**ROSWELL TESTIMONY**

**Christopher Schmidt**

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1 INTRODUCTION

1.1 Document Description

A flying saucer crashed near Roswell, New Mexico, in 1947.

This document contains testimony from people who were

closely associated with this incident.

Most of the testimony in this document is from the 1992 book

"Crash at Corona" by Stanton Friedman and Don Berliner,

published in the United States by Paragon House. That book

contains lots of other interesting material, including

material regarding another crash site in New Mexico. That

book is the source of all testimony in this document except

where noted.

1.2 Sequence of Events

On July 2, 1947, during the evening, a flying saucer crashed

on the Foster Ranch near Corona, New Mexico. The crash

occurred during a severe thunderstorm. (The military base

nearest the crash site is in Roswell, New Mexico; hence,

Roswell is more closely associated with this event than

Corona, even though Corona is closer to the crash site.)

On July 3, 1947, William "Mac" Brazel (rhymes with

"frazzle") and his 7-year-old neighbor Dee Proctor found the

remains of the crashed flying saucer. Brazel was foreman of

the Foster Ranch. The pieces were spread out over a large

area, perhaps more than half a mile long. When Brazel drove

Dee back home, he showed a piece of the wreckage to Dee's

parents, Floyd and Loretta Proctor. They all agreed the

piece was unlike anything they had ever seen.

On July 6, 1947, Brazel showed pieces of the wreckage to

Chaves County Sheriff George Wilcox. Wilcox called Roswell

Army Air Field (AAF) and talked to Major Jesse Marcel, the

intelligence officer. Marcel drove to the sheriff's office

and inspected the wreckage. Marcel reported to his

commanding officer, Colonel William "Butch" Blanchard.

Blanchard ordered Marcel to get someone from the Counter

Intelligence Corps, and to proceed to the ranch with Brazel,

and to collect as much of the wreckage as they could load

into their two vehicles.

Soon after this, military police arrived at the sheriff's

office, collected the wreckage Brazel had left there, and

delivered the wreckage to Blanchard's office. The wreckage

was then flown to Eighth Air Force headquarters in Fort

Worth, and from there to Washington.

Meanwhile, Marcel and Sheridan Cavitt of the Counter

Intelligence Corps drove to the ranch with Mac Brazel. They

arrived late in the evening. They spent the night in

sleeping bags in a small out-building on the ranch, and in

the morning proceeded to the crash site.

On July 7, 1947, Marcel and Cavitt collected wreckage from

the crash site. After filling Cavitt's vehicle with

wreckage, Marcel told Cavitt to go on ahead, that Marcel

would collect more wreckage, and they would meet later back

at Roswell AAF. Marcel filled his vehicle with wreckage.

On the way back to the air field, Marcel stopped at home to

show his wife and son the strange material he had found.

On July 7, 1947, around 4:00 pm, Lydia Sleppy at Roswell

radio station KSWS began transmitting a story on the

teletype machine regarding a crashed flying saucer out on

the Foster Ranch. Transmission was interrupted, seemingly

by the FBI.

On July 8, 1947, in the morning, Marcel and Cavitt arrived

back at Roswell AAF with two carloads of wreckage. Marcel

accompanied this wreckage, or most it, on a flight to Fort

Worth AAF.

On July 8, 1947, around noon, Colonel Blanchard at Roswell

AAF ordered Second Lieutenant Walter Haut to issue a press

release telling the country that the Army had found the

remains of a crashed a flying saucer. Haut was the public

information officer for the 509th Bomb Group at Roswell AAF.

Haut delivered the press release to Frank Joyce at radio

station KGFL. Joyce waited long enough for Haut to return

to the base, then called Haut there to confirm the story.

Joyce then sent the story on the Western Union wire to the

United Press bureau.

On July 8, 1947, in the afternoon, General Clemence McMullen

in Washington spoke by telephone with Colonel (later

Brigadier General) Thomas DuBose in Fort Worth, chief of

staff to Eighth Air Force Commander General Roger Ramey.

McMullen ordered DuBose to tell Ramey to quash the flying

saucer story by creating a cover story, and to send some of

the crash material immediately to Washington.

On July 8, 1947, in the afternoon, General Roger Ramey held

a press conference at Eighth Air Force headquarters in Fort

Worth in which he announced that what had crashed at Corona

was a weather balloon, not a flying saucer. To make this

story convincing, he showed the press the remains of a

damaged weather balloon that he claimed was the actual

wreckage from the crash site. (Apparently, the obliging

press did not ask why the Army hurriedly transported weather

balloon wreckage to Fort Worth, Texas, site of the press

conference, from the crash site in a remote area of New

Mexico.)

The only newspapers that carried the initial flying saucer

version of the story were evening papers from the Midwest to

the West, including the Chicago Daily News, the Los Angeles

Herald Express, the San Francisco Examiner, and the Roswell

Daily Record. The New York Times, the Washington Post, and

the Chicago Tribune were morning papers and so carried only

the cover-up story the next morning.

At some point, a large group of soldiers were sent to the

debris field on the Foster Ranch, including a lot of MPs

whose job was to limit access to the field. A wide search

was launched well beyond the limits of the debris field.

Within a day or two, a few miles from the debris field, the

main body of the flying saucer was found, and a mile or two

from that several bodies of small humanoids were found.

The military took Mac Brazel into custody for about a week,

during which time he was seen on the streets of Roswell with

a military escort. His behavior aroused the curiosity of

friends when he passed them without any sign of recognition.

Following this period of detention, Brazel repudiated his

initial story.

2 THE CIVILIANS

2.1 Loretta Proctor

[NB: In the sections of this document that contain

testimony, all text not enclosed in brackets, like those

that enclose this sentence, is verbatim testimony.]

[Loretta Proctor, Mac Brazel's nearest neighbor, was one of

the first to see pieces of the wreckage Brazel had found.

She was interviewed in July 1990.]

[Mac] had this piece of material that he had picked up. He

wanted to show it to us and wanted us to go down and see the

rest of the debris or whatever, [but] we didn't on account

of the transportation and everything wasn't too good. He

didn't get anybody to come out who was interested in it.

The piece he brought looked like a kind of tan, lightbrown

plastic. It was very lightweight, like balsa wood. It

wasn't a large piece, maybe about four inches long, maybe

just a little larger than a pencil.

We cut on it with a knife and would hold a match on it, and

it wouldn't burn. We knew it wasn't wood. It was smooth

like plastic, it didn't have a real sharp corners, kind of

like a dowel stick. Kind of dark tan. It didn't have any

grain, just smooth. I hadn't seen anything like it.

[The following statement by Loretta Proctor suggests the

possibility that Mac Brazel had been bribed to keep quiet.]

I think that within that year, he had moved off the ranch

and moved to Alamagordo or to Tularosa and he put in a

locker there. That was before people had home freezers, and

it was a large refrigerated building. You would buy beef

and cut it up and put it in those lockers and you had a key

to it and you could get your beef out when you wanted it. I

think it would have been pretty expensive, and we kind of

wondered how he could put it in with rancher's wages.

[Here is what Loretta Proctor said on the American

television program "Unsolved Mysteries".]

Floyd [Loretta's husband] and a neighbor was in Roswell and

saw Mac surrounded by some of the Air Force people. And

they walked right by them and Mac wouldn't speak to them.

They thought it was kind of funny, I guess, really wondered

what he'd got into. And Mac, he wouldn't talk about it

after he come back home. But he did say if he ever found

something else he wouldn't report it.

2.2 Marian Strickland

[Marian Strickland was a neighbor of Mac Brazel. She was

interviewed in 1990.]

[Mac] made it plain he was not supposed to tell that there

was any excitement about the material he found on the ranch.

He was a man who had integrity. He definitely felt insulted

and mis-used, and disrespected. He was worse than annoyed.

He was definitely under some stress, and felt that he had

been kicked around.

He was threatened that if he opened his mouth, he might get

thrown in the back side of the jail. He gave that

impression, definitely.

2.3 Bessie Brazel Schreiber

[Bessie Brazel Schreiber is Mac Brazel's daughter. Here is

her description of wreckage from the crash.]

[The material resembled] a sort of aluminum-like foil. Some

of [these] pieces had a sort of tape stuck to them. Even

though the stuff looked like tape, it could not be peeled

off or removed at all. Some of these pieces had something

like numbers and lettering on them, but there were no words

we were able to make out. The figures were written out like

you would write numbers in columns, but they didn't look

like the numbers we use at all.

[There was also] a piece of something made out of the same

metal-like foil that looked like a pipe sleeve. About four

inches across and equally long, with a flange on one end.

[Also] what appeared to be pieces of heavily waxed paper.

2.4 William Brazel Jr

[William Brazel Jr is Mac Brazel's son. Here is his

description of wreckage from the crash.]

[One of the pieces looked like] something on the order of

tinfoil, except that [it] wouldn't tear.... You could

wrinkle it and lay it back down and it immediately resumed

its original shape... quite pliable, but you couldn't crease

or bend it like ordinary metal. Almost like a plastic, but

definitely metallic. Dad once said that the Army had once

told him it was not anything made by us.

[There was also] some threadlike material. It looked like

silk, but was not silk, a very strong material [without]

strands or fibers like silk would have. This was more like

a wire, all one piece or substance.

[There were also] some wooden-like particles like balsa wood

in weight, but a bit darker in color and much harder.... It

was pliable but wouldn't break. Weighed nothing, but you

couldn't scratch it with your fingernail. All I had was a

few small bits. [There was no writing or markings on the

pieces I had] but Dad did say one time that there were what

he called "figures" on some of the pieces he found. He

often referred to the petroglyphs the ancient Indians drew

on the rocks around here as "figures", too, and I think

that's what he meant to compare them with.

[Here are other remarks by William Brazel Jr.]

My dad found this thing and he told me a little bit about

it, not much, because the Air Force asked him to take an

oath that he wouldn't tell anybody in detail about it. He

went to his grave and he never told anybody.

He was an oldtime Western cowboy, and they didn't do a lot

of talking. My brother and I had just went through World

War II (him in the Army and me in the Navy) and needless to

say, my dad was proud. Like he told me, "When you guys went

in the service, you took an oath, and I took an oath not to

tell." The only thing he said was, "Well, there's a big

bunch of stuff, and there's some tinfoil, some wood, and on

some of that wood there was Japanese or Chinese figures."

[At the time of the crash, William Brazel Jr had been living

and working in Albuquerque, but returned when his father was

taken into custody and thus there was no one to run the

ranch.]

I rode out there [the field where the wreckage was found] on

the average of once a week, and I was riding through that

area, I was looking. That's why I found those little

pieces.

Not over a dozen pieces. I'd say maybe eight different

pieces. But there was only three [different] items

involved: something on the order of balsa wood, something on

the order of heavy-gauge monofilament fishing line, and a

little piece of -- it wasn't tinfoil, it wasn't lead foil --

a piece about the size of my finger. Some of it was like

balsa wood: real light and kind of neutral color, more of a

tan. To the best of my memory, there wasn't any grain in

it. Couldn't break it, it'd flex a little. I couldn't

whittle it with my pocket knife.

The "string", I couldn't break it. The only reason I

noticed the tinfoil (I'm gonna call it tinfoil), I picked

this stuff up and put it in my chaps pocket. Might be two

or three days or a week before I took it out and put it in a

cigar box. I happened to notice when I put that piece of

foil in that box, and the damn thing just started unfolding

and just flattened out. Then I got to playing with it. I'd

fold it, crease it, lay it down and it'd unfold. It's kinda

wierd. I couldn't tear it. The color was in between

tinfoil and lead foil, about the [thickness] of lead foil.

I was in Corona, in the bar, the pool hall. Sort of the

meeting place, domino parlor.... That's where everybody got

together. Everybody was asking, they'd seen the papers

(this was about a month after the crash) and I said, "Oh, I

picked up a few little bits and pieces and fragments." So,

what are they? "I dunno."

Then lo and behold, here comes the military out to the

ranch, a day or two later. I'm almost positive that the

officer in charge, his name was Armstrong, a real nice guy.

He had a [black] sergeant with him that was real nice. I

think there was two other enlisted men. They said, "We

understand your father found this weather balloon." I said,

"Well yeah." "And we understand you found some bits and

pieces." I said, "Yeah, I've got a cigar box that's got a

few of them in there, down at the saddle shed."

And this (I think he was a captain), and he said, "Well, we

would like to take it with us." I said, "Well..." And he

smiled and he said, "Your father turned the rest of it over

to us, and you know he's under an oath not to tell. Well,"

he said, "we came after those bits and pieces." And I kind

of smiled and said, "OK, you can have the stuff, I have no

use for it at all."

He said, "Well, have you examined it?" And I said, "Well,

enough to know that I don't know what the hell it is." And

he said, "We would rather you didn't talk very much about

it."

2.5 Glenn Dennis

[Glenn Dennis was a mortician in Roswell in 1947. His

employer provided mortuary services for Roswell Army Air

Field. Dennis drove a combination hearse and ambulance for

both civilian and military assignments. On July 9 or 10,

1947, Dennis got several phone calls from the Roswell AAF

mortuary officer, who was more of an administrator than a

mortuary technician. The officer wanted to know about

hermetically sealed caskets ("What was the smallest one they

could get?"), and about chemical solutions. Dennis was

interviewed in August 1989 by Stanton Friedman.]

This is what was so interesting. See, this is why I feel

like there was really something involved in this, because

they didn't want to do anything that was going to make an

imbalance. They kept saying, "OK, what's this going to do

to the blood system, what's this going to do to the tissue?"

Then when they informed me that these bodies [had] laid out

in the middle of July, in the middle of the prairie, I mean

that body's going to be as dark as your [blue] blazer there,

and it's going to be in bad shape. I was the one who

suggested dry ice. I'd done that a time or two.

I talked to them four or five times in the afternoon. They

would keep calling back and asking me different questions

involving the body. What they were really after was how to

move those bodies. They didn't give me any indication they

even had the bodies, or where they were. But they kept

talking about these bodies, and I said, "What do the bodies

look like?" And they said, "I don't know, but I'll tell you

one thing: This happened some time ago." The only thing

that was mentioned was that they were exposed to the

elements for several days.

I understand these bodies weren't in the same location as

where they found some of the others. They said the bodies

weren't in the vehicle itself; the bodies were separated by

two or three miles from it. They talked about three

different bodies: two of them mangled, one that was in

pretty good shape.

[That evening, Dennis took a GI accident victim to the base

infirmary, which was in the same building as the hospital

and the mortuary. He walked the injured GI inside, then

drove around to the back to see a pretty young Army Air

Forces nurse he had recently gotten to know.]

There were two MPs standing right there, and I got out and

started to go in. I wouldn't have gotten as far as I did if

I hadn't parked in the emergency area. They probably

thought I was coming after somebody. The doors were open to

the military ambulances and that's where some wreckage was,

and there was an MP on each side. I saw all the wreckage.

I don't know what it was, but I knew there was something

going on, and that's when I first got an inclination that

something was happening. What was so curious about it, was

that in two of those ambulances was a deal that looked like

[the bottom] half of a canoe. It didn't look like

aluminum. You know what stainless steel looks like when you

put heat on it? How it'll turn kinda purplish, with kind of

a blue hue to it? [Dennis later said that he saw a row of

unrecognizable symbols several inches high on the metal

devices.] I just glanced in and kept going.

When I got inside, I noticed there was quite a bit of

activity. When I went back into the lounge, there were "big

birds" [high-ranking officers he didn't recognize, though he

was familiar with all the local medical people] everywhere.

They were really shook up. So I went down the hall where I

usually go, and I got down the hall just a little way and an

MP met me right there. He wanted to know who the hell I was

and where I was from, and what business did I have there? I

explained who I was. Evidently he was under the impression

that they called me to come out.

Anyway, I got past that and I went on in and then this is

where I met the nurse. She was involved in this thing, she

was on duty. She told me, "How in the hell did you get in

here?" I said, "I just walked in." She said, "My God, you

are going to get killed." And I said, "They didn't stop

me." I was going to the Coke machine to get us a Coke, and

this big red-headed colonel said, "What's that son of a

bitch doing here?"

He hollered at the MPs and that's when it hit the fan.

These two MPs grabbed me by the arms and carried me clear

outside. They carried me to the ambulance. I didn't walk,

they carried me. And they told me to get my ass out of

there. [They followed him back to the funeral home.]

About two or three hours later, they [called] and told me,

"You open your mouth and you'll be so far back in the jug

they'll have to shoot pinto beans [into you] with a bean

shooter." I just laughed and said, "Go to hell."

[Dennis spoke with the nurse again the following day.]

She said there were three little bodies. Two of them were

just mangled beyond everything, but there was one of them

that was really in pretty good condition.

And she said, "Let me show you the difference between our

anatomy and theirs. Really, what they looked like was

ancient Chinese: small, fragile, no hair." She said their

noses didn't protrude, the eyes were set pretty deep, and

the ears were just little indentations. She said the

anatomy of the arms was different, the upper arm was longer

than the lower. They didn't have thumbs, they had four

different, she called them "tentacles", I think. Didn't

have any fingernails. She then described how they had

little things like suction cups on their fingertips.

I asked her were these men or women? [Were their] sex

organs the same as ours? She said, "No, some were missing."

The first thing that decomposes on a body would be the

brain, next the sex organs, especially in women. But she

thought there had probably been something, some animals.

Some of these bodies were badly mutilated.

She said they got the bodies out of those containers [the

ones he had seen in the backs of the ambulances, on the way

into the hospital]. See, they weren't at the crash site,

they were about a mile or two from the crash site. She said

they looked like they had their own little cabins. She said

the lower portion, the abdomen and legs, was crushed, but

the upper portion wasn't that bad. She told me the head was

larger and it was kind of like, the eyes were different.

[A few weeks later, Dennis heard from his father.]

"What the hell'd you get into? What kind of trouble are you

in?" I said, "I'm not in any trouble." And he said, "The

hell you're not. The sheriff [an old friend of the elder

Dennis] said that the base personnel have been in and they

want to know all about your background."

3 THE COPS

3.1 Barbara Dugger

[Barbara Dugger is the granddaughter of George and Inez

Wilcox. George was the sheriff who Mac Brazel contacted

after discovering the crashed flying saucer. Barbara Dugger

was interviewed in 1991 by Kevin Randle.]

[My grandmother said] "Don't tell anybody. When the

incident happened, the military police came to the jailhouse

and told George and I that if we ever told anything about

the incident, not only would we be killed, but our entire

family would be killed."

They called my grandfather and someone came and told him

about this incident. He went out there to the site. There

was a big burned area and he saw debris. It was in the

evening. There were four space beings. Their heads were

large. They wore suits like silk. One of the little men

was alive. If she [Inez] said it happened, it happened.

[Regarding the death threat, Barbara said Inez said:] "They

meant it, Barbara. They were not kidding."

She said the event shocked him. He never wanted to be

sheriff again after that. Grandmother ran for sheriff and

was defeated. My grandmother was a very loyal citizen of

the United States, and she thought it was in the best

interest of the country not to talk about it.

4 THE PRESS

4.1 Frank Joyce

[Frank Joyce worked at the radio station KGFL. He got a

phone call from a man, presumably Mac Brazel, who reported

wreckage on his ranch.]

He asked me what to do about it. I recommended he go to

Roswell Army Air Base [sic].

The next thing I heard was that the PIO, [Lieutenant] Walter

Haut, came into the station some time after I got this call.

He handed me a news release printed on onionskin stationary

and left immediately. I called him back at the base and

said, "I suggest that you not release this type of story

that says you have a flying saucer or flying disk." He

said, "No, it's Ok. I have the OK from the C.O. [Colonel

Blanchard]."

I sent the release on the Western Union wire to the United

Press bureau. After I returned to the station, there was a

flash on the wire with the story: "The U.S. Army Air Corps

[sic] says it has a flying disk." They typed a paragraph or

two, and then other people got on the wire and asked for

more information. Then the phone calls started coming on,

and I referred them to [the airfield].

Then the wire stopped and just hummed. Then a phone call

came in, and the caller identified himself as an officer at

the Pentagon, and this man said some very bad things about

what would happen to me. He was really pretty nasty.

Finally, I got through to him: I said, "You're talking about

a release from the U.S. Army Air Corps." Bang, the phone

went dead, he was just gone.

Then [station owner Walt] Whitmore called me and said,

"Frank, what's going on down there?" He was quite upset.

He asked, "Where did you get this story?" In the meantime,

I got this [USAAF news] release and hid it, to have proof so

no one could accuse me of making it up. Whitmore came in to

the station and I gave him the release. He took it with

him.

The next significant thing occurred in the evening. I got a

call from [Mac] Brazel. He said we haven't got this story

right. I invited him over to the station. He arrived not

long after sunset. He was alone, but I had the feeling that

we were being watched. He said something about a weather

balloon. I said, "Look, this is completely different than

what you told me on the phone the other day about the little

green men," and that's when he said, "No, they weren't

green." I had the feeling he was under tremendous pressure.

He said, "Our lives will never be the same again."

4.2 Lydia Sleppy

[Lydia Sleppy was a teletype operator at Roswell radio

station KSWS. The event she describes below took place

around 4:00 pm on July 7, 1947. She was interviewed in

October 1990 by Stanton Friedman.]

We were Mutual Broadcasting and ABC, and if we had anything

newsworthy, we would put it on the [teletype] machine, and I

was the one who did the typing. It was in my office.

Mr Tucker [Merle Tucker was the station owner] was in

Washington DC trying to get an application approved for a

station in El Paso, when this call came from John McBoyle

[another KSWS staffer]. He told me he had something hot for

the network. I said, "Give me a minute and I'll get the

assistant manager," because if it was anything like that, I

wanted one of them there while I was taking it down.

I went back and asked Mr [Karl] Lambertz (he came up from

the big Dallas station) if he would come up and watch. John

was dictating and [Karl] was standing right at my shoulder.

I got into it enough to know that it was a pretty big story,

when the bell came on [signaling an interruption]. Typing

came across: "This is the FBI, you will cease transmitting."

I had my shorthand pad, and I turned around and told [Karl]

that I had been cut off, but that I could take it in

shorthand and then we could call it in to the network. I

took it in shorthand, as John went on to give the story. He

had seen them take the thing away. He'd been out there

[presumably at the Foster ranch] when they took it away.

And at that time, if I remember correctly, John said they

were gonna load it up and take it to Texas. But when the

planes came in, they were from Wright Field.

4.3 Walt Whitmore Jr

[Walt Whitmore Jr was the son of the owner of Roswell radio

station KGFL. Here is his description of wreckage from the

crash.]

[It was] very much like lead foil in appearance but could

not be torn or cut at all. Extremely light in weight. Some

small beams that appeared to be either wood or woodlike had

a sort of writing on it which looked like numbers which had

either been added or multiplied [in columns].

5 THE MILITARY

5.1 Jesse Marcel

[Major Jesse Marcel was one of the the first two military

people to visit the Corona crash site. The other was

Sheridan Cavitt, who to this day has refused to even

acknowledge that he was there on the ranch with Marcel.

Jesse Marcel died in 1982. He was interviewed in 1979.]

When we arrived at the crash site, it was amazing to see the

vast amount of area it covered. It was nothing that hit the

ground or exploded [on] the ground. It's something that

must have exploded above ground, traveling perhaps at a high

rate of speed, we don't know. But it scattered over an area

of about three quarters of a mile long, I would say, and

fairly wide, several hundred feet wide. So we proceeded to

pick up all the fragments we could find and load up our Jeep

Carry-All. It was quite obvious to me, familiar with air

activities, that it was not a weather balloon, nor was it an

airplane or a missile. What it was, we didn't know. We

just picked up the fragments. It was something I had never

seen before, and I was pretty familiar with all air

activities. We loaded up the Carry-All but I wasn't

satisfied. I told Cavitt, "You drive this vehicle back to

the base and I'll go back out there and pick up as much as I

can put in the car,", which I did. But we picked up only a

very small portion of the material that was there.

One thing that impressed me about the debris that we were

referring to is the fact that a lot of it looked like

parchment. A lot of it had a lot of little members

[I-beams] with symbols that we had to call them

hieroglyphics because I could not interpret them, they could

not be read, they were just symbols, something that meant

something and they were not all the same. The members that

this was painted on -- by the way, those symbols were pink

and purple, lavender was actually what it was. And so

these little members could not be broken, could not be

burned. I even tried to burn that. It would not burn. The

same with the parchment we had.

But something that is more astounding is that the piece of

metal that we brought back was so thin, just like the

tinfoil in a pack of cigarette paper. I didn't pay too much

attention to that at first, until one of the GIs came to me

and said, "You know the metal that was in there? I tried to

bend that stuff and it won't bend. I even tried it with a

sledge hammer. You can't make a dent on it."

I didn't go back to look at it myself again, because we were

busy in the office and I had quite a bit of work to do. I

am quite sure that this young fellow would not have lied to

me about that, because he was a very truthful, very honest

guy, so I accepted his word for that. So, beyond that, I

didn't actually see him hit the matter with a sledge hammer,

but he said, "It's definite that it cannot be bent and it's

so light that it doesn't weigh anything." And that was true

of all the material that was brought up. It was so light

that it weighed practically nothing.

This particular piece of metal was, I would say, about two

feet long and perhaps a foot wide. See, that stuff weighs

nothing, it's so thin, it isn't any thicker than the tinfoil

in a pack of cigarettes. So I tried to bend the stuff, it

wouldn't bend. We even tried making a dent in it with a

16-pound sledge hammer, and there was still no dent in it.

I didn't have the time to go out there and find out more

about it, because I had so much other work to do that I just

let it go. It's still a mystery to me as to what the whole

thing was. Like I said before, I knew quite a bit about the

material used in the air, but it was nothing I had seen

before. And as of now, I still don't know what it was. So

that's how it stands.

[Here is what Jesse Marcel said on the American television

program "Unsolved Mysteries".]

There were just fragments strewn all over the area, an area

about three quarters of a mile long and several hundred feet

wide. So we proceeded to pick up the parts.

I tried to bend the stuff, it would not bend. I even tried

to burn it, it would not burn. That stuff weighs nothing.

It's not any thicker than tin foil in a pack of cigarettes.

We even tried making a dent in it with a 16-pound sledge

hammer, still no dent in it.

One thing I was certain of, being familiar with all our

activities, that it was not a weather balloon, nor an

aircraft, nor a missile. It was something else, which we

didn't know what it was.

5.2 Jesse Marcel Jr

[Jesse Marcel Jr is Major Jesse Marcel's son. When Major

Marcel returned from the Foster Ranch with a carload of

wreckage from the crashed flying saucer, he stopped off at

home to show his wife and his eleven-year old son what he

had found. Jesse Jr is now a medical doctor, an Army

reserve helicopter pilot who served in Vietnam, and a

qualified aircraft accident investigator.]

The crash and remnants of the device that I happened to see

have left an imprint on my memory that can never be

forgotten. The craft was not conventional in any sense of

the word, in that the remains were most likely what was then

known as a flying saucer that had apparently been stressed

beyond its designed capabilities.

I'm basing this on the fact that many of the remnants,

including I-beam pieces that were present, had strange

hieroglyphic typewriting symbols across the inner surfaces,

pink and purple, except that I don't think there were any

animal figures present as there are in true Egyptian

hieroglyphics.

The remainder of the debris was just described as

nondescript metallic debris, or just shredded fragments, but

there was a fair amount of the intact I-beam members

present. I only saw a small portion of the debris that was

actually present at the crash site.

[Here is what Jesse Marcel Jr said on the American

television program "Unsolved Mysteries".]

When [Dad] came back to the house he had a bunch of wreckage

with him at the time, and he brought the wreckage into the

house. Actually wakened my mother and myself out so we

could view this, because it was so unusual. This was about

two o'clock in the morning as I recall, and he spread it out

so we could get some basic idea what it looked like, what it

was....

We were all amazed by this debris that was there, primarily

because we didn't know what it was, you know, it was just

the unknown....

This writing [on a short piece of I-beam] could be described

as like hieroglyphics, Egyptian-type hieroglyphics, but not

really. The symbols that were on the I-beams were more of a

geometric-type configuration in various designs. It had a

violet-purple type color and was actually an embossed part

of the metal itself.

Years after this incident happened, we would talk privately

among ourselves about what the possibilities of this, what

this thing was. And I feel that we, well I know that we

came to the conclusion it was not of earthly origin.

If I had not actually held pieces of it in my hand, I would

not think that it would be possible. But because I happened

to see this, that's the only reason I believe it....

My dad said obviously it [the weather balloon story] was a

cover-up story, it was not a weather balloon. He was a

little disturbed about that, but he had his own security

classification to protect. He could not really go public

with, hey this is not the real thing, I mean this is not a

weather balloon. So he had to keep that to himself.

5.3 Walter Haut

[Second Lieutenant Walter Haut was a public information

officer at Roswell AAF in 1947. Colonel Blanchard ordered

Haut to issue a press release telling the country that the

Army had found a flying saucer. Here is the text of Haut's

press release.]

The many rumors regarding the flying disc became a reality

yesterday when the Intelligence office of the 509th Bomb

Group of the Eighth Air Force, Roswell Army Air Field, was

fortunate enough to gain possession of a disc through the

cooperation of one of the local ranchers and the sheriff's

office of Chaves County.

The flying object landed on a ranch near Roswell sometime

last week. Not having phone facilities, the rancher stored

the disc until such time as he was able to contact the

sheriff's office, who in turn notified Maj. Jesse A. Marcel

of the 509th Bomb Group Intelligence Office.

Action was immediately taken and the disc was picked up at

the rancher's home. It was inspected at Roswell Army Air

Field and subsequently loaned by Major Marcel to higher

headquarters.

[Here is what Haut said on the American television program

"Unsolved Mysteries".]

I took the release into town. And that was one of the

things that Colonel Blanchard told me to do, take it into

town, because if there was any validity to this, he didn't

want the news media to feel that we had jumped over their

heads and were not cooperating with them.

[Here is what Haut said in an interview for an article in

"Air and Space/Smithsonian" magazine, Sep-Oct 1992, when

asked what he thought really happened back in 1947.]

I feel there was a crash of an extra-terrestrial vehicle

near Corona.

5.4 Bill Rickett

[Bill Rickett was a Counter Intelligence Corps officer based

in Roswell. He had an opportunity to examine some of the

wreckage recovered from the Foster Ranch. He escorted Dr

Lincoln LaPaz, a meteor expert from the New Mexico Institute

of Meteoritics, on a tour of the crash site and the

surrounding area.]

[The material] was very strong and very light. You could

bend it but couldn't crease it. As far as I know, no one

ever figured out what it was made of....

It was LaPaz's job to try to find out what the speed and

trajectory of the thing was. LaPaz was a world-renowned

expert on trajectories of objects in the sky, especially

meteors, and I was told to give him all the help I could.

At one point LaPaz interviewed the farmer [Mac Brazel]. I

remember something coming up during their conversation about

this fellow thinking that some of his animals had acted

strangely after this thing happened. Dr LaPaz seemed very

interested in this for some reason.

LaPaz wanted to fly over the area, and this was arranged.

He found one other spot where he felt this thing had touched

down and then taken off again. The sand at this spot had

been turned into a glass-like substance. We collected a

boxful of samples of this material. As I recall, there were

some metal samples here, too, of that same sort of thin foil

stuff. LaPaz sent this box off somewhere for study; I don't

know or recall where, but I never saw it again. This place

was some miles from the other one.

LaPaz was very good at talking to people, especially some of

the local ranch hands who didn't speak a lot of English.

LaPaz spoke Spanish. I remember he found a couple of people

who had seen two -- I don't know what to call them, UFOs I

suppose -- anyway, had seen two of these things fly over

very slowly at a very low altitude on a date, in the

evening, that he determined had been a day or two after the

other one had blown up. These people said something about

animals being affected, too....

Before he went back to Albuquerque, he told me that he was

certain that this thing had gotten into trouble, that it had

touched down for repairs, taken off again, and then

exploded. He also felt certain there were more than one of

these devices, and that the others had been looking for it.

At least that's what he said. He was positive the thing had

malfunctioned.

The Air Force's explanation that it was a balloon was

totally untrue. It was not a balloon. I never did know for

sure what its purpose was, but it wasn't ours. I remember

speculating with LaPaz that it might have been some higher

civilization checking on us. LaPaz wasn't against the idea,

but he was going to leave speculations out of his report.

5.5 F.B.

[F.B. was an Army Air Forces photographer stationed at

Anacostia Naval Air Station in Washington DC when he and

fellow photographer A.K. were flown aboard a B-25 bomber to

Roswell Army Air Field sometime during the second week of

July 1947. F.B. was interviewed by Stanton Friedman.]

One morning they came in and they said, "Pack up your bags

and we'll have the cameras there, ready for you." We didn't

know where we was going.

[After a few hours' flight, they arrived at Roswell.] We

got in a staff car with some of the gear they had brought

along with us in trucks, and we headed out, about an hour

and a half, we was heading north.

We got out there [one of the crash sites in the Corona area]

and there was a helluva lot of people out there, in a closed

tent. You couldn't hardly see anything inside the tent.

They said, "Set your camera up to take a picture fifteen

feet away." A.K. got in a truck and headed out to where

they was picking up pieces. All kinds of brass running

around. And they was telling us what to do. Shoot this,

shoot that. There was an officer in charge. He met us out

there and he'd go into the tent and he'd come back and tell

us, "OK." He'd stand there right besides us and [say], "OK,

take this picture."

There was four bodies I could see when the flash went off,

but you was almost blind because it was a beautiful day,

sunny. You'd go in this tent, which was awful dark. That's

all I was taking, bodies. These bodies was under a canvas,

and they'd open it up and you'd take a picture, flip out

your flashbulb, put another one in [take another picture]

and give him the film holder (each holder held two sheets of

four-by-five inch cut film) and then you went to the next

spot.

I guess there was ten to twelve officers, and when I got

ready to go in, they'd all come out. The tent was about

twenty by thirty foot. The bodies looked like they was

lying on a tarp. One guy did all the instructions. He'd

take a flashlight and he'd come down there. "See this

flashlight?" Yes sir. "You're in focus with it?" Yes sir.

"Take a picture of this." He'd take the flashlight away.

We just moved around in a circle, taking pictures. Seemed

to me [the bodies] were all just about identical. Dark

complected. I remember they was thin, and it looked like

they had too big of a head. I took thirty shots. I think I

had about fifteen [film] holders. It smelled funny in

there.

A.K. came back in a truck that was loaded down with debris.

A lot of pieces sticking out that wasn't there when they

took off. We got debriefed on the way back to the airport

[Roswell Army Air Field]. About four the next morning, they

woke us, they took us to the mess hall, we ate, we got back

on the B-25 and headed back. When we got back to Anacostia

we got debriefed some more, by a lieutenant commander. [It

was made clear to both F.B and A.K. that whatever they

thought they saw in New Mexico, they hadn't seen.]

5.6 Robert Porter

[M/Sgt Robert Porter was a B-29 flight engineer with the

830th Bomb Squadron. He happens to be Loretta Proctor's

brother. He was interviewed by Stanton Friedman.]

We flew these pieces. [Some officers in the crew] told us

it was parts of a flying saucer. The packages were in

wrapping paper, one triangle-shaped about two and a half

feet across the bottom, the rest in smaller, shoebox-sized

packages. [They were in] brown paper with tape. It was

just like I picked up an empty package, very light. The

loaded triangle-shaped package and three shoebox-sized

packages would have fit into the trunk of a car.

On board were Lieutenant Colonel Payne Jennings [deputy

commander of Roswell] and Major Marcel. Captain Anderson

said it was from a flying saucer. We got to Fort Worth,

they transferred [the packages] to a B-25 and took them to

Wright [Field]. When we landed at [Fort Worth], Colonel

Jennings told us to take care of maintenance, and after a

guard was posted, we could eat lunch. We came back, they

told us they had transferred the material to a B-25. They

told us it was a weather balloon. It WASN'T a weather

balloon.

5.7 Robert Shirkey

[First Lieutenant Robert Shirkey was assistant operations

officer of the 509th Bomb Group. He was interviewed by

Stanton Friedman.]

A call came in to have a B-29 ready to go as soon as

possible. Where to? Forth Worth, on Colonel Blanchard's

directive. [I was] in the Operations Office when Colonel

Blanchard arrived and asked if the airplane was ready. When

told it was, Blanchard waved to somebody, and approximately

five people came in the front door, down the hallway, and

onto the ramp to climb into the airplane, carrying parts of

the crashed flying saucer. I got a very short glimpse,

asked Blanchard to turn sideways so [I] could see too. Saw

them carrying pieces of metal. They had one piece that was

eighteen by twenty-four inches, brushed stainless steel in

color.

5.8 Robert Slusher

[S/Sgt Robert Slusher was assigned to the 393rd Bomb

Squadron. On or about July 9, 1947, he was on board a B-29

that carried a single crate from Roswell AAF to Fort Worth

AAF. Also on board were were four armed MPs. He said the

crate was twelve feet long, five feet wide, and four feet

high. Upon arrival at Fort Worth, the crate was loaded onto

a flatbed weapons carrier and hauled off, accompanied by the

MPs, who later rejoined the crew for the return flight.

Robert Slusher was interviewed in 1991.]

[There was an implication that the contents of the crate was

sensitive to air pressure, which suggests that the crate

contained something other than pieces of metal. The plane

flew at the unusually low altitude of four to five thousand

feet. Usually on such a trip a B-29 flies at twenty-five

thousand feet, as its cabin is pressurized and the B-29

flies better at high alititude. However, the bomb bay where

the crate was stowed cannot be pressurized.]

The return flight was above twenty thousand feet, and the

cabin was pressurized. The round trip took approximately

three hours, fifteen minutes. The flight was unusual in

that we flew there, dropped the cargo, and returned

immediately. It was a hurried flight; normally we knew the

day before there would be a flight.

There was a rumor that the crate had debris from the crash.

Whether there were any bodies, I don't know. The crate had

been specially made; it had no markings.

5.9 Robert Smith

[Robert Smith was a member of the First Air Transport Unit,

which operated Douglas C-54 Skymaster four-engined cargo

planes out of the Roswell AAF. He was interviewed in 1991.]

A lot of people began coming in all of a sudden because of

the official investigation. Somebody said it was a plane

crash, but we heard from a man in Roswell that it was not a

plane crash, it was something else, a strange object. There

was another indication that something serious was going on.

One night, when we were coming back to Roswell, a convoy of

trucks covered with canvas passed us. When they got to the

[airfield] gate, they headed over to this hangar on the east

end, which was rather unusual. The truck convoy had red

lights and sirens.

My involvement in the incident was to help load crates of

debris into the aircraft. We all became aware of the event

when we went to the hangar on the east side of the ramp.

There were a lot of people in plain clothes all over the

place. They were inspectors, but they were strangers on the

base. When challenged, they replied they were here on

Project So-and-So, and flashed a card, which was different

from a military ID card.

We were taken to the hangar to load crates. There was a lot

of farm dirt on the hangar floor. We loaded [the crates] on

flatbeds and dollies. Each crate had to be checked as to

width and height. We had to know which crates went on which

plane. We loaded crates on three [or] four C-54s. We

weren't supposed to know their destination, but we were told

they were headed north.

All I saw was a little piece of material. You could crumple

it up, let it come out. You couldn't crease it. One of our

people put it in his pocket. The piece of debris I saw was

two to three inches square. It was jagged. When you

crumpled it up, it then laid back out. And when it did, it

kind of crackled, making a sound like celophane. It

crackled when it was let out. There were no creases.

There were armed guards around during loading of our planes,

which was unusual at Roswell. There was no way to get to

the ramp except through armed guards. There were MPs on the

outskirts, and our personnel were between them and the

planes.

The largest [crate] was roughly twenty feet long, four to

five feet high, and four to five feet wide. It took up an

entire plane. It wasn't that heavy, but it was a large

volume. The rest of the crates were two or three feet long

and two feet square or smaller. The sergeant who had the

piece of material said [it was like] the material in the

crates. The entire loading took at least six, perhaps eight

hours. Lunch was brought to us, which was unusual. The

crates were brought to us on flatbed dollies, which was also

unusual.

Officially, we were told it was a crashed plane, but crashed

planes usually were taken to the salvage yard, not flown

out. I don't think it was an experimental plane, because

not too many people in that area were experimenting with

planes. I'm convinced that what we loaded was a UFO that

got into mechanical problems. Even with the most

intelligent people, things go wrong.

[The C-54 into which I helped load the single twenty-foot

crate] would have been Pappy Henderson's. I remember seeing

T/Sgt Harbell Elzey, T/Sgt. Edward Bretherton, and S/Sgt.

William Fortner.

5.10 Melvin Brown's Daughter

[Sergeant Melvin Brown was a cook at Roswell AAF in 1947.

One day, he was called out to help guard material retrieved

from the Foster Ranch. His daughter Beverly was interviewed

by Stanton Friedman in 1989.]

When we were young, he used to tell us stories about things

that had happened to him when he was young. We got to know

those stories by heart and would all say together, "Here we

go again."

Sometimes, but not too often, he used to say that he saw a

man from outer space. That used to make us all giggle like

mad. He said he had to stand guard duty outside a hangar

where a crashed flying saucer was stored, and that his

commanding officer said, "Come on, Brownie, let's have a

look inside." But they didn't see anything because it had

all been packed up and [was] ready to be flown out to Texas.

He also said that one day all available men were grabbed and

that they had to stand guard where a crashed disc had come

down. Everything was being loaded onto trucks, and he

couldn't understand why some of the trucks had ice or

something in them. He did not understand what they wanted

to keep cold. Him and another guy had to ride in the back

of one of the trucks, and although they were told that they

could get into a lot of trouble if they took in too much of

what was happening, they had a quick look under the covering

and saw two dead bodies, alien bodies.

We really had to giggle at that bit. He said they were

smaller than a normal man, about four feet, and had much

larger heads than us, with slanted eyes, and that the bodies

looked yellowish, a bit Asian-looking. We did not believe

him when we were kids, but as I got older, I did kind of

believe it. Once I asked him if he was scared by them, and

he said, "Hell no, they looked nice, almost as though they

would be friendly if they were alive."

5.11 Pappy Henderson

[Captain Oliver Wendell "Pappy" Henderson was stationed at

Roswell AAF in 1947. He had flown thirty missions in B-24

Liberator bombers in Europe. He had participated in the

postwar A-bomb tests in the Pacific and earned major

commendations for his flying. Unfortunately, he died before

any UFO investigator could interview him, but near the end

of his life he old some of the people closest to him about

what he had seen in July 1947.]

5.12 Pappy Henderson's Wife

[Sappho Henderson was Pappy Henderson's wife. She was

interviewed by Stanton Friedman.]

We met during World War II when he flew with the 446th Bomb

Squadron. He flew B-24s [on] thirty missions over Germany.

After the war, he returned home and was then sent to

Roswell. While stationed there, he ran the "Green Hornet

Airline", which involved flying C-54s and C-47s carrying

VIPs, scientists, and materials from Roswell to the Pacific

during the atom bomb tests. He had to have a Top Secret

clearance for this responsibility.

In 1980 or 1981, he picked up a newspaper at a grocery store

where we were living in San Diego. One article described

the crash of a UFO outside Roswell, with the bodies of

aliens discovered beside the craft. He pointed out the

article to me and said, "I want you to read this article,

because it's a true story. I'm the pilot who flew the

wreckage of the UFO to Dayton, Ohio [where Wright Field is].

I guess now that they're putting it in the paper, I can tell

you about this. I wanted to tell you for years." Pappy

never discussed his work because of his security clearance.

He described the beings as small with large heads for their

size. He said the material that their suits were made of

was different than anything he had ever seen. He said they

looked strange. I believe he mentioned that the bodies had

been packed in dry ice to preserve them.

[Here is what Sappho Henderson said on the American

television program "Unsolved Mysteries".]

My husband Oliver Henderson, otherwise known as "Pappy" in

the Air Force, he was entrusted with many of this country's

top secrets. And they were safe with him. He never told

anything that he wasn't supposed to. And therefore it was

34 years after this incident happened that I heard about

it....

My husband told me the bodies were smaller than human

bodies. The heads were larger and the eyes were rather

sunken and a little slanted. Clothing was of material

unlike anything he had seen before. They were strange, they

were not of this earth.

When my husband, who was a man of truth, who was trusted

with 29 different Army aircraft planes, first pilot aircraft

commander, tells me this story, I believed him.

5.13 Pappy Henderson's Daughter

[Mary Kathryn Groode is Pappy Henderson's daughter.]

When I was growing up, he and I would often spend evenings

looking at the stars. On one occasion, I asked him what he

was looking for. He said, "I'm looking for flying saucers.

They're real, you know."

In 1981, during a visit to my parents' home, my father

showed me a newspaper article which described the crash of a

UFO and the recovery of alien bodies outside Roswell, New

Mexico. He told me that he saw the crashed craft and the

alien bodies described in the article, and that he had flown

the wreckage to Ohio. He described the alien beings as

small and pale, with slanted eyes and large heads. He said

they were humanoid-looking, but different from us. I think

he said there were three bodies.

He said the matter had been Top Secret and that he was not

supposed to discuss it with anyone, but that he felt it was

alright to tell me because it was in the newspaper.

5.14 Pappy Henderson's Relatives

[Stanton Friedman spoke with Pappy Henderson's son and

cousin, both of whom told of having heard Pappy quietly tell

his story after the newspaper article appeared.]

5.15 Pappy Henderson's Friend #1

[John Kromschroeder is a dentist and a retired military

officer. In 1977, Henderson told Kromschroeder that in 1947

he had transported wreckage and alien bodies. About a year

later, Henderson showed Kromschroeder a piece of metal he

had taken from the collection of wreckage. Kromschroeder

and Henderson shared an interest in metallurgy.

Kromschroeder was interviewed in 1990.]

I gave it a good, thorough looking-at and decided it was an

alloy we are not familiar with. Gray, lustrous metal

resembling aluminum, lighter in weight and much stiffer.

[We couldn't] bend it. Edges sharp and jagged.

5.16 Pappy Henderson's Friend #2

[In 1982, Pappy Henderson met with several members of his

old bomber crew during a reunion. One of these men was

later interviewed.]

It was in his hotel room that he told us the story of the

UFO and about his part. All we were told by Pappy is that

he flew the plane to Wright Field. He definitely mentioned

the bodies, but I don't recall any details except that they

were small and different. I was skeptical at first, but

soon saw that Pappy was quite serious.

6 PROSAIC EXPLANATIONS

6.1 Weather Balloon

\* If what crashed was a weather balloon, there would have

been no need for secrecy. According to the testimony,

military officers admonished subordinates and civilians not

to talk about what they saw.

\* If what crashed was a weather balloon, Major Marcel would

have recognized the material Mac Brazel showed him as

weather balloon material, and would not have journeyed far

out on a remote sheep ranch with an officer from the Counter

Intelligence Corps to examine the crash site.

\* The wreckage described by Marcel and others was too

voluminous, and spread out over too large an area, to have

been the wreckage of a crashed weather balloon.

\* There is no reason the Army would transport the wreckage

of a weather balloon from the remote desert outside Corona

first to Roswell AAF, then on to Fort Worth AAF.

\* Most of the witnesses who saw or handled the wreckage

would have recognized the remains of a crashed weather

balloon.

6.2 Secret Rocket or Airplane

\* If what crashed was any kind of secret military

apparatus, one would expect at least some of the pieces to

have recognizable letters or numbers on them. Many of the

witnesses say that some of the wreckage bore a very strange

kind of writing, but not one witness has said that any of

the wreckage bore any recognizable symbols.

\* If what crashed was any kind of secret military

apparatus, the Army would have said simply, "This is secret,

and no more questions will be answered, period." The Army

would not have concocted the flying saucer and weather

balloon stories. In 1947, Americans were less skeptical

about the motives of their government, and the people of New

Mexico, including journalists and other civilians, were

dependent for their livelihood on secret military projects.

\* If what crashed was any kind of secret military

apparatus, the Army would not have waited for a rancher to

inform them of the crash before sending military personnel

to examine the wreckage, five days after the crash.

\* Rockets and airplanes that were secret in 1947 are not

secret now. If what crashed was a secret rocket or

airplane, it would have been revealed as such years ago.

(Incredibly, the Army is sticking to its weather balloon

story, even though nobody believes it anymore.)

\* By July 1947, rockets launched from White Sands were

fitted with self-destruct mechanisms so that an errant

rocket could be destroyed before leaving the test range.

The Corona crash site is about 75 miles from the nearest

border of the test range.

\* They did not fly secret airplanes in New Mexico in 1947.

There was plenty of room for that in California, where all

the secret airplane projects were carried on.

\* There is no reason the Army would transport the wreckage

of a crashed rocket or airplane to Fort Worth AAF, then to

Wright AAF in Ohio. The wreckage of a secret rocket would

stay in New Mexico, and the wreckage of a secret airplane

would be sent back to California, if anywhere.

\* Most of the witnesses who saw or handled the wreckage

would have recognized the remains of a crashed rocket or

airplane.