

New Aerial Weapons Used by Germans

PARIS (AP)—The Germans are using jet and rocket propelled planes and various other "new-fangled" gadgets against Allied night fighters, Lieut. Col. B. Johnson, Natchitoches, La., commander of a P-51 Black Widow group, said today.

"In recent nights we've counted 15 to 20 jet planes," Johnson said. "They sometimes fly in formations of four, but more often they fly alone."

Johnson described a new kind of flak which he said might be a phosphorus bomb.

"It exploded in a large ball of fire at 10,000 feet and I could see drops of fire dripping away from it," he said. "The same ball of fire exploded several times, each time at a lower altitude. The dripping process followed each explosion," he added.

The Germans also have a trick weapon which sends a dummy airplane into the paths of daylight bombers purely for a "psychological" effect.

"It looks like the tail or other part of a plane on fire, but it does not damage," Johnson said. "They merely intend it to get you excited." THE DAY New London, Connecticut

Oddities in Weapons

Germans' 'Secret' Mines, Missiles, Craft Proving More Spectacular Than Lethal

By HANSON W. BALDWIN

In addition to the flying bomb and the rocket the Germans have introduced or are working upon other new weapons or inventions—some of them of tremendous potential, others merely fads and duds.

These include new mines for land and water use, new types of piloted planes, small submarines and one-man torpedoes, and various new types of army equipment.

One-man torpedoes have been used in some numbers by the Nazis in the Bay of the Seine, usually ineffectively. The German version of this old weapon consists of two torpedo shells, one fastened above the other, about six inches apart. The upper torpedo contains no explosive warhead, but is fitted as a cockpit for a small man, who guides the device near its target and then fires the lower torpedo against the target. The pilot of this strange craft is usually a green youngster or fire-breathing Nazi, who wears the German submarine escape gear over his face and breaths oxygen from it.

Some of the German submarines, which are now making their last stand with the investment of their great bases in the Brittany peninsula, are believed to have been equipped with long underwater exhaust stacks that reach to the surface. These stacks are supposed to enable the submarine to remain at periscope depth while recharging batteries, an operation that formerly required surfacing. This device is in itself an acknowledgment of defeat: Allied counter-submarine measures have become so strong that it is perilous for the U-boats to surface.

Foreign press reports have also noted the possible development of very small submarines, with teardrop-shaped conning towers, and very high underwater speeds. These, if they actually exist, are probably of an experimental nature only.

Jet-Propelled Aircraft

More important is the German development of jet-propelled piloted aircraft. Some of these have been encountered by our fliers in the skies above Germany. They are very fast, but apparently of very limited range.

There are some four models, as reported in the British aviation press—the Heinkel 280 and the Heinkel 219, the Messerschmitt 163 and the Me 262. The Heinkel 219 is conventionally powered, and uses jet propulsion to boost its power. The Heinkel 280 is believed to have a double jet unit and has a double rudder and fin. The Me 163, a single jet-driven plane, is believed to mount a cannon, has very high speed, but very limited duration of flight. The Me 262 has a twin-jet unit.

Little is known of the charac-

teristics of these planes but the enemy, like ourselves, is known to be developing the jet propulsion principle and to be manufacturing planes—probably in increasing numbers—employing that principle.

The Germans, using the first model of their 88-mm. gun with a somewhat higher initial velocity and a longer projectile, have increased the quality of their anti-aircraft and anti-tank work. They have also employed many so-called scare items against our planes—flying particles, trailing wire-bursting rockets and flying disks—all of them considerably more spectacular than lethal.

The Germans used against our shipping in the Bay of the Seine, with no better results, the same types of radio-controlled glider bombs they employed against the Allies in the Mediterranean. They have also used a radio-controlled bomb of conventional shape.

Controlled Glider Bomb

The radio-controlled glider bomb weighs about 1,700 pounds, has a ten-foot wingspread and a ten-foot length. It is not to be confused with the pilotless, jet-propulsion aircraft now used again in London. The glider bomb is launched from a parent aircraft—usually a Dornier-217, Heinkel-177, Focke-Wulf-200 or Junkers-290. A small jet propulsion unit helps it glide toward its target, and the observer in the parent aircraft directs it toward its target by radio. It travels at a speed of about 350 miles an hour, and its accuracy is dependent upon the accuracy with which the observer directs it. The Germans have obtained very few important results with it.

The radio-controlled bomb is a normal 3,000-pound armor piercing bomb, with a special tail and fins and gyro stabilization. The radio control of the fins enables the bomb to be deflected toward the target. The Germans have accomplished very little with this weapon.

New land mines—some of them non-metallic, others for use against personnel—have made their appearance in France.

The Germans have also followed on land the trend toward remote control devices, and have attempted to use so-called Goliaths or robot, tracked vehicles of small size against our lines. These vehicles contain explosives, and are controlled by cable or radio. They have been completely ineffective.

These strange new weapons, and the flying bomb and the giant rocket indicate to some extent the Pandora's box of scientific evils this war has uncovered. The Allies, as well as the Germans, have many of these and of other new weapons. Each day as the war continues, the weapons of war increase in malignancy and power.

Nazi War Secrets Hunt Nearly Ended

BERLIN, May 16. (AP)—A report from the American military government disclosed today that Allied technical investigators are nearing the end of their quest after Nazi war secrets—such as the flying bomb—in the western zones of occupation.

NY TIMES

BERLIN'S DEVICE FUTILE

Silver Spheres Above City Have No Effect, Capital Says

Special to THE NEW YORK TIMES.

WASHINGTON, Dec. 20 — No "detectable effects" have been noted from the mysterious "silver balls" that, American pilots recently reported, were floating over Berlin, an official Army Air Forces spokesman said today.

The objects were described as silver, or silver-covered, but the AAF does not know whether they are metal, the spokesman said. He added that the descriptions had been contained in newspaper reports and that headquarters here had had no reports from the theatre.

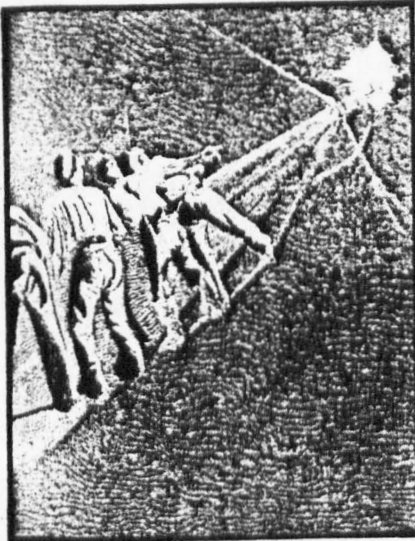
DECEMBER 21, 1944.

Foo-Fighter

If it was not a hoax or an optical illusion, it was certainly the most puzzling secret weapon that Allied fighters have yet encountered. Last week U.S. night fighter pilots based in France told a strange story of balls of fire which for more than a month have been following their planes at night over Germany.* No one seemed to know what, if anything, the fireballs were supposed to accomplish. Pilots, guessing that it was a new psychological weapon, named it the "foo-fighter."

Their descriptions of the apparition varied, but they agreed that the mysterious flares stuck close to their planes and appeared to follow them at high speed for miles. One pilot said that a foo-fighter, appearing as red balls off his wing tips, stuck with him until he dove at 360 miles an hour; then the balls zoomed up into the sky.

Skeptical scientists, baffled by the whole affair, were inclined to dismiss the fireballs as an illusion, perhaps an afterimage of light which remained in the pilots' eyes after they had been dazzled by flak bursts.



The Bettmann Archive

ST. ELMO'S FIRE
Could that be it?

But front-line correspondents and arm-chair experts had a Buck Rogers field day. They solemnly guessed: 1) that the balls of fire were radio-controlled (an obvious absurdity, since they could not be synchronized with a plane's movements by remote control); 2) that they were created by "electrical induction of some sort"; 3) that they were attracted to a plane by magnetism.

The correspondents further guessed that foo-fighters were intended: 1) to dazzle pilots; 2) to serve as aiming points for anti-aircraft gunners; 3) to interfere with a plane's radar; 4) to cut a plane's ignition, thus stop its engine in midair.

Some scientists suggested another possibility: that the fireballs were nothing more than St. Elmo's Fire, a reddish, brush-like discharge of atmospheric electricity which has often been seen near the tips of church steeples, ships' masts and yardarms. It often appears at a plane's wing tips.

* Last month pilots reported that they had seen mysterious floating silvery balls, apparently another "secret weapon," in daylight flights over Germany.

Foo-Fighters

Lt. Donald Meiers of Chicago was flying a Beaufighter on an intruder mission over Germany. He was braced to meet Nazi planes or anti-aircraft. Suddenly an eerie light split the darkness around his plane. Looking up from his instrument panel, the horrified lieutenant saw two red balls of fire cruising alongside his wingtips. Thinking he had run into a secret anti-aircraft weapon, Meiers tensed and waited for a German on the ground to push a button and blow him up. But the balls merely kept pace with him for a while and then disappeared.

That was more than a month ago, one of the first times Allied fighters encountered what they now call "foo-fighters."* In addition to the wingtip balls, pilots have reported two other types. One is a group of three similar balls which fly in front of their planes, the other a group of about fifteen which appear some distance away and flicker on and off. Apparently controlled by radio, the foo-fighters keep

*The name comes from the "Smoky Stover" comic strip.

formation with the planes, even when they dive, climb, or take violent evasive action. "But they don't explode or attack us," Meiers said last week. "They just seem to follow us like will-o'-the-wisps."

Probably related to the silvery balls seen by daylight pilots (NEWSWEEK, Dec. 25, 1944), the foo-fighters so far apparently baffle intelligence officers. Possibly they are the results of a new anti-radar device which the Germans have developed. On the other hand, they may be the exhaust trails of a smaller model of the radio-controlled Messerschmitt-163, a rocket-propelled flying wing.

Day bombers have met the Me163, which has an explosive charge in the nose and is apparently designed to crash into Allied planes. When one pilot closely inspected the foo-fighters tagging him, however, he detected nothing but the spheres.

Newsweek 1/15/45

The Silver Sphere Puzzle

A massive assault by the United States Army Air Forces based in Britain and Italy last week brought the air war in Europe to a new peak of size and technique. At a season when bad weather ordinarily reduces air activity, the Eighth and Fifteenth Air Forces surpassed all previous records and in a single day sent a total of 2,100 heavy bombers and 1,150 fighters against the Reich.

From Britain, 1,600 heavies, escorted by 800 fighters, flew east in five waves stretching over 300 miles. They were manned by 16,800 American airmen; they carried 4,000 tons of explosives and incendiaries. Once over Germany, in cloudy weather that grounded the Luftwaffe and required the Americans to use electronic bombing devices, the Fortress attacked rail yards at Frankfurt and Giessen; the Liberators bombed rail yards at Hanau. From the south, the Fifteenth's heavy bombers hit the Moosbierbaum oil refinery near Vienna.

But though German defense was limited to anti-aircraft fire, the Luftwaffe

was still ready for battle, still ingenious in defense. Dispatches heavily censored by Supreme Headquarters revealed that American pilots have recently encountered a new phenomenon over Germany: silver-colored spheres resembling huge, glittering Christmas-tree ornaments. Sometimes translucent, floating singly or in clusters, the balls are presumably a new form of aerial interference. Recalling the Allied and German use of tinfoil strips dropped by attacking planes to confuse Radar instruments on the ground, Hanson Baldwin, military analyst of The New York Times, made this educated guess on the new German weapon:

"The new 'silver spheres' might represent . . . the reverse of this idea. Such spheres, drifting about in the sky, might interfere with and confuse the radar in the attacking planes, thus making 'blind' bombing impossible, or far more inaccurate than it normally is."

Newsweek 12/25/44

Copied from New York Times, January 2, 1945 (pp. 1 & 4)

BALLS OF FIRE STALK U. S. FIGHTERS IN HIGH ASSAULTS OVER GERMANY
by the Associated Press

AMERICAN NIGHT FIGHTER BASE, France, Jan. 1 - The Germans have thrown something new into the night skies over Germany--the weird, mysterious "foo-fighter," balls of fire that race alongside the wings of American Beaufighters flying intruder missions over the Reich.

American pilots have been encountering the eerie "foo-fighter" for more than a month in their night flights. No one apparently knows exactly what this sky weapon is.

The balls of fire appear suddenly and accompany the planes for miles. They appear to be radio-controlled from the ground and keep up with planes flying 300 miles an hour, official intelligence reports reveal.

"There are three kinds of these lights we call 'foo-fighters'," Lieut. Donald Meiers of Chicago said. "One is red balls of fire which appear off our wing tips and fly along with us; the second is a vertical row of three balls of fire which fly in front of us, and the third is a group of about fifteen lights which appear off in the distance--like a Christmas tree up in the air--and flicker on and off."

The pilots of this night-fighter squadron--in operation since September, 1943--find these fiery balls the weirdest thing that they have yet encountered. They are convinced that the "foo-fighter" is designed to be a psychological as well as a military weapon, although it is not the nature of the fire-balls to attack planes.

"A 'foo-fighter' picked me up recently at 700 feet and chased me twenty miles down the Rhine Valley," Lieutenant Meiers said. "I turned to starboard and two balls of fire turned with me. I turned to the port side and they turned with me. We were going 260 miles an hour and the balls were keeping right up with us."

"On another occasion when a 'foo-fighter' picked us up, I dove at 360 miles per hour. It kept right off our wing tips for a while and then zoomed up into the sky."

1944

FOO-FIGHTERS

FOREIGN

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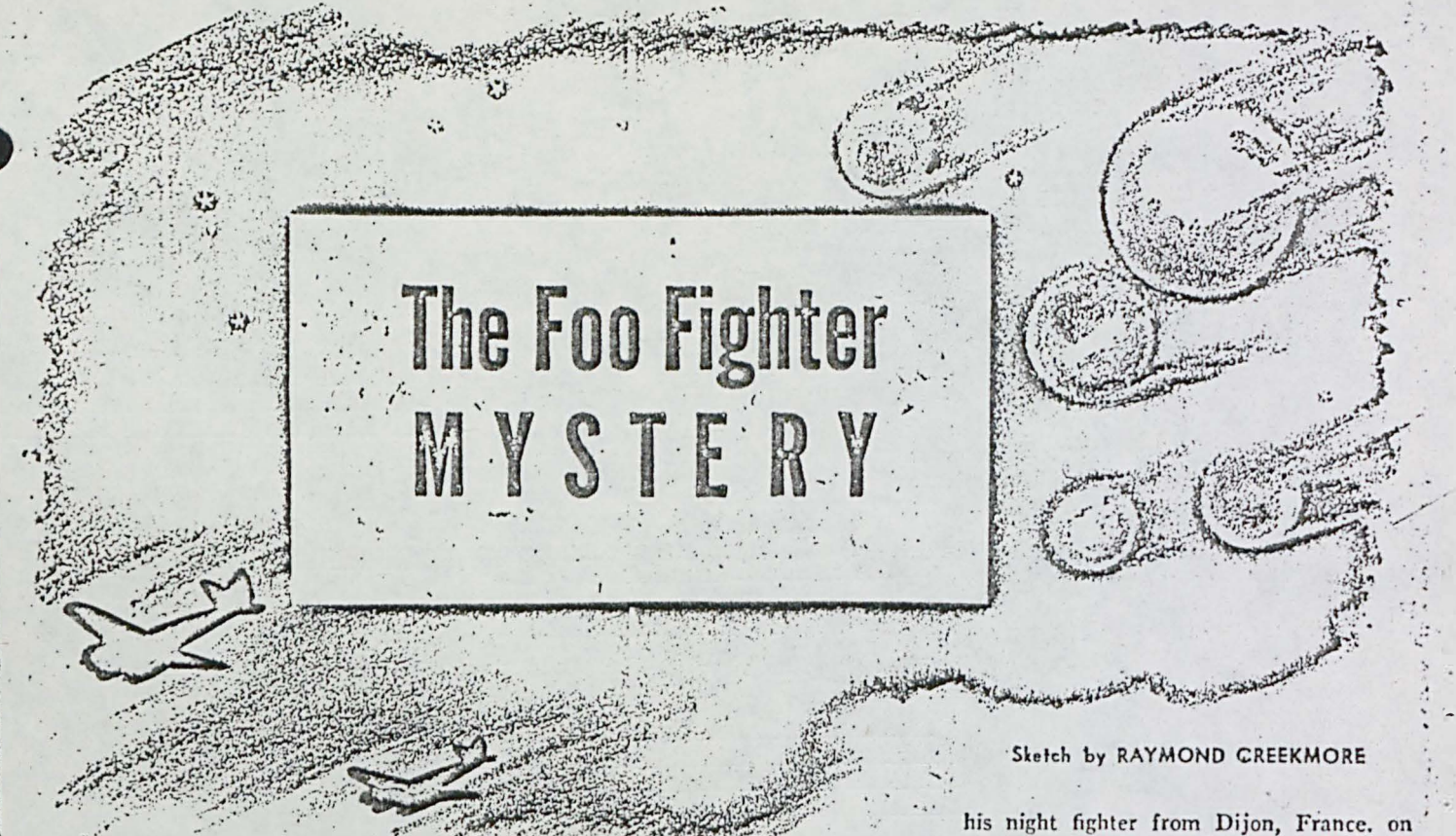
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"When I first saw the things off my wing tips, I had the horrible thought that a German on the ground was ready to press a button and explode them. But they don't explode or attack us. They just seem to follow up like will-o-the-wisps."

(An Associated Press report from Paris on Dec. 13 said that the Germans had thrown silvery balls into the air against day raiders. Pilots then reported that they had seen these objects, both individually and in clusters, during forays over Germany.)

Lieut. Wallace Gould of Silver Creek, N.Y., said that the lights had followed his wing tips for a while and then, in a few seconds, zoomed 20,000 feet into the air out of sight. Lieut. Edward Schlater of Oshkosh, Wis., said that he had seen the "foo-fighter" on two occasions and it "looked like shooting stars." In his first experience with them, Lieutenant Gould said, "I thought it was some new form of jet-propulsion plane after us. But we were very close to them and none of us saw any structure on the fire balls."



The Foo Fighter MYSTERY

Sketch by RAYMOND CREEKMORE

By Jo Chamberlin

DURING THE last months of the war the crews of many B-29s over Japan saw what they described as "balls of fire" which followed them, occasionally came up and almost sat on their tails, changed color from orange to red to white and back again, and yet never closed in to attack or crash, suicide-style.

One B-29 made evasive maneuvers inside a cloud, but when the B-29 emerged from it, the ball of fire was following in the same relative position. It seemed 500 yards off, three feet in diameter, and had a phosphorescent orange glow. No wing or fuselage suggesting an aerial bomb or plane was seen. The ball of fire followed the B-29 for several miles and then disappeared just as mysteriously as it had appeared in the dawn light over Fujiyama.

Some B-29 crews said they could readily lose the ball of fire by evasive maneuvers, even though the ball kept up with them at top speed on a straight course; other B-29 crews reported just the opposite.

Nobody could figure it out.

Far to the south, a B-24 Liberator was at 11,000 feet over Truk lagoon, when two red lights rose rapidly from below, and followed the B-24. After an hour, one light turned back. The other kept on—sometimes behind, sometimes alongside, sometimes ahead about 1,000 yards, until daybreak when it climbed to 15,000 feet and stayed in the sun, like a Jap fighter seeking game, but never came down. During

the flight, the light changed from red to orange, then white, and back to orange, and appeared to be the size of a basketball. No wing or fuselage was observed. The B-24 radioed island radar stations to see if there were any enemy planes in the sky.

The answer was: "None."

A curious business, and one for which many solutions have been advanced, before the war was over, and since. None of them stand up. The important point is: No B-29 was harmed by the balls of fire, although what the future held, no one knew. The Japanese were desperately trying to bolster up their defense in every way possible against air attack, but without success. Our B-29s continued to rain destruction on Japanese military targets, and finally dropped the atomic bomb.

Naturally, U. S. Army authorities in Japan will endeavor to find the secret—but it may be hidden as well as it appears to be in Europe. The balls of fire continue to be a mystery—just as they were when first observed *on the other side of the world*—over eastern Germany.

This is the way they began.

At ten o'clock of a November evening, in late 1944, Lt. Ed Schlueter took off in

The riddle of the balls of fire encountered by our night-flying planes over Germany and, later, over Japan

his night fighter from Dijon, France, on what he thought would be a routine mission for the 415th Night Fighter Squadron.

Lt. Schlueter is a tall, competent young pilot from Oshkosh, Wisconsin, whose hazardous job was to search the night sky for German planes and shoot them down. He had done just this several times and had been decorated for it. As one of our best night fighters, he was used to handling all sorts of emergencies. With him as radar observer was Lt. Donald J. Meiers, and Lt. Fred Ringwald, intelligence officer of the 415th, who flew as an observer.

The trio began their search pattern, roaming the night skies on either side of the Rhine River north of Strasbourg—for centuries the abode of sirens, dwarfs, gnomes, and other supernatural characters that appealed strongly to the dramatic sense of the late A. Hitler. However, at this stage of the European war, the Rhine was no stage but a grim battleground, where the Germans were making their last great stand.

The night was reasonably clear, with some clouds and a quarter moon. There was fair visibility.

In some respects, a night fighter plane operates like a champion boxer whose eye sight isn't very good; he must rely on other senses to guide him to his opponent. The U. S. Army has ground radar stations, which track all planes across the sky, and tell the night fighter the whereabouts of any plane. The night fighter flies there, closes in by means of his own radar until usually he can see the enemy, and if the plane doesn't identify itself as friendly, he shoots it down. (Continued on page 43)

FOO MYSTERY

(Continued from page 9)

Or, gets shot down himself, for the Germans operate their aircraft in much the same way we did, and so did the Japanese.

Lt. Schlueter was flying low enough so that he could detect the white steam of a blacked-out locomotive or the sinister bulk of a motor convoy, but he had to avoid smokestacks, barrage balloons, enemy searchlights, and flak batteries. He and Ringwald were on the alert, for there were mountains nearby. The inside of the plane was dark, for good night vision.

Lt. Ringwald said, "I wonder what those lights are, over there in the hills."

"Probably stars," said Schlueter, knowing from long experience that the size and character of lights are hard to estimate at night.

"No, I don't think so."

"Are you sure it's no reflection from us?"

"I'm positive."

Then Ringwald remembered—there weren't any hills over there. Yet the "lights" were still glowing—eight or ten of them in a row—orange balls of fire moving through the air at a terrific speed.

Then Schlueter saw them far off his left wing. Were enemy fighters pursuing him? He immediately checked by radio with Allied ground radar stations.

"Nobody up there but yourself," they reported. "Are you crazy?"

And no enemy plane showed in Lt. Meiers' radar.

Lt. Schlueter didn't know what he was facing—possibly some new and lethal German weapon—but he turned into the lights, ready for action. The lights disappeared—then reappeared far off. Five minutes later they went into a flat glide and vanished.

The puzzled airmen continued on their mission, and destroyed seven freight trains behind German lines. When they landed back at Dijon, they decided to do what any other prudent soldier would do—keep quiet for the moment. If you tried to explain everything strange that happened in a war, you'd do nothing else. Further, Schlueter and Meiers had nearly completed their required missions, and didn't want to



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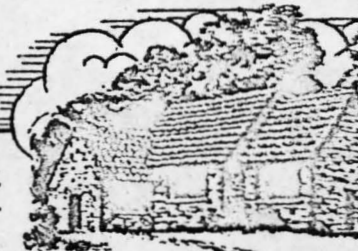
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the unsuccessful effort to confuse our pilots or hinder our radar bombing devices.

What about jet planes?

No, the Germans had jet planes all right, but they didn't have an exhaust flame visible at any distance.

Could they be flying bombs of some sort, either with or without a pilot? Presumably not—with but one exception no one thought he observed a wing or fuselage.

Weather balloons?

No, the 415th was well aware of their behavior. They ascended almost vertically, and eventually burst.

Could the lights or balls of fire be the red, blue, and orange colored flak bursts that Eighth Air Force bomber crews had reported?

It was a nice idea, said the 415th, but there was no correlation between the foo-fighters they observed and the flak they encountered. And night flak was usually directed by German radar, not visually.

In short, no explanation stood up.

On Dec. 31, 1944, AP reporter Bob Wilson, was with the 415th and heard about the foo-fighters. He questioned the men until 4 a.m. in the best newspaper tradition until he got all the facts. His story passed the censors, and appeared in American newspapers on January 1, 1945, just in time to meet the customary crop of annual hangovers.

Some scientists in New York decided, apparently by remote control, that what the men had seen in Germany was St. Elmo's light—a well-known electrical phenomenon appearing like light or flame during stormy weather at the tips of church steeples, ships' masts, and tall trees. Being in the nature of an electrical discharge, St. Elmo's fire is reddish when positive, and blueish when negative.

The 415th blew up. It was thoroughly acquainted with St. Elmo's fire. The men snorted, "Just let the sons come over and fly a mission with us. We'll show 'em."

Through January, 1945, the 415th continued to see the "foo-fighters," and their conduct became increasingly mysterious. One aircrew observed lights, moving both singly and in pairs. On another occasion, three sets of lights, this time red and white

The \$11 billion Victory Loan ends December 8th.

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in color, followed a plane, and when the plane suddenly pulled up, the lights continued on in the same direction, as though caught napping, and then sheepishly pulled up to follow.

The pilot checked with ground radar—he was alone in the sky.

This was true in every instance foo-fighters were observed.

The first real clue came with the last appearance of the exasperating and potentially deadly lights. They never kept the 415th from fulfilling its missions, but they certainly were unnerving. The last time the foo-fighters appeared, the pilot turned into them at the earliest possible moment—and the lights disappeared. The pilot was sure that he felt prop wash, but when he checked with ground radar, there was no other airplane.

The pilot continued on his way, perturbed, even angry—when he noticed the lights far to the rear. The night was clear, and the pilot was approaching a huge cloud. Once in the cloud, he dropped down two thousand feet and made a 30 degree left turn. Just a few seconds later he emerged from the cloud—with his eye peeled to the rear. Sure enough, coming out of the cloud in the same relative position was the foo-fighter, as though to thumb its nose at the pilot, and then disappear.

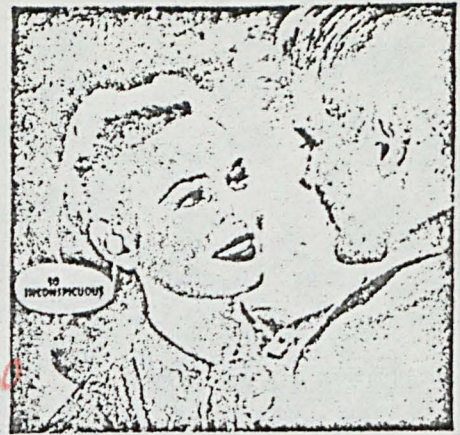
This was the last time the foo-fighters were seen in Germany, although it would have seemed fitting, if the lights had made one last gesture, grouping themselves so as to spell "Guess What" in the sky, and then vanishing forever.

But they didn't.

The foo-fighters simply disappeared when Allied ground forces captured the area East of the Rhine. This was known to be the location of many German experimental stations. Since V-E day our Intelligence officers have put many such installations under guard. From them we hope to get valuable research information—including the solution to the foo-fighter mystery, but it has not appeared yet. It may be successfully hidden for years to come, possibly forever.

The members of the 415th hope that Army Intelligence will find the answer. If it turns out that the Germans never had anything airborne in the area, they say, "We'll be all set for Section Eight psychiatric discharges."

Meanwhile, the foo-fighter mystery continues unsolved. The lights, or balls of fire, appeared and disappeared on the other side of the world, over Japan—and your guess as to what they were is just as good as mine, for nobody really knows.



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'BIG 3' TO CLEAR UP NEW STATUS OF LUBLIN POLES

U. S., Britain Ignoring
Provisional Govern-
ment—London Group's
Position Improved.

By EDWARD P. MORGAN
The Chicago Daily News-Post-Dispatch Special
Cable, Copyright, 1945.
LONDON, Jan. 2.—Ironically
enough, the transformation of the
Lublin Committee of National Libera-
tion into the Provisional Polish
Government has temporarily
strengthened the hand of the rival
Polish Exile Government here.
Although nobody is happy about
its implacable attitude, both Wash-
ington and London have made it
plain that they are continuing to
recognize the Government of
Tomasz Arciszewski as the legal
Polish Government and they are
ignoring the Lublin committee.
Under these circumstances, respon-
sible observers here will be
surprised if Moscow makes any
move to give the Lublin adminis-
tration anything beyond the de
facto recognition before President
Roosevelt, Prime Minister Church-
ill and Premier Stalin meet again
—an event now supposedly fixed
for February.
Peasant Party Disapproves.
And for the first time the Arci-
zewski Government and the Polish
Peasant party are in public agree-
ment on a major issue: denounce-
ment of the Lublin committee.
The Peasants, headed by Stanis-
law Mikolajczyk, a moderate who
both Britain and the United States
had hoped would be the key to
the solution of the Russian-Polish
crisis, until he resigned from the
premiership, are still warring bit-
terly with Arciszewski. The latest
edition of the Peasant weekly,
Jutro Polski (Poland Tomorrow),
savagely attacks his cabinet as de-
fealist.
But today the Peasant party is-
sued a long official statement
condemning the Lublin Government.
As much as they disapprove of
the Arciszewski Government's
composition and tactics, the Peas-
ants still consider it the only legal
Polish Government.

Lublin Proclamation.
The Soviet-sponsored Lublin Com-
mittee proclaimed itself as the
provisional government of liberat-
ed Poland after deciding "to break
forever with the Polish govern-
ment now in exile" in London, said
the announcement by the Lublin
radio.
The action was challenged imme-
diately by the London Polish gov-
ernment, which charged that "the
Polish nation will never recognize
any authority or any totalitarian
force imposed on Polish national
territory and will not cease to
stand for the genuine independ-
ence of Poland."
Decision to form the provisional
regime was taken by the National
Council. Its president, Holeslaw
Berut, appointed Edward Osu-
bka-Morawski to be first Prime Min-

Mysterious 'Foo Fighters,' Balls Of Fire, Trail U.S. Night Flyers

Thought at First to Be
Explosive, but None as
Yet Has Damaged a
Plane.

A UNITED STATES NIGHT
FIGHTER BASE, France, Jan. 2
(AP).—American fighter pilots en-
gaged in night missions over Ger-
many report the Nazis have come
up with a new "secret weapon"—
mysterious balls of fire which race
along beside their planes for miles.
Yank pilots have dubbed them
"foo fighters," and at first thought
they might explode, but so far
there is no indication that any
planes have been damaged by
them.
Some pilots have expressed be-
lief that the "foo fighter" was de-
signed strictly as a psychological
weapon. Intelligence reports seem
to indicate that it is radio-con-
trolled and can keep pace with
planes flying 300 miles an hour.
Lt. Donald Meiers of Chicago,
said there are three types of "foo
fighters"—red balls of fire that
fly along at wing tip; a vertical
row of three balls of fire which
fly in front of the planes, and a
group of about 15 lights which
appear off in the distance—like a
Christmas tree up in the air—and
flicker on and off.
The pilots of this Beaufighter
squadron—in operation since
September, 1943—find these fiery
balls the weirdest thing they have
as yet encountered.
"A 'foo-fighter' picked me up re-
cently at 700 feet and chased me
20 miles down the Rhine Valley,"
Meiers said. "I turned to star-
board and two balls of fire turned
with me. I turned to the port side
and they turned with me. We
were going 260 miles an hour and
the balls were keeping right up
with us."
"On another occasion when a
'Foo-Fighter' picked us up, I dived
at 360 miles an hour. It kept
right off our wing tips for awhile
and then zoomed into the sky."
"When I first saw the things, I
had the horrible thought that a
German on the ground was ready
to press a button and explode
them. But they didn't explode or
attack us. They just seem to fol-
low us like will-o-the-wisps."
(An Associated Press report
from Paris Dec. 13 said the Ger-
mans had thrown "silvery balls in-
to the air against day raiders.
Pilots then reported they had seen
these objects, both individually

recognize the exiled Polish govern-
ment in London despite claims of
the Soviet-sponsored regime at
Lublin to be Poland's provisional
government. Secretary of State
Stettinius so stated yesterday as
the diplomatic front took on an ex-
traordinary busy character for the
New Year's day holiday.
Stettinius' reply to a news con-
ference question concerning Pol-
and was taken to mean that at
the moment this Government is
not even considering recognizing
the Lublin committee. A Russian
announcement of recognition of
that regime is fully expected by
American officials.
Stettinius was asked, "Is this
Government considering recogniz-
ing the Lublin Committee's claim
to being the provisional govern-



CAPT. FRED B. RINGWALD
of East St. Louis.

and in clusters, during forays over
the Reich. There was no indica-
tion whether the "foo-fighters"
and the silvery balls were the
same.)
Lt. Wallace Gould of Silver
Creek, N. Y., said the lights fol-
lowed his wing tips for a while
and then, in a few seconds, zoomed
20,000 feet into the air and out of
sight.
Numerous Over Big Cities.
The pilots agreed that the balls
of fire were more numerous over
large German cities.
Of his first experience with
them, Gould said, "I thought it
was some new form of jet propul-
sion plane after us. But we were
very close to them and none of us
saw any structure on the fire
balls."
Capt. Fritz Ringwald, staff of-
ficer from East St. Louis, Ill.,
went along on a flight after hear-
ing the numerous reports of the
"foo-fighter."
"I saw lights off the right and
told the pilot, who said, 'Oh, those
are lights on a hill'." Ringwald
reported, adding, "I looked in that
direction a few minutes later and
then told him, 'Well, that hill is
considerably closer to us now.'"
Capt. Ringwald, 33 years old,
is the son of Mr. and Mrs. Alfred
F. Ringwald, Woodcrest, East St.
Louis. Before entering the Army
in September, 1942, he was a fil-
ling station operator. His wife,
Mrs. Emily Ringwald, is a seaman
second class in the Waves and is
stationed at Stillwater, Ok.

REGENT CALLS ON GREEK FACTIONS TO GIVE UP ARM

Archbishop Says This
'Indispensable' Pre-Co
dition to Solution
Political Crisis.

LONDON, Jan. 2 (AP).—In
first official statement as Reg-
ent of Greece, Archbishop Damaski-
of Athens told the Greek peo-
yesterday that the immediate
ing down of arms was "an ind-
ispensable pre-condition" for so-
lving the country's political crisis.
"In the name of our suffer-
country," the Regent said in
statement released simultane-
ously here and in Athens, "we call
those bearing arms to agree
lay them down at once and intr-
to the regency and the Govern-
a correct, just and democratic
obtained solution for dispute
questions."
Reports from Athens indica-
that Lt. Gen. Ronald M. Sco
British commander, would cor-
again with representatives
the left wing E. L. A. S., arr
auxiliary of the E. A. M. (Natio-
Liberation Front), in an effort
arrive at a truce in the strife
the capital.
The E. L. A. S. sent a mes-
to the Regent saying it would
down its arms when current
litical questions are settled.
Damaskinos was said to be p-
ning a plea to Salonika to p-
persuade that E. L. A. S. to
ed second city of Greece to
port a nonpartisan government
be headed by Gen. Nicholas F-
tiras, who forced the abdication
King Constantine in 1922 by
military coup.
The Regent's aide in Athens
ported he intends to form a
party government.
While fighting continued in
ens and its port of Piraeus, Dar-
kinos took the oath of regi-
Sunday following the resigna-
of Premier George Papadi-
and his Cabinet.

JAP-HELD ISLAND AFLAME; APPARENTLY FROM VOLCANO

BAIPAN, Marianas Islands, Dec.
20 (Delayed) (AP) (Via Navy
Radio).—American airmen flying
the sky trails to Tokyo reported
that tiny Japanese-held Alamagan
Island, in the northern Marianas,
was aflame today, apparently
from the eruption of its volcano.
Flyers returning from previous
missions have reported smoke is-
suing from Alamagan's 244-foot
cone. Today was the first time
they saw fires flaming over wide
areas of the little island.
Alamagan, 170 miles north of
Saipan, is 40 miles south of Pagan,
strongest Japanese point remain-
ing in the Marianas. The islet is

Say HELLO
across the miles.

Send
NORCROSS
GREETING CARDS

ENGRAVED ANNOUNCEM
for Remembrance
Deaths Weddings Deaths

FRIDAY, MAY 20, 1960

TODT'S OPINION

Flying Saucer
Book At StallsBy
George
Todt

"Where there is no vision, the people perish."
PROVERBS. XXIX. 18.

Students of the UFO (unidentified flying objects) mystery are reading "Flying Saucers, Top Secret," the latest in a series books on the subject by Maj. Donald E. Keyhoe, USMC - ret. It is in the book store now.



Todt

Maj. Keyhoe is the National Director of the National Investigations Committee on Aerial Phenomena, (NICAP), with offices at 1536 Connecticut Ave. N.W., Washington 6, D.C. He is the number one civilian investigator of UFOs in this country—probably the world.

During World War II, I saw the much-discussed "foo fighters" twice. Once at the time of the St. Lo breakthrough around the last of July, 1944, and again in Paris in January or February of the following year. On the first occasion, a colonel, a lieutenant and a cor-

poral were with me. The second time I was in the midst of some 50 French civilians. We all saw the same thing together. It was no hallucination.

Because of these experiences, I have taken a positive outlook on the UFO mystery from the day in 1947 when pilot Kenneth Arnold reported a flight of nine playing tag in the Pacific Northwestern states.

Keyhoe's new book may be his most important contribution to the enigma in our skies up to this time. It revolves around his experiences with the Air Force's celebrated "Proj-

ect Bluebook" in past times. Much classified material was given Keyhoe by Air Force clearance and he based his authoritative works in part on such authentic data.

Today Keyhoe is in controversy with the USAF over flying saucer secrecy. He wants a Congressional investigation and the public given the true facts of the case.

The assertion of NICAP—which is Keyhoe's vehicle containing upwards of 5,000 members—is that the origin of the saucers is interplanetary. Although not necessarily from our own solar system. Much evidence seems to point to either of two stars almost 11 light years away from us. These are Tau Ceti and Epsilon Eridani.

There is a possibility, according to Keyhoe, that we may be under surveillance by more than one advanced race in space. And apparently some have been looking us over for a long period of time. It is possible that they may have bases on the Moon, Mars and Venus.

In the latter connection, man's approaching journey into space assumes more significance when considered from the viewpoint of a potential meeting with other intelligent life forms.

Personally, I think this prospect is the most thrilling and adventurous—in the right kind of way—to be found throughout our history on this planet. It would do much to prove religion, too. For if God has created man on this planet, it will quickly be seen as proof that it was not a mere cosmic accident when we learn that He has produced life at will in other parts of the universe.

7-ent-44
AND
1-45
WW-II

Flying Saucers continued

RENATO VESCO is a fully licensed aircraft engineer and a specialist in aerospace and ramjet developments. He attended the University of Rome and, before World War II, studied at the German Institute for Aerial Development. During the war, Vesco worked with the Germans at the Fiat Lake Garda secret installations in Italy, and he is currently attached to the Italian Air Ministry. He has also been working for the Italian Ministry of Defense as an undercover technical agent, investigating the flying-saucer mystery for the past eighteen years.

On November 27, 1944, a B-27 of the United States Air Force, returning from a raid on Speyer, in West Germany, encountered a huge, orange-colored light moving upward at an estimated speed of 500 mph. When the pilots reported the object, sector radar replied negatively, because nothing had registered on the screen.

But the object seen by the returning bomber was only the first of numerous others spotted by American pilots over wartime Germany and promptly baptized "foo-fighters." Fighter pilots Falls and Backer, of the 415th Squadron, reported such an encounter a month later, forcing the Air Force to admit that such objects might exist. Later encounters with foo-fighters led experts to assume they were German inventions of a new order, employed to baffle radar.

How close they had come to the truth, they learned only when the war was over and Allied Intelligence teams moved into the secret Nazi plants. The foo-fighters seen by Allied pilots were only a minor demonstration, a fraction of a vast variety of methods to confuse radar and interrupt electro-magnetic currents. Work on the German anti-radar *Feuerball*, or fireball, had been speeded up during the fall of 1944 at a Luftwaffe experimental center near Oberammergau, Bavaria. There, and at the aeronautical establishment of Wiener Neustadt, the first fireballs were produced. Later, when the Russians moved closer to Austria, the workshops producing the fireballs were moved to the Black Forest. Fast and remote-controlled, the fireballs, equipped with kliston tubes and operating on the same frequency as Allied radar, could eliminate the blips from screens and remain practically invisible to ground control.

The Nazi *Feuerball* failed to interfere with the Allied air offensive. The foo-fighters had been launched too late and could no longer change the course of events, but in themselves they were significant not only because they were the outcome of a technical evolution which could have led to far more dangerous weapons, but also because they showed that Nazi technology had moved in a direction far beyond anything suspected by Allied Intelligence.

As the fall of Germany approached, the Nazi leaders reverted increasingly to an ambitious project created by Gauleiter Franz Hofer who had become high commissioner for the Italian Tyrol and the Southern Alps. The project foresaw setting up an impregnable fortress in the mountains, including parts of Italy, Austria and Bavaria.

Hofer submitted his plan to Hitler's aide, Martin Bormann, in November 1944, but he had prepared for this moment back in 1938 when Nazi agents carefully mapped all mountain passes, caves, bridges, highways, and located sites for underground factories, munitions dumps, arms and food caches. To complete work on this fortress, Hofer demanded a slave-labor force of a quarter of a million—seventy percent Austrian workers and thirty percent men of the Tyrolese home guard.

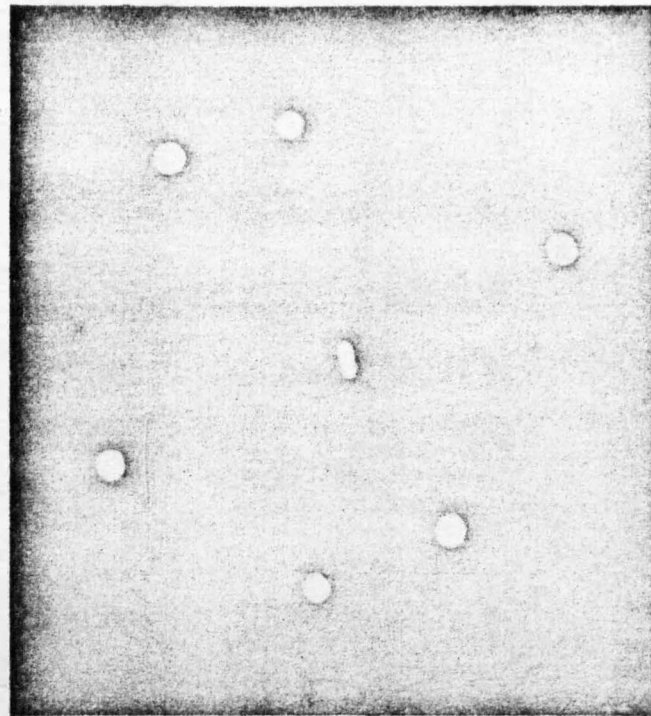
So-called "U-plants" were to be set up underground as gigantic workshops and launching pads for the secret weapons which were to turn the tide of war in favor of the Nazis.

Among these were some seventy-four tunnels along Lake Garda, in northern Italy, which were to be adapted and transformed into a vast assembly plant by FIAT of Turin in close collaboration with the department of Minister Albert Speer. Seven other tunnels along Lake Garda, near Limone, were to produce special weapons tested at the Hermann Goering Institute of Riva del Garda.

According to the archives of the German High Command and of the Allied Combined Intelligence Objectives Sub-Committee, other plants in vital areas of central Germany, code-named *M-Werke*, were to produce powerful missiles such as the giant A.9/A.10 destined to destroy New York and Washington.

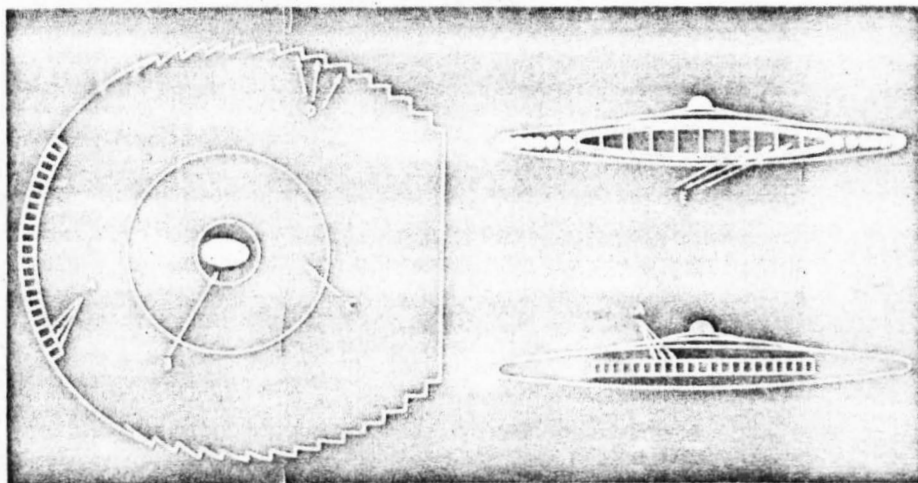
But most important was the Alpine area, for it was from there that the supreme weapons were to come.

As the gray rain of March fell in a long, slow drizzle over Wurtemberg, a flight of Flying Fortresses wound its way back from a successful raid. Suddenly, from out of the clouds and the rain, a strange aircraft appeared, sweeping around the group of aircraft at high speed. The craft, completely round and without any visible



Above: Once classified, this USAF photo shows six UFOs over Washington, D.C., on July 20, 1952. The oblong luminosity (center) is the exhaust trail of a jet fighter sent to intercept the objects.

Flying Saucers continued



Above: A.V. Roe Canada Limited presented a wooden mock-up of this "Omega" flying disc to twenty-five American scientists and Air Force experts. The project was a hoax, however, for the working model, estimated at \$200,000,000 never left the drawing boards. Was the flop purposefully designed to convince the U.S.A. that Canada had no saucers?

propulsion unit, emitted a half-dozen bluish clouds as it swept by. The clouds moved in on the American planes, which immediately exploded.

This report, never released by the Allies, was made by a French diplomat. It was forwarded to Free French Intelligence Headquarters at Algiers.

The top-secret report referred to the "blue clouds" as something approaching anti-aircraft projectiles based on the *grisou* (fire-damp) gas found in mines, and which had been successfully tried against other bombers over Lake Garda.

The French report was intercepted by Italian agents and deciphered at SID (Italian Counter-Intelligence) Headquarters at Castiglione della Stiviere. The message was later captured by a military intelligence team operating for the Eighth Army in Italy.

The contents of the message was no novelty to the Allies. Already, some time ago, shortly after the bombing of Dresden, British and United States intelligence had obtained a brief account concerning the use of some such weapon against a group of twelve American bombers. That message, which came from an agent in Switzerland attached to Allen Dulles's team, also stated the attacker had been "a strange hemispherical object which flew at fantastic speeds and destroyed the bombers without using firearms."

Then, after the German surrender in May, 1945, a team of British agents, investigating the files of some of the underground factories in the Black Forest, discovered that a large number of documents concerned "important experiments made with liquid oxygen for new turbine engines capable of developing extraordinary power."

Other documents described the use of

London Daily Herald, January 15, 1955: "In the past three years, the government reserved a budget of three billion pounds for the RAF. This sum has been spent, but without any visible trace of such investment. . . ." **British budget 1955-56:** . . . credits for development and research to the RAF amounting to £513,900,000. . . . In 1946 alone, the Ministry of Supply, which had taken over the work of the Ministry of Aeronautical Research and of the "T" teams, had demanded a budgetary allocation for "research of £28,000,000. The British "White Book" stated that the budget assigned to the Ministry of Supply amounted to £30,000,000 and that a further £100,000,000 had been allocated to the Air Ministry.

Porous sinterization of metals for use in suction-type aircraft was under way in Germany before World War I, and confirmed by numerous reports and documents seized by the Allies. An overall report on this was made to the British Intelligence Objectives Sub-Committee, covering the period 1939-45 (Report No. 20) and concerned the work of the Plansee Werke of Reutte, Tyrol, and the Vereinigte Leichtmetallwerke of Linden, near Hanover.

Liquid oxygen, which powered a large number of German wartime V-weapons, had been perfected by French scientist Georges Claude. According to a Combined Intelligence report, an advanced-type power plant was found in an underground workshop at Wittlingen, near Saarbrücken. (Report XXX-44.)

"gaseous explosives," which had been originally tested in Austria in 1936. Their existence was later confirmed by the ALSOS Mission and by Dr. Hans Friederich Gold, of the Laboratory for Aeronautical Research at Volkenrode.

The ejection of gaseous explosives had been part of the program tackled by researchers on Lake Garda, and later tested with success by the circular flying object against Allied bombers.

This object, in German military files, already had an operational name: "Round Lightning" (*Kugelblitz*).

Long and close co-operation between the special Air Research Corps of the SS, Austrian research centers in Vienna, the Hermann Goering Works and the vast complex of underground G-works had previously produced an amazing improvement on the fireball or foot-fighter which, despite its anti-radar effectiveness, remained comparatively harmless. But by combining the principle of the aircraft with a round, symmetrical plane with direct gyroscopic stabilization, employing an ejector-gun using *grisou* and a gelatinous organic-metallic fuel for a total-reaction turbine, adding remote control, vehicle take-off, infrared seeking equipment and electrostatic firing systems, the harmless fireball became the lethal *Kugelblitz*!

Believe me, I can prove what I say. The *Kugelblitz*, to be on the safe side, employed, in addition to its electrostatic firing system, a similar system based on short waves and built by the Patent Verwertungs Gesellschaft of Salzburg, Austria. The whole thing formed one compact, round mass which had absolutely nothing in common with any flying object ever produced before.

In documents found by British intelligence teams and submitted to the British Intelligence Objectives Sub-Committee—documents which I have been able to study—these and many other details are known. They can be found in the Sub-Committee's Final Report Number 61 on the "Weapons Section of the L.F.A., Volkenrode."

Kugelblitz, together with its "younger" brothers of the fireball, lens-shaped bomb and other weapons, began the real history of the UFOs. In itself, it was a second-generation fireball.

The "round-lightning" weapon, the incredibly fast and mysterious disc-shaped craft that had been rumored and sighted in action, was used only *once*!

As the Allied forces crossed the Rhine, the only craft of its type was destroyed by the SS on instructions from Berlin, to prevent its capture.

But ever since, due to the severe censorship imposed by "T" Force of the British Army in Germany, and later, thanks to the complete blackout imposed by London, nothing more was heard of Round Lightning.

I know that agents of the "T" Force

camp at Bad Gandersheim closely examined the documents found in the G-works, documents which had been elaborated by the technical general staff of the SS and by technical control of the Henschel and Zeppelin works. These documents concern the propulsion unit of the *Kugelblitz* prototype built by the Kreislaubetrieb Motor D.W. in 1943 for the F.F.K.F. (Forschungsinstitut für Kraftfahrt und Fahrzeugmotoren) at Stuttgart-Untertuerkheim and perfected by professors Kamm and Ernst. The British called this motor an "oxygen recycle system." It was later abandoned in favor of the Walter turbine, powered by hydrogen peroxide. The documents found discuss the possibility of using both systems in a compound-type propulsion unit.

To these basic facts, I must add:

A mass of documents and equipment were taken by British "T" teams to Bedford and then to Canada and Australia.

In a certain sense, the British were more intelligent than the Americans, for they permitted German scientists to complete their work in Germany on the site where they had worked all through the war—only, of course, under close supervision. This happened at Darmstadt and Goettingen. Later on, these installations were dismantled and shipped to Britain. The Transport Service of the British Ministry of Aviation discreetly shipped the scientists and documents to Britain, Canada and Australia, in successive phases. Lists of the scientists to be sent overseas had been compiled in the spring of 1944 by the B.I.O.S. and formed separate and specialized teams.

One such team, composed of Professors Ben Lockspeiser and W. J. Richards, Dr. S. H. Hollingdale and Captain A. D. Green, handled "advanced projects, missiles, jet and turbine craft." Another, including T. A. Taylor and M. A. Wheeler, investigated German advances in the field of thermo-refraction. Another team, which obtained the services of Dr. Ernst Westermann, former director of the F.D.R.P. Institutes of Speyer and Saarbrücken, concentrated on the fireball projects.

The then Ministry of Aircraft Production, similar to the German wartime *Jaegerstab*, ceased to exist officially on March 31, 1946, and became part of the Ministry of Supply. In the years that followed, these teams, and especially the experts headed by Professor Lockspeiser, worked on a multitude of German projects, adapting these to their own experiments in the field of "suction" wings and on the work of two German scientists during the war, Professors Prandtl and Busemann, to develop a high-speed fighter in which the air intake along the wings was discharged through a half-moon-shaped crescent along the fuselage in order to both drive and support the vehicle at high speeds.

This research comes to mind when one remembers the incident of January 3, 1956. A Cessna, employed on a job of aerial photography near Pasadena, encountered three circular flying objects which circled it at a speed of 1,600 mph and at a distance of two miles. One of these objects, in suddenly breaking away from the formation, gave off a long, vaporous trail as it sped through a cumulous cloud, cutting the cloud in two. "Exactly as if it had sucked up the cloud," the Cessna pilot exclaimed later.

Back in 1946, the British Broadcasting Corporation announced that Britain "would soon have aircraft capable of speeds well over 1,000 mph, that, according to some experts, such craft had already been built and that, in the near future, they could circumnavigate the globe several times because they needed only fuel for take-off and landing."

Other British sources mentioned aircraft capable of speeds of several thousand miles an hour.

More than twenty years have passed since the otherwise so-eminently-careful BBC boasted of "Britain's planes of the future," and officially these aircraft still remain little more than a dream.

And yet, did not Sir Ben Lockspeiser, the man who was in charge of one of the most responsible "T" teams, declare that "such craft would need no fuel?" Did he not imply that such craft would gain their own propellant from the atmosphere by suction and by expulsion?

On June 26, 1953, an intensely luminous flying object majestically crossed the night sky over Albacete, Spain, at an altitude of sixty miles.

In Britain, scientific papers produced by members of the "T" teams showed suggestive titles, such as "Boundary Layer Flow Over a Permeable Surface Through Which Suction Is Applied" (J. H. Preston), "The Aerodynamics of Porous Sheets" by G. J. Taylor, and Pankhurst's *Aerofoil Catalogue*.

In 1959, aeronautical engineer N. S. Currey wrote: "Canada today must be counted among the most advanced aeronautical powers of the world," and added cautiously, "This refers above all to the field of jet propulsion."

The Canadian Department of Mines and the Technical Surveys Mapping Branch reserved a vast area—125,000 square miles—for production of experimental aircraft. This was one of the decisions reached by the committees of the Commonwealth Conference on Aeronautical Research. This desolate, heavily wooded and mountainous region between British Columbia and Alberta, with the Peace River district as its northern frontier and Washington State to the south, was an ideal location—few and easily controlled roads, few settlements, few railroads, but good communications

in the north and the south via the trunk line from Prince George to Edmonton and that from Vancouver to the United States border, and only one major highway, the Alaska.

Britain already had considerable wartime experience in this sort of enterprise. In 1942, at the height of the German raids, the RAF had set up five secret airports in the very heart of the New Forest, in Hampshire. The big thing about these installations was the fact that they included complete industrial plants, decentralizing major groups essential for war production. They were called "shade workshops." The Germans, too, had much experience in this field. One of their major plants at Volkenrode resisted all attempts at aerial identification throughout the war.

Neither the British nor the Americans, on an official level, saw eye to eye in scientific matters at the close of the war against Germany and afterward. The United States' refusal to share atomic secrets with Britain was never quite forgotten in Whitehall, and Britain set out to prove, with Canada, that she was well able to produce her own fission bomb. If Congress steadfastly accused the British of giving little or nothing in return for information, the British felt they had been mistrusted and severely neglected. They preferred to go ahead with their plans in Canada.

The fact that the area has been photographed again and again by high-altitude reconnaissance planes, both U.S. and Russian, does not perturb the Canadian or British authorities. The plants and saucer ports are underground, hidden in the primeval forests of Columbia.

The question immediately arises: Why have not Britain and Canada made such craft available to their other partners in the North Atlantic Treaty Organization?

I believe there may be many answers to such a question, but one of the main points is this: Lack of confidence and fear of being exploited remain rife among the nations, as they are among people. And why should not Britain and her Commonwealth partner retain one major trump card which, one day, may become invaluable? The pooling of scientific secrets is rarely entirely sincere.

All the evidence, all the know-how of British scientists before and during the last war, combined with the astounding progress in propulsion and the discoveries in suction aircraft of the Germans, based on the eighteen years of research into the most secret documents of the past war, have convinced me of one thing: The flying saucers do not come from space. They come from a few hundred miles outside the United States. They mean no harm, and Washington knows this. Hence the long-standing order to all U.S. Air Force pilots: *Intercept—but do not fire upon.* □

THE GERMAN SECRET WEAPON/UFO CONNECTION

By Ronald D. Humble

When referring to the beginning of the "modern UFO era, ufologists generally cite Kenneth Arnold's sighting, while piloting a private aircraft near Mt. Rainier, Washington, of a group of maneuvering saucer-like objects on June 24, 1947. However, little known earlier wartime technological developments may be responsible for many aspects of the UFO phenomena to the present day.

During the final stages of World War II, German scientists were known to have produced an impressive array of advanced aerospace weaponry: the world's first operational jet fighters and bombers, the Messerschmitt 262 and Arado 234; the Messerschmitt 163 manned rocket interceptor; Peenemunde's V-1 cruise missile and V-2 ballistic missile; various guided ground-to-air and air-to-air missile designs; and even a prototype version of a "smart bomb" missile with television guidance (Henschel 293D). Other futuristic designs included the planned Horten series of flying-wing jet fighters that had an uncanny resemblance to modern stealth aircraft (several prototypes were actually tested), and space visionary Eugen Sanger's design for a manned hypersonic rocket bomber that would skip along the boundary of atmosphere and space on its round-trip to bomb New York!

Strategic vulnerability

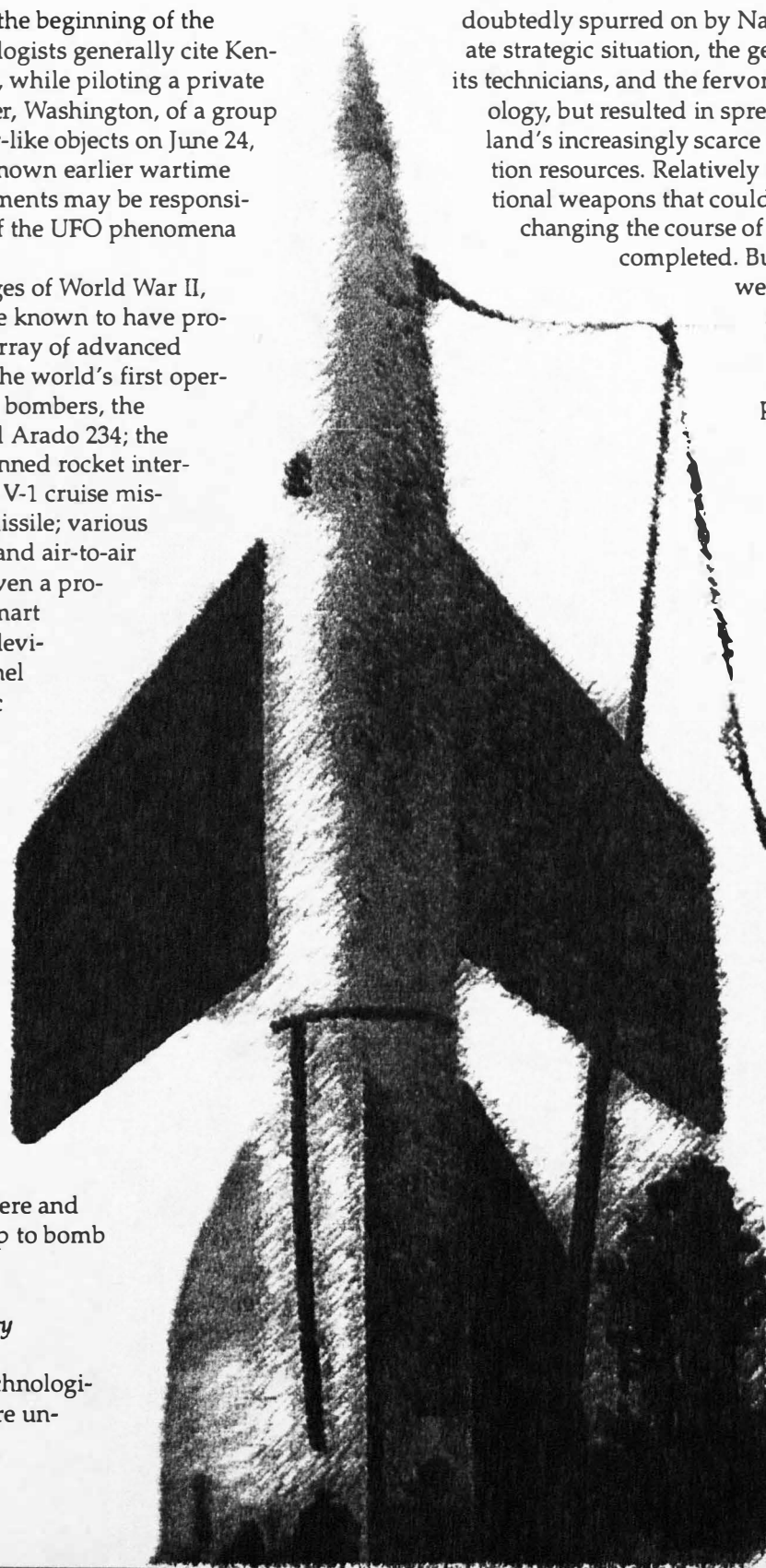
Such innovative technological developments were un-

doubtedly spurred on by Nazi Germany's desperate strategic situation, the genius and creativity of its technicians, and the fervor of its totalitarian ideology, but resulted in spreading thin the Fatherland's increasingly scarce technical and production resources. Relatively few of the new operational weapons that could have had a chance of changing the course of the war were actually completed. But the results achieved

were interesting enough, so at the conclusion of the war the victorious Allies' "Operation Paper Clip" succeeded in capturing and transferring the personnel and hardware of many advanced German technologies that proved useful in developing various modern weapons systems, aircraft and missiles.

However, since the decades following the war, there have been persistent, perhaps incredible, rumors of even more advanced Nazi technological advances that may still have a direct relationship to many

VEE HAFF VAYS—One huge pride of Hitler's 1940s arsenal was the V-2 rocket, a then-top secret weapon, now a classic in the history of rocketry. The 'V' stood for 'vengeance.'



aspects of modern UFO phenomena.

Foo fighters

During the final year of the war some Allied air crews on night missions over Germany reported strange small balls of glowing light that would appear suddenly and follow the aircraft for long distances: so-called "Foo Fighters." Numerous accounts were made by experienced air crews of luminous red, white or orange colored lights that would eerily appear as out of nowhere and tag along military aircraft. The name Foo Fighter was derived from the then popular "Smokey Stover" comic strip that used the line "Where there's foo, there's fire" (apparently the cartoonist meant the French word for fire, *feu*). Often the Foo Fighters, in groups of up to ten, would toy with aircraft, diving and darting around them, and blinking off and on like Christmas lights.

Some reports indicate that German pilots

were also mystified by these lights (also known as "kraut balls" to Allied crews), and no official reports of attacks on Allied aircraft are known, but other information raises the possibility of German secret weapon trials as an explanation for the sightings.

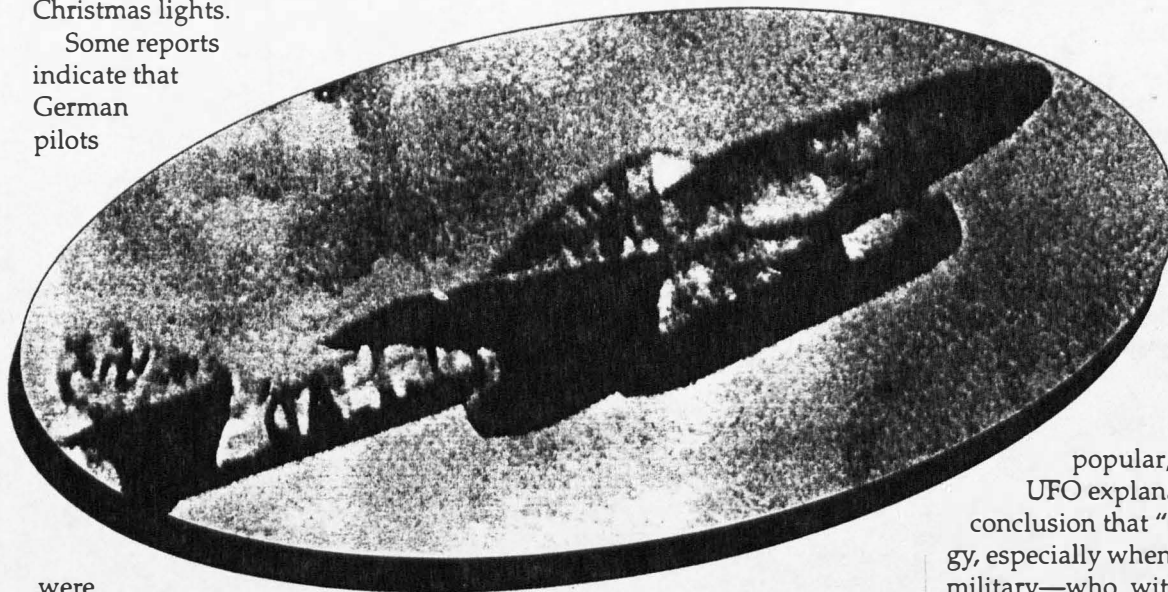
Coverage of 'flying discs'

By the 1950s, '60s and '70s, various West German popular magazines and newspapers, such as *Der Spiegel* and *Luftfahrt International*, ran stories providing the apparent details of advanced wartime German "flying disc" prototype aircraft and their inventors. One fairly detailed summary of these rumors was also provided by Rudolf Lusar's book *German Secret Weapons of the Second World War* (London: Neville Spearman Ltd., 1959). While Lusar, an ex-German Army Major, concentrated most of his reference book of innovative defense technologies on traditional areas such as small arms, artillery, tanks, aircraft, ships, etc., there is a surprising section simply entitled "Flying Saucers." The essence of his report is that by 1941, the German engineers Rudolph Schriever, Habermohl and Miethe, and an Italian

These vehicles supposedly employed advanced gas-turbines and special heat-resisting materials that "cost millions," but were destroyed in the face of advancing Allied forces at the end of the war. However, Lusar speculated that some of the technical experts may have continued their work in the U.S., Russia and Canada (the firm Avro Canada developed the supposedly operationally unsuccessful VZ-9 "Avrocar" flying disc during the 1950s and '60s).

'Intercept—But Don't Shoot'

A more technically detailed report of German flying disc aircraft development was provided in Renato Vesco's unusually titled book *Intercept—But Don't Shoot*, (New York: Grove Press, Inc., 1971, and originally published in Italian as *Intercettateli Senza Sparare*, Milan: E. Mursia & Co., 1968). Vesco debunked

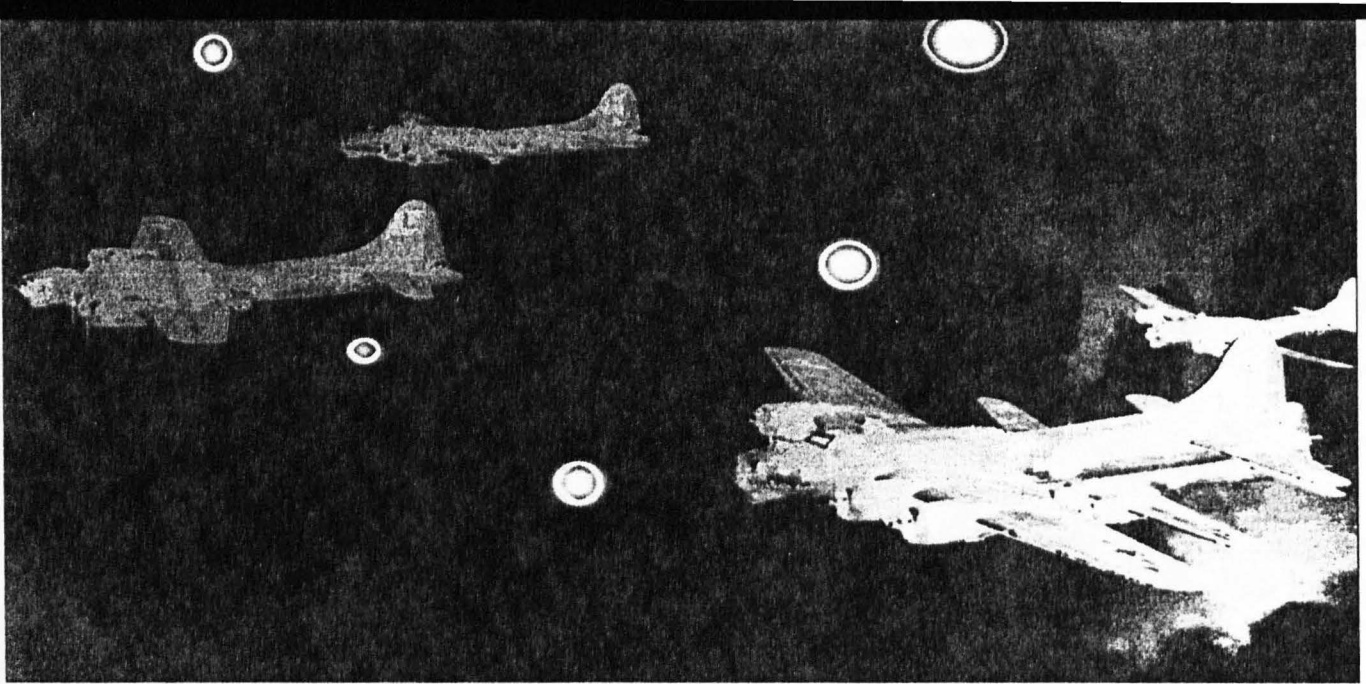


SURREALLY FAST—
An Me 262, whose flight was described by pilots as 'like angels pushing.'

physicist, Dr. Belonzo, began development of at least two flying disc designs which by February 14, 1945 resulted in a manned prototype that in a flight test, within three minutes "climbed to an altitude of 12,400 meters and reached a speed of 2000 km./hr in horizontal flight (!)."

popular, cult and official UFO explanations with the conclusion that "human technology, especially when directed by the military—who, within broad limits, don't have to worry about money—has advanced much more than seems apparent or than is publicly known."

Vesco explains the wartime Foo-Fighters as a German unmanned, remotely piloted vehicle, or RPV. (Some modern military RPVs also resemble UFOs and are used for bat-



NEVER HAD SO MANY SEEN SO FOO—During World War II, quite a few fighter pilots would find themselves suddenly spooked by mysterious balls of light that seemed to pace them on their missions. Called foo fighters (the 'foo' presumably a deliberate misnomer for the French word feu, meaning fire), the objects were at first thought to be secret enemy devices.

tlefield reconnaissance and targeting, a current example being Sikorsky Aircraft's small, doughnut-shaped "Cypher" unmanned aerial vehicle that is powered by a rotary engine. See page 7 for information on a brand new American UAV.) Vesco's purported RPV was known as the "Feuerball," or Fire Ball, a device intended for interfering with enemy aircraft radars through overionizing the air in the immediate vicinity of the target through powerful electrostatic fields and electromagnetic impulses generated by large klystron radio tubes.

Disc-like in shape, the Feuerball was radio-controlled and powered by a special turbo-jet engine that used a very rich fuel mixture that resulted in a fiery halo around its perimeter.

'Der Kugelblitz'

According to Vesco, a larger, more advanced version, the supersonic "Kugelblitz" or Ball Lightning fighter, was also tested in prototype form during February 1945 from an underground base at Kahla in Thuringia, before being destroyed,

with the remaining Feuerballs, near the war's end. These projects were administered under tight secrecy by the S.S. Technical General Staff (whose director of secret war production, for projects like the V-1 and V-2, was a certain Lt. General Dr. Hans Kammler who mysteriously disappeared after the war) and were located at remote mountainous locations, such as the Harz Mountains where underground factories employing slave laborers also produced V-2 rockets and other weapons.

Vesco's list of purported technology was as generous as it was distinctive: In addition to novel advanced propulsion systems employing "gelatinous organic metallic hypercombustible (fuel that) was combined with the total reaction turbine (aeroengine)," the book describes direct gyroscopic stabilization, bizarre weapons with electrostatic firing systems designed to disable aircraft piston engines amongst other tasks, "active" armor materials that automatically caused the disc to take evasive action when

hit by enemy fire, television-and radio-controlled flying, automatic tracking of enemy aircraft, blinding of enemy radar and electronic countermeasures to provide "stealth" features, and infrared sensors—all reportedly packaged as features in these advanced "jet-lift" disc-shaped aircraft.

Advanced concepts

Vesco also discusses in some detail the wartime search for active laminar-flow and boundary layer control that would allow aircraft near-frictionless maneuvering through the atmosphere, and the German development of the porous material "Luftschwamm," or aerosponge, that could allow such techniques through total air-flow control of the craft's skin. (These advanced technical concepts ring familiar today when compared with such advanced aerospace technologies as hybrid aerojet/rocket "pulsed detonation" propulsion systems, "waverider" hypersonic aircraft, high-energy cryogenic fuels, advanced composite and alloy materials that often

use matrix and "foamed" compositions, and unusual vehicle structural shapes that often are quite flying-wing or disc-like, and are believed to be connected to ultra-secret U.S. military projects.)

He concludes that "even if ufologists do not know it or refuse to admit it, the Kugelblitz, older brother of the Feuerball anti-radar device, is the second authentic antecedent of the present-day flying saucers and it is with them—and with other German devices of the same family (spinning bombs, lenticular bombs, ramming fighters, and flying spheres)—that the true history or, if you like, the 'pre-history' of the UFO question begins." Vesco also speculates in detail how the development of these advanced aircraft was continued by the various nations after the war, foremost among them the United States.

Verifiable sources lacking

Unfortunately, both Lusar's and Vesco's reports lack easily verifiable sources of historical and technical reference specific to German flying disc aircraft. Captain Edward J. Ruppelt, original head of the United States Air Force's Project Blue Book, stated in his book *The Report on Unidentified Flying Objects* (New York: Doubleday & Company, Inc., 1956) that "when World War II ended, the Germans had several radical types of aircraft and guided missiles under development. The majority of these projects were in the most preliminary stages but they were the only known craft that could even approach the performance of the objects reported by UFO observers. Like the Allies, after World War II the Soviets had obtained complete sets of data on the latest German developments.

This, coupled with rumors that the Soviets were frantically developing the German ideas, caused no small degree of alarm (in 1947)

... Wires were sent to intelligence agents in Germany requesting that they find out exactly how much progress had been made on the various German projects."

Coupled to this were reports beginning in 1946 that the odd "ghost rockets" sighted throughout Scandinavia could be experimental craft built by the Soviets and captured German scientists and launched from the nearby legendary Baltic rocket test base of Peenemunde. Ruppelt reports that the USAF eventually concluded that reported UFOs were too advanced in their apparent flight capabilities to be derived from German experimental aircraft designs.

Tailless aircraft

In their recent book, *Crash at Corona*, (New York: Paragon House, 1992), Stanton T. Friedman and Don Berliner concur with this conclusion. As an example, they cite "... the experimental craft (mainly gliders) developed by the Horten brothers, despite the fact that they were characterized by long, thin wooden wings and resembled almost no reported saucers." In fact, the work of Reimar and Walter Horten culminated by war's end in the prototype Ho IX (Go 229) twin-jet fighter-bomber flying wing that actually reached speeds approaching 1000 km/h in trials. This tailless aircraft, and more advanced proposed follow-on designs, strongly resembled current stealth aircraft designs, such as the flying-wing B-2 bomber. Prototypes were captured at the Gotha factory at Friedrichsrode by elements of the VIII Corps of the U.S. Third Army during April, 1945. Flying wing configurations have been reported in numerous UFO accounts through the years, and in profile such tailless aircraft in fact look very disc-like.

Scientist-writer Brian Ford's conclusions on Nazi flying disc devel-

opment in his analysis *German Secret Weapons: Blueprint for Mars*, (New York: Ballantine Books Inc., 1969) were that "it may be that some progress was made towards the construction of a small disc-like aircraft, but the results were destroyed, apparently before they fell into enemy hands... the fanciful reports of some writers are pure invention: among them accounts of faster-than-sound flying saucers which could rise to altitudes of perhaps 40,000 feet within a few minutes."

Others such as respected physicist and empirical ufologist Dr. Harley D. Rutledge (*Project Identification: the First Scientific Field Study of the UFO Phenomena*, Englewood Cliffs, Prentice-Hall, 1981) have suggested that such historical developments hint at a possible terrestrial, if unpopular for ET fans, explanation for at least some aspects of the phenomenon.

Worthless, confusing report

Some supposed reports of German disc aircraft-related developments, such as those documented by Brad and Sherry Hansen Steiger (*The Rainbow Conspiracy*, New York, Windsor Publishing Corp., 1994), are utterly fantastic, and only add further confusion to this area of investigation. Such reports include: an alien race "tutoring" German scientists in the development of anti-gravity disc craft beginning in the 1920s; the crash in Germany in 1936 of a UFO that "stimulated Nazi science" (an earlier version of the crash at Corona legend?); the involvement in all of this of German mystical "secret societies" such as the Thule, Vrill, Black Sun and Templehoff; and the development of a 350-foot, cigar-shaped "Andromeda" space station by 1943! If anything, these are myths originally propagated by right-wing extremists, but with origins probably related to actual wartime technological achievements (also alluded to in the Steigers' book).

The apparent German flying disc

projects did seem to have had many of the general characteristics of other Nazi secret weapons schemes: technical sophistication springing from a relatively small group of advanced specialists employing large resources in desperate attempts to develop "miracle weapons" that could result in the complete reversal of the fortunes of war; a willingness to explore novel, if not sometimes bizarre, concepts that have an almost science fiction-like quality; remote, hidden, fortified and likely underground development locations; possible similar parallel projects supported by competing military factions, such as the Luftwaffe and S.S., that duplicated efforts and did not maximize the optimal use of available resources, and while having profound military potential, the projects seemed to have been detached from the realities of the actual war effort, beginning in earnest much too late to affect its final outcome. These efforts may have been hindered by Hitler's characteristic "stop-go" erratic decision-making process.

Right-wing extremists

German flying disc theories have also been used by right-wing extremists in North America and Europe to promote the belief that such advanced technologies permitted the establishment of secret Nazi redoubts at the South Pole, and this is perhaps a major reason why most ufologists have stayed clear from this area of speculation. Albert Speer, Germany's wartime armaments production minister and Reich Architect confidant to Hitler, felt that this was an important enough issue to state in the final volume of his post-war memoirs, *Infiltration* (New York: Macmillan Publishing Co., Inc., 1981), in regards to an apparently unknown secret weapon plant located in an underground mine with 3,500 workers, that "the Fuhrer protocols make no mention whatsoever of this new weapon. It was certainly

not the 'flying saucers' which extreme right-wing circles now claim were secretly produced by the S.S. toward the end of the war and concealed from me. Our technology was quite remote from such flying objects."

However, German technological developments were often compartmentalized between the different competing branches of the armed forces, and the S.S. made great efforts to establish autonomous military, research and production capabilities distinct from those of the Wehrmacht. It should also be noted that German submarine and surface raider wartime activities in the South Atlantic near Antarctica were reportedly quite active, and

and physiological effects repeatedly reported by those who have had a close encounter, and for the small, humanoid "occupants" often reported in abduction cases. (It is interesting, coincidentally, that Barney Hill while reporting his close encounter with UFO occupants during psycho-regression provided the following description of one "He looks like a German Nazi. He's a Nazi . . ." (John G. Fuller, *The Interrupted Journey*, New York: The Dial Press, 1966). Both stories make must-reading for those interested in this unique facet of ufology.

As for tenable UFO explanations, several possibilities exist. Are current UFO sightings, such as

.....
Did right-wingers originate these stories or merely build upon rumors based on at least a kernel of truth?
.....

that they had explored and laid claim to a large area of Antarctica known as Queen Maud Land or Neuschwabenland. Ultimately, a problem of causation exists: did right-wingers originate these stories or merely build upon rumors based on at least a kernel of truth?

Science fiction speculation

Such reports have also not escaped the speculations of science fiction writers. David Drake in his tense short story, "The Last Battalion" (*Analog*, September 1977), links together the Nazi UFO and Antarctic base legends, but with a surprising twist ending. In the excellently researched and referenced *Genesis* (London: Gorgi Books, 1980), W.A. Harbinson skillfully blends early historical and modern UFO lore with the speculative elements of German wartime activities into a plausible grand-conspiracy theory that even provides terrifying, but man-made, explanations for the psychological

the various intriguingly advanced craft often sighted in the vicinity of the USAF's secret facility at Groom Lake, Nevada, the evolutionary results of revolutionary man-made technologies with misty origins from the Second World War? Do our skies share advanced craft of both terrestrial and extraterrestrial origin? (Presuming the laws of physics and good aerospacecraft design are constant throughout the universe.) Or are the German disc reports simply the ongoing fantasies of right-wing extremists and con-artists with their own hidden agendas?

Whatever the final answers, this is yet another important facet of the UFO phenomenon worthy of continued examination by sincere researchers wanting to finally arrive at a clearer understanding of what so many people have been reporting for so many years.

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