON brothers. He is last known to have lived in Germany. Description of FREIMANN is as follows:

Height: 5'-9" to 5'-11"
Weight: 150 to 165 lbs.
Hair: Dark brown
Eyes: Brown
Face: Long, oval

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

BEST COPY AVAILABLE

Regraded ~~CONFIDENTIAL~~ by authority of
1-31-57 by Bly
LE/Phillips 2d Lt ORDC

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

CONFIDENTIAL

neilugit-1001 701 1-30p311

File

10/11

Date:

Subject:

Horten - Brothers

10/11

INSTRUCTIONS FOR AGENTS: The agent will write his report of investigation in the following space, containing the report on additional blank sheets if necessary. All additional sheets will be headed with File Number and Subject. Standard MORO or SSI form will be followed except that, Para 1 can be eliminated. Exhibits in foreign languages need not be translated if the report contains a brief synopsis of the material pertaining to the CI interest. Show sources and evaluation of all phases of the report and marked Operations Officer report. Submit report immediately after the agent's report.

1. all attempts to locate Freeman
in the Stgt area have been
negative -
Back

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

BEST COPY AVAILABLE

CONFIDENTIAL
104

FREIMANN, fru

SS

GERMANY

SS Ostuf.

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

FREIMANN, fru

(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.

APD 156
WTF/mss
2 January 1948

I-1606

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 Schwabisch GUMEND (L49/352) 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 Schwabisch GUMEND was contacted and discreetly interviewed about his knowledge of the HORTEN brothers. WALTER is presently residing in Schwabisch GUMEND, Parlerstr. 20, and is an Aeronautical 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 GRANIENBURG (W53/267), about 20 to 30 kilometers north of Berlin. Before the war the brothers were in MUEKTER (K52/A97) Westphalia.

c. WALTER stated that if anyone knows where the HORTEN brothers are, one HEITSCH, Emma, living in BAD NAUHEIM (L51/469), 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 "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.

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

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Hq, CIO Reg I, 970th CIO Det, 8/R WURTTENBERG, MOID dtd 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 MOID be forwarded to Region III so that the lead in BAD MAURKIN 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.

APPROVED:

EDWIN S. KICH
Special Agent, CIO

1 Incl: Exhibit "A" (Sketch of MAURKIN medal)

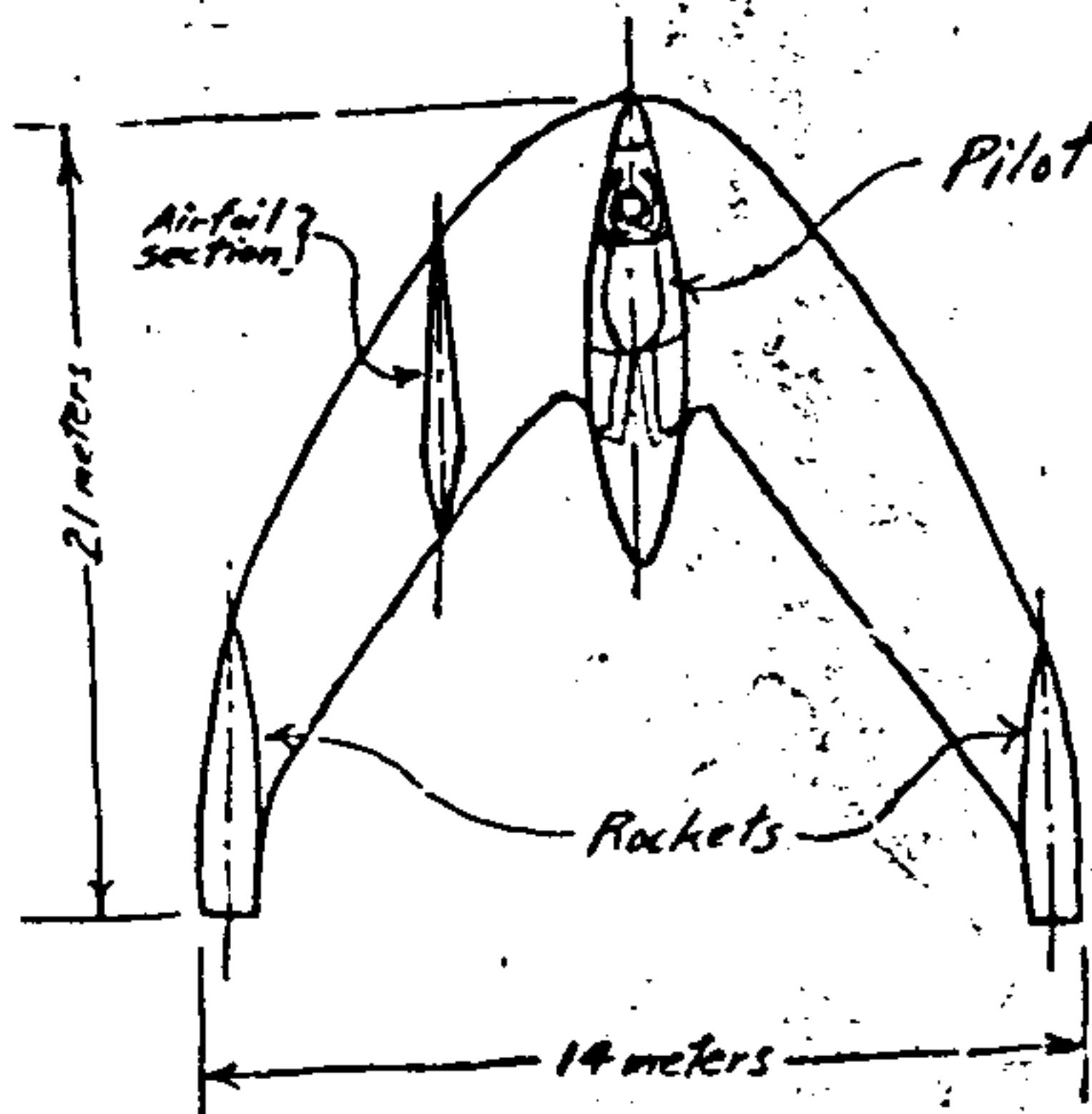
Stuttgart 93255/308/Varley

KENNETH W. NELSON
Special Agent, CIO

~~CONFIDENTIAL~~

File Copy

~~CONFIDENTIAL~~



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

Plan View of HORTEN Plane

Exhibit A ~~CONFIDENTIAL~~

~~SECRET~~

B/L: Hqs. S/R LANDSHUT, 3 December 1947, Subject: Flying Smeers

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

1st Ind.

FHM/er

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

TO: Commanding Officer, 970th CIC Det., Hq. EUCOM, APO 757, U. S. Army

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

FOR THE COMMANDING OFFICER:

Robert E. O'Neill
ROBERT E. O'NEILL
Special Agent, CIC

Log No. 9173

Tel: REGENSBURG MIL. 2006
(Mr. Herring)

Incl: NOIC a/s (3 copies)

Page 1 of 1 Page

Copy 1 of 4 Copies

~~SECRET~~

109

REGRADED UNCLASSIFIED
ON 6 JUL 1984
BY CDR USAINSCOM ED VPO
AUTH Para 1-603 DOD 5200.1R

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

3 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, 970 h 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

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

Page 1 of 1 Page
Copy / of 6 Copies

NOT REGRADING COPY-TUSA
D-35

~~Secret~~

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

File No. VL-596-S
V- 1577
D- 198239

2 December 1947

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: Flying Saucers

Re: Walter and Reiner 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 (M19/120) Housing Project. A records check of the LANDSHUT Sub-Region was also conducted.

2. No trace of either Walter or Reiner 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 Reiner (or K. W.) HORTEN is believed to be living in GOETTINGEN (152/C52) at Hersberger Land Str. 39 A.

3. The inquiries at the LANDSHUT Housing Project were conducted through the Adjutant of that organization and so it is difficult for this Agent to evaluate the information received. However, in view of the fact that an exact address was given for Reiner HORTEN this Agent recommends that an effort be made to contact Reiner in GOETTINGEN 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.

INTRODUCED

J. F. Shaughnessy
Commanding

Robert S. Robertson
ROBERT S. ROBERTSON
Special Agent CIC

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

LANDSHUT HORTEN
SUB-REGION V
CIC Det 970

~~Secret~~

~~CONFIDENTIAL~~

E/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-821

1st Ind

CWR/jlh

I-1606, C/R I-1043.1

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

To: Commanding Officer, CIC Region I, 970th CIC Detachment, BUCON,
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.

Vincent A. Bergstrom
VINCENT A. BERGSTROM
Captain Inf
Commanding

Incl: *also w/r On copy*
EOI, in Ltr to B-1

RECEIVED 7500 6490/Rankin

SR M/N Log Nr. *1269*

LOG NO. *5703*

Regraded ~~CONFIDENTIAL~~ by authority of

Col G. H. III by *Blj*
on *1-31-57* L. Phillips 2d Lt ORDC

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

112

~~CONFIDENTIAL~~

~~SECRET~~

B-3 Work Sheet
(Do Not Retach)

Initiator
of action

DATE

SUBJECT

CLASSIFIED AT

DATE OF BIRTH

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

(Designate numerical order)

ACTION

ACCOMPLISHED

(or NR)

INITIALS

GROUP

1. Attach card

or

2. Indicate Dossier No's

ANONYMITY

IMPERSONAL
FILES

1. Check Impersonal Files
2. Open an impersonal File
as follows

DOSSIER
GROUP

1. Attach Dossier

2. Open Dossier

3. File in Dossier

CARDING

1. Prepare GPI Card(s) on
underlined name(s) and/or
Impersonal Subject(s)

RETURN TO FILE WITH FURTHER ACTION

1. S-3 Executive
2. Case Management Section
3. Central Registry
4. Distribution Center
5. American Field Files

REMARKS:

Standard Abbreviations:

"R" - Reference Dossier

"P" - was looked up and no record

"C" - Card or Dossier attached or
work accomplished

~~SECRET~~

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



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

ADO 18

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:

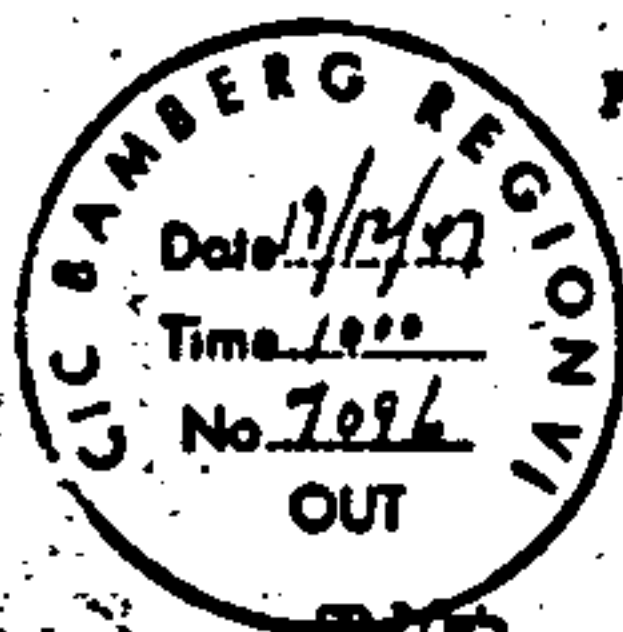
a. Sub-Region NURNBERG made discreet inquiries about two likely prospects, Willi MESSERSCHMIDT and Ernst HEINKEL. These two people have been thoroughly interrogated by intelligence personnel of the Air Corps and it is possible that information relative to the above subject may be on file at USAF Headquarters.

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

c. Other Sub-Regions report no leads.

3. Investigation will continue.

FOR THE COMMANDING OFFICER:



William E. Larned
WILLIAM E. LARNED, JR.
Special Agent, CIC
Operations

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

DISTRIBUTION

- 3 - CO, 970th CIC Det., HUCOM, APO 757, U.S. Army
- 2 - CO, CIC Region VI, 970th CIC Det., APO ADF-1, U.S. Army
- 1 - File

Tel: Constabulary 7760
7761

~~SECRET~~
Page 1 of 1 page
Copy 1 of 6 copies
114

**HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION VI
870th COUNTER INTELLIGENCE CORPS DETACHMENT**

File: D-198239
VI-1611.5
BAM-941

APC) 189
BAIRBERG Field Office
12 December 1947

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, STENGGARTEN/MUNICH(M49/Y85)
3. FORMER ADDRESSES BAIRBERG (M50/024)

4. PERSONAL DATA:

| HEIGHT | WEIGHT | EYES | HAIR | BUILD |
|--|--------|------------|------|----------|
| DATE OF BIRTH 14 December 1923 PLACE OF BIRTH BAIRBERG | | | | |
| NATIONALITY German | | OCCUPATION | | RELIGION |

DISTINGUISHING CHARACTERISTICS

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

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

COPY 1 OF 7
PAGE 1 OF 1

115

12 COMMENTS: Subject's brother, Johann PESSLER, stated that Barthold 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 Barthold would be able to give information on reference investigation.

SOURCE: See paragraph 12 above
EVALUATION: F 3

APPROVED:

WILLIAM E LAENED JR
Special Agent CIC
Operations

(USE bottom of page for additional comments)

DISTRIBUTION: 6 Forward (Region VI)
1 HFO File


(SIGNATURE OF AGENT)
ALFRED B SECILLLETTE
Special Agent CIC

~~SECRET~~

INTERNAL ROUTE SLIP

(Classification)

HEADQUARTERS, U. S. FORCES, EUROPEAN THEATER

FILE NO: D-198239

SUBJECT: EEI 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 | Pass 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 minuite 1, IRS, Ops Branch to 970th CIC, dated 20 October 1947, concerning above subject.</p> <p>2. Attached NOIC, 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-Q (paragraph 3b) and contact is being established with group in HEIDENHEIM (L49/871), as suggested in paragraph 3c of inclosed memorandum.</p> <p>4. Additional reports will be forwarded as received.</p> <p>1 Incl: a/s
GWO/McK/telephone 7256</p> |
| <p style="text-align: right;"> <i>James S. Sterling</i>
 JOHN L. INSKEEP
 Lt Col Cavalry
 Commanding </p> | | | | |
| <p style="text-align: right;"> REGRADED UNCLASSIFIED
 ON 6 JUL 1994
 BY CDR USAINSCOM F01/PO
 AUTH Para 1-603 DOD 5200.1R </p> | | | | |

3317

117

~~SECRET~~

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

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

2nd Ind.

HN/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
WUERTEMBERG (3 cop)
(EEI, Air Intell Guide w/d)

Stuttgart 93255/308/Wege

~~SECRET~~

~~SECRET~~

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

WET/nes
APO 154

File No : I-1043, C/R I-1043.1

24 November 1947

SUBJECT: Flying Saucers

Suspense Date: _____

TO : Commanding Officer, Sub-Region WUENTZGERO
Attention:

1. Enclosed correspondence forwarded for:

2. REMARKS:

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

FOR THE COMMANDING OFFICER:

Stuttgart 93233, Ext 312 / Wood
Incl(s): 12, Air Intell Unit
(3 copies)

William H. Knott
WILLIAM H. KNOH
Special Agent, CIC
Operations Officer

Distribution:
3 - C, S/R LADEN
3 - C, S/R WUENTZGERO
File

File No : I-1043-775, No. 5446 1st Ind

HEADQUARTERS, SUB-REGION WUENTZGERO, 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 LADIC, this headquarters, dated 24 November 1947, file
L-1038 I-1043-775, subject: KOLLE, Reimer and Walter.

FOR THE COMMANDING OFFICER:

Incl: one LADIC, file and subject a's

Edwin K. Eich
EDWIN K. EICH
Special Agent, CIC
Operations Officer

Stuttgart t 93168/402

~~SECRET~~

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

~~SECRET~~

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

EXL.DIV. 100

APD 154

24 November 1947

I-W-D 775

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: HORTEN, Rainer 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 AERODYNAMISCHE 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 (ML9/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

120
~~SECRET~~

~~SECRET~~

MOIC, File No: I-W-D 775, Subject: HUKIEN, Reimer and Walter (brothers)
R: Flying Sancers, dated 24 November 1947

group in HEIDENHEIM (LA9/571) 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 K. Kitch
EDWIN K. KITCH
Special Agent CIC
Operations Officer

Stuttgart Switch 93641 Ext 402

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

121

~~SECRET~~

1947/11/24

~~SECRET~~

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

S-2 Branch

APD 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-00-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.

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

~~SECRET~~



~~SECRET~~

(Ltr to CDDI, 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 Salzdettfurt, but the model tested by Eugen was destroyed in April 1945. The original designs were recovered from Salzdettfurt by British authorities in the summer of 1945.

~~SECRET~~

~~SECRET~~

(Ltr to ODDI, EUCOM, 16 Dec 47, subject: "Horton 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

~~SECRET~~

~~SECRET~~

(Ltr to ODDI, 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, OMCUS

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

125
~~SECRET~~

930TH COUNTER INTELLIGENCE CORPS DETACHMENT
SUB REGION WUERRTEMBERG

APD 154

10 December 1947

File No. 1606

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: WALTER, Franz

Re : HORTEN Brothers.

1. Reason for investigation:

Reference is made to letter, 910th CIC Detachment, Subject: Flying Saucer, dated 2004. A check was made in Schw. GMUEND (L49/s52) of scientists who may have knowledge of the HORTEN Brothers.

2. Result of Investigative Activity:

a. ~~One~~ ^A Scientist, WALTER, Franz, born 28 November 1896 in Schw. GMUEND was contacted and discreetly interviewed about his knowledge of the HORTEN 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 HORTEN brothers, but has known them personally for many years. He last saw the brothers in 1944 in BERLIN in the, REICHSLUFTFAHRTMINISTERIUM. At this time the two men were working in ORANIENBURG (A53/267), about 20 to 30 kilometers north of Berlin. Before the war the brothers were in MUENSTER (A52/177) Westphalia.

c. WALTER stated that if anyone knows where the HORTON brothers are one KITSCH, Hannah, living in BAD NAUHEIM (A51/167), 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 "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.

ENCLOSURES:

1 Exhibit "A"
(Sketch of HORTON model)

Kenneth W. Nelson
KENNETH W. NELSEN
Special Agent CIO

10A 01
Ref: 10-1174
TO: C. t. CT-INER

9 Dec 47

HQ CIC Rec
Received
DATE: 9 Dec 1947
INITIALS: JES

SUBJECT: Flying Saucers

1. The town mentioned in D-198233 par 2.b. is IFINGENHEIL, East Prussia and not PHILIBERG.

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 the offer, a proximately \$ 50.00 are estimated to be necessary.

Source: O-5149
Eval: P-2

Abton
Ivan J. Alton

128

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

~~CONFIDENTIAL~~
~~SECRET~~

3292.

5 December 1947

File 2.

MEMORANDUM FOR THE DIRECTOR OF NSA GS:

SUBJECT: HORTEK, Robert and MONTEK, Walter

RE: FL: Saucers

1. Reason for Investigation:

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

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

2. Results of Investigative Activity:

To date no further information is available as to the whereabouts of HORTEK brothers, but the name of one the assistants to the HORTEK brothers has been obtained. FREDMAN, fnu, (title of MIPL LSG) was last known to have been in Bad GALTSTATT (/). The last information on FREDMAN is that he was in Technical Information Office, G-2, Personnel Branch in MUNICH February of 1947, since that time no information is available on him.

b. The description of FREDMAN is as follows:

5'11" to 6'11" in height
150 to 165 pounds
dark brown hair
broad nose and low oval face

3. Agent's Notes:

It is suggested that ~~one~~ one of the ~~various~~ Technical Intelligence teams in Europe be contacted for further information on both the HORTEK brothers and FREDMAN.

HH HH HH HH HH HH

HH HH HH HH HH

8/24 1946

BEST COPY AVAILABLE

| | |
|----|-----|
| 54 | 104 |
| 52 | 124 |
| 17 | 164 |
| 11 | 340 |
| 15 | 764 |
| 16 | 54 |
| 47 | 84 |
| 11 | 254 |
| 51 | 24 |
| 14 | 44 |
| 24 | 196 |
| 26 | 261 |
| | 457 |

~~SECRET~~

69265

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

S-2 Branch

AFD 742 US ARMY

3 December 1947

SUBJECT: "Flying Saucers"

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

Attention: Lt Skidmore

1. Reference is made to letter, your office, file 350.09 (GID/OPS/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 Flugzeuge") 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 Grahn 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 EMDING, Bavaria.

3. The head of this institute was a Professor GEORGE, 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-328. It had no engine and was tested as a glider only. Part of the

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

130
~~SECRET~~

| |
|--------------|
| S-2 Reg. No. |
| U-743 |

US - Republic (August 7, 1948)

~~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 $2P$ 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 ERLING. Attempts will be made to contact the MORTEN brothers and secure more information on the subject.

1 Incl
Sketch


HARRY H. PRETTY
Lt Col GSC
8-2

Copy furnished:
Director of Intelligence, OMCUS

Telephone BERLIN 44715

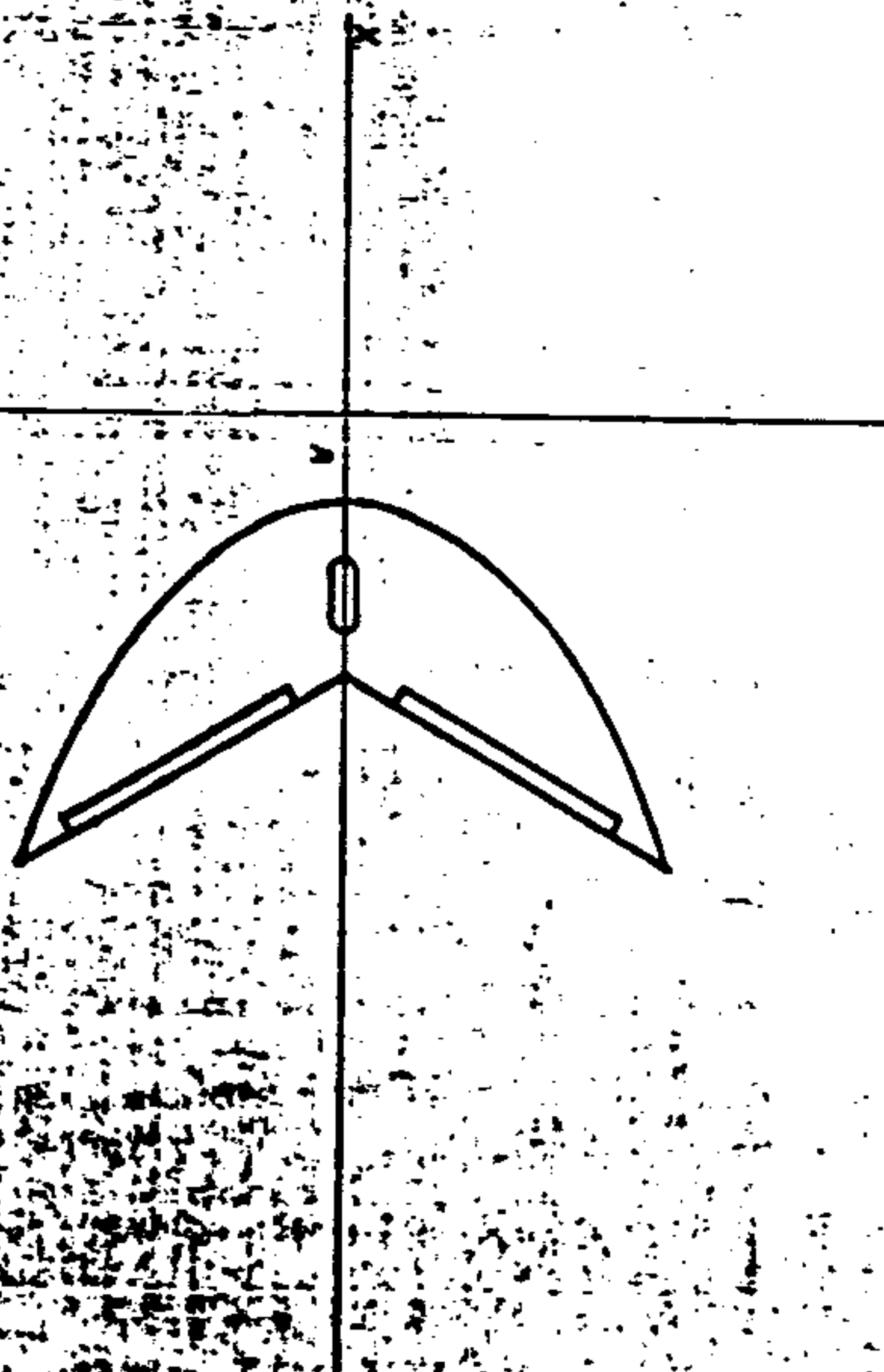
131

~~SECRET~~

2

REGRADED UNCLASSIFIED
ON 6 JUL 1984
BY CDR USAINSCOM F01/PO
AUTH Para 1-603 DOD 5200.1/R

~~SECRET~~
Directrix



~~SECRET~~

~~CONFIDENTIAL~~
HEADQUARTERS
SUB-REGION FUERTTHER
COUNTER INTELLIGENCE CORPS REGION I
EUROPEAN COMBAND

HR. RMF. amj

APD 154

24 November 1947

I-R-D 775

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: HORTEN, Rainer 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 COSTTINGEN (L52/C52), British Zone, in the fall of 1946, at the KAISER WILHELM INSTITUTE, in the branch formerly known as AERODYNAMISCHE 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 (ML9/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

Regraded ~~CONFIDENTIAL~~ by authority of
Col. J. H. [illegible] by [illegible]
on 7-31-57
L. E. Phillips 2d Lt ORDO

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

133
~~SECRET~~
~~CONFIDENTIAL~~

~~SECRET~~
MOIC, File No: I-M-D 775, Subject: HORTEN, ~~Robert 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

The undersigned concurs in
the above evaluation.

Approved:

Edwin K. Rich
EDWIN K. RICH
Special Agent CIC
Operations Officer

Stuttgart Switch 93641 Ext 402

Robert M. French

ROBERT M. FRENCH
Special Agent CIC

134

~~CONFIDENTIAL~~

43961

DAFB NR 02

DAFA V DAFB NR 02 V D R R

TO CO 97TH CIC DET HQS EUCON FRANKFURT 24/1030 NOV '47

ATTN SUGAR THREE

FROM CO CIC DET REG I BAD CANNSTATT

GR MC

REF NR 4053/B PD REFERENCE FILE NUMBER DGC 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 24/1020Z BPG

~~SECRET~~

FROM REGION P

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

REGRADED UNCLASSIFIED
ON 6 JUL 1994
BY CDR USAINSCOMF01/PO
AUTH Para 1-603 DOD 5200.1R

~~SECRET~~

~~Secret~~

HEADQUARTERS
SUB-REGION FRANKFURT
COUNTER INTELLIGENCE CORPS REGION III

AP0787

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-15233, 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/K67), Dr. Hugo BOHRER, 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. BOHRER, 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. BOHRER being aware of it. (Evaluation: A-2)

b. Rudolf SAUTER, Thorwaldsenstrasse 35, FRANKFURT, former chief engineer of the Zeppelin RIGOLDENBURG 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 aeronautical research, he, SAUTER, or his friend, General of the Luftwaffe Ernst ULLT (now deceased), would have been informed of their activities. SAUTER was unable to give any information about a flying wing type plane called the Horten 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

~~Secret~~ 136

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

~~Secret~~

SRI, III-FK-6344, Subj: Walter & Riemar HORTEN, dtd 20 Nov 47, CONF'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. Conolly for
MARVIN L. RISSINGER
Special Agent, CIC
Operations Officer

/vh/

H. H. Meener
H. H. MEENER
Special Agent, CIC

Distribution:

5 copies Region III
1 copy Ffm files

137

Page 2 of 2 pages
Copy 1 of 6 copies

~~Secret~~

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

~~SECRET~~

HEADQUARTERS
EUROPEAN COMMAND

Office of the Deputy Director of Intelligence

ODD
CEN
INT
RDR/INT/OPS/SEC

File
333.5 (OID/OPS/IS)

D 198239

AFD 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. SEASHORE recently delivered to this headquarters an KEI written at WRIGHT FIELD, OHIO, concerning the flying saucers sighted over the UNITED STATES. Lt. Col. SEASHORE stated that the Air Material 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. PASS
Colonel, GSC
Executive

4 incls:

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 KEI to this hqs 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 are at present in British zone. Another HORTEN is reported living at LANDSHUT. Info obtained fr PAPERCLIP files.

138

~~SECRET~~

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

3501

~~SECRET~~

(Classification)

INTERNAL ROUTE SLIP

69265

HEADQUARTERS, U. S. FORCES, EUROPEAN THEATER

FILE NO: D-198239

SUBJECT: EET 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 | Pass 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 IX, dated 7 November 1947, subjects "Flying Saucers", is forwarded for your information.</p> <p>3. Further reports will be forwarded as received.</p> <p style="text-align: right;"> <i>Heaven S. Stelling</i>
 for JOHN L. INSKEEP
 Lt Col, Cavalry
 Commanding </p> |
| <p>1 Incl a/s in dupl</p> <p>GNO/rk/7256</p> | | | | |
| <p>3112</p> <p>139</p> | | | | |

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

~~SECRET~~
(Classification)

~~SECRET~~

65065

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

D-193239
D-IX-DRE-1316

SUBJECT: Flying Saucers

APQ 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

Dists:

3 Copies - CO. 970th
2 Copies - File

Telephone: Bremen 20675
Capt. MAZOTAS



140

~~SECRET~~

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

~~SECRET~~

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

D-193239

AFD 751, US Army
7 November 1947

D-IX-DE-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 VIERECK, BREMEN (L54/R79) Schwachhauserheerstrasse 305, former Luftwaffe navigation instructor and test pilot, mentioned the names of various German aeronautical experts, including Lt. SCHEIDTHAUER.

b. Concerning SCHEIDTHAUER, VIERECK 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 GREFFEN/STERNFELD (N52/E14), in the Soviet Zone, according to VIERECK, who added that during the war SCHEIDTHAUER had engaged in test flights of a six (6) jet flying wing bomber at the FRANZIS (N52/E76) Luftwaffe Experimental Station, but that the tests had been unsuccessful. The scientist engaged in designing the aircraft was named RIEMER or ROELER (phonetic), but VIERECK did not know his present whereabouts.

c. VIERECK said he had test-flown a rocket propelled glider designed at the Erlewerke aircraft plant in LEIPZIG (N52/E21). The glider was of oval flying wing shape, and was propelled to a height of 10,000 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 VIERECK possesses more information than he is willing to reveal at present. For fear of compromising the real purpose of the discussion with VIERECK, this agent did not press

~~SECRET~~

30-4-76 MM
By CIC Carding
Document Has Been

~~SECRET~~

D-193239

D-IX-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 VIERCK'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

APPROVED: *Leo C. Martins*
LEO C. MARTINS
Special Agent, CIC
Operations Officer

142

- 2 -

~~SECRET~~

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

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

APD 189

10 November 1947

VI-13-1006

D-198239

VI-1611.5

SUBJECT: Flying Sancers

TO

1. 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 Sancers". 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 for 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, is desirous of locating German aircraft specialists and test pilots who might have some knowledge of similar aircraft. It is requested you canvass your area for possible identity of aircraft specialists or test pilots known in your area with such knowledge. This canvass 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 KEI's will be forwarded to permit further interrogation and test of knowledge.

3. This canvass, both of file 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

REGRADED UNCLASSIFIED

ON 02 JUL 1994

BY CDR USAINSCOM F01/PO

AUTH Para 1-603 DOD 5200.1R

Tel: Constabulary 7760

7761

Page 1 of 1 Pages

Copy of 9 Copies

WILLIAM E. LAHNE

Special Agent

Operations

CIC

IN

12 NOV 1947

W/4 Ltr HQ Reg III, 1 Nov 47, ref 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, 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, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

III-4748

Headquarters, Counter Intelligence Group Region III, 970th Counter Intelligence Group, AFM 757, U.S. Army, 4 December 1947

TO: Commanding Officer, 970th Counter Intelligence Group, AFM 757, U.S. Army, 4 December 1947

Forwarded in compliance with letter your headquarters, reference paragraph 1 of main communication.

FOR THE COMMANDING OFFICER

Mail: 1. w/c
2. 1 cy 221 w/c

Ref: HQ MURKIN 2091/4, 2111/4

D-198239

Headquarters, 970th Counter Intelligence Group, AFM 757, U.S. Army, 17 December 1947

TO: Commanding Officer, CIG Region III, AFM 757, U.S. Army

1. Attention is directed to paragraph 2 of MURKIN 2091/4 as an inclosure by 1st Indorsement Bureau.

2. Records, this headquarters, do not disclose any violation of the Air Intelligence Guide, as noted in paragraph 2 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 HORTON Brothers, Field Intelligence Agency Technical (FIAT), Headquarters, EUCOM, lists them as experts on "flying wing" aircraft, including Number VIII, IX and X Horton model aircraft. Several CIG reports concerning them are on

BEST COPY AVAILABLE

~~SECRET~~

D-198239

File in this headquarters setting back to 1946. The report states that the HORTON brothers were last known to be working in GOTTINGEN (LBR/000), British Zone, in the year 1946, at the Kaiser Wilhelm Institute in the German Zone known as Aerodynamische Versuchsanstalt. They were then formerly been listed on the JPD list.

4. It is requested that investigation be continued.

BY ORDER OF LIEUTENANT COLONEL TUCKER

Incls: w/d
Mr. Oliphant/MCK/7255

MAJOR, (JPD/000)

BEST COPY AVAILABLE

~~SECRET~~

~~Secret~~

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

APC 757
3 November 1947

III-FM-4748

SUBJECT: Flying Sarcers

TO : Commanding Officer, each Sub-Region

1. Inclosed letter, Hq., 970th CIC Detachment, APO 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, 3-b-Region Kassel, subject: Jet Planes, Russian Zone, dated 3 October 1946.

b. MCIC, 3-b-Region Frankfurt, subject: BERNHARDY, Guide, dated 6 August 1947.

BY ORDER OF THE COMMANDING OFFICER:

BEST COPY AVAILABLE

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

CARL J. KERNERT
Special Agent, CIC
Operations Officer

RECORDED UNCLASSIFIED
ON 11-11-14
BY 60154NSGOM E01/PO
AUTHORITY 1-603 DOD 5200.6R

III-FM-6344

1st Ind.

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

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

1. Forwarded in compliance with basic communication is BRI's
dtd 20 Nov 1947 re-Walter and Riemer BORTEN.

2. The 3-3 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 BRI a/s (5 copies)
Tel: 8400 Ffm
/vh/

146

MAX ETKIN
Special Agent, CIC
Commanding

~~Secret~~

~~CONFIDENTIAL~~

INVESTIGATION ACTION (IV)

Investigate case to its
logical conclusion

Request for Investigation

File Nos: IV- 2574

Originating Office 3-5

Thru: T. STEINER

To: AOB Lt. ADAMS (Capt SWANSON)

Date: 3 Nov 47

Suspense Date: 28 Nov 47

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

SUBJECT: (Give all identifying information)

THYNE DAUGHTER

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 inclosed EUSOM 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 infor-
mation or leads they may be able to furnish.

2 Incl:

1. EUSOM C1: ltr dtd 23 Oct 47
2. 1 cy Air Intell. Guide

Tel: 2-95 - 2994
(Mc Dyrne)

BEST COPY AVAILABLE

file

~~SECRET~~

HEADQUARTERS
EUROPEAN COMMAND

Office of the Deputy Director of Intelligence

SEC.09 (CID/PA/LB)

SUBJECT: Transmittal of EEI on Alleged "Flying Saucer"

TO : Assistant Chief of Staff, A-2, U. S. Air Force in Europe,
APO 633, 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 Incl: a/s
TEL: FRANKFURT 7420
Lt. SEASHORE

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

BEST COPY AVAILABLE

~~SECRET~~

✓ CEN REC
INT SEC

CMA/OPS/16

850.09 (OIC/OPS/16)

Transmittal of EKI on Alleged "Flying Saucer".

20 October 1947

1 Ops Br 970th
CIC

20 Oct.
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, GSC
Chief, Operations Branch

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

M/R - Inclosed FEIXXXXXXXX was given this office by Lt Col Seashore of the Air Materiel Command. EEI also transmitted to ECIC, USAFE, and S-2 Berlin Comd.

SECRET

149

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

~~SECRET~~

~~CONFIDENTIAL~~

HEADQUARTERS
970TH COUNTER INTELLIGENCE CORPS DETACHMENT
EUROPEAN COMMAND

File: D-198239

AFD 757
28 October 1947

SUBJECT: FLYING SAUCERS

TO : See Distribution

1. Inclosed EEI 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 EEI.

a. The HORTEN Brothers, Walter and Reiner (Possibly Reiner), are believed to be in the British Zone. However, H. J. HORTEN Ing (Probably Walter) has been reported to be living at LANDSEUR, Germany.

b. EEI lists HEILEGENBERG and GUTHA, 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 BERBA, HORNBERG (Black Forest) and REGIDLENBERG/BOHN. All these places are located in Germany outside the U. S. Zone.

c. A Lieutenant SCHREIDTHAUER, 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.

Regraded ~~CONFIDENTIAL~~ by authority of

Col. Clay III by Blj
L. E. Phillips 2d Lt ORDO

on 1-31-57

150

REGRADED UNCLASSIFIED

ON 6 FEB 1994
BY GDA/ISA/INCO/1501/20

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

20 October 1947

File: D-198239

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

BY ORDER OF LT. COLONEL INSKIP:

KARL S. BROWNING, JR.
Major, Infantry

5-3

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

Mr. OLIPHANT/rk/telephone 5672

Distribution:

| | |
|------------------------------|------------|
| CO, CIC Region I, APO 154 | - 3 copies |
| CO, CIC Region III, APO 757 | - 3 copies |
| CO, CIC Region IV, APO 407-A | - 3 copies |
| CO, CIC Region V, APO 225 | - 3 copies |
| CO, CIC Region VI, APO 139 | - 3 copies |
| CO, CIC Region VIII, APO 742 | - 3 copies |
| CO, CIC Region IX, APO 751 | - 3 copies |

A true copy

CARL J. KURHNERT
Special Agent, CIC

2

151
~~CONFIDENTIAL~~

[REDACTED]
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 Guam, 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 aircraft.
- i. The ability to group together very quickly in a tight formation when more than one aircraft are together.
- j. Extensive 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.

[REDACTED]
UNCLASSIFIED

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 1947. 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, Richar, 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-8-222 and Go-8-60 (night fighter) was to be manufactured by the Gotha Plant. It is reported that a contract of fifty such aircraft was planned 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 these 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 Richar?

- [REDACTED]
- f. What is known of the whereabouts of the entire Horten family, particularly the sister? All should be contacted and interrogated regarding any contemplated plans or perspective thinking of the Horten brothers and any interest shown by the Russians to develop their aircraft.
 - g. Are any efforts being made to develop the Horten "Parabola" or modify this configuration to approximate an oval or disc?
 - h. What is the Horten 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

- [REDACTED]
- b. Crew number and accommodation facilities.
 - c. Pressurized cabin equipment.
 - d. High altitude or high speed escape 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 refueling 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.

[REDACTED]

If jet propulsion is used, large air handling capacity, characterized 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 vanes 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]

UNCLASSIFIED

D-198239

360.01 (CID/OPS/18)

Transmittal of KEI on Alleged "Flying Saucer"

20 October 1947

M
18

2 Rq Ops 27 Oct
970th Branch 1947
CIC
Det

1. KEI mentioned in Memo 1 has been forwarded to the field for compliance.

2. Attached report, Foreign Documents Unit, dated 20.8.46, 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 KEI.

4. Attention is invited to the reference on cards from PAPERCLIP that the HORTEN Brothers are employed at AVA GOTTINGEN (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 JWS, 18 November 1946. Walter HORTEN is listed in the JIOA Denial List, dated 2 January 1947, as living at LATTEBUT, Germany. No reference was made to Riemer HORTEN. The revised JIOA Denial List, dated 8 October 1947, does not list either of the brothers.

JOHN L. INHERR
1st Col, Cavalry
Cor ending

2 Incls a/m
1-Foreign Documents Unit
2-Three (3) cards - HORTEN bros.
1 Incl w/d
GWO/rk/telephone 7256

39232

~~SECRET~~

HORTEN, Riemer (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 Attache. 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)

HORTEN Brothers - Experts on "flying wing" aircraft - including No. VIII, IX & X. Interrogated in England by ADI(K), in collaboration with MAP, RAE, USSTAF & the US Air Attache.

(See ADI(K) 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)

LXL: A.V.A. GOTTINGEN

XX

(FIAT (BR) Personality list, dated 28 Sep 1946)

Released by the British now can be allocated to the US
(Ref ltr dtd 18 Nov JIOA 1152 to CG. USFET.) ra

C
O
P
Y

~~SECRET~~

HORTON, Walter

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

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

LXL: A.V.A. GOTTINGEN (14-5-46)
Expert on "flying-wing" aircraft, including HO VIII IX & X

XX

(FIAT (BR) Personality list, dated 25 Sep 1946)

C
C
P
Y

REGRADED UNCLASSIFIED
ON 11 JUL 1994
BY CDR USAINSCOM F01/PO
AUTH Para 1-603 DOD 5200.1R

NAME: HORTEN, K. W. Ing
LOCATION: (last known) LANDSEUT

US - B
S

FOA: Aerodynamics
AFF: CAF

REMARKS:

DFEB US: Interr. and possibly employ in the theater.

STILBAFEN: 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

C
O
P
Y

REGRADED UNCLASSIFIED
ON 01 JUL 1994
BY CDR USA/NSC/M F01/PO
AUTH Para 1-603 DOD 5200.1R

HEADQUARTERS
970th COUNTER INTELLIGENCE CORPS DETACHMENT
EUROPEAN COMMAND

Exposure Date:

6 October 1947

APD 757

8 September 1947

D-18745

SUBJECT: BRUNHART, Guido

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

Regraded CONFIDENTIAL by authority of
Lt. Philip de la ORDO
on 4-31-57

1. Reference is made to letter, Sub-Region FRANKFURT, dated 6 August 1947, subject as above, with 1st Indorsement, Region III, same date, file III-PM-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 head of Headquarters Command.

3. Attention is also directed to paragraph 3, agent's notes, 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.

EARL E. BROOKING, Jr.

Major, Infantry

E-3

1 Incl: a/s

Telephone: FRANKFURT 7236
Mr. Oliphant

BEST COPY AVAILABLE

161

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

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

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:

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

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 $\frac{3}{10}$ kg. Armed for combat, the weight will increase $\frac{1}{2}$ 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

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

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 bomb, 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.

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

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

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

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

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

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

SKIPPED PAGE

An den
Herrn General Clay

durch

C I C

Betr.: Scheibengeschosse

File

Ich bin hierher gekommen in dem klaren Bewusstsein, einer schweren Aufgabe gegenueber 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 Wag zu zwingt, ohne Ruecksicht 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 fuehlen wie ich selbst.

Zur Sache:

1. Waehrend 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 Bombenantrieb dienten. Der Zweck war ergoetlich der, groesste Entfernungen durch Geschosse mit groesster Reichweite zu ueberwinden. Gegen Ende des Krieges fuhr die Kriegsmarine dann Schwerwasser nach Norwegen hinauf, das im Zusammenhang mit diesen Versuchen stehen musste, da die Marine selbst mit der Entwicklung der Atom-Bombe nichts zu tun hatte.
2. Gegen Ende des Krieges war ich bei der "REIHMAG", 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 (Diesen-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 "REIHMAG" nichts zu tun hatte.
3. Meine Taetigkeit in diesem Werk machte mich mit dem Raketen- und Diesenforschungen bekannt und vertraut, und die V-Waffen sind Ihnen inzwischen ebenso bekannte Dinge geworden wie die Atombomben. Mein Wissen ueber die Dinge hat seit dem Ausscheiden aus der Marine vor der Kapitulation keine aktiven Folgerungen in mir ausgeloeest, bis sich vor kurzer Zeit folgendes ereignete:
Zwei Herren, im Leben ohne jeden besonderen Akzent, hatten festgestellt, dass sie mit besonderen Faehigkeiten und Kraefte begabt waren, die es ihnen ermoeglichten, mit der Welt der Geister der Verbindung aufzunehmen. Das geschieht zwar in einer bestimmten Methode, aber ohne jeden medialen Zauber durch klar lesbare Aufzeichnungen. Sie werden sich genarrt 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 von einer solchen Basis aus vortragen zu muessen. Aber ich habe fraglos meine Pflicht zu erfuehlen, so schwer und unangenehm es mir auch ist, Sie auf solche Weise zu beachtenden und zu zu entscheidenden Konsequenzen fuehren 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 prüfen. Auch ich habe mich gegen sie gewehrt,
musste aber alle Skepsis aufgeben, 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-
schlüssen:

- 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 K l e i s t o w
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 Ruelienraketen, art-
verwandt der Abschussart von V1 und V2.
2. Die Geschwindigkeit betraegt 1900 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 $275 \frac{3}{10}$ kg, bei Ladung fuer den Einsatz hat die Schei-
be ein Gewicht von $\frac{1}{2}$ 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-
konstruktion. (Von der Marine weiss ich, dass ein Spezial-Boot fuer den

vorrichtung erforderlich, so dass die Spezial-Maschinen keinen Bombenschacht bewitzen, sondern die Atom-Bombe durch eine Pressluft-Ausstossvorrichtung ausstossen. Die Auswirkung der durch den Luftausgelassenen radioaktiven Strahlungen ist etwa gleich dem Zerstörungsradius und bewirkt eine Zellenzerstörung. Es wurde ausserdem die Formel fuer "Schitorit" notiert. *Flughöhe der Maschinen = 42.000 m.*

4. Von den bei Eben Emael und an der Leningrad-Front eingesetzten Pressluftgeschossen wurden von den Amerikanern und Engländern Lager an der Küste und in Suhl - dass dort ein solches Lager war, wusste ich - und von den Russen auf der Fein gefunden. Sie wurden gebaut von Trupp und in Frankreich.

Schlussfolgerung

Keine eigenen Kenntnisse und Erfahrungen, aufgrund deren der Verfolg dieser Dinge moeglich war, gestattet mir einen sachlichen Ueberblick ueber die Handfestigkeit dieser Angaben. Sie selbst werden leicht feststellen koennen, ob die Angaben ueber die Atombomben stimmen. Sie sind militaerische Geheimnisse, und darum habe ich diesen Weg einer schriftlichen Festlegung vermeiden und die Entscheidung ueber ihre Verlaeuflbarkeit Herrn General Clay vorbehalten wollen. Ich halte mich nicht fuer befugt, in der US-Army Dinge aufzuzeigen, die geheim bleiben muessen. Da mir aber der Weg zu Herrn General Clay verwehrt blieb, blieb mir keine andere Moeglichkeit.

Es kommt nunmehr auf folgendes an:

Ich bin nur Herrn General Clay gegenueber zu weiteren letzten Angaben bereit, weil ich besser ganz geschwiegen haette, wenn den Dingen nicht nachgegangen wird. Darueber aber vermag niemand anders zu entscheiden. Daher bleibe ich bei meiner wiederholten Bitte, sofort Herrn General Clay sprechen zu koennen. Ich bin in meinen Angaben bisher soweit gegangen wie es nur eben moeglich war, ohne Gefahren heraufzubeschworen, die ich nicht aufhalten oder abwehren kann.

Sie werden meine Angaben unter die sachliche und nuechterne Sonde nehmen und von den Geistergeschichten wenig wissen wollen. Ich muss Ihnen aber ebenso sachlich wie nuechtern sagen, dass ich nicht auf USA.-Ruestungs- und Militaergeheimnisse vereidigt bin und dass es wohl eine Reihe von Stellen gibt, die es sich je nach Preis kosten lassen wuerden, diese Dinge und mehr von ihnen zu erfahren. Ich will damit hinweisen auf die mir durchaus bewusste Tragweite solcher Feststellungsmoeglichkeit, wie ich Sie Ihnen aufgezeigt habe, und darueber hinaus moechte ich Ihnen eindringlich 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 Faelsch, aber meiner Aufgabe bin ich untertan. Ich bin nicht von dem Wahn besessen, die Welt retten zu muessen, ich bin auch kein verkappter Nazi, der seinem Wissen aus der Vergangenheit heute ein Maentelchen ~~zugeben~~ geben muss, um sein schlechtes Gewissen zu uebertauben. Ich will von Ihnen nur, dass Sie dem, was Ihnen als Warnung zugedacht 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 koennen, Sie haetten es nicht besser gewusst oder nicht anders handeln koennen, wenn die Ereignisse Stueck fuer Stueck unausweichlich auf Sie zukommen.

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

Fuehrer gebaut wurde). Er will der Welt beweisen, dass er sie haette vernichten koennen. Die genauen Angaben ueber die Position des Bootes und die Abschuss-Basen wurden kartiert.

Das bis vor kurzen zwischen Kap Horn und Kap der guten Hoffnung stehende Fuehrerboot wurde aus der Luft durch Langstreckenmaschinen einer fremden Macht versorgt. Die Versorgung wurde auf die Weise durchgefuehrt, dass 2 Maschinen den Treibstoff fuer die 3. Maschine mitfuehrten.

Ab 24.9.47 Beginn neuer Versuche mit den Scheibengeschossen unter genauer Ortseinzeichnung. Es handelt sich bei diesen in Anwesenheit des Fuehrers erfolgenden Versuchen um die ersten Unterwasserabschuesse. Die Aufbewahrung der Flaene wurde genau dargestellt.

Zu 3

Der Einsatz der Scheiben wird zur Zerstoe rung Gesamteuropas fuehren. Die USA. werden voellige Zerstoe rung 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 Zerstoe rung der Welt verhindern. Es wird dann ein Teil Deutschlands durch "Schitorit" vernichtet werden in einem Umkreis von 250 km um Passel. Das uebrige Europa, einschliesslich England wird durch Kampfhandlungen schlimme Zerstoe rungen erleiden. Amerika wird dann statt der im Absatz zuvor aufgezeigten Vernichtung nur in einer Tiefe von 100 km und einer Breite von 50 km zerstoe rt werden. Diese Zerstoe rung 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 C l e y vorgestellt werde, auch hier wurden die Daten angegeben und vermerkt, dass sich der Herr General in dieser Woche in Frankfurt aufhalten wuerde. USA.-Dakota-Kampfmaschinen - es entzieht sich meiner Kenntnis, ob es diese gibt - muessen bis Anfang naechsten Monats unterwegs sein und werden die neuen Abschussbasen erreichen und den Fuehrer einschliesslich Bohrmann stellen.

Zum Beweise

Um Ihnen Beweise geben zu koennen, wurden ueber 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 Stueck von den USA. in Deutschland gefunden wurden, wurden gebaut bei Krupp und teils bei Blohm und Voess.
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 apfel-gross, wird als Wurfbombe verwandt und hat einen Wirkungsbereich von heute 600 km. Zur Zeit werden in Ohio Atombomben-Versuche mit V1 und V2 gemacht.
3. Fuer 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 Ausstoss-

zufuehren ist als nunmehr das Ganze abzulehnen. Ich werde fuer meinen Kopf unablaessig alles nur Moegliche tun, um Sie zu dem zu bringen, was notwendig geschehen muss. Mir 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 gewuenschte und Ihnen notwendig erscheinende Auskunft aufschreiben 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 Geschaef angeboten wurde, als dass er fuer die Muehe einer Fahrt 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 mittelloser Student endlich eine Existenz brauche, nachdem ich im 3. Reich dreimal um Brot und Beruf gebracht worden bin. Darueber hinaus aber setze ich mein Leben ernstster Gefahr aus, denn es duerfte auch Ihnen klar sein, dass der Angeber solcher Dinge ein vielgesuchter Mann sein wird, wenn seine Angaben ihr Ziel erreichen. Dabei betone ich ausdruecklich, dass ich von allem, was Verrat ist, fern bin, ich gehe 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 gleichgueltig 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 erkluert, dass die Vorlage bei Herrn General Clay zur persoentlichen Koepfpruefung 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 truege. Es wurde angegeben, dass der Herr Adjutant sich gut deutsche verstaendigen koennte.

Bedenken Sie bitte, dass durch diese Moeglichkeit Auskuenfte fuer uns heute erreichbar sind, die jede Sicherung von Geheimnissen aufhebt, mag es sich um politische, militaerische oder persoentliche 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 auf der Welt insgesamt nur 8 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 T o k a i s o, 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,

auch von mir verlangt wird
Zusammen mit



Wenn mir die Pflicht zukommt, die Dinge ins Rollen zu bringen. Es duerfte
jedemfalls klar sein, dass ich mit dem bisherigen Wissen unendlich viel
Unheil haette arrichten koennen und arrichten kann. Wenn das unterblieb,
dann sag Ihnen das ein Beweis sein, dass es mir ausschliesslich um die
Sache geht. Moege es auch Ihnen darum gehen, dann wird sich der Herr
Adjutant persoenlich u. berzeugen, zum wenigsten doch kostenlos und
ohne das geringste Risiko ueberpruefen koennen.
Nochmals betone ich, dass ich vor Herrn General Clay zu restloser Preis-
gabe 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 da-
rin 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 "Hebstock-Bunker". Danach halte ich
mich in der weiteren Verfolgung der Dinge nicht mehr an Sie gebunden.
Ich denke, das ist sauber und gerade gesagt und getan.
Ich ende meine Angaben mit der letzten Aufzeichnung, die der verstor-
bene Praesident Roosevelt mir gab:

"Nur Mut, deutscher Mann, kaempfe fuer das Sternenbanner".

Guido Bernhardt?

Frankfurt, den 5. August 1947

~~CONFIDENTIAL~~
HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION III
SUB REGION FRANKFURT

FILE COPY

APD 757

111-78-6344

MEMORANDUM FOR THE OFFICE IN CHARGE

8 August 1947

SUBJECT: BERNHARDT, Guido, Helmut, Julius

Re: "Flying saucers"

1. Reason for Investigation: On 8 August 1947 Mr. CHIEF of the FRANKFURT (LAI/787) Provost Marshal's Office contacted this office and reported that Subject had attempted to enter the FRANKFURT Dispensary for the purpose of obtaining General SKAY 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. BERNHARDT, Guido, Helmut, Julius, of FRANKFURT (LAI/787), born 1. was born on 24 July 1912 in HATTINGEN (LAI/481), Ruhr. He claims never to have been a member of any Nazi organization, and alleges that he served during most of the war with the Kriegsmarine (German Navy). He professes no technical skill, and gives his profession as student of history.

b. On 8 August 1947 BERNHARDT stated that he was prepared to give the following vital information to General SKAY or to his adjutant:

(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 HILKE and KRAUSE.

c. Subject was informed that an audience with General SKAY was impossible and unnecessary, since such information was always forwarded indirectly. 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 General himself. At this point Subject was given the address of the FRANKFURT CIC Office and told to report here at 0830 hours 8 August 1947 with a complete written account of his information (Ref: D-1 A).

PAGE 1 of 2 pages

REF 1 of 1 copies

REGRADED UNCLASSIFIED
ON 8 JUL 1984
BY USAINSCOM F01/PO
AUTH Para 1-603 DOD 5200.4

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

NOTE, Subj: REINHARDT, Guido, Holmt, Julius, dtd 8 Aug. 47, 1947

1. Subject will remain at the Robrieker Bunker, Robstockstrasse, FRANKFURT until 10 August 1947, and will then return to DORN.

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-3

FILE COPY

ALBERT GOLDEN
Special Agent, CIG

APPROVED:

MARVIN L. HISSINGER
Special Agent, CIG
Operations

Exhibits:
At-Translation of Subject's
statement concerning disc
projectiles (flying saucers)

Distribution:
5-Reg III
1-Capt. BOLLOCH
1-Files

REST COPY

REGRADED UNCLASSIFIED
ON 6 JUL 1992
BY GDR USAINSCOM F01/PO
AUTH Para 1-603 DOD 5200.1R

Page 2 of 2 pages
copy 2 of 2 copies

178

~~CONFIDENTIAL~~

7 August 1947

MEMORANDUM FOR THE OFFICER IN CHARGE

Subject: BERNHARDY, Guido, Helmut, Julius

Re: "Flying Saucers"

1. *Investigation:*

On 5 August 1947 Mr. CANNON of the FRANKFURT (151/578)

Provost Marshal's Office contacted this office and reported that Subject, ~~who had attempted to enter the~~ had attempted to enter the ~~Army~~ 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) BERNHARDY, Guido, Helmut, Julius, (BORN (K51/P53),

known as 1, was born on 24 July 1912 in HATLINGEN (K51/AC1), Ruhr. He claims never to have been a member of any Nazi organization, and claims that he served during most of the war with the Kriegsmarine, *(German Navy)*.

He professes no technical skill, and gives his profession as student of history.

(b) On 5 August 1947 ~~Subject~~ ^{BERNHARDY} 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 LITZEN and DOMAGNI.

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

for ~~an~~ indirectly. Subject refused to give the information indirectly, however, since he believed that time was too short, and that the terrible responsibility could be assured only by the ~~man~~ General himself. At this point Subject was given the address of ~~the~~ ^{Frankfurt} ~~the~~ office and told to report here at 0830 hours ^{6 August 1947} with a complete written account of his information. (exhibit "A").

(d) Subject will remain at the Hobstocker Bunker, ~~Hobstockerstrasse~~, ~~FRANKFURT~~ until 10 August 1947, and will then return to ~~LOIN~~.

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

Subject seemed extremely sincere, and the strong possibility that he is merely a crackpot is not apparent. For ~~warded~~ for your information. Evaluation F-3.

Albert Goldstein
Special Agent, CIO

Exhibit a. Translation of
Subject's statement
concerning ~~the~~
Projectiles (Flying Saucers).

Addressed to
GENERAL CLAY

(By Frederick Amerbach)

through the
C I O.

SUBJECT: Disc-Projectiles (Flying Saucers)

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.d.N. and there I found out that Professor NAUMER was actively working in the Crimea for the OKM (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 "KRIEMER", the sub-terranean munition factory in KALLA vicinity JENA (KEL/556), being under the control of the HSA, Commander SAUCKEL 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 (SAUCKEL) was also closely connected with the construction of the V-Weapons, but had no connections with the "KRIEMER" 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 promoted 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 troubled 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:

page 1 of 2 pages

copy 2 of 2 copies

~~Secret~~

181

REBRADDED UNCLASSIFIED
ON 62 JUL 1994
BY GDR USAINSCOM FDI/EO
AUTN Para 1-603 DOD 5200.10

FILE COPY

~~Secret~~

COPY
FILE

1. The completion of MATHER's research to a readily employable weapon, which already appeared over America, China, and Italy as the flying saucer, the most dangerous weapon in the world.
2. The connection of the Fuehrer (HITLER), 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 came to you.

(To number 1 above) Professor MATHER together with a professor KLEINOV have conducted research, and developed those discs which were seen in different parts of the world and disappeared again in recent weeks. The "Fischballe" seen some time ago over the Nordic countries are 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 now finished discs:

- (1) The firing of the discs is effected through round-shaped rockets, similar to those of the V1 and V2.
- (2) The speed is 1900 (nineteen hundred kilometers).
- (3) Size of the discs: $7\frac{1}{2} \times 2.45$ metres.
- (4) Normal setting for direction and course: 50-60 000 km, thereafter 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 $\frac{3}{10}$ kg, when loaded for action the disc weighs $\frac{1}{2}$ 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 KILAS CITY, and over KILAS.
- (9) The fuel is heavy kerosene - cheap.
- (10) Exact sketches of the disc, 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 km.
- (12) Radius of destruction when dropped from plane: 2 km.

(To number 2. above) The Fuehrer (HITLER) is at the present time with his specially built U-boat at the launching site. The U-boat - it was reproduced - attains 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 Fuehrer). He will prove to the world that he could have destroyed her. The exact location of the position of the boat and the location of the launching site were recorded. The boat of the Fuehrer was until recently located between Cape HORN 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 Fuehrer, and are going to be the first tests for underwater launching of projectiles. The exact location of the plane was well tabulated.

Page 2 of 2 pages

copy 2 of 2 copies

~~Secret~~
182

RECLASSIFIED UNCLASSIFIED
ON 6 JUL 1994
BY GDR USA/NSC/DW/FPD
AUTH PAGE 1-603 DOD 5200.10

~~Secret~~

translation-BERNHARDY, Guido, cont'd

FILE COPY

(to Number 2. 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 7 (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 "SCHITONIT", namely in a circumference of 200 km around KASSEL. 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 "SCHITONIT" bomb will be dropped from inside America. (The date and time was specified by the spirits). Immediate intervention possible only, if I will be introduced to General CLAY today or tomorrow (5th and 6th August respectively), since it was also shown (by the spirits?) that General CLAY will be in FRANKFURT this week.

United States "Dakota" 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 Fockers and JORDANS.

Substantiation of Evidence: (as obtained from the spirits?)

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

1. The secret code name for this project was "SCHITONIT". This was being developed by the IG FARBEN and manufactured. Of the bombs, 6 (six) were found by the US in Germany, and they were being constructed by HERT and BLOCH & VOSS (KASSEL).

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" (Wurf Bombe), with an effective radius of 200 km, as of to date. At the present time atom bomb tests with VI and VII are 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 1946. The first bombs dropped on Japan were simply dropped by a standard-type aircraft. The light weight of the bomb necessitates a special ejector mechanism, therefore the special planes do not use a bomb-bay, but eject the atom bomb through an air-compressed ejector mechanism. The effect of the radio effective rays released, is equal to the destructive radius, and brings about cell destruction. The formula for "SCHITONIT" was also marked down. Height of the airplane is approximately 1200 metres.

4. Those of the compressed air projectiles which were used at KERN KRAEL (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.

page 2 of 5 pages

copy 1 of 2 copies

~~Secret~~

REGRADED UNCLASSIFIED
ON 08 JUL 1994
BY CDR USAINSCOM FOWRO
AUTH Para 1-6.5 DOD 5200.10

~~Secret~~

translation-BERNHARDT, Guido, SM116

Conclusions:

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 scrutinize the information objectively, and you will want to know little about the details. 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 came 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 subject to my task. I am not possessed by the madness of trying to save the world. Neither am I a Nazi in disguise, who must mask his knowledge of the past, in order to trick his wretched conscience. I want 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 coped 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 pause 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 bombed-out and poor student who has previously lost his livelihood three times under the Third Reich.

page 2 of 27 pages

copy 2 of 2 copies

184

~~Secret~~

DECLASSIFIED
ON 06 JUL 1984
BY GDR USA/USCIB
AUTH Para 1-608 DOD 6000.1

FILE COPY

~~Secret~~

translation -BENJAMIN, Guido, scat.

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 is ~~not~~ 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 spirits?) 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 GALT, 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. Kindly 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 plans. Our conference is being watched as well, and continuously recorded mentally.

as well, and continuing returned normally. There are in the world today eight (8) persons, who possess the ability to communicate with the other world. None, 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 SUKAIRO, who died in TOKIO on 14 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 gentlemen known to me.

I know that I ask something almost impossible of you, to have an audience with General CLAY, 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 endless mischief. Since this has not taken place, it should be sufficient proof to you that I am exceedingly 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 CLAY. 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 "Redstock Bunkery" for an interview with the adjutant. I end my account with the last words which the deceased President ROOSEVELT gave me: "Courage, German men, fight for the Stars and Stripes."

Dated: FRANKFURT, 8 August 1947

signed: OTTO SCHULZ

page 1 of 2 pages

copy 2 of 2 copies

185

~~Secret~~

RELEASED UNDER
 ON 6 JUL 1994
 BY ODR-USA/RSC/MF/MS
 AUTHORITY: 1.503 DOD 5808.1

FILE COPY

OFFICE OF MILITARY GOVERNMENT FOR GERMANY
Office of the Director of Intelligence
APO 742



57625
fe

Berlin, Germany
7 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-Adalbert AHUIS, domiciled in ASHANEUCK, 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

Tel: BERLIN 43883
(Mr Katzenell)

FREDERICK W. HESS
Major GSC
Chief, Counter Intelligence Section

Incls: a/s



C O P Y

Heinz-Adalbert Ahuis,
(23) Asenbruck, Hansa-Str. 7
Germany, British Zone

Asenbruck, 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 knew 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/ Abuja

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

TRANSLATION



54658

Dr. med dent T. TELTERBORN
WANNE-EICKEL

Wanne-Eickel
11 July 1947

In the Dortmund newspaper WESTFALISCHE 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 on 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/W (216)
Stöckstrasse 52

Wanne-Eickel, den 11.7.47

An den amerikanischen Zivilgouverneur
in Frankfurt!

In der dochmündigen Zeitung, 'Westfälische Rund-
schau' vom 9. Juli 1947 las ich einen mit auf-
fallenden Artikel über sogenannte, fliegende
Scheiben, die in größerer Anzahl über ca 30 USA
Staaten über dem Erdboden gerichtet wurden, die
eine Geschwindigkeit von 1400 km/h haben sollen
und deren Erscheinen bei der USA Bevölkerung
große Beunruhigung ausgelöst haben.

Da die Regierungs- und Forschungsinstitutionen
der USA über die Herkunft der, fliegenden Scheiben
nichts wissen wollen, so möchte ich, als der Erfin-
der dieses Apparate, mich bei der USA Regierung
zu Wort melden.

Meine Erfindung habe ich 1944 einer Deutschen
Erfinderstelle übergeben, die, wie mir bekannt,
ihren Sitz in Berlin hatte. Auf meine Ein-
reichung mit kurzen zeichnerischen Angaben
an die genannte Behörde habe ich niemals eine
Antwort erhalten, bin auch nie von der Technischen
Prüfstelle Berlin unterrichtet worden.

Meine Arbeit muß in Berlin weiter entwickelt
worden sein.

193

Bei dem Russeneinmarsch in Berlin muß
meine fertige Erfindung in die Hände einer

freunden, die mich nicht gelang, die sie jetzt
über den USA aussendet.

Als Erfinder bin ich allein in der Lage unter
gewissen Bedingungen meine Erfindung preis-
zugeben. *schon*

Falls die U.S.A. Regierung Interesse an der Er-
findung hat, bin ich zur Auskunft bereit.

D. Tranzell Kellerborn
Zahnarzt

Wanne-Eickel, :/H (213)

Stöckstr. 52

Dr. med. dent. T. Kellerborn
Wanne-Eickel

FLYING SAUCERS

~~CONFIDENTIAL~~

FILED : 171230Z AFHQ MESSAGE CENTER
PRIORITY

AFSC : 2 26/18

275 19/5

~~CONFIDENTIAL~~
INCOMING MESSAGE

D198239

FROM : ACC HUNGARY US DEL SIGNED VELMS

TO : AGWAR FOR WDGID WDGPO EUCOM FOR G-2 USFA FOR G-2
COMENMED MA MOSCOW ACC HUMANIA US DEL NAVY
DEPT CNO-OP32 ESD-22 USFA

REF NO THIS MESSAGE : Z-5112

17 May 1947

| ACTION | |
|--------|---|
| G.L. | 1 |
| G.L. | 1 |
| DEC. A | |
| | |

For G-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 : G-2

PARAPHRASE UNNECESSARY

MC IN 713

19 May 47

~~CONFIDENTIAL~~

0430B

REF NO Z-5112

wd/o

REGRADED UNCLASSIFIED

ON 02 MAR 1995

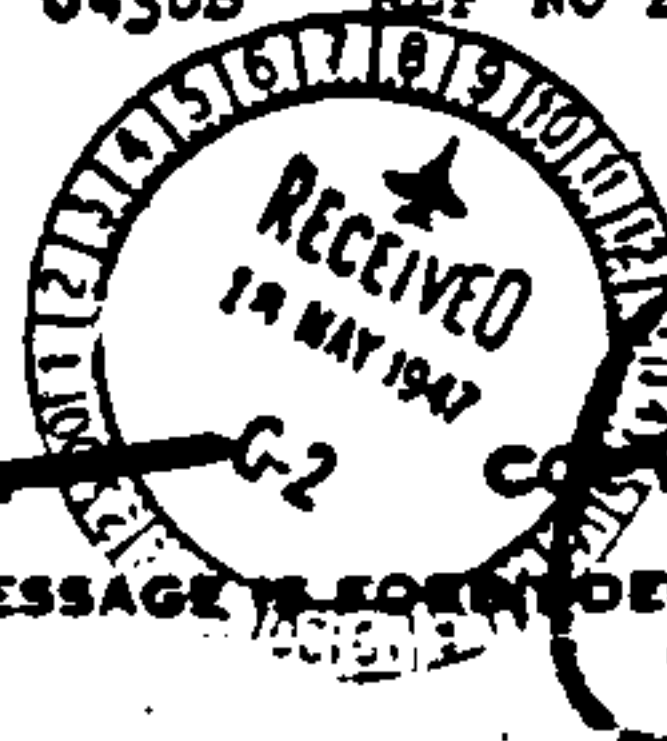
BY CDR USA NCCM F01/PO

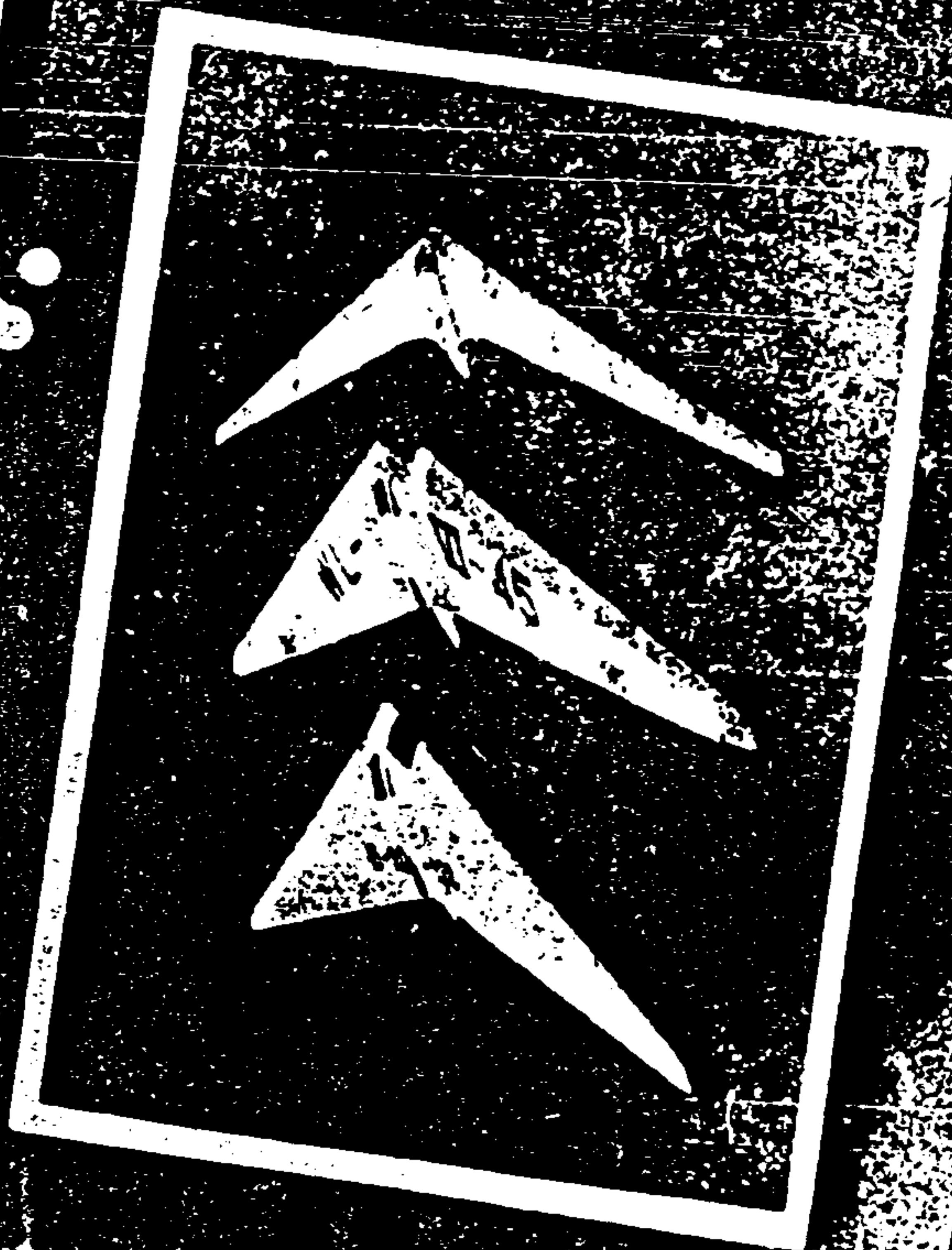
AUTH Para 1-603 DOD 5200.1P

POS Letter of 22 Feb 1995

~~CONFIDENTIAL~~

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN





UCHTA, ERICH, W

E 316721

O16A0602

3315 DE

2/6/96

O-FILM

REMOVED FROM THIS DOSSIER
THIS DOSSIER IS NOT TO BE
REMOVED FROM THIS DOSSIER
IN NO CASE SHOULD IT BE
REMOVED FROM THIS DOSSIER

BUCHTA, ERICH, W
CR-B230

CR-FILM

(CR-FILM Box# 22 (LOC. 37A))

335 Vt
2/6/96

BUCHTA, Erich Walter

BORN : 3 Jan 1908
AT : Schminthowitz, Posen
RES : 10 Weberstr, Berlin
LOC :
198 FBI :
F-L :
OTHER : Former KGB Member

CONFIDENTIAL

FILE FOR
RECORD

111-9991
MAGN., ARICL. Haller

1. 1978 27 May
2. 1979 19 May
3. 1980 19 May

1. The enclosed Agent Report contains information with a voluntary statement of this matter in connection with some disposition as may be required.

2. The information contained in this report is considered to be of significant value, and it is recommended that possibly some other intelligence agency may be interested in this matter of the so-called "Flying Saucers".

1. THE COMBATANT OF KILL

FOUR A. FOUR
20 May, 1979
Bureau

FILE COPY
REGISTRY

[illegible]

c. BUCKA is under the impression that the Russians will not attempt or improve their and will, possibly, claim the invention of the device. BUCKA claims approximately the scope of a flying saucer, which is

~~CONFIDENTIAL~~ 2/24/68

200

~~CONFIDENTIAL~~
ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 06/06/94 BY 1045

that the "Flying Saucer" which have been reported in newspaper articles, may have come from Russia.

4. In 1945 BUCHTA came back to BIELSK from French imprisonment. His home is in the Russian sector of BIELSK, and as he saw that was taking place in the Communist Party, he broke away and would not participate. He also stated not to have any contacts with the Peoples Party. His reason for leaving BIELSK and coming to the West Zone is to furnish the American authorities the information of the "Flying Saucer" type of aircraft model, and to work freely in his profession. Not being a member of any association or party in the West, he was looking for secure supplies or material to carry on his painting. BUCHTA left BIELSK by train on 5 September 1945, and crossed the border illegally at a point between BIELSK (152/109), and SCHNEIDER (152/106), during the night of 6 and 7 September 1945. From there he went to the refugee camp in GIBBS (151/062), where he was given a daily permit into the American Zone. BUCHTA did not reveal the information about the invention of the "Flying Saucer" type of aircraft model during his investigation at GIBBS.

SOURCE: as indicated

REFERENCE: 8-2

AGENT'S ACTION:

It is the opinion of this Agent that the story of the "Flying Saucer" type of aircraft model is more or less dreamed up by the BUCHTA in order to gain his objective. BUCHTA has stated that his main object was to gain an entry permit into the American Zone so that he could bring his family here and work in his profession.

APPROVAL:

VINCENT C. TONK
Team Commander
General Investigation

BUCHTA
3- 24 1945
1- File

2/1

REGRADED UNCLASSIFIED
ON 302 06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

Page 2 of 2
Case 4 of 4

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 THERE 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 Ermittlungen über das Projekt "Horten-Parabel" sind abgeschlossen.
Die Ergebnisse können folgendermassen 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 TL-Triebwerken) 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 mtr. Spannweite, 6 TL-Triebwerke, 7000 km Aktions-Radius ist beim Russen nicht über das Projekt hinausgediehen, da sich nur ein geringer Teil der einschlägigen Mitarbeiter beim Russen befindet.

2. Zur Entwicklung dieser Angelegenheit wird folgender Vorschlag gemacht:
Wir sind jetzt in der 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-Armee 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 zurückgewandt nicht gern bereit sind, Bindungen mit Unsicherheitsfaktoren einzugehen.
Ferner ist zu klären, ob die Versuchsgruppe in Deutschland oder den Vereinigten Staaten arbeiten soll.
Wenn die US vorgerechnet sind, so erscheint Sicherung gegen unvorhergesehenen Entlassung angezeigt. (Chef-Konstrukteur macht dies 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 aller kürzester Zeit abgeschlossen werden.
Wenn das Projekt anlaufen soll, bitten wir um Zuweisung eines Pfl u. Betriebsstoff, um die Aufstellungs-Organisation durchführen zu können.
Weiterhin wird um die Unterstützung der US-Militär-Regierung gebeten, wenn verschiedene Mitarbeiter aus der R-Zone geholt werden müssen.

Zu Beginn der Arbeit bitten wir um genaue Aufgabenstellung seitens der US-Armee, z.B.
wird Holzbaueise verlangt, wieviel Triebwerke, Aktionsradius, Zuladung, Besatzungs-Stärke, Waffen-Anordnung etc.

Kalkül Hgyl. Angebot, möge alles O.K. sein!

Hingelassen für die Ruff

Die wichtigsten Punkte für Kalkül an die Frau

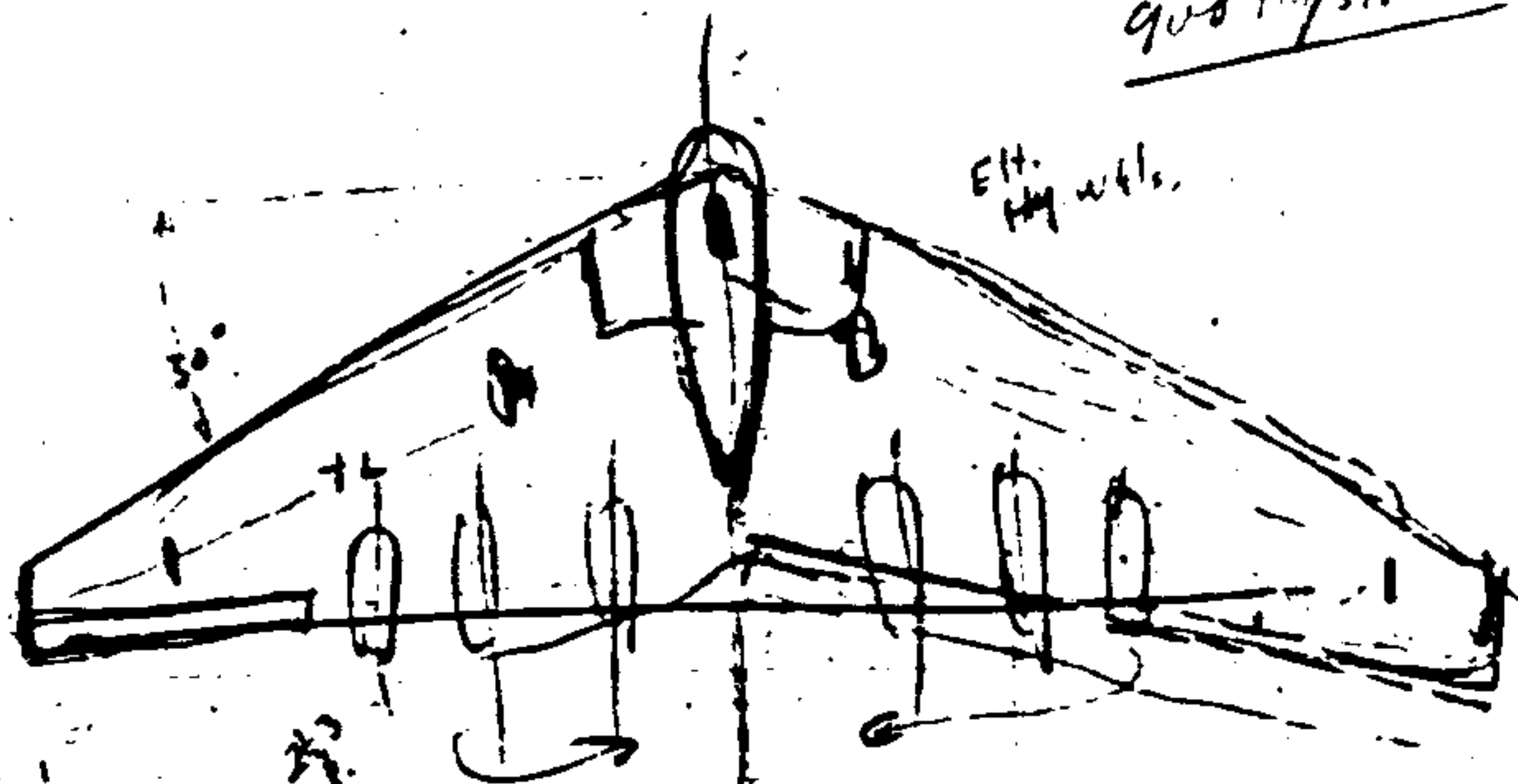
HINTREE, Herb. KALKERT, Albi

60-8-229



900 ft/st.

El. H. w. l. s.



96M

4 1/2 ft. km.

7m

Air scope



205

~~SECRET~~

COUNTER INTELLIGENCE CORPS

430th DET. U. S. F. A.

Land Upper Austria Sub Detachment
APO 134

U. S. Army
24 May 1950
LHA Field Office (SP)
SUI 1/10039

SUBJECT: "Flying Saucers"
Version of a Soviet Army Journal

E-547

SUMMARY OF INFORMATION:

The following information was received from confidential informant 1050 who obtained it from an unidentified Austrian individual who has connections to the Soviet Kommandatura, Urfahr, and enjoys complete confidence of the Soviets. Informant was able to read article on Subject while alone in the office of an MEB Officer in Urfahr. Date of observation: 6 March 1950. Evaluation of source: "P" (reliability cannot be judged), of substance: "P" (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 Command of the Armed Forces of the USSR, 25 Loo Square, Moscow, USSR, under the patronage of Marshalls TOLBUKHIN and BAKLA, 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")

Diameter of Disc: about 45 meters.

Thickness of disc in its center: about 52 cm.

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 disc 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 25,000 meters with the discs.

In the same magazine an "A" - bomb "900" is described which has allegedly 25 times the power of the bomb dropped by the Americans on Hiroshima in 1945. The bomb was also "125", but the name of the atom could not be finished. (See attached Exhibit "B")

SECRET

206

MICRO SERIAL

No. 46,040

Attempts are currently being made by this Agent to obtain before

REGRADED UNCLASSIFIED
ON 302 0 6 1994
BY CDR USARSCOM FIO/PO
AUTH PARA 1-603 DoD 5200.1-R

~~SECRET~~

COI, Lins 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 subsource, above report should be accepted and evaluated with the greatest of 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

For: G. B. JDES
S/... CIC

APPROVED:

JOHN E. ALLEN
Chief of Operations
Sub-Det "B"

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCOM FOUPO
AUTH PARA 1-603 DoD 5200.1-R

- 2 -

Distribution:

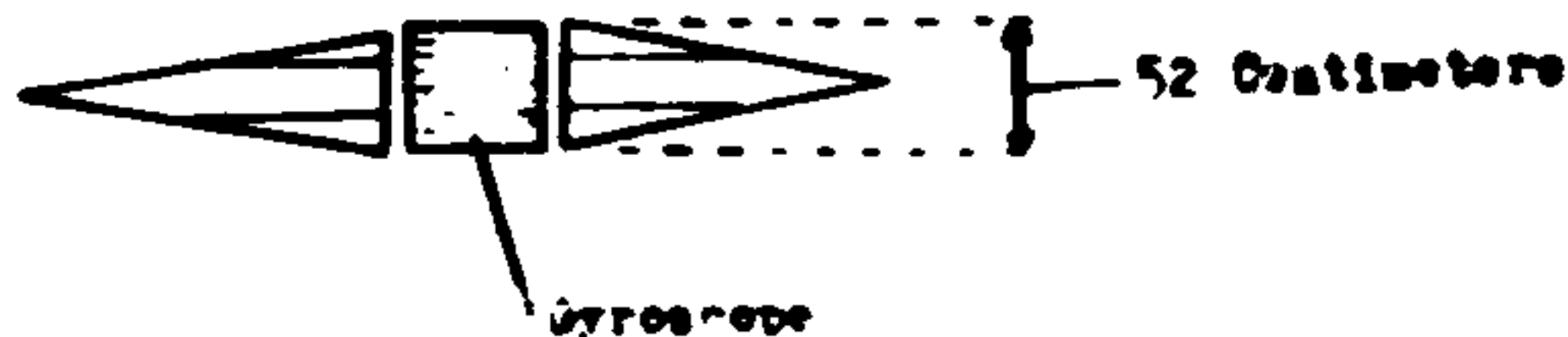
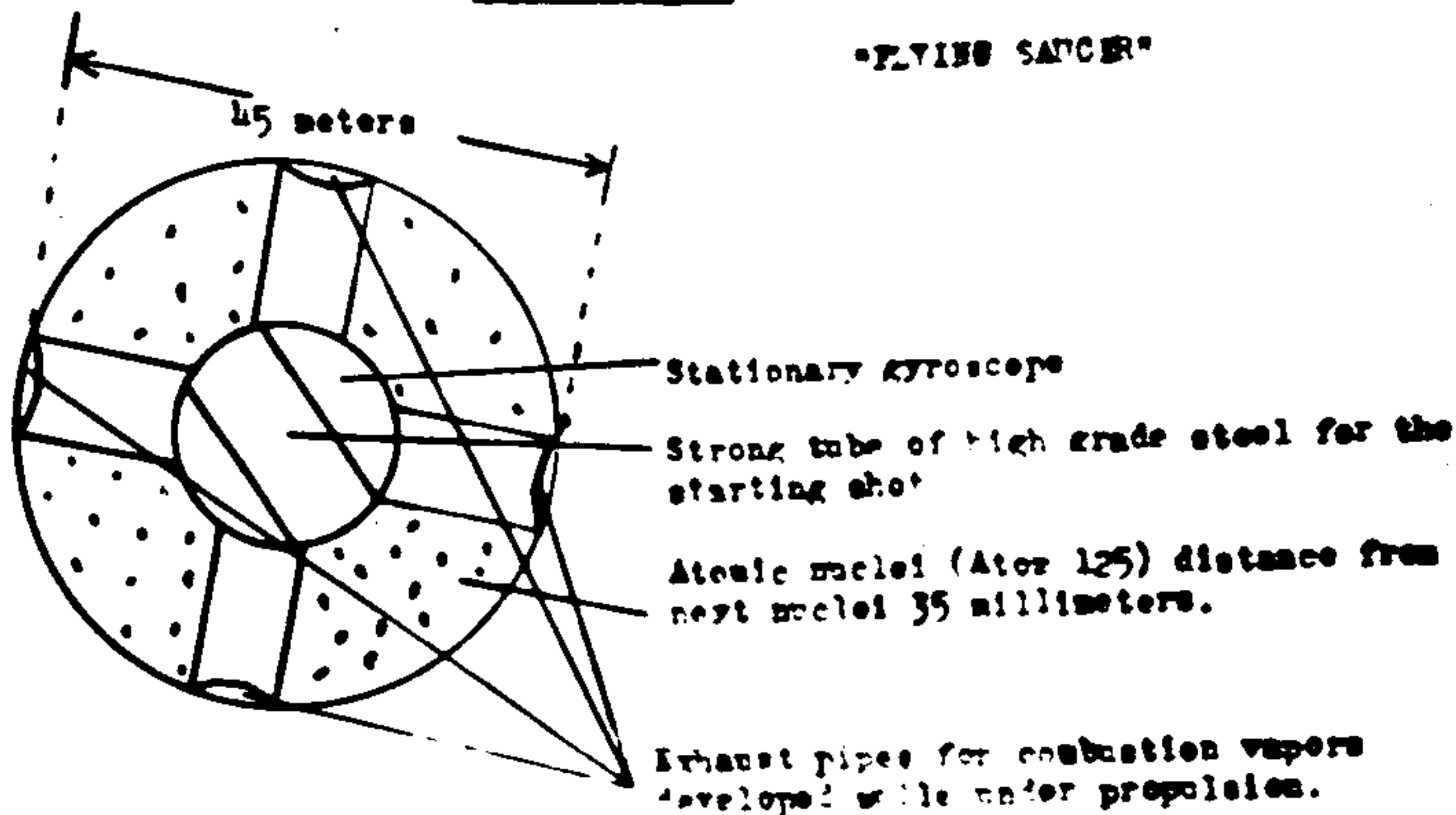
3 - AG of S, G-2 USAF
1 - OC OIC Attn: OPNS

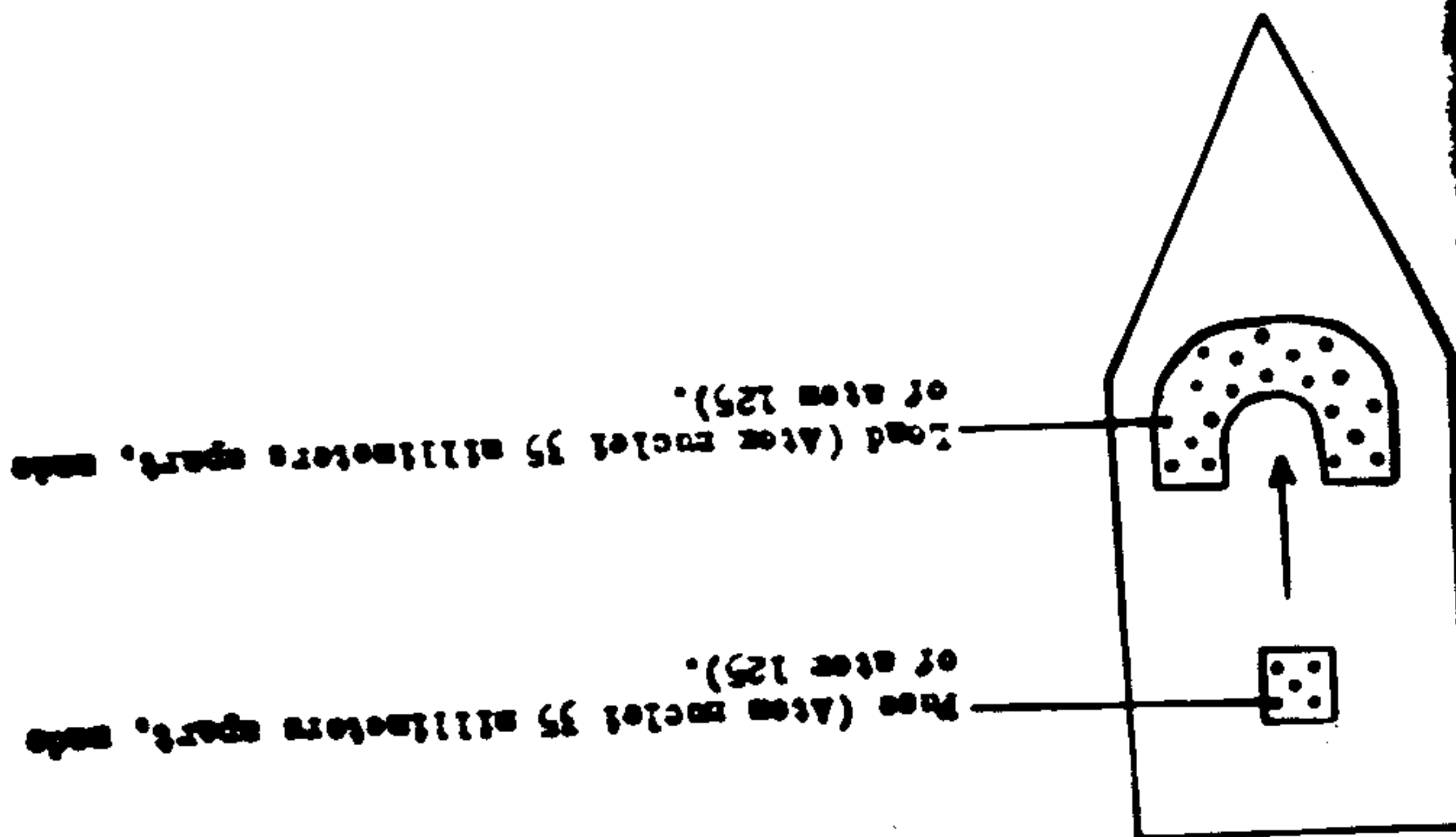
~~SECRET~~

SOI, 430th SIG DET., RAND CORP. TRANSFERRED TO ELEMENT
 SUBJECT: "FLYING SAUCERS AND ALIENS", VERSION OF A SOVIET ARMY JOURNAL
 CASE NO. L/18839

EXHIBIT "A"

"FLYING SAUCER"





2: 1. THE SAVERS AND LONE 500, VERSION OF A SOVIET ARMY JOURNAL

EXHIBIT "B"

"4-POB 500"

5

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

THE UNIVERSITY OF CHICAGO

File 113

BEST COPY AVAILABLE

62/5

**Meckler Dining - eat like
nobles & rest in style**

und daß ich die wertvollsten Aussagen getroffen werden.

Unleash the Power of Your Data

REFERENCE

4654

= HORTEN, NE-MAR

BEST COPY AVAILABLE

an Aircraft Design

1941, Hamburger-Landstr.

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

1941, Hamburg, 10-11-1941

~~SECRET~~

Walter

is believed to be in the British zone of occupation.
as instructor, address unknown.

Write

100-111-2000

for

1 Name: MARTIN, Walter Aliases

2 Case Classification: 3 File No.

4 Present address: Landstuhl Detention

5 Previous address:

6 Date and place of birth

7 Height: Weight: Feet Eyes Scars

8 Occupation 9 Marital status: M 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 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 1040 1041 1042 1043 1044 1045 1046 1047 1048 1049 1050 1051 1052 1053 1054 1055 1056 1057 1058 1059 1060 1061 1062 1063 1064 1065 1066 1067 1068 1069 1070 1071 1072 1073 1074 1075 1076 1077 1078 1079 1080 1081 1082 1083 1084 1085 1086 1087 1088 1089 1090 1091 1092 1093 1094 1095 1096 1097 1098 1099 1100 1101 1102 1103 1104 1105 1106 1107 1108 1109 1110 1111 1112 1113 1114 1115 1116 1117 1118 1119 1120 1121 1122 1123 1124 1125 1126 1127 1128 1129 1130 1131 1132 1133 1134 1135 1136 1137 1138 1139 1140 1141 1142 1143 1144 1145 1146 1147 1148 1149 1150 1151 1152 1153 1154 1155 1156 1157 1158 1159 1160 1161 1162 1163 1164 1165 1166 1167 1168 1169 1170 1171 1172 1173 1174 1175 1176 1177 1178 1179 1180 1181 1182 1183 1184 1185 1186 1187 1188 1189 1190 1191 1192 1193 1194 1195 1196 1197 1198 1199 1200 1201 1202 1203 1204 1205 1206 1207 1208 1209 1210 1211 1212 1213 1214 1215 1216 1217 1218 1219 1220 1221 1222 1223 1224 1225 1226 1227 1228 1229 1230 1231 1232 1233 1234 1235 1236 1237 1238 1239 1240 1241 1242 1243 1244 1245 1246 1247 1248 1249 1250 1251 1252 1253 1254 1255 1256 1257 1258 1259 1260 1261 1262 1263 1264 1265 1266 1267 1268 1269 1270 1271 1272 1273 1274 1275 1276 1277 1278 1279 1280 1281 1282 1283 1284 1285 1286 1287 1288 1289 1290 1291 1292 1293 1294 1295 1296 1297 1298 1299 1300 1301 1302 1303 1304 1305 1306 1307 1308 1309 1310 1311 1312 1313 1314 1315 1316 1317 1318 1319 1320 1321 1322 1323 1324 1325 1326 1327 1328 1329 1330 1331 1332 1333 1334 1335 13



Wireless Aircraft Design
Hornbergerlandstr. 39 A

is listed on the US-UK Combined Allocation

JOINT INTELLIGENCE SUBCOMMITTEE



Public Aircraft Design

Barthelme, Hans, Hartweg, Hans

is listed on SUBJECT list.

SUBJECT: Joint Chiefs of Staff, Joint Chiefs of Staff, Agency, US - US Combined Information List as amended.

11/11/1944

Page 100
10/10/70

SECRET

SECRET

SECRET

SECRET

SECRET

SECRET

SECRET

SECRET

SECRET

SECRET

Walter E. Jones
(Signature of Walter E. Jones)

Walter E. Jones, Jr.
(Son of Walter E. Jones)

Walter E. Jones, Jr.
(Son of Walter E. Jones)

SECRET

SECRET

SECRET

SECRET

~~SECRET~~

~~CONFIDENTIAL~~

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USANSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1

ON 06 1994

BY CDR USANGCCM FOI/PO

~~BY CDR [illegible]~~
AUTH PARA 1-603 DoD 5200.1-R

228

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR US 482-1 FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

| | | |
|---|--|---|
| 1. NAME
2. GRADE
3. POSITION
4. DIVISION
5. DATE
6. TIME
7. INITIALS
8. SIGNATURE
9. COMMENTS
10. APPROVAL
11. REVIEW
12. ACTION
13. STATUS
14. PRIORITY
15. SECURITY
16. CLASSIFICATION
17. INDEXING
18. FILING
19. DISTRIBUTION
20. RETENTION
21. DISPOSAL
22. RECORDS
23. ARCHIVAL
24. LEGAL
25. FINANCIAL
26. PERSONNEL
27. OPERATIONS
28. TRAINING
29. RESEARCH
30. DEVELOPMENT
31. INNOVATION
32. IMPROVEMENT
33. EFFICIENCY
34. EFFECTIVENESS
35. PRODUCTIVITY
36. QUALITY
37. SAFETY
38. HEALTH
39. ENVIRONMENT
40. SOCIETY
41. CULTURE
42. ETHICS
43. VALUES
44. BELIEFS
45. ATTITUDES
46. BEHAVIORS
47. EMOTIONS
48. COGNITION
49. PERSONALITY
50. IDENTITY
51. CONSCIOUSNESS
52. UNCONSCIOUSNESS
53. MIND
54. BODY
55. SPIRIT
56. SOUL
57. HEART
58. BRAIN
59. NERVES
60. MUSCLES
61. BONES
62. SKIN
63. HAIR
64. EYES
65. EARS
66. NOSE
67. MOUTH
68. THROAT
69. LUNGS
70. STOMACH
71. LIVER
72. PANCREAS
73. SPLEEN
74. KIDNEYS
75. BLADDER
76. UTERUS
77. VAGINA
78. PENIS
79. TESTES
80. PROSTATE
81. SEMEN
82. URINE
83. SWEAT
84. TEARS
85. SALIVA
86. BLOOD
87. LYMPH
88. MILK
89. SPERM
90. EGG
91. ZYGOTE
92. EMBRYO
93. FETUS
94. INFANT
95. CHILD
96. YOUTH
97. ADULT
98. ELDERLY
99. DEATH
100. AFTERLIFE | | 1. NAME
2. GRADE
3. POSITION
4. DIVISION
5. DATE
6. TIME
7. INITIALS
8. SIGNATURE
9. COMMENTS
10. APPROVAL
11. REVIEW
12. ACTION
13. STATUS
14. PRIORITY
15. SECURITY
16. CLASSIFICATION
17. INDEXING
18. FILING
19. DISTRIBUTION
20. RETENTION
21. DISPOSAL
22. RECORDS
23. ARCHIVAL
24. LEGAL
25. FINANCIAL
26. PERSONNEL
27. OPERATIONS
28. TRAINING
29. RESEARCH
30. DEVELOPMENT
31. INNOVATION
32. IMPROVEMENT
33. EFFICIENCY
34. EFFECTIVENESS
35. PRODUCTIVITY
36. QUALITY
37. SAFETY
38. HEALTH
39. ENVIRONMENT
40. SOCIETY
41. CULTURE
42. ETHICS
43. VALUES
44. BELIEFS
45. ATTITUDES
46. BEHAVIORS
47. EMOTIONS
48. COGNITION
49. PERSONALITY
50. IDENTITY
51. CONSCIOUSNESS
52. UNCONSCIOUSNESS
53. MIND
54. BODY
55. SPIRIT
56. SOUL
57. HEART
58. BRAIN
59. NERVES
60. MUSCLES
61. BONES
62. SKIN
63. HAIR
64. EYES
65. EARS
66. NOSE
67. MOUTH
68. THROAT
69. LUNGS
70. STOMACH
71. LIVER
72. PANCREAS
73. SPLEEN
74. KIDNEYS
75. BLADDER
76. UTERUS
77. VAGINA
78. PENIS
79. TESTES
80. PROSTATE
81. SEMEN
82. URINE
83. SWEAT
84. TEARS
85. SALIVA
86. BLOOD
87. LYMPH
88. MILK
89. SPERM
90. EGG
91. ZYGOTE
92. EMBRYO
93. FETUS
94. INFANT
95. CHILD
96. YOUTH
97. ADULT
98. ELDERLY
99. DEATH
100. AFTERLIFE |
|---|--|---|

JOINT INFORMATION - INFORMATION SHEET

SECURITY CLASSIFICATION
CONFIDENTIAL

TO BEAD THE JOINT INFORMATION SHEET FORM CAN WHEN HE LEFT THE PARTY PAREN
BRAVO THE PARTY PAREN PD FOR WHI BERTEN WORKED AS AN INDEPENDENT
THE PARTY PAREN BASH THREE PAREN PD A MEMBER OF THE BLANK
OFFICE BASH ONE NOV ONE FIVE FIVE ONE ONE SUBJ WAS LISTED IN
AND ONE FIVE FIVE FOUR AS AN EMPLOYEE OF ARTILLERY II OF THE BLANK
OFFICE PAREN BRAVO BASH TWO PAREN PD

N/R No coord necessary/Sgt Howard/LD/28 Dec 56.

REGRADED UNCLASSIFIED
ON **JUL 06 1994**
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|---|---|---|---|---|---|---|---|----|

DD FORM 173-1

PRISON

[illegible]

PLEASE ADVISE RESULTS OF OR CHECK BY PRIORITY CABLE.

NY 65-4680.

REGRADED UNCLASSIFIED
ON JUL 08 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-60S DoD 5200.1-R

REGARDING SAT. CANNOT BE DETERMINED

CONFIDENTIAL

PAGE / 10 OF 100

PREVIOUS EDITIONS OF THIS PLAN OBSOLETE

REGRADED UNCLASSIFIED
ON 06 1994

BY CDR USAINSCG/COMPO

AUTHORITY: 1.603 (1) 1.603.1.B

CCPS

NOTE ALL INFORMATION
ON THIS FORM IS TO BE
DECLASSIFIED AND
CLASSIFIED INFORMATION IS THE
PROPERTY OF THE U.S. GOVERNMENT

BOOKING DATA CANNOT BE PRELIMINARY

CONFIDENTIAL

REC'D
JCF

CONFIDENTIAL

[The following text is extremely faint and largely illegible due to heavy noise and poor scan quality. It appears to be a multi-paragraph document.]

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

BY CDR [REDACTED] 5200.1-R
AUTH PART

7. Requested a meeting at which
the following were present:
Mr. J. Edgar Hoover, Director,
FBI; Mr. C. L. Smith, Jr., Chief,
Bureau of Investigation, U.S. Customs
and Border Protection;
as a last resort will discuss the
case with the other or may refer it
to General, Bureau.

236

ON JUL 06 1964

ON JUL 9 1968
BY CDR USAF COM-FOKPO
D 5900

BY CDR USAF
AUTH PARA 1-03 DOD 5200.1-R

On 25 March 1964, the above listed name was checked against the Elise G. Cantel Registry, with CIE Group; the following information was developed:

JOHN J. BROWN, born 1 May 1912 at MICHIGAN. A trace dated May 1945 in the Walter BROWN (date and place of birth not indicated), residing in New York at CHARTERS, Southampton-Longwood Rd., where field of work in chemical element's design, indicates that BROWN admitted contacts with

the Russians and stated that he would prefer to work for the United States, but as a Jew, he would accept employment by the Russians. (P-2) (UNCLAS)

10. Coordinated with the community to have coordinated life with the
11. 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648,

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

7. The value of α is 1.

and the β -phase is 1.1×10^{-3} cm² s⁻¹ at 100°C.

2018年12月24日

Abstract

Abstract *Background:* The purpose of this study was to determine the prevalence of self-reported depression and anxiety among a sample of young adults in the United States. *Methods:* Data were obtained from the 2004 National Longitudinal Study of Adolescent Health, a nationally representative sample of adolescents and young adults. *Results:* The prevalence of self-reported depression was 10.3% and the prevalence of self-reported anxiety was 10.7%. *Conclusions:* The prevalence of self-reported depression and anxiety among young adults in the United States is high. *Keywords:* Depression, Anxiety, Prevalence, Young Adults.

CODE

154654

DATE OF REQUEST: 27 Dec 53
DATE OF ANSWER: 8 Jan 54

Walter

Born: 13 November 1913

Address: Kuhn-Vennberg 12 & GOTTINGEN, Herberger Landstrasse 59a

Available NEDB NEDC Information:

NEDB, Walter

Born: 13 Nov 1913 at BOVN

Occupation: Schmiedler

Member of the NEDAP since 1 Feb 1933

Left the party on 8 May 1934

NEDAP Master File

REGRADED UNCLASSIFIED

ON

BY CDR USAINSCC LFO/PO

AUTH PARA 1-603 DOD 5200.1-R

330.09 (ED/INT/IS)

EUROPEAN COMMAND

MESSAGE

UNITED STATES DEPARTMENT OF THE ARMY
DIRECTOR OF INTELLIGENCE

HEADQUARTERS EUROPEAN COMMAND STATED

8-3773 8001 8007132

Reurad P-1771 of 12 May 1948 Walter BIRN 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 status to the Russians will have to be authorized by the Department of the Army. Interrogation report of BIRN is complete this date and you will be furnished with information copies. No action will be taken by this office to assist BIRN in obtaining private employment in the UNITED STATES pending instructions from WASHINGTON.

P-1771

END IN 2708 12 MAY 48

ED/INT

ADMINISTRATOR

ED/INT

AUTHENTICATION: Major 11st ROGER
Lt Col OSC

INFORMATION

AS BROOKER

DO MAY 48

87522

ED/INT

801 8-3773

8001 8007132

COPY NO.

THIS MESSAGE MAY BE HANDLED AS CORRESPONDENCE OR LIKE CLASSIFICATION WITHOUT
PARAGRAPH 8 OF 81 AND 80-10 A7 ED-4

INTERVIEW OF WALTER FROM 2-15-64

Walter is a member of the Soviet Union and has been able to build a flying wing or flying saucer type, but his brother Rainer is a member of the Soviet Union and has been able to build a flying wing or flying saucer type. Walter points out the fact that the Soviet Union has been able to build the flying wing or flying saucer type, but his brother Rainer is a member of the Soviet Union and has been able to build a flying wing or flying saucer type. (B-2)

Walter is a member of the Soviet Union

Walter is a member of the Soviet Union

Walter is a member of the Soviet Union

Walter is a member of the Soviet Union

Since the age of twelve, Walter RUTEN has been active in the field of flying. In 1932, 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 Ruten I. (Though Walter RUTEN did not admit it, his brother Rainer actually designed most of the flying-wing sailplane.) Upon completion of several flights, the Ruten I was awarded a prize in the 1934 Rhenish gliding contest. From then, all Ruten 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 advisor 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, and by order of the Air Ministry continued his development work in the field of flying wings.

Of the two RUTEN brothers, Walter was the more politically minded. He had contacts in the German Air Ministry and used them to obtain official approval for his development projects. (Concerning technical information asked of him during interrogation, he was unable to furnish specific data or valuable leads.) He stated that the last contact he had with the problem of flying-wing was during his interrogation in England. Walter RUTEN is now living in GERMANY as an independent engineer, but intends to accept an offer from the French to work on a contract in PARIS. (B-2)

Walter HARTMAN's opinion on Unconventional Aircraft
 Walter HARTMAN's opinion is that the blueprints of the Horton H, as may have been found by Russian troops at the Gotha Railroad Car Factory, if they were not destroyed by Russian troops while they occupied the area. Installations for the construction of the Horton H, as well as parts, may still have been in place at the time the plant was taken over by the Russians and after it was captured by the Americans. (D-1)

Continued from page 11
 (Continued as above)

Walter HARTMAN's opinion on Unconventional Aircraft

Walter HARTMAN's opinion is that sufficient German types of flying wings existed either in the developing or designing stages when the Russians occupied Germany, and these types may have enabled the Russians to produce the flying saucer. Furthermore, he believes that since there is a possibility that German flying wing 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 saucer.

Walter HARTMAN points out the possibility that the glider of parabolic design flown by a Russian pilot in 1925-1926 at the Rheon competitive race may have been developed into the flying saucer. In the event the Russians further developed this glider, or, after the war, installed into it jet units of the Junkers J-1 type, the result may be the flying saucer.

How much information the Russians obtained on the American flying wing design, HARTMAN could not say. He states, however, that the Northrop development was definitely known to the Russians through American publications and the well detailed studies made in the Swiss periodical "Interavia". (D-2) C

Prepared by R.F. Berglund/CS

1173

Current name

(first name used)

Former name

in the event of a change of name

III. Occupation

Position

Employing Agency

Secretariat

Head of a section

Fed. Defense Ministry
Dept. VI Air Force

IV. Address

Bonn, Weberstr. 3, Telephone 25166

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

HORTLE

von der GROEN

Silene

VIII. Surname of father

HORTLE

First name

Date, place and country of birth

Address

Max

7 May 1874 in Elberfeld
Germany

2 Jul 1945 deceased

Surname and maiden name of mother

W (143)
HOETEL nee Aue Des KAMMEN

First name

Date, place and country of birth

Address

Elizabeth

6 Sep 1879 in
Selsenkirchen, Germany

Bonn, Bismarckstr. 24

III. Brothers and Sisters (Surname, first name and address)

W (143)
HORNEN, A.imar

Villa Carlos Paz, Argentine

NI (143)
WICKEL, nee HORNEN, Gunhild

Larlsruhe, Brettenstr. 3

IV. Residence in foreign countries - after 8 May 1945

(according to the territorial
situation of the German Reich
as of 1 Jan 1937 -with the
exception of military stations)
Purpose of trip

Period

Country

Employment with a foreign Government, an international or supra-national establishment, or a foreign agency - also in the Soviet Zone and East-Berlin - (if applicable detailed information is required.)

N.A.

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 | Dettingen,
Helmweg 11, 1. u. 2. Etage |
| 1952 to date | | Bonn, ... |

XIII. Remarks

N.A.

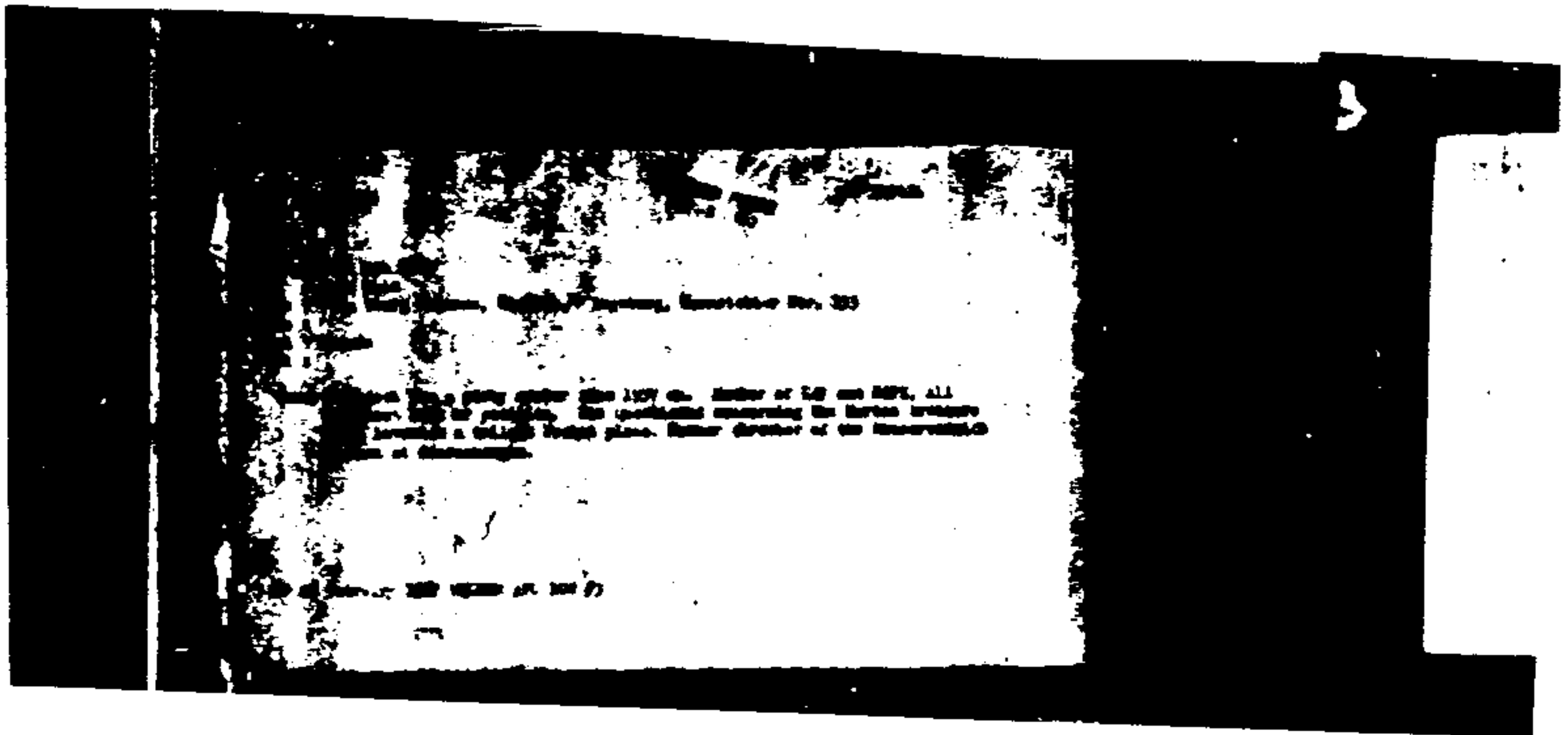
~~PO~~ HUCK, HUBERT

CR-FILM Box #51 (37A)

3469

3-5-96

CR-Film



045

66-FILM BOY #9

3469

3-5-96

66-FILM

BADER, HUBERT

205928

I

66-FILM PROJECT
MP. B.

205928

subject

March 1942

referred

Daubert, Thomas, German

German

Subject was born October 1901 195. a. member of Gestapo and SS, all
without rank or position. was questioned concerning the Martin brothers
who are alleged to be rocket plane. Former director of the Massachusetts
State Police.

BAUER, HUBERT
XE 249 624

I-FILM XE 249 624 B, 18 (9E)
3464

I-FILM

3-6-96



248

Robert.

ROBERTSON, T. CARLSON

Sergeant National and former director of the National Security Council. He is presently residing at Garrison.

He was born on 20 March 1908 in New York City. He is married, and has one

son, Robert, before his first contact with the Soviet Union, the former was

so as to give him a copy of his work. He is also, according to another interested party.

He was loyal to the American Government. He was appointed to the position of Director of the National Security Council. He was also, according to another interested party.

250

251

253

REQUEST FOR CENTRAL REGISTRY CHECK

1. Last Name: **0-249/2H**

2. First Name: **321**

3. Date of Birth: **1943**

4. Sex: **Male**

5. Current Residence Since 1945 (Include Street, City, State, Zip)

| From | To | Address | City | State | Zip |
|------|---------|--------------------|----------------------|-----------|--------------|
| 1943 | Present | 1000 1st St | San Francisco | CA | 94104 |

6. Occupation: **Engineer**

7. Reason for Registry Check: **Employment with USAF**

8. Any Previous Known Disqualifying Information:

9. Other Information:

TO BE COMPLETED BY:

Results of Registry Check:

- a. No Record
- b. No Disqualifying Information
- c. Cannot Identify
- d. No Additional Information
- e. The following derogatory information, if available, is available:

NOTHING DEROGATORY

254

USAF Form 10-64

FOR OFFICIAL USE ONLY

REQUEST FOR CENTRAL RECORDS

6-24-73

331

1. Name of Person Requesting Records

2. Address of Person Requesting Records

3. Purpose of Request (Check one)

4. Name of Agency or Organization to Which Records are Being Requested

5. Name of Agency or Organization to Which Records are Being Requested

6. Name of Agency or Organization to Which Records are Being Requested

7. Name of Agency or Organization to Which Records are Being Requested

8. Name of Agency or Organization to Which Records are Being Requested

9. Name of Agency or Organization to Which Records are Being Requested

10. Name of Agency or Organization to Which Records are Being Requested

11. Name of Agency or Organization to Which Records are Being Requested

12. Reason for Requesting Records

13. Are Records Being Requested for Legal Purposes?

14. Other Information

15. Remarks or Comments

16. Do you have any other information?

17. Do you have any other information?

18. Do you have any other information?

19. Do you have any other information?

20. Do you have any other information?

21. Do you have any other information?

22. Do you have any other information?

23. Do you have any other information?

24. Do you have any other information?

25. Do you have any other information?

26. Do you have any other information?

27. Do you have any other information?

28. Do you have any other information?

29. Do you have any other information?

30. Do you have any other information?

31. Do you have any other information?

32. Do you have any other information?

33. Do you have any other information?

34. Do you have any other information?

35. Do you have any other information?

36. Do you have any other information?

37. Do you have any other information?

38. Do you have any other information?

39. Do you have any other information?

40. Do you have any other information?

41. Do you have any other information?

42. Do you have any other information?

43. Do you have any other information?

44. Do you have any other information?

45. Do you have any other information?

46. Do you have any other information?

47. Do you have any other information?

48. Do you have any other information?

49. Do you have any other information?

50. Do you have any other information?

51. Do you have any other information?

52. Do you have any other information?

53. Do you have any other information?

54. Do you have any other information?

55. Do you have any other information?

56. Do you have any other information?

57. Do you have any other information?

58. Do you have any other information?

59. Do you have any other information?

60. Do you have any other information?

61. Do you have any other information?

62. Do you have any other information?

63. Do you have any other information?

64. Do you have any other information?

65. Do you have any other information?

66. Do you have any other information?

67. Do you have any other information?

68. Do you have any other information?

69. Do you have any other information?

70. Do you have any other information?

71. Do you have any other information?

72. Do you have any other information?

73. Do you have any other information?

74. Do you have any other information?

75. Do you have any other information?

76. Do you have any other information?

77. Do you have any other information?

78. Do you have any other information?

79. Do you have any other information?

80. Do you have any other information?

81. Do you have any other information?

82. Do you have any other information?

83. Do you have any other information?

84. Do you have any other information?

85. Do you have any other information?

86. Do you have any other information?

87. Do you have any other information?

88. Do you have any other information?

89. Do you have any other information?

90. Do you have any other information?

91. Do you have any other information?

92. Do you have any other information?

93. Do you have any other information?

94. Do you have any other information?

95. Do you have any other information?

96. Do you have any other information?

97. Do you have any other information?

98. Do you have any other information?

99. Do you have any other information?

100. Do you have any other information?

REQUEST FOR CENTRAL REGISTRY

| | | | |
|--------------------------------|--|------------|--|
| 1. Name | | 2. Address | |
| 3. City | | 4. State | |
| 5. Telephone Number | | | |
| 6. Purpose of Request | | | |
| 7. Signature | | | |
| 8. Date | | | |
| 9. Remarks | | | |
| 10. Other Information | | | |
| 11. Results of Registry Search | | | |

BAUER, HUBERT
XE 249 624

D-FILM XE 24960 1475
(24I)

D-FILM

3469
3-6-96

BAUER, Hubert

BAUER, Hubert

TERIAL MAY BE
ED FROM THIS
DOSSIER

is a permanent record to
Central Registry 600 600
its retention in no case
✓ did exceed 10 days

Open Dossier

30 March 1902 at ROSENHEIM

9 Hohenberg Strasse, GERMANY

Married to Margarethe nee WEIGEL, 4 children between the ages of 4 and 17.

Since 1937, Member of DAF and NSFW, all without rank or position and was questioned concerning the HOPSON brothers who invented a tailless rocket plane.

NEW DOSSIER #

249624

3 James Flying Busters

340634

...of the Messerschmidt plant
...at Garrison.

...is married, and has four

...before Brazdira contact-
...the former Messerschmidt

...to give him the story and
...he is suspected
...interested party.

...by the MESSERSCHMIDT Corp.
...transferred to the U.S.A.
...in charge of operations.
...Billie who was tech

COSSIF TITLE E.

261

SCIENTIST AND TECHNICIAN PERSONAL DATA FORM
WISSENSCHAFTLICHES UND TECHNISCHES
PERSONAL FORM

1. Name:

1. Name: Hubert ...

2. Address:

2. Adresse: Augsburg, ...

3. Educational and Professional Qualifications:

3. Bildungs- und Berufsbeurteilungen:

Ingenieur

Betriebsleiter der ...

Augsburg

4. Publications:

4. Veröffentlichungen: ...

5. Inventions and discoveries:

5. Erfindungen und Entdeckungen: ...

6. Comments:

6. Kommentar:

FIELD INFORMATION AGENCY, TECHNICAL (US)

Incl. 2 Form 100

QUESTIONNAIRE FOR GERMAN SCIENTIFIC AND TECHNICAL PERSONNEL
(To be completed in triplicate)

Full Name E a u e r Hubert
(Surname) (First Name) (Middle Name)
Personal Identity No. 9 109 Sex mannlich Age 41
Marital Status verheiratet Physical Condition gesund
Scientific, Technical or Professional Specialty Flugzeug-Versuchsbau
Arbeitsverfahren und Spezialmaschinen

| Dependents: | No. Infants
under 5 yrs. | No. in age
Group
5 - 14 yrs. | No. in age
Group
14-18 yrs. | No. of aged
of infirm | Total |
|-------------|-----------------------------|------------------------------------|-----------------------------------|--------------------------|-------|
| Male | 1 | | | | |
| Female | | 2 | 1 | | |
| Total | | | | | |

Are you and the dependents listed above capable of being moved by road, air or rail transport? ☒ yes ☐ no (Check one.)

Remarks: _____

Are you willing to accept employment with adequate compensation, rations, and quarters leaving your dependents in present location?

In the United States: ☐ yes ☒ no Elsewhere in U. S.: ☐ yes ☐ no
Zone of Germany: ☐ yes ☐ no

| Biographical Information: | Institutions | Years | Comments |
|--|---|--------------|----------|
| Academic degrees
(technical high
schools, universities,
and advanced studies) | <u>Kaschlinchen-Ingenieur</u>
<u>Technische Mittelschule</u> | <u>2 1/2</u> | <u></u> |

Subsequent Scientific, Technical and Professional Activities:

Form 1-57

Robert Full Name B a u e r Robert
(Surname) (First Name) (Middle Name)

Specific Fields of Research Interaktion d. von neuen Konstruktionen
Vorrichtungen und Spezialmaschinen, Verwendung von
schweißten Stahlblechkonstruktionen z. Flugzeugen

Scientific and Technical Publications to which you have contributed:

Verfahren und Spezialmaschinen zur Herstellung von
von der Zeichnung weg

Unpublished Manuscripts Completed or in Course of Preparation:

Technological Specialties or Accomplishments (Patent Laws, Engineering, etc.)
Laboratory Technician, or Mechanist, etc.)

Organisation von Schweißarbeiten von Hand
Erprobung von neuen Konstruktionstechniken, Spezialmaschinen
flughafne auf Konstruktion in Flugzeugen

Language Qualifications:

| | Well | Good | Not |
|-------------------------|------|------|-----|
| Write Technical English | | | |
| Read Technical English | | | |
| Speak English | | | |

Additional Remarks: (Including other languages and qualifications)

Mit der Verwendung von Spezialmaschinen
wenn die Qualität der Konstruktion
einige Vorteile besitzt

265

~~CONFIDENTIAL~~

HEADQUARTERS
SUB-REGION ROSENHEIM
COUNTER INTELLIGENCE CORPS REGION IV
BAD AIBLING DAY OFFICE

D-22257
IV - 7022
IV - R - 0038

APD 206
18 February 1947

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: Operation MELA.

RE : ZIEGLER, Dr. Walter Erich.

1. Further investigation of paragraph D, basic communication, was ordered by USPAT in paragraph 2 of the attached 2nd indorsement. 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 sub-paragraphs 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, "J. Chad LOVETT, 1st Lt, CMC, DMCO, MG Det 1323. In July 1945, ZIEGLER was visited by the famed British technician, Sir PHILIP, who came to his factory in an American jeep driven by an American Negro driver; otherwise, he was alone. Sir PHILIP 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 PHILIP talked with ZIEGLER at length on the subject of rockets, then he photo-

RECEIVED
COPIES
1ST LT, HQ with CIC
th Lovett

REGRADED UNCLASSIFIED
ON 06 1994
BY CDH USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

T 1586
WST
CIC 977

~~CONFIDENTIAL~~ 266

~~CONFIDENTIAL~~

greatest part of all of the work that ZIEGLER was doing. Upon leaving, Sir PHATTEN took with him a part of one of the rockets under construction; this part, in German, is called the fuse. 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 Dr. OSTRECH, former colleague, German technician, now chief of jet propeller and rocket research at the firm, "Artistic Aeronautic Francaise, near Paris. In this letter, OSTRECH told ZIEGLER that he was saving a place for him in this factory as head research man for rockets. Also, in this letter, OSTRECH stated that a pass would be forthcoming so that they could meet and talk the situation over in Lindeu (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 Lindeu, OSTRECH'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 KLINKE, GEMMEL and SCHILL, the latter being his former chief assistant. 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 GEMMEL and SCHILL had been transferred to laboratories in Russia, but KLINKE, strangely, is now employed by the Americans at the airplane repair shop at Oberpfaffen, Bavaria. The second contact which subject had at the instigation of the Russians was when he was visited late in December 1946 by the same KLINKE. On this occasion, KLINKE 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. KLINKE 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 KLINKE to report to this office according to orders he had been given. However, KLINKE did not report to this office and ZIEGLER forgot to report the

REGRADED UNCLASSIFIED
ON 06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

~~CONFIDENTIAL~~

7 1876

Replied to [redacted] that KLING had contacted this agent.

Revelation of this information is B-2. It is recommended that an investigation of KLING 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 ZIEGLER.

APPROVED:

John L. Spiegler
JOHN L. SPIEGLER
Special Investigator, CIC
313

Max L. Marshall
MAX L. MARSHALL
Special Agent, CIC
Agent in Charge

Encl: Basic Communication and allied papers.
Encl: One French pass to Lindau and return.

Memo #2

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

BUCHTA, ERICH, W
XE 366721

D16AΦ62
3315 DE
2/6/96

O-FILM

REMOVED FROM THE DOSSIER
This dossier is a permanent record removed from
Central Registry 66th CIC Group. Its retention
in no case should exceed 10 days.

BUCHTA, ERICH, W
CR-B23Φ

(CR-FILM BOX# 22 (LOC. 37A))

3315 VR

2/6/96

CR-FILM

BUCHTA, ERICH WALTER

| | | |
|-------|---|-------------------------|
| BORN | 1 | 7 Jan 1900 |
| AT | 1 | Schmiedehausen, Prussia |
| RES | 1 | 10 Scherstr, Berlin |
| LOC | 1 | |
| HEI | 1 | |
| FIL | 1 | |
| OTHER | 1 | Perman Film Lab |

~~CONFIDENTIAL~~

FILE COPY
FOR
REGISTRY

SI-1001
SI-1001, Irish Soldier

1. (X) By VFO BY Reg
2. (X) By VFO BY Reg
3. (X) By VFO BY Reg
4. (X) By VFO BY Reg
5. (X) By VFO BY Reg
6. (X) By VFO BY Reg
7. (X) By VFO BY Reg
8. (X) By VFO BY Reg
9. (X) By VFO BY Reg
10. (X) By VFO BY Reg
11. (X) By VFO BY Reg
12. (X) By VFO BY Reg
13. (X) By VFO BY Reg
14. (X) By VFO BY Reg
15. (X) By VFO BY Reg
16. (X) By VFO BY Reg
17. (X) By VFO BY Reg
18. (X) By VFO BY Reg
19. (X) By VFO BY Reg
20. (X) By VFO BY Reg
21. (X) By VFO BY Reg
22. (X) By VFO BY Reg
23. (X) By VFO BY Reg
24. (X) By VFO BY Reg
25. (X) By VFO BY Reg
26. (X) By VFO BY Reg
27. (X) By VFO BY Reg
28. (X) By VFO BY Reg
29. (X) By VFO BY Reg
30. (X) By VFO BY Reg
31. (X) By VFO BY Reg
32. (X) By VFO BY Reg
33. (X) By VFO BY Reg
34. (X) By VFO BY Reg
35. (X) By VFO BY Reg
36. (X) By VFO BY Reg
37. (X) By VFO BY Reg
38. (X) By VFO BY Reg
39. (X) By VFO BY Reg
40. (X) By VFO BY Reg
41. (X) By VFO BY Reg
42. (X) By VFO BY Reg
43. (X) By VFO BY Reg
44. (X) By VFO BY Reg
45. (X) By VFO BY Reg
46. (X) By VFO BY Reg
47. (X) By VFO BY Reg
48. (X) By VFO BY Reg
49. (X) By VFO BY Reg
50. (X) By VFO BY Reg
51. (X) By VFO BY Reg
52. (X) By VFO BY Reg
53. (X) By VFO BY Reg
54. (X) By VFO BY Reg
55. (X) By VFO BY Reg
56. (X) By VFO BY Reg
57. (X) By VFO BY Reg
58. (X) By VFO BY Reg
59. (X) By VFO BY Reg
60. (X) By VFO BY Reg
61. (X) By VFO BY Reg
62. (X) By VFO BY Reg
63. (X) By VFO BY Reg
64. (X) By VFO BY Reg
65. (X) By VFO BY Reg
66. (X) By VFO BY Reg
67. (X) By VFO BY Reg
68. (X) By VFO BY Reg
69. (X) By VFO BY Reg
70. (X) By VFO BY Reg
71. (X) By VFO BY Reg
72. (X) By VFO BY Reg
73. (X) By VFO BY Reg
74. (X) By VFO BY Reg
75. (X) By VFO BY Reg
76. (X) By VFO BY Reg
77. (X) By VFO BY Reg
78. (X) By VFO BY Reg
79. (X) By VFO BY Reg
80. (X) By VFO BY Reg
81. (X) By VFO BY Reg
82. (X) By VFO BY Reg
83. (X) By VFO BY Reg
84. (X) By VFO BY Reg
85. (X) By VFO BY Reg
86. (X) By VFO BY Reg
87. (X) By VFO BY Reg
88. (X) By VFO BY Reg
89. (X) By VFO BY Reg
90. (X) By VFO BY Reg
91. (X) By VFO BY Reg
92. (X) By VFO BY Reg
93. (X) By VFO BY Reg
94. (X) By VFO BY Reg
95. (X) By VFO BY Reg
96. (X) By VFO BY Reg
97. (X) By VFO BY Reg
98. (X) By VFO BY Reg
99. (X) By VFO BY Reg
100. (X) By VFO BY Reg

2. The Incident Agent Report, resulting in the death of a voluntary informant at this office is forwarded for your disposition as may be indicated elsewhere.

3. The information contained in this report is considered to be of debatable value, but it is considered that possibly some other intelligence agency may be interested in this story of the so-called "Irish Soldier".

FOR THE DIRECTOR'S REVIEW:

1. (X) By VFO BY Reg
2. (X) By VFO BY Reg
3. (X) By VFO BY Reg
4. (X) By VFO BY Reg
5. (X) By VFO BY Reg
6. (X) By VFO BY Reg
7. (X) By VFO BY Reg
8. (X) By VFO BY Reg
9. (X) By VFO BY Reg
10. (X) By VFO BY Reg
11. (X) By VFO BY Reg
12. (X) By VFO BY Reg
13. (X) By VFO BY Reg
14. (X) By VFO BY Reg
15. (X) By VFO BY Reg
16. (X) By VFO BY Reg
17. (X) By VFO BY Reg
18. (X) By VFO BY Reg
19. (X) By VFO BY Reg
20. (X) By VFO BY Reg
21. (X) By VFO BY Reg
22. (X) By VFO BY Reg
23. (X) By VFO BY Reg
24. (X) By VFO BY Reg
25. (X) By VFO BY Reg
26. (X) By VFO BY Reg
27. (X) By VFO BY Reg
28. (X) By VFO BY Reg
29. (X) By VFO BY Reg
30. (X) By VFO BY Reg
31. (X) By VFO BY Reg
32. (X) By VFO BY Reg
33. (X) By VFO BY Reg
34. (X) By VFO BY Reg
35. (X) By VFO BY Reg
36. (X) By VFO BY Reg
37. (X) By VFO BY Reg
38. (X) By VFO BY Reg
39. (X) By VFO BY Reg
40. (X) By VFO BY Reg
41. (X) By VFO BY Reg
42. (X) By VFO BY Reg
43. (X) By VFO BY Reg
44. (X) By VFO BY Reg
45. (X) By VFO BY Reg
46. (X) By VFO BY Reg
47. (X) By VFO BY Reg
48. (X) By VFO BY Reg
49. (X) By VFO BY Reg
50. (X) By VFO BY Reg
51. (X) By VFO BY Reg
52. (X) By VFO BY Reg
53. (X) By VFO BY Reg
54. (X) By VFO BY Reg
55. (X) By VFO BY Reg
56. (X) By VFO BY Reg
57. (X) By VFO BY Reg
58. (X) By VFO BY Reg
59. (X) By VFO BY Reg
60. (X) By VFO BY Reg
61. (X) By VFO BY Reg
62. (X) By VFO BY Reg
63. (X) By VFO BY Reg
64. (X) By VFO BY Reg
65. (X) By VFO BY Reg
66. (X) By VFO BY Reg
67. (X) By VFO BY Reg
68. (X) By VFO BY Reg
69. (X) By VFO BY Reg
70. (X) By VFO BY Reg
71. (X) By VFO BY Reg
72. (X) By VFO BY Reg
73. (X) By VFO BY Reg
74. (X) By VFO BY Reg
75. (X) By VFO BY Reg
76. (X) By VFO BY Reg
77. (X) By VFO BY Reg
78. (X) By VFO BY Reg
79. (X) By VFO BY Reg
80. (X) By VFO BY Reg
81. (X) By VFO BY Reg
82. (X) By VFO BY Reg
83. (X) By VFO BY Reg
84. (X) By VFO BY Reg
85. (X) By VFO BY Reg
86. (X) By VFO BY Reg
87. (X) By VFO BY Reg
88. (X) By VFO BY Reg
89. (X) By VFO BY Reg
90. (X) By VFO BY Reg
91. (X) By VFO BY Reg
92. (X) By VFO BY Reg
93. (X) By VFO BY Reg
94. (X) By VFO BY Reg
95. (X) By VFO BY Reg
96. (X) By VFO BY Reg
97. (X) By VFO BY Reg
98. (X) By VFO BY Reg
99. (X) By VFO BY Reg
100. (X) By VFO BY Reg

FOR THE DIRECTOR'S REVIEW:
As per, Inquiry
Director

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINCOH FOI/PO
AUTH PARA 1-505 DOD 5200.1-R

RECORDED COPY
ON JUL 06 1994
BY CD/... FOI/PO
AUTHORITY: 200 5200.1-2

~~CONFIDENTIAL~~

FILE COPY
FOR
REGISTER

... with ...

...

...

1. ... on 10 September 1946, ...

a. Background Data

Name: ...
Birthdate: 20 January 1908 Birthplace: ...
Nationality: ...
Occupation: ...
Present address: ...
Height: 5' 6" Weight: 150 lbs Hair: ...
Hair: Brown Eyes: ...
Identifying Number: ...
Identifying Number: ...
Marital Status: ...
Wife: ...
Son: ...
Daughter: ...

b. ... stated that in 1932 he was working with a friend, ...
on an invention of an aircraft model along the line of a rotating ...
... and ... were members of the Communist Party ...
In 1932 ... became professor of civil aeronautics. ...'s wife and two (2)
daughters followed ... to Russia in the same year. In 1933 ... received a
letter from ... in which ... stated that the invention had advanced to the
stage where he was actually working on the model. Upon receipt of this letter
... was removed before the German Secret Police who asked to know what
this model was, and ... told them that it was merely a model of a typewriter.
This was the last time that ... ever heard from ...
Alfred ... who lives in ... and is a brother of ...
... Alfred ... had heard from ... since ... in 1943 from Turkey. Alfred ...
further informed ... that one daughter of ... was ...
... army during the German retreat, was ... and also lives in ...
... ... did not talk to Alfred ... about the aircraft model, ...
the latter is a confirmed Communist. However, ... believes that the daughter
of ... who lives in ... would be able to furnish information
concerning the aircraft model.

c. ... is under the impression that the ... have ...
or imprisoned ... and will probably claim the invention of the aircraft, which
... claims approximates the design of a "Flying ...". ...

WALTER E. ...
Major III, ...

Walter ...
~~CONFIDENTIAL~~

CONFIDENTIAL

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE

That the "Flying Saucer" which had been reported in Chicago, Illinois, and New York, New York.

On 24 July 1947, SA [redacted] was told by [redacted] from [redacted] that [redacted] was in the [redacted] of [redacted], and as he was not working for the Communist Party, he knew they could not participate. He also stated that he had no contact with the Communist Party. His reason for leaving [redacted] and coming to his new job in [redacted] was to [redacted] the American [redacted] of the "Flying Saucer" type of aircraft model, and to work closely in the [redacted] of the [redacted] of any association or parties in the [redacted], to see [redacted] [redacted] supplies or material to carry on his [redacted]. [redacted] left [redacted] on 2 September 1947, and crossed the border illegally at a point between [redacted] (102/107) and [redacted] (102/108) during the night of 6 and 7 September 1947. [redacted] large to work in the [redacted] in [redacted] (102/108), where he was [redacted] [redacted] into the American [redacted]. [redacted] did not reveal the [redacted] about the invention of the "Flying Saucer" type of aircraft model during his [redacted] at [redacted].

SOURCE: As Indicated

REFERENCE: [redacted]

SUBJECT'S STORY:

It is the opinion of this Agent that the story of the "Flying Saucer" type of aircraft model is more or less [redacted] up by the [redacted] in order to [redacted] an objective. [redacted] expressly stated that his main object was to gain as much [redacted] into the American [redacted] as that he could bring his family here [redacted] in his profession.

APPROVED:

Vincent C. Toner
VINCENT C. TONER
Tone Commander
General Investigations

DISTRIBUTION:

2- By 1970s CIL Group
2- File

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USN W200M FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

66-FILM

3469
3-5-46

LEIFER, Edwin O.

Born:

Res: Formerly GOTH. Wife lives at Textorstrasse 89 in Pf./A. Co. 94

Occ: Former German Aircraft Engineer

Subject was arrested at VARNER, border crossing point between GERMANY and
SCHWEGE. Subject is a former employee of the chamber of commerce at Pf./A.
Subject formerly made frequent trips to the Soviet zone, with an international
pass which expired on 3 November 1947. Subject had previously been interviewed
by PIA.

REIMER, EGWIN

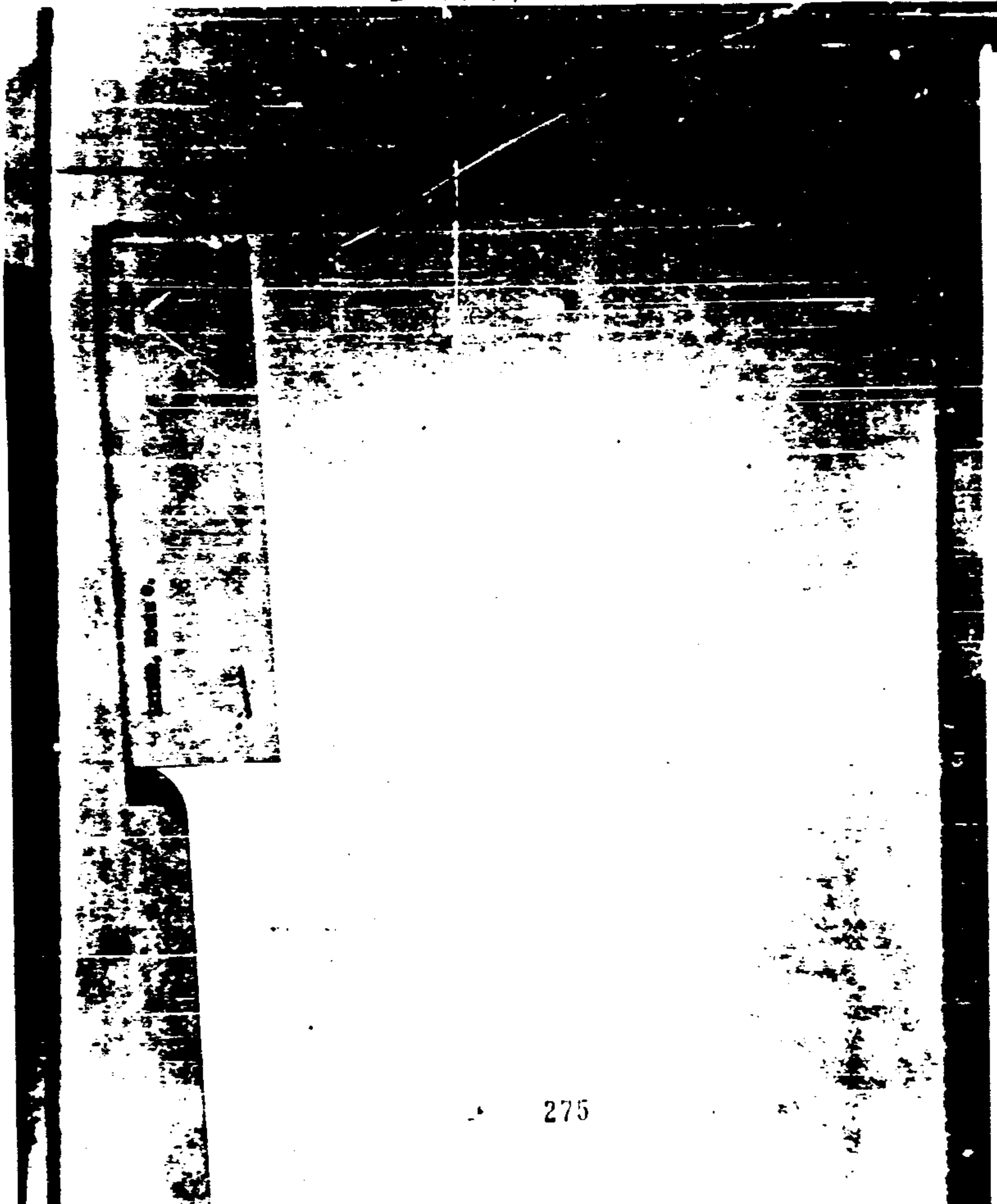
11411 XE 211310 12149(4)

XE 211310

3469

IFILM

3-5-96



12572, 2071

Bo n:

Al

Rep

Ooo

Nat

P.O.

Other: See the information about the Berlin Plant.

IN 2404 THE 200 2-2 4 20 40 40: 2000 2000

LEIPER, Edwin

30 Apr 54

NEW O.F.C. 11/10/54

NAME : ED LEV 66
AT : GOTTINGEN
AL : FRANKFURT/A, TASTORSTR 60
OCC : Engineer, aeronautical
ALT : German
P.A.
NAME :

ED-100000

NOTE: SEE IN ALPHABETIC ORDER, REG III, 644 01

DOSSIER CROSS REFERENCE SHEET

The following dossiers contain information relative to this dossier

| DOSSIER NUMBER | SUBJECT |
|----------------|--------------|
| 117929 | 117929 |
| 154654 | Howe, ... |
| 157940 | BERNARD, ... |
| 187848 | ... |
| 202035 | ... |

~~CONFIDENTIAL~~

2-011310
LHMA, 2/24/48

14 February 1948

1. To: SAC, New York
2. To: SAC, Boston
3. To: SAC, Chicago
4. To: SAC, Detroit
5. To: SAC, Philadelphia
6. To: SAC, St. Louis
7. To: SAC, Washington, D.C.
8. To: SAC, San Francisco
9. To: SAC, Los Angeles
10. To: SAC, Portland, Ore.
11. To: SAC, Seattle
12. To: SAC, San Diego
13. To: SAC, San Juan, P.R.
14. To: SAC, Honolulu
15. To: SAC, Manila
16. To: SAC, Cebu
17. To: SAC, Iloilo
18. To: SAC, Zamboanga
19. To: SAC, Baguio
20. To: SAC, Davao
21. To: SAC, Zamboanga
22. To: SAC, Baguio
23. To: SAC, Davao
24. To: SAC, Zamboanga
25. To: SAC, Baguio
26. To: SAC, Davao
27. To: SAC, Zamboanga
28. To: SAC, Baguio
29. To: SAC, Davao
30. To: SAC, Zamboanga

1. Attached herewith, Sub-Engine MANIFEST, SIC Engine III, dated 20 January 1948, subject as above, is forwarded for your information and any action you may deem necessary.

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. Information to 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 those created by the HUNTER Brothers. Paragraph 3-4, referenced memorandum, indicates that subject above was employed in GOWA (61/26) in the airplane factory which produced airplane models for the HUNTER Brothers.

DAVID C. BAKER
Colonel
Commanding

1. Initial: a/b
2. Initial: a/b
3. Initial: a/b
4. Initial: a/b
5. Initial: a/b
6. Initial: a/b
7. Initial: a/b
8. Initial: a/b
9. Initial: a/b
10. Initial: a/b
11. Initial: a/b
12. Initial: a/b
13. Initial: a/b
14. Initial: a/b
15. Initial: a/b
16. Initial: a/b
17. Initial: a/b
18. Initial: a/b
19. Initial: a/b
20. Initial: a/b
21. Initial: a/b
22. Initial: a/b
23. Initial: a/b
24. Initial: a/b
25. Initial: a/b
26. Initial: a/b
27. Initial: a/b
28. Initial: a/b
29. Initial: a/b
30. Initial: a/b
31. Initial: a/b
32. Initial: a/b
33. Initial: a/b
34. Initial: a/b
35. Initial: a/b
36. Initial: a/b
37. Initial: a/b
38. Initial: a/b
39. Initial: a/b
40. Initial: a/b
41. Initial: a/b
42. Initial: a/b
43. Initial: a/b
44. Initial: a/b
45. Initial: a/b
46. Initial: a/b
47. Initial: a/b
48. Initial: a/b
49. Initial: a/b
50. Initial: a/b
51. Initial: a/b
52. Initial: a/b
53. Initial: a/b
54. Initial: a/b
55. Initial: a/b
56. Initial: a/b
57. Initial: a/b
58. Initial: a/b
59. Initial: a/b
60. Initial: a/b
61. Initial: a/b
62. Initial: a/b
63. Initial: a/b
64. Initial: a/b
65. Initial: a/b
66. Initial: a/b
67. Initial: a/b
68. Initial: a/b
69. Initial: a/b
70. Initial: a/b
71. Initial: a/b
72. Initial: a/b
73. Initial: a/b
74. Initial: a/b
75. Initial: a/b
76. Initial: a/b
77. Initial: a/b
78. Initial: a/b
79. Initial: a/b
80. Initial: a/b
81. Initial: a/b
82. Initial: a/b
83. Initial: a/b
84. Initial: a/b
85. Initial: a/b
86. Initial: a/b
87. Initial: a/b
88. Initial: a/b
89. Initial: a/b
90. Initial: a/b
91. Initial: a/b
92. Initial: a/b
93. Initial: a/b
94. Initial: a/b
95. Initial: a/b
96. Initial: a/b
97. Initial: a/b
98. Initial: a/b
99. Initial: a/b
100. Initial: a/b

REGRADED UNCLASSIFIED

ON JUL 06 1994

BY CDR USA/NSCOM FOI/PO

AUTH PARA 1-603 DoD 5200.1-R

Regraded CONFIDENTIAL by authority of

26 Feb 57

References

1. **How many (one) Aircraft (Flying Aircraft)**

1. Control Number 18-1, 4 Feb 2002.

2. 671-12, 14 May 60. 7707 2512.

1. Unconventional Aircraft (Flying Wing Aircraft)

3) GOR told KISHA that several of the engineers from the new dismantled Gorka 24 Car Factory, had been interrogated by Soviet authorities about the location of sketches and blueprints for the Gorka 24, an all-wing night-fighter. The interrogations and present activities of Soviet engineers are as follows: 1) The location of sketches and blueprints of the Gorka 24, an all-wing night-fighter, the Gorka 24 Car Factory, under the designation G-24; 2) The location of sketches and blueprints of the Gorka 24, an all-wing night-fighter; 3) The location of sketches for an all-wing fighter plane designed at the Gorka 24 Car Factory.

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 "Black Brothers", the Jetex RA Car Factory and the Centre. German Hotel Zerk, which had been prepared by American authorities. It is not clear to this Headquarters whether the Russians know that the report originated from Headquarters or whether they were referring to articles on the same subject which have appeared in American publications such as "The Airplane Spectator", etc.

14100 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 developing it. He believes that to date research on flying wings has been very limited and that efforts will now be made by them to expedite development.

REGRADED UNCLASSIFIED
ON ~~TOP SECRET~~ 06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

1010 1010
1010 1010

250

~~CONFIDENTIAL~~
**HEADQUARTERS
EUCOM REGION TRANSPORT
COUNTER INTELLIGENCE CORPS REGION III**

APO 757

III-PH-4344

4 February 1947

PRIMARY REPORT OF INVESTIGATION

SUBJECT: Walter and Rainer HORTH **Cross Reference:** Flying Saucers
Case Classification: Aircraft Development

1. Reason for Investigation: Reference is made to Letter Headquarters EUCOM, Counter Intelligence Corps Detachment, EUCOM, dated 26 October 1947, File D-19223, Subject: Flying Saucers, in which information is requested regarding the whereabouts and present activities of the HORTH brothers.

2. Synopsis of Previous Investigation: Previous investigation resulted in a negative report dated 10 November 1947, file and subject as above.

3. Synopsis of Present Investigation: Erwin LEIBER, former chief engineer of the Gotha Plant, GOTH (HAI/JOC) was interviewed on 16 January 1948. LEIBER, born in GOSTTIN (LACOS) on 23 November 1906, was one of the engineers in charge of aeronautical research in the Gotha Plant. From 1934 until 1944 LEIBER received nearly all of the results of the HORTH brothers' research, which results were checked and compared with research along similar lines. LEIBER stated that two (2) aircraft of the HORTH IA 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 HORTH brothers' work. This report is attached as inclosure 1. From 1929 until 1933 LEIBER worked at the Flugzeugbau, HIE (LAC/CS). From 1933 to 1936 LEIBER worked for Messerschmitt, AGOS (HAI/JV), and from 1936 until 1942 at the Gothaer Waggonfabrik, GOTH, from 1942 until the end of the war LEIBER worked at the Kiddledeutsche Metallwerke Flugzeugbau, EFW (HAI/JOC). He was a member of the Lilienthal 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 LIPICH, who

page 1 of 2 pages
copy 3 of 4 copies

~~CONFIDENTIAL~~

251

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCOM FOW
AUTH PARA 1-603 DoD 520

AM, LIL-10-0004, and a photograph of LIL-10-0004 and LIL-10-0004
LIL-10-0004

is at present working at WILSON FIELD, Ohio, USA, in close contact
with the work of the WILSON Field. LIL-10-0004 gave the address of
the WILSON Field as follows:

Walter LIL-10-0004, WILSON Field, Ohio, USA, CONFIDENTIAL
LIL-10-0004, is present under contract to the British
Government and is living in London

4. Undeveloped Leads: Mr. Alexander LIPKICH, WILSON FIELD, Ohio,
and Walter LIL-10-0004, WILSON Field, Ohio, CONFIDENTIAL.

5. Agent's Comments and Conclusions: Arrangements have been
made with Mr. LIPKICH to have LIL-10-0004 interrogated further at the WILSON
FIELD.

6. Recommendations:

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

b. Evaluation: P-4.

APPROVED:

WALTER L. LIL-10-0004
Special Agent, SIC
Operations Officer

WILLIAM G. LIL-10-0004
Special Agent, SIC

WOL/vh

Distribution:

5 copies Region III
1 copy Ptn Files

DEP AM, LIL-10-0004

LIL-10-0004, Walter and LIL-10-0004
LIL-10-0004, LIL-10-0004
LIPKICH, Mr. Alexander

Incl: 1 - Autobiography of LIL-10-0004

REGRADED UNCLASSIFIED
ON 06 1994
BY CDR USAINSGOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

~~CONFIDENTIAL~~

Name : Spitz, Walter
 Geburtsdatum : 28 Nov. 1906
 Geburtsort : Göttingen
 Beruf : Ingenieur (Maschinenbau)
 Anschrift : Frankfurt/Main, Gutenbergstr. 20
 Gr. d. : verheiratet, 1 Kind
 Beruf d. Eltern : Ingenieur und Leiter der Germania Flugzeugwerke (1914-1933)
 Schulbildung : Realgymnasium - Reife
 Fachliche Ausbildung : Maschinenbau 9 Jahre
 Praktische Fertigkeit : Material- und Apparatebau Internationales Service Luft Raum
 Theoretische Ausbildung : Abschluss über Technischen Lehrstuhl (München), danach eine Technische Hochschule (Braunschweig) nicht abgeschlossen

Übersicht der beruflichen Tätigkeit:

1931: Aero-Flugzeugbau, Maschinenbau, konstruktive und statische Mitarbeit an den Typen Ar 64, Ar 66, Ar 68

1933: Messerschmitt-Flugzeugbau, Augsburg, Kolonnenarbeit und aerodynamische Gestaltung der Typen Ar 120 und Ar 122, Prop., Leitwerk, Seiten- und Querschnitte, Verfl., Appl., Interceptors.

1935: Gothaer-Flugzeugbau (H. Gotha), Flugzeugbau
 Bildh. Entwurf des Versuchsmodells Gr - 144 (Hoch- und Nieder)
 Gr - 146 (Hoch- und Nieder)
 Gr - 241 (Schulung und Reisen)

Bildh. Entwurf der Grosserflugzeuge:
 Gr - 149 (Hochflugzeug)
 Gr - 249 (Grosserflugzeug mit Versuchsflugzeug für Versuchsflüge, Interceptors, Apparate u. a. v.)

Hauptflugzeugbau: Gr 249 in Zusammenarbeit mit VWL-Institut 1935-1937, Weiterentwicklung eingestellt wegen Grundlagenerforschung und weiterer Flugversuche, Flugversuche unter.

Einige Entwürfe eines von Gr. 249, Gr. 249 bis 251 eingereichtes Projekt (Entwurf der Konstruktion und Flugversuche/Interceptors). Weiterentwicklung eines Hauptflugzeugprojektes mit einem grossen Klappenflieger der VWL-Institut, Bremen. Praktisch nicht ausgeführt.

REGRADED UNCLASSIFIED
 ON 30 JUL 06 1994
 BY CDR USAINSCOM FOI/PO
 AUTH PARA 1-603 DoD 5200.1-R

CONFIDENTIAL

Industrieforschung von Leitungen, Hochgeschw.-Flugzeugen, Aufgabenteilung und Entwicklung neuer zusammenfassender Konzepte für Hochgeschwindigkeitstrajektorien, bzw. Stoßwellenunterbrechungen und deren Einfluss auf die Flug-eigenschaften aerodynamische Steuerung und Steuerung.

Die Untersuchungen, aufbauend auf Erfahrungen und kritischen Betrachtungen der bisher. -Bayer. und Kypischprojekte, die Fortschritte der Grundlagenforschung erzielten eigene Projekte und Ideen zu verifizieren und zu erweitern. Es erfolgte die Einschaltung in den Arbeitskreis der Hochgeschw.-bzw. der Luftfahrtforschung durch das DLR.

1942: Durch das DLR erfolgte die Vereinerung in den Mittelständischen Metallwerken (Haggenbach) Bf. Intensiv und Entwicklung des Hochgeschwindigkeitstrajektorien in - 430 sowie Verwendung als Schutzschicht- und Zerkleinerungsträger unter anderem unter Wasser- und Strömungs- , jedoch in besonderem Maße zur Veranschaulichung der schmalen Strömung in die Flugmechanik der Strömungs- und Strömungs-triebe in hohen Geschwindigkeitsbereichen, bzw. großen Höhen und verkleinert deren Verwendung als Steuerung- und Leitungen. Hervorhebung des Hochgeschwindigkeitstrajektorien (Hochgeschw.-bzw. durch Aufhebung, Verkleinerung des Strömungs- und Strömungs- , Verkleinert waren die Kopplungs- verhältnisse zwischen Luft- und Strömung.

1944: Gewinne: großes Interesse und grundsätzliche Klärung dieses großen Aufgabengebietes der Hochgeschwindigkeitstrajektorien durch das DLR zur Zusammenarbeit mit Dr. Kypisch. Ein umfangreiches Forschungsprogramm der Hochgeschwindigkeitstrajektorien mit Hochgeschwindigkeitstrajektorien, wurde fortgesetzt. In Zusammenarbeit mit der Entwicklung der Hochgeschwindigkeitstrajektorien für Hochgeschwindigkeitstrajektorien durch Hochgeschwindigkeitstrajektorien mittels Pulverstrahl.

Weiter erzielten sich eigene Betrachtungen über Flugmechanikströmungs- strömungen bzw. Strömungen der Luftströmung und Fortschritte in der Hochgeschwindigkeitstrajektorien, sowie Strömungen und Strömungen der Hochgeschwindigkeitstrajektorien bzw. deren Strömungen zur gesamten Flugmechanik, Strömungen der Hochgeschwindigkeitstrajektorien (Hochgeschwindigkeitstrajektorien) und verbleibende Strömungen in besonderer der Hochgeschwindigkeitstrajektorien.

1945: Eine geplante Zusammenarbeit mit Dr. Kypisch über die Hochgeschwindigkeitstrajektorien und Hochgeschwindigkeitstrajektorien und Hochgeschwindigkeitstrajektorien mit der Strömung A.-b., Strömung - Strömung, bzw. nicht mehr Strömung.

Es waren gewisse persönliche Absichten zu haben vor eine Dissertation über technische - physikalische Betrachtungen und eine Klärung der aufbauenden Zusammenhänge von Hochgeschwindigkeitstrajektorien bzw. Strömungen geplant, um damit die Hochgeschwindigkeitstrajektorien und Strömungen der Hochgeschwindigkeitstrajektorien (Hochgeschwindigkeitstrajektorien) zu klären.

Die Hauptleistungen des Jahres 1944 sind: Die gesamte
Überlegung, einschließlich der Festlegung des Jahres von 1944
verlängert und das von der Verteilung der Arbeit - Hauptpunkte in
April verabschiedet. Es gibt ein neues Verfahren zur Festlegung des
und andere Festlegungen, die die Festlegung des Jahres, sowie eine
statistische Bewertung aller deutschen Festlegungen (Leistungen, Schen-
kungsbewertung, Leistung 1. und 2. Festlegung) und deren Festlegun-
gen, sowie die Festlegung des Jahres. Auch der Verlauf des Jahres und
Festlegungen und die Festlegung des Jahres.

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINCOM FOWPO
AUTH PARA 1-60S DOD 5200.1-R

~~CONFIDENTIAL~~

Extracted from Air Ministry Summary No. 25, dated 1 February 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 other than a part of the more comprehensive picture available at any time disseminated by the Air Ministry.

RUSSIAN AIR FORCES - S.A.F. IN GERMANY

AIRFIELD CONSTRUCTION

9. The latest report on the work in progress at the major Russian air terminal in the Berlin sector states that the present aim is to complete the work on the actual airfield by the Spring of this year. 50,000 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 breadth 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/F and by cable.

10. Pending the completion of work at SPOCKFELD, the airfields at STRALSUND and SCHNEIDER continue to be used as transport bases, to judge from the number of Dakota-type aircraft reported on these. At STRALSUND on 4 Jan, there were 40 Dakotas, as well as 12 Pe-2 or Pe-3 bombers. The reporting source observed, however, that the hangars had been dismantled and there were no sentries, 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.

PARATROOP TRAINING

10. In the previous edition of this Summary it was reported that paratroops had been quartered at JAKOVIA/KLOYESCH 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 19-21 Jan, dropping paratroops over the neighboring manoeuvre area of SCHNEIDER. 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 RAI FRIEDENAU area where the training of a motorised tank spearhead with strong anti-tank and infantry protection and S.A.F. support was reported to be taking place early in Jan.

ORDER OF BATTLE

12. Reporting on ZERST airfield, a regular source states that it is occupied by two fighter units previously based at STITSTOCK. He does not give the date of the move, but this report bears out earlier evidence that the 1st Ju-52 Fighter Division was transferred from STITSTOCK to ZERST in the summer of 1947. Source gives the present Field Post Number of the units as 1111. This may point to the 11th Fighter Division, the latter of which was furnished by two deserters, one of whom was at STITSTOCK in Oct. and the second at ZERST in Oct.

Classification Confirmed (or changed) to
by Authority of
1952
CIVIL SERVICE

RECEIVED 1948
ON 06 1948
BY CDR USAINCOM FOWPO
AUTH PARA 1-603 DOD 5200.1-R

CONFIDENTIAL
286

~~SECRET~~

13. Source reports that the aircraft at ~~WITENBERG~~ comprise about 100 La-3 or Yak-9 and 100 La-6. 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 ~~PERLBERG~~. Both these units were identified as subordinate to 1 Guards Fighter Corps, which had its HQ at ~~WITENBERG~~ until about July of last year when it is believed to have been transferred to ~~WITENBERG~~.

14. A detailed report on ~~WITENBERG~~ states that there were three different units there on 11 Jan, each commanded by a Lt. Col. They consisted of a P-2 training unit, a fighter regiment of Yak-9 (40-50 of these were counted on the ground) and a "bomber-squadron" equipped with Mustangs. 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 ~~WITENBERG~~, 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 ~~WITENBERG~~ remains the controlling headquarters.

WITENBERG

15. The continued presence of P-2 and P-2 bomber aircraft at the three bomber bases of ~~WITENBERG~~, ~~GRANDBERG~~ and ~~WITENBERG~~ has been confirmed during the second half of January. Continued activity at ~~WITENBERG~~ is reported by one source to be taking place at ~~WITENBERG~~, 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 150,000 gallons, have been installed, although they have not yet been used. Reports on the amount of flying taking place are somewhat conflicting, but in general it appears to be on a reduced scale, both here and at the fighter and ground attack airfields.

S.A.F. IN AUSTRIA AND HUNGARY

ORDER OF BATTLE CHANGES IN AUSTRIA

16. The Order of Battle of that part of the Land Air Army which is based in Austria was shown in Summary No 20 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 P-2 and P-2 aircraft observed at ~~WITENBERG~~ 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 20x Bomber Division there is considered doubtful. One possibility suggested by available evidence is that these aircraft may belong to a paxo-recce unit which was sanctioned by a United States source in Aug 47. 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 2nd) 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 and 2nd Guards Fighter Division is believed to have been destroyed, but the 3rd Guards Fighter Division has been identified again. It is confirmed, therefore, that the VI Guards Fighter Corps

REGRADED UNCLASSIFIED

ON JUL 06 1994

BY CDR USAINSCOM FOI/PO

AUTH PARA 1-603 DoD 5200.1-R

~~CONFIDENTIAL~~

now comprises only two regiments - probably of three regiments each.

GROUND ORGANIZATION

2. Air Intelligence, Austria, have also received further evidence that the S.A.F. ground organization has reverted to a system of S.A.S. (Airfield Servicing Battalions), after being for a time composed of A.T.P.s. and A.T.D. (Air Technical Divisions and Air Technical Regiments).

TECHNICAL

KHIBINY/VOLGA (60° 05' N: 53° 10' E)

2. It is reported that two large aircraft factories, known as "STALIN" and "LENIN" respectively, are located in the vicinity of KHIBINY-TV. One source states that following the dispatch in April/May 1947 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 seemed to have two engines, fitted below the mainplane and close to the fuselage. The nose was short, narrow and rounded.

3. Another ex-PF reports that gas turbine engines for aircraft are being produced in the "STALIN" factory, adding that this particular part of the works is sealed off with barbed-wire fencing and guarded by armed PW patrols. Source states that although aircraft production did not commence until the summer of 1947, the noise of jet engines under test was heard as early as January of that year.

4. A third former PF was employed at the "LENIN" factory. He stated that approximately 100 engines were produced each month, but these 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.

TIFLIS (Caucasus) (40° 42' N: 41° 41' E)

5. 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 Tiflis aircraft factory. Source endeavored 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 PWs 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 a considerable guard. It is certain, however, that several aspects of the aircraft provide good intelligence material, and it is hoped to build up a picture with the return of further PWs from the Tiflis factory.

~~CONFIDENTIAL~~

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCOM FOW/PO
AUTH PARA 1-603 DoD 5200.1-

6. The source aircraft is described as a mid-wing, single-seat, high-wing jet engine fighter. The fuselage length is approximately 10 metres, unusually long in proportion to the wing span. The power unit is located in the front of the fuselage, with the exhaust tail-pipe protruding below the fuselage, just aft of the wing. 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 features, 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 200 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 runway. (Length of runway stated to be 300/600 metres). Soon after becoming airborne, the aircraft climbed at a very steep angle, moving at "terrific speed," the engine emitting a high-pitched, shrill note.

10. Source revealed little that was new 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 S.M.E. 018 (designed to produce approximately 3000 lbs. thrust) and the new project were estimated by source, as follows:

| | S.M.E. 018 | New Project |
|--------------------|--------------------|-------------|
| Length | 5 metres | 5 metres |
| Largest Diameter | 1.10 - 1.20 metres | 1.5 metres |
| Diameter of Intake | 0.60 metres | 1.2 metres |

11. Other details of the new project claimed to be known to source, include:

- (a) 8-stage axial compressor.
- (b) Hydraulically operated "nozzle" (nozzle) bullet, coupled with -
- (c) Hydraulically operated tail-pipe "shutters." It is not known whether the latter is arranged to work in conjunction with the bullet, 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

12. An additional item of intelligence supplied by the above source is that a group of twenty German technicians (formerly Junkers employees) are located at OSCHERSHAGEN (20 miles N.W. of STASSFURT) and working under Russian 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 S.M.E. "new project" described in the preceding paragraphs.

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCOM FOI/PO
289 AUTH PARA 1-603 DoD 5200.1-R

**HEADQUARTERS
SUB-REGION FRANKFURT
COUNTER INTELLIGENCE CORPS REGION III**

APG 787

III-H-6771

20 JANUARY 1948

SYNOPSIS REPORT OF INVESTIGATION

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

Case Classification: Abduction

1. Reason for Investigation: Information was obtained that Edwin O. Leiber, who was reported abducted from the US Zone, had been released by the MVD and had returned to FRANKFURT (LS1/M67).

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 GOTHEN (M51/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 GOTHEN (M51/M66). Subject stopped in GOTHEN to visit his wife. After his arrival in GOTHEN he noticed that his actions were being observed by German agents of the MVD. He left GOTHEN and proceeded to ERFURT (M51/J36) but returned to GOTHEN several days later. He left GOTHEN again on 6 November 1947 to return to FRANKFURT. At GOTHEN (LS1/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 ERFURT (LS1/H76). There he was subjected to a short interrogation of approximately twenty (20) minutes. Subject was then taken to GOTHEN by automobile and placed in a MVD jail on Steinbuenen 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

page of — pages

copy of — copies

ARI, III-78-0771, Subj: Evgin G. LEINER, 20000

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 (2 1/2) 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 GOTHEN. 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 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 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 (1/2) of black Krests coffee and three fourths (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 GOTHEN 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 sausage and two hundred (200) ML. whereupon he was released and taken to his home in an automobile.

g. From 20 December 1947 until 5 January 1948 Subject remained in GOTHEN waiting for an opportune time to leave the Russian Zone. On 6 January 1948 Subject left GOTHEN and returned to FRANKFURT.

h. Evgin G. LEINER was born 23 November 1906 in GOTHEN. He is 6'7 1/2" tall, weight 185 lbs, black hair, brown eyes, mole on left side of nose. Subject worked in GOTHEN 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 243. From 1940 until 1945 Subject worked in FRANKFURT for a Special Aircraft Fabrik as chief of construction. LEINER is at present living at 80 Tector Strasse, FRANKFURT.

SRI, 111-58-0771, [REDACTED]

4. Undeveloped Issues: There are no undeveloped issues or

6. Agent's Notes and Comments: None.

6. Recommendations: It is recommended that FELDER be interviewed.

Evaluation: P-8.

APPROVED

DAVID L. WISNOM
Special Agent, CIC
Operations

WILLIAM G. WALSH
Special Agent, CIC

Instructions:

5 Copies - Region III

1 Copy - ~~File~~ filer

THE ALL PENS INDEX

W. A. Rivington Co.

272

127-21, 100

12-1507, Dr. Alex

ARMED FIELD

2- 150

243

John H. Brown, Aircraft Section

COUNTER INTELLIGENCE

III-JA-677A

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: Egon C. LEIBER, (German Aircraft Engineer)

Re: Abandonment from U.S. Area

1. This agent learned from a confidential source that Egon C. LEIBER, a former German Aircraft Engineer, was arrested at WEIMAR, a strategic point between EISENACH (L51/N76) and EICHENBERG (L52/N55).

2. Interview with wife of Subject, Ilse LEIBER, at present residing at Tenter Strasse 69 in FRANKFURT (L51/N57), revealed the following information about Subject:

a. Subject's home prior to and during the war was in EISENACH (L51/N76). Subject came to FRANKFURT in July 1947 to work for the Gotha Waggon Fabrik, while his wife continued to live in GOTHEN. Subject had made several business trips into the Russian Zone, always visiting his wife during these trips. On 1 October 1947 Leibler obtained an internal pass which was valid for the period from 3 October to 3 November 1947. Subject then left EISENACH on a business trip and visited his wife in GOTHEN. 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 GOTHEN, turned over to Russian authorities and interrogated by a Russian major. He was seeking 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 GOTHEN. She disregarded the order to remain in GOTHEN and went to WEIMAR (L52/N55) and then came to FRANKFURT.

b. Subject was approached by FIAT in the spring of 1947. He had several talks with an American major, but heard nothing after May 1947.

c. Subject worked in GOTHEN for the Gotha Waggon Fabrik, Aircraft Section, from 1935 until 1940. He designed two (2) airplanes during this time, the X 150 and the GO 243. From 1940 until 1945 Subject worked in WEIMAR (L52/N55) for a Special Aircraft Fabrik as chief of construction.

REGRADED UNCLASSIFIED

ON 06 1994

BY CDR USAINCOM FOI/PO

AUTH PARA 1-603 DoD 5200.1-R

Confidential

MCIC, III-WA-6771, dtd 19 Dec 47. Subj: Edwin C. Leiber, German Aircraft
Engineer, ~~CONFIDENTIAL~~

2. Agent's Notes, Comments and Recommendations:

Evaluation of this report is P-2.

APPROVED:

Marvin L. Rissinger
MARVIN L. RISSINGER
Special Agent CIC
Operations

William G. Walsh
WILLIAM G. WALSH
Special Agent CIC

Distribution:

5 Copies-Region III
1 Copy -P.M. Files

/es/

REGRADED UNCLASSIFIED
ON 06 1994
BY CDR USAINSCOM FOU/PO
AUTH PARA 1-603 DoD 5200.1-R

Enc. 1. of R. Pages

Enc. 1. of R. Copies

Confidential

~~CONFIDENTIAL~~

1. 1st Lt. Reg. III, 3 Nov 47, res. Flying 2nd Corps

4th Ind.

2. 1st Lt. Reg. III, 3 Nov 47, res. Flying 2nd Corps, 4th Ind., 24 December 1947

3. 1st Lt. Reg. III, 3 Nov 47, res. Flying 2nd Corps, 4th Ind., 24 December 1947

4. 1st Lt. Reg. III, 3 Nov 47, res. Flying 2nd Corps, 4th Ind., 24 December 1947

Albert H. Brown

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINC/NICOMPO
AUTH PARA 1-603 DoD 5200.1-R

William C. Hecker

~~CONFIDENTIAL~~

Headquarters, 970th Counter Intelligence Corps Detachment, APO 907, US Army, 17 December 1947

TO: Commanding Officer, 970th Counter Intelligence Corps Detachment, European Command, APO 907, U. S. Army (Attn: Lt. CHIVAS)

Forwarded in compliance with letter your headquarters referenced in paragraph 2 of basic communication.

FOR THE COMMANDING OFFICER:

Earl J. Kuehnert (RB)
Capt. U. S. Army
Special Agent, CIC
Operations Officer

Incl: 1. w/d
2. 1 by SRI w/d

Tel: LAD MURKIN 20/3/47. WILKINS R.

D-190239

3rd Ind.

Headquarters, 970th Counter Intelligence Corps Detachment, APO 907, US Army, 17 December 1947

TO: Commanding Officer, CIC Region III, APO 907, US Army

1. Attention is directed to paragraph 5 of SRI added as an inclosure by 1st indorsement hereof.

2. Records, this headquarters, do not disclose any evaluation of the Air Intelligence Guide, referred to in paragraph 5 noted above. However, higher headquarters have notified this headquarters that the Air Material Command is of the opinion that some sort of object, such as the flying saucer, did exist.

3. As to the HORTON brothers, Field Intelligence Agency Technical (FIAT), Headquarters, EUCOM, lists them as experts on "flying wing" aircraft, including Number VIII, IX and X Horton model aircraft. Several CIC reports concerning them are on

REGRADED UNCLASSIFIED
ON

JUN 06 1994
BY CDR JUS/NO/PO
AUTH PARA 1-608 DOD 5200.1-R

~~SECRET~~

D-198239

file in this headquarters dating back to 1945. One report states that the HARTEN brothers were last known to have been working in GOETTINGEN (LS2/CSS), British Zone, in the fall of 1945, at the Kaiser Wilhelm Institute in the branch formerly known as Aerodynamische Versuchs Anstalt. They have also formerly been listed on the JICA list.

4. It is requested that investigation be continued.

BY ORDER OF LIEUTENANT COLONEL INSKEEP:

George L. Wilson
for EARL S. BROWNING, JR. *Major*
Major, Infantry
S-3

Incls: w/d
Mr. Cliphant/McK/7256

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR MCGUIRE/COM FOM/PO
AUTH: FAS/SECDEF 5200.1-R

| | | | | |
|---|--|--|--|-------------------------------|
| D.O. NO. 2401.0119 | | CONFIDENTIAL | | COUNTRY Soviet Union and USSR |
| RIS NO. | | | | L.S. NO. |
| REPORT NO. E-3-48 (STI-12a) | | TYPE - INTELLIGENCE REPORT | | |
| SUBJECT: Unconventional Aircraft (Flying Wing Aircraft) | | REFERENCES: See References | | |
| FROM: T707 LCIC | | EVALUATION: D-2 | | DATE OF REPORT: 12 July 1948 |
| DATE OF INFORMATION: May 1948 | | DATE OF REPORT: 12 July 1948 | | SOURCE: Edwin L. B. ... |
| BY: E.S. Bilty, Capt., AC | | | | |
| SUMMARY OF INFO REPORT: Supplementary report to STI-12, 16 May 48, T707 LCIC. | | | | |
| <p>2. Recent Soviet search for Edwin L. Bilty, source of flying-wing information contained in STI-12; Soviet investigation re location of sketches and blueprints for Horten H flying wing air, and other all-wing airplanes designed by the Germans.</p> | | | | |
| <div style="border: 1px solid black; padding: 10px; width: fit-content; margin: 0 auto;"> <p>FILE
 211310
 <i>RM</i></p> </div> | | | | |
| <small>THIS REPORT IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE BY THE MARKING OF THE REPORT. IT IS TO BE KEPT IN THE OFFICE OF THE DIRECTOR OF THE AIR FORCE AND IN THE OFFICE OF THE SECRETARY OF THE AIR FORCE.</small> | | <small>THIS REPORT IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE BY THE MARKING OF THE REPORT. IT IS TO BE KEPT IN THE OFFICE OF THE DIRECTOR OF THE AIR FORCE AND IN THE OFFICE OF THE SECRETARY OF THE AIR FORCE.</small> | | |

REGRADED 06 1991
 ON JUL
 BY CDR USN/COMFOP
 AUTH: PAF 100-1-1000.1-R

LEIBER, EDWIN
XE 211310

D-FILM XE 211310 B, III (24L,
3444

D-FILM

3-5-46



211310

LEIBER, Edwin O.

LEIBER, Ed

The following is a list of

INDEXED NAMES

198739

154654

187945

187848

202085

How

BERA

Sing

Fly

The following numbers are

EXCLUDED FROM

198739

154654

187945

187848

202085

S. S. S. S.
F. I. S. S.

Born:

At:

Res:

Occ:

Nat:

PO:

Other:

1454 7707 2020 2020

DATE

SUBJECT

DEATH NO

DATE OF BIRTH

THE FOLLOWING ACTION IS TO BE TAKEN

(Check or initial order)

ATTACH CARD

Indicate Section

PREPARE

FILE

DATE

TIME

REMARKS

☐ Check Department Files

☐ Open at Department File

☐ Card Department File

☒ Attach Card

☐ Open Section

☐ File in Section

☐ Prepare for Clerk(s)

☐ Underline name(s)

☐ Executive

☒ Case Direction Section

☐ Central Registry

☐ Distribution Center

SECTION 2. CASE ACTION CENTER ACTION

REGRADED UNCLASSIFIED

ON 06 06 1994

BY CDR USAINSCOM FOI/PO

AUTH PARA 1-603 DoD 5200.1-R

302



100 : 1000 : 10000
for index

SMI

1. 100-10-100-01

SECRET

FILE NO 9-21130

SUBJECT LATER, 1948.

(NUMBER OF COPIES OF MESSAGE TO BE DISTRIBUTED TO THE OFFICE OF THE DIRECTOR OF THE ARMY AND THE OFFICE OF THE CHIEF OF THE AIR FORCE)

| NO | FROM | TO | DATE |
|----|---|--|--------------|
| 1 | Hqs
970th
CTC Det | Ops Br
AFHQ
Capt.
SPEAKING
THE | 20 Feb
48 |
| 2 | US
Hqs
970th
CTC Det
Attn: Mr.
Elliphant | | 4 Mar 48 |
| 3 | US
Telephone 6232 | | |

1. Reference is made to the letter dated 16 February 1948, Subject, LATER, 1948.
2. Attached are, Sub-Region, LATER, dated 4 February 1948, Subject, LATER, 1948. Is forwarded for your information.
3. This headquarters could appreciate if Subject should be sent to Hqs for information.

FOR THE CHIEF OF THE OFFICE OF THE DIRECTOR OF THE ARMY

[Signature]
Lt. Colonel
Deputy Commander

Reference paragraph 3 of Memo 1, this HQ, does not deem it advisable that subject be sent to Hqs for interrogation.

[Signature]
Lt. Colonel,
Chief, Operations Branch

and by phone

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

jk

THE

2. Attention is directed to information received from sources requesting that Subject be interviewed. In the event of an interview of Subject, this information would approximate being disseminated to friendly arrangements could be made. Observation by this case officer is that the Soviets were very interested in interviewing Subject. This may indicate that the Soviets are seeking information on this Subject and have not been advised by the NKVD in Moscow. Paragraph 3-4, referenced previously, indicates Subject above was once employed at Soviet Consulate in the vicinity of the present airplane models for the NKVD Brothers.

DATE: 11/11/1964
 TO: SAC, NEW YORK
 FROM: SAC, NEW YORK
 SUBJECT: [REDACTED]

21. 22

out/INTEL

REGRADED UNCLASSIFIED
ON ~~SECRET~~ 06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

TO: [REDACTED]
FROM: [REDACTED]
SUBJECT: [REDACTED]
DATE: [REDACTED]
PAGE: [REDACTED]
SIC: [REDACTED]

EXCERPT NO. 211310
TO: 7-9037
DATE OF DOCUMENT 17-6-48
SOURCE DAPO
SIC: R.A.F.

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCDM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

~~SECRET~~

(Ltr. S/R Frankfurt, GIC REG. III, 29 Jan 48, Subject as above)

III-FM-6771
III-661

1st Incl

Headquarters, GIC Region III, 970th GIC Detachment, L.S. 700, S.R. 200
4 February 1948

TO: Commanding Officer, Hqs. 970th GIC Det., HSOCH, APO 757, U.S. Army
(Attn: Mr. CLIFPANT)

1. Forwarded for your information.
2. Reference is made to MOIC, Sub-Region Frankfurt, subject as above, dated 19 December 1947 forwarded to your headquarters (Attn: Lt. KIRKPATRICK), by our 1st Indorsement, dated 6 January 1948.
2. Attention is invited to Agent's Recommendation contained in paragraph 6 of inclosed HRI, Sub-Region Frankfurt, subject as above, dated 20 January 1948.

FOR THE COMMANDING OFFICER:

Carl J. Kuehnert
CARL J. KUEHNERT
Special Agent, GIC
S-3

1 Incl:
a/s in para 2 above (4 copies)

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

III-74-6772

SUBJECT: Edwin C. LEINER

TO : Commanding Officer, Counter Intelligence Corps, 970th CIC Detachment, APO 807, US Army

1. Forwarded herewith for your information is SER. 244 Edwin C. LEINER.

2. At present LEINER is writing an autobiography wherein given concerning the WORTHEN brothers, with whom he was closely associated. This autobiography will be forwarded your headquarters upon completion.

Incl: as stated (5 Copies)

Tel: 8400 Pm
ABC/es

William F. Hahn
WAK HAHN
Special Agent, CIB
Commanding

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCCM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

SECRET
FOR DISSEM TRANSMIT
COMINT

11L-744772

FINAL REPORT OF INVESTIGATION

SUBJECT: Boris S. LEBEDEV (Russian Name: Boris S. LEBEDEV)

Case Classification: Subversion

1. Reason for Investigation

Information was obtained that Boris S. LEBEDEV, who was released from the US Zone, had been released by the NKVD and was working in the US Zone.

2. Synopsis of Previous Investigation

An interview with Boris LEBEDEV, wife of Boris LEBEDEV, who had been arrested while working in the US Zone, revealed that in 1947, Subject's wife was arrested on 11 November 1947 and released on 12 November 1947. Subject's wife was released the same day and told to return to her husband's occupation. She disregarded the order and came to Frankfurt (HAI/JOS). She disregarded the order and came to Frankfurt.

3. Synopsis of Present Investigation

a. An interview with Subject revealed that he left Frankfurt in May 1947 to take a business trip to GERMANY (HAI/HAI). Subject was to visit his wife. After his arrival in GERMANY he noticed that he was being observed by German agents of the NKVD. He left GERMANY and returned to Frankfurt (HAI/J24) but returned to GERMANY several days later. He left GERMANY on 11 November 1947 to return to Frankfurt. At GERMANY (HAI/HAI) he was arrested by German policemen, taken from the train to Police Headquarters and then taken to the Soviet authorities in WISEBAD (HAI/HAI). There he was subjected to a short interrogation of approximately twenty (20) minutes. Subject was then taken to GERMANY by automobile and placed in a NKVD jail on Stettinshagen Alley. There he was released of all his papers and personal belongings, including two (2) suitcases, which he had some professional papers.

b. At 2200 hours on 5 November 1947 he was interrogated by a Soviet officer 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 specialist, to which he replied "No" as was an aircraft engineer. He was given a short autobiography (Lebenslauf), which he gave them. He was then

1. Subject was born 23 November 1906 in O'NEAL, he is 5'10" tall,

65 lbs, black hair, brown eyes, mole on left side of nose. Subject worked for the Gotha Wagon Fabric, Aircraft Section, from 1935 until 1940. He worked on airplanes during this time, the EC 150 and the EC 247. From 1940 until 1942 he worked in HUPP for a Special Aircraft Fabric as chief of construction. He is at present living at 80 Carter Street, HUPP.

2. Subject was born 23 November 1906 in O'NEAL, he is 5'10" tall, 65 lbs, black hair, brown eyes, mole on left side of nose. Subject worked for the Gotha Wagon Fabric, Aircraft Section, from 1935 until 1940. He worked on airplanes during this time, the EC 150 and the EC 247. From 1940 until 1942 he worked in HUPP for a Special Aircraft Fabric as chief of construction. He is at present living at 80 Carter Street, HUPP.

3. Subject was born 23 November 1906 in O'NEAL, he is 5'10" tall, 65 lbs, black hair, brown eyes, mole on left side of nose. Subject worked for the Gotha Wagon Fabric, Aircraft Section, from 1935 until 1940. He worked on airplanes during this time, the EC 150 and the EC 247. From 1940 until 1942 he worked in HUPP for a Special Aircraft Fabric as chief of construction. He is at present living at 80 Carter Street, HUPP.

4. Subject was born 23 November 1906 in O'NEAL, he is 5'10" tall, 65 lbs, black hair, brown eyes, mole on left side of nose. Subject worked for the Gotha Wagon Fabric, Aircraft Section, from 1935 until 1940. He worked on airplanes during this time, the EC 150 and the EC 247. From 1940 until 1942 he worked in HUPP for a Special Aircraft Fabric as chief of construction. He is at present living at 80 Carter Street, HUPP.

5. Subject was born 23 November 1906 in O'NEAL, he is 5'10" tall, 65 lbs, black hair, brown eyes, mole on left side of nose. Subject worked for the Gotha Wagon Fabric, Aircraft Section, from 1935 until 1940. He worked on airplanes during this time, the EC 150 and the EC 247. From 1940 until 1942 he worked in HUPP for a Special Aircraft Fabric as chief of construction. He is at present living at 80 Carter Street, HUPP.

6. Subject was born 23 November 1906 in O'NEAL, he is 5'10" tall, 65 lbs, black hair, brown eyes, mole on left side of nose. Subject worked for the Gotha Wagon Fabric, Aircraft Section, from 1935 until 1940. He worked on airplanes during this time, the EC 150 and the EC 247. From 1940 until 1942 he worked in HUPP for a Special Aircraft Fabric as chief of construction. He is at present living at 80 Carter Street, HUPP.

7. Subject was born 23 November 1906 in O'NEAL, he is 5'10" tall, 65 lbs, black hair, brown eyes, mole on left side of nose. Subject worked for the Gotha Wagon Fabric, Aircraft Section, from 1935 until 1940. He worked on airplanes during this time, the EC 150 and the EC 247. From 1940 until 1942 he worked in HUPP for a Special Aircraft Fabric as chief of construction. He is at present living at 80 Carter Street, HUPP.

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAIN/CSM FOI/PO
AUTH PAFIA 1-603 DUC 5200.1-R

SEC. 111-32-077, 08 25 20

1. Intelligence Section

Have 200 20 20

2. Agent's Report (10 20)

Have 200 20 20

3. Documentation

20 10 20 20 20 20

Exclusion 20

APPROVED:

MARTIN L. HENNINGER
Special Agent, 100 20 20 20 20
Operations

Distribution:
5 Copies - Region 20
1 Copy - 20 20 20

DR. ANDERSON

LESTER, Spain 2,

NYD

LESTER, 200

LYF 1000, 20. Also

VAIGHT FIELD

OF 100

OF 200

On the Wagon Public, Aircraft Section

REGRADED UNCLASSIFIED
ON 06 06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

Confidential
HEADQUARTERS
SUB-REGION FRANKFORT
COUNTER INTELLIGENCE CORPS REGION III

III-FM-6771

SUBJECT: Edwin O. LEIMER (German Aircraft Engineer)

TO : Commanding Officer, Counter Intelligence Corps, 970th CIC Detachment, APO 807, US Army

1. Forwarded for your information is MDIC, dated 19 Dec 47.
2. No further information was available re: LEIMER, and this office intends no further action unless advised otherwise.

Max Smith
MAX SMITH
Special Agent in Charge
Commanding

Incl: as stated

Tel: 8400 Pm.
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 inclosed MDIC, Sub-Region
Frankfort, subject as above, dated 19 December 1947.

FOR THE COMMANDING OFFICER:

312

REGRADED UNCLASSIFIED
ON JUL 0 6 1994
BY CDR USAINCCOM FOMPO
AUTH PARA 1-603 DOD 5200.1-R

MOIC, III-JM-6771, 404 19 Dec 67, [REDACTED]
Engineer, COMUSMACV

2. Agent's Notes, Comments and Recommendations

Evaluation of this report is [REDACTED]

APPROVED:

Marvin L. Rissinger
MARVIN L. RISSINGER
Special Agent CIO
Operations

William C. [REDACTED]
WILLIAM C. [REDACTED]
Special Agent [REDACTED]

Distribution:

5 Copies-Region III
1 Copy -Pm. Files

/es/

REGRADED UNCLASSIFIED
ON JUL 06 1984
BY CDR USAIN [REDACTED] FOI/PO
AUTH PARA 1-603 DOD 5200.1-R

~~SECRET~~

(Ltr Hq, region III, 3 Nov 47, re: Flying Samuels)

III-4748

6th Ind

Headquarters, GIC Region III, 970th GIC Detachment, APO 752
11 February 1948

TO: Commanding Officer, Hqs. 970th GIC Det., NIDCH, APO 752,
(Attn: Mr. CLIPMANT)

1. Forwarded for your information.
2. Your attention is invited to the 5th Indorsement.

FOR THE COMMANDING OFFICER:

Carl J. Kuchner
CARL J. KUCHNER
Special Agent, GIC
S-3

1 Incl:
SRI, S/R Frankfurt, 4 Feb 48
subj: Walter & Rainer HORTEN (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

Ltr HQ Reg III, 3 Nov 47, Reg III, 3 Nov 47

III-4748

Headquarters, Counter Intelligence Corps
APO 757, U. S. Army, 24 December 1947

1. Commanding Officer, Sub-Region Frankfurt, 3rd Region
APO 757, U. S. Army

Attention is invited to preceding indorsement.

BY ORDER OF THE COMMANDING OFFICER:

AS LIAISON 20/2/47. WILLIAM/47

William C. Hatcher
CARL J. HATCHER
Special Agent, CIC
Operations Section

III-4744

5th Ind.

Headquarters, Sub-Region Frankfurt, Counter Intelligence
Reg III, 670th CIC Detachment, APO 757, US Army, 4 February 1948

1. Commanding Officer, Counter Intelligence Corps Region III
670th CIC Detachment, APO 807, US Army

1. Forwarded herewith in compliance with 3rd Ind. is Ltr dated
January 1948, re-walter and Rainer HORTEN.

2. Recent information received by this office reveals that
Horten has recently been interrogated by ECIC at Frankfurt
(Ltr/ECIC). (A-1)

3. This office was unable to translate LAIBER's autobiography
(Ltr/ECIC) because of the excessive use of technical aircraft terms.
This autobiography be given to a competent aircraft specialist
for translation.

4. Arrangements have been made with Mr. CLIPPHANT of Headquarters
to have LAIBER interrogated by ECIC.

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSOOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

William C. Hatcher
WILLIAM C. HATCHER
Special Agent, CIC
Operations Section

~~SECRET~~

HEADQUARTERS
 COUNTER INTELLIGENCE CORPS
 970TH COUNTER INTELLIGENCE CORPS DETACHMENT

111-6748

SUBJECT: Flying Saucers

TO :

1. Attached is a copy of a letter from the above, dated 22 October 1947, for your information.

2. The title of the letter is "Flying Saucers".

3. The following report is being furnished to you:

1. The Flying Saucer is a craft which is capable of flying at high speeds and is capable of performing various maneuvers. It is believed to be a craft of extraterrestrial origin.

2. The Flying Saucer is a craft which is capable of flying at high speeds and is capable of performing various maneuvers. It is believed to be a craft of extraterrestrial origin.

Ref: as stated

Ref: SAC BUREAU 2077/10. 22-10-47

III-FM-6344

1st Ind.

Headquarters, Sub-Region Frankfurt, Counter Intelligence
 Region III, 970th CIC Detachment, APO 807, US Army

TO: Commanding Officer, Counter Intelligence
 970th CIC Detachment, APO 807, US Army

1. Forwarded in compliance with basic instructions dated 20 Nov 1947 re-Walter and Eleanor BORTON.

2. The S-3 has instructed the agent to contact any 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.

1. 1-1-48
 2. Added SRI w/s (5 copies)
 3. 10-11-48

Max Train
 MAX TRAIN
 Special Agent, CIC
 Commanding

REGRADED UNCLASSIFIED
 ON JUL 06 1994
 BY CDR USAINSCCM/FO/PO
 AUTH PARA 1-603 DoD 5200.1-R

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

WICHTIG! BEANTWORTEN SIE JEDE FRAGE - ZURÜCKSCHREIBEN.

H I N T Z E

Herbert

Werner Georg

Rotenburg/Pulda

Family name
all name

Forename
first name

2. oder 3. Vorname
middle name

Wohnort
home

Geburtsdatum 2.2.1921
date of birth

Geburtsort Dresden
place of birth

Landkreis etc.

Land Sachsen
country

Staatsangehörigkeit Deutsch
citizenship

Militär-Regierungs-Registrierungsnummer
military government registration number

RM 38385 Datum 14.8.1945

Gegenwärtige Adresse Rotenburg/Pulda Untertor 3.
present address

Ständige Adresse Rotenburg/Pulda Untertor 3.
permanent address

Name und Adresse des nächsten Verwandten Heinrich Knierr, Rotenburg/Pulda Untertor 3

Name und Adresse der nächsten Verwandten

Welche Fremdsprachen?

Englisch

Welche fremden Sprachen sprechen?

Gegenwärtige Beschäftigung Ihrer Tätigkeit und Orte Ihres Aufenthaltes während der letzten 12 Jahre Ständiger Aufenthalt

Best description of your activities and residences during the last 12 years

vor dem Kriege Rotenburg/Pulda. Besuch der Schule bis zum Abitur. Während des Krieges Aufenthalt wechselnd!

Wenden!
stop

(Wenn nötig, können weitere Angaben auf zweitem Blatt beigefügt werden.)

| Organisation | Mitglied, zu welchem Zeitpunkt? | Von bis | Nächste Dienststellung und Amt |
|--------------|---------------------------------|-------------------------------|--------------------------------|
| er BLIM | nein | ----- | ----- |
| | nein | ----- | ----- |
| | nein | ----- | ----- |
| | ja | 1932-1938 | ----- |
| | nein | ----- | ----- |
| | nein | ----- | ----- |
| | ja | 1.4.1933-Ausbruch des Krieges | |

andere Organisationen, denen ich angehört habe
 other organizations to which I have belonged:

| | Abteilung
Branch | Von bis
from to | Posten (Dienstgrad oder Titel)
position (rank or title) |
|--|----------------------|----------------------------|--|
| gehörte der Polizei
belonged to police | | | |
| war
army | | | |
| bedient
my service | Luftwaffe | 1.8.1934-8.5.1945. | (Oberleutnant |
| bedient
my service | Luftwaffe.: Fl. A. 9 | Stabkomp. Danzig-Langfuhr. | LK94 Kitzigberg. |
| aus Angabe der Stellung
Einheit erforderlich
my service
position No and Unit. | PFB C10 Fürstenwald. | Blindflugesch. 7 | Insterburg. Gr. Kampffliegersch. |
| | Hirsching/Lins. KG | 40.1/K040, 5. K040 | , 2.201 als Flugzeugf. u. Kommandant |
| | später Staffelführer | | |

4 Sie im Besitz der alliierten Entlassungspapere (Kontroll Form No. 2)
 you possess Allied Release Form (Control Form No. 2)

erkläre hiermit an Eides Statt, daß ich alle Fragen voll und ganz beantwortet, und daß ich die vorstehenden Angaben vollständig
 I declare hereby on Oath, that I have answered all questions fully and completely, and that the foregoing statements are completely
 true and correct. Ich bin mir bewußt, daß falsche Angaben strengstens bestraft werden
 I am aware that false statements are severely punished.

datum: 28.2.1946.

Zeuge: Retenburg, Seewie

Unterschrift
Signature

Kurt Fichte

| Organisation
Organization | Mitglied (Ja oder
Member (yes or no) | Von
From | Bis
To | Nachrichte
Message and position held |
|------------------------------|---|-------------|-----------|---|
| NSDAP | | | | |
| SA | | | | |
| SS | | | | |
| HJ oder BDM | | | | |
| NSF | | | | |
| NSKK | | | | |
| RAD | | | | |

Alle anderen Organisationen, denen ich angehört habe
All other organization to which I have belonged

| | Abteilung
Branch | Von
From | Bis
To | Nachrichte
Message and position held |
|---|---------------------|-------------|-----------|---|
| Angehörige der Polizei
Police service | | | | |
| Beamte
Civil servant | | | | |
| Wehrdienst
Military service | | | | |
| Wehrdienst:
Geeignete Angabe der Stellung
und Einheit erforderlich.
Military service:
Be specify the No and Unit. | | | | |

Sind Sie im Besitz der alliierten Entlassungspapiere (Kontroll Form No. 2)

Do you possess Allied Release Form (Control Form No. 2)

Ich erkläre hiermit an Eides Statt, daß ich alle Fragen voll und ganz beantwortet und die angegebenen Angaben wahrheits-
getreu gemacht habe. Ich bin mir bewußt, daß falsche Angaben strengstens bestraft werden.

Datum: 1.3.1946

Zeuge:
Witness:

Unterschrift
Signature

J. H. Brantner

WICHT

BEANTWORTE JEDE FRAGE DRUCKSCHRIFT.

Important-answer every question Print

Familienname
Last name

Vorname
First name

2. oder 3. Vorname
Middle initial

Wohnort
Town

Geburtsdatum
Date of birth

Geburtsort
Place of birth

Landkreis
County

Staat
Country

Staatsangehörigkeit
Citizenship

Militär-Regierung Registrierungsnummer
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 of kin

Welche Fremdsprachen?
Which foreign languages spoken?

Genaue Beschreibung Ihrer Tätigkeit und Orte Ihres Aufenthaltes während der letzten 12 Jahre
Exact description of your activities and residences during the last 12 years

Wenden!
(over)

(Wenn nötig, können weitere Angaben auf zweitem Blatt beigefügt werden.)

RUSSIAN EXPERIMENTS REAR THE ARIC CIRCLE D-147045

The following doctier information is contained in the file

DOCTIER INFORMATION

187945

198239

154654

202085

BERNARDY Guide to
EI (to be used by Flying Co.
160 (N) Remains to be
Flying Source (from)

HEADQUARTERS
COUNTER INTELLIGENCE CORPS
UNITED STATES FORCES, EUROPEAN THEATER
REGION I (STUTT GART)

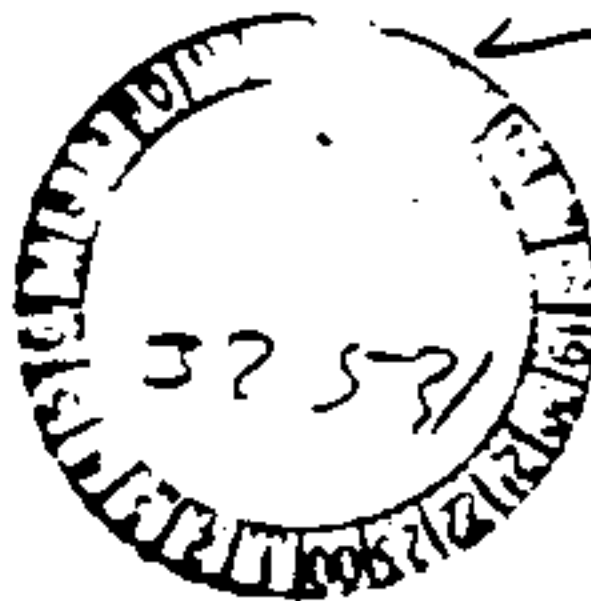
SUB REGION GOEPPIN
APO 104
12 JUL 47

File No. I-G-782

SUBJECT: Russian Experiments near the Arctic Circle

TO : CHIEF, COUNTER INTELLIGENCE CORPS, REGION I (STUTT GART),
APO 104, U.S. ARMY.

- ☒ FOR YOUR INFORMATION.
- ☐ FOR APPROPRIATE ACTION.
- ☐ FOR INVESTIGATION.
- ☐ REPORTS OF INVESTIGATION TO BE SUBMITTED TO THIS OFFICE
- ☐



DISPATCHED
JUL 24 1947
GOEPPINGEN
CIC

Raymond E. Smith
CHARLES T. SMITH
SPECIAL AGENT, CIC
Operations Officer

TEL: 3901

Incl: MOIC re: subject

File: 1043

BT DD

602/50

CHIEF, COUNTER INTELLIGENCE CORPS, REGION I (STUTT GART), APO 104, U.S. ARMY, 12 JUL 1947
9th Commanding Officer, 2700th Signal Group, 12th Signal Battalion, AF 757, US Army

Forwarded.

Register No C-6512

Incl - a/c

Stuttgart Station 19118
(S. 2-57)

REGRADED UNCLASSIFIED
ON JUL 06 1984
BY CDR USAINSCC/FOI/PO
AUTH PARA 1-603 DOD 5200.1-R

328

8-3 Work Sheet
(Do Not Detach)

Initiator
of action

DATE

14-8-47

SUBJECT

Russian Experiment
near the Arctic Circle

(If more than one
see REV. PSI SIDE)

DOSSIER NO:

DATE OF FILE:

THE FOLLOWING ACTION IS TO BE TAKEN OF THE ATTACHED MATERIAL

(Designate Numerical order) ACTION ACCOMPLISHED INITIALS

CPI GROUP : Attach card

or
: Indicate Dossier No's.

CANNOT IDENTIFY

FILES : One Impersonal File
: Open an Impersonal File
as follows

DOSSIER : Attach Dossier
GROUP : Open Dossier

: File in Dossier

CARDING : Prepare Card(s) or
underlined names(s) and/or
Impersonal Subject(s)

RETURN TO FILE WITHOUT FURTHER ACTION

: S-Executive
: Case Direction Section
: Internal Desk
: External Desk
: Production Group
: Central Registry
: Central Registry Correspondence Section
: Distribution Center

REMARKS:

Standard Abbreviations:

W-Reference Dossier
"H"-has looked up, and no record
"C"-Card or Dossier attached or
work accomplished

~~CONFIDENTIAL~~

UNCLASSIFIED

06 1994
CDR USAINSCOM FOI/PO
JTH PARA 1-603 DoD 5200.1-R

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

APD 154
28 July 1947

File No. I-G-792

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: Russian Experiments near the Arctic Circle

RE : "Plying Saucers"

Copy forwarded to
Ops Br. 187848
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 of LKA (New Land)

2. Results of Investigative Activities

a. It is alleged that in the area of LKA 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 Kosmos 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 (3rd) 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

~~CONFIDENTIAL~~
330

REGRADED UNCLASSIFIED

ON 06 1994

BY CDR USAINSCOM FOI/PO

AUTH PARA 1-603 DoD 5200.1-R

HEADQUARTERS

SUB-REGION GOEPPINGEN

COUNTER INTELLIGENCE CORPS REGION I

EUROPEAN COMMAND

Page No. 2

APD 154

18 July 1947

to a given center will for 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 .-C.

Edward S. Gundersen cc
Special Agent, CIO

Telephone: 3901

APPROVAL:

Charles J. Hering
CHARLES J. HERING
Special Agent, CIO
Operations Officer

187

198

195

202

DOSETH'S OFFICE 1942

Scouters cant in 1942

Soviet Experiments Near The Arctic
Circle
EBI's on Alleged Flying Saucers
HORTEN, Reimar + Walter
Flying Saucers from Denmark

DATE

SUBJECT

BERNARDY, Lucile
Helmut, Julius

COMMITTEE

DATE OF REPORT

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

(Designate numerical order)

G. I. GROUP

☐ Attach card

☐ Indicate Director's file

INTERNAL
FILES

☐ Check Internal File

☐ Open or Internal File
as follows

BOSSIE
GROUP

☒ Attach Dossier

☐ Open Dossier

☐ File in Dossier

CARDING

☐ Prepare G.I. Card(s) on
underlined rem.(s) and/or
Internal Sub.(s)

NOTE: TO FILE IN G. I. GROUP ACTION

- ☐ G-1 Executive
- ☐ Case Direction Section
- ☒ Central Registry
- ☐ Distribution Center
- ☐ American Field File

REMARKS:

Standard Abbreviations

☐ Reference to file
has been taken up and is pending
approval or dossier returned or
work accomplished

~~SECRET~~

R/L: Ltr. Hqs. 970th CIC Det., 8 September 1947, re: BERNHARDY, 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

The Commanding Officer, Sub-Region Frankfurt, CIC Region III, APO 757,
U. S. Army

1. Forwarded 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:

Carl J. Muehlstein
CARL J. MUELSTEIN
Special Agent, CIC
Operations Officer

Encl: a/c

Sals: FRIEDRICH 2093
Mr. WILLIAMS/ac

REGRADED UNCLASSIFIED
ON
BY CDR USAINSCOM FOI/PO
2nd Ind. AUTH PARA 1-603 DoD 5200.1-R

III-4748

Headquarters, Sub Region Frankfurt, Counter Intelligence Corps
Region III, 970 Counter Intelligence Corps Detachment, APO 757,
U. S. Army, 11 September 1947.

The Commanding Officer, Counter Intelligence Corps Region III,
Counter Intelligence Corps Detachment, APO 807, US Army

BERNHARDY, has returned to BORN (K51/755), Gruneweg 1,
Frankfurt which is in the British Occupation Zone.

This office is unable to conduct a background investigation
as subject remained in FRANKFURT only a short time.

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

Carl J. Muehlstein
CARL J. MUELSTEIN
Special Agent, CIC
Commanding

3-3 Mark Sheet
(2. Not Notch)

Indicator
of action

DATE 24 SEP 1947

SUBJECT BERNARDY, Louis Ernest

DO NOT WRITE

NAME OF SIP

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

Designate (numerical order) ACTION ATTACHED INITIALS

1. 1 GROUP 1/1: Attach card
or
1. 1: Indicate location

1. 1: Check Imperial War
1. 1: Open on Imperial War
as follows

1. 1: Attach Dossier
1. 1: Open Dossier
1. 1: File in Dossier

1. 1: Prepare for Card(s) on
unclassified base(s) and/or
in original subject(s)

1. 1: Put in file
1. 1: Case Disposition Section
1. 1: Source's Registry
1. 1: District Case Officer
1. 1: District Field file

DATE

SUBJECT

DO NOT

DATE OF

THE FOLLOWING ACTION IS TO BE TAKEN ON THE BASIS OF MATERIAL

(Designate in vertical order)

OF I GROUP

CONTROL AL
FILE

POSSIBLE
GROUP

CARDING

REMARKS

16-9-47

Bernhardy

187945

Quido

ACTION

ACTION

1. Attach card

2. Index in binder

3. Check in one file

4. Attach binder

5. File in binder

6. File in binder

7. Index in binder

8. Index in binder

9. Case Director Section

10. District Director

11. District Director

12. District Director

187945

187945



~~SECRET~~

M/L: Ltr Hq CIC EUCOM, 8 Sep 47, re: BARNHARDY, 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 indorsement.

FOR THE COMMANDING OFFICER



Encl: n/o

Encl: BARNHARDY 209;
Mr. WILLIAMS/2

Carl J. Kunkley
CARL J. KUNKLEY
Special Agent, CIC
Operations Officer

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

URGENT

To
General Lucius Clay
U.S.A. Headquarters

Concerning Flying disc-shaped projectiles seen over the U.S.A.

I am come here knowing for certain, that I have taken over a great responsibility. That's why I am forced to go my way not being careful of the burden it gives to me.

1. During the war I was commanded to the 1st Army as I learned that professor Maurer was making experiments with atom energy for propelling bombs, not for developing atom bombs. These experiments were made in order to be able to shoot them in farthest states. To the last of the war the Navy brought a submarine 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 REIMMANN subterraneous works for war materials. These works were situated in Kassel near the city of Jena, and they were ordered by the G. I. A. General Gaudel, who was moreover the special commissioner of the Fuehrer for constructing most quickly flying airplanes (jet airplanes) and for 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 constructions of the REIMMANN.

3. In these works I became acquainted with results

Dr. G. I.

of rocket's and missile's researches. I am not a scientist myself. After getting discharged from the Navy before the war I didn't intend with my knowledges till a short time ago on the following:

Two gentlemen without special knowledges observed special may have connection with world beside us. They need only an individual with which they write. They write not themselves, but it is written so the pen writes itself. You will propose I would make you feel, and you may say it would be more than is fair, while you are working with all your might. But I say you: it is for me more than painful to give you my information from such a position. But I have to do nothing but my duty and I must 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 the world. I beg you for being nothing but neutral and to verify the things I have to say you. I myself, too, I would not go to you if there were no information, 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:

- 1.) The experiments of project. I have now have produced a new world, the most awful world has ever seen.
- 2.) In these experiments takes part the Government being dead.
3. All Europe and the U.S.A. are threatened with destruction. The U.S.A. do not let us to work. To induce you to do so I am come to you.

To 4

The flying disk-shaped projectiles, last time I have seen the flying disk-shaped projectiles and China are projected. The flying disk-shaped projectiles are now here finished the experiments, and now I have the flying disk-shaped projectiles in the last 340 and several more to be

willing to do so. The position of his boat was given in a very
manner.

Before long the Fuehrer'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, 48 there will be made new experiments
shooting-off-bases, which were drawn also from the first shooting
water. There was given the place of planes too.

To 3:

These flying disc-shaped projectiles will exterminate all Europe
in the U. S. A.:

New York, California, Texas, Wisconsin, and 9 other states of U. S. A.
Only if the U. S. A. set a work immediately in a secret action
and so America will be ~~saved~~ saved then will be destroyed only a part of
Germany by a Sch. missile with a radius of 250 km around base. The
other parts of Europe including England will be very wasted by tight
actions. The U. S. A. will have destructions 100 km by 5. This will be made
by a flying disc-shaped projectile ten times as small as regular disc
as Sch. missile-bomb will be thrown by the U. S. A. There was noticed the
time.

In support of this the following facts:

To prepare proof to you, that these writings of a writer
side as such the truth, that it is going to be men can not be
were made the following series of actions:

4 The secret document of 1942, 342, but the same
this was made by the 2 G. column 8. 1. 1942, 342, but the same

by the Americans only. They were constructed partly by Americans and partly by the Russians.

2. The bomb, named by the U.S.A. as the great Atom-Bomb, is made today in U.S.A. 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 fire range of 600 km now; it destroys all about 30 cm of earth. In the moment there were made atom-bomb experiments with V_1 and V_2 .

3. For throwing atom-bomb there were constructed special apparatus in a factory of Chic since summer 1945. 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 bomb-throwing planes, but they thrust out the atom-bomb by a condensed air mechanism to thrust out it. The radioactive radiation brought about by the throwing is equal to the destructing radius of the bomb. Then the disorganisation of the atom consist of radium. The special planes come to a height of 1200 m - the formula of the bomb is not yet noticed.

Consequences:

My own knowledge and experiences compel me to confirm these facts. I am not an outcast, I have made my studies at the University, and I do not give credence to any opinion I would give to you myself, Sir, but they do not let me go to see you. So I was forced to write these informations given to me. [REDACTED] C 26, 5th 1, 47. Over and over I have aimed in seeing you because there is no time to keep putting off that what needs to be done.

I can't give last informations as I have been given to me to a lieutenant, but I am going to say to you, all I know and to what I have put in the angle 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 panese priest in Tokio, ^{named Tokaiso,} aged of 96, died 16th 7, 1941. It is in power to rivise name and date, written us in the same manner. The other things. The two gentlemen are so willing as myself to give 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 put in with on U.S.A.'s fabrication - or military - secrets, and we can serve - and authorities we will. But we feel us in duty of our time - and of God the Lord, and therefore I am come to you. So I will do everything possible all to attain the end determined to you. I do nothing in my own interests, on the contrary, what I do is opposite to all my personal interests and my daily duties. There was written, that you must be on way to catch the Fuehrer, Goebbels, and the shooting of cases till beginning of next month, and that you - or, would send with me your Adjutant to fetch the two gentlemen for you. It was said, that your Adjutant could speak German enough, and that he 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 here 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 see me in this week.

I have done more than my duty for me - and for you.

now it's your run to test my work, and the two gentlemen, and to act. Let you go on with your work, yourself and their work. All responsibility for America and the world is yours now, and never and never you will be able 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 or honored, or million."

I am of opinion to do for you more than for much. I will give you possibilities to catch your last knowledge, for you and your people, 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 "Woodstock-Bunker" this weekend, after this I am not more to see you, and I will go other ways.

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.

Should 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 American. I will do nothing but my duty, that's all.

I am thinking, they do not say anything about
an unknown man, and you are a General and only a
But such sort of things I have to say, concerning the fate of
nations 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
too. But my time is as good as others', and it is not my duty
run after them or ^{any} lieutenant, ^{or objection} if I will help you, Sir. If
can not succeed, you deserve fate, said to you to save the world, and
you have been getting culpable before God and mankind. You must
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 USA

What do you think of the worth of the formula of "Subteritum"?
Shall I give them to others? I think, if anyone can ~~not~~ make use of
the formula of "Subteritum", the things are more than earnest, and the
more as so "Subteritum" is the only weapon, that can help America
and the world.

There are made words enough, that you will not have al-
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 this
matter my life for you, please, Sir, do you take it into considera-
tion in all what you do. But I did 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 why I have the
virtue to do things not for myself and not for the two gentlemen
but for history, and for God and mankind

These things must rest with the U.S.A.'s Headquarters. Do you know ^{so much to} ~~mean~~ to another as to yourself? These ~~are not~~ ^{are not} in no account in other hands as yours, beside you are there, will bring you down.

I finish my report with the last words of your president Franklin D. Roosevelt written to me:

"Cheer up, German man, do fight for Stars and Strips!"

Bonn, 14th Aug. 1944

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 fetch them. But on Saturday they gave me 166- Reichsmark to go by train alone and to come back with the two gentlemen. It there was ~~no~~ ^{no} ~~any~~ ^{any} ~~to~~ ^{to} ~~write~~ ^{write} them. They did not keep the agreement, and so I was forced by their own behavior to write them the following:

"As already said you in Frankfurt it was impossible to get an administrative 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. I 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 ^{our agreement} any establishment to fetch the two gentlemen together with me by motor-car and to provide the necessary drawings. 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.

By such a situation, brought on by your own department, as it is

... willing, but unwilling to do anything by yourself. For the sake of your own interests, and for which I don't want any sacrifices or pains, it was made me impossible to go on to you with the two men. In our negotiations I have pointed emphatically to the fact that ever and ever I have said, that I myself did not stand any threat these things being in your own interests. But if you are not even to any action for yourself and in doing your duty, and if the fact is not important to you, I am feeling myself not more in duty to you, and I will do my further actions as I have written to you.

I enclosed the 100.- RM (one hundred Reichsmark) given me 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 three colonies 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 culture and on a low 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 follow my work in this manner and to return to them.

Am I risking my life to be treated as a little boy? I am not treated before America's door. I can't do now nothing but let you know what you must and what you will. I myself, I have to make my work in another manner now.

INTERNAL ROUTE SLIP

HEADQUARTERS, U S FORCES, EUROPEAN THEATER

FILE NO: 333.5 (GID/CPS/IS)

Julius.

SUBJECT: Request for Investigation of BERNARDY, Guido, Helmut DATE 21 August 1947

(Number each memo or minute consecutively. Fill in as many columns as are required. Draw a line across the sheet. Use entire width of sheet for last column.)

| No | From | Pass to | Date | HAS THIS PAPER BEEN COORDINATED WITH ALL CONCERNED |
|----|-------------------|---------|------------|---|
| 1 | Dps Br | CIC | 29 Aug. 47 | <p>Reference the attached letter from BERNARDY, Guido, Helmut, Julius of BSH, Gruneweg 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 this office.</p> <p style="text-align: right;">S. D. BENTON
Colonel, GSC
Chief, Operations Branch</p> |
| 2 | Bq
7426
CIC | Cps Br | 25 Sep 47 | <p>BERNARDY has returned to BSH (111/763), Gruneweg 1, which is in the British Occupation Zone. Requested background investigation could not be conducted as subject remained in FRANKFURT only a short time.</p> <p style="text-align: right;">J. E. BENTON
Colonel, GSC
Chief, Operations Branch</p> |

See telephone 7254

REGRADED UNCLASSIFIED
ON 06 1984
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R.

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

233.5 (710/75/18)

Julius.

Request for Investigation of BERNARD, Guido, Helmut, 29 August 1947

2 Ops Br CIC 29 Aug. 47

Reference the attached letter from BERNARD, Guido, Helmut, Julius or JRM, on August 1, written to General Clay, and report of Headquarters, Counter Intelligence Corps Region III, Sub-Region FLANK/77, dated 8 August 1947, request that BERNARD's background be investigated and two copies of the report of investigation be forwarded to this office.

A. D. T. 1947
Colonel, USA
Chief, Operations Branch

2 copies a/o
TFL: 7434
Capt. David M. ...

N/A - Ltr written to Gen. CLAY by a BERNARD, 7 Aug 47, in which the writer states he has knowledge of the whereabouts of Adolf HITLER and Martin BORMANN. BERNARD also states 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 more developed discs will destroy the US and part of GERMANY. These discs are scheduled to be launched aboard HITLER's submarine which is located in the South Atlantic between Cape Horn and the Cape of Good Hope. Requests are made for TFL to take immediate action to stop this. Coord w/Maj. WILSON, CIC.

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCOM FOW/PO
AUTH PARA 1-603 DoD 5200.1-R

5-3 Work Sheet
(Do not Detach)

Initiator
of Action

EL

15-8-47 1879-15
BERNARDY, Guido
Helmut, Julius

(If more than one see
REVERSE SIDE)

24 July 1914

THE FOLLOWING ACTION IS TO BE TAKEN ON THE ATTACHED MATERIAL

| ACTION
(Designate Direction Order) | ACCOMPLISHED
(or not) | INITIALS |
|---------------------------------------|--------------------------|----------|
|---------------------------------------|--------------------------|----------|

| | | |
|--|--|------------|
| <input checked="" type="checkbox"/> Attach card
or
<input checked="" type="checkbox"/> Indicate Dossier No's | | <i>H/1</i> |
|--|--|------------|

| | | |
|---|--|--|
| <input checked="" type="checkbox"/> Open an Internal File
as follows | | |
|---|--|--|

| | | |
|---|-------------------|--|
| <input checked="" type="checkbox"/> Attach Dossier
<input checked="" type="checkbox"/> Open Dossier
<input checked="" type="checkbox"/> File in Dossier | <i>[initials]</i> | |
|---|-------------------|--|

| | | |
|---|--|--|
| <input checked="" type="checkbox"/> Prepare CFI Card(s) on
underlined name(s) and/or
Internal Subject(s)
DO NOT FILE WITHIN: FORMER ACT CT | | |
|---|--|--|

| | | |
|--|-------------------|--|
| <input checked="" type="checkbox"/> By Executive
<input checked="" type="checkbox"/> Case Division Section
<input checked="" type="checkbox"/> Internal Desk
<input checked="" type="checkbox"/> External Desk
<input checked="" type="checkbox"/> Production Group
<input checked="" type="checkbox"/> Central Registry
<input checked="" type="checkbox"/> External Registry Correspondence Section
<input checked="" type="checkbox"/> Distribution Center | <i>[initials]</i> | |
|--|-------------------|--|

Standard Abbreviations: Reference Dossier
 * Was locked up and no record
 * Card or Dossier attached or work accomplished.

~~Secret~~

HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION III
SUB REGION FRANKFURT

APC 757

III-81-0044

6 August 1947

SUBJECT: RICHARDY, Guido

TO : Commanding Officer, Counter Intelligence Corps Region III,
970th Counter Intelligence Corps Detachment, APC 807, US Army

1. Forwarded:

- ☒ For your information. 1 copy of enclosed MCIC has been hand-carried
to Headquarters 970th CIC, by Captain HOLLOMEY.
- ☐ For appropriate action.
- ☐ For investigation.
- ☐ For transmittal to:

1 Incl: MCIC, re subj, dtd 6 Aug 47 (quint)

Dist: 0400 Pm

William J. Dodge
Executive Officer
for MAX ETKIN
SPECIAL AGENT, C.I.C.
COMMANDING

1 or Incl

Headquarters, Counter Intelligence Corps, Region III, APC 807, U. S. Army.

To:

REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

352

~~Secret~~

~~SECRET~~

R/L: Hqs. CIC Region III, Sub-Region Frankfurt, dtd 11 Aug 47.
Subject: BARNHARDY, 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)

Re: Enclosed MCIC, Sub-Region Frankfurt, Subject as above, dated
8 August 1947, is forwarded for your information.

FOR THE COMMANDING OFFICER:

Carl J. Kuehnert
CARL J. KUEHNERT
Special Agent, CIC
Operations Officer

1 Incl. w/c
One copy of MCIC, withdrawn

Tel: Friedberg 2183/Mr. WILLIAMS/ob



REGRADED UNCLASSIFIED
ON JUL 06 1994
BY CDR USAINSCCM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

353

~~SECRET~~

8-3 Work Sheet
(Do Not Detach)

Initiator
of action

EL

DATE

2-9-47

SUBJECT

Bernardy, Guido, Helmut

More than one
see REVERSE SIDE

RECORD NO:

DATE OF BIRTH:

8-3 WHICH ACTION IS TO BE TAKEN ON THE ATTACHED MATERIAL:

(Designate numerical order)

ACCOMPLISHED

INITIALS

ATTACH CARD

☐ Attach card

or

☐ Indicate Dossier No's.

CANNOT IDENTIFY

IMPERSO-
NAL FILE

☐ Check Impersonal File

☐ Open an Impersonal File
as follows

RECORD
GROUP

☒ Attach Dossier

☐ Open Dossier

☐ File in Dossier

12-15

RECORD

☐ Prepare CFI Card(s) on
underlined name(s) and/or
Impersonal Subject(s)

RETURN TO FILE WITHOUT FURTHER ACTION

☐ C-3 Executive

☒ Case Direction Section

☐ Internal Desk

☐ External Desk

☐ Production Group

☐ Central Registry

☐ Central Registry Correspondence Section

☐ Distribution Center

☐ American Field File

EL

STW

Standard Abbreviations:

Ref--Reference made

OK--has looked up and no record

OK--Card or dossier attached or
work accomplished

PROJECTS, USAF DETACHMENT 35

~~CONFIDENTIAL~~

| | | | | | | |
|-----------|-------------|-------------|-------------|------------|----------|------------|
| AKRON | BRANFORD | DAWVILLE | GREENWICH | MYPPHIS | RENNELL | VENTON |
| ATLANTA | BRIDGEPORT | DARY | GUILFORD | MIDDLEBURY | SALIN | WALTHAM |
| AVALON | BUTTE | DEADWOOD | HUNTINGTON | MILWAUKEE | SALIDA | WASHINGTON |
| BAKER | CAMBRIDGE | DO THAN | KEY HOLE | POLINA | SEATTLE | WATERBURY |
| BALTIMORE | CARLSBAD | DURANGO | LANCASTER | NEW YORK | SHERIDAN | WILKINSON |
| BANDON | CARSON | FLKO | LA SALLE | PEORIA | SHOSHONE | WILTON |
| DAYTON | CASPER | FRIE | LIBERTY | PCMONA | SPOKANE | WOODMONT |
| DELAWARE | CHATTANOOGA | GARY | LINCOLN | POTTER | SPRING | YORK |
| DUNELLY | CHESTER | GLOUCESTER | LOS ANGELES | FRINGELTON | TOPICA | |
| BILLINGS | CHICAGO | GRANDRAPIDS | MADISON | PROVO | TRINIDAD | |
| BOSTON | COBY | GREENCASTLE | MANION | RICHMOND | UTICA | |
| BOWMAN | DALLAS | GREENVILLE | MARSHALL | ROCKFORD | WALL | |

DECLASSIFIED

Authority: Executive Order 12958

Originating Agency Interests:

- Declassified in Full
- ~~Declassified in Part~~

Other Agency Interests Declassified?

• YES

• **NO**

DO NOT USE AT 11:00 AM
NOT AVOIDED BY 11:00 AM
11:00 AM 11:00 AM

PROJECTS