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

January 31, 1997

FOI/Privacy Office

Mr. John Greenewald, Jr.
[redacted]

Dear Mr. Greenewald:

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

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

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

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

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

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

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

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

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

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

Sincerely,

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

Enclosure

FLYING SAUCERS, ETC'S (IF ALLEGED

19827

FLYING SAUCERS FROM DENMARK

ALLEGED FLYING SAUCERS FRM DENMARK 202085

Flying Saucers from Denmark 202085

XE 202085
I 94001

94311 11443

WAR DEPARTMENT

IDENTIFICATION SECTION
OFFICIAL BUSINESS

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

CONFIDENTIAL

CONFIDENTIAL

222055

[redacted]

alleged Flying Saucers
from Denmark

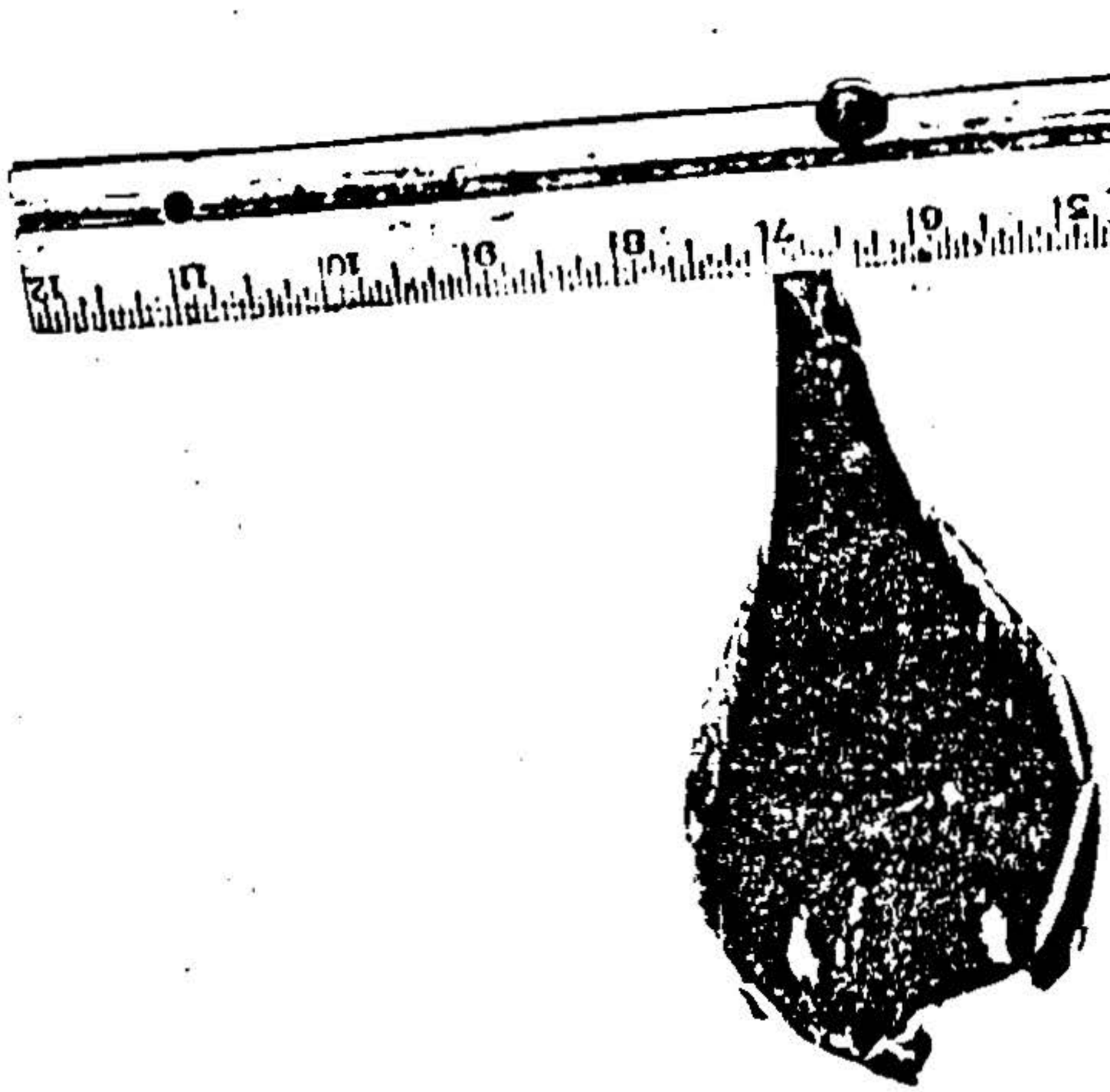
CIC RDO
NO F-6055

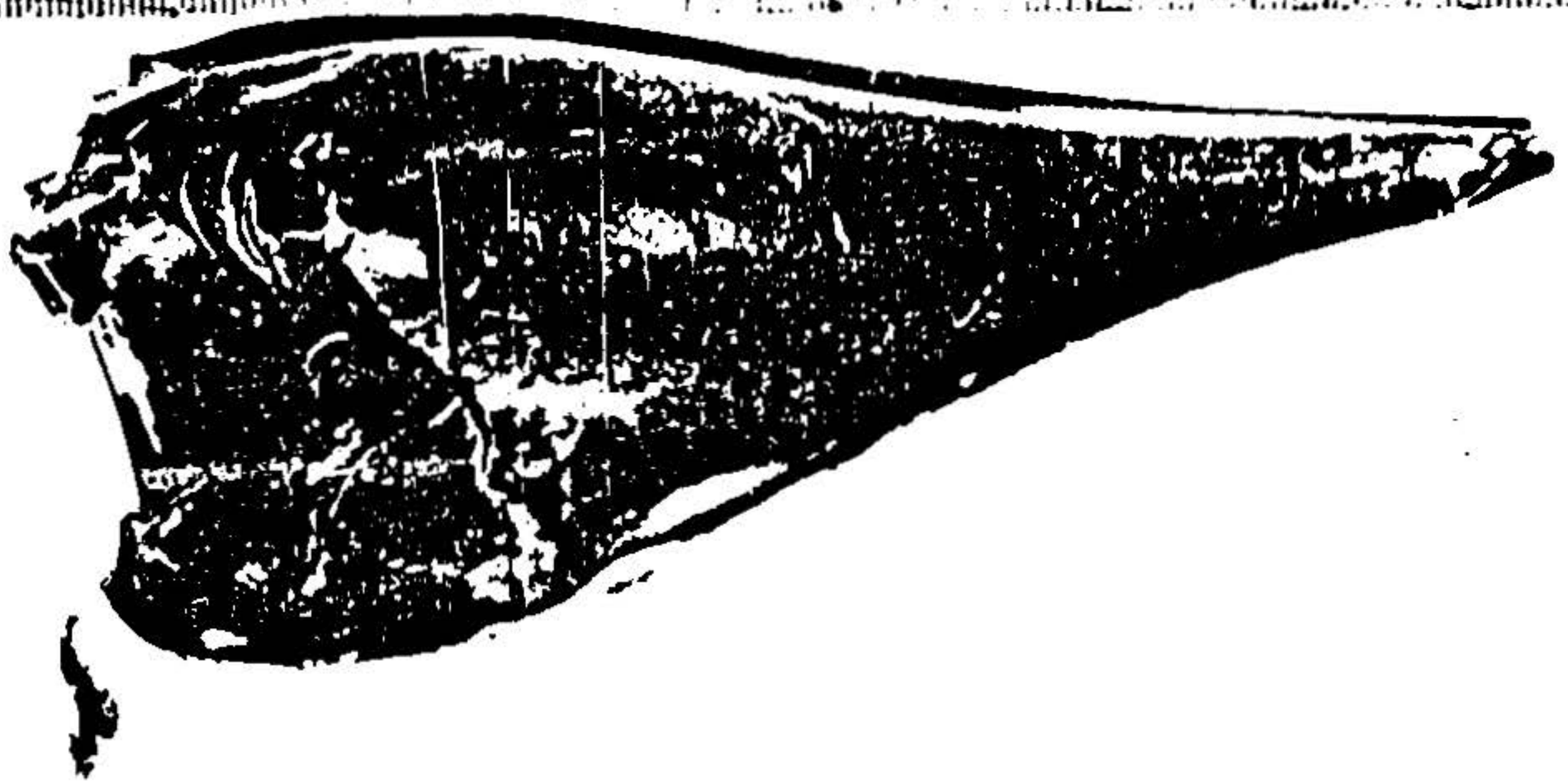
F-6055/1/1

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DOD DIRECTIVE 5200.9









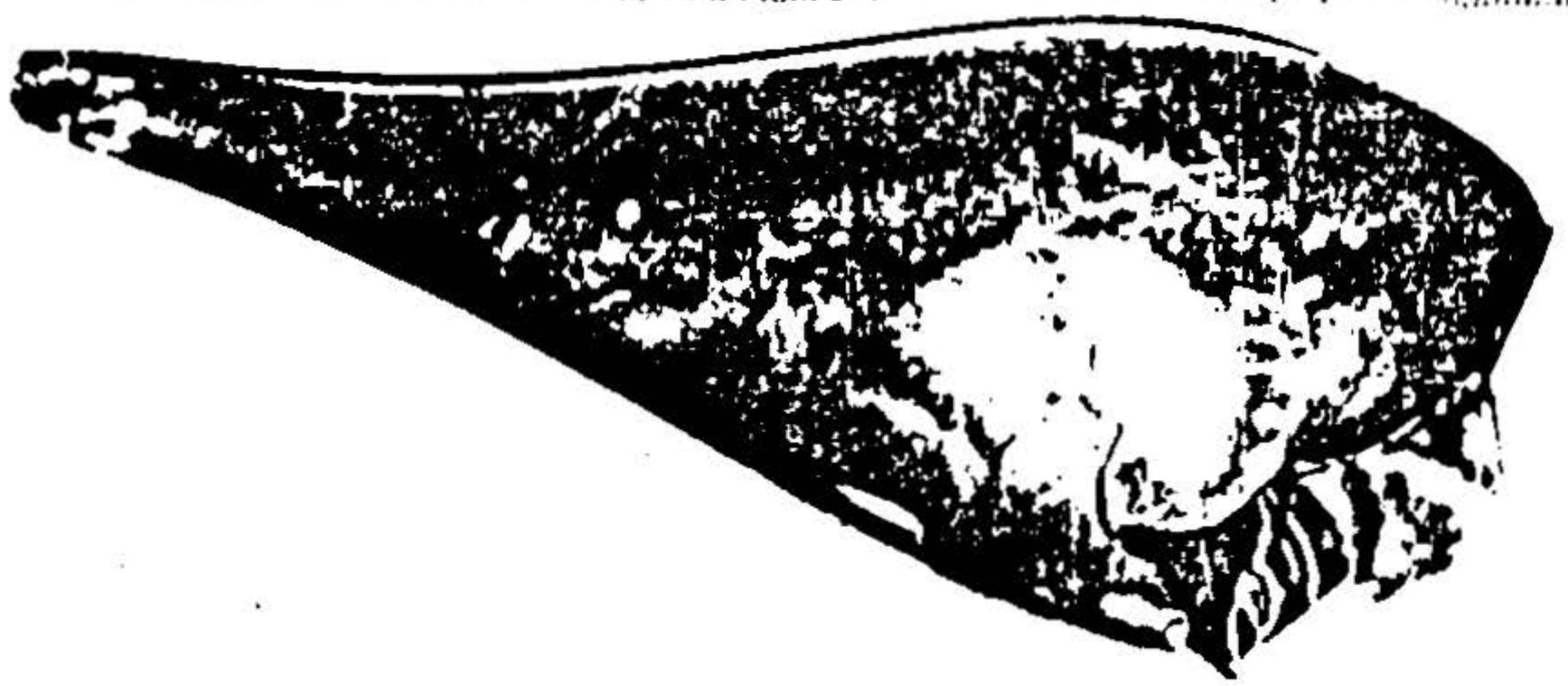












D198239
24B2160

DOSSIER INDEX SHEET

DOSSIER NUMBER 198239

DOSSIER TITLE FLYING SAUCER

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

DOSSIER INDEX SHEET

DOSSIER NUMBER 198239

DOSSIER TITLE FLYING SAUCERS

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

DOSSIER WORK SHEET

DOSSIER NUMBER 198239

DOSSIER TITLE FLYING SAUCER

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

DOSSIER INDEX SHEET

DOSSIER NUMBER 198239

DOSSIER TITLE FLYING SAUCER

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

DOSSIER INDEX SHEET

DOSSIER NUMBER 198239

DOSSIER TITLE FLYING SAUCER

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

DOSSIER INDEX SHEET

DOSSIER NUMBER 198239

DOSSIER TITLE FLYING SAUCER

DATE	TYPE DOCUMENT - SUBJECT		SOURCE	CLASS	COPY
21 Oct 47	Transmittal ltr		ODDI	S	
27 Oct 47	IRS-2	w/	CIC Hq	S	
	PWI reports (3)	w/	USN	S	
	IRS-I, 20 Oct 47	w/	OPS BR	S	
	AIR INTELL. GUIDE		WRIGHT FLD	S	
1 Nov 47	IRS-I	w/	CIC Hq	S	
	Cover ltr, 1 Nov 47	w/	CIC-IR	S	
	MOIC, 1 Nov 47		CIC-IX	S	
14 Nov 47	ltr		ODDI	S	

DOSSIER DATA SHEET

DOSSIER NUMBER 196739

DOSSIER TITLE FLYING SAUCER

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

DOSSIER CROSS REFERENCE SHEET

The following dossiers contain information relative to this dossier.

DOSSIER NUMBER	SUBJECT
154654	HORTEN, Reimer ← Walter
?	PESSLER, Berthold
211310	LEIBER, IEGWIN O.
187945	BERNARDY, Guido Helmut
187848	Soviet Experiments Near Arctic Circle
202085	Flying Saucers from Denmark
265472	BUCHTA, Erich

NAME OR IMPERSONAL SUBJECT	DATE OF BIRTH	CPI ACTION OR DOSSIER NO.	INITIALS
Heinrich Ernst		8294	
messerschmidt Willy		186020 (?)	
		52704 (?)	
		1 Cmd (?)	

NAME OR IMPERSONAL SUBJECT	DATE OF BIRTH	CPI ACTIVE OR DOSSIER NO.	INITIALS
Horten, Walter		NR	
Zahrl, Walter		NR	
Prandtl, Ludwig		NR	
Zeppelin, Graf		NR	
Zeppelin, Graf		71957	

NAME OR IMPERSONAL SUBJECT	DATE OF BIRTH	OPI ACTION OR DOSSIER NO.	INITIALS
Pessler, Berthold	14 Dec 1943	YR-EVK	

~~CONFIDENTIAL~~

VII-1836 AAR

18 September 1952

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

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

On 10 September 1952, it was noted in the 9 September 1952, Stiftlandost edition of the Newspaper "Der Neue Tag" published in WEIDEN (UTM) 33UTR90, that an object, described as a flying saucer, was seen over MITTERTEICH, by Simon LOEFFELMANN, Station Master, Railroad Station MITTERTEICH, born 13 August 1898 in MITTERTEICH, and presently residing at Number 3 Garden Street, MITTERTEICH.

On 10 September 1952, the undersigned agent contacted LOEFFELMANN who stated that on 31 August 1952, at 1900 hours, while performing routine duties at the railroad station at MITTERTEICH, LOEFFELMANN observed a disk-shaped object resembling the moon but appearing larger than the moon, decend from out of the clouds. The object was traveling at a terrific rate of speed. At first LOEFFELMANN thought that this object was going to land but during the next few moments it ascended again leaving a glaring trail behind it. LOEFFELMANN stated that the object was glaring brightly. It manuevered in sight for approximately one-half hour and darted in all directions at a terrific rate of speed. At approximately 2130 hours it disappeared in an easterly direction towards the town of BARTAU (UTM) 33UUR12 and the CSR-German border. Above information was substantiated by Frau Anna LOEFFELMANN, born 3 November 1899, in MITTERTEICH, and Anton SCHMAUSS, born 27 August 1923, in MITTERTEICH. Further investigation failed to reveal the names of any other persons having any knowledge of above information. (F-6)

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

5-Liq 66th CIC Det

1-CIC Central file

1-Region VII file

~~CONFIDENTIAL~~

III-6826
Flying Saucers

11 September 1952

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

1. The attached letter was received by the Provost Marshal, BAD NAUHEIM (UTM) 32UMA8179, Sub Post, and forwarded to this Region for disposition. Region III Registry check on the writer, Siegfried Herbert GAERTNER, who is also responsible for SUBJECT, revealed no record.

2. For your information.

INCLS:
a/s

ROBERT A. VAN HOUTEN
Lt Col
Commanding

DISTRIBUTION:
1 - Hq. 66th CIC Detachment
1 - Region III Registry

Tel: Capt HENDRICKS/Ext 7407

27

Region

FLYING SAUCERS

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

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

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

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

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

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

f. The speed of the saucers is still unknown.

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

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

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

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

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

RESTRICTED

- 1 - Security Information

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

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

Responsible for the copy (Typed)

Siegfried Robert [illegible]

To:

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

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

SUBJECT: DARMSTADT Internment Camp Lectures — 20 June 1950

RE : V-2 and Flying Saucers

CARDED X-11531

1. REASON FOR INVESTIGATION:

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

2. SYNOPSIS OF PREVIOUS INVESTIGATION:

None

3. PRESENT INVESTIGATION:

In approximately January 1948, three (3) or four (4) lectures had been given at the DARMSTADT (150/M64) Internment Camp, on the Subjects of "Flying Saucers" and German "V2" rockets, which had allegedly been under construction by Germany, during the war on the Islands of USEDOM (N54/L10) and WOLLIN (N54/K04). The person giving these lectures had allegedly worked on both of the above-mentioned projects and had discussed and explained fully the various formulae and technical points of both of these projects.

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

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

6. The following persons had allegedly attended these lectures:

a. Professor, Doctor (fnu) BOHM (BOEHM), pathologist, formerly from the University of JENA (N51/J66) had been released from the DARMSTADT Internment Camp in August 1948., Present whereabouts unknown.

b. Doctor, med, Fritz BETHGE, living at Domplatz 5, FRITZLAR (L52/N08).

c. Doctor Med. Max FINK, former Chief of Medicine for STRASSENBURG (N53/K23) left the DARMSTADT Internment camp in January 1948 for WIESBADEN (M51/M36).

d. Professor, Doctor, Med. (fnu) WEINFURTZ, currently living in HEIDA (L51/D90) Kreis Duisburg

e. Doctor Hans HEYMANN researcher living in DARMSTADT.

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

4. UNDEVELOPED LEADS AND FUTURE ACTION:

a. That the five persons mentioned in paragraph 6 above be contacted and questioned in order to determine if possible the identity of the person who gave these lectures.

b. If this person is found to interrogate him in order to obtain information from him regarding the subjects of his lectures.

5. AGENT'S NOTES:

a. Background information; Source had been interned at the DARMSTADT camp at the time that these lectures allegedly took place.

b. Clarifying Comments: None

c. Agents Opinion; None

d. Specific Recommendations; That the Persons mentioned in paragraph 6 above, be contacted inorder to determine the identity of the person mentioned in paragraph 5 above. If and when this is accomplished, it is also recommended that this man be thoroughly interrogated for any information he might possess regarding Flying Saucers or V2's.

e. Source; See Correlation

Evaluation; F-3

f. Case Closed in this area.

CHESTER WOLKONOWSKI
S/A CIC

CORRELATION

Source; Georg STALLING

a. During a conversation with Source the undersigned brought-up the subject of Flying Saucers and Source made the statement that he had heard of Flying Saucers as far back as 1948. On instructions of the undersigned, Source agreed to obtain as much information as he could regarding the Subject.

b. STALLING reported the info to the undersigned.

c. Stalling had been interned at the DARMSTADT camp at the time of the alleged lectures.

d. The lectures allegedly took place between January and May 1948.

e. Source submitted the initial report on 3 April 1950, but had to obtain additional information which he submitted on 4 June 1950.

f. None

AGENT REPORT

1. NAME OF SUBJECT OR TITLE OF INCIDENT

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

2. DATE SUBMITTED

25 April 1950

3. CONTROL SYMBOL OR FILE NO.

O-479

4. REPORT OF PROCEEDINGS

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

While visiting the II & E Staff School Library in BUDINGEN (L51/R96) recently Lt FRANKLIN noticed the Librarian, a KILLER or MULLER, (fnu) reading a highly technical Magazine or Manual pertaining to Guided Missiles. When Lt FRANKLIN engaged the man in conversation he was told by MILLER or MULLER that he (MILLER or MULLER) had invented the flying saucers. He had worked on them during the Third Reich, he said, but later left Germany and lived in an undisclosed foreign country until the end of the war. He returned to Germany four (4) years ago and has been working for the Americans ever since. He stated further that he had worked for a Capt JOHNSON and attempted to enlist his, Capt JOHNSON's, aid in getting his invention tested by the American authorities. The Americans, he claimed, were not interested. MILLER or MULLER then said he has recently written two letters to two other foreign powers concerning his invention, but as yet has received no answers. MULLER or MILLER claims his invention is much better than that in the American possession because of an injection system which keeps the missile from freezing up at high speeds. Although Lt FRANKLIN considers MULLER or MILLER a "Crack Pot", he stated that the man seemed to know a great deal about modern American Aircraft, such as only an engineer would know.

The following discription of MILLER or MULLER was given:

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

Evaluations: As to Lt FRANKLIN's story (A-2); as to MILLER's or MULLER's story (F-6)

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

5. TYPED NAME AND ORGANIZATION OF SPECIAL AGENT

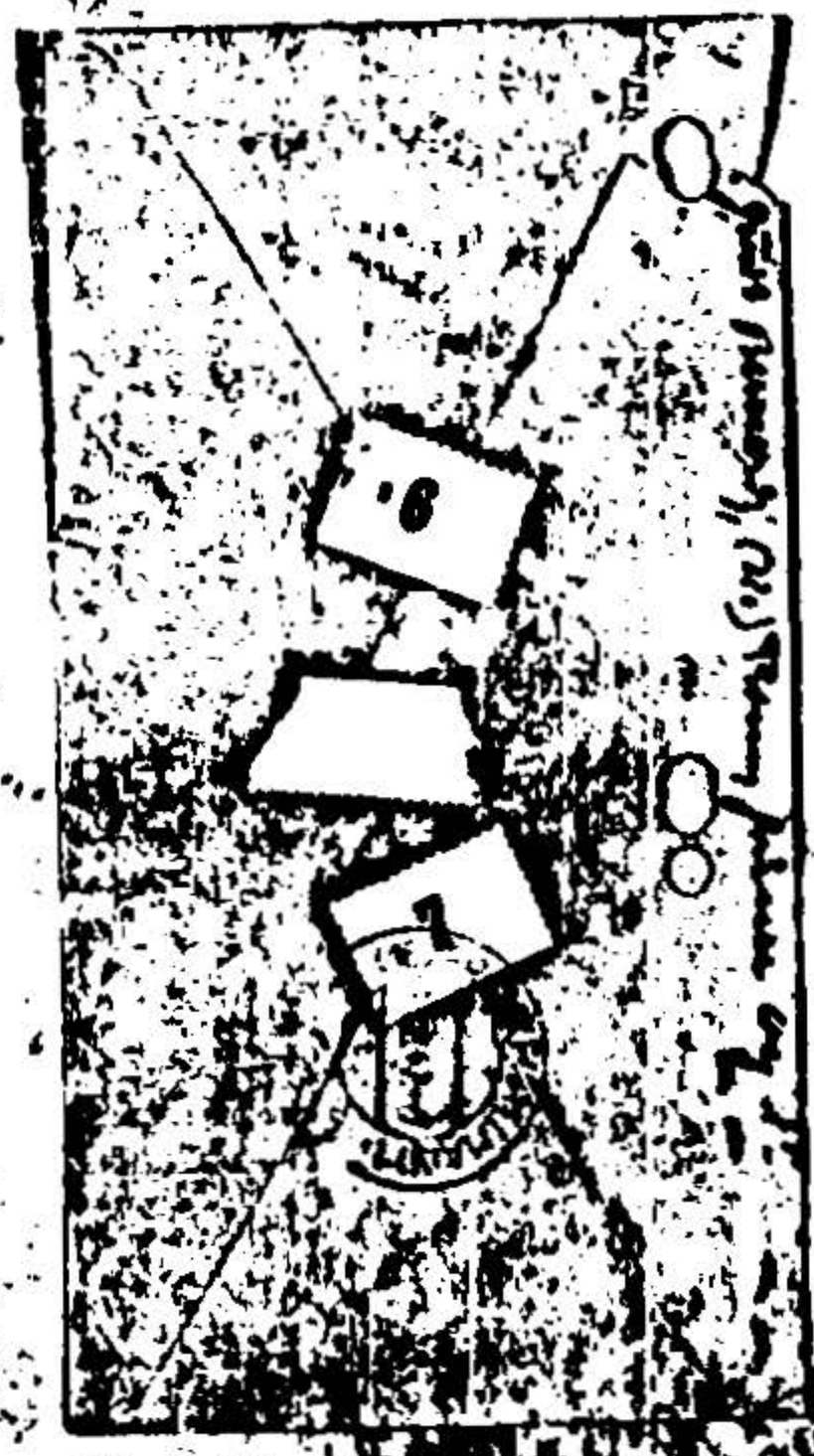
FRANCIS J. [illegible], 427/10 CIC Det

6. SIGNATURE OF SPECIAL AGENT

Francis J. Boarle

WD AGO 341





34

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

Guid Bernardy

(22e) Bonn, 11.8.47
Grüner Weg 1i

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

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

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

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

Bernardy

(End of translation)

NUMBERING MACHINE

SKIPPED PAGE

Guid Bernards

(22c) Bonn, den 11. 8. 47
Grüner Weg 11

Ja erwies sich - wie Ihnen vielleicht schon bekannt - als unmöglich, Zeltplätze
vorher ohne eine endl. Verständigung für den Zug Cöthen zu bekommen.
Abgesehen davon aber stellte sich eine Fahrt Cöthen überhaupt
als unmöglich heraus, weil die Verkehrslage den einen der beiden
Herren eine verlassen der täglichen Arbeitsstätte vorbietet. Ich wies
sie auf diese Umstände selbst hin, vermochte es aber nicht sie zu ir-
gendeiner Maßnahme zu veranlassen. Sie zogen es vielmehr
vor, Ihre Fürsorge vom Vortage die Herren mit dem Wagen mit einer
Zeltplatz u. für entsprechende Kleidung zu sorgen, ohne Rücksprache
zurückzuziehen. Sie überließen es mir, irgendeinen Weg zu finden,
den es würde schon gehen, denn ich am Sonntag oder Montag mit
den Herren dort sein würde. Ich auf meinen wiederholten Hin-
weis, daß die angegebenen Schwierigkeiten meine Kenntnis, eine
Zeltplatz mit den beiden Herren verbinden, würden, veranlaßte
sie zu dem Zugeständnis, daß ich Ihnen dann schreiben sollte.
Auch mein Vorweisen auf die Notwendigkeit der Einhaltung
des gestellten Termins, vermochte nicht sie zu irgendeinem
eigenen Tun zu veranlassen.

Aufgrund der so geschaffenen Lage, [illegible] durch Ihr eigenes Verhalten, das sich als durchaus nicht bereit, anderen als einseitig erwies, von sich aus irgendetwas für die Dinge zu tun, die in Ihrem eigenen Interesse liegen d. h. um derentwillen ich mit allen den kein Opfer d. h. keine Mühe gescheut habe, ist mir durch Ihre eigene Rückkehr dorthin mit den beiden Herren unmöglich gemacht worden. In meinen Verhandlungen habe ich meine Vorschläge auf die Termine hingewiesen, habe ich meinen früheren Belang darin in den Ihren eigenen Interessen diesen selben Sache willen keine Mühe gescheut habe. Wenn Sie nun Ihrer selbst d. h. um Ihres Glückes willen nicht einmal dazu zu veranlassen sind sich irgendwie für die Dinge zu bewegen, wenn Sie neue Termine gleichgültig sind halte ich mich entsprechend den eigenen Festsetzungen - nicht mehr an die gebunden d. werde meine weiteren Schritte entsprechend dem gewählten was ich Ihnen in meinen Darlegungen für diesen Fall bereits festsetzte. Die als Reinkosten gedachten 100.- Mk (einhundert Reichsmark) stelle ich Ihnen beigeschlossen wieder zu.

Bernardy.

~~SECRET~~
~~CONFIDENTIAL~~

HEADQUARTERS
AUGSBURG SUB REGION
COUNTER INTELLIGENCE CORPS REGION IV
970th CIC DETACHMENT
EUROPEAN COMMAND

APO 407-A
4 June 1948

Declassified by authority of CG USAREUR Ltr AIAGPA-CI-AGO 1-31-77 LeFevre 2d Lt ORDO

FILE NO: IV-A-1300/ad

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: EUCOM Flying Saucer Design.

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

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

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

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

2. Investigation revealed the following:

a. The undersigned agent E. A. DECK, on or about 25 May 1948 furnished the S-2 Augsburg Military Post, Lt Col CARELL, with several prints of German Jet propelled plane design. These prints were of HORTEN Brother design.

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

(1) On or about 10 May 1948 the undersigned agent discovered the Airplane designs mentioned above while rummaging through old papers found in one of field trunks located in the supply room of the Augsburg 970th CIC Offices.

(2) Investigation as to the origination of the papers and the source from which they came was to no avail.

(3) The papers turned over to S-2 Augsburg Military Post as mentioned above were not accompanied by report.

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AUTH Para 1-603 DOD 5200.1R

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

APPROVED:

[redacted]
L. A. ECK
S/A CIC

JACK H. HOLLE
Special Agent, CIC
Case Officer

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ON 05 JUL 1994
BY CDR USAINSCOM FOI/PO

SUS 5 JUNE

a

hq cic reg.1v
c i c augsburg 31 may 48 1035 hrs opns holle
wo/// who is on duty pls?+++
this is whitt/////whittaker may i help you
just wonder if capt morfit happens to be there?+++
he is not in the office but perhpas i can reach him in his quarters
no, pls dont bother here is a message that he can read over tomorrow....
in reference to a twx that i sent on 17 may 48 at 1515 hrs
i remembe the story concerning capt deck and when he is expected back from furlough, however, about the other case concerning an interview with one herr grieshammer, the official of the german nathional rai.waz guenzburg repair area, about the almost identical railway accic// accident which occured a few days prior to 20 mar 48 near hannover in the britsi// british yone. pls excuse the speling today. we wanted to know the exact location and date of alll// alleged accident in order that british authorii/// authorities may furnish this headquarters with further delails. that is al for kn/ now. the report may have come in the past week but our twx machine has been unattended most of the time and the messages are never delivered. in case you have sen down a written report i will check the message center in the morning. if you send a twx, just let me know the date and i will be able to fine it quite easily from that. this is all i have today, not important to call capt morfit hut pls ask him to look into it tomorrow when he comes in.+++
i am sure that the reo/// report has gone down to you as i am the one who typed it in final form gone nom pls i will check to be su
i cannot check the log but i know that it has left this office fo
sure anythin; else no thank you could you perhaps send down
the date. that is not too important perhaps just forget it as i can check the log here tomorrow when the open up. i just happen to be working to day and noticed a suspense date on the railway incident. as long as it did not come by twx i will find it alright. thanks a lot and clear from this end if there is nothing furhter++++

nothing further and out

[illegible] report that was considered [illegible] report has been fed to eucom and has [illegible] interview here [illegible] the official of the / the german national railway [illegible] repair area, concerning the reported almost identical railway [illegible] which occurred a few days prior to 20 mar 48 near hanau in the british zone. they would like to have the exact location and date of alleged accident in order that british authorities may furnish this headquarters with further details.

here is a message for capt hecke
hqs usafe g-2 rec'd a report from the g-2 officer of augsburg military post. this information had been givi/// given to the g-2 officer by an unnamed agent from the 970th. the report consisted of technical data concerning the northen design and the agent did not explain their origin. further, the civilian said that it was impossible at this time to give the g-2 any more data. now it seems that usafe is very interested in additional aspects, and desires any other information available to assist in the project. also the request was made to eucom that usafe be kept complete any effort devoted to this project. in the later /// letter to us, a request this comment[illegible]
[illegible]

[illegible] agent in q
it is requested that the agent in question be determined and that a report of such report and any additional information be forwarded to this headquarters. the dated of the original memo from the usafe is 26 april 1946 and then they close with the suggestion that in the future this headquarters be furnished an info copy of reports submitted to to to other agencies. i have tried to write the above with out giving too much over the twx if you need any additional i will have to send you a classified letter. is the above enuff?++++ one more pt++++ one thing that i can add to your / memo in connection with the above will be this++ request that when he is answering to pts put on the report that the message center here will give me the info, and on the report that capt heck will make on the original data. also the eucom suspense date is the reason that it should be in this office soonest. the attached is for your information, altho i would appreciate it if it was [illegible] soon if the info is readily available+++ this is [illegible] at the present know anything about the [illegible] look into it. we will get the poop for it, [illegible] iller if i believe still up there today [illegible] that you acquaint him with the subject [illegible] so that we will have enough to go on++ [illegible] subject is listed - [illegible] as to [illegible] i think that if you would ask all [illegible] the reuben james someone will remeber [illegible] am sure that the post g-2 will recall [illegible] all agents - i have a hunch that the [illegible] with us, but will see what can be found [illegible] either know the name and did not want [illegible] usafe or else he can furnish a descript-. [illegible] no thanks to it. hope you [illegible]. thanks a lot for the help+++you are [illegible] cute+++

~~SECRET~~

HEADQUARTERS
970TH COUNTER INTELLIGENCE CORPS DETACHMENT
EUROPEAN COMMAND

APO 757
12 March 1948

D-198239

SUBJECT: Flying Saucers

TO : See Distribution

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

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

3. For your information.

BY ORDER OF COLONEL ERSKINE:

EARL S. BROWNING, JR.
Major, Infantry
S-3

Mr. OLIPHANT/emf/7256

DISTRIBUTION: "B"

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AUTH Para 1-603 DOD 5200.1R

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HEADQUARTERS
SUB-REGION DARMSTADT
COUNTER INTELLIGENCE CORPS REGION III

III-D-1648.1

8 March 48

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: HORTEN, Reiner and Walter (Brothers).

Re : Operation HARASS

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

Regraded CONFIDENTIAL by authority of
Col Gray III by BLT
1-31-57 L.E. Phillips 2d Lt ORDC

1. Reason for Investigation:

Reference is made to letter, Headquarters Counter Intelligence Corps Region I, 970th CIC Detachment, European Command, APO 154, dated 26 January 1948, file No. 1-1606; subject: HORTEN, Reiner and Walter (Brothers); Re: HARASS.

2. Results of Investigative Activity:

a. In the above mentioned reference Professor Frau. SUESSAL is reported living either in the DARMSTADT (L50/M54), FRANKFURT (L51/M67), or HALBURG (L42/M49) area, and is reported as a possible lead concerning the HORTEN brothers; (see subject).

Adolf SUESSAL, Professor, Doctor, Philosophe, is presently residing at WALDER RODEN (L50/M75), Schulstrasse 59, SUESSAL is administrative and liaison leader of the scientists in the DARMSTADT area. When contacted, SUESSAL stated that the last he had heard concerning the HORTEN brothers was that they were residing at STUTTGART (L49/J08), BADEN-BADEN. As to their present residence, SUESSAL could furnish no further information. They lived and carried out their experiments with motorless, and tail-less planes during the war at SCHWARZWALD GMUEND (L49/J52), BADEN-BADEN. The HORTEN brothers worked very closely with the SUESSAL and JUNKERS Factories, which were engaged in the designing and construction of various aircraft. SUESSAL offered the following named persons, who were connected with the two (2) above mentioned firms, as lead, concerning the HORTEN brothers:

(1) Franz WALTER, Betriebsfuehrer, SCHWARZWALD GMUEND, Parlastrasse 20.

(2) Paul HENKEL, Engineer, SCHWARZWALD-GMUEND, BADEN-BADEN, Parlastrasse 10.

(3) Friedrich FECHER, Engineer, KIEL, NEU-ISENBURG (L51/M66), Lirchstrasse 29.

(4) Frau MEISEL, Engineer, NECKAR-ZIMMERN (L50/M57) Hortenburg, BADEN, Reppenauerstrasse 26.

(5) Ernst SIEBERT, Engineer, DARMSTADT (L50/M62) Roonstrasse 5.

Evaluation: F-3.

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c. Interview of [illegible], who is located in this area, revealed the following information relative to SUBJECT: SEIBERT, who was formerly chief testpilot for Junkers Aircraft corporation, was not acquainted with the HORTEN brothers, but knows that they built the first "tail-less" plane ever flown in GERMANY. Experiments with this craft were made at SCHWAEBISCHGMUEND, however, the date is not known. Toward the end of the war the BRITISH evacuated the HORTEN brothers to TUTTLINGEN (L52/C32), BRITISH Zone, and allowed them to resume work of their "tail-less" aircraft. During 1946 they were transported to ENGLAND to make test flights for official purposes. The results have never been revealed; however, the HORTEN brothers who had been promised entrance to ENGLAND were returned to PÖTTINGEN and told that at the present time, due to lack of funds, the ENGLISH could not bring scientists and important technicians into ENGLAND. Upon their release from the ENGLISH, the HORTEN brothers were not allowed to continue their work. SEIBERT furnished the following named person as a possible lead concerning the HORTEN brothers:

(1) Hanna REITSCH, presently residing at OBERURSEL (L51/E7), near FRANKFURT/Main, famous woman pilot of GERMANY, was well acquainted with the HORTEN brothers. SEIBERT stated that REITSCH did test flying of the HORTEN aircraft.

d. Interview of Walter REICH, Electrical Engineer, residing at 184 Darmstadterstrasse, DARMSTADT-ARHEILGEN (L50/M6), revealed the following information: The HORTEN brothers were, the foremost glider experts of GERMANY for many years. During the war they were in the neighborhood of WURTTEMBERG (L50/M53), Wurtemberg BADEN. Throughout the entire war they carried on top secret wind tunnel tests. The wind tunnels, believed to be the largest and most modern of that time were located at SCHWAEBISCH-GMUEND. The work of the HORTENS was closely related with the SEIBEL factory at the end of the war (1945). During 1946 REICH heard that the HORTEN brothers were located at or near STUTTGART, where also the remains of the firm SEIBEL had been evacuated. Recently in 1947 REICH learned that Frau. SEIBEL had left his firm (disposition of firm unknown) and had taken up residence at TROSTBERG SEE (P40/Y91) BAVARIA. In connection with this he learned also that the HORTEN brothers, along with other SEIBEL personnel had moved to FRANCE under contract with the FRENCH Government. Upon request of the undersigned, REICH learned the following: The HORTEN brothers are in FRANCE living at DECIZE, approximately one-hundred and ninety (190) miles southeast of PARIS. DECIZE is located on the Loire River. The HORTEN brothers are working on very important experiments, together with a Professor Frau FLAMM, an Aerodynamics expert who was considered together with the Junkers Motor Building factory located at DESSAU (M52/K17). There is a Colony of approximately two-hundred (200) aircraft designers, builders, technicians and their families located at DECIZE. (F-2)

e. Additional information concerning (1) SEIBEL, (2) SEIBERT, and (3) [illegible] is listed:

46

(1) Name.....Adolf SEIBEL
Birthdate..[illegible]

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

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

(3) Name.....Walter REICH
Birthdate...1906
Birthplace..DESSAU
Occupation..Radar, Electronic expert.
Address.....HALLE/SAALE (M52/D92) (former.
REICH is presently awaiting orders for immigration to the US.

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

a. The leads given in paragraph 2, sub-paragraph b (1), (2), (3), and (4); sub-paragraph c(1) be exploited.

b. That this case remain open and that an exchange of new developments be maintained by this office, CIC STUTTGART, and CIC FRANKFURT.

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

PERS. AND INTERS. INDEX

HORTEN, Reimer	WALBURG	DECIZE, FRANCE
HORTEN, Walter	NIEDER-RODEN	PARIS
SEMPAL, Frau. Prof.	STUTTGART	LOIRE RIVER
SEMPAL, Adolf. Prof. Dr. Phil.		DESSAU
WALTER, Franz	SCHWABISCH-GMUND	VIENNA, AUSTRIA
SEMPER, Paul	NEU ISENBURG	HALLE/SAALE
RECKER, Friedrich	NECKAR BISCHOFSHEIM	WORMS
REISEL, Frau	BENSHEIM	U.S.A.
SEIBERT, Ernst	GOTTINGEN	SEIBEL Plane
REICH, Hanna	HOLLAND	JUNKERS
REICH, Walter	OBERURSEL	"tail-less" plane
SEIBEL, Frau	DARMSTADT-ARHEILGEN	FRENCH Government
[illegible], Frau	WORTZBURG	
DARMSTADT	TEGERN SEE	
FRANKFURT	FRANCE	

APPROVED:

JOHN M. PARISH
Special Agent, CIC
Commanding.

MARILYN A. LAGHAUSSER
Special Agent, CIC

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47

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

CSH/es
5 March 1948

IV-2574

SUBJECT: Flying Saucers

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

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

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

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

ELLINGTON D. GOLDEN
Lt. Col. AC
Commanding

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

Munich Mil 2995-2996
(Mr. Hajdu)

Copy of all this Munich 6 Mar 48 Encl

IV 7339.

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

1 March 1948

IV-2574

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: BAUER, Director Hubert

1. In conjunction with the interrogation of one Walter ZIEGLER, this agent interviewed one Hubert BAUER on 26 January 1948 at the apartment of Subject's brother in ROSENHEIM (M48/Z22), with the following results.

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

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

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

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A - 49 copy to CPOR 12 Jan 48

he had no knowledge concerning their present activities or whereabouts. However, he remembered to have heard that the HORTEN brothers were supposed to be working in the United States. He described the HORTEN plane as a tailless rocket plane, but could give no further details, due to the fact that he (Subject) had never worked on any of the HORTEN constructions. Furthermore, Subject stated that he had not heard anything concerning Russian experiments with, or developments of, the HORTEN plane, although he was personally inclined to believe that the Russian scientists would attempt to carry on the HORTEN experiments. Subject stated that he had last met Walter ZIEGLER approximately one year ago, and that he can not think of any one in Germany who might be able to give any reliable information concerning the HORTEN family, especially since VOGT is already working in the United States. The wind tunnel at KOCHEL (M48/Y70) is of course known to Subject; however, he has never been there, and he does not know Professor RUDIN.

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

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

3. Agent's Comments: Investigation closed.

SOURCE: Hubert BAUER

EVALUATION: F-6

APPROVED:
CAMILLE S. HAJOU
Special Agent, CIC

RUDOLPH J. GEISER
Special Agent, CIC

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List of Personalities, Places and Impersonal Subjects

Director Hubert BAUER
HORTEN family
Prof. MESSERSCHMIDT
Walter ZIEGLER
VOGT
Prof. RUDIN
Allied Reparation Commission at BRUXELLES
Field Information Agency, Technical

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

IV-2574 1 March 1948

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: ZIEGLER, Walter Erich

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

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

a. Personal Data

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

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

Army Record: None. UK during the war due to his scientific work on rockets.

Nazi Record: Membership in DAF and NSV without positions; according to his Spruchkammer sentence Subject does not come under the denazification categories.

Criminal Record: No previous convictions.

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

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

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

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

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

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AUTH Exec 1402 DOD 5200.1R

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

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

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

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

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

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

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

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

3. Agent's Comments: Investigation closed.

SOURCE: Walter Erich ZIEGLER

EVALUATION: F-6

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

APPROVED:
Camille S. Hajeu
CAMILLE S. HAJEU
Special Agent, CIC

List of Personalities, Places and Impersonal Subjects ✓

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

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ON 02 JUL 1994
BY CDR USAINSCOM F01/PO

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

IV-2574 1 March 1948

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: WENDEL, Fritz

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

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

a. Background information regarding WENDEL is as follows:

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

In 1933 WENDEL entered a Sport Pilot's School in MANNHEIM (L50/M50) and studied there for half a year. From here he attended the State School for Commercial Aviation at SCHLEISSHEIM bei MUNICH (M49/Y85) for a period/two (2) months. At this time WENDEL was called up for three (3) months basic army training in HEMDSBURG/SCHLESWIGHOLSTEIN (L55/N23), after which he continued his commercial aviation studies in GOTHA (M51/J06) in February 1935. In October 1935, Subject was excluded from this school because he refused to enlist in the army for a twelve (12) year period.

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

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

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

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

Subject specialized on fast aircraft such as ME 210 and ME 262 (jet propelled fighter plane). He also flew various other types including the ME 209. On 26 April 1939, Subject established a world speed record of 755 km per hour with the ME 209. According to Subject this fact was mentioned in the German Press as having been accomplished with the ME 109 for propaganda purposes. While test piloting the ME 262, Subject concentrated on discovering changes in the aircraft when nearing the speed of sound.

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

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

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

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

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

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

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

(b) The HORTEN Bros. aircraft that Subject knew of were propelled by jet and rocket engines, both of which emit sound while in operation. He stated that he did not know of any soundless or near soundless engines. WENDEL here related that German scientists had been experimenting with the use of ordinary type engines for normal or cruising speeds, with rocket engines to be used on the same craft for super speed. This theory was used by the Germans on submarines for high speed getaways. This was first used by the scientist WALTHER at KIEL (155/C53).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(4) Page 3: "Items of Construction"

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

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

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

(5) Page 3: "Items of Arrangement"

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

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

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

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

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

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

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

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

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

(7) Page 4: "Landing Gear"

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

(b) Nothing other than conventional.

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

(8) Page 4: "Power Plant Item"

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

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

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

(9) Page 5: "Information desired on ....."

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

3. Agent's Comments:

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

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

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

SOURCE: Fritz WENDEL

EVALUATION: F-6

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

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

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

PERSONAL AND IMPERSONAL INDEX

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

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ON 6 JUL 1994
BY CDR USA, USCC-1 FOIPC
AUTH Para 1-603 DOD 5200.1R

SECRET

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

(Page 47 of German Text)

Augsburg

Slats and Their Applications in German Airplane Manufacture

Slats have been used to:

A) Improve the pitch attitude

B) Achieve greater angle of attack (and thereby maximum lift factor)

Two types of slats were used:

1. Retractable and

[WING DIAGRAM] [WING DIAGRAM]

2. Fixed slats (air channels)

[WING DIAGRAM]

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

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

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

A) Improving the pitch attitude.

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

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

[CHART Ca vs. Cw]

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

(Page 48 of German Text)

B) Increasing the lift factor.

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

[CHART Ca vs Cw, without and with slats]

[Me 210 WING DIAGRAM]

[Me 262 WING DIAGRAM]

(Page 49 of German Text)

To additional methods were successfully employed whi:h increased the lift factor (Ca).

A) Increasing wing surface area at heavily loaded areas.

Me 262 example (inner wing)

1st implementation

[WING DIAGRAM]

2nd implementation

[WING DIAGRAM]

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

[WING DIAGRAM - FROM FRONT]

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

(Page 50 of German text)

Fritz Wendel

Flight Commander

Augsburg

Top an Frontal View of the

"Horten" airplane

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

[TOP VIEW]

[FRONTAL VIEW]

(End of translation)

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

COMMENTS: None.

Fritz Wendel
Flugkapitän
Augsburg

Slots und ihre Verwendung im deutschen Flugzeugbau.

Slots wurden verwendet:

A) zur Verbesserung des Abkippverhaltens

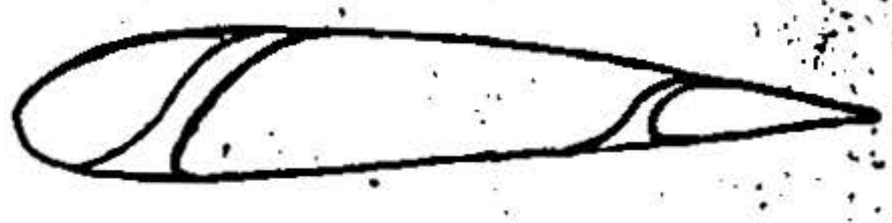
B) zur Erreichung größerer Anstellwinkel(und somit größerer maximaler Auftriebsbeiwerte).

Es fanden 2 Arten von Slots Verwendung

1. Einziehbare und



2. feste Slots (Luftkanäle)



Die Eintrittsöffnung muß immer um mindestens 1oo % größer sein als die Austrittsöffnung (große Luftgeschwindigkeit auf der Flügeloberseite).
Größte Wirksamkeit wird erzielt, wenn die Eintrittsöffnung 14 % der Flügeltiefe beträgt.
Bei Ausfahrslots kann die Wirksamkeit durch seitliche Abdeckung erhöht werden.

A) Verbesserung des Abkippverhaltens.

Zur Verbesserung des Abkippverhaltens werden Slots nur im Bereich des Außenflügels angebracht (siehe Messerschmitt Me 1o9 und Me 163).
Es soll erreicht werden, daß die Luftströmung nicht über der gesamten Fläche gleichzeitig abreißt und somit kein plötzlicher Abfall des Auftriebsbeiwertes eintritt.

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Ca

...hsbeiwert)

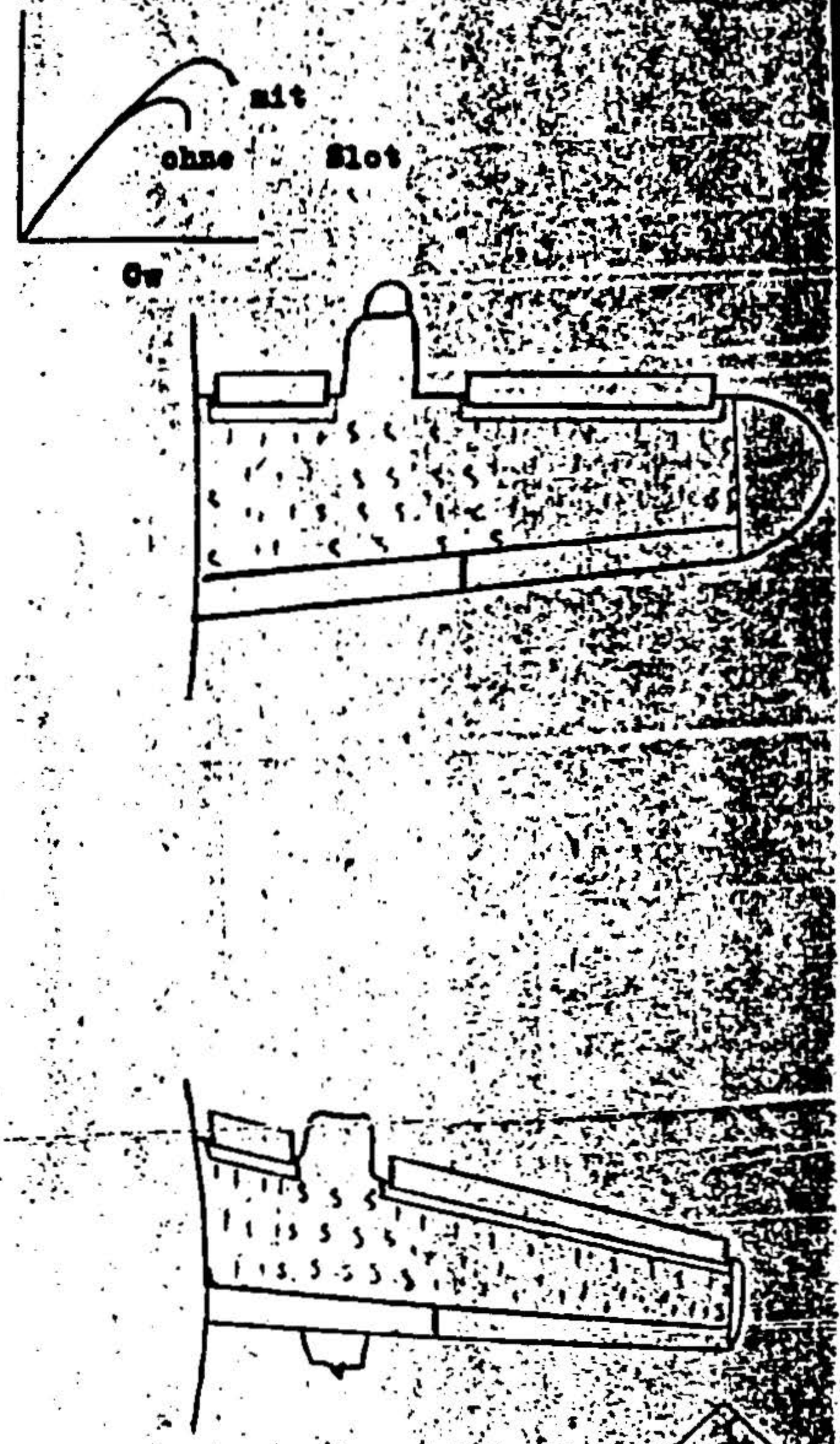


67

ohne mit Slot

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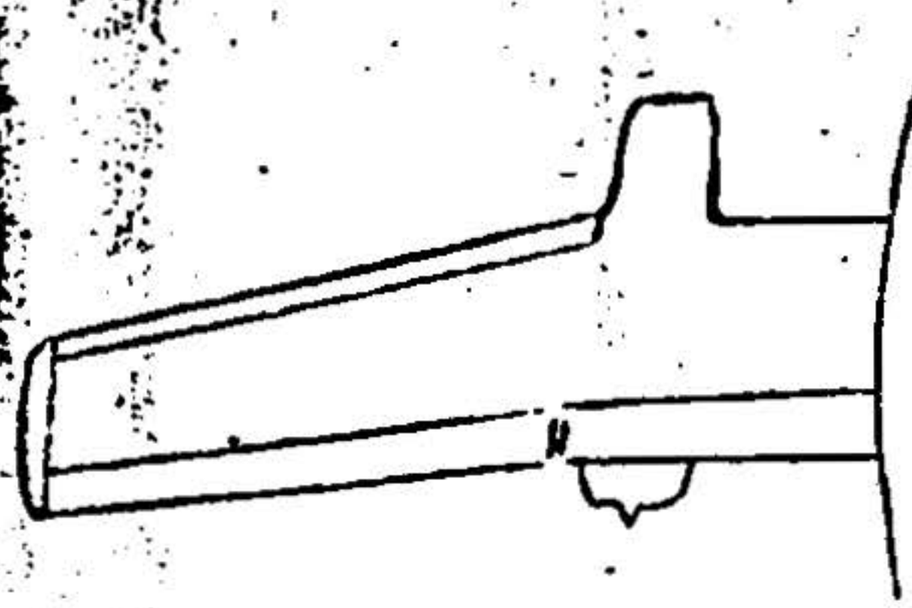
B) Vergrößerung des Auftriebsbeiwertes.
Erlaubt es das Abkippverhalten, dann kann man Slots auf der gesamten Flügelvorderkante anbringen (z.B. Me 410 und Me 262). Dadurch vergrößern sich die maximalen Anstellwinkel und Auftriebsbeiwerte (geringere Mindestgeschwindigkeiten und engerer Kurvenradius).



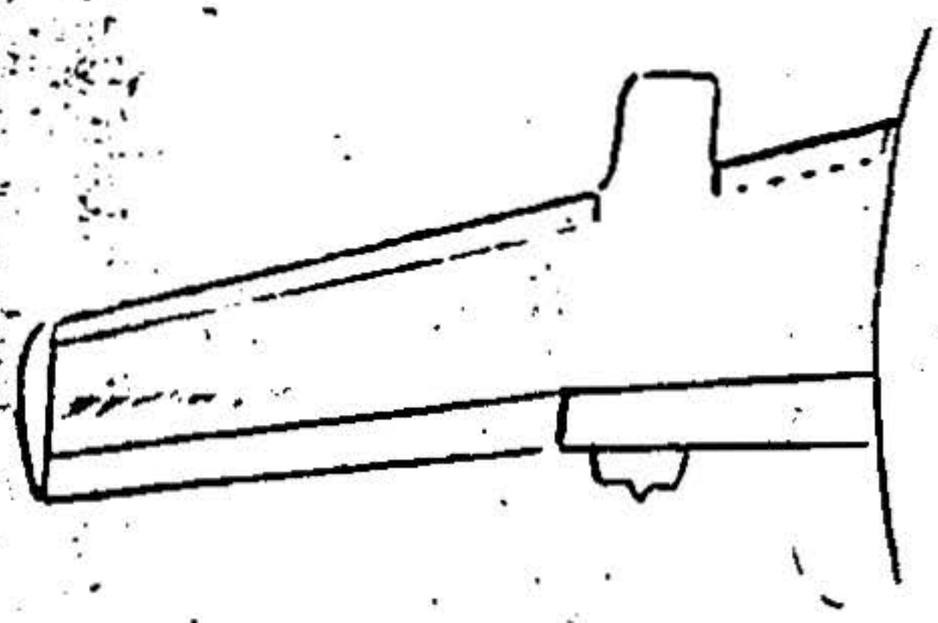
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Zur Ca- Erhöhung wurden außerdem noch erfolgreich 2 weitere Methoden angewandt.

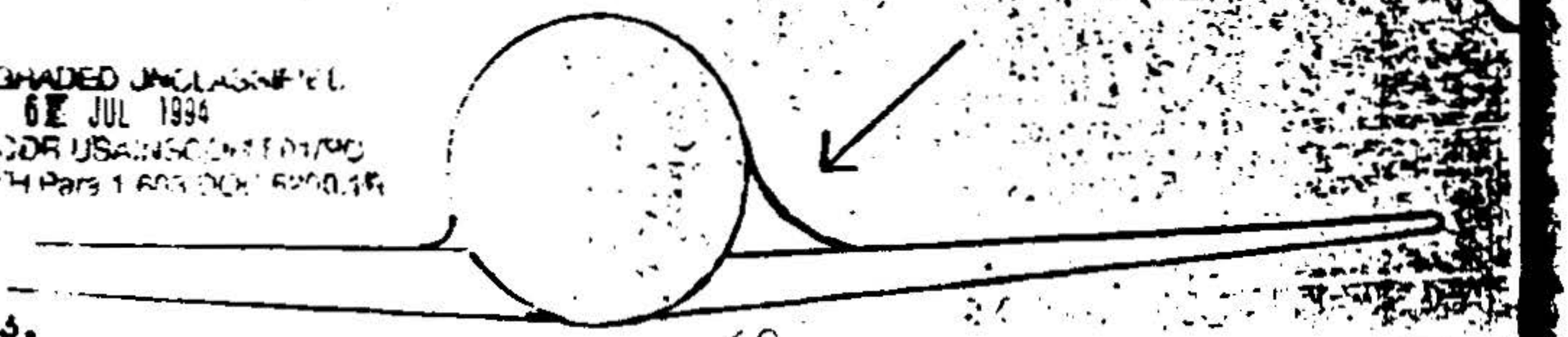
A) Flügelvertiefung an hochbelasteten Stellen.
Beispiel Me 262 (Innenflügel)
1. Ausführung



2. Ausführung



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



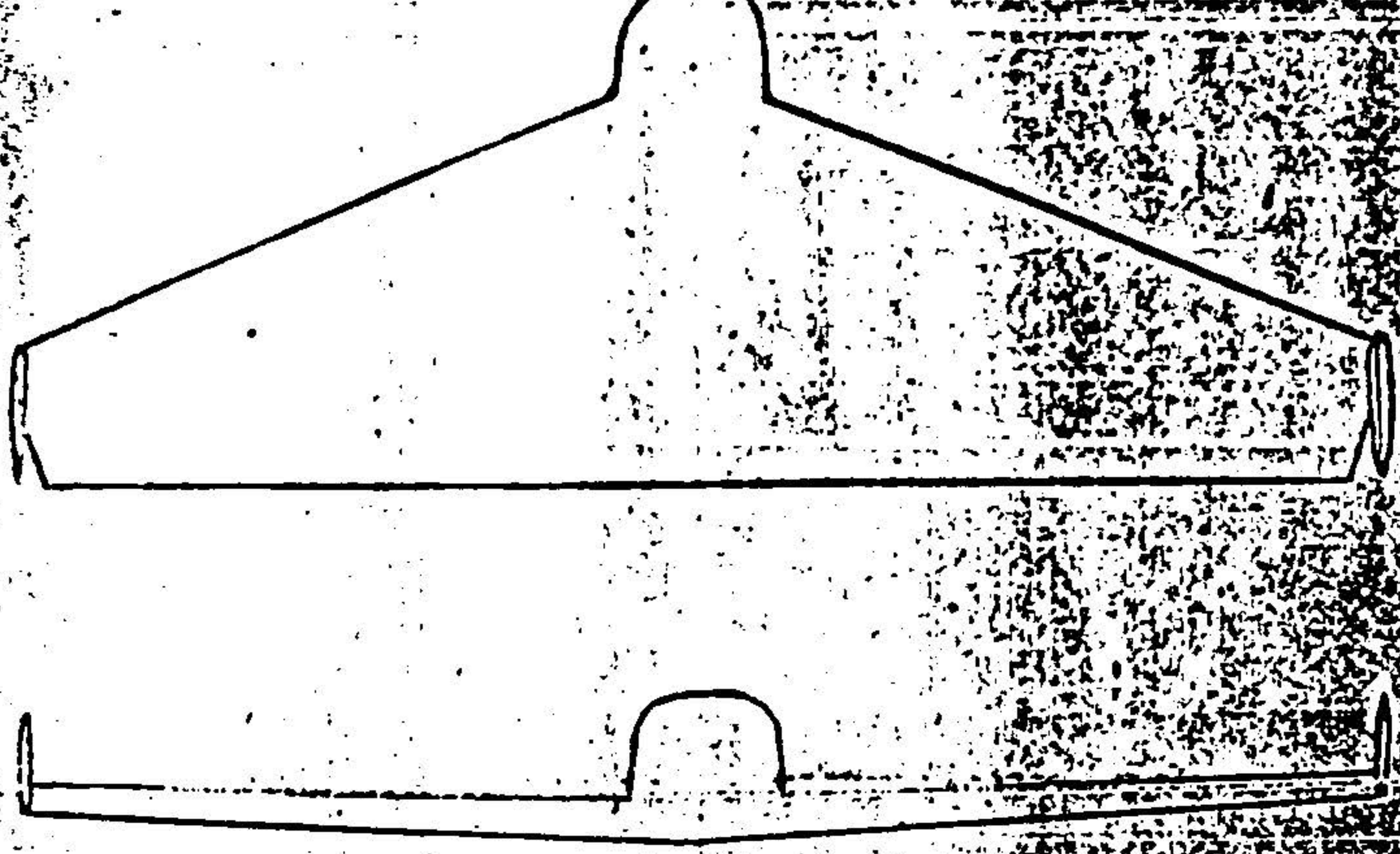
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ON 6E JUL 1994
BY ADDR USAMSC(INTEL)DTMD
IAW Para 1 603 DCID 6/20 1E

Incl 3.

Fritz Wendel
Flugkapitän
Augsburg

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

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



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PER Para 1-603 DOE 5200.1R

PATENT No. 2,118,085

M-690 77031

BID NO. 2302.0800	[redacted] CLASSIFICATION	COUNTRY Germany
BIG NO.		
REPORT NO. R-3-48	WDGS – INTELLIGENCE REPORT	I. R. NO. 15

SUBJECT: Negative Report on Flying Wing and Horton Brothers

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

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

INCL: None PREPARED BY: Theodore F. Wagner, 1st Lt, CAC SOURCE: S-2 HC personnel

SUMMARY OR IRD REPORT:

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

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

Harry A. Petty

HARRY A. PETTY
Lt Col GSC
S-2

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

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OCR Form 17A edition of the revelation of its con- [redacted] CLASSIFICATION

M-690

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~~Secret~~

HEADQUARTERS
SUB-REGION FRANKFURT
COUNTER INTELLIGENCE CORPS REGION III

APO 757

III-F..-6344 4 February 1948

SUBJECT REPORT OF INVESTIGATION

SUBJECT: Walter and Reimar HORTEN Cross Reference: Flying Saucers

Case Classification: Aircraft Development

1. Reason for Investigation: Reference is made to Letter Headquarters 970th Counter Intelligence Corps Detachment, EUCOM, dated 22 October 1947, file D-198239, Subject: Flying Saucers, in which information is requested regarding the whereabouts and present activities of the HORTEN brothers.

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

3. Synopsis of Present Investigation: Egwin LEIBER, former chief engineer of the Gotha Plant, GOTHA (M51/J06) was interviewed on 15 January 1948. LEIBER, born in GOETTINGEN (L53/C52) on 23 November 1906, was one of the engineers in charge of aeronautical research in the Gotha Plant. From 1938 until 1944 LEIBER received nearly all of the results of the HORTEN brothers' research, which results were checked and compared with research along similar lines. LEIBER stated that two (2) aircraft of the HORTEN IX design were built at the Gotha Plant in 1944, but that further research was necessary before regular production could begin. The war ended before this was completed. It is possible that a copy of the plans are in Russian hands; however the original plans were taken by the Americans in 1945. LEIBER has prepared a report in which he has attempted to reveal what he knows of the HORTEN brothers' work. This report is attached as inclosure 1. From 1929 until 1933 LEIBER worked at the Flugzeugbau, KIEL (L55/C53). From 1933 to 1935 LEIBER worked for Messerschmidt, AUGSBURG (K49/Y37), and from 1935 until 1942 at the Gothaer waggonfabrik, GOTHA. From 1942 until the end of the war LEIBER worked at the Middledeutche Mettalwerke Flugzeubau, ERFURT (M51/J36). He was a member of the Lilienthal Institute for Aviation Research and advisor to the Ministry for Aviation. LEIBER claims to have stayed in the Russian Zone until July of 1947 but left because the Soviets began to show an interest in his work and he had no desire to go to Russia. Further details are to be found in Inclosure 1. LEIBER also stated that a Dr. Alexander LIPPISCH, who

page 1 of 2 pages
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CIC, III-WI-0344, dtd 4 February 48, Subj: Walter and Reimar HORTEN CONT'D

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

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

4. Undeveloped Leads: Dr. Alexander LIPPISCH, WRIGHT-FIELD, Ohio, and Walter HORTEN, Herzbergerstrasse 39a, GOETTINGEN.

5. Agent's Comments and Conclusions: Arrangements have been made with Dr. CLEMENT to have LIEBER interrogated further at the 7702 nCIC.

6. Recommendations:

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

b. Evaluation: F-6.

APPROVED:

Morris L. Rissinger
MORRIS L. RISSINGER
Special Agent, CIC
Operations Officer

William J. Hall
WILLIAM J. HALL
Special Agent, CIC

mcw/vh

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1 copy afm files

CROSS INDEXED:

HORTEN, Walter and Reimar
LIEBER, Edwin
LIPPISCH, Dr. Alexander

Incl: 1 - Autobiography of LIEBER

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-1-

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

Ueberaicht der beruflichen Taetigkeit:

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

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

1935: Gothaer-Waggonfabrik (Die Gothas), Flugzeugbau
Selbst. Entwurf der Versuchstypen: Go - 146 (Reise.-und Kurier)
Go - 149 (Uebung.-Vorschule 109)
Go - 241 (Schulung und Reise)
Selbst. Entwurf der Grosserienflugzeuge:
Go - 150 (Reiseflugzeug)
Go - 242 (Grossraumlastensegler und Versuchstraeger fuer verach. Fahrwerke, Raketenantriebe, Argusrohre u.s.v.)

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

Kritische Betrachtung eines von Gebr. Horten beim RLM eingereichten Projektes (Nachpruefung der Lastannahmen und Flugeigenschaftsbetrachtungen). Entwurfsberatung eines Nurflugelprojektes mit extrem grossen Klappentiefen der DVL-Dr. Fraser. Praktisch nicht ausgefuehrt.

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

ENCL 3

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

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

1943:

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

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

1944:

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

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

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

1945:

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

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

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

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

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

(End of translation)

NUMBERING MACHINE

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

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

1942: Durch das R L M erfolgte die Versetzung zu den Mitteldeutschen Metallwerken (Flugzeugbau) Erfurt. Entwurf und Entwicklung des Einheitssegelflugzeuges Ka - 430 zwecks Verwendung als Entwicklungs.-und Forschungstraeger unter anderem unbesetzter Kurz.-und Startschlepp, jedoch im Besonderen Kurzerprobung zur schnelleren Einsicht in die Flugmechanik der Sonder.-und Raketenantriebe in hoeheren Geschwindigkeitsbereichen, bezw. grossen Hoehen und verbleibend deren Verwendung als Steuerungs.-und Leitorgan. Herausziehung des Festtreibstoffes als tragender Baustoff (Einfluss durch Aufheizung, Verkleinerung des Schwerpunktbereiches). Vorgeklaert waren die Kopplungsverhaeltnisse Rollwerk-Rufe.

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

Weiter erstreckten sich eigene Betrachtungen ueber flugeigenschaftsmaessige Anwendungen bezw. Grenzen der Luftruder und Fuehlflaechen nach vorhandenen Messergebnissen, sowie Uebergang und Herausziehung des Raketenschubes bezw. deren Gasdynamik zur gesamten Flugsicherung, Ermittlung der erforderlichen stofflichen Energiemengen (Impulsbetrachtungen) und volumetrische Betrachtungen im Besonderen der Durchflugler.

1945: Eine geplante Aussprache mit Dr. Zobel ueber die durchzufuehrende Hochgeschwindigkeitsmessungen and betriebsfaehigen Windkanalmodellen und Herstellung mit der Dynamit A.-G., Harburg - Krummel, kam nicht mehr zustande.

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

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

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

(End of translation)

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Die Kampfhandlungen zwangen die Arbeiten abzubrechen. Die gesamten Unterlagen, einschliesslich Forschungsmaterial wurden von Erfurt nach Kalle verlagert und dort von der Werksleitung der Siebel - Flugzeugwerke im April vernichtet. Es gingen neben wertvollem Unterlagenmaterial eigene und andere Hochgeschwindigkeits-und Nurflügelprojekte, sowie eine statistische Erfassung aller deutscher Flugzeugmuster (Leistungen, Schwerpunktsberichte, Indifferenz.-und Neutralpunktlagen) und deren flugzeugschaftsmässige Beurteilung verloren. Durch den Verlauf des Krieges sind Forschungen und Entwicklung beeinflusst worden.

82

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SECRET
(Classification)

INTERNAL ROUTE SLIP

HEADQUARTERS, EUROPEAN COMMAND

FILE NO: D-211310
SUBJECT: LEIBER, Edwin O.

DATE: 16 February 1948

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

No.	From	Post to	Date	HAS THIS PAPER BEEN COORDINATED WITH ALL CONCERNED?
1	Hqs 970th CIC Det	Ops Br ATTN: Capt. Swearington	16 Feb 48	1. Attached MCIC, Sub-Region FRANKFURT, CIC Region III, dated 20 January 1948, Subject as above, is forwarded for your information and any action you may deem necessary. 2. Attention is invited to paragraph 6 of referenced memorandum requesting that Subject be interviewed. In the event it is deemed advisable to interview Subject, this headquarters would appreciate being advised in order that necessary arrangements could be made. Observation by this Case Officer is made that the Soviets were very interested in interviewing Subject. This may possibly indicate that the Soviets are seeking information on this Subject and have not used ideas advanced by the HORTON Brothers. Paragraph 3-h, referenced memorandum, indicates that Subject above was once employed in GOTHA (G51/J06) in the airplane factory which produced airplane models for the HORTON Brothers.

DAVID G. ERSKINE
Colonel FA
Commanding

1 Incl: a/s

GWO/emf/7256

3616

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Buf Work Sheet
(Do not Detach)

Initiator
of Action

DATE: 2 FEB 1948

SUBJECT: [redacted] (If more than one subject, type under this line)

DOSSIER: 129239

DATE OF BIRTH:

THE FOLLOWING ACTION IS TO BE TAKEN ON THE ABOVE SUBJECT MATERIAL:

ACTION	INITIALS
(Initials required for each action)	
Dossier and card	
Card only	
Initiate Dossier Only	
Initiate Dossier and Card	
[illegible] Dossier	
[illegible] Card(s)	
[illegible] Dossier(s) and/or Card(s)	
[illegible]	
[illegible]	
[illegible]

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

APO 139
28 January 19[illegible]

Regraded Unclassified by authority of CIC Ltr TC dtd 7-31-57 by BY LT Phillips Ed Lt ORCO

D-198239
VI-194-16.2
SUBJECT: Flying Saucers

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

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

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

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

FOR THE COMMANDING OFFICER:

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

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

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4 Feb 48

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7761

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CIC BAMBERG REGION
Date 29/1/48
Time 1100
No. 7855
OUT

SUB REGION WUERTTEMBERG
CounTER INTELLIGENCE CORPS REGION I
EUROPEAN COMMAND

File No. I-1606

APO 154, US Army
23 January 1948

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: WALTER, Franz

Re : HORTEN Brothers.

1. Reason for Investigation:

a. Reference is made to MIRs as requested in 'Air Intelligence Guide for alleged 'Flying Saucer' type aircraft' and cover letter Hqs 970th CIC Det., APO 757, US Army, file 196239, dtd 28 October '4 par 2a and 2b.

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

2. Result of Investigative Activity:

On 22 January 1948, SUBJECT received a letter from Alphons HORTEN, living in MULHEIM/RUHR. In this letter Alphons stated that he is a cousin to the HORTEN brothers. He, Alphons, further stated that Walter HORTEN is living in GOETTINGEN (fss /csz), HERZBERGER, Landstrasse 39a, and is expecting to soon go to the United States. The younger brother, Reimar HORTEN, is living in BONN am RHEIN, Venusberg 15. (nsi/fsj).

3. Agent's Comments and Conclusions:

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

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

Kenneth W. Nelson
KENNETH W. NELSON
Special Agent CIC

Regraded CONFIDENTIAL by authority of
CoLOlay III
on 1-31-57 by Bli
LE Phillips 2d Lt ORDO

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S-3 York Sheet
(Do Not Detach) Initiator of Action

DATE : 22 JAN 1948

SUBJECT : Hortense Renner

DOSSIER NO : R-198239

DATE OF BIRTH: _____

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

ACTION (Designate numerical order)		ACCOMPLISHED (or NH)	INITIALS
CPI GROUP	Attach Card	attached	
	OR		
	Indicate Dossier No's.	CANNOT IDENTIFY	
IMPERSONAL FILES	Check Impersonal Files		
	Open an Impersonal File as follows		
DOSSIER GROUP	Attach Dossier		
	Open Dossier		
	File in Dossier		
CARDING	Prepare CPI Card(s) on underlined name(s) and/or Impersonal Subject(s)		

RETURN TO FILE WITHOUT FURTHER ACTION

S-3 Executive
Code Section
Central Registry
Distribution Center
American Field Files

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2 Jan 1947 — Kuno

Standard Abbreviations: R — Reference Dossier
"NF" — Was looked up and no record
"✓" — Card or dossier attached or work accomplished.

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22 January 1948

SUMMARY REPORT OF INVESTIGATION

File No. 111-FN-6344

Subject: Walter & Reimar HORTEN Cross Reference: Flying Saucers

Case Classification: Aircraft Development

1. Reason for Investigation

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

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

3. Synopsis of Present Investigation: Egwin LEIBER, former chief engineer of the Gotha Plant, GOTHA(U51/J06) was interviewed on 15 January 1948. LEIBER was born in GOETTINGEN(152/C52) on 23 November 1906. He was one of the engineers in charge of aeronautical research in the Gotha Plant. From 1935 to 1944, LEIBER received nearly all of the results of the HORTEN Bros. research for checking and comparing with research along similar lines. LEIBER stated that two aircraft of the "HORTEN IX" design were built at the Gotha Plant in 1944, but that further research was neccessary before regular production could begin. The end of the war came before this was completed. It is very possible that a copy of the plans got into the hands of the Soviet, but the original plans were taken by the Americans. LEIBER has prepared a report in which he has attempted to reveal what he knows of the HORTEN Bros work and perspective thinking. This report is attached as Enclosure 1. The addresses of the HORTEN family are as follows: Walter & sister are living in GOETTINGEN, Herzbergerstrasse 39a and

Kaimar is presently in LONDON, England where he is doing research under contract to the British Army. LEIBER also stated that Dr, Alexander LIPPISCH, at this time working in Wright Field, Ohio, for the US Army, is very familiar with the work of the HORTEN Bros.

4. Undeveloped Leads:

Dr. Alexander LIPPISCH, Wright Field, Ohio, USA
Walter HORTEN, Herzbergerstr. 39A, GOETTINGEN
Walter HORTEN, GOETTINGEN, Herzbergerstrasse 39a

5. Agent's Notes, Comments and Conclusions

LEIBER was born in GOETTINGEN on 23 November 1906, went to [redacted] school until 192[redacted], [redacted]
Until 1933 he was working at the Flugzeugbau Kiel. 33 to 35 at Messerschmidt AUGSBURG and from 1935 to 1942 at the Gothaer Waggonfabrik and then until the end of the war at the Mitteldeutche Mettalwerke Flugzeugbau, ERFURT (M51/J36). He was a member of the Lilienthal Institute for Aviation Research and adviser of the Ministry for Aviation He claims to have stayed in the Soviet Zone until July 1947 and left because the Soviet began to show a marked interest in his work and he had no desire to go to Russia. His present address is Frankfurt/M, Textorstrasse 99. Further details are to be found in report attached as Enclosure 1. (Evaluation: F-6)

6. Agent's Reccommendations

It is reccommended that Enclosure one be given to some [redacted] technical [redacted] for evaluation.

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23

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HEADQUARTERS
SUB-REGION FRANKFURT
COUNTER INTELLIGENCE CORPS REGION III

APO 757

III-FM-6771

20 January 1948

SUMMARY REPORT OF INVESTIGATION

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

Case Classification: Abduction

1. Reason for Investigation:

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

2. Synopsis of Previous Investigation:

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

3. Synopsis of Present Investigation:

a. An interview with Subject revealed that he left FRANKFURT on 10 October 1947 to take a business trip to CHEMNITZ (M51/K56). Subject stopped in GOTHA to visit his wife. After his arrival in GOTHA he noticed that his actions were being observed by German agents of the MVD. He left GOTHA and proceeded to ERFURT (M51/J36) but returned to GOTHA several days later. He left GOTHA again on 5 November 1947 to return to FRANKFURT. At EISENACH (L51/M76) he was arrested by three (3) German policemen, taken from the train to Police Headquarters and then turned over to the Soviet authorities in EISENACH (L51/M76). There he was subjected to a short interrogation of approximately twenty (20) minutes. Subject was then taken to GOTHA by automobile and placed in a MVD jail on Steinmuehlen Allee. Here he was relieved of all his papers and personal belongings, including two (2) suitcases, in which he had some professional papers.

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

90

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

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

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

e. During the time he was held Subject was not required to do any work. He was kept in a small room without furniture in the cellar of the building. As a daily ration he received two hundred fifty (250) grams of bread, one half liter (½) of black Ersatz coffee and three fourth (3/4) liter of cabbage soup with a few potatoes. In a period of six (6) weeks Subject lost fourteen (14) pounds.

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

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

h. Egvin C. LEIBER was born 25 November 1905 in GOTHA, he is 5'7½" tall, weight 155 lbs, black hair, brown eyes, mole on left side of nose. Subject worked in GOTHA for the Gotha Waggon Fabrik, Aircraft Section, from 1935 until 1940. He designed two (2) airplanes during this time, the GO 150 and the GO 242. From 1940 until 1945 Subject worked in KEFURT for a Special Aircraft Fabrik as chief of construction. LEIBER is at present living at 89 Xanter Strasse, FRANKFURT.

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4. Undeveloped Leads:

There are no undeveloped leads at present.

5. Agent's Notes and Comments:

None

6. Recommendations:

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

Evaluation: F-2.

APPROVED:

MARVIN L. RISSINGER
Special Agent, CIC
Operations

WILLIAM G. WALSH
Special Agent, CIC

Distributions:
6 Copies - Region III
1 Copy - FM Files

IMP AND PERS INDEX

LEIBER, Erwin O.
NVD
LEIBER, Ilse
LIPPISCH, Dr. Alex
WRIGHT FIELD
GC 160
GC 243
Gotha Waggon Fabrik, Aircraft Section

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

92

Secret

3 Urg

WENDEL, Fritz 179332

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

- - - - - - - - - - - - - - - - - - -

WENDEL, Fritz 188061

Augsburg, Buergermaister Fischerstr 12
Subject was visited by one Aufermann, Fritz, from Junkers plant, in the Russ zone. Subject was offered job as test piolt but declined the offer.

- - - - - - - - - - - - - - - - - - -

WURSTER, H 194363

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

[redacted]

US OCCUPATION HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION I
EUROPEAN COMMAND

HCI.KTH.al

APO 154, US Army
16 January 1948

L-1606

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: WALTER, Franz

RE : HORTEN, Brothers

1. Reason for Investigation.

a. Reference is made to HCI's as requested in Air Intelligence Guide for alleged "Flying Saucers" type aircraft and cover letter, Headquarters, 970th CIC Detachment, APO 757, dated 28 October 1947, file S-196239, paragraphs 2-a and 2-b.

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

2. Results of Investigation.

a. On 12 January 1948 SUBJECT received a letter from a scientist friend, Dr. Engineer, H. R. FRANZ, living in HECKLIN-CHARLOTTENBURG (B53/Z75). In this letter FRANZ stated that he knew of one HORTEN, Alfons, MUELHEIM-RUHR (K52/N41), British zone, Leehberg 22. P-2

b. SUBJECT further stated that he had received information that the father of the HORTEN brothers is living in BONN-HEIMB (L51/C53), British zone, and is a professor at the University of BONN. P-3

3. Agent's Comments and Recommendations.

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

KENNETH W. HELSEN
Special Agent CIC

The undersigned concurs
in the above evaluation

Approved:
EDWIN K. KICH
Special Agent CIC

Stuttgart Switch 93255 Ext 402

Regraded [redacted] by authority of
Col G Clay III by Bly
LT Phillips 20 LI ORDC
on 1-31-97

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94

[redacted]

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

FWM/ela

APO 154

File No: I-1606

16 January 1948

SUBJECT: HORTEN, Reimer and Walter (brothers)

RE : Operation HARASS

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

1. Forwarded.

2. Your attention is invited to paragraph 2-f, explaining the unusual sub-lettering of paragraph 2 of attached MOIC.

3. Reference paragraph 3-c of attached MOIC, this region is attempting to locate FREIMANN, and has been serviced with a copy of the MOIC for follow-up of the MUNICH lead.

4. Paragraphs 3-c, 3-d and 3-e suggest additional leads, none of which are in the US Zone of Germany.

FOR THE COMMANDING OFFICER:

Register No 5-872

Log No. 5940

HERMAN H. KROH
Special Agent CIC
Operations Officer

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

Stuttgart 93255/Ext 417/Matting

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

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

FEM/ela

APO 154

File No: I-1506

6 January 1948

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: HORTEN, Reimar and Walter (brothers)

Re: Operation HARASS

1. Reasons for Investigation

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

b. Reference MDIC, Headquarters, Sub-Region WUERTTEMBERG, CIC Region I, Subject as above, File: I-WD-776, dated 24 November 1947.

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

d. Reference the magazine DER FLIEGER, April 1943, Publisher: Walter ZUERL, MUNICH.

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

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

2. Results of Investigation

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

(1) PRANDTL, Prof. Ludwig, GOETTINGEN (L52/852).

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

(3) FREIMANN, fnu, Diplom Ingenieur, worked as assistant to the HORTEN brothers. He is last known to have lived in BAD CANNSTATT (L49/812). He is reported to have contacted TECHNICAL INFORMATION CENTER, J-2, Personnel Branch, in MUNICH (M49/Y88), in February 1947. Since that time no information concerning him has been obtained. Description of FREIMANN is as follows:

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96

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

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

b. - e. Unknown.

f. Present whereabouts of the HORTEN family is unknown, but possibly in BONN (K51/F53) which was the HORTEN's home.

g. Unknown.

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

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

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

Questions Concerning an Oval Shaped Aircraft

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

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

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

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

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

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

Items of Construction

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

Items of Arrangement

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

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

c. Pressurized cabin equipment: No details given.

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

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

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

g. Assistance was not required for take-off.

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

Landing Gear

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

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

Power Plant

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

3. Agent's Comments and Recommendations

a. Information above is evaluated F-3.

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

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

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

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

Fred W Matting
FRED W. MATTING
Special Agent, CIC

APPROVED:

HERMAN H. KROH
Special Agent CIC
Operations Officer

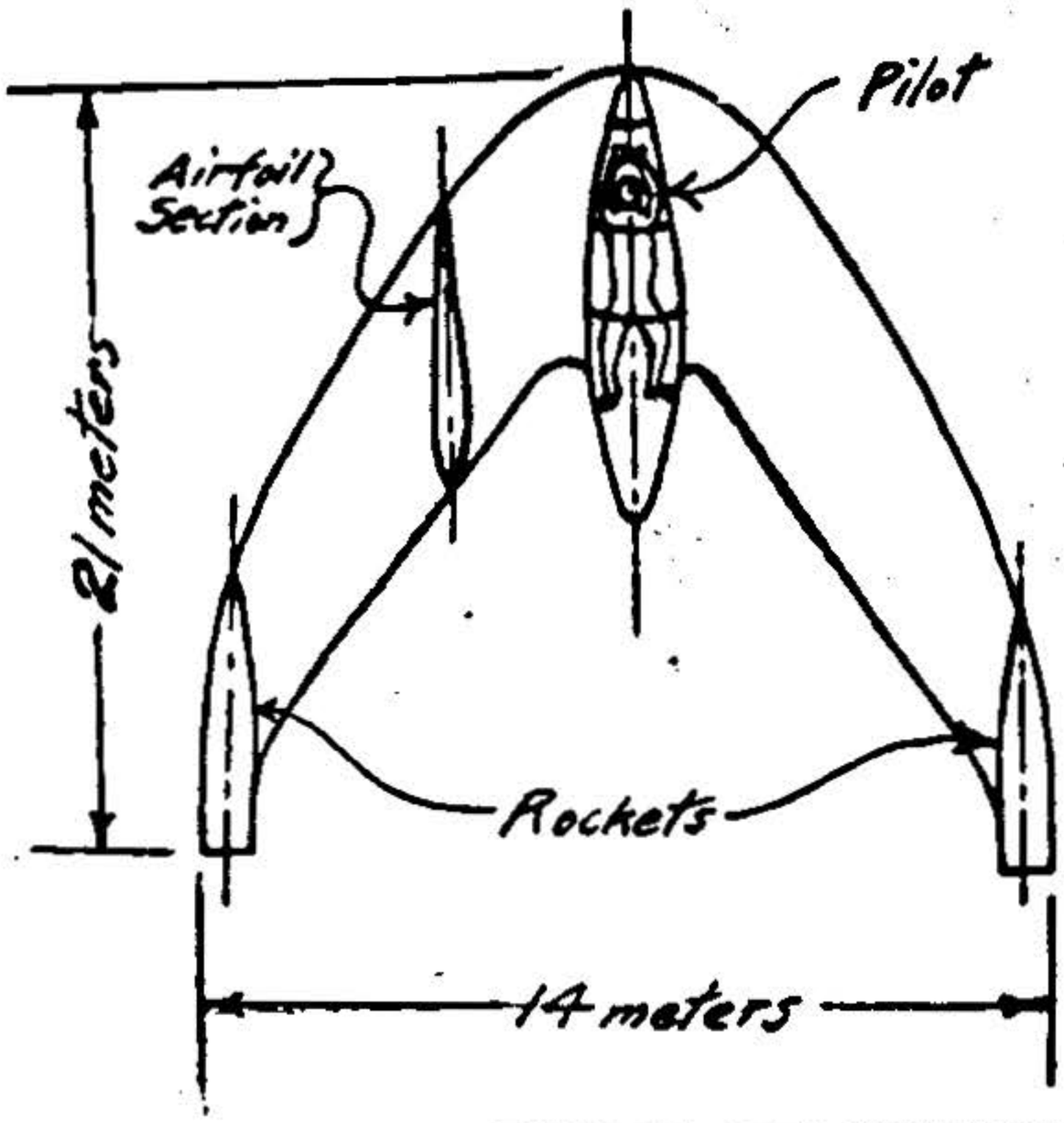
99

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

~~SECRET~~

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



Plan View of HORTEN Airplane

~~SECRET~~

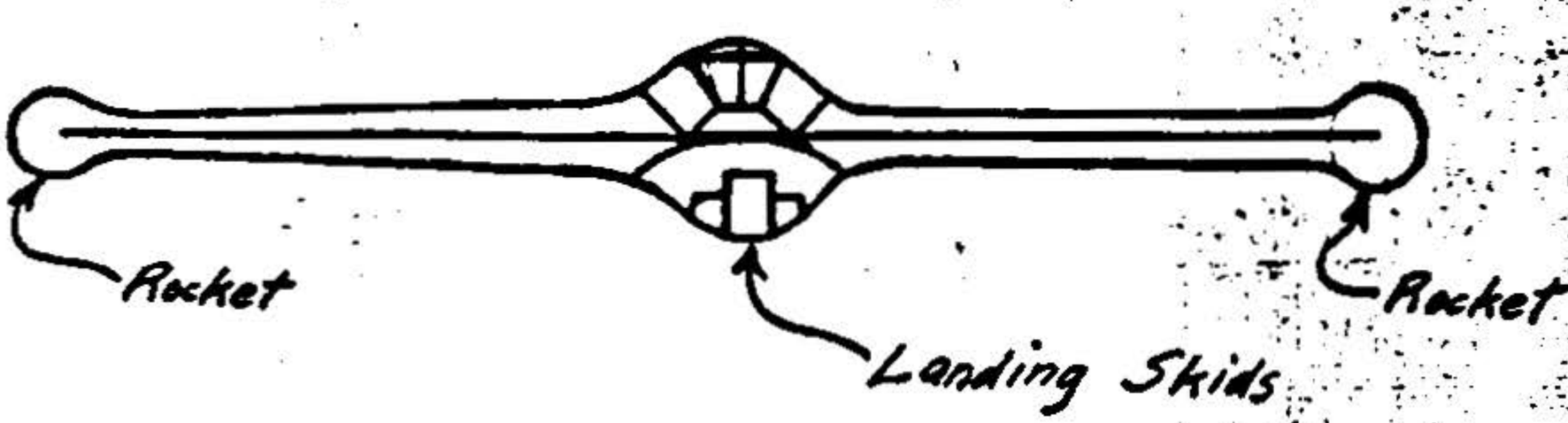
Exhibit A

Incl 21

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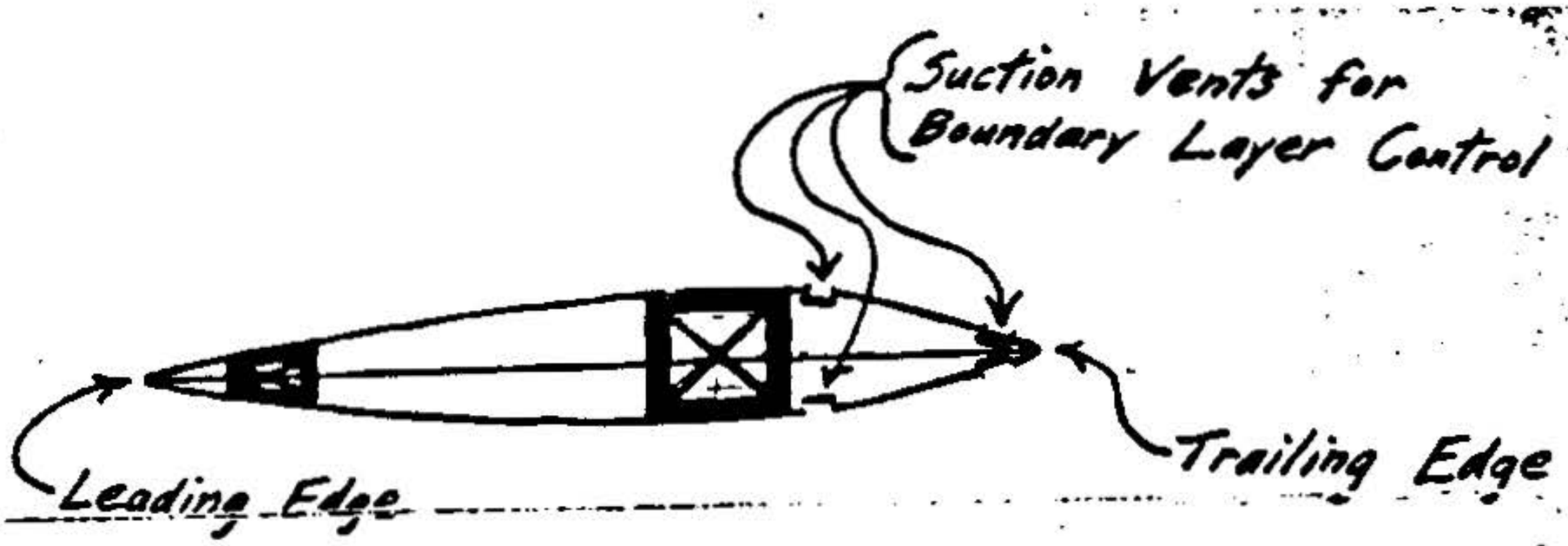
SECRET

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



Front View of HORTEN Airplane

Exhibit B



Airfoil Section
(Becomes Relatively Thinner Near Wing Tips)

Exhibit C

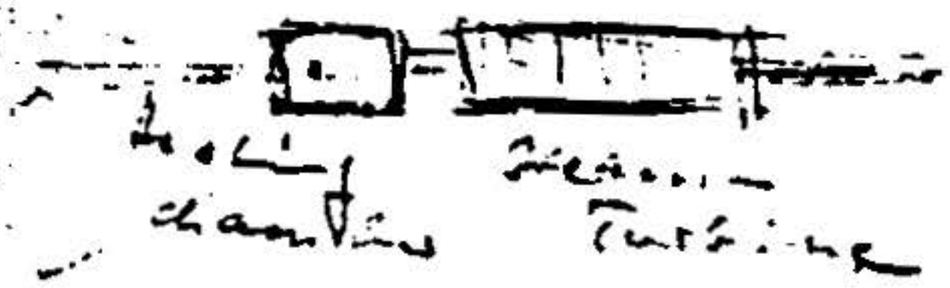
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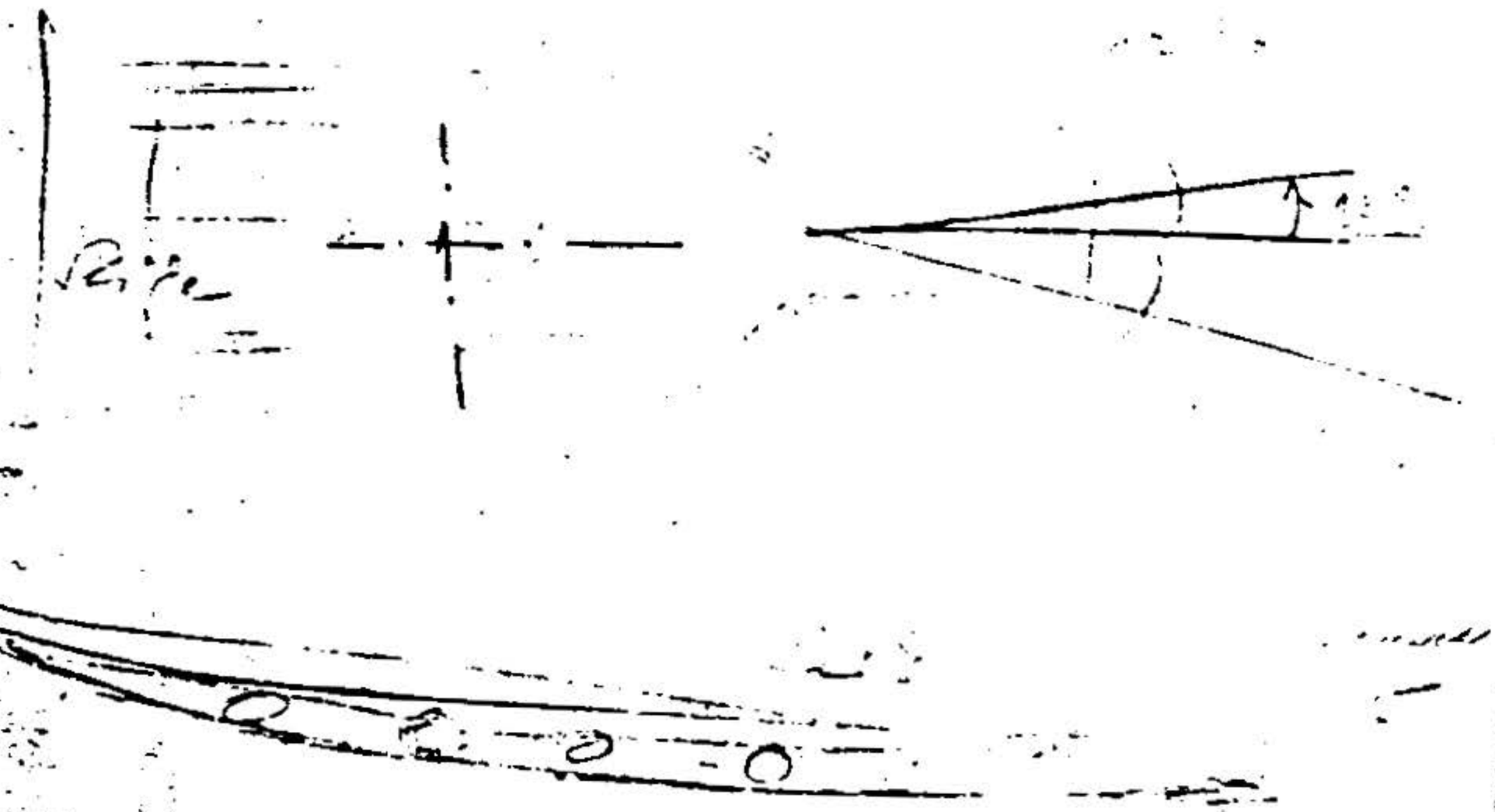
SECRET

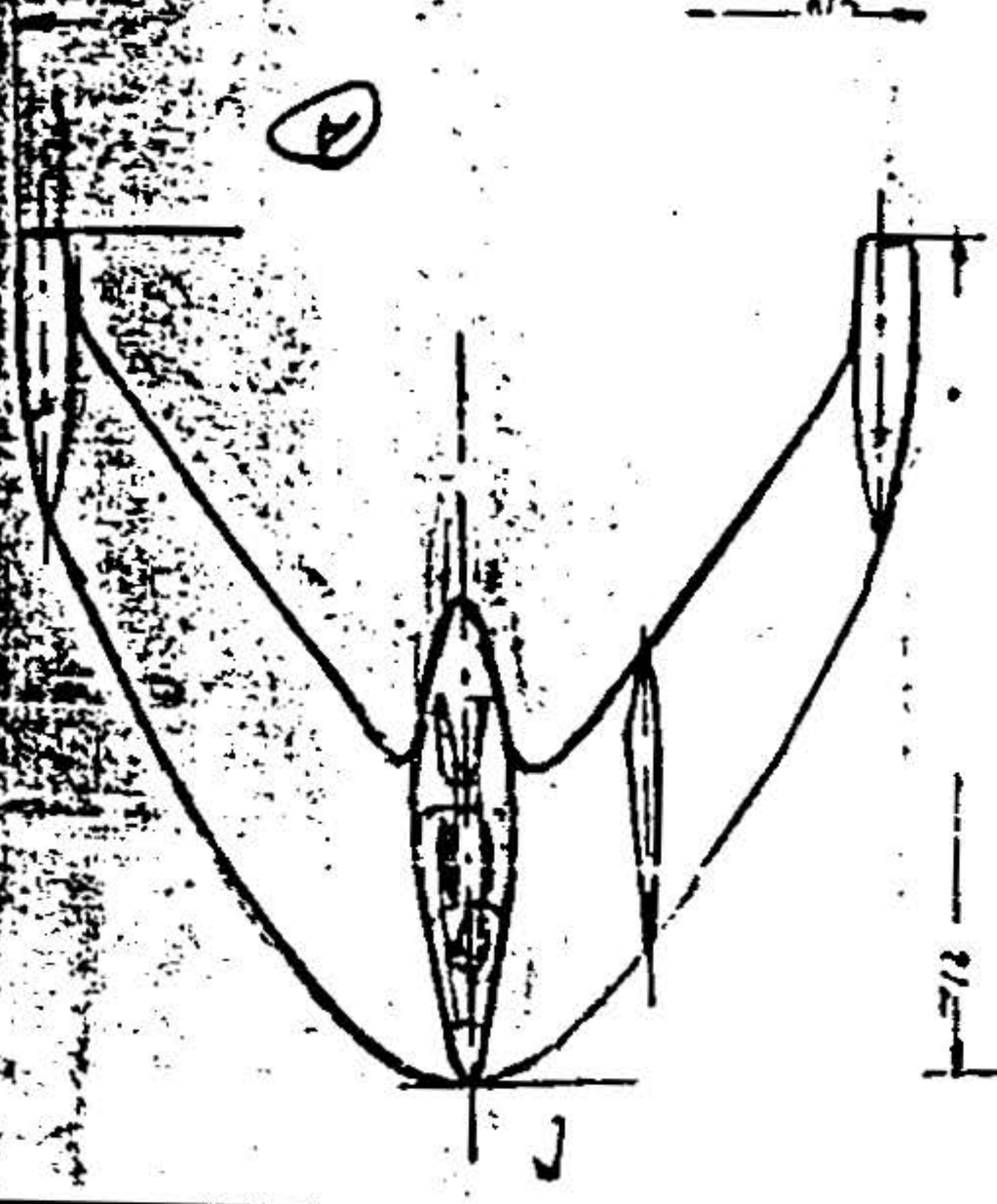
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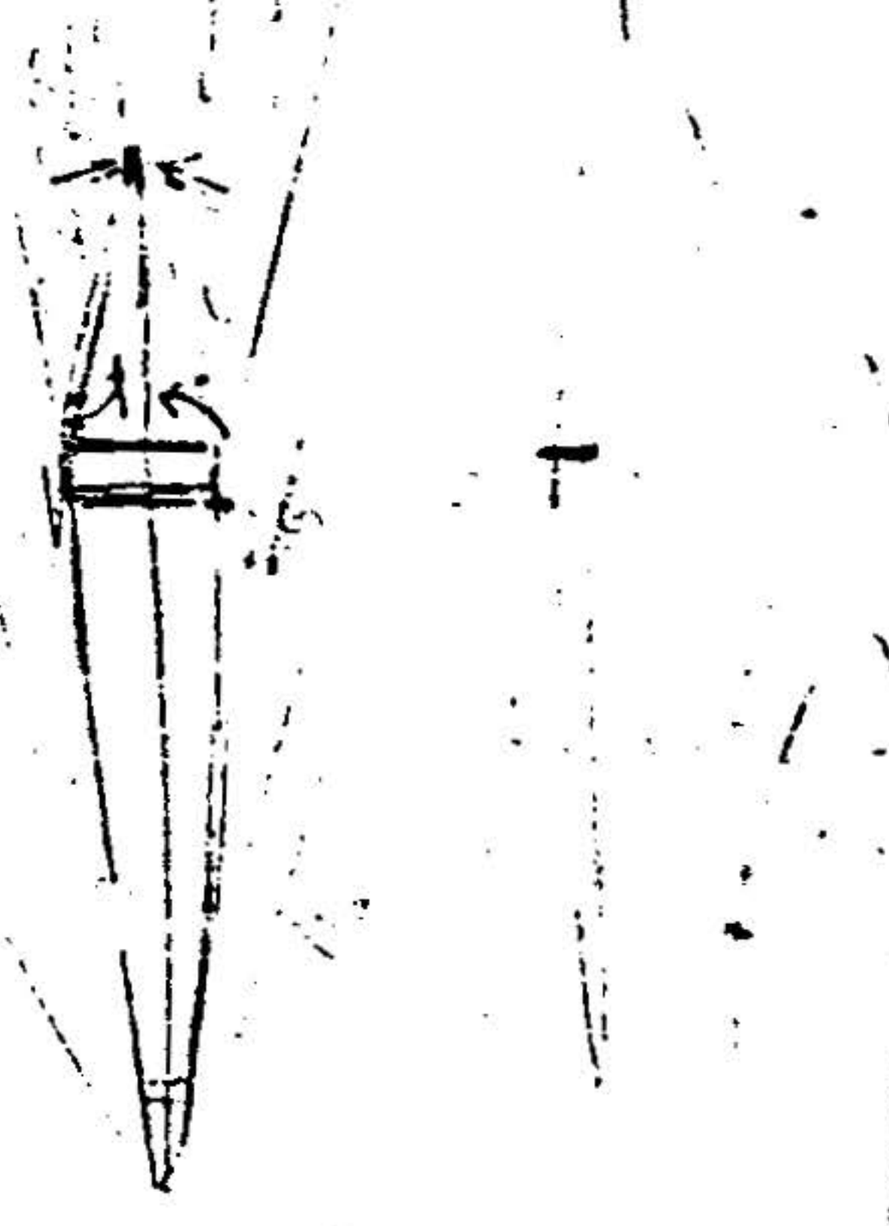
Incl #2

$$2\,H_2O_2 \longrightarrow 2H_2O + O_2$$









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Request for Investigation

File No: I-1606

Originating Office: HQ Region I (Katting)

Date: 9 Jan 1948

Suspense: 30 Jan 1948

Thru:

TO: S/R Württemberg

SUBJECT: (Give all identifying information)

HORTEN, Reimer and Walter (brothers)

Instructions for Case Officer:

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

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

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

b. FREIMANN, fnu, Diplom Ingenieur, worked as assistant to the HORTEN brothers. He is last known to have lived at [redacted] STUTTGART. Description of FREIMANN is as follows:

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

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

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Lt Col Clay III by Bly
on 1-31-57 LtPhillips 2d Lt ORDC

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AUTH Para 1-603 DOD 5200.1R

Date:

Subject: Horton - Brothers

INSTRUCTIONS FOR AGENT: The agent will write his report of investigation in the following space, continuing the report on additional blank sheets if necessary. All additional sheets will be headed with File Number and Subject. Standard MOIO or SIR form will be followed except that, Par 1 may be eliminated. Exhibits in foreign language need not be translated if the report contains a brief synopsis of the contents pertaining and the CI interest. Show source and evaluation of all phases in brief and succinct Operations Officer appraisal of the report.

I ACE attempts to Locate Freeman
on the Subject and was
negative -
Buck

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FREIMANN, fnu SS GERMANY

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

****

FREIMANN, fnu (GER) A GERMANY.

Abwehr Agent (1944)

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

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

Duplicate.

COUNTER INTELLIGENCE CORPS [redacted]
970TH COUNTER INTELLIGENCE CORPS DETACHMENT
SUB-REGION WÜRTTEMBERG

Reclassified by authority of: CofAC Ltr dtd 31-57 by BG L.E. Phillips ad Li ORDO

APO 154
AIT/mcc
2 January 1948

I-1606

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: WALTER, Franz

RE : HORTEN Brothers

1. Reason for Investigation:

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

2. Result of Investigative Activity:

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

b. Subject has never worked with the HORTEN Brothers, but has known them personally for many years. He last saw the brothers in 1944 in BERLIN in the REICHSLUFTFAHRTMINISTERIUM. At this time the two men were working in GRAFENBURG (153/167), about 20 to 30 kilometers north of Berlin. Before the war the brothers were in MUENSTER (152/197) Westphalia.

c. WALTER stated that if anyone knows where the HORTEN brothers are, one REITSCH, Hanrah, living in BAD KAUHEIM (151/169), would know. This woman was a famous aviatrix and test pilot. She was a very close friend of the brothers and has worked with them.

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

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3. Agent's Comments and Conclusions:

a. It is recommended that a copy of this MOIC be forwarded to Region III so that the lead in BAD MERGENTHEIM can be developed.

b. This agent cannot determine how much technical information WALTER may know. Therefore, it is further recommended that a technical agency interview this man.

c. The evaluation of the above information, except where otherwise indicated, is F-2.

KENNETH W. NELSEN
Special Agent, CIC

APPROVED:

KENNETH W. NELSEN
Special Agent, CIC

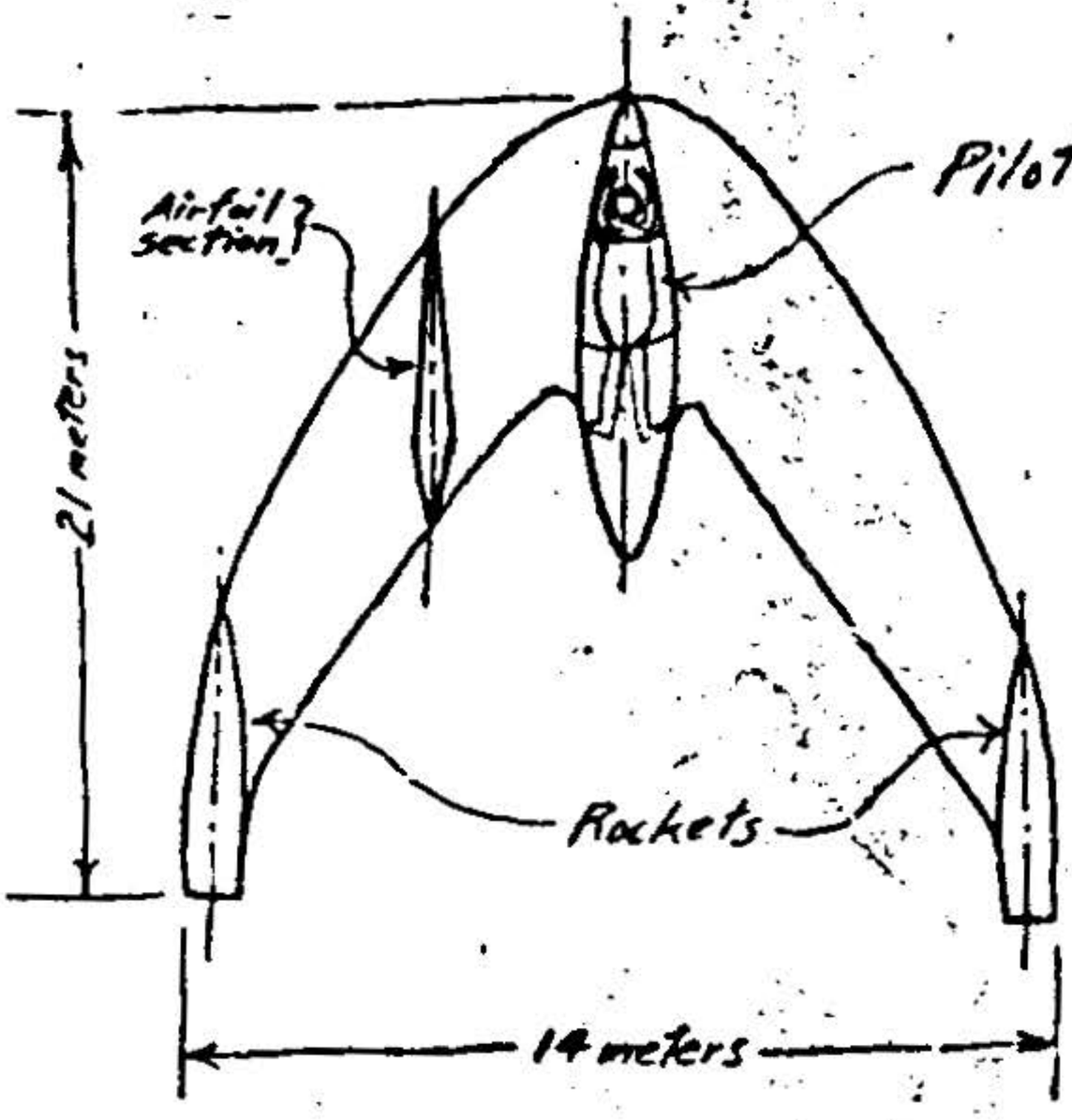
1 Incl: Exhibit "A" (Sketch of [redacted] medal)

Stuttgart 93255/308/Farley

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Plan View of HORTEN Plane

Exhibit A

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SECRET

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

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

1st Ind. FSN/er

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

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

1. Your attention is invited to paragraph 2 of enclosed MOIC.

2. For your information.

3. Forwarded.

FOR THE COMMANDING OFFICER:

Robert E. O'Neil
ROBERT E. O'NEIL
Special Agent, CIC

Log No. 9178

Tel: REGENSBURG MIL. 2006
(Mr. Norring)

Incl: MOIC s/s (3 copies)

Page 1 of 1 Page

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

3 December 1947

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

SUBJECT: Flying Saucers

RE : Walter and Reimer HORTEN

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

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

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

3. For your information.

JOHN F. O'SHAUGHNESSY
Special Agent, CIC
Commanding

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

LOG NO 773

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

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

2 December 1947

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: Flying Saucers

Re: Walter and Reiner EDTEN

1. In accordance with letter Headquarters, 970th CIC Det., EUCOM, dated 28 October 1947, on the above Subject, this Agent attempted to contact one of the EDTEN brothers through possible acquaintances at the LANDSHUT (M49/020) Housing Project. A records check of the LANDSHUT Sub-Region was also conducted.

2. No trace of either Walter or Reiner EDTEN was found within the Sub-Region area of LANDSHUT. However, acquaintances of the men stated that Walter EDTEN is believed to be in England working on scientific developments for the British and Reiner (or R. W.) EDTEN is believed to be living in GOETTINGEN (152/C52) at Hersberger Land Str. 39 A.

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

a. This Agent is taking steps to ascertain the exact address of Walter in England and if such should be obtained the information will be forwarded.

[illegible]
Commanding.

Robert S. Robertson
ROBERT S. ROBERTSON
Special Agent CIC

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

[illegible]

Secret

111

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

File: I-P-521
I-1606, C/R I-1043.1

1st Ind

CWR/jhh

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

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

1. Investigation carried on in compliance with basic communication.

2. To date no positive leads or information pertaining to Subject could be located in this Sub Region.

VINCENT A. BERGSTROM
Captain Inf
Commanding

Incl: 1 w/l Ltr, Hq, CIC Det, APO 154, dtd 6 Dec 47, subj: Flying Saucers
Initials illegible 6490/Rankin

SR M/R Log Nr 1269

Log No. 593

Regraded ~~CONFIDENTIAL~~ by authority of Col J Clay III by Blj
Lt Phillips 2d Lt ORCC
on 1-31-57

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AUTH Para 1-603 DOD 5200.1R

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S-3 York Sheet
(Do Not Notech)

Initiator
of action

DATE : 20 Dec

SUBJECT : Flying Saucers (If more than one see reverse side)

DOSSIER #:

DATE OF BIRTH:

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

	ACTION (Designate numerical order)	ACKNOWLEDGED (or NA)	INITIALS
CSI GROUP	1 : Attach card or : Indicate Dossier No's		
IMPERSONAL FILES	2 : Check Impersonal Files : Open an Impersonal File as follows		
DOSSIER GROUP	3 : Attach Dossier		
	: Open Dossier		
	: File in Dossier		
CARDING	: Prepare CSI Card(s) on underlined name(s) and/or Impersonal Subject(s)		

RETURN TO FILE WITH FURTHER ACTION

: S-3 Executive	
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REMARKS:

Standard Abbreviations: "R"—Reference Dossier
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HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION VI
970TH COUNTER INTELLIGENCE CORPS DETACHMENT

APO 191

17 December 1947

D-196239
VI-1611.5
BAM-941

SUBJECT: Flying Saucers

TO : See Distribution

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

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

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

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

c. Other Sub-Regions report no leads.

3. Investigation will continue.

FOR THE COMMANDING OFFICER:

WILLIAM R. LOEHER, JR.
Special Agent, CIC
Operations

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

DISTRIBUTION

3 - CO, 970th CIC Det., EUCOM, APO 757, U.S. Army
2 - CO, CIC Region II, 970th CIC Det., APO 407-A, U.S. Army
1 - File

Tel: Constabulary 7760
7761

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Page 1 of 1 page
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114

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AUTH Para 4-403 DOD 5200.1-R

BAMBERG REGION
Date 19/12/47
Time 1900
No. 7096
OUT

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

APO 139
BAMBERG Field Office
12 December 1947

D-193239
VI-1611.6
File: BAM-941

SUBJECT: Berthold PESSLER

Re: Flying Saucers

CROSS REFERENCE: German Specialists and Test Pilots

PERSONALITY REPORT

1. FULL NAME (WITH ALIASES) Berthold PESSLER

2. PRESENT ADDRESS OR POSSIBLE WHEREABOUTS Hotel Zur Post, STEINGARTEN/MUNICH(M49/Y85)

3. FORMER ADDRESSES BAMBERG(M50/024)

4. PERSONAL DATA:

HEIGHT WEIGHT EYES HAIR BUILD

DATE OF BIRTH 14 December 1923 PLACE OF BIRTH BAMBERG

NATIONALITY German OCCUPATION RELIGION

DISTINGUISHING CHARACTERISTICS

5. POLITICAL AFFILIATIONS (PRESENT & PREVIOUS)

6. FRIENDS, RELATIVES & ASSOCIATES Johann PESSLER, brother, Dominikaner Strasse 9, BAMBERG

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

8. REFERENCE(S) TO PREVIOUS REPORTS Unknown

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

10. RESULTS OF INVESTIGATION None

11. ACTION TAKEN AND / OR BEING TAKEN None

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115

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

SOURCE: See paragraph 12 above
EVALUATION: F S

APPROVED:

WILLIAM E LAHNED JR
Special Agent CIC
Operations

(USE bottom of page for additional comments)

(SIGNATURE OF AGENT)
ALFRED B BEAUDELETTE
Special Agent CIC

DISTRIBUTION: 6 Forward(Region VI)
1 HFO File

ET FORM 1-1 (1st JUNE 1945)

SECRET

(Classification)

INTERNAL ROUTE SLIP

HEADQUARTERS, U. S. FORCES, EUROPEAN THEATER

FILE NO: D-198239

SUBJECT: EEI on Alleged "Flying Saucer." DATE: 17 December 1947

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

No.	From	Pass to	Date	HAS THIS PAPER BEEN COORDINATED WITH ALL CONCERNED?
1.	Hq. 970th CIC Det.	Ops Br	17 Dec 47	1. Reference is made to minuite 1, IRS, Ops Branch to 970th CIC, dated 20 October 1947, concerning above subject. 2. Attached MOIC, Region I, file: I-W-D 775, subject: HORTEN, Reimer and Walter (brothers), dated 24 November 1947, is forwarded for your information. 3. Attention is invited to paragraph 3 of inclosed memorandum. Local arrangements will be made to interview O-37-I-G (paragraph 3b) and contact is being established with group in HEIDENHEIM (L49/871), as suggested in paragraph 3c of inclosed memorandum. 4. Additional reports will be forwarded as received. 1 Incl: a/s GWO/McK/telephone 7256 JOHN L. INSKEEP Lt Col Cavalry Commanding

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AGL 071

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

I-1606
D-198239
I-H-D 775 2nd Ind. HN/mes

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

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

1. Forwarded.

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

3. With reference to paragraph 3-c of the MOIC, this Headquarters will make the necessary contacts.

FOR THE COMMANDING OFFICER:

Log No. 5918 Register No S-07

HERMAN H. KROH
Special Agent, CIC
Operations Officer

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

Stuttgart 93255/308/Wege

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

WWW/nes
APO 154

File No : I-1[illegible], C/R I-1043.1

24 November 1947

SUBJECT: Flying Saucers

Suspense Date: _____

TO : Commanding Officer, Sub-Region [illegible]
Attention:

1. Enclosed correspondence forwarded for:

2. REMARKS:

A. ( ) Distribution

B. ( ) Investigation and Report

C. ( ) Your attention to

D. ( ) Negative reports desired

E. ( ) Corrections as noted

F. ( ) Compliance with basic letter.

FOR THE COMMANDING OFFICER:

Stuttgart 93 233, Ext 3[illegible]2 / [illegible]
Incl(s): [illegible], Air Intell Gp ltr
(3 copies)

HERMAN R. KNOH
Special Agent CIC
Operations Officer

Distribution:
3 - C , S/R [illegible]
3 - C , S/R [illegible]
1 - File

File No : I-[illegible]-775 No. 5446 1st Ind

HEADQUARTERS, SUB-REGION [illegible], CIC REGION I, 970TH CIC DETACHMENT, EC
APO 154, US ARMY, 25 November 1947

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

1. See attached MIC, this headquarters, dated 24 November 1947, file I-1038 [illegible]-D-775, subject: [illegible]i, Reiner and Walter.

FOR THE COMMANDING OFFICER:

EDWIN K. EICH
Special Agent, CIC
Operations Officer

Incl: one MIC, file and subject s/s

Stuttgart 93168/402

SECRET 119

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

[redacted]
APO 154
24 November 1947

I-W-D 775

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: HORTEN, Reimer and Walter (brothers)

RE : Flying Saucers

1. Reason for Investigation.

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

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

2. Results of Investigation.

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

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

3. Agent's Comments and Recommendations.

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

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

c. It is further suggested that members of the scientist

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MOIC, File No: I-M-D 775, Subject: HEKKEN, Reimer and Walter (brothers), R: Flying Saucers, dated 24 November 1947

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

d. Evaluation of above report: C-3

Robert M French
ROBERT M. FRENCH 2d
Special Agent CIC

The undersigned concurs in the above evaluation.

Approved: Edwin K Kich
EDWIN K. KICH
Special Agent CIC
Operations Officer

Stuttgart Switch 93641 Ext 402

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

S-2 Branch

APO 742, US ARMY

16 December 47

SUBJECT: Horten Brothers (Flying Saucers)

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

(SOURCE: A-2)

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

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

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

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S-2 Reg. No.
J-699

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

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

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

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

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

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

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

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

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

Walter Horten
Fraulein von der Groeben, former Secretary to Air Force General Udet
Guenther Heinrich, formerly office for research of the High Command of the Air Force in Berlin
Professor Betz, former chief of Aerodynamic Institute in Goettingen
Eugen, former test pilot

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

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

Harry H. Pretty

HARRY H. PRETTY
Lt Col GSC
S-2

Telephone BERLIN 44715

Copy furnished:
Director of Intelligence, OMGUS

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970TH COUNTER INTELLIGENCE CORPS DETACHMENT
SUB REGION WUERRTEMBERG

APO 154

10 December 1947

File No. 1606

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: WALTER, Franz

Re : HORTEN Brothers.

1. Reason for investigation:

Reference is made to Letter, 970th CIC Detachment, Subject: Flying Saucers, dated 2 Dec 47, a check was made in Schw. GMUEND (L49/s52) of scientists who may have knowledge of the HORTEN Brothers.

2. Result of Investigative Activity:

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

b. SUBJECT has never worked with the HORTEN brothers, but has known them personally for many years. He last saw the brothers in 1944 in BERLIN in the, REICHSLUFTFAHRTMINISTERIUM. At this time the two men were working in ORANIENBURG (N53/267), about 2o to 30 kilometers north of Berlin. Before the war the brothers were in MUENSTER (N52/477) Westphalia.

c. WALTER stated that if anyone knows where the HORTON brothers are one REITSCH, Hannah living in BAD NAUHEIM (L51/M67), would know. This woman was a famous aviatrix and test pilot. She was a very close friend of the brothers and has worked with them.

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

3. Agent's Comments and Conclusions:

a. It is recommended that a copy of this MOIC be forwarded to Region III so that the lead in BAD NAUHEIM can be developed.

b. This agent cannot determine how much technical information WALTER may know. Therefore, it is further recommended that a technical agency interview this man.

c. The evaluation of the above information, except where otherwise indicated, is F-2.

Kenneth W. Nelsen

KENNETH W. NELSEN
Special Agent CIC

ENCLOSURES:
1 Exhibit "A"
(Sketch of HORTON model)

IJA
Ref: [illegible]
From: [illegible]
To: CIC, CT-INTEL

9 Dec 47

HQ CIC Rec'd
Received
DATE: 9 Dec 1947.
INITIALS: JCD

SUBJECT: Flying Saucers

1. The town mentioned in D-19870 par 2.b. is [illegible]
East Prussia and not [illegible]

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

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

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

Source: O-5149
Eval: B-2

Ivan J Kilton

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AUTH Para 1-603 DOD 5200.1R

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JE 3292.

File o. 5 December 1947

MEMORANDUM F THE RECORD DIVISION:

SUBJECT: HORTEN, Reinhar and HORTEN, Walter

RE : Flying Saucers

1. Reason for Investigation:
Reference is made to previous reports send Subject and Name File Number

dated November 1947 and to

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

2. Results of Investigative Activity:
To date no further information is available as to the whereabouts of the

HORTEN brothers, but the names of one the assistants to the HORTEN brothers

has been obtained. FRIEDRICH, fnu,(title of SIPL IIC) was last reported to have been

in Bad CAMBERG (/). The last information on FRIEDRICH is that he was attached

TECHNICAL INFORMATION DIVISION, G-2, Personnel Branch in MUNICH (illegible)

February of 1947, since that time no information is available on him.

b. The description of FRIEDRICH is as follows:
[illegible] in height
[illegible] pounds
dark brown hair
brown eyes and long oval face

3. Agent's Notes:
It is suggested that one of the numerous Technical Intelligence teams

in Europe be contacted for further information on both the HORTEN brothers and

FRIEDRICH.

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

S-2 Branch

APO 742, US ARMY

3 December 1947

SUBJECT: "Flying Saucers"

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

Attention: Lt Skidmore

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

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

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

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

5. When the model was finally built, it had a wing span of approximately nineteen (19) feet, and was given the official designation of DFS-328. It had no engine and was tested as a glider only. Part of the

US - Philip (August 47)

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S-2 Reg. No.
J-743

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

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

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

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

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

HARRY H. PRETTY
Lt Col GSC
S-2

1 Incl
Sketch

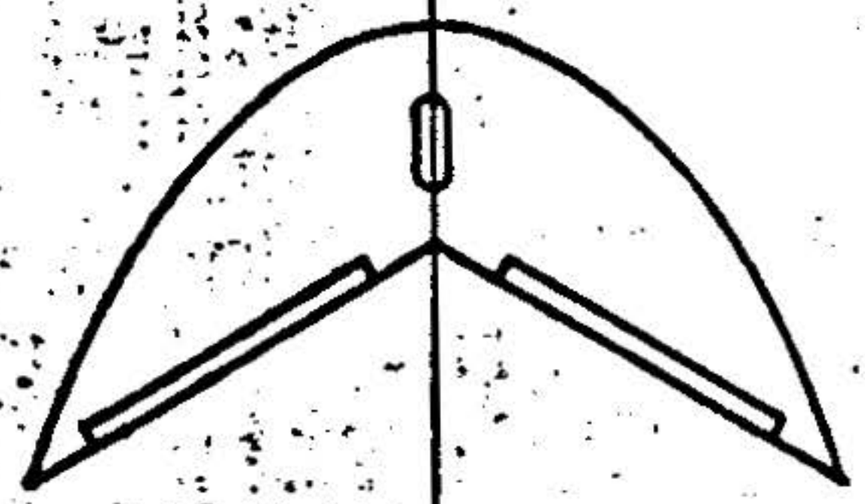
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Telephone BERLIN 44715

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HEADQUARTERS
SUB-REGION FUERTTE-BERG
COUNTER INTELLIGENCE CORPS REGION I
EUROPEAN COMMAND

~~CONFIDENTIAL~~

EKL.FOF.amj

APO 154
24 November 1947

I-K-D 775

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: HORTEN, Reimer and Walter (brothers)

RE : Flying Saucers

1. Reason for Investigation.

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

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

2. Results of Investigation.

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

b. O-37-I-G stated that the HORTEN brothers had designed four (4) gliders designated as the HORTEN I, II, III and IV, and that at a later date had designed a conventionally propelled airplane patterned after the gliders designated as the HORTEN V. O-37-I-G saw the HORTEN V, described as a flying-wing type airplane, flown at LECHFELD (M49/I26) in March 1944.

3. Agent's Comments and Recommendations.

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

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

c. It is further suggested that members of the scientist

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Col Gillespie III
by USLJ
on 7-31-57
L/E Phillips 2d Lt ORDO

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

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

d. Evaluation of above report: C-3

Robert M French

ROBERT M. FRENCH 2d
Special Agent CIC

The undersigned concurs in the above evaluation.

Approved: Edwin K Kich

EDWIN K. KICH
Special Agent CIC
Operations Officer

Stuttgart Switch 93641 Ext 402

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13961

DEFB NR 02

DAFA V DAFB NR 02 V D R R

TO CO 973TH CIC DET HQS EUCOM FRANKFURT 24/1838 NOV '47

ATTN SUGAR THREE

FROM CO CIC DET REG I BAD CANNSTATT

CR NC

REF NR 4853/8 PD REFERENCE FILE NUMBER DOC DASH ONE NINE EIGHT TWO THREE NINE PD THE (ONE) (TWO) WERE WORKING AT THE (THREE) (FOUR) (FIVE) CMA (SIX) CMA FOR THE (SEVEN) IN ONE NINE FOUR SIX PD END CITE WOOOD

SIGNED D E R E R I M E R

24/1128 NO V SBS

DAFA RECD NR 02 NOV 24/10202 BPC

SECRET

FROM REGION F

HORTON BROTJETS KAISER WILHELM INSTITUTE PAREN REF NR FOUR ZERO EIGHT

FOUR CLASS RESTRICTED END CITE WOOD SIGNED DE REIMER

UNPAREN GOETTINGEN BRITISH PD

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HEADQUARTERS
SUB-REGION FRANKFURT
COUNTER INTELLIGENCE CORPS REGION III

APO 757

III-FM-6344

20 November 1947

SUMMARY REPORT OF INVESTIGATION:

SUBJECT: Walter & Reimar HORTEN Cross References: Flying Saucers

Case Classification: Aircraft Development

1. Reason for Investigation: Reference is made to letter Headquarters 970th Counter Intelligence Detachment, EUCOM, file No. D-1-8230, Subject Flying Saucers, dated 20 October 1947, in which information regarding the whereabouts and present activity of the HORTEN brothers and information about their research in aeronautical design is requested.

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

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

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

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

page 1 of 2 pages
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SAI, III-FK-0344, Subj: Walter & Riemar HORTEN, dtd 20 Nov 47, CONT'D

4. Undeveloped Leads: There are no undeveloped leads.

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

6. Reco mendations: There are no recommendations.

APPROVED:

Arthur B. Conoly for
EARVIN L. RISSINGER
Special Agent, CIC
Operations Officer

H.H. Mehner
H.H. MEHNER
Special Agent, CIC

/vh/

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File

D 198239

HEADQUARTERS
EUROPEAN COMMAND
Office of the Deputy Director of Intelligence

APO 757 US Army
18 November 1947

333.5 (OID/OPS/IS)

SUBJECT: Information on HORTEN Brothers Concerning "Flying Saucer"

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

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

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

FOR THE DEPUTY DIRECTOR OF INTELLIGENCE:

W. L. PAGE
Colonel, GSC
Executive

4 Incls:
1. Photostats on FWI Reports re HORTEN brothers. (dup)
2. Cy Card HORTEN, K. W. Ing. (dup)
3. Cy card HORTEN, Walter. (dup)
4. Cy card HORTEN, Rieman. (dup)

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

138

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INTERNAL ROUTE SLIP

69-265

HEADQUARTERS, U. S. FORCES, EUROPEAN THEATER

FILE NO: D-198239

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

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

No.	From	Pass to	Date	HAS THIS PAPER BEEN COORDINATED WITH ALL CONCERNED?
1	Hq 970th CIC Det	Ops Branch	14 Nov 1947	1. Reference is made to Minute 1, IRS, Ops Branch to 970th CIC, dated 20 October 1947, concerning above subject, and Minute 2 thereto, 970th CIC to Ops Branch, dated 27 October 1947. 2. Attached memorandum CIC Region XX, dated 7 November 1947, subject: "Flying Saucers", is forwarded for your information. 3. Further reports will be forwarded as received. for JOHN L. INSKEEP Lt Col, Cavalry Commanding

1 Incl a/s in dupl

GNG/rk/7256

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

D-193239
D-IX-ERE-1316

APO 751, U.S. ARMY
7 November 19 47

SUBJECT: Flying Saucers

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

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

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

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

Gerald F. Baumgardner
GERALD F. BAUMGARDNER
Major
Commanding

1 Incl: LOIC as stated

Dist:
3 Copies - CO. 970th
2 Copies - File

Telephone: Bremen 20675
Capt. MAZOTAS

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

APO 751, US Army
7 November 1947

D-193239

D-IX-RE-1316

LEAD PARTY FOR THE OFFICER IN CHARGE

SUBJECT: Flying Saucers

RE : German Flying Wing Developments

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

2. a. This agent, in conversation with a German neighbor, Hans Werner VIERECK, BREMEN (L54/R79) Schwachhauserheerstrasse 305, former Luftwaffe navigation instructor and test pilot, mentioned the names of various German aeronautical experts, including Lt. SCHEIDTHAUER.

b. Concerning SCHEIDTHAUER, VIERECK said he had corresponded with the former irregularly, but didn't know how he was presently employed. SCHEIDTHAUER'S first name is Alfred and his present address is GREPPIN/ FITTERFELD (L52/E44), in the Soviet Zone, according to VIERECK, who added that during the war SCHEIDTHAUER had engaged in test flights of a six (6) jet flying wing bomber at the BRANDIS (L52/E76) Luftwaffe Experimental Station, but that the tests had been unsuccessful. The scientist engaged in designing the aircraft was named RIEMAR or ROEHLER (phonetic), but VIERECK did not know his present whereabouts.

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

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

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D-193439

D-X-XXX-1316

Subj: Flying Saucers

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

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

APPROVED: Lawrence
LAWRENCE C. XXXXXX
Special Agent, CIC
Operations Officer

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

APO 189

10 November 19

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VI-B-1806
D-198259
VI-1611.6

SUBJECT: Flying Saucers

TO : Commanding Officer, Bayreuth Sub-Region
Nurnberg Sub-Region
Wurzburg Sub-Region
Bamberg Field Office
Regional Technical Specialist

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

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

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

SUSPENSE DATE
12 Dec 47

BY ORDER OF LT. COLONEL WALKER:

William E. Lahned Jr.
WILLIAM E. LAHNED JR.
Special Agent
Operations

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Tel: Constabulary 7760
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[redacted]

D-198239

Headquarters, 870th Counter Intelligence Corps Detachment, APO 757, US Army, 17 December 1947

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

1. Attention is directed to paragraph 1 of Incl 1 (Air Intelligence Guide) an inclosure to basic letter.

2. Records, this headquarters, do not disclose any publication of the Air Intelligence Guide, as erred to in paragraph 1 noted above. However, higher headquarters have notified this headquarters that the Air Materiel Command is of the opinion that some sort of object, which the flying saucer, did exist.

3. As to the Northrop brothers, Field Intelligence Agency, Technical (FIAT), Headquarters, AMC, lists them as "experts on "flying wing" aircraft, including Number VIII, II and I Northrop model aircraft. Several CIC reports concerning them are on

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[redacted]

D-196239

file in this headquarters [redacted]
states that the NORTEN [redacted]
working in GORTZIKOW [redacted]
1946, at the Kaiser Wilhelm Institute in [redacted]
known as Aerodynamische Versuchs Anstalt [redacted]
formerly been listed on the JIOA list.

4. It is requested that [redacted]

BY ORDER OF LIEUTENANT COLONEL [redacted]

[redacted]
Major, [redacted]

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

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

APO 757

III-FM-4748

3 November 1947

SUBJECT: Flying Saucers

TO : Commanding Officer, each Sub-Region

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

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

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

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

b. MCIC, Sub-Region Frankfurt, subject: EBERHARDT, Guido, dated 6 August 1947.

BY ORDER OF THE COMMANDING OFFICER:

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CARL J. KUHNERT
Special Agent, CIC
Operations Officer

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

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III-FM-6344 1st Ind.

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

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

1. Forwarded in compliance with basic communication in SUBJ dtd 20 Nov 1947 re-Walter and Riemar BORTKN.

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

Incl: 1- n/c
2- Added SUBJ s/s (5 copies)
Tel : 8400 Ffm
/vh/

146

MAX ETKIN
Special Agent, CIC
Commanding

~~Secret~~

C O N F I D E N T I A L

INVESTIGATION ACTION (IV)

Investigate case to its logical conclusion

Request for Investigation

File Nos: IV- 2574

Originating Office 3-3

Thru: T. [illegible]

To: [illegible] (Capt O'NEIL)

Date: 3 Nov 47

Suspense Date: 28 Nov 47
Unless shown otherwise above, the suspense date on this case is 60 days after date of this request.

SUBJECT: (Give all identifying information)

[illegible] CAUCT-S

Instructions for Case Officer:

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

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

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

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

2 Incl:
1. [illegible] ltr dtd 22 Oct 47
2. 1 cy Air Intell. Guide

Tel: ma 2-5 - 2994
(Mc Byrne)

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BY ODR-USAINSCOM [illegible]

file

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HEADQUARTERS
EUROPEAN COMMAND
Office of the Deputy Director of Intelligence

APO 757 US Army

D-1948-39

350.09 (OTD/DPE/IS)

SUBJECT: Transmittal of EEI on Alleged "Flying Saucers"

TO : Assistant Chief of Staff, A-2, U. S. Air Forces in Europe, APO 633, U. S. Army.

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

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

FOR THE DEPUTY DIRECTOR OF INTELLIGENCE:

1 Incl: a/s
TEL: FRANKFURT 7420
Lt. [illegible]

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

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File 19823

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CIA REG
INT SEC
CIA/MFS/66

350.09 (CIC/OPS/16)
Transmittal of EEI on Alleged "Flying Saucer". 20 October 1947

1 Ops Br 970th CIC — 20 Oct. 47

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

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

R. D. WENTWORTH
Colonel, GSC
Chief, Operations Branch

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

- -

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

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HEADQUARTERS
970TH COUNTER INTELLIGENCE CORPS DETACHMENT
EUROPEAN COMMAND

APO 757
28 October 1947

File: D-198239

SUBJECT: FLYING SAUCERS

TO : See Distribution

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

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

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

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

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

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

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L E Phillips 2d Lt ORDO
on 1-31-57

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File: D-198239

20 October 1947

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

BY ORDER OF LT. COLONEL INSKEEP:

KARL S. BROWNING, JR.
Major, Infantry
S-3

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

Mr. OLIPHANT/rk/telephone 5672

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CARL J. KUHNERT
Special Agent, CIC

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ON 31 JUL 199?
BY GDR USAINSCOM F01/PO
AUTH Para 1-603 DOD 5200.1R

151

[redacted]

AIR INTELLIGENCE G 1PL
for
ALLEGED "FLYING SAUCER" TYPE AIRCRAFT

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

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

a. Relatively flat bottom with extremely light reflecting ability.

b. Absence of sound except for an occasional roar when operating under super performance conditions.

c. Extreme maneuverability and apparent ability to almost hover.

d. A plan form approximating that of an oval or disc with a dome shape on the top surface.

e. The absence of an exhaust trail except in a few instances when it was reported to have a bluish color like a Diesel exhaust which persisted for approximately one hour. Other reports indicated a brownish smoke trail that could be the results of a special catalyst or chemical agent for extra power.

f. The ability to quickly disappear by high speed or by complete disintegration.

g. The ability to suddenly appear without warning as if from an extremely high altitude.

h. The size most reported approximated that of a C-54 or Constellation aircraft.

i. The ability to group together very quickly in a tight formation when more than one aircraft are together.

j. Evasive action ability indicates possibility of being manually operated, or possibly by electronic or remote control devices.

k. Under certain power conditions, the craft seems to have the ability to cut a clear path through clouds - width estimated to be approximately one-half mile. Only one incident indicated this phenomenon.

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The first sightings in the U.S. were reported around the middle of May. The last reported sighting took place in Toronto, Canada, 14 September 1947. The greatest activity in the U.S. was during the last week of June and the first week of July.

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

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

a. What German scientist had a better than average knowledge of the Horten Brothers work and perspective thinking; where are those scientists now located, and what is their present activity? Contact and interrogate them.

b. What Russian factories are building the Horten VIII design?

c. Why are the Russians building 1800 of the Horten VIII design?

d. What is their contemplated tactical purpose?

e. What is the present activity of the Horten Brothers, Walter and Richar?

153

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[redacted]

f. What is known of the whereabouts of the entire Horten family, particularly the sister? All should be contacted and interrogated regarding any contemplated plans or perspective thinking of the Horten brothers and any interest shown by the Russians to develop their aircraft.

g. Are any efforts being made to develop the Horten "Parabola" or modify this configuration to approximate and oval or disc?

h. What is the Horten perspective thinking on internal controls or controls that are effective mainly by streams of air or gas originating from within the aircraft to supplant conventional external surface controls?

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

a. Boundary layer control method by suction, blowing, or a combination of both.

b. Special controls for effective manouverability at very slow speeds or extremely high altitudes.

c. Openings either in the leading edge top and bottom surfaces that are employed chiefly to accomplish boundary layer control or for the purpose of reducing the induced drag. Any openings in the leading edge should be reported and described as to shape, size, etc. This investigation is significant to justify a disc shape configuration for long-range application.

d. Approximate airfoil shape in the center and near the tips.

e. Front view and rear view shape.

Items of Construction

a. Material whether metal, ferrous, non-ferrous, or non-metallic.

b. Composite or sandwich construction utilizing various combinations of metals, plastics, and perhaps balsa wood.

c. Unusual fabrication methods to achieve extreme light weight and structural stability particularly in connection with great capacity for fuel storage.

Items of Arrangement

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

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[redacted]

b. Crew number and accomodation facilities.

c. Pressurized cabin equipment.

d. High altitude or high speed escapement methods.

e. Methods of pressurization or supercharging from auxilliary units or from the prime power plant.

f. Provisions for towing especially with short fixed bar and for refueling in flight.

g. Provisions for assisted take off application.

h. Bombay provisions, such as dimensions, approximate location, and unusual features regarding the opening and closing of the doors.

Landing Gear

a. Indicate type of landing gear whether conventional, tricycle, multiple wheel, etc.

b. Retractable, and jettison features for hand gear.

c. Provisions for take-off from ice, snow, or water.

d. Skid arrangements for either take-off or landing.

Power Plant Item

a. Information is needed regarding the propulsion system used in the aircraft. Possible types of engines that could be employed include:

(1) Reciprocating (piston type) engine or gas turbine. Either or both of these could be used to drive propellers of conventional or special design, rotating vanes, ducted fans or compressors.

(2) Jet propulsion engines including turbo jets, rockets, ramjets, pulse jets or a combination of all four.

(3) Nuclear propulsion (atomic energy). Atomic energy engines would probably be unlike any familiar type of engine, although atomic energy might be employed in combination with any of the above types. Aircraft would be characterized by lack of fuel systems and fuel storage space.

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

[redacted]

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

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

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

a. Type of power plant or power plants.

b. General description.

c. Rating (thrust, horsepower, or air flow).

d. Type of fuel.

e. Catalytic agents for super-performance or normal cruising power.

[redacted]

CIC FILE
GWO/rk

D-198239

350.01 (GID/OPS/IS)

Transmittal of KEI on Alleged "Flying Saucer" 30 October 1947

2	Hq 970th CIC Det	Ops Branch	27 Oct 1947

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

2. Attached report, Foreign Documents Unit, dated 30.8.45, Title FDI reports dealing with [redacted] tail-less aircraft, and copy of three cards concerning the KORTEN Brothers from PAPERCLIP files this headquarters, is forwarded for your information.

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

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

JOHN L. [redacted]
LA Col, Cavalry
Cor [redacted]

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

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

~~SECRET~~

HORTEN, Rienar (Horten brothers)

Keymen on tailless sail planes and aircraft. Has been interrogated in UK by ADI(K) in collaboration with M.A.P., RAE, USSTAF, and the US Air Attache. Located in British Zone. Required in UK by M.A.P. for Defense research.
(IN FIAT EP 254-86/1, Employ of German Scient. & Tech. in UK, 23 April 46)
(IN FIAT EP 254.88, 29 Jan 46)
HORTEN Brothers - Experts on "flying wing" aircraft - including No. VIII, IX & X. Interrogated in England by ADI(K), in collaboration with MAP, RAE, USSTAF & the US Air Attache.
(See ADI(K) Reports Nos. 296/1945 & 341/1945).

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

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

LKL: A.V.A. GOTTINGEN

XX

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

Released by the British now can be allocated to the US
(Ref ltr dtd 17 Nov JIOA 1152 to CG, USFET.) ra

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[redacted]

HOFFLE, Walter

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

Allocated to UK. (Ltr. JCS-JIOA, 25 July 1945)

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

XX

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

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AUTH Para 1-603 DOD 5200.1R

[redacted]

NAME: HORTEN, H. W. Ing US - B
LOCATION: (last known) LANDSHUT S

FOA: Aerodynamics
AFF: CAF

REMARKS:
DEFB US: Interr. and possibly employ in the theater.
WILDAFEN: One of the pioneers in the field of tailless aircrft.
Allocated to British.

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

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AUTH Para 1-603 DOD 5200.1R

HEADQUARTERS
970th COUNTER INTELLIGENCE CORPS DETACHMENT
EUROPEAN COMMAND

Expense Voucher
6 October 1947
APO 757
8 September 1947

D-187,45

SUBJECT: BERNHARDT, Guido

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

Regraded CONFIDENTIAL by authority of CG USFET by Bl LT Phillips AG Lt ORDO on 1-31-57

1. Reference is made to letter, Sub-Region FRANKFURT, dated 6 [illegible] 1947, subject as above, with 1st Indorsement, Region III, same date, file III-FK-6344.

2. Inclosed letter addressed to General CLAY, dated 7 August 1947, written by subject and covering same subject matter as MOIC attached to above referenced letter, is forwarded for your information. Attention is directed to part of the stationery used by subject which has letterhead of Headquarters Command.

3. Attention is also directed to paragraph 3, agent's notes, of the referenced MOIC.

4. It is requested that subject's background be investigated.

5. It is further requested that inclosure be returned with report of investigation.

EARL E. BRETHAUER, Jr.
Major, Infantry
CO

1 Incl: c/s

Telephone: FRANKFURT 7736
Mr. Oliphant

BEST COPY AVAILABLE

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

[redacted]

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

To
General Clay
Through
CIC

Concerning: Disk ["Scheiben"] Projectiles

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

The Case:

1. During the war, as I was attached to the 2nd A.d.N., I heard of a Professor Maurer who conducted atom experiments for the OKM at the Krim Peninsula. These tests did not concern the development of an atom bomb, they were conducted to find a use of atomic power for rocket engine propellant. The objective was obviously to overcome great distances with projectiles and deliver explosives. Near the end of the war, the German Navy was involved in delivering heavy water to Norway for experiments which must have something to do with the development of an atomic bomb.

2. Near the end of the war I was assigned to "REIHMAG", the underground war manufacturing plant in Kahle, near Jena. It was managed by GBA District Leader ["Gauleiter"] Sauckel. Saukel, besides his normal duties, was also the special authority of the Führer, responsible for construction of high performance aircraft (jet fighters) to recapture air superiority. He was closely involved in his capacity with the manufacture of V-rockets, which, however, had nothing to do with the manufacture of "REIHMAG".

3. My activity in this plant introduced me to the rocket and jet engine development. You are very well aware by now of the V-weapons and atomic bomb development. Since I resigned from the German Navy shortly before the end of the war and with my knowledge of certain

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

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

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

1.) Completion of the Maurer-Experiments [led] to a combat-ready weapon which has been sighted over America, China, and Italy -- disks ["Scheiben"], which are the most dangerous weapons in the world.

2) Involvement of the Führer, who is still alive, with these experiments.

3) Threats and destruction of all of Europe and America if the United States does not promptly intervene. This is the reason I came to you.

Attachment to number 1:

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

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

1. The launching of the disks is accomplished by an envelope-rocket, related in its launch method to the V-1 and V-2.

2. The velocity is 1900 km.

3. Size of the disk: 7.5 x 3.45 m.

4. Normal set limits for direction and course: 50 - 60,000 km; therefore, return of the disks to the launch base.

5. Remote control up to 6,000 km.

6. The present disks are experimental disks with a weight of 275 3/10 kg. Armed for combat, the weight will increase ½ kg.

7. The launch bases have been plotted.

8. There will be no more disk sightings until 8-27-47. On that date new experimental disks will appear over Texas City and Kansas.

9. Propulsion: Heavy water -- atomic energy.

10. Detailed notes of the disk, complete drawings of all important details. For example: solving flight problems, remote steering system, the arming and propulsion system.

11. Destruction radius on earth target: 800 km.

12. Overflight effect: 2 km.

Attachment to number 2:

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

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

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

Attachment to number 3:

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

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

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

The proof:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Guida Bernardy

Frankfurt, 5 August 1947

(End of translation)

NUMBERING MACHINE

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An den
Herrn General C l a y

durch

C I C

Betr.: Scheibengeschosse

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

Zur Sache:

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

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

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

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

Pflicht, und das allein vermochte es, mir diesen Weg zu Ihnen aufzuerlegen. Ich bitte Sie, die folgenden Dinge weiter nichts als sachlich zu nehmen und zu pruefen. Auch ich habe mich gegen sie gewehrt, musste aber alle Skepsis aufgeben, als sich Dinge herausstellten, die nicht mehr von der Hand zu weisen sind und nicht ueberhoert werden duerfen, ohne dass ich und jeder, der von ihnen erfaehrt, sich schuldig macht. Meine Fuehlung mit diesen Herren fuehrte zu folgenden Aufschluessen:

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

Zu 1

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

1. Der Abschuss der Scheiben geschieht durch Huellenraketen, artverwandt der Abschussart von V1 und V2.
2. Die Geschwindigkeit beträgt 1900 km.
3. Groesse der Scheibe: 7 1/2 x 3,45 m.
4. Normal-Stellgrenzen fuer Richtung und Kurs: 50 - 60 000 km, daher Rueckkehr der Scheiben zur Abschussbasis.
5. Fernsteuerung auf 6 000 km.
6. Die jetzt erscheinenden Scheiben sind Versuchsscheiben mit einem Gewicht von 275 3/10 kg, bei Ladung fuer den Einsatz hat die Scheibe ein Gewicht von 1/2 kg mehr.
7. Die Abschussbasen wurden aufgezeichnet.
8. Bis 27.8.47 werden keine Scheiben mehr erscheinen, am 27.8.47 werden neue Versuchsscheiben ueber Texas City und ueber Kansas erscheinen.
9. Antriebskraft: Schwerwasser - Atomkraft.
10. Genaue Aufzeichnungen der Scheibe, ausfuehrliche Darlegungen aller wissenswerten Einzelheiten, z.B. Loesung des Flugproblems, des Fernsteuerungssystems, der Ladung und des Antriebes.
11. Vernichtungsradius bei Erdeinsatz: 800 km.
12. Ueberflugwirkung: 2 km.

Zu 2

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

vorrichtung erforderlich, so dass die Spezial-Maschinen keinen Bombenschacht bewitzen, sondern die Atom-Bombe durch eine Pressluft-Ausstossvorrichtung ausstossen. Die Auswirkung der durch den Wurf ausgeloesten radiumaktiven Strahlungen ist etwa gleich dem Zerstoerungsradius und bewirkt eine Zellenzerstoerung. Es wurde ausserdem die Formel fuer "Schitorit" notiert. Flughöhe der Maschinen = 12 000 m.

4. Von den bei Eben Emael und an der Leningrad-Front eingesetzten Pressluftgeschossen wurden von den Amerikanern und Englaendern Lager an der Kueste und in Suhl - dass dort ein solches Lager war, wusste ich - und von den Russen auf der Krim gefunden. Sie werden gebaut von Krupp und in Frankreich.

Schlussfolgerung

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

Es kommt nunmehr auf folgendes an:

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

Sie werden meine Angaben unter die sachliche und nuechterne Sonde nehmen und von den Geistergeschichten wenig wissen wollen. Ich muss Ihnen aber ebenso sachlich wie nuechtern sagen, dass ich nicht auf USA.-Ruestungs- und Militärgeheimnisse vereidigt bin und dass es wohl eine Reihe von Stellen gibt, die es sich jeden Preis kosten lassen wuerden, diese Dinge und mehr von ihnen zu erfahren. Ich will damit hinweisen auf die mir durchaus bewusste Tragweite solcher Feststellungsmoeglichkeit, wie ich sie Ihnen aufgezeigt habe, und darueber hinaus moechte ich Ihnen eindringlich zeigen, dass Gefahren gegeben sind.

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

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

Fuehrer gebaut wurde). Er will der Welt beweisen, dass er sie haette vernichten koennen. Die genauen Angaben ueber die Position des Bootes und die Abschuss-Basen wurden kartiert.
Das bis vor kurzen zwischen Kap Horn und Kap der guten Hoffnung stehende Fuehrerboot wurde aus der luft durch Langstreckenmaschinen einer fremden Macht versorgt. Die Versorgung wurde auf die Weise durchgefuehrt, dass 2 Maschinen den Treibstoff fuer die 3. Maschine mitfuehrten.
Ab 24.9.47 Beginn neuer Versuche mit den Scheibengeschossen unter genauer Ortseinzeichnung. Es handelt sich bei diesen in Anwesenheit des Fuehrers erfolgenden Versuchen um die ersten Unterwasserabschuesse. Die Aufbewahrung der Plaene wurde genau dargestellt.
Zu 3
Der Einsatz der Scheiben wird zur Zerstoerung Gesamteuropas fuehren. Die USA. werden voellige Zerstoerung nachfolgender Gebiete erleiden:
New-York, Kalifornien, Texas, Wisconsin und 9 weitere Staaten zu einem fest bestimmten Zeitpunkt.
Sofortiges Eingreifen Amerikas in geheimer Aktion wird die Zerstoerung der Welt verhindern. Es wird dann ein Teil Deutschlands durch " S c h i t o r i t " vernichtet werden in einem Umkreis von 250 km um Kassel. Das uebrige Europa, einschliesslich England wird durch Kampfhandlungen schlimme Zerstoerungen erleiden. Amerika wird dann statt der im Absatz zuvor aufgezeigten Vernichtung nur in einer Tiefe von 100 km und einer Breite von 50 km zerstoert werden. Diese Zerstoerung wird verursacht durch eine Scheibe in 10-facher Verkleinerung. die "Schitorit"-Bombe wird von Amerika geworfen (das Datum wurde mit Uhrzeit genau angegeben).
Sofortiges Eingreifen nur erreichbar, wenn ich heute oder morgen dem Herrn General C l e y vorgestellt werde, auch hier wurden die Daten angegeben und vermerkt, dass sich der Herr General in dieser Woche in Frankfurt aufhalten wuerde. USA.-Dakota-Kampfmaschinen - es entzieht sich meiner Kenntnis, ob es diese gibt - muessen bis Anfang naechsten Monats unterwegs sein und werden die neuen Abschussbasen erreichen und den Fuehrer einschliesslich Bohrmann stellen.

Zum Beweise

Um Ihnen Beweise geben zu koennen, wurden ueber die Entwicklung der Atom-Bombe, die mir fremd ist, folgende Angaben gemacht:

1. Die geheime Bearbeitungsakte lief unter dem Namen " S c h i t o r i t ". Dieses wurde von den IG-Farbenwerken entwickelt und hergestellt. Die Bomben, von denen 6 Stueck von den USA. in Deutschland gefunden wurden, wurden gebaut bei Krupp und teils bei Bloom und Voss.
2. Die Bombe wird von den USA. die"grosse Atombombe" genannt und heute in 2 Fabriken in den USA., die sich in O h i o und im Staate N e w - Y o r k befinden, hergestellt. Sie ist apfelgross, wird als Wurfbombe verwandt und hat einen Wirkungsbereich von heute 600 km. Zur Zeit werden in Ohio Atombomben-Versuche mit V1 und V2 gemacht.
3. Fuer den Einsatz der Atom-Bombe wurden ab Mitte 1946 Spezial-Flugzeuge in einer Fabrik in Ohio gebaut. Die ersten auf Japan geworfenen Bomben wurden vereinfacht mit normalen Maschinen geworfen. Die Leichtigkeit der Bombe macht eine besondere Ausstoss-

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

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

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

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

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

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

auch von Zeugen nicht widerlegt wird

wenn mir die Pflicht zukommt, die Dinge ins Rollen zu bringen. Es duerfte jedenfalls klar sein, dass ich mit den bisherigen Wissen unendlich Viel Unheil haette anrichten koennen und anrichten kann. Wenn das unterblieb, dann mag Ihnen das ein Beweis sein, dass es mir ausschliesslich um die Sache geht. Moege es auch Ihnen darum gehen, dann wird sich der Herr Adjutant persoenlich zu ueberzeugen, zum wenigsten doch kostenlos und ohne das geringste Risiko ueberpruefen koennen.
Nochmals betone ich, dass ich vor Herrn General Clay zu restloser Preisgabe alles Wissens bereit bin, das entweder von dort aufgenommen wird, wobei alle Fachleute hinzugezogen werden koennen, wenn der Herr General das doch der ersten Unterredung wuenscht. Aber mehr als bisher werde ich hier an keiner anderen Stelle sprechen, es waere zwecklos, mich darin anders bestimmen zu wollen. Entsprechend der angegebenen Pruefung durch den Herrn Adjutanten halte ich mich bis Ende der Woche zu Ihrer Verfuegung und bin erreichbar im "Hebstock-Bunker". Danach halte ich mich in der weiteren Verfolgung der Dinge nicht mehr an Sie gebunden.
Ich denke, das ist sauber und gerade gesagt und getan.
Ich ende meine Angaben mit der letzten Aufzeichnung, die der verstorbene Praesident Roosevelt mir gab:
"Mir Mut, deutscher Mann, kaempfe fuer das Sternenbanner".

Guido S. Bernardy jr.

Frankfurt, den 5. August 1947

HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION III
SUB REGION FRANKFURT

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[redacted] APO 757

[redacted] 1947

SUBJECT: [redacted], Guido, Helmut, Julius

Ref: "Flying saucers"

1. Source for Investigation: On 5 August 1947 Mr. [redacted] of the FRANKFURT (LB1/MET) Provost Marshal's office contacted this office and reported that Subject had attempted to enter the PMO's compound for the purpose of contacting General ELY and revealing to him the secret of the "flying saucers". The following information was obtained through interrogation of Subject.

2. Results of Investigative Activity:

a. [redacted], Guido, Helmut, Julius, of [redacted] (BEL/762), Armoring 1, was born on 24 July 1912 in LEPTINGEN (BEL/AR), Belg. He claims never to have been a member of any Nazi organization, and alleges that he served during most of the war with the Kriegsmarine (German Navy). He professes no technical skill, and gives his profession as student of history.

b. On 5 August 1947 [redacted] stated that he was prepared to give the following vital information to General ELY or to his aide:

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

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

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

(4) The exact location of [redacted] and [redacted].

c. Subject was informed that an audience with General ELY was impossible and unnecessary, since such information was always forwarded indirectly. Subject refused to give the information indirectly, however, since he believed that time was too short, and that the terrible responsibility could be assumed only by the General himself. At this point Subject was given the address of the FRANKFURT CIC office and told to report here at 0830 hours 6 August 1947 with a complete written account of his information (Exhibit A).

page 1 of 2 pages

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NYIC, Subj: REINHARDT, Guido, Helmut, Julius, ltd 6 Aug. 47, [redacted]

4. Subject will remain at the Rebstöcker Bunker, Rebstöckerstrasse, FRANKFURT until 10 August 1947, and will then return to ZONE.

5. Agent's Notes, Comments, and Recommendations: Subject seems unusually sincere, and the strong possibility that he is merely a stooge is not apparent. Forwarded for your information. Evaluation: F-6

APPROVED:

MARVIN L. MISSINGER
Special Agent, CIC
Operations

Exhibits:
A1-Translation of Subject's statement concerning disc projectiles (flying saucers)

Distribution:
5i-Reg III
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1i-Files

[redacted]
Special Agent, CIC

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File No. _____ 7 August 1947

MEMORANDUM FOR THE OFFICER IN CHARGE

Subject: BERNHARDY, Guido, Helmut, Julius

a.: "Flying Saucers"

1. Investigation:

a. On 6 August 1947 Dr. CALHOUN of the FRANKFURT (I51/P78) Provost Marshal's Office contacted this office and reported that Subject, who had attempted to enter the [redacted] Compound for the purpose of contacting General CLAY and revealing to him the secret of the "flying saucers". The following information was obtained through interrogation of Subject.

2. Results of Investigation Activity:

a) BERNHARDY, Guido, Helmut, Julius, BONN (K51/P53), [redacted] 1, was born on 24 July 1912 in HATTINGEN (K51/A01), Ruhr. He claims never to have been a member of any Nazi organization, and claims that he served during most of the war with the Kriegsmarine (Germany). He professes no technical skill, and gives his profession as student of history.

(b) On 6 August 1947 BERNHARDY [redacted] stated that he was prepared to give the following vital information to General CLAY or to his adjutant:

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

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

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

4. The exact location of [redacted] and BERNHARDY.

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

formation finally. Subject refused to give the information indirectly, however, since he believed that time was too short, and that the terrible responsibility could be assumed only by the Commanding General himself. At this point Subject was given the address of the CIC office and told to report here at 0730 hours 6 August 1947 Frankfurt with a complete written account of his information.(exhibit"A").

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

2. Agent's Notes Comments, and Recommendations:

Subject seemed extremely sincere, and the strong possibility that he is merely a crackpot is not apparent. Forwarded for your information. Evaluation F-6.

Albert Goldstein
Special Agent, CIC

Exhibit a. Translation of Subject's statement concerning Disc-Projectiles (Flying Saucers).

Addressed to
GENERAL CLAY

(By Frederick Amerbach)

through the
C I C.

SUBJECT: Disc-Projectiles (Flying Saucers)

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

To the Point:

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

2. Towards the end of the war I was assigned to the "RHEINLAND", the sub-terranian armament factory in KAHLA vicinity JENA (REI/356), being under the control of the SSA, Gauleader EBERLEIN in charge. He was the special representative of the Fuehrer (Hitler) for the construction of Super-charged airplanes, for the recovery of air supremacy. In this capacity he (EBERLEIN) was also closely connected with the construction of the V-Weapons, but had no connections with the "RHEINLAND" in this last respect.

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

page 1 of 5 pages

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181

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Translation-REINHARD., Guido, Capt. Secret

1. The completion of HITLER's research to a really employable weapon, which already appeared over America, China, and Italy as the flying saucer, the most dangerous weapon in the world.

2. The connection of the Fuehrer (HITLER), who is still alive, with these tests.

3. The threatened destruction of all of Europe and America without the immediate intervention of the US. For this reason I come to you.

(To number 1 above) Professor HITLER together with a professor HIMMLER have continued research, and developed those discs which were seen in different parts of the world and disappeared again in recent weeks. The "Foo-balls" seen some time ago over the nordic countries are the same discs, however not yet produced from theoretical materials, which could not withstand the tremendous acceleration-movements. The following particulars were given concerning the new flying discs:

(1) The firing of the discs is effected through round-shaped projectiles, similar to those of the V1 and V2.

(2) The speed is 1900 (nineteen hundred kilometers)

(3) Size of the disc: 7½ x 2,45 metres.

(4) Normal setting for direction and control 30-40 000 km, thereafter return of disc to base.

(5) Indirect control steering up to 6 000 km.

(6) The discs which have appeared up to now are trial discs, with a weight of 875 3/10 kg, when loaded for action the disc weighs 2 kg more.

(7) The firing bases were recorded.

(8) Until 27 August 1947 no more discs will appear, on the 27 August 47 new trial discs will appear over [redacted] and over [redacted].

(9) The fuel is Heavy water - oil-power.

(10) Exact sketches of the disc, extensive explanation of all required and necessary particulars, e.g. solution of the flying problem, of the indirect steering system, of the charge and the type of driving power.

(11) Radius of destruction when used on the ground: 800 km.

(12) Radius of destruction when dropped from plane: 2 km.

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

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182

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(to Number 5. above) The use of the discs will lead to the complete destruction of all of Europe. The US will suffer from the destruction in the following areas: NEW YORK, CALIFORNIA, TEXAS, VIRGINIA, and an additional 9 (nine) other states will be destroyed at a set time. Immediate secret intervention by America will prevent the destruction of the world. A part of Germany will be destroyed through 'SCHIRMIT', namely in a circumference of 250 km around KASSEL. The remainder of Europe, including England, will suffer heavy destruction from this fight. America then will only suffer damage within a radius of 100 km in depth, and 50 km in width, and not complete destruction as mentioned in the previous paragraph. This destruction will be caused by a disc ten times smaller, and this 'SCHIRMIT' bomb will be dropped from inside America. (The date and time was specified by the spirits). Immediate intervention possible only, if I will be introduced to General CLAY today or tomorrow (5th and 6th August respectively), since it was also shown (by the spirits!) that General CLAY will be in FRANKFURT this week.

United States 'Dakota' fighter planes, — I do not know whether this type exists—, must be on their way by the first of next month in order to reach the new launching sites, and collect the Fuehrer and SCHOLZ.

Substantiation of Evidence: (as obtained from the spirits)

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

1. The secret code name for this project was 'SCHIRMIT'. This was being developed by the IG FARBEN and manufactured. Of the bombs, 6 (six) were found by the US in Germany, and they were being constructed by KRUPP and BLOOM & VOSS (HAMBURG).

2. This bomb is being called the "Big Atom Bomb", and is being manufactured in two factories in the United States, located in Ohio and in the State of New York. The bomb has the approximate size of an apple, is being used as a 'release bomb' (Verfremde), with an effective radius of 800 km, as of to date. At the present time atom bomb tests with 72 and 73 [illegible] being held in Ohio.

3. For the use of the atom bomb, special airplanes are being built in a factory in Ohio since the middle of 1946. The first [illegible] dropped on Japan were simply dropped by a standard-type aircraft. The light weight of the bomb necessitates a special ejector mechanism, therefore the special planes do not use a bomb-bay, but eject the atom bomb through an air-compressed ejector mechanism. The effect of the radio effective rays released, is equal to the destructive radius, and brings about cell destruction. The formula for 'SCHIRMIT' was also noted down. Height of the airplane is approximately 1200 metres.

4. Those of the compressed air projectiles which were used at KEIN KUHL (Belgian Fortress), and at the LEUTERAD front, were found in a dump by the Americans and the British at the coast (North Sea coast), and is still. I had knowledge of this last dump— and another dump was discovered by the Russians in the Crimea.

Secret

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ON 08 JUL 199[illegible]
BY CDR USAINSCOM FOIA/PA
AUTH Para 1-603 DOD 5200.1R

FILE COPY

Secret

Translation-SIEGLAEDT, Guido, Amtl.

Explanation:

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

Now it depends upon the following:

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

page 4 of 12 pages

copy 2 of 2 copies

184

DECLASSIFIED Authority NND 963216
BY NARA DATE 12/31/96

Secret

translation -BERNHART, Guido, genlt.

Above all this, I am also endangering my personal safety. That I come to you is a result of the fact, that I, as a historian, see things in a different light. It is no more important who possesses the world, from a historical or political point of view. Possession [redacted] those powers which guarantee world development and a future, and this means under the present balance of power, the United States of America, which is being confirmed by the writing (of the spirits!).
It was told to me (by the spirits!) that you would hardly have any faith in facts derived from such a questionable source. But it was also explained that after a submission of facts before General ELY, he would have the facts verified through his adjutant on Saturday/Sunday of this week. It was explained that the adjutant was well versed in German. Kindly realize that this offers us the possibility to obtain information previously unobtainable, completely disregards all safety of security, whether they are of any political nature, militaristic or of a personal nature or plans. Our conference is being watched as well, and continously recorded mentally.
There are in the world today eight (8) persons, who possess the ability to commune with the other world. None, except those mentioned, have the ability to advance to the last and highest degree. They only possess this power since the death of a 96 year old priest in TOKIO, named DOLAIRO, who died in TOKIO on 14 July 1947. He was politically disinterested and left nothing of importance behind. This information can be checked upon. With the death of this priest the power (of spirits!) has gone over to the gentleman known to me.

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

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

Dated: FRANKFURT, 5 August 1947 signed: OTTO BERNHART

page 2 of 2 pages

copy 2 of 2 copies

185

Secret

FILE COPY

REGRADED UNCLASSIFIED
ON 6 JUL 1994
BY ODR USAINSCOM FM 380-3
AUTH Para 1-603 DOD 5200.1R

OFFICE OF MILITARY GOVERNMENT FOR GERMANY (U.S.)
Office of the Director of Intelligence
APO 742

57625

Berlin, Germany
7 August 1947

DI 383.2(AEUIS)(CI)

SUBJECT: Flying Discs

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

1. Attached copy of a letter written be a Heinz-Adalbert AEUIS, domiciled in AENAHEUCK, 7 Hansa Str. in the British Zone, received through the Office of Political Affairs of this headquarters is forwarded for your information and such action as deemed appropriate.

2. In the event that Mr. AEUIS' offer is of interest, it is requested that you contact him directly.

FOR THE DIRECTOR OF INTELLIGENCE:

Frederick W. Hess

FREDERICK W. HESS
Major GSC
Chief, Counter Intelligence Section

Tel: BERLIN 43563
(Mr Kabranell)

Incls: a/s

Dispatched
7 AUG 1947
DIR OF INT.

C O P Y

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

Asnabruck, July 16th, 1947

To Embassy of U.S.A. in Germany

Strongly secret!
Subject: "Flying disks".

Dear Excellency:

Last few weeks in American and German papers I read much about the so-called "flying disks" (or "flying targets") that are said to be seen suddenly coming up in some states of your country, and that are disquieting your publicity so much.

I should like to examine more accurate the type that came down near Roswell (New Mexico).

Please, do also take this matter as serious as it really is, and do not think it a vision.

Just concerning this I am an expert. I am very sceptically as to the "calming-explanation" of Brigadier General Roger Ramey and others, who say that these disks are merely meteorological observation-balloons - or supplements of them -, etc..

I am interested in this business very much, and so is the American Army, I am sure.

In connection herewith and in order to explain my odd wish, Excellency, I must inform you of the following:

Since 1929 till the end of the war by the way (as a hobby) I occupied myself, - completely interested in sport only -, in deve_oping flying-models of all kind and shape, chiefly sail-planes and rocket-types. Sailplane-soaring was and still is my favourite sport.

With my researches in 1936, among others, I met also the idea of the "flying disks" and pursued it, considering it already at that time once to be of any importance. Later I searched into the qualities of this model in connection with rocket-experiments, and about the good result I was extremely surprised. (Nowadays we could already use atomic power, too). - I found, that my models of a "flying disk" - in smaller and bigger size -

1.) for the investigation of the sphere,
2.) for military aims, and
3.) for the air-traffic of the future

could and presumably will play a not too undervaluing figure, and in many a point even it will be superior to all other planes and rocket-projectiles, including the German "V-2 - rocket" you know already; for I think it possible, manned disks

1.) to let rise to highest heights,
2.) to fly every course we want, and
3.) to land safely again, (what we cannot absolutely affirm of the most rocket-constructions know till today).

I am ready to continue my researches and developments of such a kind of disk-models and disk-planes (as well as still other very interesting ones) on a place in U.S.A. that seems fit to me for that purpose.

Perhaps I may come and see you once to talk about some details necessary?

Respectfully yours,

/s/ Abuls

PART II: TEXT OF TRANSLATION (US-902D-GM-96006

[Letterhead stamp]:
Dr. T. Kelterborn, DDS 11 July '47
Wanne-Eickel

[Handwritten portion]:

To The American Civil Governor
in Frankfurt

In the Dortmund Newspaper, Westphalian Overview of 9 July 1947, I read an interesting article about so called 'flying saucers,' which were seen above the ground in greater numbers over about 30 US States, which supposedly reached speeds of 1900 km/hr. and whose appearance have caused great unrest among the US population.

Since the governing and research institutions of the US don't want to know anything about the origin of these flying saucers, I would like, as the inventor of these apparatuses, to announce myself to the US Administration.

I handed over my invention in 1944 to a German Inventors office [possibly patent office], whose headquarters, as I understood, was in Berlin. For my submission, including rough sketches of the construction site in Bochum, I never received a response, nor was I ever apprised by the technical test office in Berlin.

My work must have been further developed in Berlin.

When the Russians marched into Berlin, my completed invention must have landed in the hands of a foreign military power, which is now using them over the US.

PART II: TEXT OF TRANSLATION (US-902D-GM-96006)

As the inventor, I alone am in the position, under certain circumstances, to reveal my invention.

Should the U.S. authorities be interested in my invention, I am ready to provide information.

(signed)

Dr. Trangott Kelterborn
Dentist
Wanne-Eickel, ... (216)
Stöckstr. 52

[Letterhead stamp]:
Dr. T. Kelterborn. DDS
Wanne-Eickel

(End of translation)

NUMBERING MACHINE

SKIPPED PAGE

TRANSLATION

IN
19 JUL 1947
6-2, HQ. USFET
U.S. ARMY

54658

Dr. med dent T. KELTERBORN
WANNE-EICKEL

Wanne-Eickel
11 July 1947

In the Dortmund newspaper "WESTFALISCHE RUNDSCHAU of 9 July 47 I read an article on the so-called flying discs sighted over approximately 30 states of the USA. These discs are said to have a velocity of 1900 kilometers per hour and their appearance is supposed to have created great consternation among the population.

As the government and scientific institutions in the US are not interested in the origin of these discs I want to inform the US Government that I am the inventor of this apparatus. In 1944 I left my invention at a German patent office which, as far as I know, had its chief office in Berlin. I never had an acknowledgement of the receipt of my submissions from the Gaustelle Bochum (&) nor did I hear from the technical office on Berlin. My invention must have been further developed in Berlin.

At the arrival of the Russians in Berlin my completed invention must have fallen into their hands and is now being used over the United States.

I alone am in a position to give up my invention under certain conditions. In case the US government has any interest in this invention I am willing to give any information.

Dr. T. Telterborn, Dentist
Wanne-Eickel 1/W (216)
Stöckstrasse 52

2042

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

Wanne-Eickel, den 11.7.47

An den amerikanischen Zivilgouverneur
in Frankfurt!

In der Dortmunder Zeitung, Westfälische Rundschau' vom 9. Juli 1947 las ich einen mir auffallenden Artikel über sogenannte, fliegende Scheiben', die in größerer Anzahl über ca 30 USA Staaten über dem Erdball gesichtet wurden, die eine Geschwindigkeit von 1900 km/h haben sollen und deren Erscheinen bei der USA Bevölkerung große Beunruhigung ausgelöst haben.

Da die Regierungs- und Forschungsinstitutionen der USA über die Herkunft der, fliegenden Scheiben' nichts wissen wollen, so möchte ich, als der Erfinder dieser Apparate, mich bei der USA Regierung zu Worte melden.

Meine Erfindung habe ich 1944 einer Deutschen Erfinderstelle übergeben, die, wie mir bekannt, ihren Sitz in Berlin hatte. Auf meine Einreichung mit Kurzen zeichnerischen Angaben an die Zentrale Bochum habe ich niemals eine Antwort erhalten, bin auch nie von der technischen Prüfstelle Berlin unterrichtet worden.

Meine Arbeit muss in Berlin weiter entwickelt worden sein.

193

Bei dem Rückzug nach Berlin muss meine fertige Erfindung in die Hände einer

fremden Firmen gelangen, die sie nicht über den USA anwendet.

Als Erfinder bin ich allein in der Lage unter gewissen Bedingungen meine Erfindung preis zu geben.

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

Dr. Irmgard Kellerhoff
Zahnarzt
Wanne-Eickel, Hptbf. (218)
Stöckstr. 52

Dr. med. dent. I. Kellerhoff
Wanne-Eickel

FLYING SAUCERS

CONFIDENTIAL

FILED : 171230B AFHQ MESSAGE CENTER AFSO : B 26/18
PRIORITY CONFIDENTIAL

INCOMING MESSAGE

D198239

FROM : ACC HUNGARY US DEL SIGNED WELSH

TO : AGWAR FOR WDGID WDGPO EUCOM FOR G-2 USFA FOR G-2
COMGENMED MA MOSCOW ACC RUMANIA US DEL NAVY
DEPT CNO-OP32 NSD-22 USFA

REF NO THIS MESSAGE : Z-5112 17 May 1947

ACTION	
G-2	✓
C-2	/
EXEC A	

For G-2.

At approximately 2030 hours on 14 May airborne phenomenon was observed passing over BUDAPEST on a Southeast to Northwest course in an almost flat trajectory. Concensus of observers places altitude at about 3000 feet and speed above 400 mph and describes object as spherical in shape with diameter of approximately 3-4 feet. It appeared to be burning and left a thin trail of smoke uniform in shape and area except for periodic enlargements which seemed to suggest successive impulses. Object also apparently emanated tail of flame about 3 meters long but NO sound accompanied the passing.

Much controversy has begun in the press about it and 1 editorial has dismissed it as "in all probability a meteor". Hungarian Meteorological Institute state they made NO official observation of the object and are awaiting further reports prior issuing any statement.

Comment by Air Officer: "Although I did NOT observe the object, I am NOT convinced by the reports to date that it was a meteor due to almost 100 per cent agreement by observers on altitude and trajectory".

ACTION : G-2

PARAPHRASE UNNECESSARY

MC IN 713 19 May 47 CONFIDENTIAL 0430B REF NO Z-5112

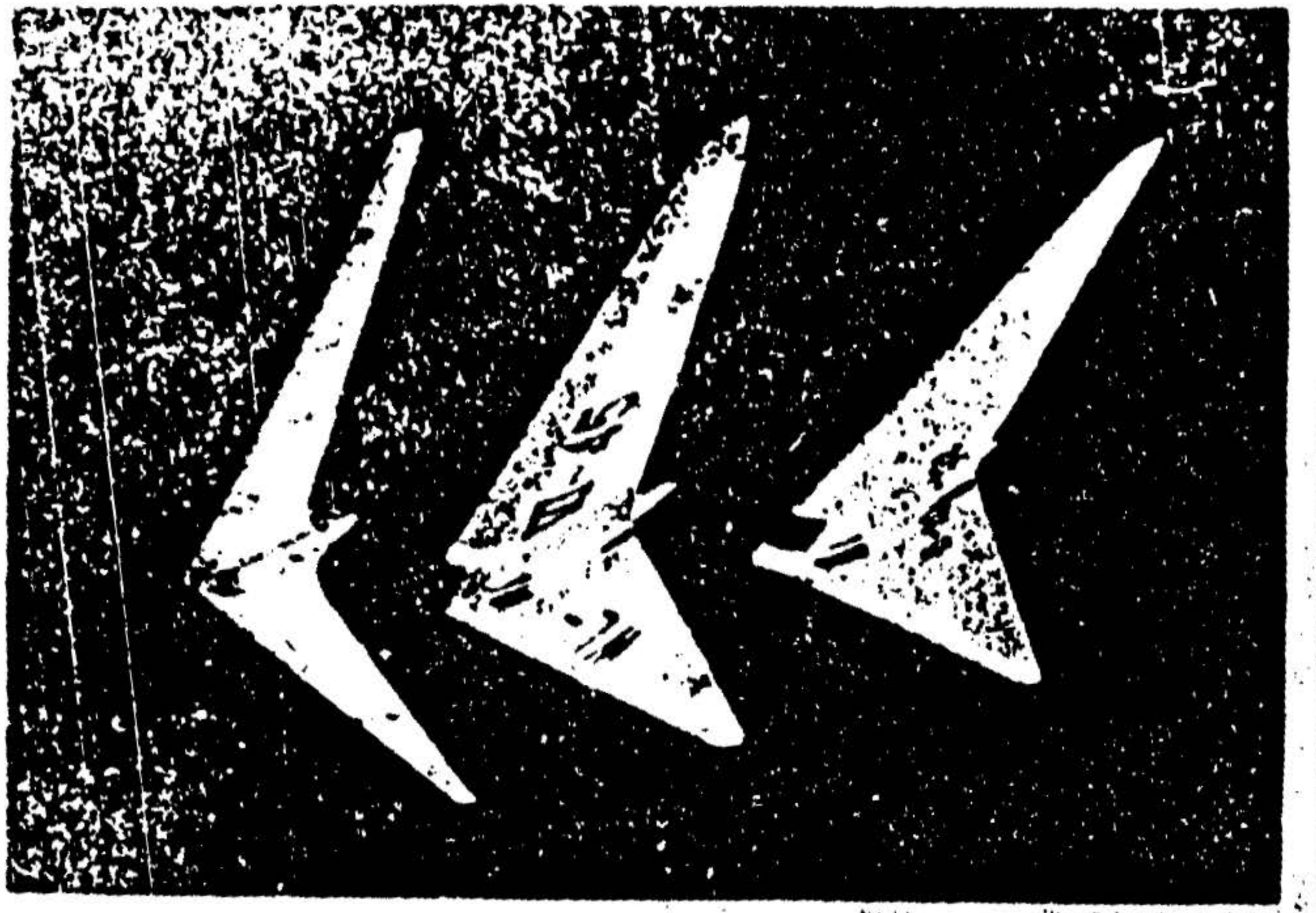
RECEIVED 19 MAY 1947 G-2

REGRADED UNCLASSIFIED
ON 07 MAR 1995
BY CDR USAINSCOM F01/PO
AUTH Para 1-603 DOD 5200.1P and
DOS Letter of 22 Feb 1995

CONFIDENTIAL

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

195



UCHIYA, ERICH, W

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2/6/96

Q-FILM

BUCHTA, ERICH, W

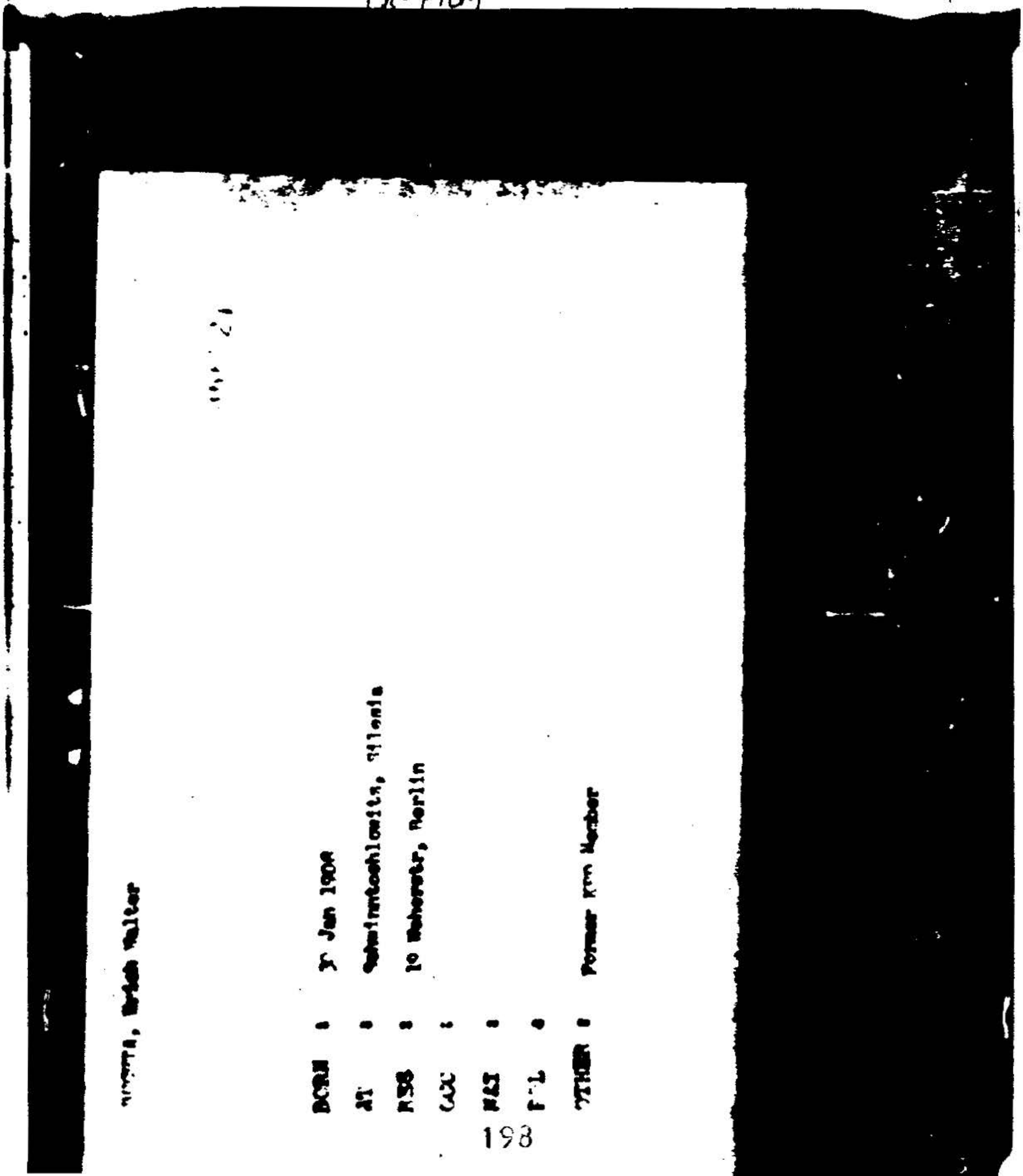
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33/5 dtc

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FILE COPY

REGISTRY

111-4981
[illegible], Artist Walker

[illegible] 27 Jan 1951

1. The [illegible] agent [illegible] with a voluntary [illegible] for such disposition as may be [illegible]

2. The information contained in this report is considered to be of [illegible] value, and it is requested that possibly [illegible] while [illegible] may be interested. In this event of the [illegible]

[illegible] THE SECURITY OFFICER

[illegible]
[illegible]
[illegible]

[redacted]

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DECLASSIFIED
DEGRADED UNCLASSIFIED
GN- JUL 06 1994
BY CDR USNAVOCEANCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R

[redacted]

[redacted]

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

4. In [redacted] came back to [redacted] from French Imprisonment. He came in the Russian Sector of [redacted], and as he did not like what was taking place in the Communist Party, he broke away and would not participate. He also claims not to have any contacts with the Peoples Party. His reason for leaving [redacted] and coming to the West Zone is to publish the American authorities the information of the "Flying Saucer" type of aircraft model, and to work freely in his profession. Not being a member of any association or parties in the East, he [redacted] secure supplies or material to carry on his painting. [redacted] left [redacted] on 5 September 1947, and crossed the border illegally at a point between [redacted] (V52/169), and [redacted] (L52/968), during the night of 6 and 7 September 1947. From there he went to the refugee camp in [redacted] (L31/062), where he was refused entry permit into the American Zone. [redacted] did not reveal the information about the invention of the "Flying Saucer" type of aircraft model during his interrogation at [redacted].

SOURCE: As indicated ASSESSMENT: B-3

AGENT'S NOTE:

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

[redacted]

VICTOR C. TOMA
Area Commander
General Investigation

DISTRIBUTION:
3- [redacted]
1- File

[redacted]

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

REPORT,

THE DISCUSSIONS CONCERNING THE PROJECT "HORTEN-PARABEL" ARE FINALIZED. THE RESULT CAN BE SUMMED UP IN THE FOLLOWING MANNER:

1. THE RUSSIANS ARE IN POSSESSION OF THE RELEVANT PLANS AND WILL BE SUPPORTED BY GERMAN SPECIALISTS. THE CONSTRUCTION SERIES OF THE SO-CALLED HORTEN 13 (MODEL WITH 2-TL (SIC) POWER UNIT) SHOULD NOT BE DEVELOPED BEYOND THE INITIAL STAGES BY THE RUSSIANS. THE NUMBER 300, NAMED AFTER THE LAUNCH, HAS ESSENTIALLY BEEN FIXED TO HIGH. THE SPECIALISTS HAVE STATED THE FLIGHT TIME OF THE HORTEN 13 TO BE ONE HOUR. THIS MODEL IS ONLY SUITABLE FOR DEFENSE. THE LARGE HORTEN (48 METER WINGSPAN, 6 TL (SIC) POWER UNIT, 7000 KILOMETER OPERATING RADIUS) IS NOT BEYOND RUSSIAN DEVELOPMENT, BUT THERE ARE ONLY A SMALL PORTION OF KNOWLEDGEABLE RUSSIANS CO-WORKERS TO BE FOUND.

2. FOR THE DEVELOPMENT OF THIS OPPORTUNITY THE FOLLOWING RECOMMENDATION ARE MADE:
WE ARE NOW IN THE POSITION OF ASSEMBLING WITHIN FOUR (UNREADABLE WORD) THE PERTINENT CO-WORKER STAFF THAT WORKED WITH THE ABOVE MENTIONED PROJECT. THE CHIEF ENGINEER HAS ALREADY RECEIVED REASONABLE OFFERS FROM TURKEY AND THE SOVIET UNION, HOWEVER, HE EXPLAINED HE IS READY FOR FUNDAMENTAL DISCUSSIONS WITH THE U.S. ARMY. ALL OTHER CO-WORKERS IN QUESTION (6 TO 30) ARE FUNDAMENTALLY READY TO JOIN WORK, THEY HAVE REQUESTED HOWEVER, DUE TO THE ANNOUNCEMENT OF THE FINANCIAL AND EXISTING CONDITION, THAT MOST HAVE HAD CREATED AFTER THE FAILURE OF THERE OWN LIVELIHOOD AND ARE NATURALLY NOT HAPPY TO ENTER [illegible] TO CONTRACTS WITH UNSAFE FACTORS. IT IS YET TO BE DECIDED, WHETHER THE RESEARCH GROUP WILL WORK IN GERMANY OR THE U.S. WHEN THE U.S. BECOMES AWARE, IT APPEARS INSURANCE AGAINST UNFORESEEN DISMISSAL IS DEEMED APPROPRIATE. (THE CHIEF ENGINEER HAS SET THE CONDITION, THAT ONE MUST HAVE ALREADY WORKED MANY YEARS IN THE U.S. AIRPLANE INDUSTRY TO PROTECT AGAINST THIS POSSIBILITY) AFTER THEIR INSTRUCTION, THE CONSTRUCTION PORTION CAN BE FINISHED IN A SHORT AMOUNT OF TIME. WHEN THE PROJECT SHOULD START, WE ASK FOR ASSIGNMENT OF A CAR WITH FUEL TO BE PROVIDED BY THE BUILDING ORGANIZATION. IN THE FUTURE, WE ASK FOR THE ASSISTANCE OF THE US MILITARY GOVERNMENT IN PICKING UP DIFFERENCE CO-WORKERS FROM THE R-ZONE WHEN NEEDED.

TO BEGIN THE WORK, WE ASK FOR EXACT ORDERS FOR THE U.S. ARMY, FOR EXAMPLE, TIMBERWORK STYLE, HOW MANY POWER UNITS, OPERATING RADIUS, ADDITIONAL LOAD, CREW SIZE, WEAPONS LAYOUT, ETC.

TRANSLATOR'S NOTE: THE GERMAN CURSIVE WRITING AT THE BOTTOM OF THE PAGE WAS UNREADABLE AND COULD NOT BE TRANSLATED. CERTAIN TRANSLATOR'S DISCRETION WAS USED DURING TRANSLATION IN ORDER TO HAVE IT MAKE SOME SENSE. MANY WORDS USED IN THE GERMAN TEXT HAD MULTIPLE TRANSLATIONS. THIS DOCUMENT THEREFORE, REPRESENTS A "BEST GUESS" TRANSLATION OF THE GERMAN TEXT PROVIDED.

Bericht.

Die Ermittlungen über das Projekt "Horten-Parabel sind abgeschlossen.
Die Ergebnisse können folgendermassen zusammengefasst werden.

1.
Die Russen sind im Besitz der einschlägigen Pläne und werden von Deutschen Fachleuten unterstützt.
Der Serienbau der sogenannten Horten 13(Modell mit 2 TL-Triebwerken) soll beim Russen nicht über das Anfangsstadium hinaus gediehen sein.Die Zahl 300 die für den Ausstoss genannt wurde,ist wesentlich zu hoch gegriffen.Die Flugzeit der Horten 13 wird von Fachleuten mit 1 Stunde angegeben.Dieses Modell ist nur zur Verteidigung geeignet.
Die grosse Horten 40 mtr. Spannweite,6 TL-Triebwerke.7000 km Aktions-Radius ist beim Russen nicht über das Projekt hinausgediehen,da sich nur ein geringer Teil der einschlägigen Mitarbeiter beim Russen befindet.

2
Zur Entwicklung dieser Angelegenheit wird folgender Vorschlag gemacht:
Wir sind jetzt in de Lage,innerhalb von 4 Stden den einschlägigen Mitarbeiterstab aufzustellen,der sich mit dem obigen Projekt befasst hat.Der Chef-Konstrukteur hat bereits günstige Angebote aus der Türkei und der Sowjet-Union erhalten,erklärte sich jedoch nach Rücksprache grundsätzlich bereit für die US-Army zu arbeiten.Alle anderen in Frage kommenden Mitarbeiter (etwa 30) sind grundsätzlich zur Zusammenarbeit bereit,bitten jedoch um die Bekanntgabe der finanziellen-u.Existenz-Bedingungen,da die meisten sich nach dem Zusammenbruch eine eigene Existenz gegründet haben und deshalb nicht gern bereit sind,Bindungen mit Unsicherheitsfaktoren einzugehen.
Ferner ist zu klären,ob die Versuchsgruppe in Deutschland oder den Vereinigten Staaten arbeiten soll.
Wenn die US vorgezogen sind,so erscheint Sicherung gegen unvorhergesehene Entlassung angezeigt.(Chef-Konstrukteur macht dies zur Bedingung,da bereits mehrere Jahre in US-Flugzeug-Industrie gearbeitet,um sich gegen Eventualität zu sichern)
Nach seinen Angaben kann nach Aufgabenstellung der konstruktive Teil in relativ kürzester Zeit abgeschlossen werden.
Wenn das Projekt anlaufen soll,bitten wir um Zuweisung eines PKW u.Betriebsstoff,um die Aufstellungs-Organisation durchführen zu können.
Weiterhin wird um die Unterstützung der US-Militär-Regierung gebeten,wenn verschiedne Mitarbeiter aus der R.Zone geholt werden müssen.

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

Kalkul Abt. Ingelert, wenn alles klar
Flügelpläne komm. Recht
die weiteren Teile fol Kalkul an die Hand

HINTEE, Herb. KALKERT, Albert

GO-8-229

[redacted]

COUNTER INTELLIGENCE CORPS

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

Land Upper Austria Sub Detachment

APO 194

U.S Army
24 May 1950
Lin.z Field Office (SP)
SuI 1/18839

E-544

SUBJECT: Flying Saucers
Version of a Soviet Army Journal

[redacted]

The following information was received from confidential informant [redacted] who obtained it from an unidentified Austrian individual who has connections to the Soviet Kommandatura, Urfahr, and enjoys complete confidence of the Soviets. Informant was able to read article on Subject while alone in the office of an MVD Officer in Urfahr. Date of observation: 6 March 1950. Evaluation of source: "F" (reliability cannot be judged), of subsource: "F" (reliability cannot be judged), of information "5" (improbable).

A Soviet Army publication (name unknown), a magazine for technical news, allegedly the issue of February, 1950, published by the High Command of the Armed Forces of the USSR, 25 Lion Square, Moscow, USSR, under the patronage of Marshalls TOLBUCHIN and BERIA, contains an article about the "Flying Saucers". The magazine is classified "Secret" and is distributed to officers only. (Informant believes that distribution is permitted only to Majors and above).

The description of subject apparatus (Discs) is as follows: (See also attached Exhibit "A")

Number of Discs: about 45 meters.
Thickness of disc in its center: about 52 cm.
Material of disc: Sheet metal of a special alloy (containing some steel) coated with a special aluminum paint.

The discs were allegedly designed and constructed by the Military Technical Experimental Institute in Leningrad, USSR. The operation of the discs is explained as a "remote control" experiment, with no military value attached to it for the time being. The Soviets claim to have reached heights of up to 25,000 meters with the discs.

In the same magazine an "A" - bomb "900" is described which has allegedly 25 times the power of the bomb dropped by the Americans on Hiroshima [redacted]. The bomb uses atom "235", but the name of the atom could not be furnished. (See attached Exhibit "B")

[redacted]

200

Attempts are currently being made by this agent to obtain [redacted]

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MICRO SERIAL
No. 46,040

[redacted]

[redacted]

OI, Linz Field Office (SP, Subject 'Flying Saucers' Version of a Soviet Army Journal, dated 24 May 1950

mentioned magazine which deals with subject in a more detailed manner. However, this Agent believes that in view of the very recent exploitation of subsources, above report should be accepted and evaluated with the greatest of caution, as it may have been planted by responsible individuals in the Urfahr Kommandatura.

FILE CHECK:

File check in this office proved negative with regards to subject.

Source: 5050
Subsource: As Indicated

Konrad G. BRADES
S/A CIC

APPROVED:

JOHN K. ALLEN
Chief of Operations
Sub-Dot "J"

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SECRET

Distribution:

3 - AC of S, G-2 USFA
1 - OC 810 Attn: OPS

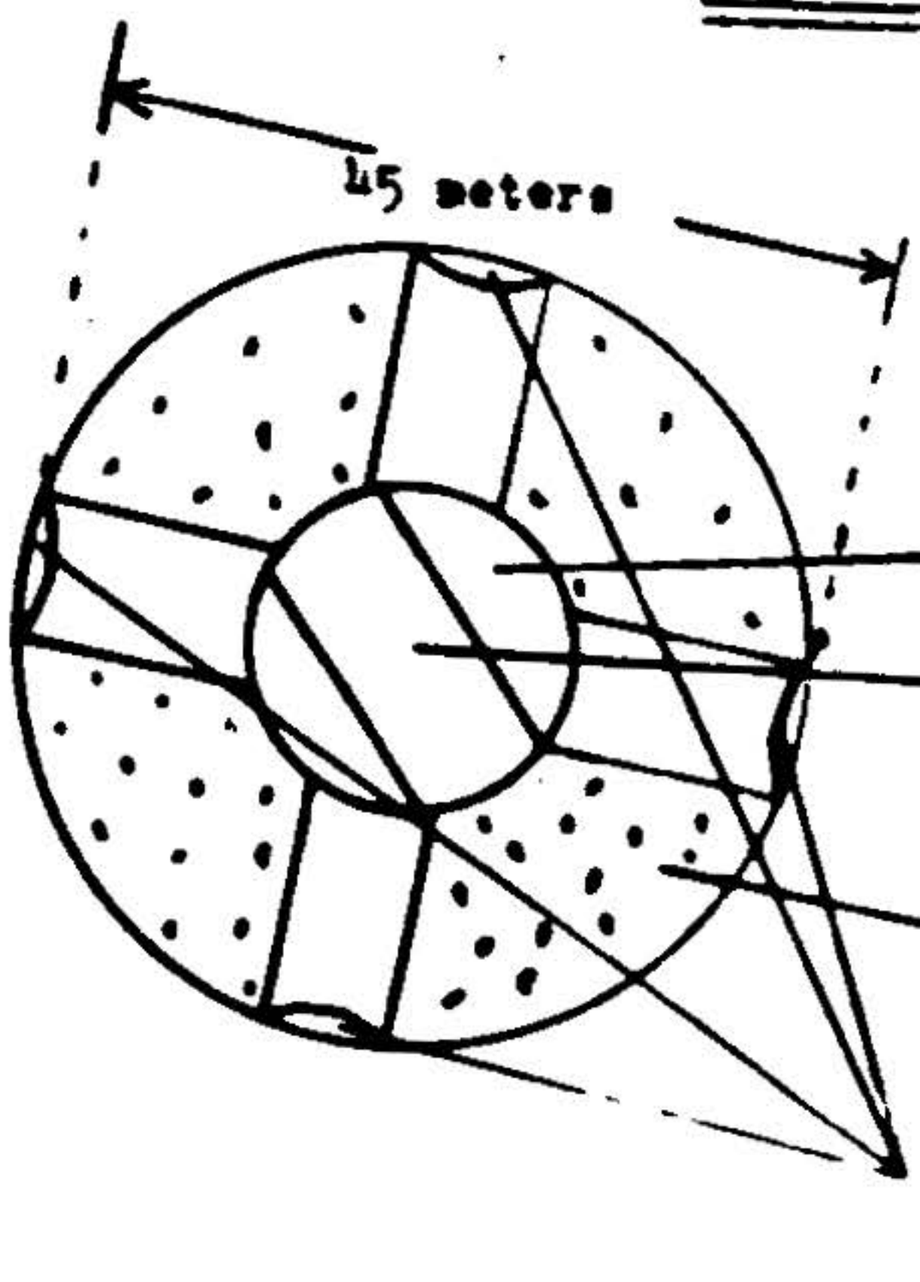
SOI, [redacted] SIC DET., [redacted]

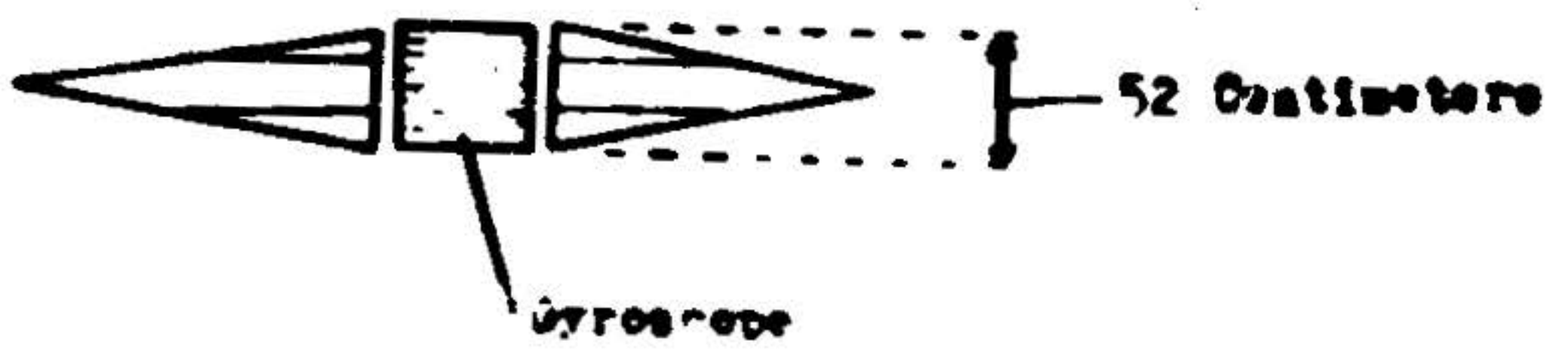
SUBJECT: "FLYING SAUCERS ARE [redacted]" REPORTED BY A SOVIET ARMY JOURNAL

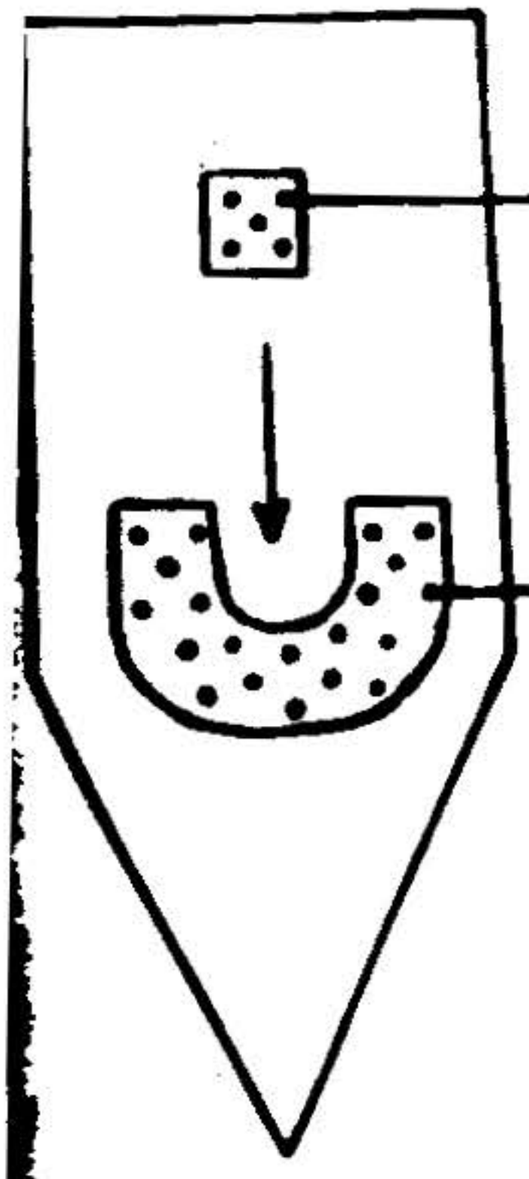
CASE NO. L/18839

EXHIBIT "A"

"FLYING SAUCER"







Phos (Atom nuclei 35 millimeters apart, scale of atom 125).

Lead (Atom nuclei 35 millimeters apart, scale of atom 125).

[redacted] LARO OFFICE AUSTRIA SUB-DETACHMENT

[redacted] "TEC SAUSES AND "DOMP 500", VERSION OF A SOVIET ARMY JOURNAL

0. [redacted]

EXHIBIT "B"

"A-POMP 500"

5

PART II: TEXT OF TRANSLATION (US-902D-GM-96007)

[NOTE: The printed form text is translated in upper case; the typewritten responses are translated in combination upper and lower case.]

(First page of German form)

IMPORTANT! ANSWER EACH QUESTION--PRINT.

LAST NAME: .....
FIRST NAME: Wilhelm
MIDDLE INITIAL (NAME): Karl
PLACE OF RESIDENCE: Diemerode
BIRTH DATE: 24 Jan 1898
BIRTH PLACE: Diemerode
COUNTY: Rotenburg
STATE: ..... Hessen
CITIZENSHIP: German
MILITARY GOV'T REGISTRATION NO.: [Blank]
DATE: [Blank]
PRESENT ADDRESS: Diemerode (Rotenburg district n/F)
PERMANENT ADDRESS: Diemerode
NAME AND ADDRESS OF NEXT OF KIN: Adolf Brandan(?) Diemerode
FOREIGN LANGUAGES SPOKEN: None
EXACT DESCRIPTION OF YOUR ACTIVITIES AND RESIDENCES DURING THE PAST 12 YEARS: Engineer in the Junkers Aircraft Manufacturing Factory(?) Alberstadt (?)

[Remainder of the first page of the form is illegible.]

PART II: TEXT OF TRANSLATION (US-902D-GM-96007)

(Second page of German form)

ORGANIZATION	MEMBER	FROM/TO	HIGHEST POSITION AND OFFICE .....
NSDAP (?)	No		
SA	No		
SS	No		
HJ or DM(?)	No		
NSF	No		
NSKK	No		
RAD	No		

ALL OTHER ORGANIZATION TO WHICH I HAVE BELONGED: None.

.....	BRANCH	FROM-TO	HIGHEST RANK or TITLE

[There appears to be no entries under these headings.]

.... Release papers (Control Form #2).

.... nswered all questions completely, and that the information provided .....that serious punishment will be imposed for giving false answers.

Signature (Illegible)

(End of translation)

NUMBERING MACHINE

SKIPPED PAGE

WICHT[illegible] BEANTWORTE JEDE FRAGE[illegible] DRUCKSCHRIFT.

Important-answer every question — Print

[illegible] Wilhelm – Karl [illegible]

Familienname / Last name | Vorname / First name | 2. oder 3. Vorname / middle initial | Wohnort / Important

Geburtsdatum / Date of birth: 24.1.1892 Geburtsort / Place of birth: Diemerode Landkreis / Country: Rotenburg Staat / Country: Hessen

Staatsangehörigkeit / Citizenship: Deutsch Militär-Regierung Registrier-Nummer / Military Government Registration Number: Datum / Date:

Gegenwärtige Adresse / Present address: Diemerode (Kreis Rotenburg a/F

Ständige Adresse / Permanent address: Diemerode

Name und Adresse des nächsten Verwandten / Name and address of nearest of kin: Adolf [illegible]

Welche Fremdsprachen? / With foreign languages spoken?

Genaue Beschreibung Ihrer Tätigkeit und Orte Ihres Aufenthaltes während der letzten 12 Jahre. / Exact description of your activities and residences during the last 12 years.

Ingeni[illegible]

NSF	none
NSKK	none
RAD	none

Alle anderen Organisationen, denen ich angehört habe: none

Alle other organizations to which I belonged:

Abteilung Branch	Von — bis from — to	Höchster Dienstgrad oder Titel Highest rank or title

Anlage zum Meldeblatt (Kontroll Form No. 2)

Ich versichere, daß ich die Fragen voll und ganz beantwortet, und daß ich die vorstehenden Angaben wahrheitsgemäß gemacht habe. Mir ist bekannt, daß falsche Angaben strafrechtlich bestraft werden.

Unterschrift:

BEST COPY AVAILABLE

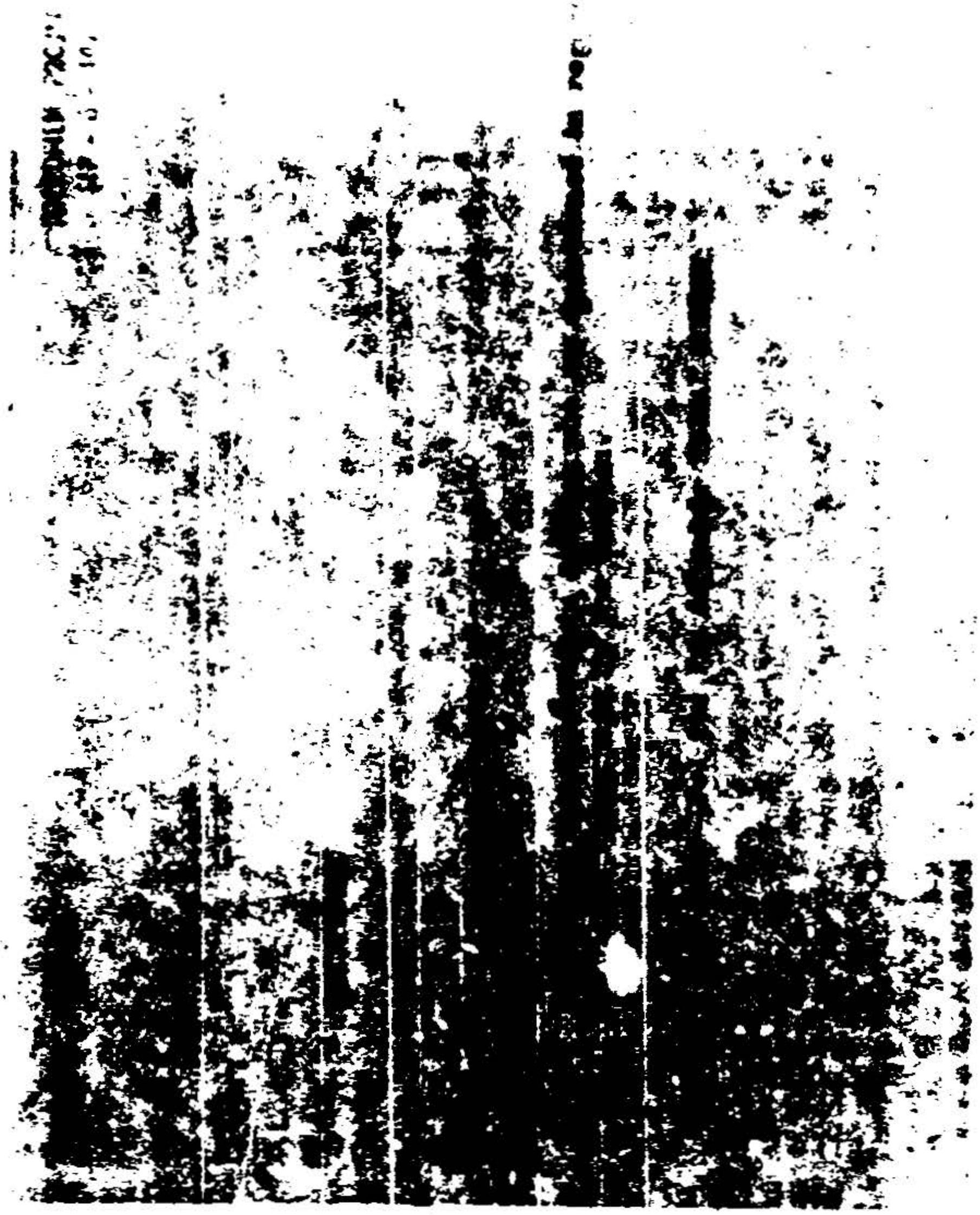
3/5

BEST COPY AVAILABLF

[redacted], Walter

[redacted] is believed to be in the British Zone of Occupati...
[redacted] instructor, address unknown.

[redacted]



1 Name: Hirtka, Walter Aliases

2 Case Classification: 3. File No.

4. Present address: Langenau Württemberg

5 Previous address:

6 Date and place of birth

7 Height: Weight: Hair Eyes Scars

8. Occupation 9 Marital status: M [ ] S [ ] W [ ] 10

11. Nationality: 12. Citizenship 13 MG Reg. No.

14 Identity documents:

POLITICAL AND CASE HISTORY

a. For Suspects: Any details of the case and of action taken which will assist in identification to files on the case. Cross reference to names of associated individuals. b. For Informants: Persons contacted. Estimated reliability. Cross reference to suspects or cases reported by the Informant.

11000 2 Mar 50

V-1577 2 Jan 47 ROLOGAuS V-1577 28 Oct 47

V-1577 28 Oct 47 V-1577 6 Jan 48

V-1577 2 Dec 47 V-1577 12 Mar 48

220

AGO Form 65 (16 Jan. 50)

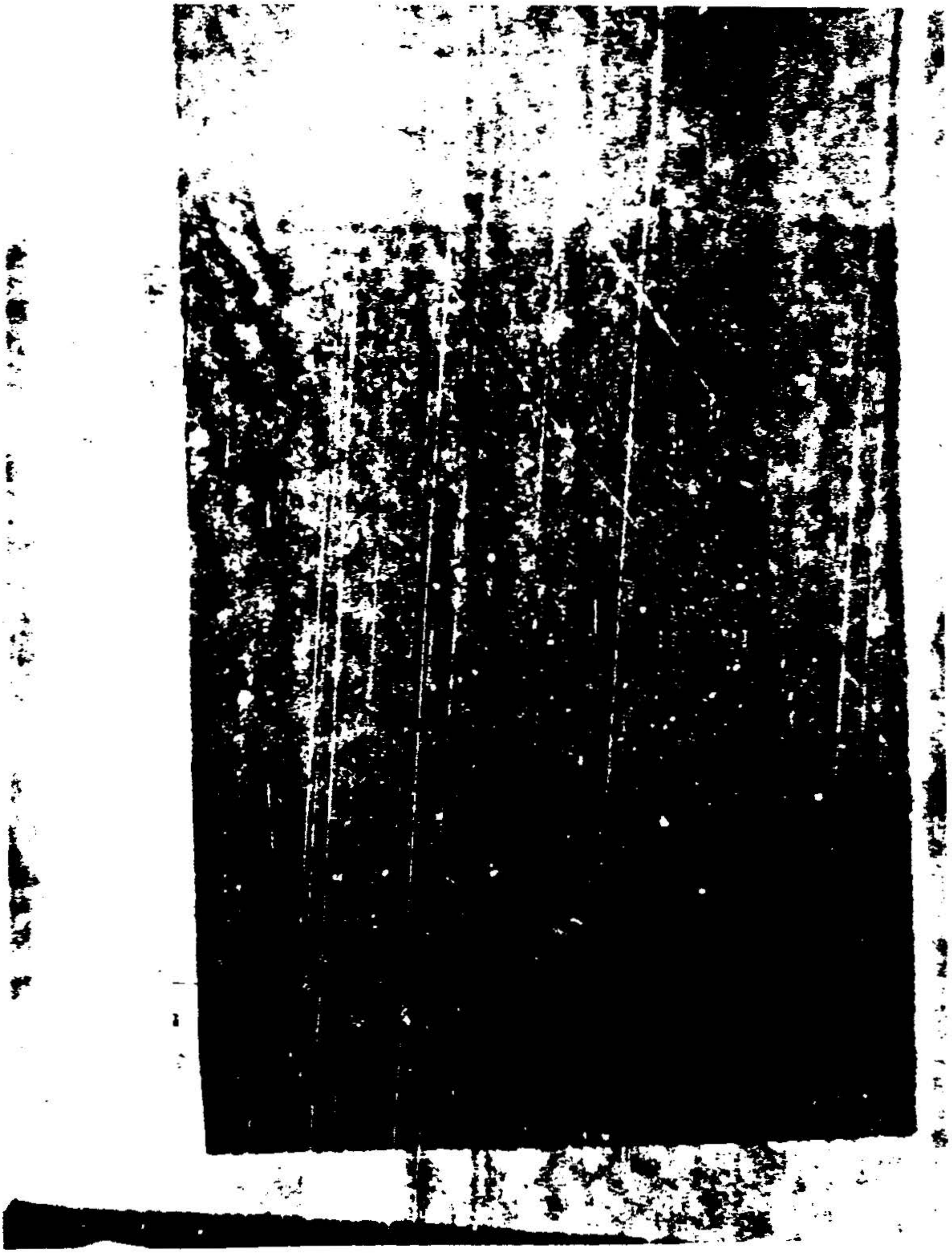


[redacted]

[redacted] Aircraft Design
[redacted], Hersbergerlandstr. 39 A

[redacted] is listed on the U.K. Combined Allocation [illegible]

[redacted] CHIEFS OF STAFF, JOINT INTELLIGENCE OBJECTIVES [illegible]



[redacted]

[redacted] Aircraft Design

[redacted]

[redacted]

[redacted] to listed on [redacted] list.

[redacted] Joint Chiefs of [redacted] Joint [redacted]
Agency, US - UK Combined Allocation [redacted]
as amended.

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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[redacted]

[redacted]

[redacted]

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BY CDR USA[illegible] FOI/PO
AUTH PARA E-6 DoD 5200.1-R

FROM CICLO FO CICLO: FO

F-29769

REC ZERO DATE TWO TWO EIGHT FOUR FO FOL INFO MAY BE REL TO EUR ELS NO DEROGATORY INFO EXISTS ON ADAM VOR OLIGA [redacted] CHR COORD HR IS RELEASE HR THREE THREE ONE THREE FO PARA INFO BOMB HELDT OR WALKER SCOTEN AND MAY BE REL TO ANY UNDER RELEASE HR THREE THREE ONE ONE AS FOL CLR BOMB OR ONE THREE [illegible] ONE HIGH ONE THREE IS BOMB CHR BOMTEN RESIDES AT CONTINUED CHR LIBR-BOMB LAUDSTR THREE NINE A AND BOMB CHR VERIFIRCVED ONE TWO FO ACTIVE BUILDG ONE [illegible] THREE KEROSS IN THE NEW AND OCTS OF AIRCRAFT CHR PARTICULARLY GLIDERS FO SUBJ LATER REC MIL TRAINING AS PILOT FOR FIGHTER PLANES CHR AFTER WHICH HE ALLEGEDLY WAS ORDERED BY THE CHR AIR MIN TO STUDY AIRPLANE CRASHES AT THE INSTITUTE OF PSYCHOLOGY IN BERLIN ED FOL AIR AS A PSYCHICAL ADVISER TO THE CO IN CHARGE OF FIGHTER GROUPS CHR BOMTEN WAS DISCHARGED FROM MIL SER IN ONE NINE FOUR TWO WITH RANK OF MAJOR PARA POINTS: PAST THREE YEARS PARA FO SUBJ WAS A MEMBER OF THE NSDAP FR. CHR FEB ONE NINE THREE THREE

CIC D-55[illegible] E.E.

WILLIAM L. [illegible], Maj, MI (Sig C)

0546 | 1 | 2

[redacted]

WILLIAM F. [illegible]
[illegible], MI (Arty)
52

229

APHRASE NOT REQUIRED EXCEPT PROOF
EGORY B ENCRYPTION-PHYSICALLY RE-
ALL INTERN-L REFERENCES ONLY

[redacted] - CONTINUATION SHEET

[redacted]

TO [redacted] CHRIS DOWN CHA WERE HE LEFT THE PARTY PARTY
[redacted] TO FOR WELL HORTEN WORKED AS AN INDEPENDENT
[redacted] THREE PARTY TO A MEMBER OF THE BLANK
OFFICE [redacted] NOW ONE ELSE FIVE ONE CHA SUBJ HAS LISTED IN
AND ONE [redacted] FIVE FOUR AS AN EMPLOYEE OF ANTELUNG II OF THE BLANK
OFFICE PARTY BRAVO BASH TWO PARTY TO

- -

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

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[redacted]

50-3-373-1

[redacted]

[redacted] FOL 2 [redacted]

[redacted] WITH [redacted] EARLY AM [redacted]:

[redacted] 13 NOV 33 IN HOHN, ARRIVES HOHN, NEBRASKA3.

[redacted] ALIBA, HOHN 27 MAY 32 IN PRESSBURG/CSR, [redacted]

[redacted] 13 CARE OF [redacted]. NDI 2M3313

[redacted] ARE BEING SCREENED UNDER COMINT PROGRAM. UPON RCPT OF TRANSLATION OF SUBJ PERS QUESTIONNAIRES, THESE WILL BE [redacted] IN [redacted] PROGRAM.

PLEASE ADVISE RESULTS OF OR CHECK BY PRIORITY CABLE.

[redacted] 4680.

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AUTH PARA 1-603 DoD 5200.1-R

[redacted]

[redacted]	PAGE 1 OF 1 PAGES	DATE 16 SEP 83

FORM [redacted] PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

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ON [illegible] 0 6 1994
BY CDR USAINSCOM FOIPO
AUTH PARA 1-603 [illegible] 90 1.B

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

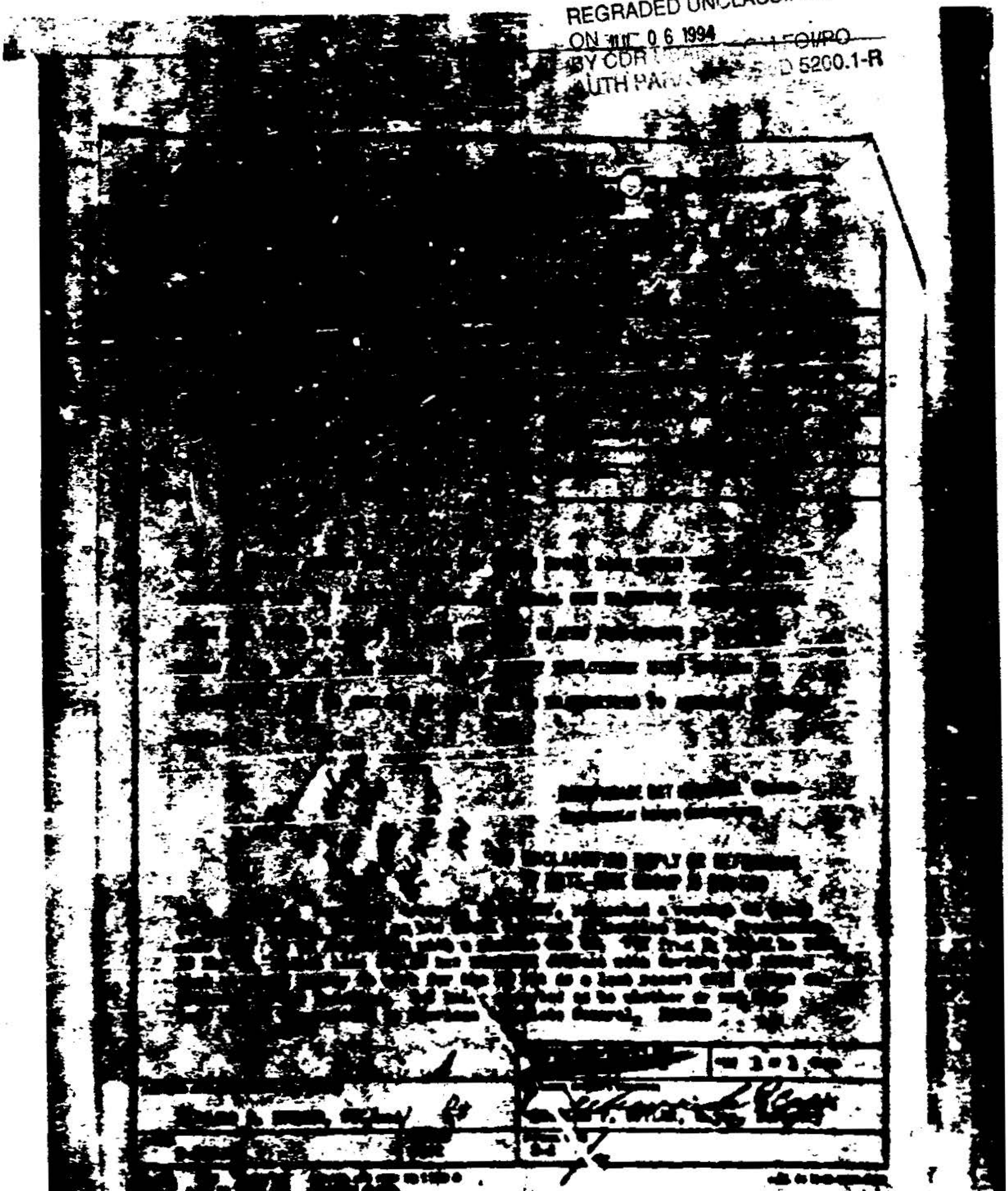
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AUTH PARA 1-603 DoD 5200.1-R

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ON JUL 0 6 1994
BY CDR USAINSCOM-FOIPO
AUTH PARA 1-603 DoD 5200.1-R

[redacted]

[redacted]

[redacted]

13-46594

COPY

DATE OF REQUEST: 27 Dec 33
DATE OF REPLY: 8 Jan 34

[illegible]
[illegible] November 1913
[illegible]-Vennsberg 12 a GOETTINGEN, Herberger Landstrasse 39a

Available [illegible] NSDAP Information:

[illegible], Walter
Born: 13 Nov 1913 at BONN
Occ: Schueler
Member of the NSDAP since 1 Feb 1933
Left the party on 8 May 1934
NSDAP Master File

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

130.09 (EUCOM/IC)

EUROPEAN COMMAND

CONTROL

MESSAGE

[redacted]

[redacted] 12 May 1948

[redacted]

[redacted]

[redacted] 5-3773 [redacted] 9001 [redacted]

Record 5-1771 of 12 May 1948 Walter [redacted] has admitted his contacts with the Russians. He stated that he would prefer to work for the UNITED STATES naturally but as a last resort will accept employment by the Russians as stated in your cable. The entire case has been reported to the Department of the Army. Action concerning his denial to the Russians will have to be authorized by the Department of the Army. Interrogation report of [redacted] is complete this date and you will be furnished with information copies. No action will be taken by this office to assist [redacted] in obtaining private employment in the UNITED STATES pending instructions from WASHINGTON.

5-1771 [redacted] 12 MAY 48 [redacted]

[redacted] [redacted] [redacted] Marillat, ROGER
12 Oct 48

[redacted] AG [redacted]

[redacted] [redacted] [redacted] 5-3773 9001 [redacted]

COPY NO.

THIS MESSAGE MAY BE HANDLED AS CORRESPONDENCE OF LIKE CLASSIFICATION WITHOUT PARAPHRASE [illegible]

[redacted] WALTER FROM B-154654

[redacted] the Soviets may have been able to [redacted] or flying saucer type, but/his brother [redacted] ability to do so. Lehner points out the [redacted] of German specialists in the field of flying [redacted], the Russians could not have built the [redacted] the Northrop XB-49, within two years. (B-2)

[redacted]

[redacted] from page 6

[redacted] Walter [redacted]

[redacted]: Walter HORTEN's Background in Aircraft Research

Since the age of twelve, Walter HORTEN has been active in the field of flying. In 1931, he started to develop and construct gliders of the flying-wing design. In 1934, he and his brother Reimar, built their first flying sailplane, called the Horten I. (Though Walter HORTEN did not admit it, his brother Reimar probably designed most of the flying-wing sailplane.) Upon completion of several flights, the Horten I was awarded a prize in the 1934 Rhoen gliding contest. From then, all Horten aircraft were designed to this all-wing formula, to the almost complete exclusion of redundant and drag-forming structure.

After military training as a pilot for combat and fighter planes, Walter was ordered by the German Air Ministry to study airplane construction at the Institute of Technology, BERLIN.

In 1942, he was technical adviser to the general in command of fighter groups which gave him an opportunity to learn about projects of the aviation industry and to sit in on all the discussions and conferences that took place in connection with aviation research.

Walter was finally discharged from the Army with rank of major in 1942, [redacted] order of the Air Ministry continued his development work in the field of [redacted] wings.

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

[illegible] Aircraft

[illegible] the blueprints of the Lavochkin LaGG-3, as may [illegible] foreign troops of the Soviet Union for factory, if they were [illegible] by Russian troops while they occupied the area. Installations [illegible] construction of the factory [illegible], as well as parts, may still have been in [illegible] at the time the plant was taken over by the Russians and after it was [illegible] by the Americans. (S-E)

(Item from page 11
[illegible] as above)

[illegible] Spitz, Lavochkin's Opinions on Unconventional Aircraft

[illegible] Lavochkin's opinion is that sufficient German types of flying wings existed either in the developing or designing stage, when the Russians occupied Germany, and these types may have enabled the Russians to produce the flying wings. Furthermore, he believes that since there is a possibility that German airplane construction engineers and specialists in the field of aerodynamics are in Russian employ, especially the Junkers group, the Soviets may have been able to assemble sufficient information to produce the flying wings.

Spitz [illegible] points out the possibility that the glider of parabolic design flown by a Russian pilot in 1925-1926 at the Rhoen competitive meet may have been developed into the flying wings. In the event the Russians further developed this glider, or, after the war, installed into it jet units of the Junkers [illegible] type, the result may be the flying wings.

[illegible] information the Russians obtained on the American flying-wing [illegible] would be easy. It is clear, however, that the Northrop developments [illegible] directly [illegible] known to the Russians through American publications and the [illegible] detailed studies made by the Swiss periodical "Interavia". (S-E)

Prepared by L.F. Bergquist/ES

[redacted] (first name used)

[redacted]

[redacted] as a result of a change of name [redacted]

VII. Occupation | Position | Employing Agency

Oberstleutnant | Head of a section | Fed. Defense Ministry Dept. VI Air Force

IV. Address Bonn, Weberstr. 3, Telephone 25166

V. Date of birth | Place of birth | Country of birth

13 Nov 1913 | Bonn | Germany

VI. Nationality German

VII. Spouse (if divorced list the name of former spouse)

Surname | Maiden name | First name

HUNLE | von der GROEBEN | Sabine

VIII. Surname of father BORKEN

First name | Date, place and country of birth | Address

Max | 7 May 1874 in Elberfeld Germany | 2 Jul 1945 deceased

Surname and maiden name of mother HORTEN nee Auf Der HEIDEN

Christ name	Date, place and country of birth	Address
Elisabeth	6 Sep 1879 in Gelsenkirchen, Germany	Bonn, Annaberger. 24

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

HORTEN, Heinar — Villa Carlos Paz, Argentine
NICKEL, nee HORTEN, Gunhild — Karlsruhe, Brettener Str. 9

X. Residence in foreign countries - after 8 May 1945
(according to the territorial situation of the German Reich as of 1 Jan 1937 -with the exception of military stations)

Period	Country	Purpose of trip
	a.a.	

employment with a foreign government, an international or supra-national establishment, or a foreign agency - also in West Berlin and East-Berlin - (if applicable detailed information is required.)

N.a.

XII. Residences (including simultaneous residences) or location during the last 10 years (a complete statement is required

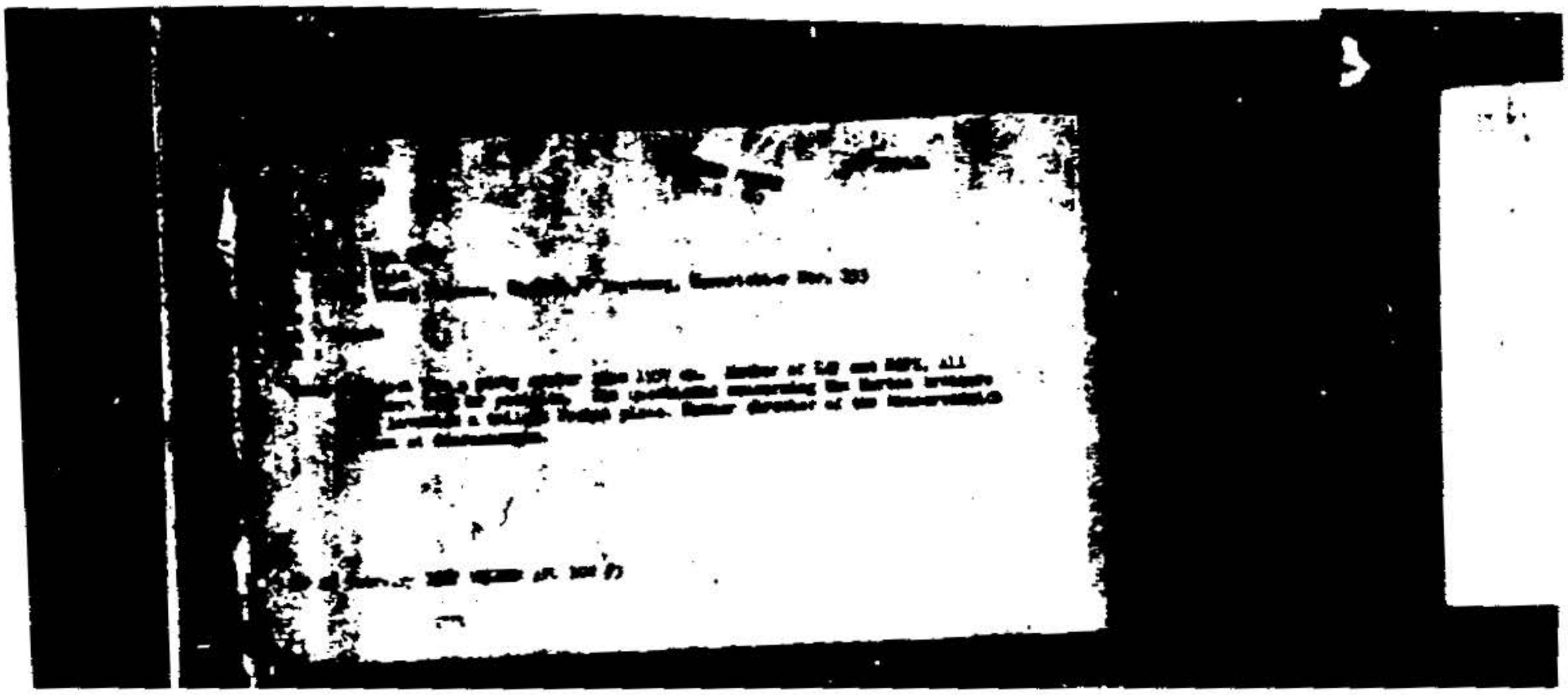
From	To	Address
1940	1952	Bretzingen, [illegible]
1952 to date		Bonn, [illegible]

XIII. Remarks N.a.

HAUCK, HUBERT CR-FILM Box #51 (37A)

3469

CR-FILM 3-5-96



BAUER, HUBERT

66-FILM Box #9
3469
3-5-96

66-FILM

1928

D

MANHATTAN PROJECT
MED.

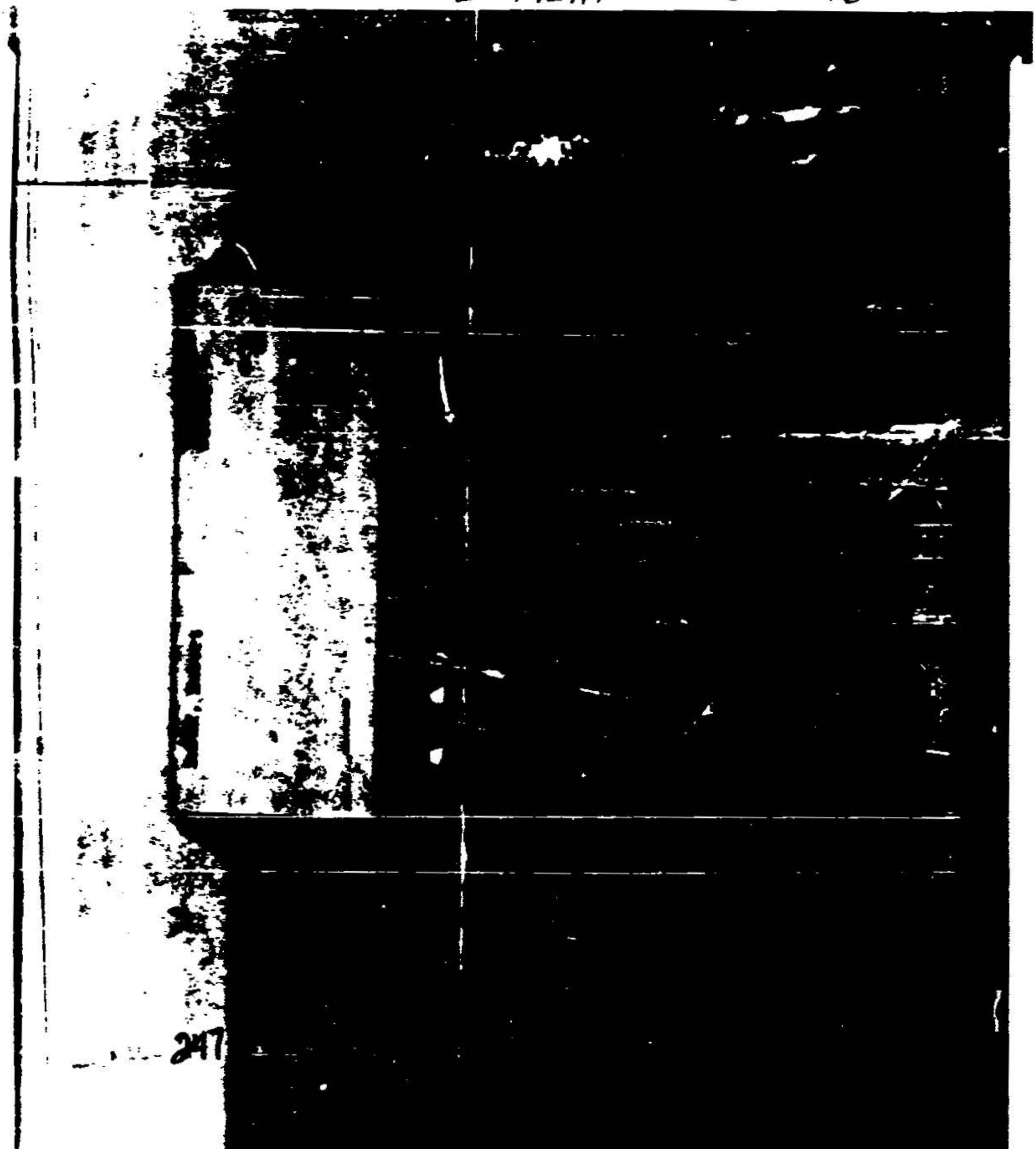
26428

246

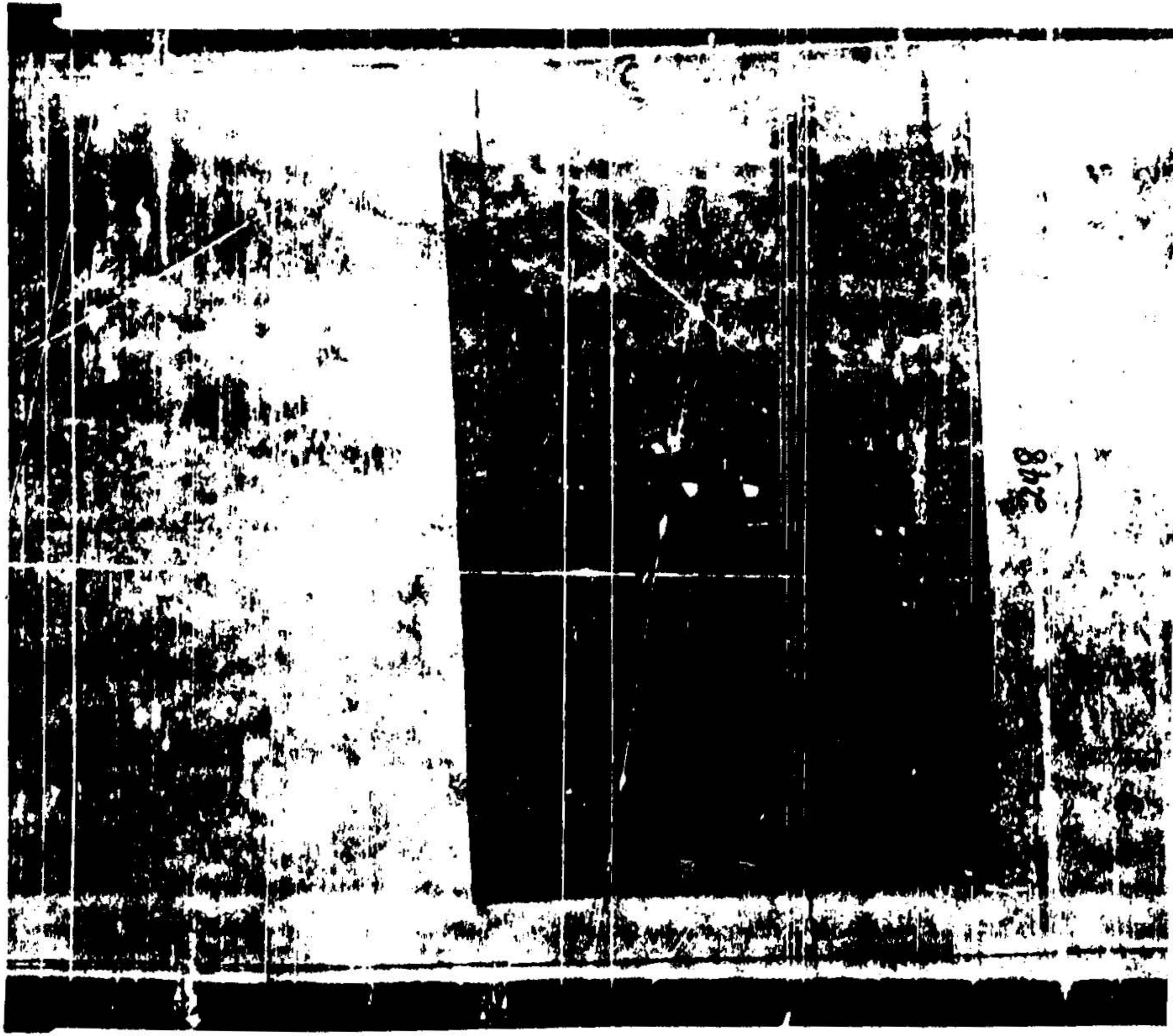
BAUER, HUBERT
XE 249 624

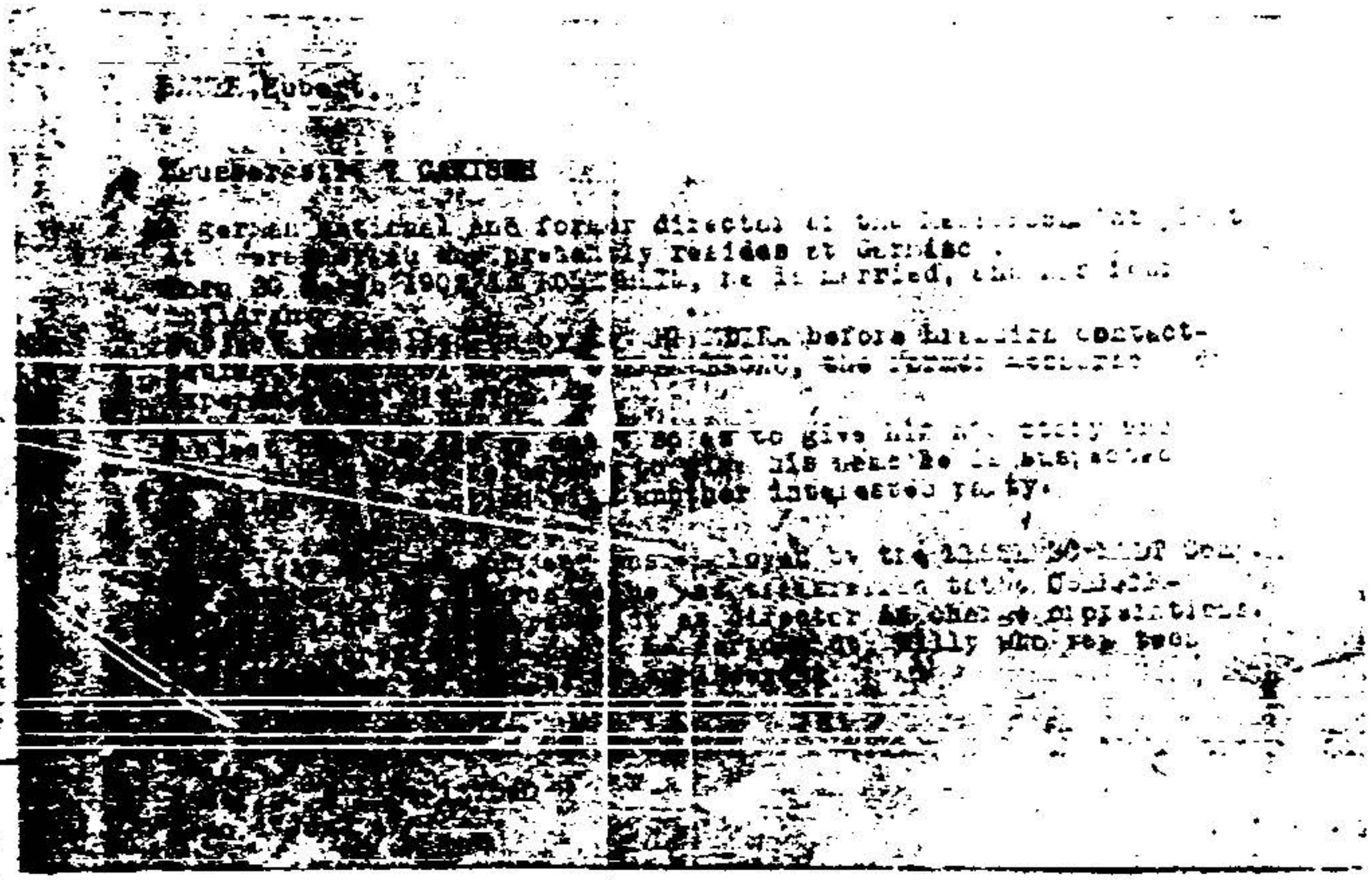
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3469
3-6-96

I-FILM



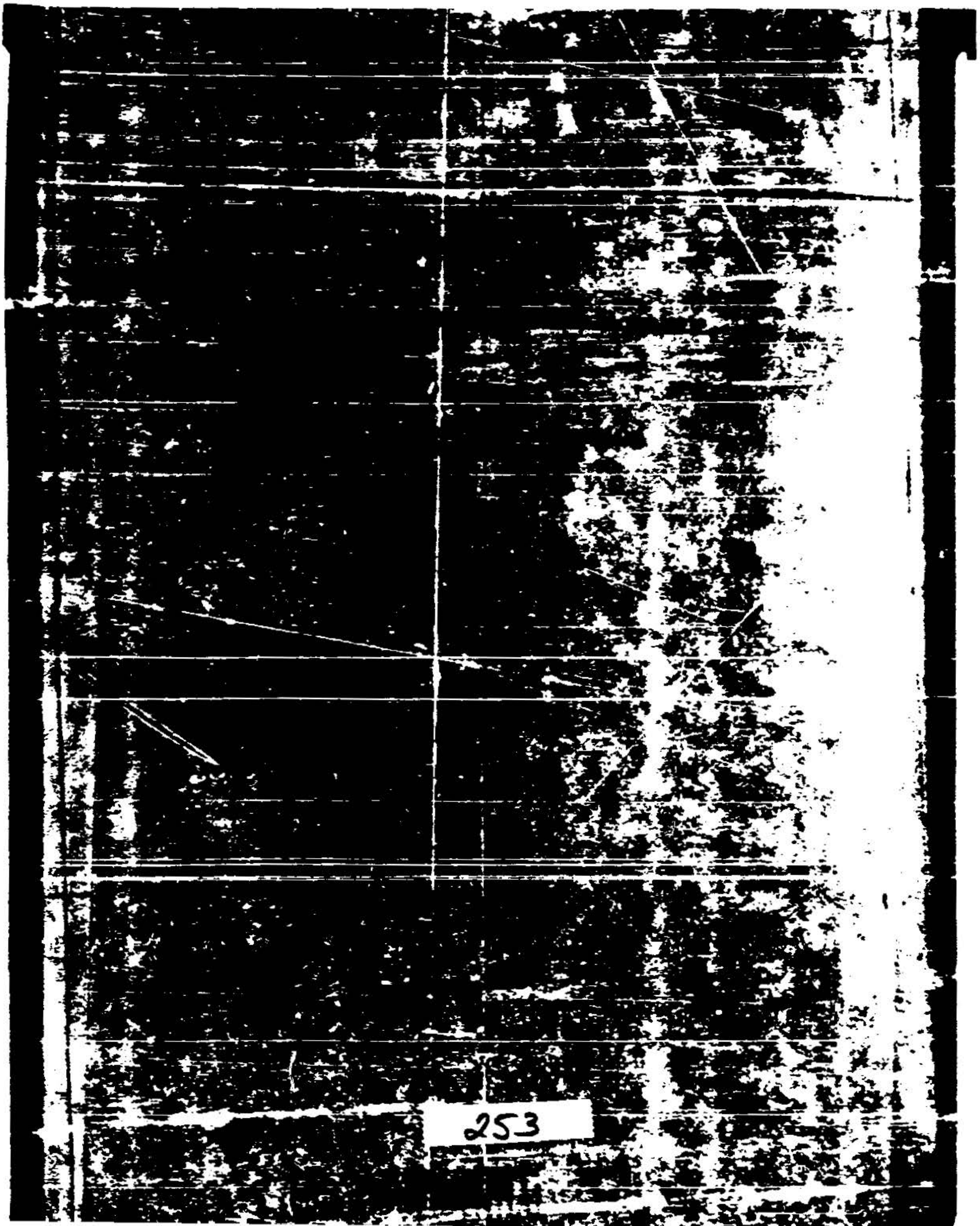
247





250





REQUEST FOR CENTRAL REGISTRY

[redacted] D-249/1-11

[redacted] 321

[redacted]

[redacted] Washington 7

b. Previous Residences Since 1961 (Indicate State)

From	To	Address	State
1961	present	[redacted] Washington 7	

10. Occupation

[redacted]

11. [redacted]

12. Reason for Registry Check

[redacted]

13. Any Previously Known Derogatory Information

14. Other Information

TO BE COMPLETED BY

Results of Registry Check:

a. No Record

b. No Derogatory Information

c. Cannot Identify

d. No Additional Information

e. The following negative investigative information, if available

NOTHING DEROGATORY

254

USAFE [illegible]

REQUEST FOR CENTRAL

D-24

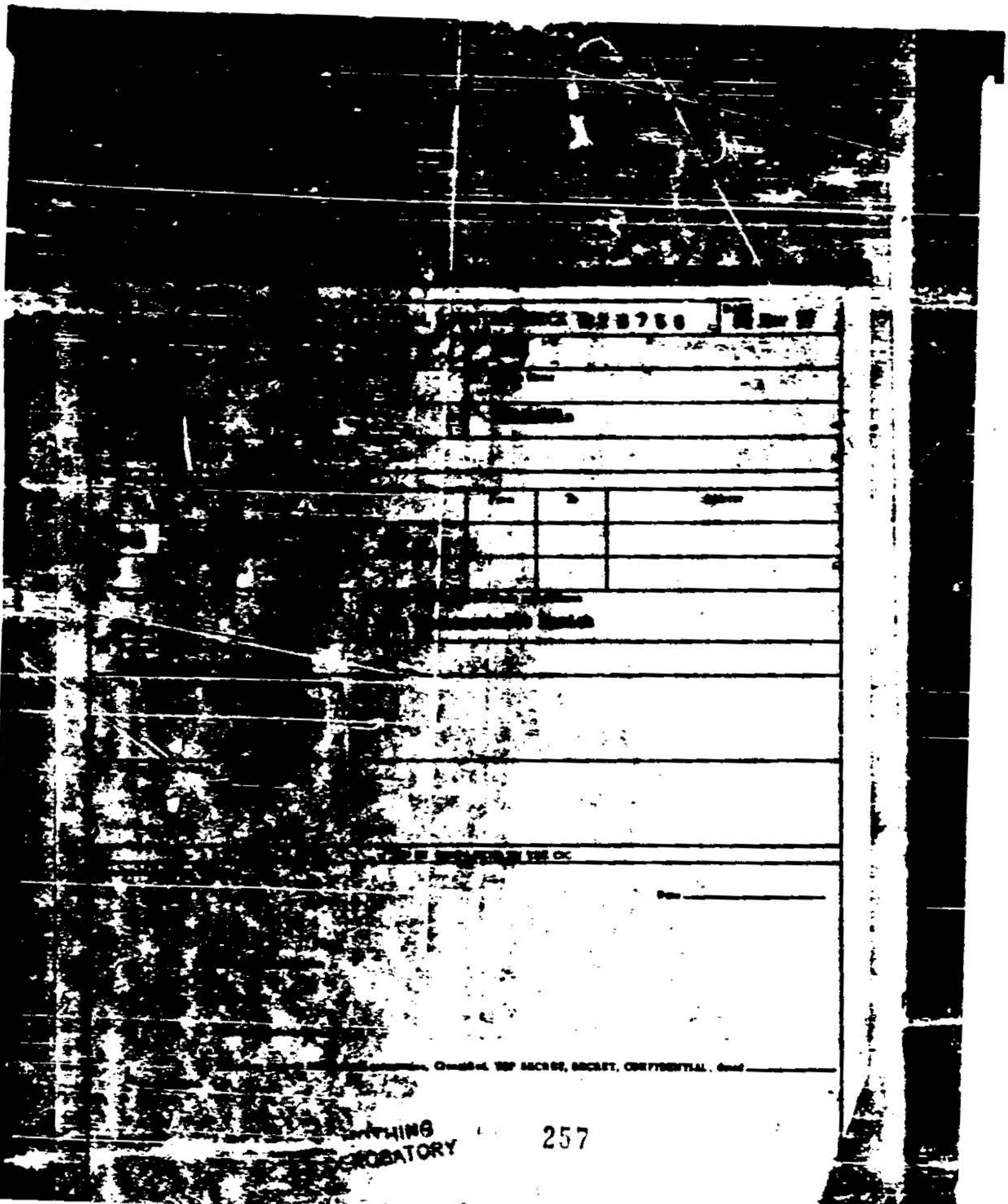
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7

255

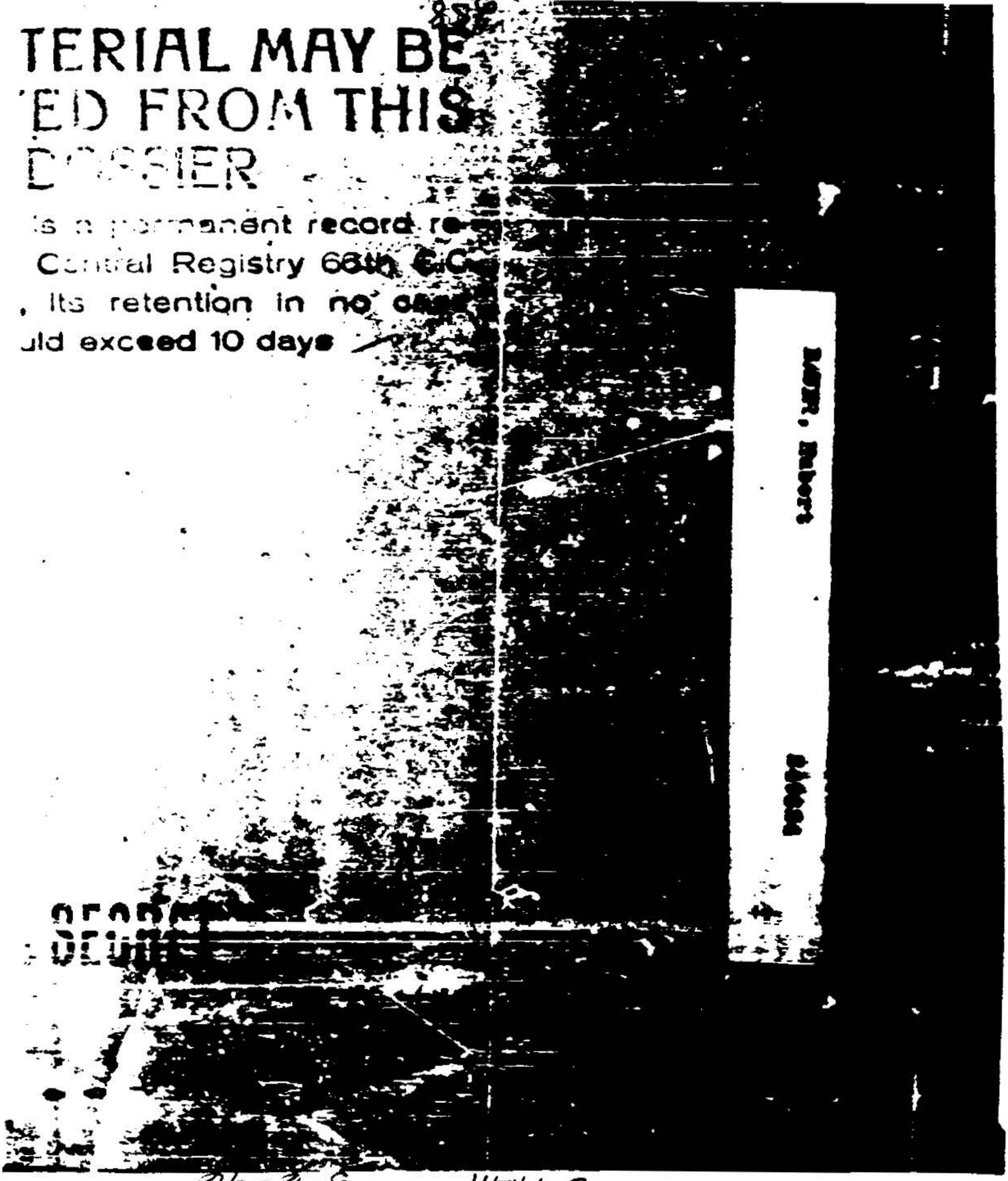
REQUEST FOR CENTRAL

256



TERIAL MAY BE
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DOSSIER

is a permanent record re-
Central Registry 66th & C
. Its retention in no ca
uld exceed 10 days

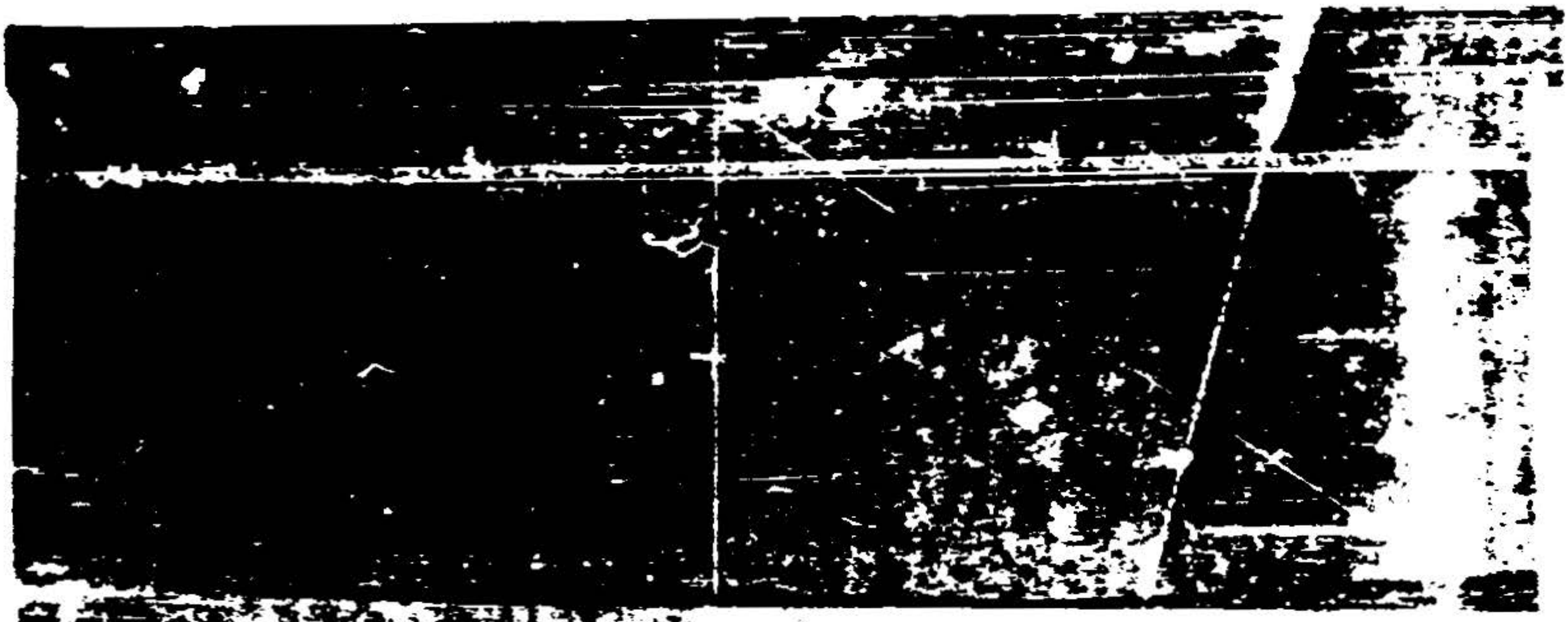


BAUER, HUBERT
XE 3419 6 3rd
(Mail)

D-FILM RE 3419 (1)

3419
3-6-96

D-Film



Open Dacia

[redacted] 30 March 1902 at ROSENHEIM
[redacted] Mühlberg Strasse, GARMISH
[redacted] married to Margarethe nee WEIGEL, 4 children [illegible] two
[redacted] the ages of 4 and 17.

[redacted] a party member since 1937, Member of DAF and NSFK, still
[redacted] rank or position and was questioned concerning the [illegible]
[redacted] reported a "alless rocket plane.

NEW DOSSIER # 249624

[redacted]

3910634

...the Lessersch...dt ; la...t
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...before Bradira contact-
...the former Hesserschmidt

...give all the story and
...where he is suspected
...interested party.

...by the MESSERSCHMIDT Cor...
...referred to as the "Ch...
...for the charge Mipperation...
...dt, Willy who was tech...

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[redacted]

[redacted]

DOSSIER FOUND 2 4 0 / 1

DOSSIER TITLE [illegible]

DATE	TITLE DOCUMENT & SUBJECT	SOURCE	CLASS	

[redacted]

SCIENTIST AND TECHNICIAN PERSONAL DATA FORM
WISSENSCHAFTLICHES UND TECHNISCHES PERSONAL FORM

1. Name:
1. Name: Hubert [illegible]

2. Address:
2. Adresse: Augsburg, [illegible]

3. Educational and Professional Qualifications
3. Bildungs und Berufsbezogene Angaben

Augsburg
Betriebsleiter Betriebsmechaniker
Augsburg

4. Publications:
4. Veröffentlichungen: ./.

5. Inventions and discoveries:
5. Erfindungen und Entdeckungen ./

6. Comments:
6. Kommentar:

Incl. 2 Form ...d

FIELD INFORMATION AGENCY, TECHNICAL (US)

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

Full Name Bauer Hubert
(Surname) (First Name) (Middle Name)

Personnel Identity No. 3 102 Sex männlich Age 41

Marital Status verheiratet Physical Condition gesund

Scientific, Technical or Professional Specialty Flugzeug-Versuchsbau ... Arbeitsverfahren und Spezial...

Dependents:	No. Infants under 5 yrs.	No. in age Group 5 - 14 yrs.	No. in age Group 14-16 yrs.	No. of aged or Infirm	Total
Male	1				
Female		2	1		
Total					

Are you and the dependents listed above capable of being moved by normal water or rail transport? yes yes ___ no (Check one.)

Remarks: _____

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

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

Biographical Information:	Institutions	Years	Degree
Academic degrees (technical high schools, universities, and advanced studies)	Maschinen-Ingenieur		
	Technische Hochschule	2½	Dipl.

Subsequent Scientific, Technical and Professional activities:

[redacted]

For [illegible]

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

Specific Fields of Research Untersuchungen [illegible] Verrichtungen und Spezialmaschinen, vorwiegend von [illegible] schweißten Stahlblechkonstruktionen [illegible]

Scientific and Technical Publications to which you have contributed:

Veröffentlichungen und Spezialmaschinen [illegible]
von der Zeichnung weg

Unpublished Manuscripts Completed or In Course of Preparation:

Technological Specialities or accomplishments (Special knowledge of machines or processes, Laboratory Technician, or Mechanist, etc.)

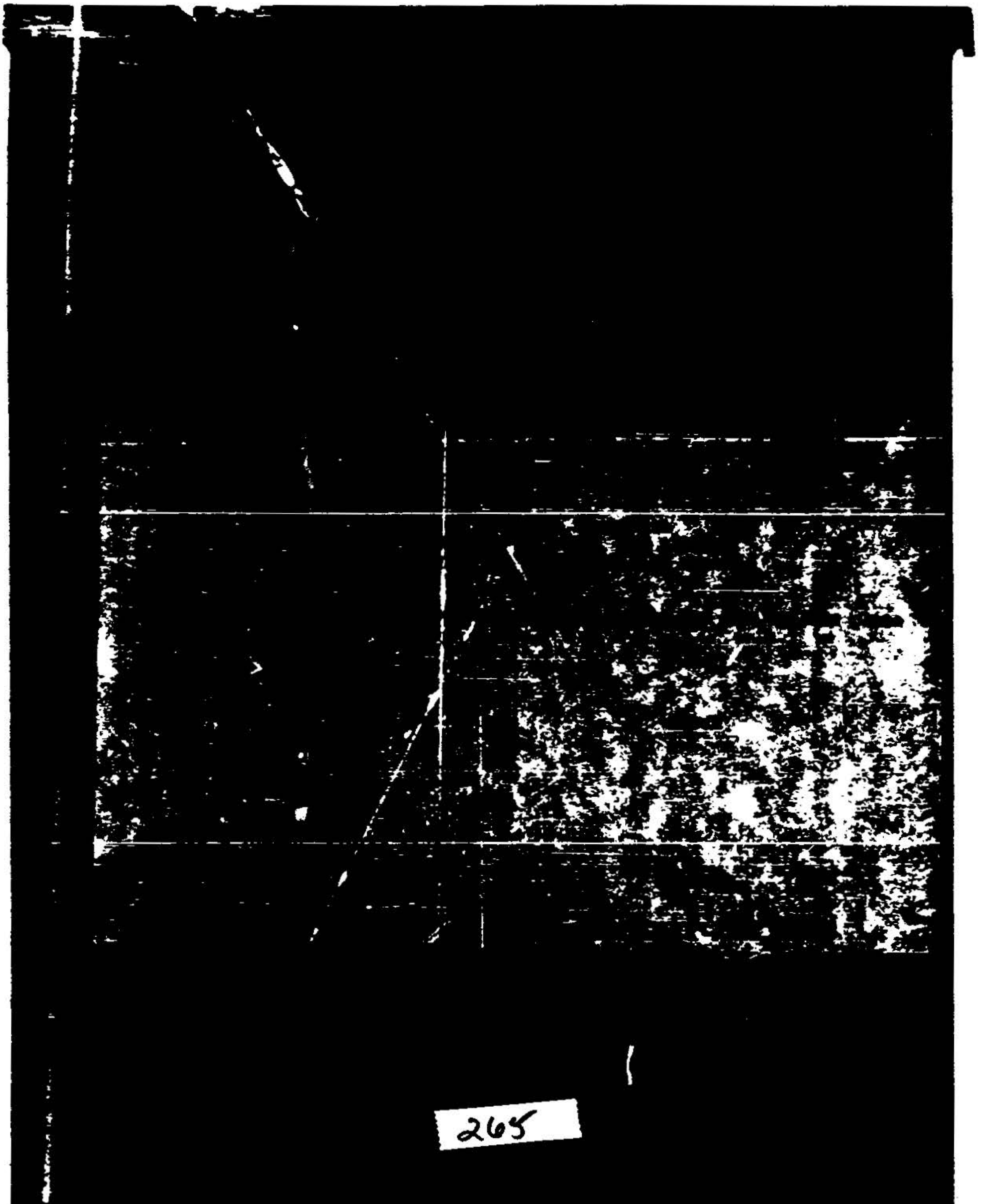
Organisation von Schweißarbeiten von Werkstücken; Herstellung von Werkstückzeichnungen, Spezialmaschinen auf Konstruktion [illegible]

Language Qualifications:

	Well	Fair	Poor
Write Technical English			
Read Technical English			
Speak English			

Additional Remarks: (Including other languages or qualifications)

[illegible]



265

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

D-22257
IV - 7022
IV - R - 0038

APO 205
18 February 1947

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: Operation MENA.

RE : ZIEGLER, Dr. Walter Erich.

1. Further investigation of paragraph D, basic communication, was ordered by USFET in paragraph 2 of the attached 2nd indorsement. Information contained in this report was gathered from an interview with ZIEGLER.

2. Subject was contacted by representatives of England, France, and Russia. Details follow in the sub-paragraphs listed below.

a. England. In May 1945, subject was approached by an American Captain together with a British Captain, both of whom seemed to be technicians and both of whom seemed to be fully informed with the rocket work that ZIEGLER had been doing for the Nazis. They discussed the work that he had been doing at length and ordered him to build twenty-three (23) of his latest rockets which were to be sent to Great Britain and the United States. Later, ZIEGLER received the following letter from American Military Government authorities: "The bearer, Mr. ZIEGLER, has an order from us and higher office to construct twenty-three new-type rockets. He has been given authority to travel within the region of the 42nd Division area and to enter the various aircraft and supply factories. Do what you can to help him, as this is an order to help our government." This letter was signed, "[redacted] LOVETT, 1st Lt, CMP, DMGO, MG Det 7333. In July 1945, ZIEGLER was visited by the famed British technician, Sir [redacted], who came to his factory in an American jeep driven by an American Negro driver; otherwise, he was alone. Sir [redacted] had in his possession a letter from certain American authorities in Munich (the names of whom ZIEGLER can not remember) authorizing the Englishman access to all of the work that subject was now doing on the ordered rockets. Sir [redacted] talked with ZIEGLER at length on the subject of rockets, then he photo-

[redacted]
CO [redacted]
1St Lt, HQ with CIC [redacted]

T 7516
M38
CIC 9777

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[illegible] of the work that ZIEGLER was doing. [illegible] took with him a part of one of the rockets under construction; this part, in German, is called the fuze. Although Sir PRATTEN made no direct statements as to the possibility of ZIEGLER'S going to England to work; he did imply that this would be brought about.

b. France. In November 1945, subject received a letter from Mr. OSTRICH, former colleague, German technician, now chief of jet propeller and rocket research at the firm, "Artistic Aeronautic Francaise, near Paris. In this letter, OSTRICH told ZIEGLER that he was saving a place for him in this factory as head research man for rockets. Also, in this letter, OSTRICH stated that a pass would be forthcoming so that they could meet and talk the situation over in Lindau (This pass is attached). When the pass came, subject obtained permission from military government to make the trip, which he claims to have made out of curiosity alone. At the conference which he attended in Lindau, OSTRICH's offer was repeated and ZIEGLER was invited to come to France with his family to live. Subject claims that he rejected this offer due to personal feelings against the French. It is interesting that during this meeting the French told him that they knew that he had built rockets for the Americans and the English and that they wanted him to build some for them, too.

c. Russia. In October 1946, subject received telegrams and letters from former co-workers KLINK, GERN and SCHELL, the latter being his former chief test-staff. In these letters he was told that the above named trio was now working in rocket research at the Siebel Werke, Halle, Russian Zone. In these letters he was told that he would be given a good laboratory and a good life if he went to the Russian Zone. Later, subject learned that GERN and SCHELL had been transferred to laboratories in Russia, but KLINK, strangely, is now employed by the Americans at the air line repair shop at Oberpfaffen, Bavaria. The second contact which subject had at the instigation of the Russians was when he was visited late in December 1946 by the same KLINK. On this occasion, KLINK told ZIEGLER personally that he knew a Russian colonel who would see that ZIEGLER was well taken care of if he went to Russia to work; also, that this Russian colonel knew that ZIEGLER had built rockets for the Americans and British. KLINK explained his presence in the American Zone as due to his running away from the Russians, however his action in refusing to give the name of the Russian colonel to the subject unless he agreed to work there, seems peculiar. On this occasion, ZIEGLER instructed KLINK to report to this office according to orders he had been given. However, KLINK did not report to this office and ZIEGLER forgot to report the

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[redacted] had contacted this agent.

Evaluation of this information is B-2. It is recommended that an investigation of KLINCK be instituted in order to determine the reasons for his peculiar appearance in the US home in an airplane repair shop and his peculiar actions in connection with ZIEGLER.

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

APPROVED:

John L. Spiegler
JOHN L SPIEGLER
Special Investigator, CIC
SI3

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

Memo #2

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BUCHTA, ERICH, W
XE 366721

D16A062
335 Dte
2/6/96

O-FILM

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

...ms, Erich Walter

BORN : 7 Jan 1909

AT : Schmiedeberg, Silesia

EXP : 10 Scheerstr, Berlin

ACC :

NAZI :

FIL :

OTHER : Former PTT member

BUCHTA, ERICH, W
CR-B23Φ

CR-FILM

(CR-FILM Box# 2Q (LOC. 37A))
335 Mk
2/6/96

2

[redacted]

FILE COPY
OR
REGISTRY

[redacted]

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AUTH PARA 1-602 OPNAV 5510.1-H

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FILE COPY
FOR
RECORDS

[redacted]

b. [redacted] stated that in 1952 he was working with a friend, Harold CHAK, on an invention of an aircraft model along the line of a swiveling disk. Both CHAK and CHAK were members of the Communist Party [illegible]. CHAK went to China in 1953 and became professor of civil aeronautics. CHAK's wife and two (2) daughters followed CHAK to China in the same year. In 1955 [redacted] received a letter from CHAK in which CHAK stated that the invention had advanced to the stage where he was actually working on the model. Upon receipt of this letter [redacted] was concerned before the Senate Secret Police who wished to know what this model was, and [redacted] told them that it was merely a model of a hypothetical kite and the last time that [redacted] ever heard from CHAK. [redacted] was informed by Alfred CHAK, who lives in [redacted], and is a brother of Harold CHAK, that he, Alfred CHAK, had heard from Eng. Harold CHAK is [illegible] Army. Alfred CHAK further informed [redacted] that one daughter of Harold CHAK came through with the Russian army during the German retreat, has one leg shorter, and also lives in [redacted]. [redacted] did not talk to Alfred CHAK about the aircraft model, because the latter is a confirmed Communist. However, [redacted] believes that the daughter of Harold CHAK, who lives in [redacted], would be able to furnish information concerning the aircraft model.

c. [redacted] is under the impression that the Russians have constructed an experimental [illegible] and will probably utilize the invention of the aircraft, which [redacted] claims approximates the design of a "flying saucer." [redacted] having expressed

[redacted]
Major [illegible], [illegible]

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[redacted]

It is the opinion of this agent that the theory of the flying [redacted] aircraft could be more or less dreamed up by the [redacted] in order to gain some objective. [redacted] expressly stated that his main objective was to gain an entry permit into the American Zone so that he could bring his family here and pursue his profession.

APPROVED:

Vincent C. Tomei

[redacted]
Team Commander
General Investigations

[redacted]

[redacted]

[redacted]

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66-FILM 3-5-46

[redacted]

LEIFER, Egwin O. 211th

Born: [illegible] 1905

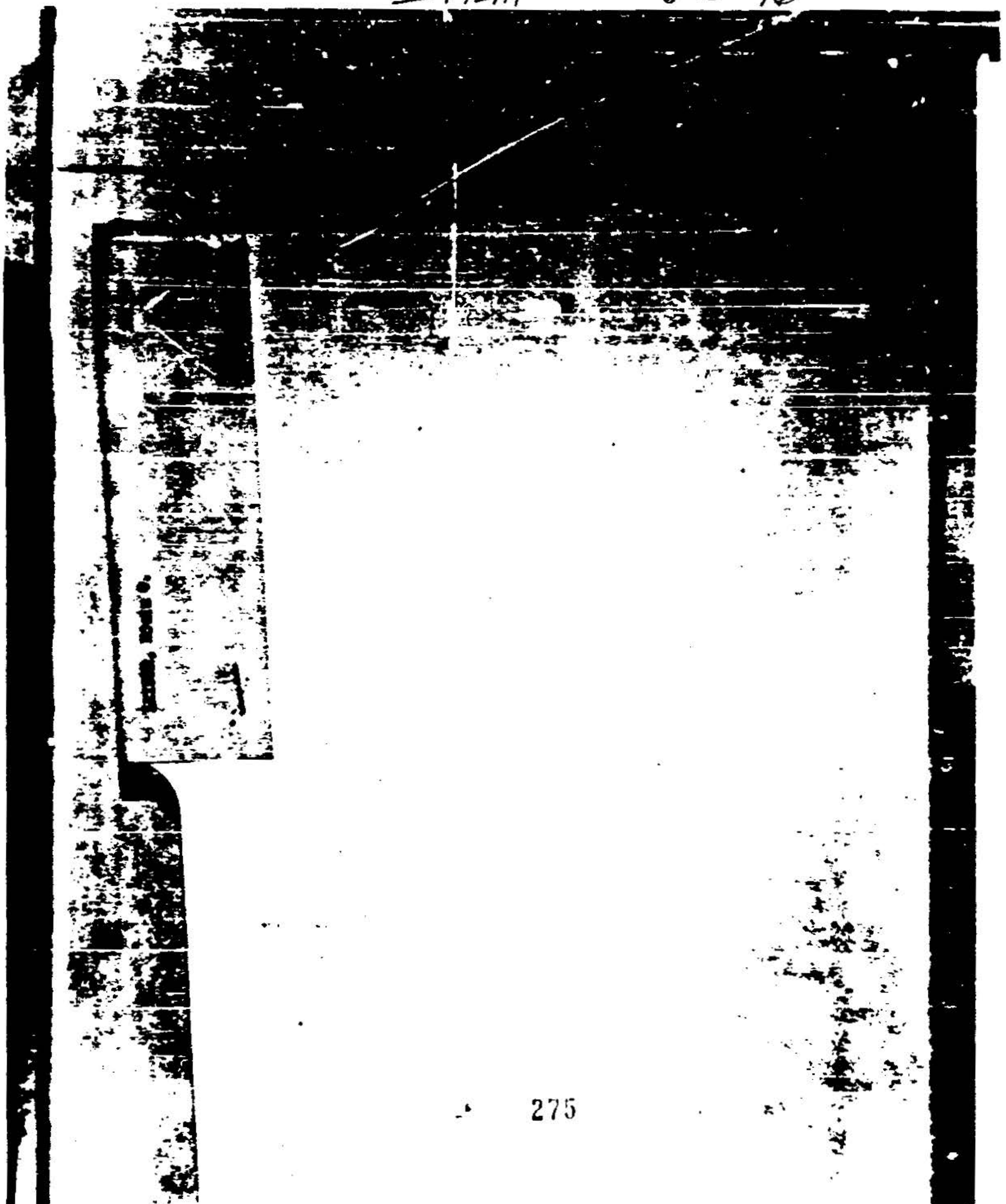
Res: Formerly GOTHA. Wife lives at Textor Strasse 89 in Ff/M. No. 96

Occ: Former German Aircraft Engineer

Subject was arrested at VARNER, shorter crossing point between [illegible] and SCHWEGE. Subject is a former employee of the Chamber of Commerce at Ff/M. Subject formerly made frequent trips to the Soviet Zone, [illegible] pass which expired on 3 November 1947. Subject had previously been interned by PIA.

REIBER, EGWIN
XE211310

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3469
I FILM 3-5-96



LEIGH, SMITH

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Nat
P O

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276

LEIZER, Kevin

30 Apr 54

[illegible] : 23 Nov 46

AT : Gottingen

AL : Frankfurt/M, Tabtorstr 50

OCC : Engineer, aeronautical

RT : German

PA

REMARKS: [illegible] ALIASES: 'ALEXIS MADDEN', Reg [illegible], 444 49

[redacted]

DOSSIER CROSS REFERENCE SHEET

The following dossiers contain information relative to this dossier

DOSSIER NUMBER	SUBJECT
1 1 2 2 9	[illegible]
1 5 4 3 5 4	He[illegible]
1 7 5 4 1	[illegible]
1 8 7 5 4 5	[illegible]
2 0 2 6 3 5	[illegible]

SECRET/RODEO

[redacted]
[redacted], Japan

25 February 1958

Dep	Spc Ag	25 Feb	
7704th	AFFIS	AM	
CIC	Capt.		
Det	[redacted]		
	Sec		

1. Attached [redacted], Sub-Region [redacted], CIC Region III, dated 20 January 1958, subject as above, is forwarded for your information and any action you may deem necessary.

2. Attention is invited to paragraph 6 of referenced communication requesting that subject be interviewed. In the event it is deemed advisable to interview subject, this headquarters would appreciate being advised in order that necessary arrangements could be made. Investigation by this case officer to date indicates that the Soviets were very interested in interviewing subject. This may possibly indicate that the Soviets are seeking information on this subject and have not been advised by the [redacted] Embassy. Paragraph 3-b, referenced communication, indicates that subject alone was employed in Germ (WGI/AM) in the airplane factory which produced airplane models for the [redacted] Brothers.

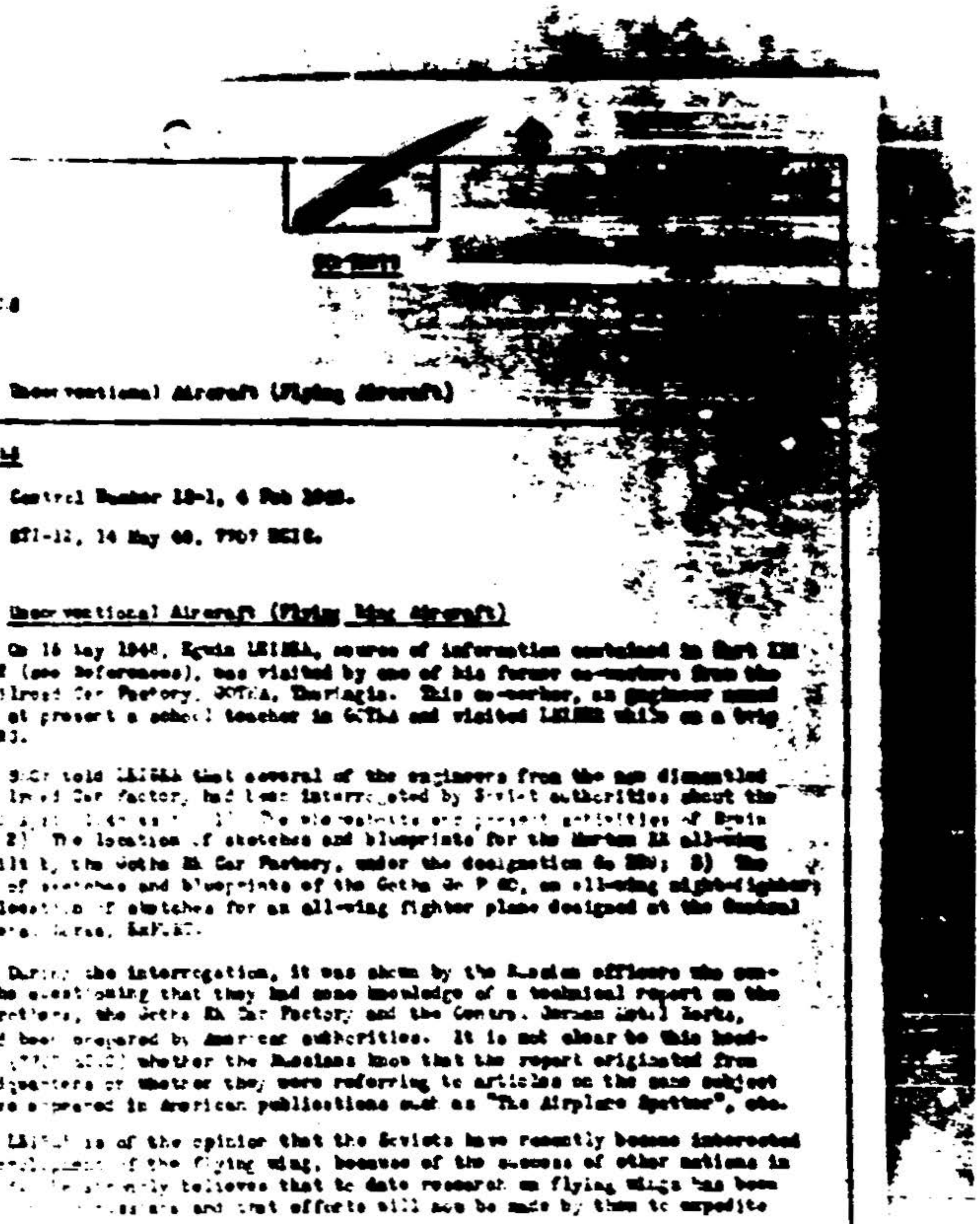
[redacted]
[redacted]
Colonel [redacted]
Commanding

2 Incls
as

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Regraded CONFIDENTIAL by authority of
26 Feb 57 by [redacted]

279



1. Observational Aircraft (Flying Aircraft)

SOURCES

1. Control Number 18-1, 6 Feb 1948.
2. ATI-12, 14 May 48, TOP SECRET.

DISCUSSION

1. Observational Aircraft (Flying Wing Aircraft)

On 14 May 1948, Erwin LEISER, source of information contained in Part III of ATI-12 (see References), was visited by one of his former co-workers from the Henschel Car Factory, KASSEL, Thuringia. This co-worker, an engineer named [redacted] is at present a school teacher in KASSEL and visited LEISER while on a trip to [redacted].

[redacted] told LEISER that several of the engineers from the now dismantled Henschel Car Factory, had been interrogated by Soviet authorities about the [redacted] 2) The location of sketches and blueprints for the Horten II all-wing [redacted] built by the Gotha Ka Car Factory, under the designation Go 229; 3) The location of sketches and blueprints of the Gotha Go P 60, an all-wing night-fighter; [redacted] location of sketches for an all-wing fighter plane designed at the Technical [redacted] Aachen, Rhineland.

During the interrogation, it was shown by the Russian officers who conducted the questioning that they had some knowledge of a technical report on the Horten brothers, the Gotha Ka Car Factory and the Centre. German Civil Works, [redacted] had been prepared by American authorities. It is not clear to this headquarters (ATI) whether the Russians knew that the report originated from [redacted] headquarters or whether they were referring to articles on the same subject [redacted] appeared in American publications such as "The Airplane Spotter", etc.

[redacted] is of the opinion that the Soviets have recently become interested [redacted] of the flying wing, because of the success of other nations in [redacted] he strongly believes that to date research on flying wings has been [redacted] and that efforts will now be made by them to expedite

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[redacted]

[redacted]

APO 757

XII-FR-6344 4 February [redacted]

SUMMARY REPORT OF INVESTIGATION

SUBJECT: Walter and Reimar HORTEN Cross Reference: Flying Saucers

Case Classification: Aircraft Development

1. Reason for Investigation: Reference is made to Letter Headquarters 970th Counter Intelligence Corps Detachment, EUCOM, dated 8th October 1947, file X-192258, Subject: Flying Saucers, in which information is requested regarding the whereabouts and present activities of the HORTEN brothers.

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

3. Synopsis of Present Investigation: Kevin LEIBER, former chief engineer of the Gotha Plant, GOTHA (XBL/JOC) was interviewed on 16 January 1948. LEIBER, born as OCSTTINGE (LeCGG) on 23 November 1906, was one of the engineers in charge of aeronautical research in the Gotha Plant. From 1934 until 1944 LEIBER received nearly all of the results of the HORTEN brothers' research, which results were checked and compared with research along similar lines. LEIBER stated that two (2) aircraft of the HORTEN IX design were built at the Gotha Plant in 1944 but that further research was necessary before regular production could begin. The war ended before this was completed. It is possible that a copy of the plans are in Russian hands; however the original plans were taken by the Americans in 1945. LEIBER has prepared a report in which he has attempted to reveal what he knows of the HORTEN brothers' work. This report is attached as Inclosure 1. From 1930 until 1943 LEIBER worked at the Flugzeugbau, HFC (LBA/CBJ). From 1943 to 1945 LEIBER worked for Messerschmidt, AUGSBURG (BAG/AWF), and from 1945 until 1948 at the Gothaer Waggonfabrik, GOTHA. From 1945 until the end of the war LEIBER worked at the Mitteldeutsche Motorenwerke Flugzeugbau, MIMUEF (XBL/JJG). He was a member of the Lilienthal Institute for Aviation Research and Advisory to the Ministry for Aviation. LEIBER claims to have stayed in the Russian zone until July of 1947 but left because the Soviets began to show an interest in his work and he had no desire to go to Russia. Further details are to be found in Inclosure 1. LEIBER also stated that a Mr. Alexander LIPPISCH, the

page 1 of 2 pages
page 3 ~~of~~ [illegible]

[redacted]

281

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[redacted]

[redacted] Subject [redacted] CONFIDENTIAL
[redacted] is presently under contract to the Polish Government and is living in London

b. Undeveloped Leads: Dr. Alexander LEVITSKI, WHITE FIELD, Wales and Walter [redacted], Buckinghamshire Co, ENGLAND.

c. Agent's Comments and Conclusions: Arrangements have been made with Mr. CLIFFORD to have LEWIS interrogated further at the [redacted] SCC.

d. Recommendations:

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

b. Evaluation: B-2.

APPROVED:

MARTIN L. KLEMESRUD
Special Agent, OSI
Operations Officer

Nicholas G. Rabel
Special Agent, OSI

BGK/vh

Distribution:
3 copies Region XIX
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DIF AIR [redacted] FIELD

BOLTZ, White and Halpern
LEWIS, Myrtle
LEVITSKI, Dr, Alexander

Incl: 1 - Autobiography of [redacted]

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282

Name	:	[redacted]
Geburtsdatum	:	28 Dez. 1908
" ort	:	Hettingen
Beruf	:	Ingenieur (Maschinenbau)
Anschrift	:	Frankfurt/Main, Hansaallee, 39
Tel. #	:	Frankfurt/M., 2 Mitt
Beruf d. Vaters	:	Ingenieur (bis Leiter der Deutsche Flugzeugwerke (1914-1945)) [illegible]
Schulbildung	:	Realgymnasium - Abitur
Fachschule		
Ausbildung	:	Maschinenbau 9 Jahre
Praktische		
Tätigkeit	:	Betriebs,-und Apparatebau Spezialgebiet: Getriebe Luft Bremse
Theoretische		
Ausbildung	:	Abschluss einer Technischen Lehranstalt (Mittweida), Examen einer Technischen Universität (Dresden) nicht abgeschlossen.

Uebersicht der beruflichen Tätigkeit:

1931: Apparate-Flugzeugbau, Segelflugzeuge, konstruktive und statistische Mitarbeit an den Typen Ar 64, Ar 65, Ar 66

1933: Konstruktion Flugzeugbau, Augsburg, Bilanzierung und aerodynamische Berechnung der Typen Fa 130 und Fa 150; Rumpf, Leitwerk, Bruch,- und Spantklappen, Vorflügel, Interceptor.

1935: Arbeits-Abgrenzung (Dr. Gothe), Flugzeugbau
Abteilung Entwurf der Versuchstypen Fa - 144 (Reise,- und Sport)
Fa - 149 (Verk.-Version 150)
Fa - 260 (Schulung und Reise)
Abteilung Entwurf der Sonderaufbauten:
Fa - 150 (Aufklärung)
Fa - 260 (Verbindungsflugzeuge und Transportträger für versch. Antennen, Fotoapparate, Bildwerfer u.s.w.)

Werkflugzeugführer bis 1937 in Verbindung mit Flugbetrieb, Schulung, Ueberführung sämtlicher Typen, Flugerprobung, Flugzeugabnahmen usw.

Tätigkeit dieser von Dipl. Ing. [redacted] bei Fa [redacted] eingereichten Projekte (Bearbeitung der Unterlagen und Flugzeugentwurf/Ausführung, Entwurfszeichnung dieser Werkflugzeugprojekte mit seinen grossen Kenntnissen der Fa [redacted], Bremen. Persönlich nicht angefordert.

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[redacted]

[redacted]

[redacted]

1942: Durch das [redacted] erfolgte die Verlegung an das Hochleistungs-Windkanal (Eigenbau) Aachen. Entwurf und Entwicklung des Hochleistungsgebläses M = 4,0 sowie Versuche zu Schaufelungs- und Verdichtungsfragen waren weitere wichtige Arbeits- und Forschungsgebiete, jedoch in besonderem Hinblick auf die schnellere Einsicht in die Flugmechanik der Ruder- und Höhenruder in hochverdichteten Strömungsgebieten, bzw. großem Ruder- und Höhenruderausschlag durch Verwendung als Steuerungs- und Leitorgane. Verwendung des Wasserstoffes als [redacted] (Kühlung durch Aufheizung, Verflüssigung des Schwergaswiderstandes). Vorgesehen waren die Kopplungsversuche mit dem Hallenwind-Kanal.

1943: Gemeinsame grosse Untersuchungen und grundsätzliche Klärung dieser grossen Aufgabengebiete der Hochgeschwindigkeit wurden durchgeführt durch das [redacted] zur Zusammenarbeit mit Dr. Lippisch. Ein umfangreiches Berechnungsprogramm der Hochgeschwindigkeit mit Wasserstoff, später Kohlenwasserstoffen, wurde festgelegt. In Fortführung die Erstellung brauchbarer Profilformen für Hochgeschwindigkeit durch Schlitzversuche mittels Pulverwind.

Diese erstreckten sich ebenso Untersuchungen über Flugzeugschaft einschlägige Anordnungen beim Steuern der Leitruder und Profilformen und weiterhin Untersuchungen, sowie Klärung und Anwendung der Betriebsstoffe beim Antrieb zur gesamten Flugsteuerung, Erstellung der erforderlichen stofflichen Voraussetzungen (Kraftstoffverbrennungen) und wärmetechnische Untersuchungen in Verbindung der Versuche.

1945: Eine geplante Zusammenarbeit mit Dr. Ackeret über die durchzuführenden Hochgeschwindigkeitsversuchen und betriebsfertigen Windkanalanlagen und Verstellung [redacted] der Eidgenössischen Techn. Hochschule Zürich, Zürich - Universität, kam nicht mehr zustande.

In einem großen gutachtlichen Überblick zu haben wir eine Übersicht über technische - physikalische Untersuchungen und eine Klärung der aerodynamischen Erfahrungen von Hochgeschwindigkeitsversuchen beim Überschallflug gebracht, so daß die Voraussetzungen und Entwicklungsgrundlagen der Hochgeschwindigkeitsverfahren (Windkanäle) zu ersehen.

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[redacted]

Extracted from Air [redacted], No. 10, Fortnightly Top Secret Intelligence Survey No. 22, dated 1 January 1945.

No information contained in this Summary should be taken as independent confirmation of Intelligence received from other sources, nor should the Intelligence it contains on any one subject be looked upon as other than a part of the more comprehensive pi[redacted] disseminated by the Air Ministry.

Classification Cancelled (or changed to [redacted]) by Authority of [redacted] by [redacted] 1952 CAPT C RITCHIE

RUSSIAN AIR FORCES - [redacted]

AIRFIELD CONSTRUCTION

9. The latest report on the work in hand on the major Russian air terminal in [redacted] is to complete the work on the actual airfield by the Spring of this year. 81,000 cubic metres of concrete are stated to have been used already on the extension of the east/west runway to a length of 2,000 metres - with a breadth of 70 metres and a depth of 25 to 30 cms. Source, whose information ties up accurately with that of earlier informants, reports that it is intended to equip the airfield with the most up-to-date technical installations, including radar, radio and meteorological facilities, and that it will be linked with MOSCOW by R/T and by cable.

9. Pending the completion of work at [redacted]FIELD, the airfields at STRAUSBERG and [redacted]DE continue to be used as transport bases, to judge from the number of Dakota-type aircraft reported on them. At [redacted] on 9 Jan, there were 60 Dakotas, as well as 14 Pe-2 or Pe-3 bombers. The reporting source observed, however, that the hangars had been dismantled and there were no sentries, except at the gates. He also established that an Air Signals School for Russian women operates in a former youth hostel about five kilometres west of the airfield.

PARATROOP TRAINING

10. In the previous edition of this Summary it was reported that paratroops had been quartered at [redacted]/KLOTZSCHE airfield, and had carried out air experience flights, without apparently so far having done any jumps. A report has now been received to the effect that four Ju-52 aircraft carried out flights from the airfield during the period [redacted] Jan, dropping paratroops over the neighboring manoeuvre area of [redacted]. Drops were made at three second intervals from a height of 200 metres.

11. The only mention of combined manoeuvres with tanks and drop during the past month has come from the [redacted] area where the training of a motorised tank spearhead with strong anti-tank and infantry protection and S.A.F. support has reported to be taking place early in Jan.

ORDER OF BATTLE

12. Reporting on [redacted] airfield, a regular source states that it is occupied by two fighter units previously based at [redacted]. He does not give the date of the move, but this report bears out earlier evidence that [redacted] Fighter Division was transferred from [redacted] to [redacted] in the summer of 1943. Source gives the present Field Post Number of [redacted] as [redacted]. This only [redacted] the latter number was furnished by two deserters, one of whom was at [redacted] in [redacted] the second at [redacted] in Oct.

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13. Source reports that the aircraft at [redacted] comprise about 100 Yak-3 or Yak-9 and 100 La-5. These numbers would be consistent with two divisions being based there, and if the one is 1 Guards Fighter Division the other may be 4 Guards Fighter Division formerly at [redacted]. Both these units were identified as subordinate to 1 Guards Fighter Corps, which had its HQ at [redacted] until about July of last year when it is believed to have been transferred to [redacted].

14. A detailed report on [redacted] states that there were three different units there on 11 Jan, each commanded by a Lt. Col. They consisted of a Yak-3 training unit, a fighter regiment of Yak-9 (40-50 of these were counted on the ground) and a "bomber squadron" equipped with Bostons. This report comes from a usually reliable source, and is broadly supported by other information received during recent weeks. This airfield has hitherto been held as a fighter base subordinate to 1 Guards Fighter Corps at [redacted], but the mixture of aircraft now reported there (including the Yak-3, which is primarily a training fighter) makes it doubtful whether this is still a front-line operational fighter base. Efforts are being made to establish whether [redacted] remains the controlling headquarters.

[redacted] AIRFIELDS

15. The continued presence of Pe-2 and Pe-3 bomber aircraft at the three bomber bases of [redacted] has been confirmed during the second half of January. Dismantling [redacted] is reported by one source to be taking place at [redacted], but another source reports that four new permanent buildings have been erected in a newly planted orchard and that 60 petrol tanks, of a total capacity of [redacted] gallons, have been installed, although they have not yet been filled. Reports on the amount of flying taking place are somewhat conflicting, but in general it appears to be on a reduced scale, with hours and days of fighter and ground attack airfields.

S.A.F. IN AUSTRIA AND HUNGARY

ORDER OF BATTLE CHANGES IN AUSTRIA

16. The Order of Battle of that part of the 2nd Air Army which is based in Austria was shown in January HB 40 as comprising three bomber divisions in the VI Guards Bomber Corps and three fighter divisions in the VI Guards Fighter Corps. A reorganisation by Air Intelligence, Austria, of all information available to them has indicated that the current strength may, in fact, be less.

17. The number of Tu-2 and Pe-2 aircraft observed at [redacted] airfield has latterly been consistently reported by British sources as a maximum of sixty. This is only about half the number forming a Bomber Division, and consequently the continued presence of 20th Bomber Division there is considered doubtful. One possibility suggested by available evidence is that these aircraft may belong to a photo-recce unit which was mentioned by a United States source in Aug 44. In addition to the probable withdrawal of the Bomber Division from VI Guards Bomber Corps, Air Intelligence, Austria, have also received information which leads them to the conclusion that the two remaining divisions (the 1st and 5th) now comprise only three regiments instead of four.

18. A collation of all information on fighter airfields has led to the conclusion that the fighter strength is also lower than was hitherto believed. Of the 42nd or 52nd Guards Fighter Division is believed to have been withdrawn, but the 8th [redacted] Fighter Division has been identified again [redacted] confirmed, this [redacted] Guards Fighter Corps

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now comprises only two [redacted] - probably of 32nd Regiments each.

GROUND ORGANIZATION

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

TECHNICAL

KUIBYSHEV/VOLGA (49° 06' E: 53° 10' N)

4. It is reported that two large aircraft factories, known as "STALIN" and "LENIN" respectively, are located in the vicinity of KUIBYSHEV. One source states that following the despatch in April/May last of a jet fighter aircraft (presumably a prototype) from the "STALIN" factory to MOSCOW, the factory plant has been gradually converted for the production of jet aircraft. Source states that in Sep 47 the daily rate of production was eight aircraft. Source claims that although he only had a distant view of the aircraft, it appeared to have two engines, fitted below the mainplane and close to the fuselage. The nose was "short, narrow and rounded."

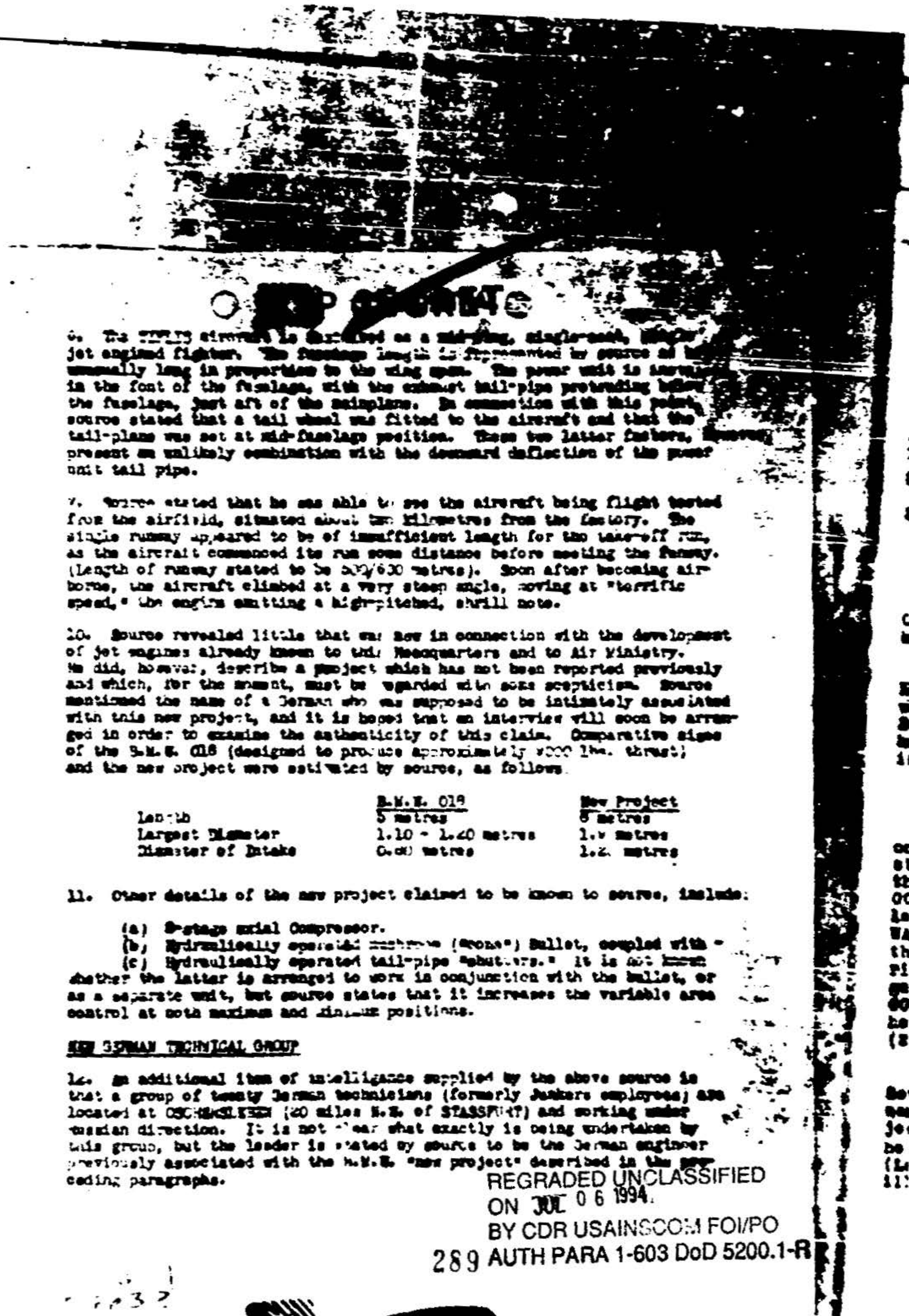
5. Another ex-PW reports that gas turbine engines for aircraft are being produced in the "STALIN" factory, adding that this particular part of the works is sealed off with barbed-wire fencing and guarded by armed PW patrols. Source states that although aircraft production did not commence until the summer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

6. A third former PW employed at the "LENIN" factory. He stated that approximately 1a engines were produced a month, but these were conventional, propeller-driven types. Source claims that during July of last year he saw a jet aircraft being tested from the airfield of the "STALIN" factory. He was most impressed with the speed of this aircraft, which was faster than any aircraft he had previously seen. It was estimated he saw as many as five of these aircraft at a time. He stated that the fuselage of this aircraft was longer than the normal Russian fighter aircraft, although the extra length was largely disposed in front of the fuselage. The wings were comparatively short with rounded tips.

TIFLIS (Caucasus) (44° 46' E: 41° 41' N)

7. A detailed interrogation was carried out by an officer of this Headquarters of a returned PW who had been employed on plant maintenance at the Tiflis aircraft factory. Source endeavoured to describe in detail a jet-propelled fighter aircraft which he stated was being produced at the rate of five to six aircraft per day. The results of the interrogation were somewhat disappointing, entirely due to the fact that informant had not had the opportunity to obtain more than a cursory view of the aircraft. German PWs were kept well away from the aircraft assembly sheds and when an aircraft was taken outside, it was always covered with a tarpaulin and escorted by [redacted] guards. It is certain, however, that several aspects of the interrogation provide good intelligence material, and it is hoped to build up [redacted] with the return of further PWs from the TIFLIS factory.

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6. The [illegible] is described as a midwing, single-seat, [illegible] jet engined fighter. The fuselage length is [illegible] unusually long in proportion to the wing span. The power unit is [illegible] in the font of the fuselage, with the exhaust tail-pipe protruding [illegible] the fuselage, just aft of the mainplane. In connection with this point, source stated that a tail wheel was fitted to the aircraft and that the tail-plane was set at mid-fuselage position. These two latter features, however, present an unlikely combination with the downward deflection of the power unit tail pipe.

7. Source stated that he was able to see the aircraft being flight tested from the airfield, situated about ten kilometres from the factory. The single runway appeared to be of insufficient length for the take-off run, as the aircraft commenced its run some distance before meeting the runway. (Length of runway stated to be 2[illegible]/600 metres). Soon after becoming airborne, the aircraft climbed at a very steep angle, moving at "terrific speed," the engine emitting a high-pitched, shrill note.

10. Source revealed little that was new in connection with the development of jet engines already known to this Headquarters and to Air Ministry. He did, however, describe a project which has not been reported previously and which, for the moment, must be regarded with some scepticism. Source mentioned the name of a German who was supposed to be intimately associated with this new project, and it is hoped that an interview will soon be arranged in order to examine the authenticity of this claim. Comparative sizes of the B.M.W. 018 (designed to produce approximately 9000 lbs. thrust) and the new project were estimated by source, as follows:

	B.M.W. 018	New Project
Length	5 metres	6 metres
Largest Diameter	1.10 - 1.40 metres	1.[illegible] metres
Diameter of Intake	0.[illegible]0 metres	1.2[illegible] metres

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

(a) 8-stage axial Compressor.
(b) Hydraulically operated [illegible] (drone) Bullet, coupled with -
(c) Hydraulically operated tail-pipe "shutters." It is not known whether the latter is arranged to work in conjunction with the bullet, or as a separate unit, but source states that it increases the variable area control at both maximum and minimum positions.

NEW GERMAN TECHNICAL GROUP

12. An additional item of intelligence supplied by the above source is that a group of twenty German technicians (formerly Junkers employees) are located at OSCHERSLEBEN (20 miles N.W. of STASSFURT) and working under Russian direction. It is not clear what exactly is being undertaken by this group, but the leader is stated by source to be the German engineer previously associated with the B.M.W. "new project" described in the preceding paragraphs.

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HEADQUARTERS
SUB-REGION FRANKFURT
COUNTER INTELLIGENCE CORPS REGION III

APO 757

III-F-6771

20 January

SUBJECT: REPORT OF INVESTIGATION

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

Case Classification: Abduction

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

2. Synopsis of Previous Investigation: An interview with Ilse LEIBER, wife of Subject, revealed that her husband had been arrested while attempting to return to the US Zone on or about 2 November 1947. Subject's wife was arrested on 11 November 1947 and questioned as to her husband's occupation. She was released the same day and told to remain in GOTHA (M51/J36). She disregarded the order and came to FRANKFURT.

3. Synopsis of Present Investigation:

a. An interview with Subject revealed that he left FRANKFURT on 10 October 1947 to take a business trip to CHEMNITZ (N51/M86). Subject stopped in GOTHA to visit his wife. After his arrival in GOTHA he noticed that his actions were being observed by German agents of the MVD. He left GOTHA and proceeded to ERFURT (M51/J36) but returned to GOTHA several days later. He left GOTHA again on 6 November 1947 to return to FRANKFURT. At EISENACH (L51/M76) he was arrested by three (3) German policemen, taken from the train to Police headquarters and then turned over to the Soviet authorities in EISENACH (L51/M76). There he was subjected to a short interrogation of approximately twenty (20) minutes. Subject was then taken to GOTHA by automobile and placed in a MVD jail on Steinmuenlen Allee. Here he was relieved of all his papers and personal belongings, including two (2) suitcases, in which he had some professional papers.

b. At 2200 hours on 6 November 1947 he was interrogated by a Soviet Lt. Colonel in uniform. Subject attempted to learn the officer's name several times but was unsuccessful. During this interrogation Subject was asked if he was a technical specialist, to which he replied that he was an aircraft engineer. He was asked for a short autobiography (Lebenslauf), which he gave them. He was then asked if he knew it was illegal to possess technical papers. Subject did not answer. Until this

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[redacted]

ARI, III-[redacted]; [redacted] Subj: Erwin G. [redacted]

time Subject did not know the reason for his arrest. This interrogation lasted approximately thirty (30) minutes. The Lt. Colonel was very polite during the entire proceedings.

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

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

e. During the time he was held Subject was not required to do any work. He was kept in a small room without furniture in the cellar of the building. As a daily ration he received two hundred fifty (250) grams of bread, one half liter (½) of black Kreats coffee and three fourths (¾) liter of cabbage soup with a few potatoes. In a period of six (6) weeks Subject lost fourteen (14) pounds.

f. On 20 December 1947 Subject was taken to the Chief of the MVD and was told that he was going to be released. He was told to stay in GOTHA and that several technical specialists would soon visit him to decide where he would be assigned for work. Subject did nolmore than agree to wait. He was then given six (6) pounds of pork, one (1) loaf of bread, ten (10) pounds of flour, five (5) pounds of sausage and two hundred (200) ML. whereupon he was released and taken to his home in an automobile.

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

h. Erwin G. LEIMER was born 23 November 1906 in GOTHA, he is 5'7½" tall, weight 136 lbs, black hair, brown eyes, mole on left side of nose. Subject worked in GOTHA for the Gotha Waggon Fabrik, Aircraft Section, from 1938 until 1940. He designed two (2) airplanes during this time, the GO 150 and the GO 243. From 1940 until 1945 Subject worked in KIEV for a Special Aircraft Fabrik as chief of construction. LEIMER is at present living at 80 Textor Strasse, FRANKFURT.

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SRI, III-RM-677,

4. Undeveloped Leads: There are no undeveloped leads at

5. Agent's Notes and Comments: None.

6. Recommendations: It is recommended that ERLER be interviewed by G-2 Technical Intelligence.

Evaluation: F-3.

APPROVED:

[redacted]
Special Agent, CIC
Operations

WILLIAM G. WALSH
Special Agent, CIC

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[redacted] AND PERS INDEX

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AND
[redacted]
[redacted]
[redacted] FIELD
[redacted] 150
[redacted] 243
[redacted] Oregon Fabrik, Aircraft Section

COUNTER [redacted]

III-PA-877A

MEMORANDUM FOR THE OFFICER IN CHARGE [redacted]

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

Re: Abduction from U.S. Zone

1. This agent learned from a confidential source that [redacted], a former German Aircraft Engineer, was arrested at [redacted] point between HERSFELD (L51/E76) and [redacted] (L52/E16).

2. Interview with wife of Subject, Ilse LEIBER, at [redacted] Xanter Strasse 69 in FRANKFURT (L51/M57), revealed the following information about Subject:

a. Subject's home prior to and during the war was in GOTHA. Subject came to FRANKFURT in July 1947 to work for the [redacted], while his wife continued to live in GOTHA. Subject had made [redacted] business trips into the Russian Zone, always visiting his wife [redacted]. On 1 October 1947 Leiber obtained an internal pass which was [redacted] period from 3 October to 3 November 1947. Subject took [redacted] business trip and visited his wife in GOTHA. Subject was last [redacted] by his wife on 2 November 1947 when he left to return to FRANKFURT. On 11 [redacted] 1947 wife of Subject was arrested by German police in GOTHA, turned over to Russian authorities and interrogated by a Russian major. He was seeking information as to her husband's wartime activities and occupation. Subject's wife pretended to know nothing of the affairs of her husband and was released the [redacted] day. However, she was told to remain in GOTHA. She disregarded the order to remain in GOTHA and went to VELBERT (E52/A50) and then came to FRANKFURT.

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

c. Subject worked in GOTHA for the Gotha Waggon Fabrik, Aircraft Section, from 1935 until 1940. He designed two (2) airplanes during this time, the GO 150 and the GO 243. From 1940 until 1945 Subject worked in [redacted], for a Special Aircraft Fabrik as chief of construction.

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MCIC, III-[redacted]-6771, dtd 19 Dec 47, Subj: Egon C. Leiber, German Airman's Engineer, SECRET

2. Agent's Notes, Comments and Recommendations:

Evaluation of this report is F-2.

APPROVED:

MARVIN L. RISKIN
Special Agent CIC
Operations

WILLIAM G. HALSH
Special Agent CIC

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[illegible] Hq Reg III, 3 Dec 47, re: Flying Officers

4th Ind.

[illegible], Director Intelligence Corps Area III, [illegible], 24 December 1947

[illegible]

for Albert B. Fa[illegible]

William C. Hea[illegible]

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[redacted] Corps Region III, 970th CIC Detachment,
[redacted] U. S. Army (Number 194)

[redacted], 970th Counter Intelligence Corps Det., Bergamo
[redacted], APO 57, U. S. Army; (Attn: Lt. GLIDDEN)

Forwarded in compliance with letter your headquarters referenced 1st paragraph 2 of basic communication.

FOR THE COMMANDING OFFICER:

Earl J Kuhnert (RB)
Chief, CIC Det
Special Agent, CIC
Operations Officer

Encl: 1. w/d
2. 1 cy SRI w/d

Tel: [redacted] 20, 1/Lt. [redacted]

D-190839 3rd Ind.

Headquarters, 970th Counter Intelligence Corps Detachment, APO 757, US Army, 17 December 194[illegible]

TO: Commanding Officer, CIC Region III, APO 807, US Army

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

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

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

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file in this headquarters dating back to 1945. One report states that the [redacted] brothers were last known to have been working in GOETTINGEN (L52/C52), British Zone, in the fall of 1945, at the Kaiser Wilhelm Institute in the branch formerly known as Aerodynamische Versuchs Anstalt. They have also formerly been listed on the JIOA list.

4. It is requested that investigation be continued.

BY ORDER OF LIEUTENANT COLONEL INSKEEP:

EARL S. BROWNING, JR.
Major, Infantry
S-3

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

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B-O NO. 3301.0118

ENG NO.

REPORT NO. B-3-48 (ST1-16a)

SUBJECT Unconventional Aircraft (Flying Wing Aircraft)

FROM 7707 ASIC

EVALUATION B-2

INCL None

CONFIDENTIAL

USAF - INTELLIGENCE REPORT

COUNTRY Soviet Zone and USSR

A.R. NO.

REFERENCES See References

DATE OF INFORMATION May 1948

PREPARED BY R.S. Hilty, Capt., AC

DATE OF REPORT 12 July 1948

SOURCE Erwin Heinrich Zacharias

SUMMARY OF THIS REPORT: Supplementary report to ST1-12, 16 May 48, 7707 ASIC.

2. Recent Soviet search for Erwin HEINRICH, source of flying-wing information contained in ST1-12; Soviet investigation re location of sketches and blueprints for Horten IX flying wing aircraft and other all-wing airplanes designed by the Germans.

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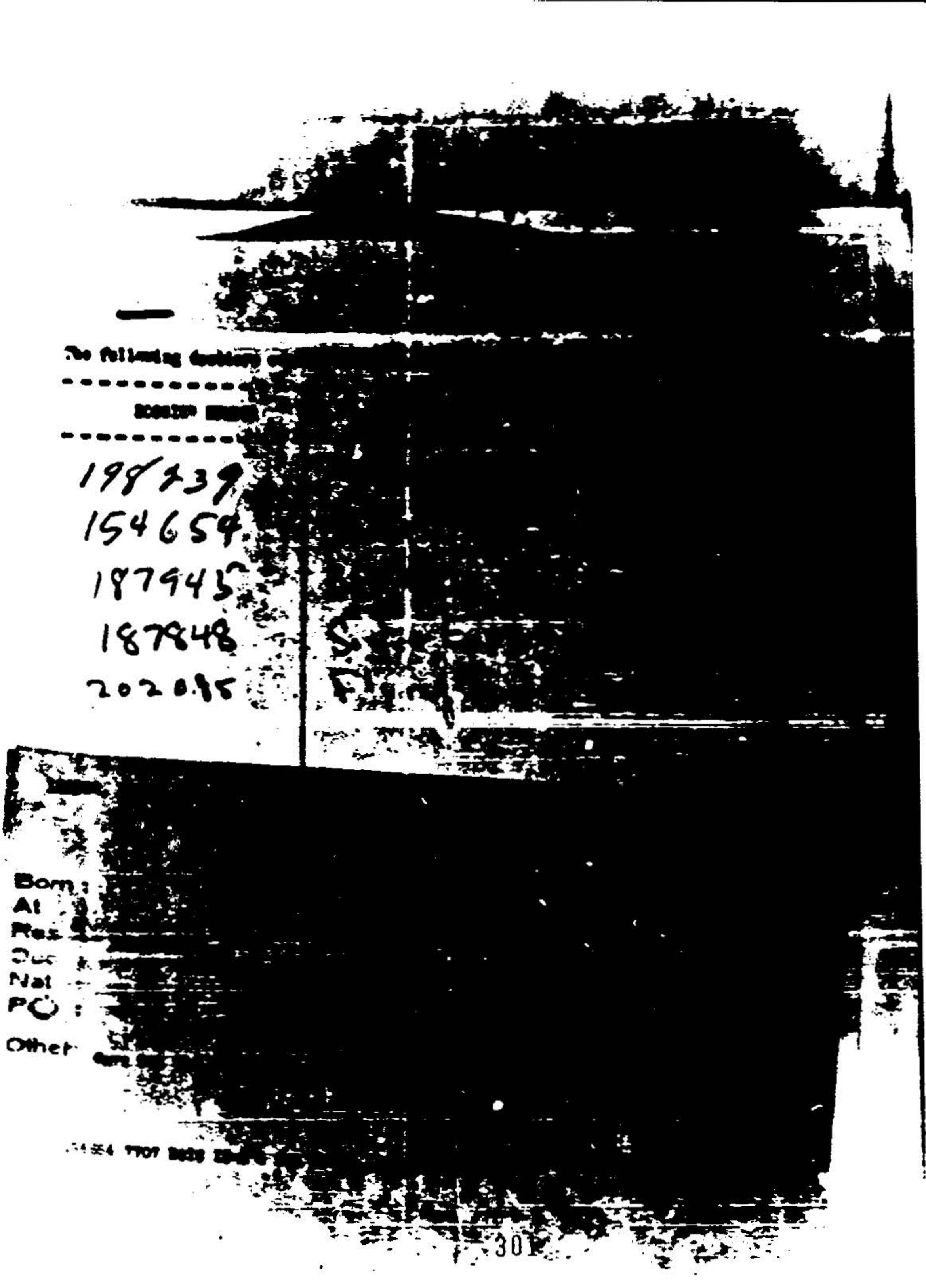


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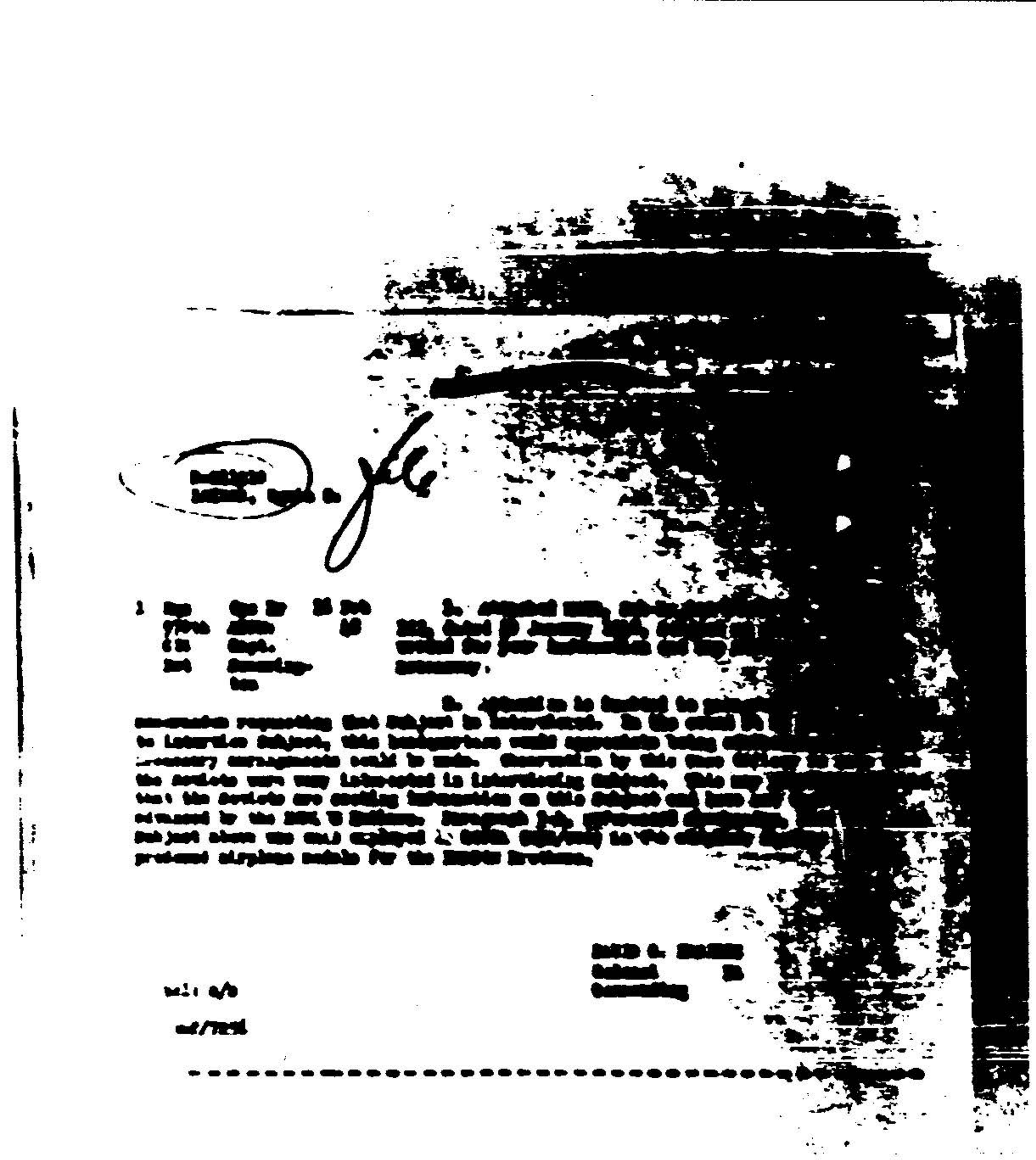
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SUBJECT [redacted]

No	From	To	Date	Initials and Comments
1	Hqs 97Cth CIC Det	Opns Br AFPO: Capt. [redacted] 108	20 Feb 48	1. Reference is made to [redacted] dated 16 February 1948, Subject: [redacted] 2. Attached DSC, Subject: [redacted] dated 4 February 1948, Subject, Subject: [redacted] is forwarded for your information. 3. This headquarters would appreciate if Subject should be sent to [redacted] for [redacted] FOR THE CHIEF, [redacted] [redacted] Lt. Colonel, GSC Deputy Commander
2	[redacted]	Hqs 97Cth CIC Det Attn: Mr. Oliphant	4 Mar 48	Reference paragraph 3 of Memo 1, this [redacted] does not seem it advisable that subject be sent to [redacted] CIC for interrogation etc. FOR THE CHIEF, [redacted] Lt. Colonel, GSC Chief, Operations Branch

1 Incl
Memo (1 cy w/d).
Telephone 6232

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[redacted]

DOCUMENT NO. 211316

FILE NO. I-9237

DATE OF DOCUMENT 17 Feb '48

SOURCE DEFE

SUBJECT TITLE R.A.F.

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SECRET

(Ltr. S/R Frankfurt, CIC Hqs. III, 20 Jan 48, Subject:

III-FR-6771
III-661

1st Ind

Headquarters, CIC Region III, 970th CIC Detachment, APO [illegible]
4 February 1948

TO: Commanding Officer, Hqs. 970th CIC Det., HEDDN, APO 757, U.S. Army
(Attn: Mr. CLIFFANT)

1. Forwarded for your information.

2. Reference is made to HCIC, Sub-Region Frankfurt, subject as above, dated 19 December 1947 forwarded to your headquarters (Attn: Lt. KIRKPATRICK), by our 1st Indorsement, dated 6 January 1948.

2. Attention is invited to Agent's Recommendation contained in paragraph 6 of inclosed ERI, Sub-Region Frankfurt, subject as above, dated 20 January 1948.

FOR THE COMMANDING OFFICER:

CARL J. KUEHNERT
Special Agent, CIC
S-3

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

Tel: BAD NAUHEIM 2093, Mr. BURR/ob

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[redacted]

[redacted]

III-FR-6771

SUBJECT: Erwin C. [redacted]

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

1. Forwarded herewith for your information is [redacted], [redacted] Erwin C. [redacted].

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

MAX [redacted]
Special Agent, CIC
Commanding

Incl: as stated (5 Copies)

Tel: 8400 Ffm
ABC/es

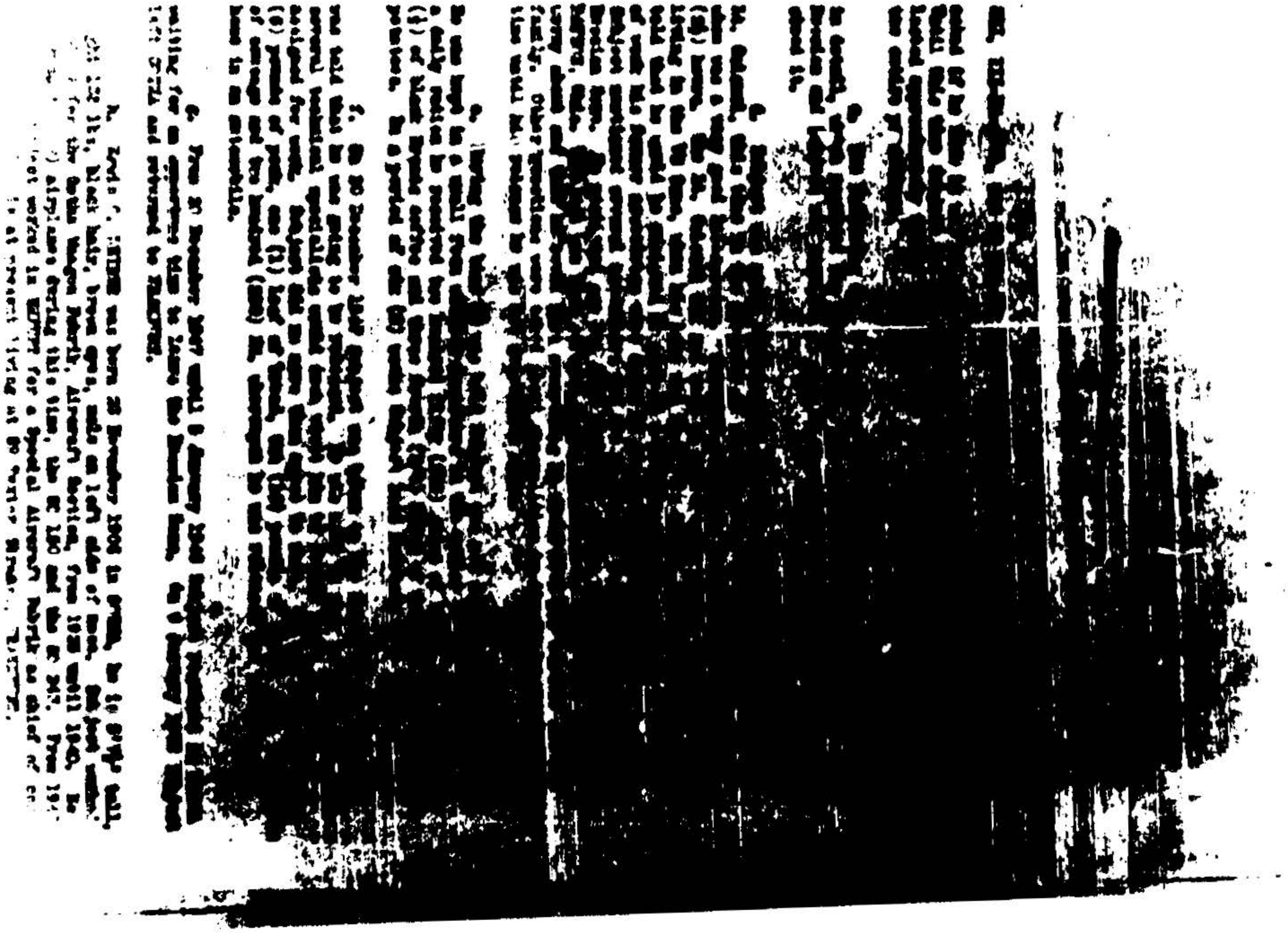
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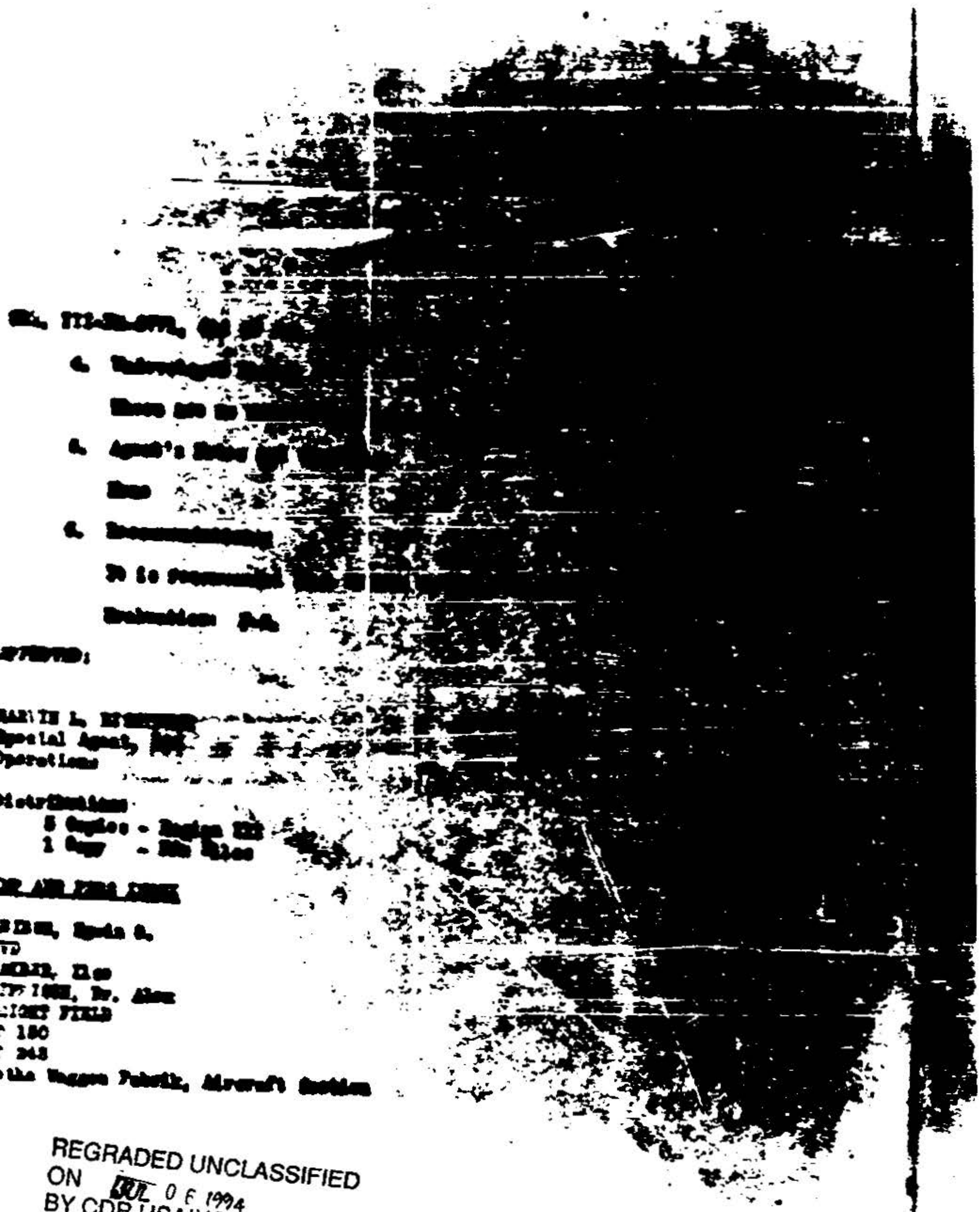
[redacted]

[redacted]

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HEADQUARTERS
SUB-REGION FRANKFURT
COUNTER INTELLIGENCE CORPS [redacted]

APO [redacted]

III-FM-6771

SUBJECT: Egon O. MEIER (German Aircraft Engineer)

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

1. Forwarded for your information is MDR, dtd 19 Dec 47, [redacted]

2. No further information was available re: MEIER, [redacted] office intends no further action unless advised otherwise.

[redacted]
MAX MEIER
Special Agent CIC
Commanding

Incl: as stated

Tel: 8400 Frm.
ABC/es

III-661 1st Ind.

Headquarters, Counter Intelligence Corps Region III, 970th CIC Detachment, APO 757, U. S. Army, 6 January 1948

TO: Commanding Officer, 970th Counter Intelligence Corps Det., European Command, APO 757, U. S. Army. (Attn: Lt. KIRKPATRICK)

1. For your information.

2. Attention is invited to contents of inclosed MDIC, Sub-Region [redacted] report, subject as above, dated 19 December 1947.

BY THE COMMANDING OFFICER: 312

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MOIC, III-[redacted], dtd 29 Dec 47,
Engineer, SECRET

3. Agent's Notes, Comments and [redacted]

Evaluation of this report is [redacted]

APPROVED:

MARVIN L. RISINGER
Special Agent CIC
Operations

[redacted]
Special [redacted]

Distribution:
5 Copies-Region III
1 Copy -File
/es/

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[redacted]

SECRET

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

III-4748 5th Ind

Headquarters , CIC Region III, 970th CIC Detachment, APO
11 February 1948

TO: Commanding Officer, Hqs. 970th CIC Det., HEIDE, APO 757,
(Attn: Mr. CLIPHART)

1. Forwarded for your information.

2. Your attention is invited to the 5th Indorsement.

FOR THE COMMANDING OFFICER:

[redacted]
CARL J. [redacted]
Special Agent, CIC
S-3

1 Incl:
SRI, S/R Frankfurt, 4 Feb 48
subj: Walter & Reinar HORTEN (4 copies, w/incl)

Tel: BAD NAUHEIM 2093, Mr. BURR/ob

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[redacted]

Ltr by Reg III, 3 [redacted]

III-4748

Headquarters, Counter Intelligence [redacted]
APO 757, U. S. Army, 24 December 1947

TO: Commanding Officer, Sub-Region [redacted]
APO 757, U. S. Army

Attention is invited to preceding indorsements.

BY ORDER OF THE COMMANDING OFFICER:

[redacted]
CARL J. [redacted]
Special Agent,
Operations [redacted]

CG: CO, APO 757/Mr. WILLIAMS/hc

III-[redacted]344 5th Ind.

Headquarters, Sub-Region Frankfurt, Counter Intelligence [redacted]
To: Reg. III, 970th CIC Detachment, APO 757, US Army, 4 [redacted] 1948

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

1. Returned herewith in compliance with 3rd Ind. [redacted] dated [redacted] 1947, re-melter and Reimar HORTEN.

2. Recent information received by this office reveals that [redacted] has recently been interrogated by ECIC at [redacted] (Lt/.07). (A-1)

3. This office was unable to translate LEIBER's autobiography (Incl #1) because of the excessive use of technical aircraft terms. It is suggested that this autobiography be given to a competent aircraft specialist for translation.

4. Arrangements have been made with Mr. CLIPHANT of Headquarters [redacted] to have [redacted] interrogated by ECIC.

William C. Haeber
WILLIAM C. HAEBER
Special Agent, CIC
[redacted]

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AUTH PARA 1-603 DoD 5200.1-R

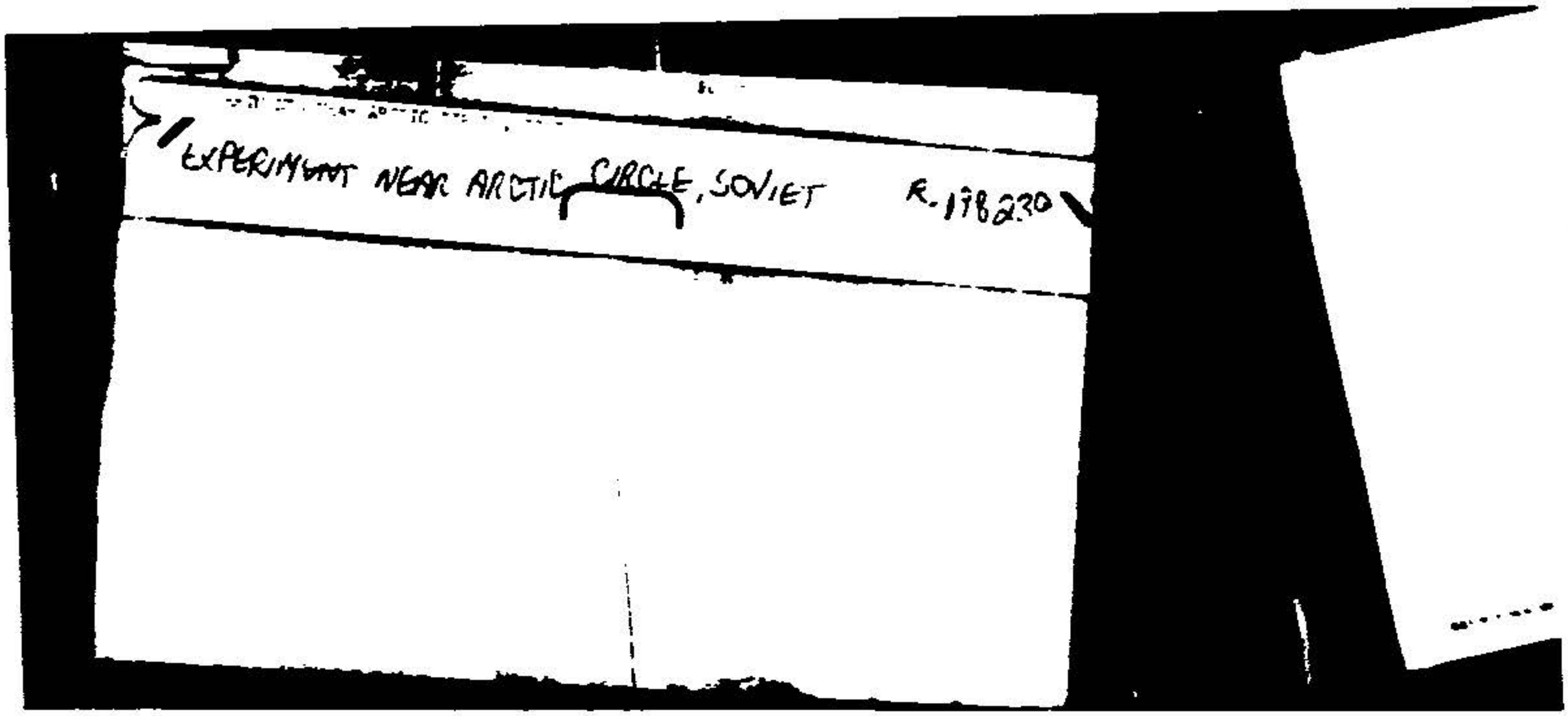
~~SECRET~~

HEADQUARTERS
COUNTER INTELLIGENCE CORPS [redacted]
[redacted] COUNTER INTELLIGENCE CORPS

[redacted]

[redacted]

[redacted]


EXPERIMENT NEAR ARCTIC CIRCLE, SOVIET
R. 178230

PART II: TEXT OF TRANSLATION (US-902D-GM-96008)

[NOTE: The printed form text is translated in upper case; the typewritten and handwritten responses are translated in combination upper and lower case.]

(First page of German form)

IMPORTANT! ANSWER EACH QUESTION--PRINT

LAST NAME:	Hintze
FIRST NAME:	Herbert
2ND OR 3RD FIRST NAME:	Werner Georg
HOME OF RECORD:	Rotenburg/Fulda
BIRTHDATE:	February 2nd 1921
BIRTHPLACE:	Dresden
COUNTY:	SAME [Dresden]
STATE:	Saxony
CITIZENSHIP:	German
MILITARY SERVICE NUMBER:	ROT 32385
DATE:	24.5.1945(?)
PRESENT ADDRESS:	Rotenburg/Fulda Untertor 3.
PERMANENT ADDRESS:	Rotenburg/Fulda Untertor 3.
NAME AND ADDRESS OF NEXT OF KIN:	Heinrich Knierim/Fulda Untertor 3
FOREIGN LANGUAGES:	English

EXACT DESCRIPTION OF YOUR ACTIVITIES AND RESIDENCES DURING THE PAST 12 YEARS: Permanent residence of Rotenburg/Fulda before the war. Attended school until receiving High School diploma (Abitur). During the war changed residences.

PART II: TEXT OF TRANSLATION (US-902D-GM-96008)

(Second page of German form--text on left side of page is cut off about ½ inch)

ORGANIZATION	MEMBER YES/NO	FROM/TO	HIGHEST POSITION HELD AND OFFICE
.....	no		
.....	no		
.....	no		
.....	yes	1932-1938	
.....	no		
.....	no		
.....	yes	1.4.1959 - outbreak of the war	

OTHER ORGANIZATIONS TO WHICH I HAVE BELONGED:

	BRANCH	FROM/TO	HIGHEST RANK OR TITLE
POLICE SERVICE(?)			
PUBLIC SERVANT(?)			
MILITARY SERVICE	Air Force	1.8.1939 - 8.5.1945	1st Lieutenant

Air Force: Flight section, Regiment 51, Headquarters Company, Danzig-Langfuhr.LKS4 Königsberg, FFS C10 Fürstenwalde Instrument flight school, 7 Insterburg. Large combat flight school Hörsching/Linz. Kg. 40.1/K040,5,k040,3,801 (?) as an aircraft pilot and commander, later squadron leader.

PART II: TEXT OF TRANSLATION (US-902D-GM-96008)

(Remainder of second page of German form)

DO YOU HAVE IN YOUR POSSESSION ALLIED RELEASE FORM (CONTROL FORM NO. 2)?

I DECLARE HEREWITH UNDER OATH THAT I HAVE ANSWERED ALL QUESTIONS FULLY AND COMPLETELY AND THAT I HAVE TRULY ANSWERED ALL ENTRIES MADE ABOVE. I ACKNOWLEDGE THAT FALSE STATEMENTS WILL BE MOST SEVERELY PUNISHED.

DATE: 28 Feb 1946 WITNESS: Heinrich Wagner

Rotenburg, See.....

SIGNATURE: Herbert Heinke

(End of translation)

NUMBERING MACHINE

SKIPPED PAGE

WICHTIG! VERANTWORTL. JEDE FRAGE - WAHRHEIT.

H I N T Z E	Herbert	Werner Georg		Rotenburg/Fulda
Familienname	Vorname	2 oder 3 Vornamen		Wohnort
Geburtsdatum 2.2.1921	Geburtsort Dresden		Landkreis dto.	Staat Sachsen
Staatsangehörigkeit Deutsch				

Gegenwärtige Adresse: Rotenburg/Fulda Untertor 3.

Ständige Adresse: Rotenburg/Fulda Untertor 3.

Name und Adresse des nächsten Verwandten: Heinrich Knierim, Rotenburg/Fulda Untertor 3

Welche Fremdsprachen? Englisch

Genaue Beschreibung Ihrer Tätigkeit und Orte Ihres Aufenthalts während der letzten 10 Jahre: Ständiger Aufenthalt vor dem Kriege Rotenburg/Fulda. Besuch der Schule bis zum Abitur. Während des Krieges Aufenthalt wechselnd!

Wandsbek (Wenn nötig, können weitere Angaben auf zusätzlichem Blatt beigefügt werden)

Druck v. ... Paradies & Co. vorm. Feld, Arnstadt, Bahn

322

sation	Mitglied (auch als Member was)	Von bis (from to)	Höchster Dienstgrad und Art (Highest rank held)
	nein	-----	----------
	nein	-------	----------
	nein	-------	----------
er BDM	ja	1932-1938	----------
	nein	--------	----------
	nein	--------	----------
	ja	1.4.1937-Ausbruch des Krieges	

anderen Organisationen, denen ich angehört habe
(or organizations to which I have belonged)

	Abteilung (Branch)	Von bis (from to)	Höchster Dienstgrad oder Titel (Highest rank or title)
ehörige der Fehrmacht (service)			
nte (servant)			
hrdienst (ary service)	Luftwaffe	1.8.1939-8.5.1945.	Oberleutnant
hrdienst (ary service)	Luftwaffe.:Fl.A.Rgt51,Stabskomp.Danzig-Langfuhr.LK94 Königsberg.		
hrdienst (ary service)	FPS C10 Fürstenwalde.Blindflugsch.7Insterburg.Gr.Kampffliegersch.		
hrdienst (ary service)	Hörsching/Linz.Kg 40.1.1940,5.1940 ,1.241 als Flugzeugf.u.Kommand.		
	später Staffelführer.		

d Sie im Besitz der alliierten Entlassungspapiere (Control Form No. 2) ja
(or general Allied Release Form (Control Form No 3))

erklären hiermit an Eides Statt, daß ich alle Fragen voll und ganz beantwortet und daß ich die vorstehenden Angaben wahrheits-
treu gemacht habe. Ich bin mir bewußt, daß falsche Angaben strafrechtlich bestraft werden.

Wagner, Heinrich

Datum: 28.2. 1946. Ort: Rätenburg, Soewi Unterschrift: Heinrich Wagner

423

Organisation Organization	Mitglied (Ja oder Member (yes or no)?	Von bis from to	Hoehste erreichte Dienststellung und Amt Highest rank and position held
NSDAP			
SA			
SS			
HJ oder BDM			
NSF			
NSKK			
RAD			

Alle anderen Organisationen, denen ich angehört habe:
All other organization to which I have belonged

	Abteilung Branch	Von bis from to	Dienststellung und Amt Rank and position held
Angehörige der Polizei Police service			
Beamte Civil servant			
Wehrdienst Military service			
Wehrdienst: Genaue Angabe der Gattung und Einheit erforderlich. Military service. Be specific give No and Unit.			

Sind Sie im Besitz der alliierten Entlassungspapiere (Kontroll Form No 2)
Do you possess Allied Release Form (Control Form No 2)

Ich erkläre hiermit an Eides Statt, daß ich alle Fragen voll und ganz beantwortet [illegible] wahrheitsgetreu gemacht habe. Ich bin mir bewußt, daß falsche Angaben strengstens bestraft werden.

Datum: 1e 3g 1[illegible]

Zeuge:
Witness:

Unterschrift: [illegible]
Signature

324

WICHT **BEANTWORTE JEDE FRAGE** **DRUCKSCHRIFT.**

Important-answer every question Print

Familienname
Last name

Vorname
First name

2. oder 3. Vorname
Middle initial

Wohnort
Town

Geburtsdatum
Date of birth

Geburtsort
Place of birth

Landkreis
County

Staat
Country

Staatsangehörigkeit
Citizenship

Militär Regierung Registrier Nummer
Military Government Registration Number

Datum
Date

Gegenwärtige Adresse:
Present address

Ständige Adresse:
Permanent address

Name und Adresse des nächsten Verwandten:
Name and address of nearest of kin

Welche Fremdsprachen?
With foreign languages spoken?

Genaue Beschreibung Ihrer Tätigkeit und Orte Ihres Aufenthaltes während der letzten 12 Jahre
Exact description of your activities and residences during the last 12 years

Wenden!
(over)

(Wenn nötig, können weitere Angaben auf zweitem Blatt beigefügt werden.)

P 000 3 48 P. & Co., Fulda.

The following doc[illegible]

187945	BERNARDY Guido
198239	[illegible] Flying Co.
154654	[illegible] (2) Reimes & Co.
202085	[illegible] (Com.)

HEADQUARTERS
COUNTER INTELLIGENCE CORPS
UNITED STATES FORCES, EUROPEAN THEATER
REGION I (STUTTGART)

SUB REGION GOEPPIN
APO 154
[illegible] July

File No. I-G-782

SUBJECT: Russian Experiments near the Artic Circle

TO : CHIEF, COUNTER INTELLIGENCE CORPS, REGION I (STUTTGART), APO 154, U.S. ARMY.

☒ FOR YOUR INFORMATION.

☐ FOR APPROPRIATE ACTION.

☐ FOR INVESTIGATION.

☐ REPORTS OF INVESTIGATION TO BE SUBMITTED TO THIS OFFICE

☐

DISPATCHED
JUL 24 1947
GOEPPINGEN
CIC

[illegible]
CHARLES T. [illegible]
SPECIAL AGENT, CIC
Operations Officer

TEL: 2901

Incl: MOIC re: subject

File: 1043

[illegible], COUNTER INTELLIGENCE CORPS, REGION I (STUTTGART), APO 154, U.S. ARMY. [illegible]

To: Commanding Officer, 970th [illegible], [illegible], APO 757, US Army

Forwarded.

For the [illegible]:

Register No I-6512

Incl - n/c

[illegible]

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AUTH PARA 1-603 DoD 5200.1-R

328

8-3 Work Sheet
(Do Not Detach)

Initiator of action EWA

DATE : 14-F-47

SUBJECT : Russian Experiment near the Artic Circle (If more than one see REVERSE SIDE)

DOSSIER NO: _____

DATE OF FILES: _____

THE FOLLOWING ACTION IS TO BE TAKEN ON THE ATTACHED MATERIAL

ACTION (Designate Numerical order)	ACCOMPLISHED (DO NOT)	INITIALS
CPI GROUP : : Attach card or : : Indicate Dossier No's.	CANNOT IDENTIFY	
PERSONAL FILES : : Check Impersonal files : : Open an Impersonal file as follows		
DOSSIER GROUP : : Attach Dossier : : Open Dossier : : File in Dossier		
REMARKS : : Prepare CPI Card(s) on underlined name(s) and/or Impersonal Subject(s)		

READY TO FILE WITHOUT FURTHER ACTION

: :	S-3 Executive	
: :	Case Direction Section	
: :	External Desk	
: :	External Desk	
: :	Production Group	
: :	Central Registry	
: :	Central Registry Correspondence Section	
: :	Distribution Center	

NOTES: _____

Standard Abbreviations: "R"-Reference Dossier
"NR"-Has looked up and no record
"C"-Card or dossier attached or work accomplished

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

APO 154

29 July 1947

File No. I-G-792

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: Russian Experiments near the Artic Circle

RE : "Flying Saucers"

COPY forwarded to
Ops. Br. 182848
26 Aug 47

1. Reason for Investigation

a. One of the explanations for the "flying saucers" over the US is allegedly given to be due to Russian experiments near the Artic Circle in the area of the island [illegible] LAJA (New Land)

2. Results of Investigative Activities

a. It is alleged that in the area of [illegible] LAJA intensive experiments are being made in an endeavor to open the electronic atmosphere above the earth with electricity and through the gap made in this manner to permit the [illegible] rays (Ultra-Violet) to reach the earth's surface in all their intensity. These rays by means of instruments and glasses are then turned on a target with a heat greater than natural fire.

b. According to the explanation given, the third (3rd) layer of atmosphere surrounding the earth is known as the electronic atmosphere. This layer protects the earth from the sun's heat and varies in thickness from fifty (50) to two hundred (200) miles. If a gap can be opened in this particular layer, scorching heat would descend upon that part of the earth open to this gap.

c. With electrical experiments, the Russian sponsored scientists are ever on the watch for favorable weather conditions attempting to effect a gap where the electronic layer is thinnest. This intensive application of electricity is said to cause a disturbance in the layer under consideration causing an agglomeration of atoms of an unknown nature, which in their conglomeration become visible. The direction of this conglomeration, or the so-called "saucers", is decided by atmospheric conditions in which the attraction of electricity is said to play the dominant part.

3. Agent's Notes

a. This agent is not versed in the sciences dealing with the alleged above experiments. It is known, however, that all things in nature which have any affinity to become attracted

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APO 154

18 July 1947

to a given center will for a spherical, rather than oblate, or plate pattern in order to draw as close as possible to the center of attraction.

b. Since this agent has only recently arrived to this Sub-Region, all his contacts are new and evaluation of the source can not be determined at this time. Because of the new contacts, the sources of this information have not yet been coded.

c. Evaluation of this report in its entirety is X-C.

Edward G. Zimmerman CIC
Special Agent, CIC

Telephone: 3201

APPROVED:

Charles T. Fleming
CHARLES T. FLEMING
Special Agent, CIC
Operations Officer

187
198
715
202

[redacted]

Soucoupes cont. [redacted]

Soviet Experiments Near the Arctic Circle

BBI's on Alledged Flying Saucers

HORTEN, Reimar + Walter
Flying Saucers from Denmark

DATE :

SUBJECT : BERNARDY, Guido, [illegible] Helmut, JUDAS

DOB OR AGE :

PLACE OF BIRTH :

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

	ACTION (Designate numerical order)	ALL SERIALS (Check)	ALL SERIALS EXCEPT (Check)
C.I GROUP	___: Attach card		
	___: Indicate Locator Code		
INTERNAL FILES	___: Check Internal Files		
	___: Open an Internal File as Follows		
BOSTON GROUP	2: Attach Locator		
	___: Open Locator		
	___: File in Locator	187945	
CARDING	___: Prepare OSI Card(s) on underlined name(s) and/or Improper Subject(s)		

WITH RESPECT TO FILE THE FOLLOWING ACTION

	___: S-3 Executive
	___: Case Direction Section
	2: Central Registry
	___: Distribution Center
	___: American Field Files
	___:

REMARKS:

Standard Abbreviations: "A"—Reference Letter
"B"—See Serial as entered
"C"—Card or Locator attached or work as explained

~~SECRET~~

R/L: Ltr. Hqs. 970th CIC Det., 6 September 1947, re: BERNHARDY, Guido

III-4748 1st Ind. 2 October 1947

Headquarters, Counter Intelligence Corps Region III, 970th CIC Detachment, European Command, APO 757, U. S. Army. 6 September 1947

TO: Commanding Officer, Sub-Region Frankfurt, CIC Region III, APO 757, U. S. Army

1. Forwarded for action requested in basic communication.

2. Enclosure to be returned with report of investigation.

3. Report of investigation to reach this office not later than 2 October 1947.

BY ORDER OF THE COMMANDING OFFICER:

CARL J. [illegible]
Special Agent, CIC
Operations Officer

Encls s/c

Dist: REFERENCE 2cys
Mr. WILLIAMS/ac

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ON
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[illegible] 2nd Ind.

[illegible], Sub Region Frankfurt, Counter Intelligence Corps [illegible], APO Counter Intelligence Corps Detachment, APO 757, [illegible], 11 September 1947.

TO: [illegible] Officer, Counter Intelligence Corps Region III, [illegible] Intelligence Corps Detachment, APO 807, US Army

[illegible], has returned to BERN (CX1/758), Grunerweg 1, [illegible] which is in the [illegible] Occupation Zone.

2. This office is unable to conduct a background investigation as [illegible] remained in FRANKFURT only a short time.

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[illegible]
Special Agent, CIC
Commanding

~~SECRET~~

3-3 Work Sheet
(D. Set Notice)

Indicator of action

DATE 24 SEP 1947

BERNARDY, Ewald Lambert

SUBJECT:

SUBJECT OF FILE:

FOLLOWING ACTION IS TO BE TAKEN ON THE ATTACHED MATERIAL:

	ACTION (Insert symbol in numerical order)	ATTACHED (or TO)	INITIALS
[illegible]	[illegible]		
[illegible]	1__: Attach card or 1__: Indicate Dossier Note	[illegible]	
[illegible]	1__: Check Impersonal Filer 1__: Open an Impersonal File as follows		
[illegible]	1__: Attach Dossier		
[illegible]	1__: Open Dossier		
	1__: File in Dossier		
[illegible]	1__: Prepare Out Card(s), on Individual Name(s) and/or Impersonal Subject(s)		
[illegible]	[illegible]	[illegible]	
[illegible]	1__: Set Reminder 1__: Note Directive Carbon 1__: Route Register 1__: Restrict Item Number 1__: Destroy Field Slip		
[illegible]			
[illegible]	[illegible]		

[illegible]

336

DATE 12-9-47

SUBJECT Bernhard, [illegible]

[illegible] 18794S [illegible]

DATE OF [illegible]

THE FOLLOWING ACTION IS TO BE TAKEN [illegible]

	ACTION	
(Designate by numerical order)		
O I GROUP	[ ] Action [illegible]	
	[ ] [illegible]	
[illegible]	[ ] Check Symbol [illegible]	
FILES	[ ] Type of Symbol [illegible]	
[illegible]	[X] Action Desired	12 1745
GROUP	[ ] [illegible]	
	[ ] File in Drawer	
CABINET	[ ] [illegible]	
	[illegible]	
	[illegible]	
	[ ] [illegible]	
	[X] [illegible]	
	[ ] [illegible]	
	[ ] [illegible]	
	[ ] [illegible]	
[illegible]		
	18	

[illegible]

[illegible]

Work [illegible] 337

~~SECRET~~

R/L: Ltr Hq CIC EUCOM, 8 Sep 47, re: BARBHARDY, Guido

III-4748

3rd Ind.

Headquarters, Counter Intelligence Corps Region III, 970th CIC Detachment, APO 757, U. S. Army, 15 September 1947

TO: Commanding Officer, 970th Counter Intelligence Corps Det., European Command, APO 757, U. S. Army. (Attn: Mr. OLIPHANT)

1. Forwarded in compliance with basic communication.

2. Attention is invited to preceding indorsement.

FOR THE COMMANDING OFFICER:

CARL J. EUKERT
Special Agent, CIC
Operations Officer

Encl: n/c

2nd : [redacted] 1947
Mr. WILLIAMS/mc

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AUTH PARA 1-603 DoD 5200.1-R

~~SECRET~~

URGENT

To
General Lucius Clay
U.S.A.- Headquarters

Concerning Flying disc-shaped projectiles seen over the U.S.A. a a :

I am come here knowing for cert[illegible] that I am [illegible] work, but knowing for certain [illegible], that I have taken over a great re- bility That's why I am forced to go my way not being cer[illegible] ing al burden it gives to me.

a. During the war I was commander [illegible] so I learned that professor Maurer was making experiments wi. atom energy for propelling bombs, not for developing atom e[illegible]. These experiments were made in order to be C X 4 in the Crimea They would have bombs to can be carried farthest to shoot them in farthest shelter To the last of the war the Navy brought a submarine-vessel to Norway for the new bombs, but they were not yet ready when the English found it. The Navy had nothing to do with atom bombs

2. Before ending the war I was working at the «REIMMAD» subterranean works for war materials These works were situated in Kai[illegible] near the city of Jena, and they were ordered by the Q.G.A Quartermaster Saukel, who was moreover the special commissioner of the Fuehrer for constructing most quickly flying aircraft (rocket aeroplanes and fi- ghting had the control of air-filled space So he had also to take care of constructing V-weapons, but that had nothing to do with with constructions of the «REIMMAD».

3. In these works I became acquainted with result

· of rocket's- and missile's- research [illegible]
self. After getting discharged from the Navy [illegible]
didn't intend with my knowledges till a short time ago [illegible]
following:
Two gentlemen without special knowledges observed special m[illegible]
have connection with world beside us They need only an individua[illegible]
with which they write. They write not themselves. But it is written s[illegible]
pin writes itself. You will suppose I would make you fool, and you m[illegible]
it would be more than is fair, while you are working with all your [illegible]
But I say you: it is for me more than painful to give you my [illegible]
mations from such a position. But I have to do nothing but my [illegible]
I must not ask, wether it is disagreable for me or difficult I ha[illegible]
say truth, that you can do what needs your own courage and m[illegible]
I beg you for being nothing but neutral and [illegible] verify the thing[illegible]
to say you. I myself, too. I would not go to you till there were [illegible]
tions, that everyone gets culpable, who does not listen to them and [illegible]
give them ways. By the might of these gentlemen there were the [illegible]
results:

4) The experiments of pistons. Men [illegible]
The most awful movie has ever [illegible]
2.) In these experiments takes part the Government being dead
3. All Europe and the U S A are threaten with [illegible]
U S A do not yet to work. To instance you to [illegible]

Ps 1

The flying disk-shaped [illegible]
and China are projected. [illegible]
show have finished the experiments and [illegible]
disk-shaped projectiles in the last 3½0 [illegible]

world, and which disappeared again. Th[illegible]
months ago over Northern lands and Switzerl[illegible]
ties, but they were still constructed of fa[illegible]. There
ten the following details of the flying disk-shaped proje[illegible]

1. The projectiles are shot off by including rockets like the of shooting off V1 and V2.
2. Velocity: 1900 km.
3. Largeness: 7½ x 3,45 m.
4. Regular horde for giving them direction 50-60 000 km. [illegible] 90 back to their shooting-off-base.
5. Distant control: 6000 km.
6. The projektiles now appearing are experimental projectiles. Heaviness: 275[illegible] kg if loaded: 2 kg more.
7. There were accurately designed the shooting off-bases.
8. Up to 27[illegible] 6,47 will never appear [illegible] projectiles, [illegible] 6,47 new experimental projectiles will be to be seen over [illegible] City and Kansas.
9. Impulsing might: Shockwaves atom-might.
10. The projectiles were drawn in a clear-fitting memorandum also was written the manner of the flying of distant's control-systems of loading and of impulsing
11. Radius of extermination, if not a light on earth [illegible] km
12. " " " if flying 2 km

Ex 2:

The Fuehrer is staging now in the shooting of some H. subwarfare, a special construction for him. It knows, that a special base was constructed for him by the Navy - can dive to 900 m. He will prove that he would have been able to destroy of the world, if he had [illegible]

willing to do so. The position of h[illegible] at war[illegible] manner.

Before long the Fuehrer's submarine has been laying bet. Horn and Cape of the good hope. It was getting supplied by a foreign ty by flying boats in such a manner, that two machines took wit. the gas for the 3rd.

Beginning 24th 9, 47 there will be made new experiments. Ne. shooting-off-bases, which were drawn also [illegible] the first shot [illegible] water. There was given the place of planes [illegible].

To 3:

These flying disc-shaped projectiles will exterminate all E- [illegible] and in the U.S.A.:

New York, California, Texas, Wisconsin, and 9 other [illegible]. Only if the U.S.A set [illegible] and America will be [illegible] saved [illegible] will be destroyed only a part of Germany by a Schweinfurt with a radius of 250 km around Kiel. The other parts of Europe including England will be very much by light actions. The U.S.A. will have destructions 100 km by 5. This will be made by a flying disk-shaped projectile ten times as small as regular the a Schweinfurt-bomb will be thrown by the U.S.A. There was [illegible] time.

In support of this the following fact.

To produce proof to you, that these writings of a [illegible] side as [illegible] the truth, that it is given to the men [illegible] were made the following entries at [illegible]

4 The secret document of [illegible] 342 [illegible]

by the Americans only. They were constructed partly [illegible] and Vow.

2. The bomb, named by the U.S.A as the great Atom-Bomb-Egg is made today in U.S.A in two factories, the one in Chic, the in the state of New York. It is so big as an apple and has a fire range of 600 km now; it destroys all about 30 cm of earth. In the moment there were made atom-to-no experiments with Vi and Va.

3. For throwing atom-bomb there were constructed special aero... in a factory of Chic since summer 19.. The atom bombs for ... on Japan were thrown in a simplified manner Because the atom bomb is so easy there must be constructed a special machine to thrust out it So the special planes don't have openings for throwing bombs as the bomb-egg-planes, but they thrust out the atom-bomb by a condensed air mechanism to thrust out it. The radioactive radiation brought about by the throwing is equal to the destructing radius of the bomb. From the disorganisation of cells the atom consist of radium The special planes come to a height of 12 00 m - The formula of explosion was missed.

Consequences:

My own knowledges and experiences compel me to communicate these facts. I am not an author, I have made my studies at the university, and I do not give credence to any person I would give to you myself, Sir, but they do not let me go to see you. So I was to write these informations given to the [redacted] C.I.C., 5th I, 47. Over and over I have asked to seeing you personally. There is no time to keep putting off What what such [illegible] and as

I can't give last informations e[illegible] given to me to a lieutenant but I [illegible] to you, all I know and to what I have [illegible] will nothing but give you all things that you can prove them.

There are only eight men in all the world, who can in the same manner as the two gentlemen I know. But only two are able to come to the last things they can do as since Japanese priest in Tokio, named Tokaiso, aged of 96, died 16th. X. 1944. It is in power to rivise name and date, written us in the same manner the other things. The two gentlemen are so willing as myself to give you their knowledges and to explore of what you will learn.

Please, Sir, do you think over the case:

Myself and also the two gentlemen are not part [illegible] on U.S.A.'s fabrication- or military-secrets, and we can serve [illegible] and authorities we will. But we feel us in duty of mankind of God the Lord, and therefore I am come to you. So I will or not gable all to attain the end determined to you. I do nothing in my own interests, on the contrary, what I do is [illegible] to the all my personal interests and my daily duties. There was written, that you must do in way to catch the Fuehrer, Bormann, and the shooting-of cases till beginning of next month, and that you or, would send with me your Adjutant to fetch the two gentlemen to-you. It was said, that your Adjutant could speak German enough, and that he would go with me Saturday/Sunday of this week. But there was also written, that I had to see you in these days-you were here in Frankfurt this week-, and that the right time must be past and would go away to help you and the world, if you will not [illegible] me in this week.

I have done more than my duty for mine [illegible] and to you,

now it's your turn to test my words, [illegible]
gentlemen, and to act. Let you go [illegible]
yourself and their work. All responsibility for America and the
world is yours now, and never one never you will be able to say, you
had known nothing and that you not had been able to do what it
would have saved the world. Now you are responsible for the fate
America and of the world, for life or death of hundred of millions.

I am of opinion to do for you more than the much I am
you possibilities to catch your last knowledge for you and your people
your country, and for the world. Therefore it is allowed me to demand
that you see me and the two gentlemen. Your own work in this matter
ter is to let go for them, and I think that is little enough. Concerning
the writing given to me I rest here in the "Eisenstock-Bunker" the
weekend, after this I am not more to see me you, and I will go either
ways.

Now I will add something for you:

There was written, that one would make ridiculous my respect.
May one do so. You have to carry this heavy responsibility, and you
have to decide. Therefore I have translated the report myself; concerning the single facts it is translated literally I don't know yet, how
to give it you.

If I think over all these things, I can't comprehend, why you should
will not agree to them - they are already dangerous enough to make
notice of them; did I come to you otherwise? -, and why you should
not let go for the two gentlemen to see yourself, what is in this
matter. Perhaps you're thinking I was persecuting own interests,
but I say you, that it is a matter of indifference to me to go
to America or to become anything of the Americans. I will do
nothing but my duty, that's all.

I am thinking, they do not [illegible]
an unknown man, and you are a General and [illegible]
But such sort of things I have to say, concerning the fate
nations and all the world, can not be [illegible] on no other qu[illegible]
they are belonging only to you. But it is as everywhere: th
are instances, there are papers and acts. They see words on pape
they are far from them, perhaps they have no time to work more
too. But my time is as good as others's and it is not my duty
run after them or [illegible] any lieutenant or creation if I will help you, Sir. If
can not succed, you diserve fate, sald to you to save the world, a
you have been getting culpable before God and mankind. You
se yourself, that is written you each plane you will learn in ea
language you will. Then you will make use of them for the USA

What do you think of the worth of the formula of «Schi
Shall I give them to others? I think, if anyone can make
the formula of «Schitzritz», the things are more than earnest, a
more as so «Schitzritz» is the only weapon, that can help Ame
ca and the world.

There are made words enough, that you will not have a
though offered to you without any mental reservatio, what
be so good as millions, if another could have such informatio
that will then serve to other ends. Then I must be ashamed, that
I did more for the U.S.A. the Americans themselves. I risk in th
matter my life for you, please, Sir, do you take it into considera-
tion in all what you do. But I d o it only fo you, for the U.S.A.
I am historian, and that's why I know for certain what I
have to do, and why I am come only to you and why I not
virtue to do things not for myself one act for the two gentlemen
but for history, and for God and mankind

These things must rest [illegible]
the U.S.A's Headquarters. Do you know [illegible]
~~as much to~~ another as to yourself! These [illegible]
in no account in other hands as yours [illegible] you a[illegible]
will bring you down.

I finish my report with the last words of your president Franklin D. Roosevelt written to me:

"Cheer up, German man, do fight for Stars and Stripes!"

Bonn, 14th Au[illegible]

They did not let me see you, and also they did nothing to help me to bring the gentlemen to Frankfurt. On Friday there was agreed to go by motor-car together with them. But on Saturday they gave me 100.- Reichsmark to go by train alone and to come back with the two gentlemen. If there [illegible] to write them. They did not keep [illegible] by their own behaviour to write them the following

"As already said you in Frankfurt it was impossible to get on [illegible] for going by train to Frankfurt Besides it was impossible to go by train, because of the two gentlemen has nothing to put on to leave his dirty warming [illegible] pointed you to that with all my might, but I could not occasion you to any act in this matter. But you did prefer in this matter to withdrew without our agreement, any establishment to take the two gentlemen together with me by motor-car and to provide to the necessary dressings. You did let it to me on to find any way, it could go in any matter, that I would be there with the two gentlemen on Monday or Tuesday." Only by my several pointings to these difficulties being able to make impossible my going back you were brought to the promise, that I could write them to you. Also my pointing to the necessity of observing the given terms could not make you to anything in that.

In such a situation, brought on by your own department, [illegible]

willing, but unwilling to do anything by yourself for [illegible]
your own interests, and for which I didn't spare any [illegible]
pains, it was made me impossible to go [illegible] with the [illegible]
men. In our negotiations I have pointed emphatically to the fa[illegible]
ever and ever I have said, that I myself do not share any thou[illegible]
these things being in your own interests. But if you are not ev[illegible]
to any action for yourself and in doing your duty, and if the th[illegible] are
not important to you, I am feeling myself not more in duty to [illegible]
and I will do my further actions as I have written to you.

Inclosed the 100.- RM (one hundred Reichsmark) given me [illegible] for
the journey.»

Weeks and months I have been working hard day and night with my
last strength beside my daily work - and there are only about two calcula-
to find these things and how to save the U.S.A. and the world Supported by
the faculties of the two gentlemen I have discovered the things in such a
manner, that I was able to give you solid facts and the most earnest
pointings, and that I could ask you for taking the necessary consequen-
ces for yourself. I would make my work available for you. But they call
me childish, because I will see you and will give the last informations only
to you. They call the two gentlemen unknown to them without culture and
on a low level, because they have lost all their own by the war as myself.
They send me away to fetch the two gentlemen, but they do nothing to
subdue the difficulties opposite to my coming back. So it was [illegible] me
impossible by your own men to hold my work in this manner [illegible] to
return to them.

Am I risking my life to be mocked as a little boy? I am not to-
before America's door. I can't do now nothing but for yours [illegible] as a
what you must and what you will I myself. I have to rule my
work in another manner now.

348

Bernardt

FORM [illegible] JUNE 1946

INTERNAL ROUTE SLIP

HEADQUARTERS, U S FORCES, EUROPEAN THEATER

FILE NO: 333.5 (GID/OPS/IS)
SUBJECT: Request for Investigation of BERNARDY, Guido, Helmut Julius.
DATE: 21 August 1947

(Number each memo or minute consecutively. Fill in as many as necessary on each sheet. Draw a line across the sheet. Use entire width of sheet for each new entry.)

No	From	Pass to	Date	HAS THIS PAPER BEEN COORDINATED WITH ALL CONCERNED
1	Ops Br	CIC	29 Aug. 47	Reference the attached letter from BERNARDY, Guido, Helmut, Julius of BOSE, Grunwerweg 1, written to General CLAY, and report of Headquarters, Counter Intelligence Corps Region III, Sub-Region FRANKFURT, dated 6 August 1947, request that BERNARDY's background be investigated and two copies of the report of investigation be forwarded to this office. S. D. [illegible] Colonel, GSC Chief, Operations Branch
2	Sq [illegible] APO 757 CIC [illegible]	Ops Br	23 Sep 47	BERNARDY has returned to APO 742 (Z41/P63), Grunwerweg 1, which is in the British Occupation Zone. Requested background investigation could not be conducted as subject remained in FRANKFURT only a short time. JOHN L. [illegible] Lt Col, Cavalry Executive

[illegible] telephone 725[illegible]

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ON JUL 06 1981
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DoD 5200.1-R.

[redacted]

[redacted]

AAA
CFX EDO
PAT-SPA

SAF.1 (Pin/ PS/ls) Julius.
Request for investigation of [redacted], Guido, Helmut,/ 29 August 1947

1	Ops Br	CIC	29 Aug. 47 — Reference the attached letter from [redacted], Guido, Helmut, Julius of [redacted], dtd 7 Aug 47, addressed to General Clay, and report of Headquarters, Counter Intelligence Corps Region III, Sub-Region FRANKFURT, dated 8 August 1947, requesting that [redacted]'s background be investigated and two copies of the report of investigation be forwarded to this office.

[redacted]
Colonel, CIC
Chief, Operations Branch

2 Incls: a/s
TWX: 7484
Capt. [redacted]

1/ - Ltr written to Gen. CLAY by a [redacted], 7 Aug 47, in which the writer claims to have knowledge of the whereabouts of Adolf HITLER and Martin BORMAN. [redacted] also states that he has information concerning the recently reported flying discs seen in the US and Europe. He claims these were just experimental and that on 14 September and other time highly developed discs will destroy the US and part of the ATL. These discs are supposed to be launched aboard HITLER's submarine which is located in the South Atlantic between Cape Horn and the Cape of Good Hope. Requests Army take immediate action to stop this. Coord w/Maj. WILLIS, CIC.

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350

B-3 Work Sheet
(Do not Detach)

Initiator of Action EL

DATE 15-X-47

NAME Bernhard Guido (If more than one see REVERSE SIDE)

Helmut Fuhrs

BIRTH DATE

BIRTH PLACE 24 July 191[illegible]

OFFICE (Last Name Alphabetical Order)	ATTACHMENT ACCOMPLISHED (or NA)	INITIALS
[X] 1 :Attach card or :Indicate Dossier No's		
[ ] 2 :Attach Impersonal File :Open an Impersonal File as follows		
[X] 3 :Attach Dossier :Open Dossier :File in Dossier		
[ ] 4 :Prepare CPI Card(s) on underlined name(s) and/or Impersonal Subject(s) :Do File without FOREIGN CPI Cards		
[ ] 5 Domestic :Old Operation Section :Central Desk :Regional Desk :Production Group :Central Registry :Central Registry :Distribution Center		

Remarks: No Reference Dossier
File located up and no record found or desire attached or work accomplished.

Secret

HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION III
SUB REGION FRANKFURT

APO 757

[redacted]

6 August 1947

SUBJECT: [redacted], Guido

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

1. Forwarded:

☒ For your information. 1 copy of enclosed MFIC has been hand-carried to Headquarters 970th CIC, by Captain HOLLACE.

☐ For appropriate action.

☐ For investigation.

☐ For transmittal to:

William J. Rudge
Executive Officer
for MAX ETKIN
SPECIAL AGENT, C.I.C
COMMANDING

1 Incl: MFIC, re subj, dtd 6 Aug 47 (print)

Dist: 3400 Ffm

1 cy Incl

Headquarters, Counter Intelligence Corps, Region III, APO 807, U. S. Army.

To:

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ON JUL 06 1994
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AUTH PARA 1-603 DoD 5200.1-R

Secret

SECRET

R/L: Hqs. CIC Region III, Sub-Region Frankfurt, dtd [illegible] 47.
Subject: BERNHARDT, Guido

XXI-4748 1st Ind

Headquarters, Counter Intelligence Corps Region III, 970th CIC Detachment APO 757, U.S. Army, 13 August 1947

TO: Commanding Officer, Hqs. 970th CIC Det., European Command, APO 757 U.S. Army (Attn: S-3)

Enclosed MDIC, Sub-Region Frankfurt, Subject as above, dated 6 August 1947, is forwarded for your information.

FOR THE COMMANDING OFFICER:

Carl J. Huckmann
CARL J. HUCKMANN
Special Agent, CIC
Operations Officer

1 Incl: w/o
One copy of MCIC, withdrawn

Tel: Friedberg 2183/Mr. WILLIAMS/ob

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SECRET

S-3 Work Sheet
(Do Not Detach)

Initiator of action EK

DATE 12-9-47

SUBJECT Bernardy, Guido Helmut (More than one use REVERSE SIDE)

FILE NO: _____

DATE OF BIRTH: _____

SUGGESTED ACTION IS TO BE TAKEN ON THE ATTACHED MATERIAL:

ACTION (Designate numerical order)		ACCOMPLISHED BY	INITIALS
CPI GROUP	__: Attach card or __: Indicate Dossier No's.		
IMPERSONAL FILES	__: Check Impersonal Files __: Open an Impersonal File as follows		
FIELD GROUP	X: Attach Dossier __: Open Dossier __: File in Dossier		
REMARKS	__: Prepare CPI Card(s) on underlined name(s) and/or Impersonal Subject(s)		
	RETURN TO FILE WITHOUT FURTHER ACTION		
	__: CPI Objective		
	__: Case Direction Section		
	__: Internal Desk		
	__: External Desk		
	__: Production Group		
	__: Central Registry		
	__: Central Registry Correspondence Section		
	__: Mobilization Center		
	__: American Field Files		
REMARKS:			

Standard Abbreviations: "R" - Reference to file
"FR" - File located in and removed
"D" - Card or dossier attached or work accomplished

PROJECTS, USAF DETACHMENT 35 ~~CONFIDENTIAL~~

AKRON	BRADFORD	DANVILLE	GREENWICH	MEMPHIS	RUSSELL	VENICE
ATLANTA	BRIDGEPORT	DARBY	GUILFORD	MIDDLEPORT	SALEM	WALTHAM
AVALON	BUTTE	DEADWOOD	HUNTINGTON	MILWAUKEE	SALIDA	WASHINGTON
BAKER	CAMBRIDGE	DOTHAN	IRONHOLE	MOLINE	SEATTLE	WATERTOWN
BALTIMORE	CARLSBAD	DURANGO	LANCASTER	NEW YORK	SHERIDAN	WILKINSON
BANGOR	CARSON	ELKO	LA SALLE	PEORIA	SHOSHONE	WILTON
BAYONNE	CASPER	ERIE	LIBERTY	POMONA	SPOKANE	WOODBURY
BEAUMONT	CHATTANOOGA	GARY	LINCOLN	POTTER	SPRAGUE	YORK
BERKELEY	CHESTER	GLOUCESTER	LOS ANGELES	PRINCETON	TOPEKA	
BILLINGS	CHICAGO	GRANDRAPIDS	MADISON	PROVO	TRINIDAD	
BOSTON	CODY	GREENCASTLE	MARION	RICHMOND	UTICA	
BOWMAN	DALLAS	GREENVILLE	MARSHALL	ROCKFORD	VALLEY	

DECLASSIFIED
Authority: *Executive Order 12958*

Originating Agency Interests:
- Declassified in Full
- ~~Declassified in Part~~

Other Agency Interests Declassified?
- YES
- NO

PROJECTS

355