

28 NOV 94 - NOTE: FOR INCLUSION  
FOR AMERICAN HERITAGE CENTER  
FILE: "PICKETT PAPERS" - USAF SET  
FLYING WING (DISC) AKA 'FLYING SAUCERS'.

RECEIVED DEC 15 1994

TODAY I MANAGED TO RECONTACT  
AUTHORITATIVE ACKNOWLEDGEMENT  
CONCERNING POSSIBLE RELEASE OF  
PHOTO'S AND DATA TO THIS FILE AS  
SOON AS PRESIDENT CLINTON SIGNS  
THE MASSIVE RELEASE OF HERETOFORE  
TOP SECRET CLASSIFIED DOCUMENTS.

THE PEOPLE I TALKED TO (SEE  
ATTACHED) ARE PRESENTLY IN PROCESS  
OF PREPARING FOR THIS, ANTICIPATING  
THEY WILL RECEIVE THE SIGNED  
ORDER TO DO SO WITHIN WEEKS. THE  
PERSON I SPOKE TO ASSURED THAT  
AMERICAN HERITAGE CENTER WOULD  
BE INCLUDED AMONG 1ST.

OF COURSE - IT STILL REMAINS  
"IF" AND "WHEN." Jack D. Pickett

29 November, 1994

Jack D. Pickett-Publisher, Retired  
28 Brandywine Drive  
Marlton, NJ 08053

Attn: Brenda Pietrowski  
AFHRA/ISR  
600 Chenault Circle  
Maxwell AFB, AL 36112/6424

RE: DISC FLYING WING PHOTOGRAPHS AND DATA FOR RELEASE TO:

AMERICAN HERITAGE CENTER-ARCHIVES  
UNIVERSITY OF WYOMING  
C/O CURRENT DIRECTOR, MICHAEL J. DEVINE, PHD.

Dear Ms. Pietrowski:

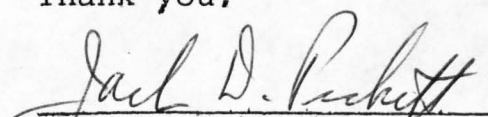
Thanks again for your courtesy during our telephone conversation yesterday.

Per your request please find enclosed photocopy of:

1. Your Simpson HO research answer to me dated 11 June, 1982 which included copy of Pgs. 164, 165, 166 from "flying saucer" chapter of Lusars' book as also attached.
2. Copy of my letter to Offutt dated 21 October, 1982 which is self explanatory concerning these aircraft; also similiar illustrations. Later letters from DOD or Dept. AF, etc. copy not attached--eventually stated: Requested photographs would not be available for a lengthy period of time.
3. Copy of: American Heritage Center letter to me dated 1 February, 1991 concerning research file established concerning this type aircraft (late 1982-early 1993). New director listed above.
4. Copy of: Talk I made at a "Toastmaster" Club 1982, to a very small group of members and engineers employed at NASA, Houston. The NS97 photocopy is not the aircraft involved in the copy or this inquiry. MS97 original 8 x 10 glossy was given to me by one of those engineers.

Ms. Pietrowski, this request concerns mainly for American Heritage Center archive file at Laramie, but of course I will appreciate any photos and data you might send me.

Thank you,

  
JACK D. PICKETT

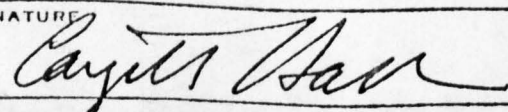
ENC.

<b>SUBJECT:</b> Request for Research Experimental Aircraft - The AUROCAR VZ-9V		<b>DATE</b> 11 Jun 82
<b>TO:</b> Mr. Jack D. Pickett <i>e delete</i>		<b>FROM:</b> HQ Albert F. Simpson Historical Research Center Research Division (RI) Maxwell AFB AL 36112
<b>RESEARCHER</b> TSgt Harold P. Myers		
X	1. Material requested <input checked="" type="checkbox"/> is attached. <input type="checkbox"/> is being forwarded under separate cover. <input type="checkbox"/> will have to be compiled. <input type="checkbox"/> will be distributed automatically. <input type="checkbox"/> will be sent as soon as possible.	
	2. Material requested cannot be provided because it <input type="checkbox"/> cannot be loaned. <input type="checkbox"/> cannot be reproduced. <input type="checkbox"/> is not available. <input type="checkbox"/> is in single copy. <input type="checkbox"/> is classified.	
	3. Material requested is available on 16mm microfilm, roll number(s) _____ Although the Research Center maintains rigid microfilm processing quality controls, readability of offered microfilm cannot be guaranteed. Most microfilm is highly readable, but some frames may not be because of the poor quality of an original document and technical limits in the copying process and reading equipment.	
	4. Material requested may be purchased for \$ _____ . Make check or money order for exact amount, payable to AFO, Maxwell AFB; send your check to: HQ AFSHRC/HD, Maxwell AFB AL 36112.	
	5. Because of backlog of work, a delay of _____ is anticipated in providing the material.	
	6. Forwarded to you for appropriate action and direct reply to the requestor, who (has) (has not) been notified of this referral.	
	7. Suggest you write to the addresses checked on the attached list.	
	8. Suggest you submit your request to:	
	9. Information concerning unit emblems may be requested from HQ AFMPC/MPCASA3, Randolph AFB TX 78150. See AFR 900-3 for emblem procedure and for flags, guidons, and streamers.	
	10. For photographs, submit your request to: <input type="checkbox"/> 1361 Audiovisual Squadron, Attn: Customer Service, 1221 South Fern St., Arlington VA 22202. <input type="checkbox"/> DAVA-W (Still Media Depository Branch), Anacostia Naval Air Station, Washington DC 20374. <input type="checkbox"/> Audiovisual Archives Division, National Archives, Washington DC 20408.	
	11. Budget and manning constraints preclude the extensive research you request.	
	12. Suggest you visit the Center at Maxwell AFB to conduct your research. See attached brochure for details.	
	13. Before coming to Maxwell AFB for research in a classified subject area, contact AFOPA-MB, 1221 South Fern St., Arlington VA 22202 to obtain proper authorization for access to the classified document collection.	
	14. Consult the reference works checked on the attached list.	
<b>15. COMMENTS</b> Reference your letters, 5 April and 30 May 82. We checked unit histories from MacDill AFB for 1967 and 1968, and there is no reference to experimental flying saucers. We are, however, including an article from <u>Air Enthusiast International</u> , June 1974, about the A.V. Roe Canada Avrocar. The company built two prototypes, which underwent flight testing in May 1961. During World War II, the Germans also worked on flying discs (see extract from Rudolf Lusar's <u>German Secret Weapons of the Second World War</u> ). Without citing any sources, Lusar contends that the A.V. Roe works pursued the German efforts in their Avrocar program. You might write the museum at Offutt AFB for additional information about saucers in storage or on display.		

11/28/94

BRENDA, - I DELETED MY OLD PREVIOUS ADDRESSES (10 YRS AGO) FROM ENCLOSED AS I HAVE NOW RELOCATED AND RETIRED TO PRESENT NJ ADDRESS; TO HELP INSURE COMMUNICATION ARRIVAL HERE.

*JDP*

TYPED NAME AND TITLE R. CARGILL HALL Chief, Research Division	SIGNATURE 
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AMERICAN HERITAGE CENTER FILE RESEARCHER PLEASE NOTE:  
"PHILOSOPHICAL SOCIETY" LIBRARY WAS FOUNDED BY  
BENJAMIN FRANKLIN TO PUBLISH/PRIINT UNITED STATES  
GOV'T. SECRET DOCUMENTS LIB. CONGRESS #59-65408

GERMAN SECRET WEAPONS  
OF  
THE SECOND WORLD WAR

by  
RUDOLF LUSAR

Translated by  
R. P. HELLER and M. SCHINDLER



PHILOSOPHICAL LIBRARY  
NEW YORK

1982 - COPY TO AM. HERIT. CENTER AS RECD FROM MAXWELL AFB - FROM 1957 EDITION ABOVE.  
1988 - SECURED EXTREMELY RESTRICTED PERMISSION TO REVIEW ENTIRE ABOVE BOOK. PHOTOCOPY NOT ALLOWED. ABOVE EDITION CONTAINS PHOTOGRAPHS AND RECORD NOT IN ANY OTHER ENGLISH PUBLICATION OF IT. RE: #3 THIS 303AN95 ENTRY  
1995 - AUSTRALIAN VIDEO RE: "SECRETS OF WWII - GERMAN FLYING SAUCERS" PRODUCTION DATE 1991 RE: #4 - #5 THIS 303AN95 ENTRY, NOW IN AMERICAN HERITAGE CENTER FILE FOR RESEARCH/STUDENT VIEWING.

TYPED NAME AND TITLE

R. CARGILL HALL  
Chief, Research Division

SIGNATURE

*R. Cargill Hall*

FORM  
APR 62 4

PREVIOUS EDITIONS ARE OBSOLETE.

HISTORICAL RESEARCH REQUEST

182". The Flettner helicopters, too, were well suited for anti-submarine warfare. Thirty machines of this type were built.

For reconnaissance purposes, Flettner designed the "Kolibri", of which type twenty-two machines were produced. They were not put to operational use. Nineteen were destroyed, two were taken to the United States and one to the Soviet Union, where it served as a model for the design of Soviet helicopters. The Bavarian Motor Works had intended to build 1,000 Flettner helicopters but were, in the end, unable to carry out the project. The "Kolibri" was powered by a 150 PS Siemens Sh-14-A engine and had two 11.8-m. rotors with a surface of 12.8 sq. m. Its flying weight was 1,000 kg. and it carried a payload of 360 kg. Its maximum speed in horizontal flight was 150 km./h., its cruising speed 116 km./h.

The FL 285 was of similar design and dimensions but was powered by a 600 PS BMW-132 engine.

The helicopter FL 339 was still undergoing development; it was built as a reconnaissance aircraft and was intended to keep airborne for two hours.

During the war, the Viennese Baumgartl developed a helicopter intended to carry one man; it was strapped to the pilot like a parachute. It had two rotors of 4.8 m. diameter, each powered by an 8 PS engine. The machine had a total weight of 19 kg. and could be folded up like a collapsible boat.

Nagler-Rolz designed the NR 54, a one-man helicopter, equally small and light, which was also strapped to the pilot's back. Its rotors were powered by two light 8 PS Argus engines. Another midget helicopter, the NR Knapsack had one rotor only and was even a bit lighter.

Germany's successful experience with helicopters stimulated important helicopter developments, after the war, in the United States, France, Britain and recently also in the Soviet Union. Helicopters proved their worth during the difficult mountain operations in Korea. The United States hold the Flettner patent on licence. The gyroplane "FA 330" will be described in detail in the chapter on the Navy.

#### *Flying Saucers*

Flying saucers have been whirling round the world since 1947, suddenly turning up here and there, soaring in and darting off again at unprecedented speed with flames encircling the rim of the saucer's disc. They have been located by

4.  
TYPED NAME AND TITLE

R. CARGILL HALL  
Chief, Research Division

SIGNATURE

*R. Cargill Hall*

DATE

11 Jun 82

ORLD WAR

THE GERMAN AIR FORCE

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radar, pursued by fighters and yet nobody has so far succeeded in establishing the existence of such a "flying saucer" or managed to ram or shoot one down. The public, even the experts, are perplexed by an ostensible mystery or a technical miracle. But slowly the truth is coming out that even during the war German research workers and scientists made the first moves in the direction of these "flying saucers". They built and tested such near-miraculous contraptions. Experts and collaborators in this work confirm that the first projects, called "flying discs", were undertaken in 1941. The designs for these "flying discs" were drawn up by the German experts Schriever, Habermohl and Miethe, and the Italian Bellonzo. Habermohl and Schriever chose a wide-surface ring which rotated round a fixed, cupola-shaped cockpit. The ring consisted of adjustable wing-discs which could be brought into appropriate position for the take-off or horizontal flight, respectively. Miethe developed a discus-shaped plate of a diameter of 42 m. in which adjustable jets were inserted. Schriever and Habermohl, who worked in Prague, took off with the first "flying disc" on February 14, 1945. Within three minutes they climbed to an altitude of 12,400 m. and reached a speed of 2,000 km./h. in horizontal flight (1). It was intended ultimately to achieve speeds of 4,000 km./h.

Extensive preliminary tests and research were necessary before construction could be started. Because of the great speed and the extraordinary heat stress, special heat-resisting materials had to be found. The development, which cost millions, was almost completed at the end of the war. The then existing models were destroyed but the plant in Breslau where Miethe worked fell into the hands of the Russians who took all the material and the experts to Siberia, where work on these "flying saucers" is being successfully continued.

Schriever escaped from Prague in time; Habermohl, however, is probably in the Soviet Union, as nothing is known of his fate. The former designer Miethe is in the United States and, as far as is known, is building "flying saucers" for the United States and Canada at the A. V. Roe works. Years ago, the U.S. Air Force received orders not to fire at "flying saucers". This is an indication of the existence of American "flying saucers" which must not be endangered. The flying shapes so far observed are stated to have diameters of 16, 42, 45 and 75 m. respectively and to reach speeds of up to 7,000

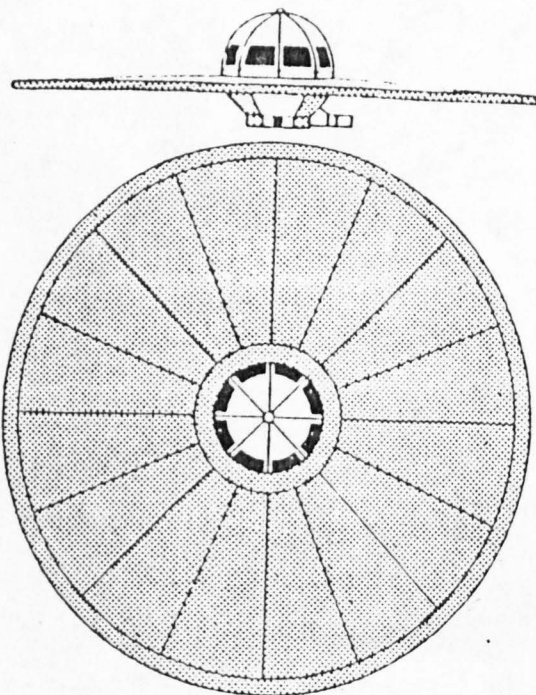
8 DEC 94  
LTJ McANDREW - PERHAPS? - NOTE  
YOUR PG 12 OF July 1994 Report of Gordon Research  
Regarding the Roswell Incident "CONCERNING MANY DOCUMENTS"  
CONCERNING POSSIBILITY OF DEVELOPMENTAL SECRET SOVIET AIRCRAFT  
OVERFLYING US AIRSPACE,

TYPED NAME AND TITLE

R. CARGILL HALL  
Chief, Research Division

SIGNATURE

*Cargill Hall*



Flying Disc

km./h. (?). In 1952 "flying saucers" were definitely established over Korea and Press reports said they were seen also during the NATO manoeuvres in Alsace in the autumn of 1954. It can no longer be disputed that "flying saucers" exist. But the fact that their existence is still being denied, particularly in America, because United States developments have not progressed far enough to match the Soviet Union's, gives food for thought. There also seems some hesitation to recognise that these novel "flying saucers" are far superior to conventional aircraft—including modern turbo-jet machines—that they surpass their flying performance, load capacity and manoeuvrability and thereby make them obsolete.\*

\* According to a Washington report at the end of 1955, the United States Air Force was then shortly going to test aircraft models whose appearance would fully correspond to the conception of the "flying saucer". Secretary of the Air Force Donald Quarles has stated that these models are disc-shaped and able to take off vertically. They will do without expensive runways (see "German flying discs").

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TYPED NAME AND TITLE

R. CARGILL HALL  
Chief, Research Division

SIGNATURE

*R. Cargill Hall*

21 OCT 82

Jack D. Pickett

Adjutant General's Office  
Senior Officer In Charge-Experimental Aircraft  
Offitt AFB, Nebraska 68113

Sir:

HQ Albert F. Simpson Historical Research Center, Maxwell AFB suggested I write you again concerning obtaining copy of Official USAF Photographs and more information data which they do not have available. They did furnish some about the early development of this type aircraft and I certainly do appreciate that sent me. You have my earlier requests in file. Therefore, please, will you send me data and copy of the photo's of those disc-shaped aircraft I saw in 'parked' storage on MacDill AFB which were awaiting transfer to the Museum and which your office on that Base furnished for inclusion in an issue of THE NCO CLUB NEWS there. I returned the Official photo's to that office and cancelled the article as being to the better interest of the Air Force at that time, due to a coincidental UFO rumor which received considerable publicity in Florida just prior to going to press with that particular club calendar magazine issue.

So many years have now passed, that may I call to your attention that these particular disc-shaped jet aircraft had been discontinued; had all been dismantled/scrapped except for those four stored there and were no longer classified according to the OIC.

Please find attached, copy of three illustrations-not drawn to scale or by professional artist-which should pinpoint the exact aircraft I am researching again.

Please, may I hear from you and obtain the materials requested. Thank you.

Best wishes,

*Jack D. Pickett*  
cc.file

encl. 3 illust. 20', 100' and inflight formation with escort.  
(approx.)

11/28/94

BRENDA, — I DELETED MY OLD PREVIOUS ADDRESSES (10 YRS AGO)  
FROM ENCLOSED AS I HAVE NOW RELOCATED AND RETIRED  
TO PRESENT NJ ADDRESS; TO HELP INSURE COMMUNICATION ARRIVAL  
HERE. *JDP*



# UNIVERSITY OF WYOMING

American Heritage Center

P.O. Box 3924  
Laramie, Wyoming 82071-3924  
(307) 766-4114

February 1, 1991

Mr. Jack D. Pickett, Publisher  
Pickett Publications  
28 Brandywine Drive  
Marlton, NJ 08053

Dear Mr. Pickett:

Thank you for the additional material on the USAF Aircraft (Disc Wing) AKA "flying saucers." The material you have been providing over the past several years is most informative. We are maintaining the file with care.

Your suggestion about approaching Secretary Cheney for additional information is intriguing; however, in light of the international situation, I hope you agree with me that this is not the appropriate time to pursue this.

Best regards.

Sincerely,

David L. Baker  
Director

8/DEC/94  
ATTN: LT. McANDREW

AFHRA/152  
DLB/mh  
11/28/94

(PRESENT DIRECTOR IS:  
MICHAEL J. DEVINE, PhD)

BRENDA —

THIS SPECIAL HISTORICAL ARCHIVES FILE (ONLY ONE IN USA) WAS OPENED YEARS AGO WITH DEPT DEFENSE AND DEPT. AIR FORCE OK. (THEIR OFFICIAL LETTERS ON FILE THERE) (AS ARE FROM SIMPSON / (MADILL AFB) BECAUSE I'DE NEVER PREVIOUSLY INQUIRED EXACTLY HOW THEY SET THIS FILE UP; BEFORE RECONTACTING YOU I DID. PERHAPS BECAUSE OF ITS CONTENT (?) IT IS LISTED SIMPLY AS: "THE PICKETT PAPERS!" (JSP)

## "FLYING SAUCERS"- FOR REAL !

BY JACK D. PICKETT

*Jack D. Pickett April, 1982*

123  
 1982 Reminiscence, ie. FULLY OPERATIONAL DISC-SHAPED JET AIRCRAFT.....  
 My interest in these aircraft was recently rekindled when I heard part of a radio 'talk-show' concerning UFO-Flying Saucers. I made inquiry to one of the University guest speakers asking if he knew why they never seemed to be mentioned in any media in recent years. A copy of my letter was forwarded to several UFO enthusiasts and I was surprised to receive correspondence from him, and some of them, indicating they had no information concerning those wonderous jet aircraft even though reference was made to 'fact sheets' issued by the Air Force, during the 1950s and earlier, evidentially dismissed as 'not-so' by civilian UFO investigators during that period of time.

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 During the 1960s on into 1972, I published house-organ magazines (club calendar event) for Officer's and NCO Club facilities on several military bases. On one such Base, I personally saw four of these aircraft in 'parked' storage which were awaiting A.F. decision to either be transferred to museum, or, dismantle/scrapped. A 'feature' magazine-cover and article on those specific disc-shaped jet aircraft was proposed for an issue of "The NCO CLUB NEWS", and rather than having to use polaroid camera shots of discs delapidated by outside storage, I was invited to the Officer-In-Charge, Adjutant General's Office to select Official USAF Photographs and be furnished data for the feature.

27  
 When I had first driven to see them, my first impression was similar to the thought...."My gosh, those are flying saucers (!)....those things really do exist!!"...

333  
 The discs, regardless of sizes, all had tricycle landing gear-the size of the aircraft determining how many wheels on each. They ranged in size from approximately twenty (20) feet across; approximately fifty to seventy-five feet (50'-75'); and the largest I personally saw, on base, was near equal to wingspan of B-47 according to the OIC, when I asked how big it was. The smaller craft had air-intake slots, one on each side of the pilot compartment, with two exhausts out the bottom rear surface of the disc; and the larger had twin air-intakes on each side of the pilot/crew compartment

46  
 (cont.pg.2)

2. *Jack D. Pickett - April, 1982*

with four exhausts out same area, bottom rear surface. The pilot compartment was centered in the top surface of the disc with nothing forward of the compartment than the sloping surface. That compartment 'tapered' towards the rear of the aircraft, narrowing down to a high vertical fin, similar in appearance to the stabilizer on an old DC-6 commercial 4 engine propellor aircraft. Air Force Insignia and the word, X-PERIMENTAL, followed by, USAF, was printed starting immediately behind the windows in the compartment, on towards the tail. The ailerons were in the rear edge of the disc, and there were other control-flaps in other locations around the outer edge. All, regardless of size, had the same general appearance from a distance. Some of the photographs I was shown later, depicted various in-flight 'formation'. Some with regular design jet fighter escort, some without; some at obvious tremendously high altitude. Seen head-on, they all appeared as the classic, so called, flying saucer shape with the pilot/crew compartment appearing as a 'bubble' dead center. Viewed from the top or bottom, in flight, they had no other appearance than that of a circular object. Direct sidelong, from a distance, they looked similar to the 'pointed-end-cigar'. When I asked the OIC question such as...."Those must be the flying saucers everybody was talking about?".. he answered affirmatively.

When I first saw the Official USAF Photographs, I asked questions similar to..."What sizes and how many of those things did they build?"...and... "How fast and how high could they fly?"

The altitude answer was that they could go so high, that had they had different power source engines, they could probably have been classed as 'space-flight' with possible 'orbital' capability! They were of very high airspeed capacity and I was informed that for purpose of the proposed magazine article I could quote: "Exceeding Mach 1".

The OIC informed me that numerous had been built but that all of them, including some unmanned version, had been dismantle/scrapped, with the exception of only those four-last remaining-stored 'parked' on that base. I asked why they had been discontinued and the answer had to do with more practical design and certain maneuverability problems. I saw them last, in 1967.

*Jack D. Pickett - April, 1982*

3.

161  
In my opinion, eventually maybe all the true facts concerning these wonderously performing aircraft will be fully released by the Air Force; and from information furnished by the Officer-In-Charge, one of the reasons they aren't more generally known, was because during the time the Air Force did begin to release information and photographs and even newsreels similar to those of experimentation with 'Flying Wing', due to public uproar and 'flap' caused AF Bases all over the country every time 'sensationalistic' UFO Flying Saucer publicity hit the newspapers and other media; that effort was discontinued and all prepared for 'release' was withdrawn, for whatever the reasons. Perhaps someday soon (?), the doors of a Museum Hanger will be opened for public view, and once again, these last four fully operational disc-shaped jet aircraft, (aka) known as Flying Saucers, can be seen, and their truly amazing flight capabilities read about and viewed in photography on location, by visitors to that Museum.

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Attached are: JDPfile-Illustrations-

#1150-pgs.4,5,6(or6A)

9 DEC 94

Jack D. Pickett - Publisher, Retired  
✓ 28 Brandywine Drive  
Marlton, NJ 08053

Brenda K. Pietrowski - Archives Branch  
AFHRA/ISR  
600 Chennault Circle  
Maxwell AFB AL 36112-6424

RE: ~~Jet Dec Flying Wing Aircraft no longer Classified~~ - your letter 5 DEC 94.

Dear Ms. Pietrowski;

THANK YOU!

I telephoned LT Jim McAndrew at AF/HO Sec. Air Force declassification office Bolling AFB and sent him copies, as I sent you, to help him more quickly locate the special record section these aircraft are in. He assured me the requested information and photographs would be sent to American Heritage Center - University of Wyoming for their special research file as soon as he located them in the very near future. Such would not now be in process without the exceedingly quick response you accomplished in answer to my request to you. Not without your decision that I indeed did know considerable about the exact aircraft involved. I don't even try to estimate the number of inquiries your office has received through many years by people who don't.

Sincerely,

Jack D. Pickett - Publisher, Retired 9 DEC 94

cc: Am. Her. Cent.

✓ / file