MELECTAR PERS

EUROPEAN COMMAND Office of the Begaty Director of Intelligence

850.09 (0TD/7PE/IS)

SUBJECT: Transmistal of BET on Alleged Plying B

. Assistant Chief of Staff, L-R. V. S. Als Forest in Burepe, 23 APO 635, U. S. Army.

l. Attached hereto is an ESI written at WRIGHT FIELD, CHIO, concerning the flying sameers recently sighted ever the UNITED STATES.

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

FOR THE DEPOTY DIRECTOR OF INVELLIGENCES

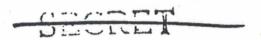
I Incl: a/s TPL: FPANKFURT 7420 Lt. SKIDSONK

M/R - Inclosed EEI was given this office by Lt Col Seashore of the Air Materield Cmd EVI also transmitted to 970th CIC, ECIC and 8-2 Berlin Cmd.

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AIR 1.TEVLICENCE CITTE for ALLEGED "FLYI.G SANCER" TYPE AIRCRAFT

An alleged 'Flying :aucor" type sireraft 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, Manada, Hungary, the Island of Guam, Jepan, atc. This object has been rejected 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 Pollows:

- a. Relatively flat bottom with extremely light reflecting ability.
- b. Absonce of sound except for an occasional roar when operating under super performance conditions.
- c. Extreme maneuverability and apparent ability to almost homer.
- d. A plan form approximating that of an oval or disc with a domo shape on the top surface,
- o. 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 speroximated that of a C-54 or Constellation miscable.
- in The ability to group together very quickly in a tight formation when more than one circust are together.
- j. Eversive action shility 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.



The first sightings in the U.S. were reported around the middle of lay. The last reported sighting took place in Toronto, Canada, 14 September 1967. 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 cortain observations, as a long-range aircraft capable of a high rate of climb high cruising speed (possibly subsonic at all times) and highly maneuverable, and capable of being flown in very tight formation. For the purpose of analysis and evaluation of the so-called "Flying Scucer" phenomenon, the object sighted is being assumed to be a manned sireraft, of Russian origin, and based on the porspective thinking and actual accomplishments of the Gormans. There is also a possibility that the Borton Brothers perspective? thinking may have inspired this type of aircraft particularly the "Parabola" thich has a crescent plan form, Records show that a glider version only was built of this typo aircraft. It is reported to have been built in Heilegenberg, Cormany, but was destroyed by fire before having ever been flown, The Horten Brothers latest trond of perspective thinking was definitely toward aircraft configurations of low aspect ratio. The younger brother, Riemir, 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 Norten type of flying wing and were about to embark on a rigorous campaign to devalop such direcast 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 eircraft was plained 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 succeptack angle is 30 degrees. The Russian version is reported to be jet propolled. Answers to the following questions, therefore, are requested:

- a. What German sciculist had a better than average knowledge of the Forton 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 Horton VIII design?
- c. Why are the Russians building 1800 of the Morten WIII design?
- d. That is their contemplated tactical purpose?
- c. Met is the present activity of the Horten Brothers, Walter and Riemar?



- f. That is known of the whereabouts of the entire Forten family, particularly the sister? All should be contacted and interrogated regarding may contemplated plans or perspective thinking of the forten brothers and any interest shown by the Russians to develop their sircraft.
- g. Are any efforts being made to develop the Herten "Parabola" or modify this configuration to approximate and eval or dise?
- h. Must is the Herton perspective thinking on internal controls or controls that are effective mainly by streems 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 combina-
- b. Special controls for effective manouverability at very slow specds 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 loading 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 roor view shape.

Items of Construction

- c. Inturial whether metal, ferrous, non-forrous, or non-metallic.
- b. Composite or sandminh construction utilizing various combinations of metals, plustics, 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 retrastable domes to provide unusual observation for the pilot or crow members.



- b. Crow number and accomodation facilities.
- o. Pressurized cobin equipment.
- d. High altitude or high speed escarement methods.
- e. Mothods 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. Bohbay provisions, such as dimensions, approximate location, and unusual features regarding the opening and closing of the doors.

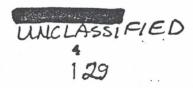
Landing Genr

- a. Indicate type of landing gerr whether conventional, tricycle, multiple wheel, etc.
- b. Retractable, and jettison foatures for hand gear.
- o. Provisions for takeoff 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 (pisten type) ongine 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 about types. Aircraft would be characterized by lack of fuel systems and fuel storage space.

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



If jet propulsion is used, large mir handling capacit, cherectorize is a large sir inlet area and large schould nozzle should be evident. The size of cutrance and exit areas would be of interest.

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

Information desired on the propulsion systems portains 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.
- c. Catalytic agents for supor-performance or normal cruising power-

