FLYING SAUCERS, ETC'S ON ALLEGED

198229

FLYING SAUCERS FROM DENMARK

XE 202085
I 9A001

Flying Saucers from Denmark 202085

ALLEGED FLYING SAUCERS FRM DENMARK 202085

94211 3411

CIC LOG NO. T-6055

D-202087

WAR DEPARTMENT

IDENTIFICATION SECTION

OFFICIAL BUSINESS

T-6055/11

CONFIDENTIAL

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202055

alleged Flying Saucers Pom Denmark

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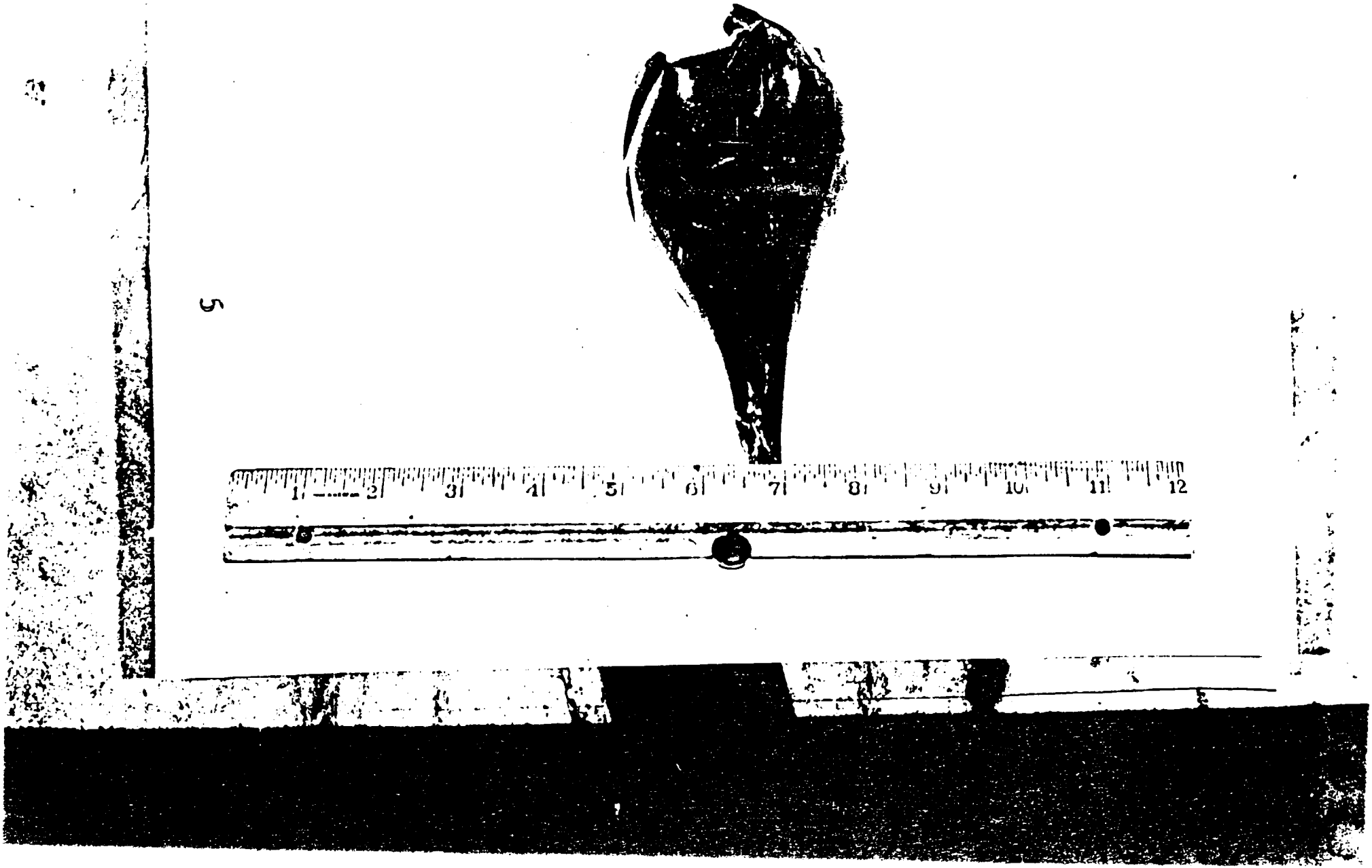
REGRADED UNCLASSIFIED
ON 6 JULY 1994
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DOD 5200.1R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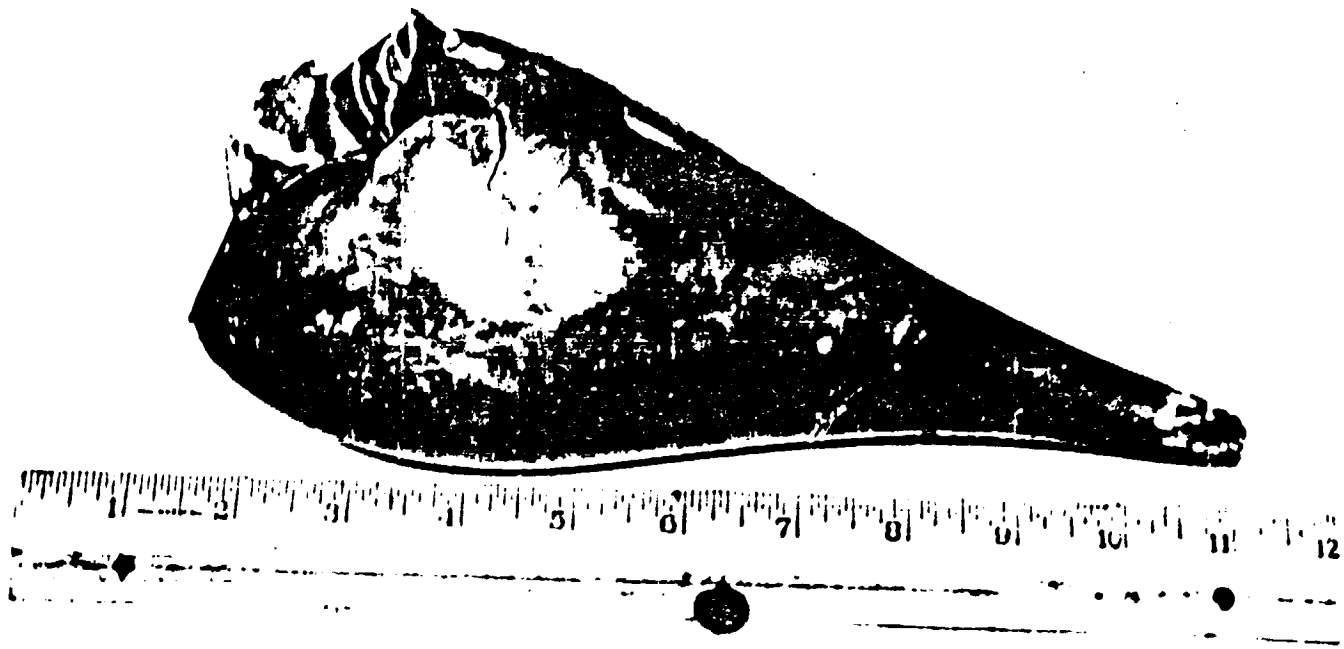

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EEI on ALLEGED "FLYING SAUCER"

198239

3411

DOSSIER INDEX SHEET

DOSSIER NUMBER 198239

DOSSIER TITLE FLYING SAUCER

DATE	TYPE DOCUMENT & SUBJECT	SOURCE	CLASS	COPY
12 Mar 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	
5 Mar 48	MOIC 16		CIC - III	S	

DOSSIER INDEX 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	
28 Jan 48	Ltr		CIC-VI	S	
4 Feb 48	SRI		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	
17 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		German	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/	Ukn	S	
	IRS-I, 20 Oct 47	w/	OPS BR	S	
	AIR INTELL. GUIDE		WRIGHT FLD	S	
4 Nov 47	IRS-I	w/	CIC Hq	S	
	Covers ltr, 7 Nov 47	w/	CIC-IX	S	
	MOIC, 7 Nov 47		CIC-IX	S	
19 Nov 47	ltr		ODDI	S	

DOSSIER INDEX SHEET

DOSSIER NUMBER 198239

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/ Ltr, 16 July 47	OMG German	R UC	
20 Oct 47	JRS-J	OPS OR.	S	
21 Oct 47	Transmittal Ltr	ODDI	S	

21

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	
Messerschmitt, Willy		186020 (?)	
		52744 (?)	
		ICnQ (?)	

NAME OR IMPERSONAL SUBJECT	DATE OF BIRTH	CPI ACTION OR DOSSIER NO.	INITIALS
Horten, Walter		NR	[illegible]
Z H Erl, Walter		NR	[illegible]
Prandtl, Ludwig		NR	[illegible]
Lippisch, Frau		NR	[illegible]
Treimann, Frau		71957?	2 card

NAME OR IMPERSONAL SUBJECT	DATE OF BIRTH	CPI ACTION OR DOSSIER NO,	INITIALS
Pessler, Berthold	14 Dec 1923		YR EVK

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, Stiftlandes 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 BARNAU (UTM) 33UUR12 and the CSR-German border. Above information was substantiated by Frau Anna LOEFFELMANN, born [redacted], in [redacted], and Anton SCHMAUSS, born [redacted], in [redacted]. Further investigation failed to reveal the names of any other persons having any knowledge of above information.

5USC552 (b) (6) & (b) (7) (C)

(F-6)

5USC552 (b) (6) & (b) (7) (C)

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BY CDR USAINSCOM F01/PO
AUTH Para 1-603 DOD 5200.1R

5-Hq 66th CIC Det 1-CIC Central file 1-Region VII file

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 WAUHEIM (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 Inf
Commanding

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

Tel: Capt MEINDERS/kll/7407

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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 high 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.

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RESTRICTED

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 thousand eighty (1080) Deutsche Mark had been demolished by myself prior to my apprehension.

Responsible for the copy:

Siegfried, Herbert, CARPENTER

To:

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

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

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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 deemed 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 (L50/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/Q34). 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 Hauptsturmfuhrer or an SS Sturmbannfuhrer. 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/H08).

c. Doctor Med. Max FINK, former Chief of Medicine for BRANDENBURG (N53/Z23) left the DARMSTADT Internment camp in January 1948 for WIESBADEN (N51/M36).

d. Professor, Doctor, Med. (fnu) WEHEFRITZ, currently living in NIDDA (L51/O90) Kreis Budingen

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).

7. 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.

8. 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, Fredric B., 1st Lt, 01309614, Hqs 555 Engineer Group, APO 175, US Army

2. DATE SUBMITTED

25 April 1950

3. CONTROL SYMBOL OR FILE NO.

C-479

4. REPORT OF FINDINGS

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

While visiting the TI & E Staff School Library in BUDINGEN (L51/M96) recently Lt FRANKLIN noticed the Librarian, a MILLER or MULLER, (fnu) reading a highly technical Magazine or Manual pertaining to Guided Missiles. When Lt FRANKLIN ingaged 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 claimes his invention is much better than that in the Americans 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 MULLER or MILLER 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

Evaluation: as to Lt FRANKLIN's story (B-2); as to MULLER's or MILLER's story (F-6)

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32

5. TYPED NAME AND ORGANIZATION OF SPECIAL AGENT

. J. , 427/10 [illegible] et

6. SIGNATURE OF SPECIAL AGENT

Francis J. Boade

WD AGO FORM 341

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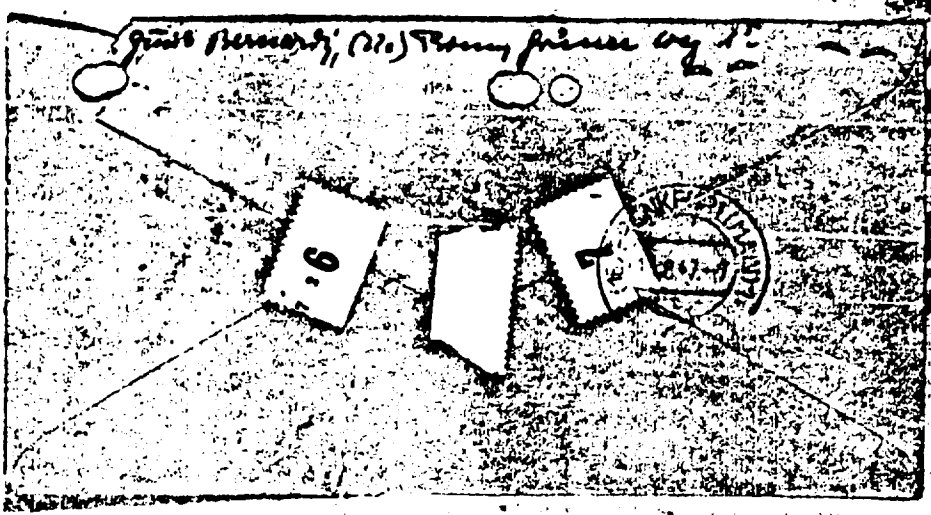

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PART II: TEXT OF TRANSLATION (US-902D-GM-96001

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)

Guid Bernardy

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

Er erwies sich - wie Ihnen vorläufig sagt - als unmöglich, Zusammenkarten ohne eine amtl. Bescheinigung für den Zug Lothein zu bekommen. Abgesehen davon aber stellte sich eine Fahrt Lothein überhaupt als unmöglich heraus, weil die Bekleidungslage der einen der beiden Herren ein Verlassen des häuslichen Quartiers verbietet. Ich wies sie auf diese Umstände selbst hin, versuchte es aber nicht, sie zu irgendeiner Maßnahme zu veranlassen. Sie zogen es vielmehr vor, Ihre Zusage vom Vortage, die Herren mit dem Wagen mit mir zu holen u. für entsprechende Kleidung zu sorgen, ohne Begründung zurückzuziehen. Sie überließen es mir, „irgendeinen Weg zu finden, es würde schon gehen, daß ich am Montag oder Dienstag mit den Herren dort sein würde." Ich auf meinem wiederholten Hinweis, daß die angegebenen Schwierigkeiten einen Rücktritt von den beiden Herren verhindern, würden, veranlaßten Sie zu dem Zugeständnis, daß ich Ihnen dann schreiben sollte. Auch mein Hinweisen auf die Notwendigkeit der Einhaltung der gestellten Termine vermochte nicht, Sie zu irgendeinem eigenen Tun zu veranlassen.

Aufgrund der so geschaffenen Lage, verursacht durch Ihr eigenes Verhalten, das sich als durchaus nicht bereit, sondern als unwillig erwies, von sich aus irgendetwas für die Dinge zu tuen, die in Ihrem eigenen Interesse liegen u. um deretwillen ich seit Monaten kein Opfer u. keine Mühe gescheut habe, ist mir durch Sie eine Rückkehr dorthin mit den beiden Herren unmöglich gemacht worden. In unseren Verhandlungen habe ich immer wieder auf die Termine hingewiesen, habe ich immer wieder betont, dass ich um der Ihren eigenen Interessen dienenden Sache willen keine Mühe gescheut habe. Wenn Sie um Ihrer selbst u. um Ihrer Pflicht willen nicht einmal dazu zu veranlassen sind, sich irgendwie für die Dinge zu bewegen, u. wenn Ihnen Termine gleichgültig sind, halte ich mich - entsprechend den eigenen Festlegungen - nicht mehr an Sie gebunden u. werde meine weiteren Schritte entsprechend dem einrichten, was ich Ihnen in meinen Darlegungen für diesen Fall bereits festlegte. Die als Reisekosten gedachten 100.- RM (einhundert Reichsmark) stelle ich Ihnen beigeschlossen wieder zu.

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Bernardy.

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

APO 407-A
4 June 1948

FILE NO: IV-A-1300/sd

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: HORTON 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 (L49/Y37).

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 H. A. DECK, on or about 28 May 1948 furnished the S-2 Augsburg Military Post, Lt Col GAMBLE, with several prints of German Jet propelled plane design. These prints were of HORTON 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 the 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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[redacted]

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 No: D-198239, Subject: MORTON Bros., in which it is stated that the MORTON 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 Air 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:

E. A. DECK
S/A CIC

JACK H. HOLLE
Special Agent, CIC
Case Officer

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AUTH Para 1-603 DOD 5200.1R

[redacted]

SUS 5 JUNE

2

hq clc reg.iv
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 remember 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 national railwaz guenzburg repair area, about the almost
identical railway accic// accident which occured a few days
prior to 29 mar 48 near hannover in the britsi// british yone.
pls excuse the speling today. we wanted to know the exact lo-
cation and date of alll// alleged accident in order that british
authorii/// authorities may furnish this headquarters with further
details. 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 sent 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 but 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 mom pls i will check to be su
i cannot check the log but i know that it has left this office fo
some anything 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

hq cic reply

cic agent; 17 may 48 1515 hrs o;ns holle

here is a message for mr. nesbitt

reference to your m/t on the railroad incident that was considered possible sabotage. a/ this report has been fwd to eucom and has been returned to us with the following comment- interview herr griesshammer, the official of th / the german national railway quemyburg re;gic area, concerning the reported almost identical railway accident which occurred a few days prior to 20 mar 48 near hannover 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 deatails.

here is a message for capt decke

hqs usafe s-2 recd a report from the s-2 officer of augsburg military post. this information had been givi/// given to the s-2 officer by an unan/// unnamed agent from the 970th. the report consisted of technical data concerning the northen design and the cic agent did not explain their origin. further, the cic agent said that it was impossible at this time to give the s-2 any more data. now it seems that usafe is very interested in subject ;arers, and desires any other information available to source on subject. also the request was made to eucom that usafe would appreciate any effort devoted to this project. in the leter /// letter to us, eucom make this comment---- -

cic csirpt; t t

, cairo agent in g

it is desired that the agent in question be determined and that a copy of subject report and any additional information be forwarded to this headquarters. the dated of the original memo from the usafe is 28 april 1948 and then they close with the suggestion that in the future this headquarters be furnished an inf copy of reports submitted to 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 lettr. is the above enuff??++++ one mom pls++++ one thing that i can send to you x / news in connnection with the above will you pls ask nesbitt that when he is answering to pls put my name on his report so that the message center here will give me the info. and also the report that capt deck will make on the above technical data. also the u eucom suspense date is 31 may 48 which means that it should be in this office soonest. the other case is not too important, altho i would appreciate it if it could be answered soon if the info is readily available+++ this is confid i do not at the moment know anything about the p st s-2 matter, but will /// look into it. we will get the poop for it nesbitt or capt. capt schiller is i believe still up there today if no one has, and i will ask that you acquaint him with the subject matter of the last s-2 deal so that we will have enough to go on++ if the subject is listed - once. as to it's on there or not. i think that if you would ask all of your agents if anyone remembers the northen design someone will remeber who it is. in any event i am sure that the post s-2 will recall the name++++ are i asking all agents - i have a hunch that the whole matter concerns is no longer with us, but will see what can be found out++ the s-2 may either know his name and did not want to put it on the report to usafe or else he can furnish a description. can do myself++ no thanks capt. hope you have a merry christmas. thanks a lot for the help+++you are out+++

~~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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43

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HEADQUARTERS
SUB-REGION DARMSTADT
COUNTER INTELLIGENCE CORPS REGION III

III-D-1648.1

XX 1/75
8 March 1948

MEMORANDUM FOR THE OFFICER IN CHARGE

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

SUBJECT: HORTEN, Reimer and Walter (Brothers).

Re : Operation HARASS

Regraded ~~CONFIDENTIAL~~ by authority of Col J Kay III by BJ
L.E. Phillips 2d Lt ORDO
on 7-31-57

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, Reimer and Walter (Brothers); Re: HARASS.

2. Results of Investigative Activity:

a. In the above mentioned reference Professor Fnu. SMEKAL is reported living either in the DARMSTADT (L50/M64), FRANKFURT (L51/M67), or WALBURG (L52/H49) area, and is reported as a possible lead concerning the HORTEN brothers; (see subject).

b. Adolf SMEKAL, Professor, Doctor, Philosophe, is presently residing at NIEDER RODEN (L50/M75), Schulstrasse 59, SMEKAL is administrative and liaison leader of the scientists in the DARMSTADT area. When contacted, SMEKAL stated that the last he had heard concerning the HORTEN brothers was that they were residing at STUTTGART (L49/S02), BADEN-BADEN. As to their present residence, SMEKAL could furnish no further information. They lived and carried out their experiments with motorless, and tail-less planes during the war at SCHWAEBISCH GMUEND (L49/S52), BADEN-BADEN. The HORTEN brothers worked very closely with the SEIBEL and JUNKERS Factories, which were engaged in the designing and construction of various aircraft. SMEKAL 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, SCHWAEBICHTGMUEND, Parlastrasse 20.

(2) Paul ENNEFER, Engineer, SCHWAEBISCH-GMUEND, BADEN-BADEN, Perlastrasse 10.

(3) Friedrich FECHER, Engineer, HESSE, NEU-ISENBURG (L51/M66), Kirchstrasse 29.

(4) Fnu HENSEL, Engineer, NECKAR-BISCHOFSHEIM (L50/R07) Wortenburg BADEN, Rappennauerstrasse 08.

(5) Ernst SEIBERT, Engineer, BENSHEIM (L50/M62) Roonstrasse 5.

Evaluation: P-3.

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c. Interview of [redacted], who is located in this area, revealed the following information relative to SUBJECT: SKIBERT, 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 SCHWAEBISCHGRUEND, however, the date is not known. Toward the end of the war the BRITISH evacuated the HORTEN brothers to TOTTINGEN (L52/C82), 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. SKIBERT furnished the following named person as a possible lead concerning the HORTEN brothers:

(1) Hanna REITSCH, presently residing at OBERURSEL (L51/M57), near FRANKFURT/Main, famous woman pilot of GERMANY, was well acquainted with the HORTEN brothers. SKIBERT stated that REITSCH did test flying of the HORTEN aircraft.

d. Interview of Walter REICH, Electrical Engineer, residing at 154 Darmstadterstrasse, DARMSTADT-ARHEILGEN (L50/M64), 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 NUERNBURG (L50/M53), Wertenburg 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 SKIBKL 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 SKIBKL had been evacuated. Sometime in 1947 REICH learned that Frau. SKIBKL had left his firm (disposition of firm unknown) and had taken up residence at TEGERN SEE (P48/Y91) BAVARIA. In connection with this he learned also that the HORTEN brothers, along with other SKIBKL 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 FRANZ, an Aerodynamics expert who was considered topnotch 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. (P-2)

e. Additional information concerning (1) SKIKAL, (2) SKIBERT, and (3) REICH is listed:

(1) Name.....Adolf SKIKAL
Birthdate..[redacted]

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Birthplace..VIENNA, AUSTRIA
Occupation..Theoretical Physics Expert
Address.....HALLE/SAALE, Sennefelderstr. 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 STUTTGARD, and CIC FRANKFURT.

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

PERS. AND IMPERS. INDEX

HORTEN, Reimer
HORTEN, Walter
SMEKAL, Fnu. Prof.
SMEKAL, Adolf. Prof. Dr. Phil.
WALTER, Franz
MEYER, Paul
RECKER, Friedrich
HENSEL, Fnu
SEIBERT, Ernst
REITSCH, Hanna
REICH, Walter
SEIBEL, fnu
[illegible], Fnu
DARMSTADT
FRANKFURT
WALBURG
NIEDER-RODEN
STUTTGART
SCHWABISCH-GMUEND
NEU ISENBURG
NECKAR BISCHOPSHEIM
BENSHEIM
GOTTINGEN
ENGLAND
OBERURSEL
DARMSTADT-ARHEILGEN
WORTZBURG
TECHERN SEE
FRANCE
DEGIZE, FRANCE
PARIS
LOIRE RIVER
DESSAU
VIENNA, AUSTRIA
HALLE/SAALE
WORMS
U.S.A.
SEIBEL Firm
JUNKERS
"tail-less" plane
FRENCH Government

APPROVED:

JOHN H. FARISH
Special Agent, CIC
Commanding.

MARILYN A. LACHAUSSE'E
Special Agent, CIC

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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
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 three Moics to
Apt 12 March 1948 Fwo

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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

IV-2574 1 March 1948

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 MITTWEILA 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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48

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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. HAJDU
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 Krich

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

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

a. Personal Data

Name:	Walter Krich ZIEGLER
Aliases:	None
Date and Place of Birth:	14 October 1907 at GESECKE, 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 Leni 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 hi 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 furthe 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 BIEFANG, at present residing at VENNIKEL near MOERS, district KREFELD (BZ), formerly a director of BMW, Motor Building Section. BIEFANG 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 HIMMLER and also of KALTENBRUNNER, who is a godfathe to one of SPOROWSKI's children.

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(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 MESSERSCHMID 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 KUBISCHEW, 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 MESSERSCHMID 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 FATTEN, payed him a visit at BRUCKMUEHL some time in May or June 1945. This man was most interest 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 rocke Subject went to LINDAU/Bodensee (F[illegible] 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 cm
RUDOLPH J. GEISER
Special Agent, CIC

APPROVED:
Camille S. Hajdu
CAMILLE S. HAJDU
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 BIEFANG
fnu SPOROWSKI
Prof. Peter WAGNER
Ernst VOGT
"Bayerische Motoren Werke"
Sir FATTEN, British War Ministry
BRUCHMUEHL
"Artistic Aeronautic"

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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: 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/Y8 for a period/two (2) months. At this time WENDEL was called up for three (3) months basic army training in RENDSBURG/SCHLESWIGHOLSTEIN (L55/N23), after which he continued his commercial aviation studies in GOTHA (M51/J06) in February 1935. In October 1935, Subject was exclude 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. Harmann 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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only copy of drawing sent us

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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 cut 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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(c) 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 developme of the HORTEN "Parabola" toward an oval or a disc.

(h) Subject rendered three (3) sketches to this agen (See attached sheets No. I to III) which give his theories on the HOR 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 KEI is answered in "a" directly above.

(c) It is not known by Subject whether there were an 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 t have had pressurized cabin equipment, but no details of same were kno by him.

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

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

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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 mthod 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/E17) 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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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 which 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 and 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]

Fritz Wendel

(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.

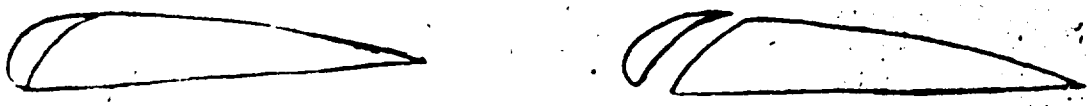
Slots wurden verwendet:

A) zur Verbesserung des Abkippverhaltens

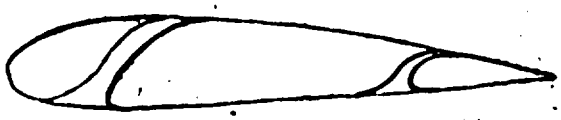
B) zur Erreichung größerer Anstellwinkel(und somit größerer maximaler Auftriebsbeiwerte).

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 gleichseitig abreißt und somit kein plötzlicher Abfall des Auftriebsbeiwertes eintritt.

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Ca

...hsbeiwert)

ohne mit Slot

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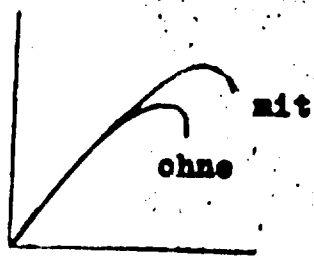
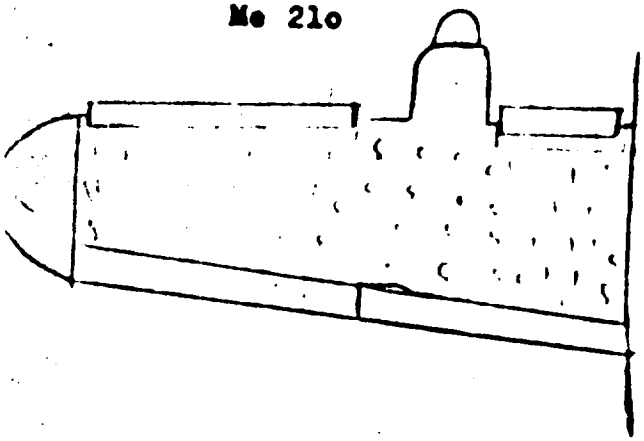
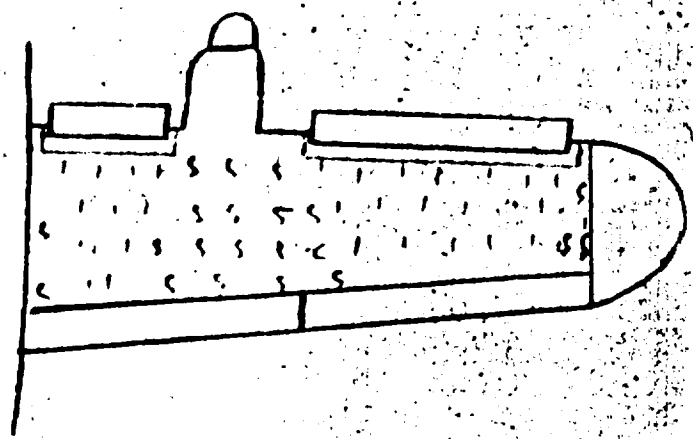
B) Vergrößerung des Auftriebsbeiwertes.
Erlaubt es das Abkippverhalten, dann kann man Slots auf der gesamten Flügelvorderkante anbringen (z.B. Me 410 und Me 262). Dadurch vergrößern sich die maximalen Anstellwinkel und Auftriebsbeiwerte (geringere Mindestgeschwindigkeiten und engerer Kurvenradius).



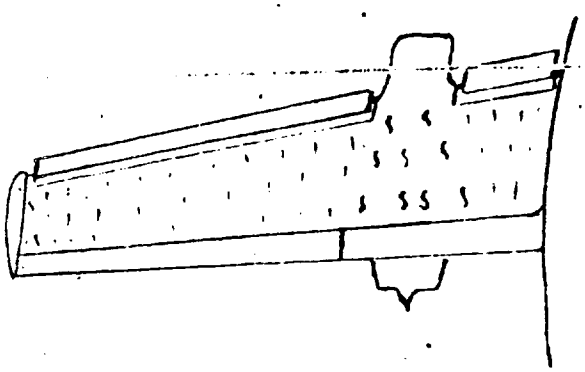
Me 210

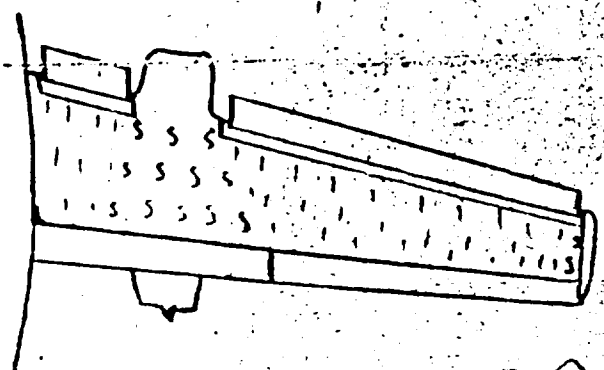


Cw



Me 262





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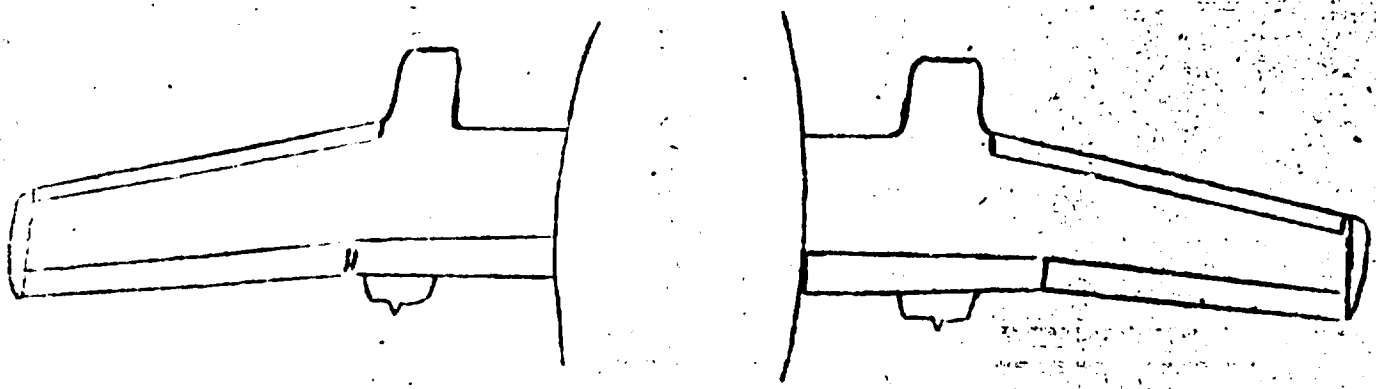
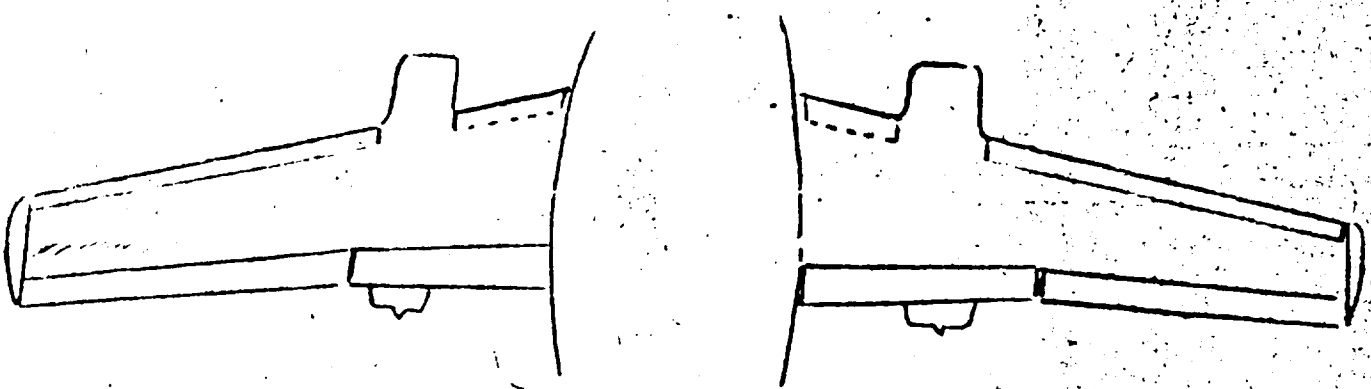
Zur Ca- Erhöhung wurden außerdem noch erfolgreich 2 weitere Methoden angewandt.

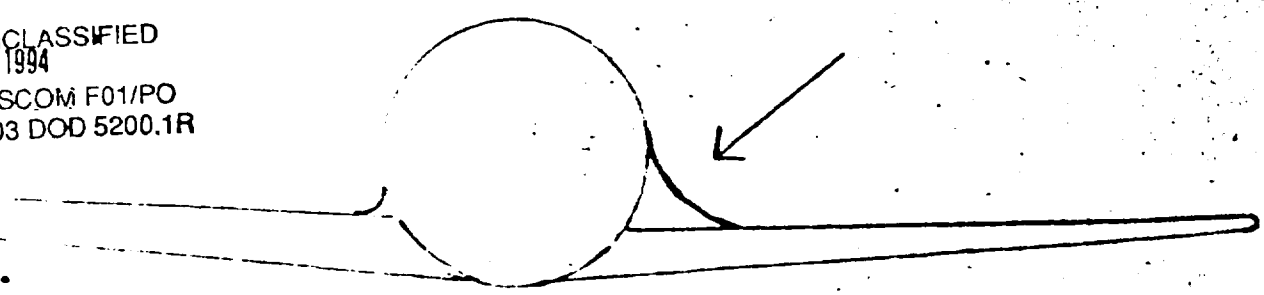
A) Flügelvertiefung an hochbelasteten Stellen.
Beispiel Me 262 (Innenflügel)
1. Ausführung



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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Incl 3.

Fritz Wendel
Flugkapitän
Augsburg

IV

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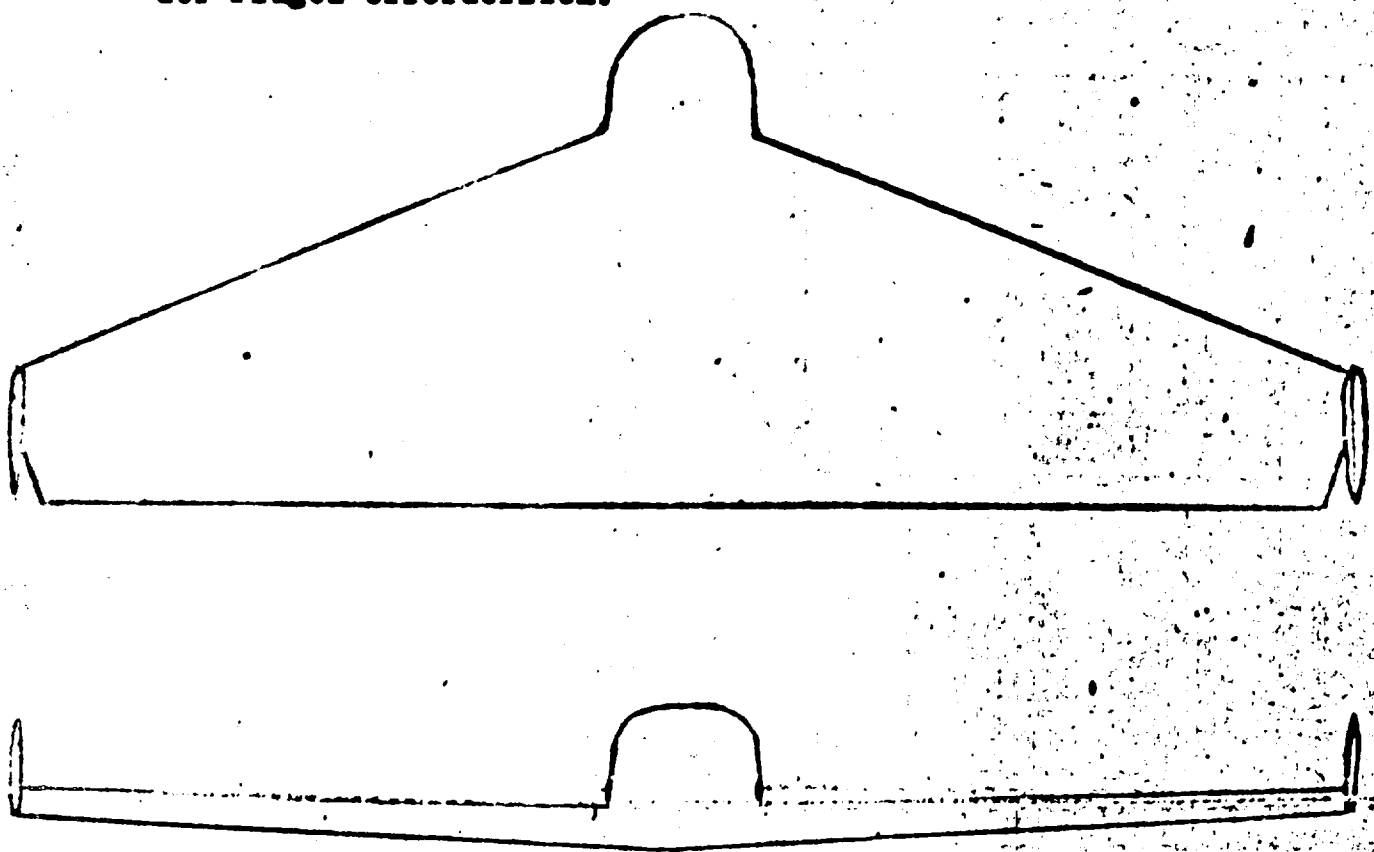
Grundriß und Ansicht von vorn der
"Horten"- Flugzeuge.

Die Skizen 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.



Fritz Wendel

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SID NO. 2302.0800

MIG NO.

REPORT NO. R-3-48

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CLASSIFICATION

COUNTRY Germany

WDGS — INTELLIGENCE REPORT

SUBJECT: Negative Report on Flying Wing and Horton Brothers

I. D. NO.

FROM: S-2 Berlin Comd REFERENCES: Control No. IS-1

EVALUATION: A-1 DATE OF INFORMATION: 28 Feb 48 DATE OF REPORT: 28 Feb 48

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

SUMMARY OR SID REPORT:

1. Reference is made to Intelligence Collection Memorandum No. 1, your headquarters, file 350.09 (GID/OPS/IS), dated 4 February 1948, (Control No. IS-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 H. Pretty
HARRY H. PRETTY
Lt Col GSC
S-2

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HEADQUARTERS
SUB-REGION FRANKFURT
COUNTER INTELLIGENCE CORPS REGION III

APO 757

III-FR-6344

4 February 1948

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 28 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 19 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 (L52/C52) on 23 November 1900, was one of the engineers in charge of aeronautical research in the Gotha Plant. From 1935 until 1944 LIEBER 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 (M49/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 Lilianthal 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

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SRL, III-FX-6344, dtd 4 February 48, Subj: Walter and Raimar 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
Raimar 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. CLIFFORD to have LIEBER interrogated further at the 7702 MCIC.

C. Recommendations:

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

b. Evaluation: F-6.

APPROVED:

Marvin L. Riessinger
MARVIN L. RIESSINGER
Special Agent, CIC
Operations Officer

William J. Walsh
WILLIAM J. WALSH
Special Agent, CIC

WJW/vh

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IMP AND PERS INDEX:

HORTEN, Walter and Raimar
LIEBER, Egwin
LIPPISCH, Dr. Alexander

Incl: 1 - Autobiography of LIEBER

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Geburtsdatum	:	[redacted] 5USC552 (b) (6) & (b) (7) (C)
" ort	:	
Beruf	:	Ingenieur (Oberingenieur)
Anschrift	:	Frankfurt/Main, Textorstr. 89
Stand	:	verheirated, 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 Motorenbar: Deutsche Luft Hansa
Theoretische Ausbildung	:	Abschluss einer Technischen Lehranstalt (Mittweida), Besuch einer Technischen Hochschule (Dresden) nicht abgeschlossen.

Uebersicht der beruflichen Taetigkeit:

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

1933: Messerschmitt-Flugzeugbau, Augsburg, Teilentwurf und aerodynamische Gestaltung der Tycon Me 108 und Me 109; Rumpf, Leitwerk, Fowler.-und Spaltklappen, Vorfluegel, Intersepter.

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 versch. Farhwerke, Raketenantriebe, Argusrohre u.s.w.)

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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.

73

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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. Lippisch through the RLM.

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

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).

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.-Kupper.-und Lippischprojekte, die Fortschritte der Grundlagenforschung ermoeglichten eigene Projekte und Ideen zu verwirklichen und zu erforschen. Es erfolgte die Einschaltung in den Aufgabenkreis der Hochgesch.-bezw. der Kurzflugelflugzeuge durch das R L M.

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

1944: Dringender 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 Heranziehung des Raketenschubes bezw. deren Gasdynamik zur gesamten Flugsicherung, Ermittlung der erforderlichen stofflichen Energiemengen (Impulsbetrachtungen) und volumetrische Betrachtungen im Besonderen der Kurzflugler.

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 Abschluss zu haben war eine Dissertation ueber technische - physikalische Betrachtungen und eine Fixierung der aufgelaufenen Erfahrungen von Hochgeschwindigkeitskoerpern bezw. Kurzflueglern 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)

COPY

Die Kampfhandlungen zwangen die Arbeiten abzubrechen. Die gesamten Unterlagen, einschliesslich Forschungsmaterial wurden von Erfurt nach Halle 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 Zentralpunktlagen) und deren flugeigenschaftsmässige Beurteilung verloren. Durch den Verlauf des Krieges sind Forschungen und Entwicklung beeinflusst worden.

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SECRET
(Classification)

INTERNAL ROUTE SLIP

HEADQUARTERS, EUROPEAN COMMAND

FILE NO: D-211310
SUBJECT: LEIBER, Egwin 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	Pass 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 MOIC, 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 (M51/J06) in the airplane factory which produced airplane models for the HORTON Brothers. for DAVID G. ERSKINE Colonel FA Commanding

1 Incl: a/s

GWO/emf/7256

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79

SECRET
(Classification)

~~SECRET~~

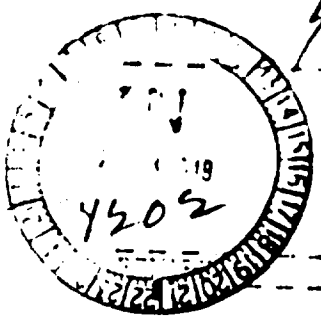
Initiator of Action

DATE: 2 FEB 1948

188239

(see reverse side)

INITIALS



Standard Abbreviations: Reference Dossier
Has locked up no record
Card or dossier attached or
work accomplished

803

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

APO 139
28 January 1948

Regraded [redacted] by authority of CWO Clay TK on 7-31-57 by BG L.E. Phillips 2d Lt ORDO

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

js

Copy to [illegible] (Lawrence [illegible])
4 Feb 48

81

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Tel: Constabulary 7760
7761

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SECRET

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

SUB REGION WUERTTEMBERG
COUNTER INTELLIGENCE CORPS REGION X
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 EEIs 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 '47 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 MÜLHEIM/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 (45a/c51), 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. (45/c65).

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. Nelsen
KENNETH W. NELSEN
Special Agent CIC

Regraded ~~CONFIDENTIAL~~ by authority of
Col Clay III
on 1-31-57 by Bly
LE Phillips 2d Lt ORDO

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S-3 Work Sheet
(Do Not Detach)

Initiator of Action CL

DATE : 22 JAN 1948

SUBJECT : Horten, Reimer

DOSSIER NO. : R 198239

DATE OF BIRTH :

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

ACTION (Designate numerical order)		ACCOMPLISHED (or NR)	INITIALS
CPI GROUP	1 : Attach Card	Not attached	
	OR		
	1 : Indicate Dossier No's.		
		CANNOT IDENTIFY	
IMPERSONAL FILES	: Check Impersonal Files		
	: Open an Impersonal File as follows		
DOSSIER GROUP	2 : Attach Dossier	See Reverse Side	
	: 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
: Case Direction Section
: Central Registry
: Distribution Center
: American Field Files

IN 22 JAN 1948 4253

Copy to opwith original
29 Jan 1947 — Gene

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

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SECRET

22 January 1948

SUMMARY REPORT OF INVESTIGATION

File No. III-FM-6344

Subject: Walter & Raimar 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 ~~xx~~ 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(M51/J06) was interviewed on 15 January 1948. LEIBER was born in [redacted] on [redacted]. He was one of the engineers in charge of ~~xxx~~ aeronautical research in the Gotha Plant. From 1935 to 1944, LEIBER received nearly all of the ~~xxxx~~ 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 ~~the~~ 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 ~~xxxx~~ are as follows: Walter and ~~the~~ a sister are living in GOETTINGEN, Herzbergerstrasse 39a and

USC552 (b) (6) & (b) (7) (C)

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Baimar 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 [redacted] 5USC552 (b) (6) & (b) (7) (C) on [redacted], went to [redacted] school until 1928, ~~then technical school until 1929;~~ until 1933 he was working at the Flugzeugbau Kiel. 33 to 35 at Messerschmidt AUGSBURG and from 1935 to 1942 at the Gothaer Waggonfabri and then until the end of the war at the Middledeutche Mettalwerke Flugzeugbau, ERFURT (M51/J36). He was a member of the Lilianthal Institute for Aviation Research and adviser of the Ministry for Aviatio 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 89. 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 ~~competent~~ aircraft specialist technical ~~specialist~~ for evaluation and translation.

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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 Reference: Aircraft Designer

Case Clasification: 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/K66). 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 WARTHA (L51/H76) 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/H76). 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 Steinmahlen 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

page 1 of 3 pages

copy 1 of 6 copies

86

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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) RM. Thereupon he was released and taken to his home in an automobile.

g. From 20 December 1947 until 6 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. Egwin C. LEIBER was born 23 November 1905 in GOTHA, he is 5'7½" tall, weight 135 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 243. From 1940 until 1945 Subject worked in ERFURT for a Special Aircraft Fabrik as chief of construction. LEIBER is at present living at 89 Textor Strasse, FRANKFURT.

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SRI, III-FM-6771, dtd 20 Jan 48, Subj: Egwin O. LEIBER, CONT'D

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
MARVIN L. RISSINGER
Special Agent, CIC
Operations

William G. Walsh
WILLIAM G. WALSH
Special Agent, CIC

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IMP AND PERS INDEX

LEIBER, Egwin O.
MVD
LEIBER, Ilse
LIPPISCH, Dr. Alex
WRIGHT FIELD
GC 150
GO 243
Gotha Waggon Fabrik, Aircraft Section

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Secret

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] REGION WURTTEMBERG
COUNTER INTELLIGENCE CORPS REGION I
EUROPEAN COMMAND

EKR.KWH.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 EEI'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 D-198239, paragraphs 2-a and 2-b.

b. Further reference is made to MDIC 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 BERLIN-CHARLOTTENBURG (B53/Z75). In this letter FRANZ stated that he knew of one HORTEN, Alfons, MUELHEIM-RUHR (K52/W41), British zone, Loehberg 22. F-2

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

The undersigned concurs
in the above evaluation

KENNETH W. HELSEN
Special Agent CIC

Approved:

EDWIN K. EICH
Special Agent CIC

Stuttgart Switch 93255 Ext 402

Regraded [redacted] by authority of
Col Clay III by [redacted]
L E Phillips 2d Lt ORDC
on 1-31-77

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

FWM/cla

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. 5930

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

91

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

FWM/cla

APO 154

File No: I-1806

6 January 1948

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: HORTEN, Reimer 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 MOIC, Headquarters, Sub-Region WUERTTEMBERG, CIC Region I, Subject as above, File: I-W-D-775, 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 uncarded.

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-c 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/C52).

(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/S12). He is reported to have contacted TECHNICAL INFORMATION CENTER, G-2, Personnel Branch, in MUNICH (M49/Y85), in February 1947. Since that time no information concerning him has been obtained. Description of FREIMANN is as follows:

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92

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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 EUERL, 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 whathappened 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, Reimer 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. - c. 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

94

a. - d. Take-off was by means of a six-wheeled carriage on 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. - e. 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 PRANDTL 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

95

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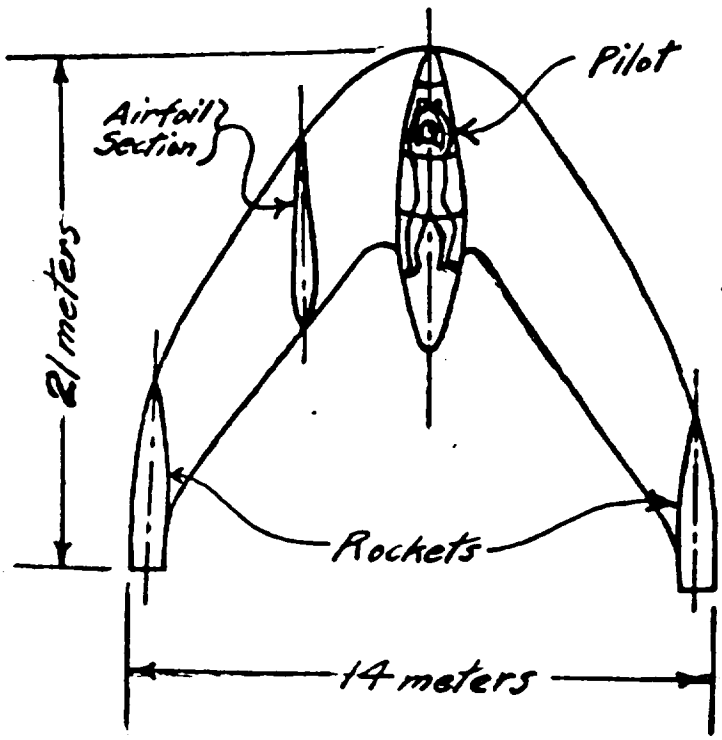
Incls: 1. Exhibit A - Plan view of HORTEN airplane
2. Exhibit B - Front view of HORTEN airplane
Exhibit C - Detail view of airfoil section

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



Plan View of HORTEN Airplane

[redacted]

Exhibit A

Ex 121

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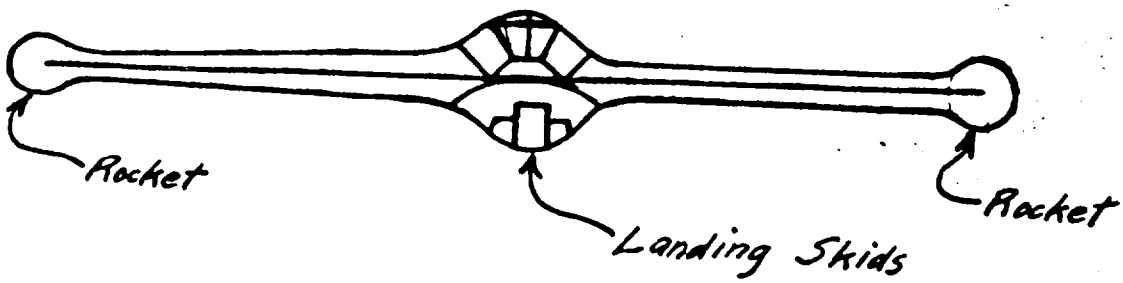
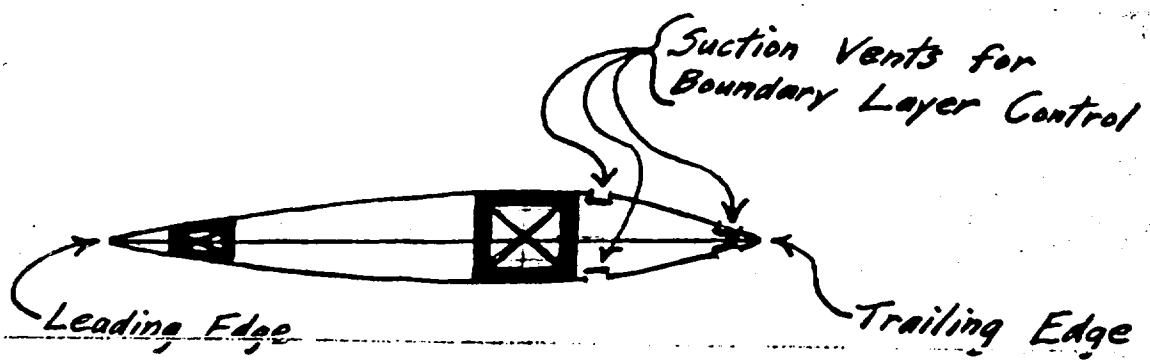
[redacted]

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

[redacted]

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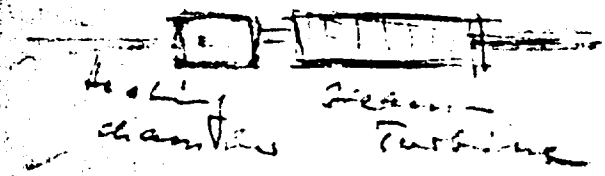
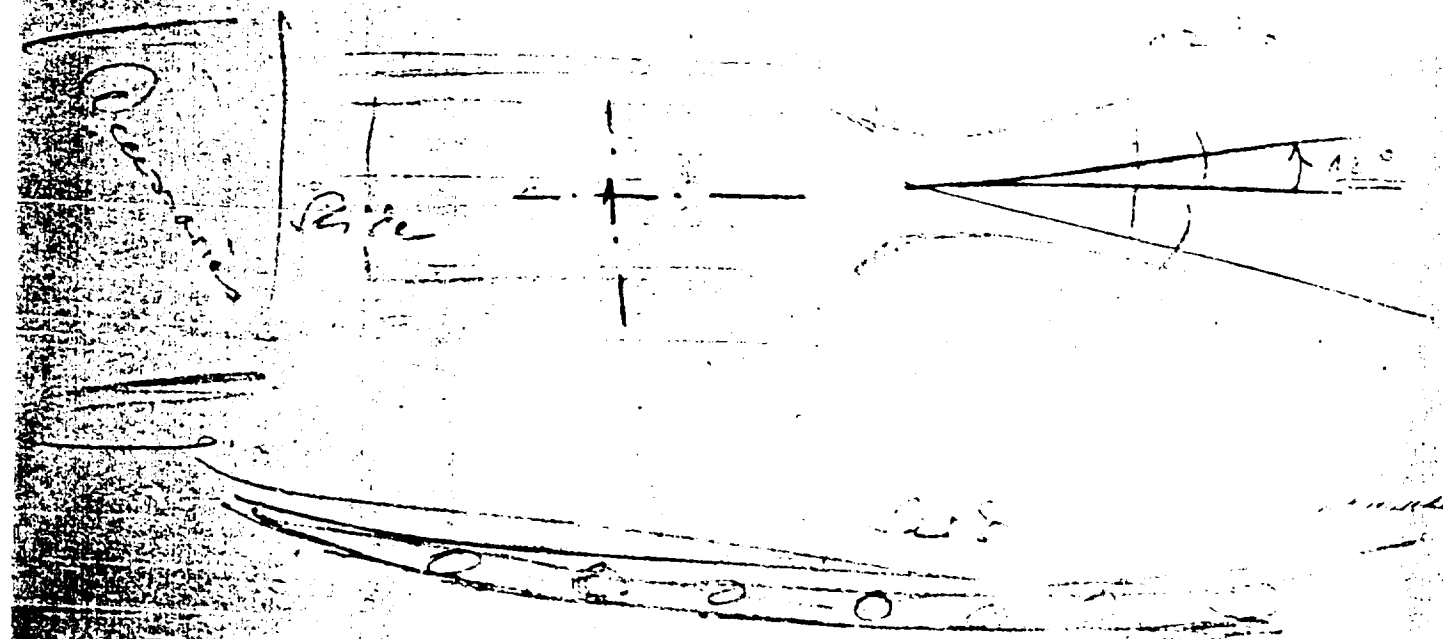
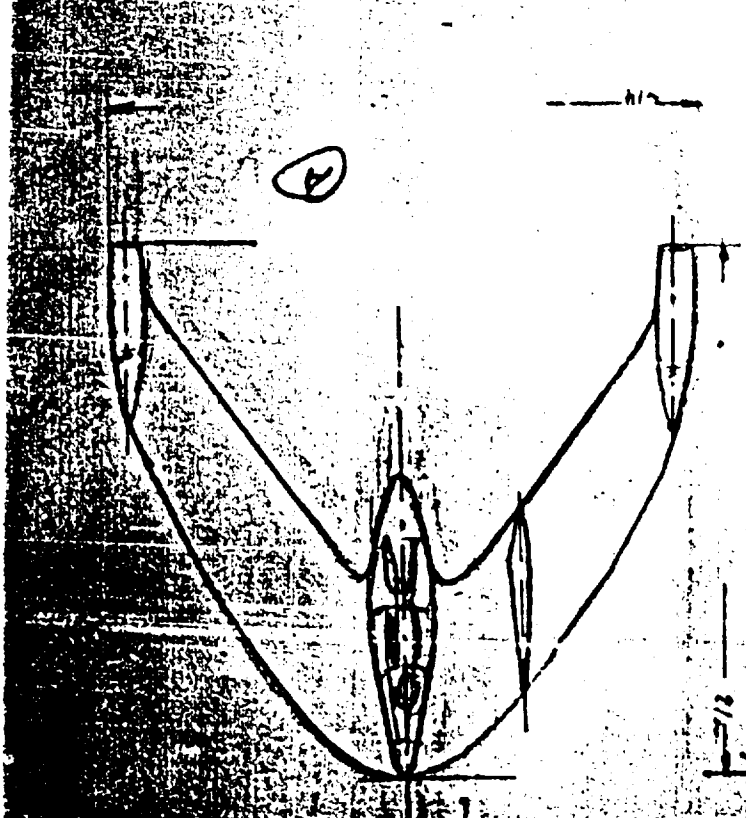
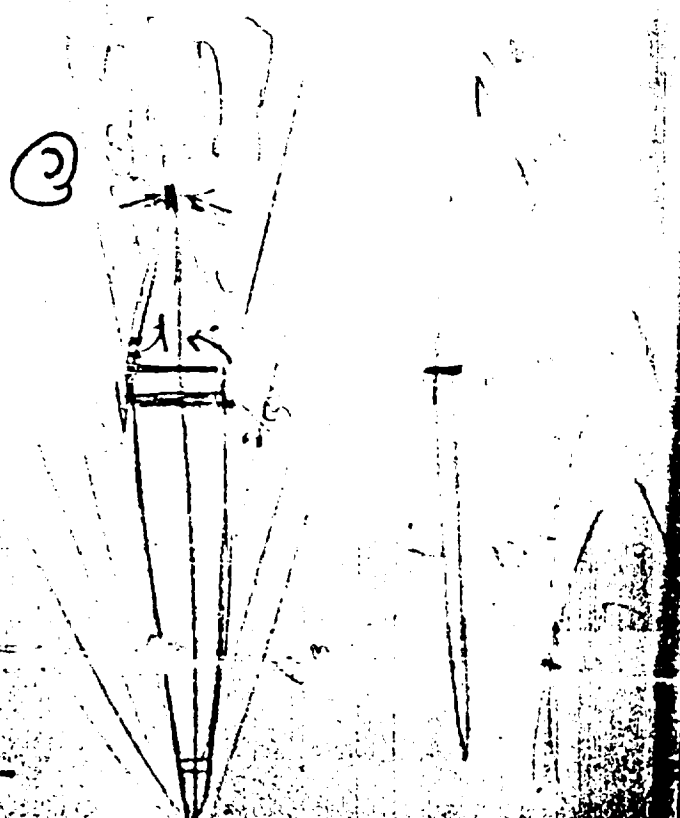
Incl #2

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









~~SECRET~~

Request for Investigation

File No: I-1606

Date: 9 Jan 1

Originating Office: Hq Region I (Matting)

Suspense: 30 Jan 1

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 on 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 is 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 in BAD GANDERSHEIM. Description of FREIMANN is as follows:

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

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

Regraded [redacted] by authority of
[illegible] by BL
on 1-31-57 LE Phillips 2d Lt ORDC

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

~~CONFIDENTIAL~~

Request for Investigation

File: Date:

Subject: Horten - Brothers

Originating Office:

Title:

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 MOIC or SRI form will be followed except that, Par 1 can be eliminated. Exhibits in foreign languages need not be translated if the report contains a brief synopsis of the contents pointing out the CI interest. Show source and evaluation of all phases! Be brief and concise! Operations Officer approval and/or [illegible] will follow immediately after the agent report.

SUBJECT: (Give all identifying information)

1. All attempts to locate Freeman in the Stgt area have been negative -

Eck

Regraded CONFIDENTIAL by authority of

by

on

100

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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.

HEADQUARTERS
COUNTER INTELLIGENCE CORPS DIVISION I
970TH COUNTER INTELLIGENCE CORPS DETACHMENT
SUB-REGION WUERTTEMBERG

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Regraded ~~CONFIDENTIAL~~ by authority of Col Clay III on 1-31-57 by Blg L.E. Phillips 2d Lt ORDO

APO 154
BNF/mec
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 (L49/S52) of scientists who may have knowledge of the HORTEN Brothers.

2. Result of Investigative Activity:

a. A scientist, WALTER, Franz, born 28 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. 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/Z67), about 20 to 30 kilometers north of Berlin. Before the war the brothers were in MUENSTER (K52/A97) Westphalia.

c. WALTER stated that if anyone knows where the HORTEN brothers are, one REITSCH, Hannah, living in BAD NAUHEIM (L51/M69), 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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AUTH Para 1-603 DOD 5200.1R

102

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Hq, CIC Reg I, 970th CIC Det, S/R WUERTTEMBERG, MOIC dtd 2 Jan 1948, File I-1606, Subj: WALTER, Franz, Page 2

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
Special Agent, CIC

APPROVED:

EDWIN K. EICH
Special Agent, CIC

1 Incl: Exhibit "A" (Sketch of HORTEN model)

Stuttgart 93255/308/Farley

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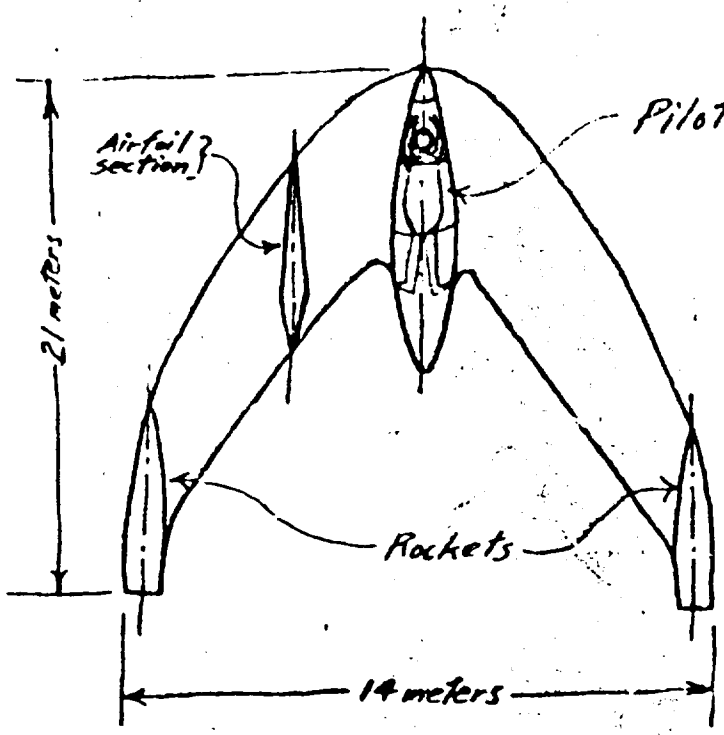

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Plan View of HORTEN Plane

Exhibit A

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

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

1st Ind. FSM/er

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

TO: Commanding Officer, 970th CIC Det., Hq. EUCOM, 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

Tel: REGENSBURG MIL. 2006
(Mr. Norring)

Log No. 9773

Incl: MOIC a/s (3 copies)

Page 1 of 1 Page

Copy 1 of 4 Copies

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

5 December 19 47

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. 779

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

106

Secret

338

~~Secret~~

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

File No. VL-596-S
V- 1577
D- 198239

2 December 19 47

MEMORANDUM FOR THE OFFICER IN CHARGE

SUBJECT: Flying Saucers

Re: Walter and Reimer HORTEN

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 HORTEN brothers through possible acquaintences at the LANDSHUT (M49/U20) Housing Project. A records check of the LANDSHUT Sub-Region was also conducted.

2. No trace of either Walter or Reimer HORTEN was found within the Sub-Region area of LANDSHUT. However, acquaintences of the men stated that Walter HORTEN is believed to be in England working on scientific developments for the British and Reimer (or K. W.) HORTEN is believed to be living in GOETTINGEN (L52/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 Reimer HORTEN this Agent recommends that an effort be made to contact Reimer 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] J. F. Shaughnessy
CIC-CIR Landshut
Commanding.

Robert S. Robertson
ROBERT S. ROBERTSON
Special Agent CIC

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ON 6 JUL 1994
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AUTH Para 1-603 DOD 5200.1R

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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-R-821 1st Ind CWR/jhh
I-1606, C/R I-1043.1

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
VINCENT A. BERGSTROM
Captain Inf
Commanding

Incl: ~~n/a~~ w/d One copy of EE1, Air Intell Guide

HEIDELBERG 6490/Rankin

SR M/H Log Nr. 1269

Log No. 5703

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

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S-3 Work Sheet
(Do Not Detach)

Initiator of action _____

file D-198239

DATE : 20 Dec

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

DOSSIER NO: _____

DATE OF BIRTH: _____

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

ACTION (Designate numerical order)		ACCOMPLISHED (or NR)	INITIALS
CPI GROUP	4 : __ : Attach card or : __ : Indicate Dossier No's	CANNOT IDENTIFY	WK
IMPERSONAL FILES	: 2 : Check Impersonal Files : __ : Open an Impersonal File as follows	D198239	ORM
DOSSIER GROUP	: 3 : Attach Dossier	MR	
	: __ : Open Dossier		
	: __ : File in Dossier		
CARDING	: __ : Prepare CPI Card(s) on underlined name(s) and/or Impersonal Subject(s)		
	5 RETURN TO FILE WITHOUT FURTHER ACTION		
	: __ : S-3 Executive		
	: 5 : Case Direction Section		
	: __ : Central Registry		
	: __ : Distribution Center		
	: __ : American Field Files		

REMARKS: _____

Standard Abbreviations: "R" - Reference Dossier
"NR" - was looked up and no record
"✓" - Card or dossier attached or workpaccomplished

IN 15 DEC 1967 44971

~~SECRET~~

109

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

APO 199

D-198239
VI-1611.5
BAM-941

17 December 1947

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 NURNBERG 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:

CIC BAMBERG REGION VI
Date 12/17/47
Time 1000
No 7096
OUT

WILLIAM E. LARNED, 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 IV, 970th CIC Det., APO 407-A, U.S. Army
1 - File

Tel: Constabulary 7760
7761

SECRET

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AUTH Para 1-603 DOD 5200.1R

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

APO 189
BAMBERG Field Office
12 December 1947

D-193239
VI-1611.5
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 experimants 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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PAGE 1 OF 1 PAGES

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 3

APPROVED:

(SIGNATURE OF AGENT)

WILLIAM E LARNED JR
Special Agent CIC
Operations

ALFRED B BROUILLETTE
Special Agent CIC

(USE bottom of page for additional comments)

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1 HFO File

ET FORM 1-1 (11 JUNE 1946)

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 (L49/371), as suggested in paragraph 3c of inclosed memorandum. 4. Additional reports will be forwarded as received. 1 Incl: a/s GWO/McK/telephone 7256 /s/ JOHN L. INSKEEP Lt Col Cavalry Commanding

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(Classification)

AGL (7) 8-46-500 000-570-4570

SECRET

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. HW/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

WHW/mes
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 WUERTTEMBERG
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 93255, Ext 3[illegible]2 / Wood
Incl(s): [illegible], Air Intell Guide
(3 copies)

Distribution:
3 - C , S/R BADEN
3 - C , S/R WUERTTEMBERG
- File

for HERMAN H. KROH
Special Agent CIC
Operations Officer

BEST COPY AVAILABLE

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

HEADQUARTERS, SUB-REGION WUERTTEMBERG, 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 MOIC, this headquarters, dated 24 November 1947, file I-W-D-775, subject: HORTEN, Reimer and Walter.

I-1038

FOR THE COMMANDING OFFICER:

EDWIN K. EICH
Special Agent, CIC
Operations Officer

Incl: one MOIC, file and subject a/s

Stuttgart 93168/402

115

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

EXL.REF.adj

I-W-D 775

APO 154
24 November 1947

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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~~SECRET~~

MOIC, File No: I-W-D 775, Subject: HOHTEN, 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 2c
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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J-899 70572

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-899

(Ltr to CSDI, 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 insistant 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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HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION I
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 28 Oct 47. ~~As requested in MOLO~~ check was made in Schw. GMUEND (L49/852) of scientists who may have knowledge of the HORTEN Brothers.

2. Result of Investigative Activity:

a. ~~One~~ 9 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/Z67), about 20 to 30 kilometers north of Berlin. Before the war the brothers were in MUENSTER (N51/W77) Westphalia.

c. WALTER stated that if anyone knows where the HORTON brothers are one REITSCH, Hannah living in BAD NAUHEIM (N51/M69), 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 DIS
Ref: IV-3574
From: ALTON
To: Capt STEINER

9 Dec 47

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

SUBJECT: Flying Saucers

1. The town mentioned in D-198239 par 2.b. is HEILIGENBEIL, East Prussia and not HELLIGENBERG.

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

Alton
Ivan J Alton

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IV 3292.

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File No. 5 December 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

SUBJECT: HORTEN, Reimar and HORTEN, Walter

RE : Flying Saucers

1. Reason for Investigation:
Reference is made to previous reports same Subject and same file number dated November 1947 and to

The following information was obtained from O-37-I-O,(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 name of one the assistants to the HORTEN brothers has been obtained. FREIMANN, fnu,(title of DIPL ING) was last known to have [illegible] in Bad CANNSTATT (/). The last information on FREIMANN is that he [illegible] TECHNICAL INFORMATION CENTER, G-2, Personnel Branch in MUNICH (/) February of 1947, since that time no information is available on him.

b. The description of FREIMANN is as follows:
5'[illegible]'' to 5'11' in height
1[illegible] to 155 pounds
dark brown hair
brown eyes and long oval face

3. Agent's Notes:
It is suggested that ~~one~~ one of the ~~numerous~~ Technical Intelligence teams in Europe be contacted for further information on both the HORTEN brothers and FREIMANN.

~~IIII~~ ~~IIII~~ ~~IIII~~ ~~IIII~~ ~~IIII~~ ~~IIII~~
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Sept 1946

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J-743

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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 KEI 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 OTTIE 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 EINRING, 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 idea 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 - Paperclip (Wright Field)

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S-2 Reg. No.
J-743

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 ELSRING. 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

Copy furnished:
Director of Intelligence, OMGUS

Telephone BERLIN 44715

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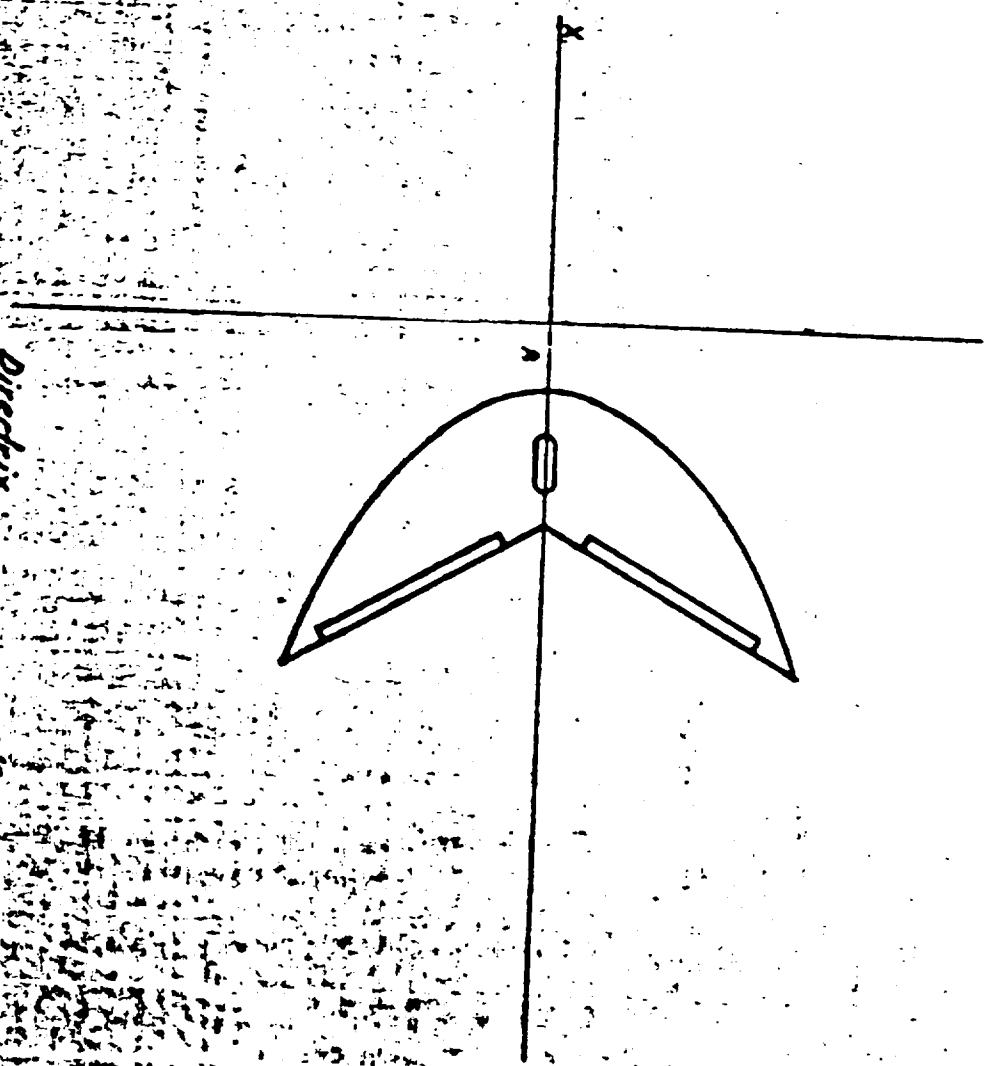

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~~SECRET~~ ~~CONFIDENTIAL~~

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

EKE.RMF.amj

I-W-D 775

APO 154
24 November 1947

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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Cap Illay III by [illegible]
on 7-31-57 L.E. Phillips 2d Lt ORDO

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AUTH Para 1-603 DOD 5200.1R

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MOIC, File No: I-W-D 775, Subject: HORTEN, Reimer 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
Special Agent CIC

The undersigned concurs in the above evaluation.

Approved: Edwin K. Eich
EDWIN K. EICH
Special Agent CIC
Operations Officer

Stuttgart Switch 93641 Ext 402

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43961

DEFB NR 82

DAFA V DAFB NR 82 W 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

GR NC

REF NR 4863/8 PD REFERENCE FILE NUMBER DOG 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

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24/1128 NO V SBS

DAFA RECD NR 82 NOV 24/1820Z BPC

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FROM REGION F

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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 & Riemar HORTEN Cross Reference: 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 28 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/K67), Dr. Hugo ECKNER, 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. ECKNER, 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. ECKNER 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 existance of such an experimental aircraft in Germany. (Evaluation: B-2)

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SRI, III-FR-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. Recommendations: There are no recommendations.

APPROVED:

Arthur B. Conoley for
LARVIN L. RISSINGER
Special Agent, CIC
Operations Officer

/vh/

H.H. MEHNER
Special Agent, CIC

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File

HEADQUARTERS
EUROPEAN COMMAND
Office of the Deputy Director of Intelligence

D 198239

383.5 (GID/OPS/IS)

APO 757 US Army
19 November 1947

SUBJECT: Information on HORTEN Brothers Concerning "Flying Saucer"

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

1. Lt. Col. SEASHORE recently delivered to this headquarters an EEI written at WRIGHT FIELD, OHIO, concerning the flying saucers sighted over the UNITED STATES. Lt. Col. SEASHORE 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, Riemar. (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.

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ET FORM 1-1 (11 JUNE 1946)

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INTERNAL ROUTE SLIP

69265

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 IX, 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

GWO/rk/7256

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AGL (7) 8-14-500 000-5732-4578

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05065

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

D-193239
D-IX-ERE-1316

SUBJECT: Flying Saucers

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

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 AC
Commanding

1 Incl: MOIC 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

D-193239

APO 751, US Army
7 November 1947

D-IX-ERE-1316

MEMORANDUM 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 GREPPEN/FITTERFELD (M52/E14), 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 (N52/E76) Luftwaffe Experimental Station, but that the tests had been unsuccessful. The scientist engaged in designing the aircraft was named RIEMAR or ROEHMER (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 10,000 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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30-4-94

Document Has Been Reviewed By CIC Carding

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D-193239

D-IX-[illegible]-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: [signature]
LEO C. [illegible]AS
Special Agent, CIC
Operations Officer

138

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HEADQUARTERS

COUNTER INTELLIGENCE CORPS REGION VI

970TH COUNTER INTELLIGENCE CORPS DETACHMENT

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APO 189

10 November 1947

VI-B-1006
D-198239
VI-1611.5
SUBJECT: Flying Saucers

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

CIC BAMBERG REGION
Date 12/11/47
Time 0830
No 6160
OUT

1. Considerable material has been gathered by the Air Materiel Command, WRIGHT FIELD, Ohio, concerning the appearance, description and functioning of the object popularly known as "Flying Saucer". 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 Germans prior 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 EEI's will be forwarded to permit further interrogation and test of knowledge.

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

SUSPENSE DATE
12 Dec 47

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BY ORDER OF LT. COLONEL WALKER:

WILLIAM E. LARNED, JR.
Special Agent
Operations

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SUB-REGION
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139

D/1 Ltr Hq Reg III, 1 Nov 47, re: Flying Saucers

III-4748 2d Ind.

Headquarters, Counter Intelligence Corps Region III, [illegible] APO 757, U. S. Army, 4 December 1947

TO: Commanding Officer, 970th Counter Intelligence Corps [illegible] Command, APO 757, U. S. Army. (Attn: Mr. OLIPHANT)

Forwarded in compliance with letter your headquarters referenced in paragraph 1 of basic communication.

FOR THE COMMANDING OFFICER:

[illegible]
Special Agent, CIC
Operations Officer

Incl: 1. w/d
2. 1 cy HRI w/d

Tel: [illegible] 2091/Mr. WILLIAMS/bg

D-198239 3rd Ind.

Headquarter , 970th Counter Intelligence Corps Detachment, APO 757, US Army, 17 December 1947

TO: Commanding Officer, CIC Region III, APO 807, US Army

1. Attention is directed to paragraph 5 of HRI added as an inclosure by 1st indorsement hereon.

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 NORTON brothers, Field Intelligence Agency Technical (FIAT), Headquarters, EUCOM, lists them as experts on "flying wing" aircraft, including Number VIII, IX and X Norton model aircraft. Several CIC reports concerning them are on

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D-198239

file in this headquarters dating back to [illegible] states that the HORTEN brothers were last [illegible] working in GOETTINGEN (LSM/CSR), British [illegible] 1946, at the Kaiser Wilhelm Institute in the [illegible] known as Aerodynamische Versuche Anstalt. [illegible] formerly been listed on the JICA list.

4. It is requested that investigation be [illegible]

BY ORDER OF LIEUTENANT COLONEL INSKEEP:

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

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

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

III-FM-4748

APO 757
3 November 1947

SUBJECT: Flying Saucers

TO : Commanding Officer, each Sub-Region

1. Inclosed letter, Hq., 970th CIC Detachment, EUCOM, 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: BERNHARDT, Guido, dated 6 August 1947.

BY ORDER OF THE COMMANDING OFFICER:

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 007, US Army

1. Forwarded in compliance with basic communication is SRI dtd 20 Nov 1947 re-Walter and Riemar HORTEN.

2. The S-3 has instructed the agent to contact any German aircraft engineers 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 SRI w/s (5 copies) 142
Tel : 8400 Ffm
/vb/

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 [illegible]

Request for Investigation

File Nos: IV- 2574

Originating Office [illegible]

Thru: [illegible]

To: [illegible] Capt [illegible])

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] AUCTRS

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 inclosed [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 28 Oct 47
2. 1 cy Air Intell. Guide

Tel: [illegible] 2[illegible]5 - 2994
([illegible])

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HEADQUARTERS
EUROPEAN COMMAND
Office of the Deputy Director of Intelligence

RDM/CMA/WPS/ac

APO 757 US Army
01 October 1947

D-198239

380.09 (GID/OPS/IS)

SUBJECT: Transmittal of EEI on Alleged "Flying Saucer"

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 Materield Cmd. EEI also transmitted to 970th CIC, ECIC and S-2 Berlin Cmd.

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CIN REC
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CIN/OPS/25

AS0.09 (OID/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 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.

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

1 Incl: a/s
TEL: 7426
Lt. SKI[illegible]

M/R - Inclosed EEI was given this office by Lt Col Seashore of the Air Materiel Cmd. 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, H. W. HORTEN Ing (Probably Walter) has been reported to be living at LANDSHUT, 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 BEBRA, 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 ORDC
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 e/s
(2 cpy ea Reg;
1 cpy ea SubReg)

Mr. OLIPHANT/rk/telephone 5672

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CARL J. KUEHNERT
Special Agent, CIC

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[redacted]

AIR INTELLIGENCE GUIDE
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 manouverable 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?

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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 manoeuverability 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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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 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 (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.

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[redacted]

If jet propulsion is used, large air handling capacity, characterized by 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.

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350.01 (GID/OPS/1S)

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

2	Hq Ops 970th Branch CIC Det	27 Oct 1947	1. EEI mentioned in Minute 1 has been forwarded to the field for compliance.

2. Attached report, Foreign Documents Unit, dated 30.5.46, Title FWI reports dealing with HORTEN tail-less aircraft, and copy of three cards concerning the HORTEN 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 EEI.

4. Attention is invited to the reference on cards from PAPERCLIP that the HORTEN 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 JSM, 15 November 1946. Walter HORTEN is listed in the JIOA Denial List, dated 2 January 1947, as living at LAUTERBT, Germany. No reference was made to Reimar HORTEN. The revised JIOA Denial List, dated 8 October 1947, does not list either of the brothers.

JOHN L. INSKEEP
Lt Col, Cavalry
Commanding

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

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BY CDR USAINSCOM F01/PO
AUTH Para 1-603 DOD 5200.1R

[redacted]

HORTEN, Riemar (Horten brothers)

Keyman 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 254-88/1, 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 ADIK 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]

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HORTEN, Walter

On list of Germans required for employment by the Ministry of Aircraft Production. (IN FIAT DF 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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NAME: HORTEN, K. W. Ing US - B
LOCATION: (last known) LANDSHUT 3

FOA: Aerodynamics
AFF: GAF

REMARKS:
DFEB US: Interr. and possibly employ in the theater.
FTILBAPEN: 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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HEADQUARTERS
970th COUNTER INTELLIGENCE CORPS DETACHMENT
EUROPEAN COMMAND

Suspense Date:
6 October 1947
APO 757
8 September 1947

FILE COP

D-187945

SUBJECT: BERNHARDT, Guido

Regraded CONFIDENTIAL by authority of Col J Clay III by Bl L.E. Phillips 2d Lt ORDO on 1-31-57

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

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

2. Inclosed letter addressed to General CLAY, dated 7 August 1947, written by subject and covering some 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 letter head of Headquarters Command.

3. Attention is also directed to paragraph 3, agent's notes, of 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 S. BROWNING, Jr.
Major, Infantry
S-3

1 Incl: a/s

Telephone: FRANKFURT 7256
Mr. Oliphant

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CONFIDENTIAL

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 bomb, 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)

3. Since the middle of 1946, special aircraft have been built in a plant in Ohio for deployment of the A-bomb. The first bombs dropped on Japan were simply dropped from a standard airplane. The light weight of the bomb made special release mechanisms necessary; this eliminated the bomb bay on the special aircraft. The new system uses compressed air to release the bomb. The effect of the released radioactivity is about the same as the destruction radius and causes a cell deterioration. Also shown is a formula for "SCHITORIT" flight path of the plane = 1200 m.

4. From the use of high air-pressure-launched explosives on the Leningrad Front and storage areas found by the USA and England on the coast and in Suhl - I had knowledge that such a storage area was there - and the Russians found them on the Krim. They were built by Krupp in France.

Summary:

My own knowledge and experience gave me the basis to pursue this thing and gave me a sober look at the truth about this information. You can very easily check if the information about the A-bomb is correct. They are military secrets; that is the reason I tried to avoid writing it down on paper and was hoping to hear from General Clay. I do not feel authorized to divulge secrets of the US Army. However, since a meeting with General Clay was blocked. I had no other choice.

Now it depends on the following:

I am only willing to talk to General Clay about further information. I would rather have kept quiet if things are not followed up on. no one else can decide that; that is why I stand by my repeated request to talk with General Clay immediately. I have given as much information as possible without calling up dangers I can not stop.

You can put my information to the test, but don't ask too much about the ghost part. I have to tell you seriously that I do not have a US security clearance and there will be many departments willing to pay a high price to question you to learn more. I would like to stress to you the danger in that. I came to you as a man of duty and honor, which I kept clean during

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

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

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)

An den
Herrn General C l a y

durch

C I C

Betr.: Scheibengeschosse

Fuhr

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 zwr 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 zu entscheidenden 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 erfolgt, so dass die Spezial-Maschinen keinen Bombenschacht bewitzen, sondern die Atom-Bombe durch eine Pressluft-Ausstossvorrichtung ausstossen. Die Auswirkung der durch den Kurf 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 wurden 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 geben 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. Ueber 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 koennte.

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 viel anders auswirken. Und wuerde ich an anderer Stelle sprechen, wuerden die Folgen unabsehbar sein.

Es gibt auf der Welt insgesamt nur 8 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 zu Herrn General Clay aufgrund dieser Aufzeichnungen bitte. Bedenken Sie aber bitte, dass auch von mir nicht weniger verlangt wird,

auch von mir nicht [illegible] verlangt wird

Wenn mir die Pflicht zukommt, die Dinge ins Rollen zu bringen. Es duerfte jedenfalls klar sein, dass ich mit dem 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 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 nach 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:
"Nur Mut, deutscher Mann, kaempfe fuer das Sternenbanner".

Guido Bernardy jr.

Frankfurt, den 5. August 1947

HEADQUARTERS
COUNTER INTELLIGENCE CORPS REGION III
SUB REGION FRANKFURT

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III-FR-6344 APO 757

MEMORANDUM FOR THE OFFICER IN CHARGE 8 August 1947

SUBJECT: BERNHARDT, Guido, Helmut, Julius

Re: "Flying saucers"

1. Reason for Investigation: On 5 August 1947 Mr. CANNON of the FRANKFURT (L61/M67) Provost Marshal's Office contacted this office and reported that Subject had attempted to enter the [illegible] 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 Investigative Activity: 5USC552 (b) (6) & (b) (7) (C)

a. BERNHARDT, Guido, Helmut, Julius, of [illegible] (K51/F52), Grunerweg 1, was born on [redacted] 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 BERNHARDT 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 HITLER and BORMANN.

c. Subject was informed that an audience with General CLAY 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 8 August 1947 with a complete written account of his information (Exhibit A).

page 1 of 2 pages

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[redacted]

MOIC, Subj: BERNHARDT, Guido, Helmut, Julius, dtd 6 Aug. 47, [redacted]

d. Subject will remain at the Robstecker Bunker, Robsteckerstrasse, FRANKFURT until 10 August 1947, and will then return to BONN.

3. 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

APPROVED:

ALBERT GOLDSTEIN
Special Agent, CIC

MARVIN L. KISSINGER
Special Agent, CIC
Operations

Exhibits:
A:-Translation of Subject's statement concerning disc projectiles (flying saucers)

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MEMORANDUM FOR THE OFFICER IN CHARGE

Subject: BERNHARDY, Guido, Helmut, Julius

Re: "Flying Saucers"

1. Investigation:

On 5 August 1947 Mr. CANNON of the FRANKFURT (I51/F78) Provost Marshal's Office contacted this office and reported that Subject, [redacted] 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 Investigative Activity:

(a) BERNHARDY, Guido, Helmut, Julius, of BONN (K51/F53), Grunerweg 1, was born on 24 July 1912 in HATTINGEN (K51/AC1), Ruhr. He claims never to have been a member of any Nazi organization, and admits 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 BERNHARDY 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 HITLER and BORMANN.

(c) Subject was informed that an audience with General CLAY was impossible and unnecessary, since such information was always

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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 CIC office and told to report here at 0[illegible]0 hours 6 August 1947 with a complete written account of his information. (exhibit "A").

Frankfurt

(d) Subject will remain at the Rebstocker Bunker, Rebstockerstrasse, FRANKFURT until 10 August 1947, and will then return to BONN.

3. 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).

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Addressed to
GENERAL CLAY.

(By Frederick Auerbach)

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 2.A.d.N. and there I found out that Professor MAUKER 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 "RHEIMAG", the sub-terranian armament factory in KAKLA vicinity JENA (M51/J66), being under the control of the HBA, Gauleader SAUCKEL 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 (SAUCKEL) was also closely connected with the construction of the V-Weapons, but had no connections with the "RHEIMAG" 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 bombs. 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 commute 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 mor 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 made 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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1. The completion of HITLER's research to a readily 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 HAUTER together with a professor KLEINOW have continued research, and developed these discs which were seen in different parts of the world and disappeared again in recent weeks. The "Foo-fighter" seen some time ago over the nordic countries are the same discs, however not yet produced from thecorrect materials, which could not withstand the tremendous requirements. The following particulars were given concerning the new finished discs:

(1) The firing of the discs is effected through rocket-shaped rockets, 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) Manual setting for direction and course: 30-60 000 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 275 5/10 kg, when loaded for action the disc weighs ½ 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 TEXAS CITY, and over KASSEL.

(9) The fuel is: Heavy water - oilpower.

(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: 3 km.

(To number 2. above) The Fuehrer (HITLER) is at the present time with his specially built U-boat at the launching site. The U-boat -it was torpedoed- 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 station 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 Skye KIWI 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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translation-BERNHARDT, Guido, cont'd.

(to Number 2. 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, WISCONSIN, 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 "SCHITORIT", namely in a circumference of 200 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 "SCHITORIT" 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 BORMANN.

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 "SCHITORIT". 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" (Wurfbombe), with an effective radius of 800 km, as of to date. At the present time atom bomb tests with V1 and V2 are 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 bombs 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 "SCHITORIT" was also marked down. Height of the airplane is approximately 1200 metres.

4. Those of the compressed air projectiles which were used at EBEN EMAEL (Belgian Fortress), and at the LENINGRAD front, were found in a dump by the Americans and the British at the coast (North Sea coast?), and in SUHL. I had knowledge of this last dump-- and another dump was discovered by the Russians in the Crimea.

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translation-BERNHARDT, Guido, cont'd.

Conclusions:

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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 CLAY. I do not feel authorized to disclose secrets of the US Army. Since there was no other way to see General CLAY, this way was the only other possibility.

Now it depends upon the following:

I am only willing to give the final information to General CLAY, 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 CLAY 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 spirits. 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 attempts, and I wish to impress upon you the possible dangers. I come 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 track 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 inexorably, bit by bit, 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 futre. 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 5 pages

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179

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Translation -BERNHARDT, Guido, cont'd.

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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 [illegible] 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 us (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 CLAY, 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 continuously recorded mentally.
There are in the world today eight (8) persons, who possess the ability to come mute 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 TOKAISO, who died in TOKIO on 16 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 gentlemen known to me.

I know that I ask something almost impossible of you, to have an audience with General CLAY, 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 in any case, 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 CLAY. 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 "Rebstock 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: GUIDO BERNHARDT

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page 5 of 5 pages

copy 2 of 2 copies

160

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OFFICE OF MILITARY GOVERNMENT FOR GERMANY
Office of the Director of Intelligence
APO 742

HQ. USFET
U.S. ARMY

57625

Berlin, Germany
7 August 1947

DI 383.2(AHUIS)(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 AHUIS, domiciled in ASNABRUCK, 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. AHUIS' 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 43883
(Mr Kabzenell)

Incls: a/s

Dispatched
1947
DIR. OF. INT.

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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 <u>really</u> 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 Général 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 developing 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, <u>manned</u> disks

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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/ Ahuis

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)

TRANSLATION

IN
19 JUL 1947
G-2, HQ. USFET
U.S. ARMY

54658

Dr. med dent T. TELTERBORN
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 ~~interested~~ in the origin of these discs I want to inform ~~xxxxxxxxxxxx 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.

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Dr. T. Telterborn, Dentist
Wanne-Eickel i/W (216)
Stöckstrasse 52

2042

186

Dr. med. dent. T. Kellerborn
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 Erdboden 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 Gaustelle 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.

187

Bei dem Russeneinmarsch in Berlin muß meine fertige Erfindung in die Hände einer

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fremden Kriegsmacht gelangen, die sie gegen
über den USA anwendet.

Als Erfinder bin ich allein in der Lage unter
gewissen Bedingungen meine Erfindung preis-
zugeben.

Falls die U.S.A. Regierung Interesse an der Er-
findung hat, bin ich zur Auskunft bereit.

Dr. Traugott Kelterborn
Zahnarzt
Wanne-Eickel, i/H (213)
Stöckstr. 52

Dr. med. dent. T. Kelterborn
Wanne-Eickel

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FLYING SAUCERS

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PRIORITY PARAPHRASE UNNECESSARY
CONFIDENTIAL

INCOMING MESSAGE

D198239

FROM : ACC HUNGARY US DEL SIGNED WEAMS

TO : AGWAR FOR WDGID WDGPO EUCOM FOR G-2 USFA FOR G-2
COMGENMED MA MOSCOW ACC RUMANIA US DEL NAVY
DEPT CNO-OP32 ESD-22 USFA

REF NO THIS MESSAGE : Z-5112

17 May 1947

ACTION	
G-2	9
C.I.	1
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 eminated 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

wb/0

RECEIVED 19 MAY 1947 G-2

CONFIDENTIAL

THE MAKING OF AN EXACT COPY OF THIS MESSAGE IS FORBIDDEN

189

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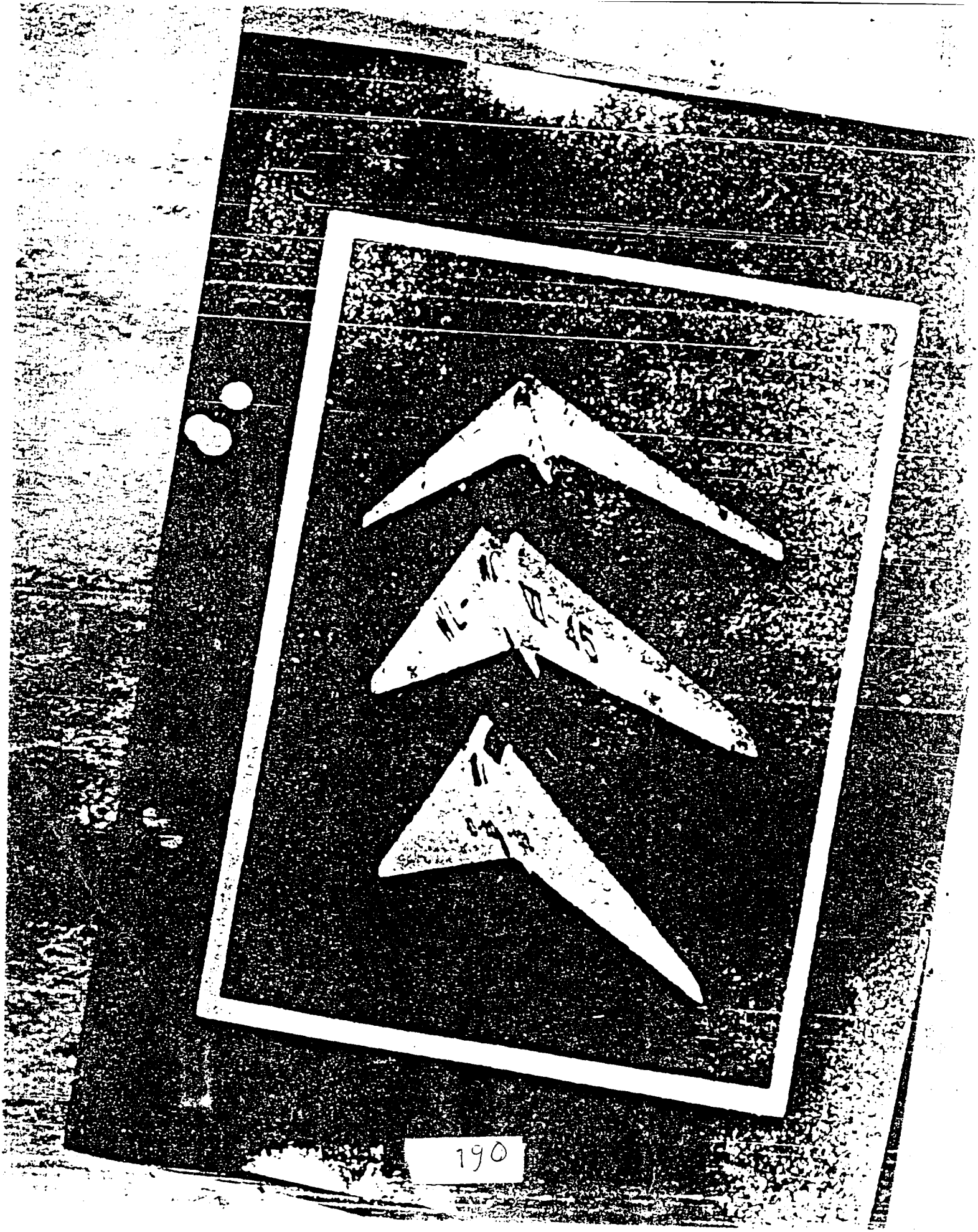
9 MAR 1995
CDR USAINSCOM F01/PO
TH Para 1-603 DOD 5200.1P
OS Letter of 22 Feb 1995



ATERIAL MAY BE
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 days.

[illegible], Erich Walter

5USC552 (b) (6) & (b) (7) (C)

BORN : [redacted]

AT : [redacted]

RES : 19 Woherstr, Berlin

CCC :

MAT :

FIL :

OTHER : Former KPD Member

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1. CIC Hq 7970 27 Sep
Seg CIC Ofp 1949
III Attn
Capt
PAP,ISH

1. The [illegible]
with a [illegible]
for such [illegible]

2. The [illegible]
considered [illegible]
that possibly [illegible]
interest d [illegible]

FOR [illegible]

Incl: [illegible], Seg III, Ltd
22 Sep 49 re Subj
(Trip)

Tel: [illegible]/ln/53919

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ON 29 JULY 1996
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DOD 5200.1R

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[redacted], Erich Walter

LK-9998

22 September 1949

1. BUCHTA came to this office on 20 September 1949, and gave the following voluntary information.

a. Background Data: 5USC552 (b) (6) & (b) (7) (C)

Name: Erich Walter BUCHTA
Birthdate: [redacted] Birthplace: [redacted]

Nationality: German
Occupation: Art painter
Present Address: 19 [redacted], BERLIN 4 (WEST)
Height: 5' 6" Weight: 180 lbs Build: Medium
Hair: Brown Eyes: [redacted]
Identifying Marks: None
Identifying Documents: Identity Card F-0033992 FSTT/US, [redacted] December 1948, Police President [redacted]

Marital Status: Married
Wife: Elsa BUCHTA nee SKIFFERT, born 14 [redacted] BERLIN
Son: Norbert BUCHTA, born 18 April 1936, [redacted]
Daughter: Dorit BUCHTA, born 25 January [redacted]

b. BUCHTA stated that in 1932 he was working with a friend, [redacted] on an invention of an aircraft model along the line of a rotating [redacted] BUCHTA and GRAH were members of the Communist Party then. [redacted] in 1932 and became professor of civil aeronautics. GRAH's wife and daughters followed GRAH to Russia in the same year. In 1933 BUCHTA received a letter from GRAH in which GRAH stated that the invention had advanced to the stage where he was actually working on the model. Upon receipt of this letter BUCHTA was summoned before the German Secret Police who wanted to know what this model was, and SUBJECT told them that it was merely a model of a [redacted]. This was the last time that BUCHTA ever heard from GRAH. BUCHTA's brother, Alfred GRAH, now lives in SOLINGEN (US/FS6) and is a brother of Ernst GRAH. Alfred GRAH, has heard from Mrs. Ernst GRAH in 1947 from Turkey. [redacted] further informed BUCHTA that one daughter of Ernst GRAH came through the German army during the German retreat, has one leg missing, and also lives in SOLINGEN. BUCHTA did not talk to Alfred GRAH about the aircraft model, because the latter is a confirmed Communist. However, BUCHTA believes that the [redacted] of Ernst GRAH, now living in SOLINGEN, would be able to furnish information concerning the aircraft model.

c. BUCHTA is under the assumption that the [redacted] have exterminated [redacted] imprisoned GRAH and will probably claim the invention of the aircraft, which BUCHTA claims approximates the design of a "flying [redacted]". BUCHTA further [redacted]

[redacted], Walter E. KAUDY, [redacted]
[redacted], III, [redacted]

Walter E. Kaudy

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194

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[illegible]

[illegible] a member of any [illegible] in the [illegible] supplies or material to carry [illegible] 1949, and crossed the [illegible] illegally [illegible] (1952/[illegible]) and [illegible] (1952/[illegible]) [illegible] there he went to the refugee camp [illegible] permit into the American Zone. [illegible] revealed the [illegible] invention of the "Flying Saucer" type [illegible] at [illegible].

SOURCE: As Indicated

EVALUATION: [illegible]

AGENT'S NOTES:

It is the opinion of this Agent that the story of the [illegible] aircraft model is more or less dreamed up by the SUBJECT [illegible] objective. SUBJECT expressly stated that his main object [illegible] permit into the American Zone so that he could bring his [illegible] his profession.

APPROVED:

Vincent C. Tomki

VINCENT C. TOMKI
Team Commander
General Investigations

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[illegible]/ln

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AUTH PARA 1-603 DOD 5200.1R

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 INTO 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.

TRANSLATION BY SFC DALE R. BLOHM, 97B4LGM, 3/3 LINGUIST, DLPT FEB 95, REDSTONE MI DETACHMENT, REDSTONE ARSENAL, AL, DSN 788-7621.

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 48 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 der Lage,innerhalb von 4 Wochen 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 naturgemäss nicht gern bereit sind,Bindungen mit Unsicherheitsfaktoren einzugehen.
Ferner ist zu klären,ob die Versuchsgruppe in Deutschland oder den Verein. Staaten arbeiten soll.
Wenn die US vorgesehen sind,so erscheint Sicherung gegen unvorhergesehene Entlassung angezeigt.(Chef-Konstrukteur macht das zur Bedingung,da bereits mehrere Jahre in US-Flugzeug-Industrie gearbeitet,um sich gegen Eventualit. zu sichern)
Nach seinen Angaben kann nach Aufgabenstellung der konstruktive Teil in aller 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.

3
Zu Beginn der Arbeit bitten wir um genaue Aufgabenstellung seitens der US-Army,z.B.
wird Holzbauweise verlangt,wieviel Triebwerke,Aktionsradius.Zuladung,Be.-satzungs-Stärke,Waffen-Anordnung etc.

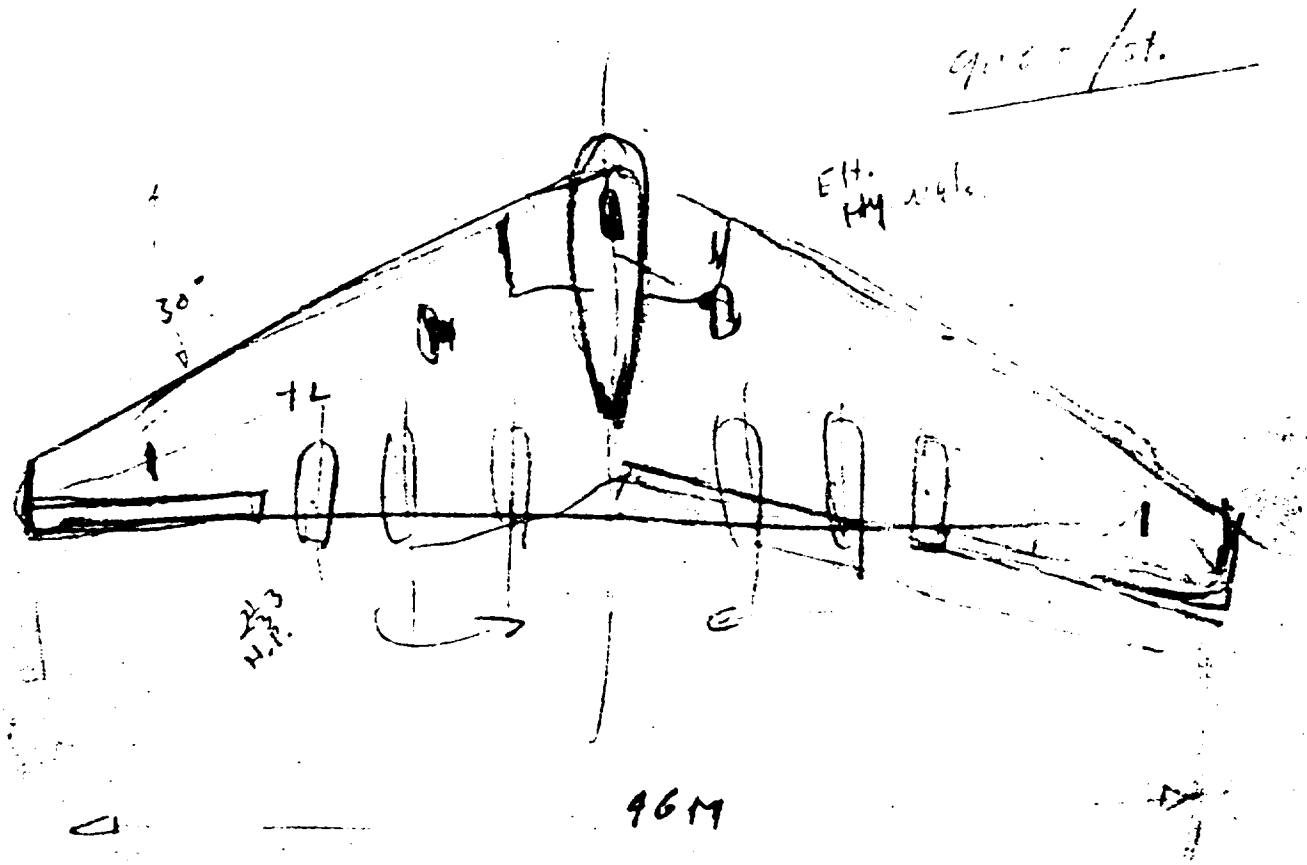
Falkau Obfl. Engelhardt, wenige alte [illegible]

Flugkapitän Lorenz [illegible]

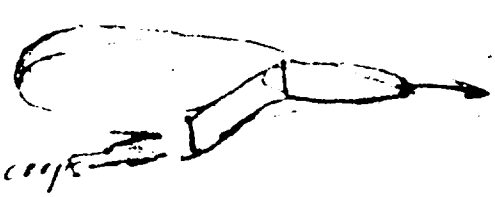
die wichtigsten Teile [illegible]

HINTZEE, Herb. KALKERT, Albert

60-8-229



4½ th. km. 7ma



SECRET

COUNTER INTELLIGENCE CORPS

430th DET. U.S.F.A.

Land Upper Austria Sub Detachment

APO 174

U.S. Army
24 May 1950
Linz Field Office (SP)
SOI 1/18839

E-544

SUBJECT: "Flying Saucers"
Version of a Soviet Army Journal

SUMMARY OF INFORMATION:

The following information was received from confidential informant [illegible] 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 NGB Officer in Urfahr. Date of observation: [illegible] 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 Commissariat of the Armed Forces of the USSR, 25 Red 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")

Diameter of Disc: about 45 meters.
Thickness of disc in its center: about 52 cm.
Material of disc: Sheet metal of a special alloy (containing also steel) coated with a special aluminum paint.

The discs were allegedly [illegible] by the Military Technical Experimental Institute [illegible] operation of the discs is explained as a [illegible] military value [illegible] for the time being. [illegible] have reached heights of up to [illegible] meters with the discs.

In the same magazine an "A" - bomb "500" is described which has [illegible] the power of the bomb dropped by the Americans on Hiroshima [illegible] could not be [illegible]

[illegible]

200

SECRET

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

SECRET

SI, Linz Field Office (SP, Subject "Flying Saucers" Version of a Soviet ny Journal, dated 24 May 1950

entioned magazine which deals with subject in a more detailed manner. However, this Agent believes that in view of the very recent exploitation of ubscource, above report should be accepted and evaluated with the greatest f-caution, as it may have been planted by responsible individuals in the rfahr Kommandatura.

FILE CHECK:

File check in this office proved negative with regards to subject.

Source: 5050
Subscurce: As Indicated

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AUTH PARA 1-603 DOD 5200.1R

Konrad G. BRANDES
S/A
CIC

APPROVED:

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JOHN K. ALLEN
Chief of Operations
Sub-Det "B"

201

Distribution:

3 - [illegible], G-2 USFA
1 - [illegible] CIC Attn: OPS

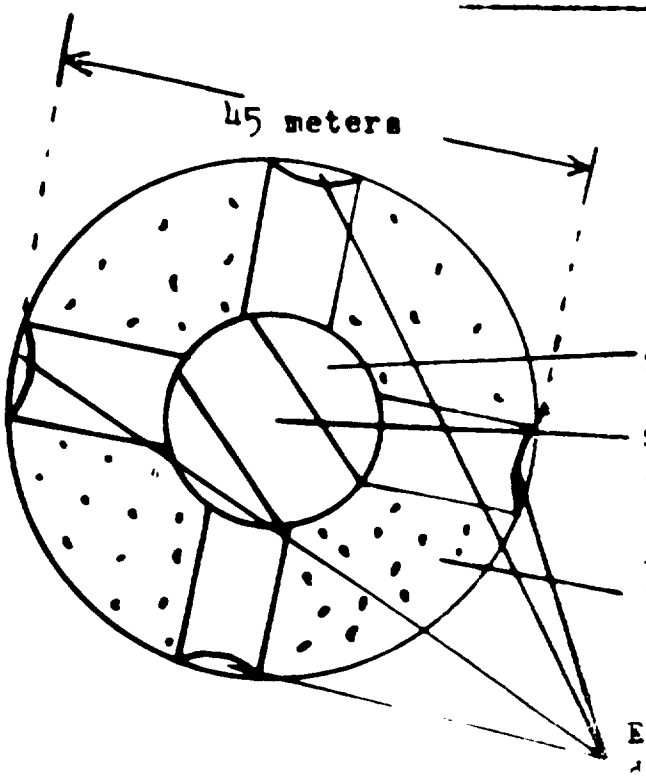
SOI, 430th CIC DET, [illegible]

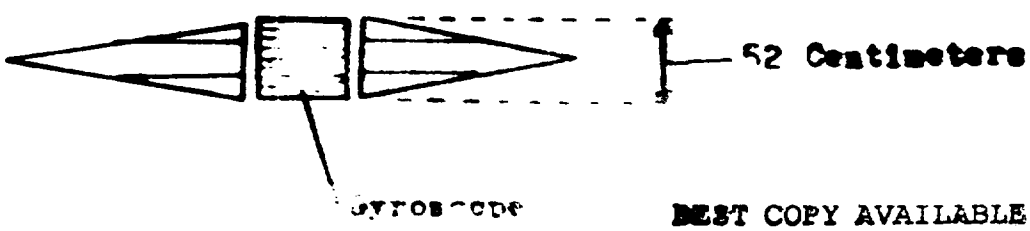
SUBJECT: "FLYING SAUCERS AND [illegible] A SOVIET ARMY JOURNAL

CASE NO. L/18639

EXHIBIT "A"

"FLYING SAUCER"





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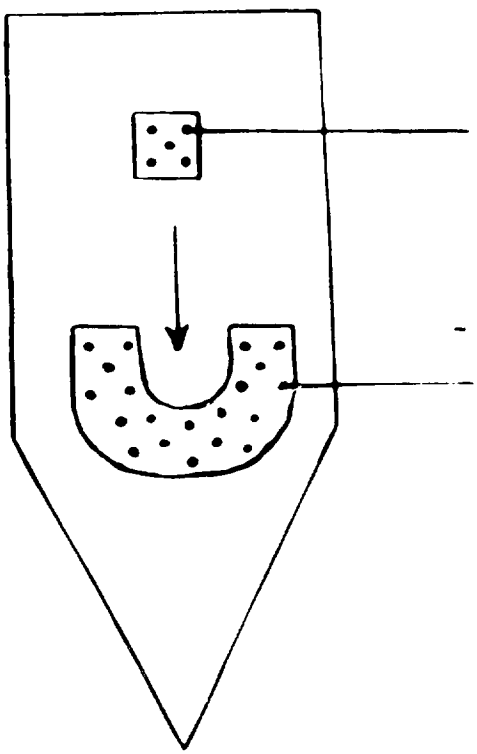
SUB-ATTACHMENT

[illegible] VERSION OF A SOVIET ARMY JOU[illegible]

EXHIBIT "B"

"A-BOMB 500"



Fuse (Atom nuclei 35 millimeters apart, made of atom 12^5).

Load (Atom [illegible] apart, made of atom 12^5

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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: [redacted]

BIRTH PLACE: [redacted]

COUNTY: [redacted]

STATE: [redacted]

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.]

5U6C552 (b) (6) & (b) (7) (C)

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).

.... answered all questions completely, and that the information provided .....that serious punishment will be imposed for giving false answers.

Signature (Illegible)

(End of translation)

WICHT[illegible] BEANTWORTE JEDE FRAGE DRUCKSCHRIFT.

Important-answer every question — Print

[illegible] Wilhelm - Karl Diemerode

Familienname / Last name — Vorname / First name — 2. oder 3. Vorname / Middle initial — Wohnort / town

Geburtsdatum: 24.1.1898 — Geburtsort: Diemerode — Landkreis: Rotenburg — Staat: Gr. Hessen

Date of birth — Place of birth — Country — Country

Staatsangehörigkeit: Deutsch — Militär-Regierung Registrier-Nummer: — Datum:

Citizenship — Military Government Registration Number — Date

Gegenwärtige Adresse: Diemerode (Kreis Rotenburg a/F)

Present address

Ständige Adresse: Diemerode

Permanent address

Name und Adresse des nächsten Verwandten: Adolf Brandau Diemerode

Name and address of nearest of kin

Welche Fremdsprachen? keine

Wath 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:

Ingeniör in den Junkers - Flugzeugwerken (Halberstadt und Dessau

[illegible] (Wenn [illegible] weitere Angaben auf zwei[illegible]

[illegible] 2. 46. F. & Co. Fulda.

206

Organisation Organization	Mitglied (Ja oder Nein) Member (yes or no)	Von — bis from — to	Höchsteingenommene Stellung und [illegible] [illegible] and position held
NSDAP	ja		
SA	nein		
SS	nein		
HJ oder BDM	nein		
NSF	nein		
NSKK	nein		
RAD	[illegible]		

Alle anderen Organisationen, denen ich angehört habe:
All other organization to which I have belonged

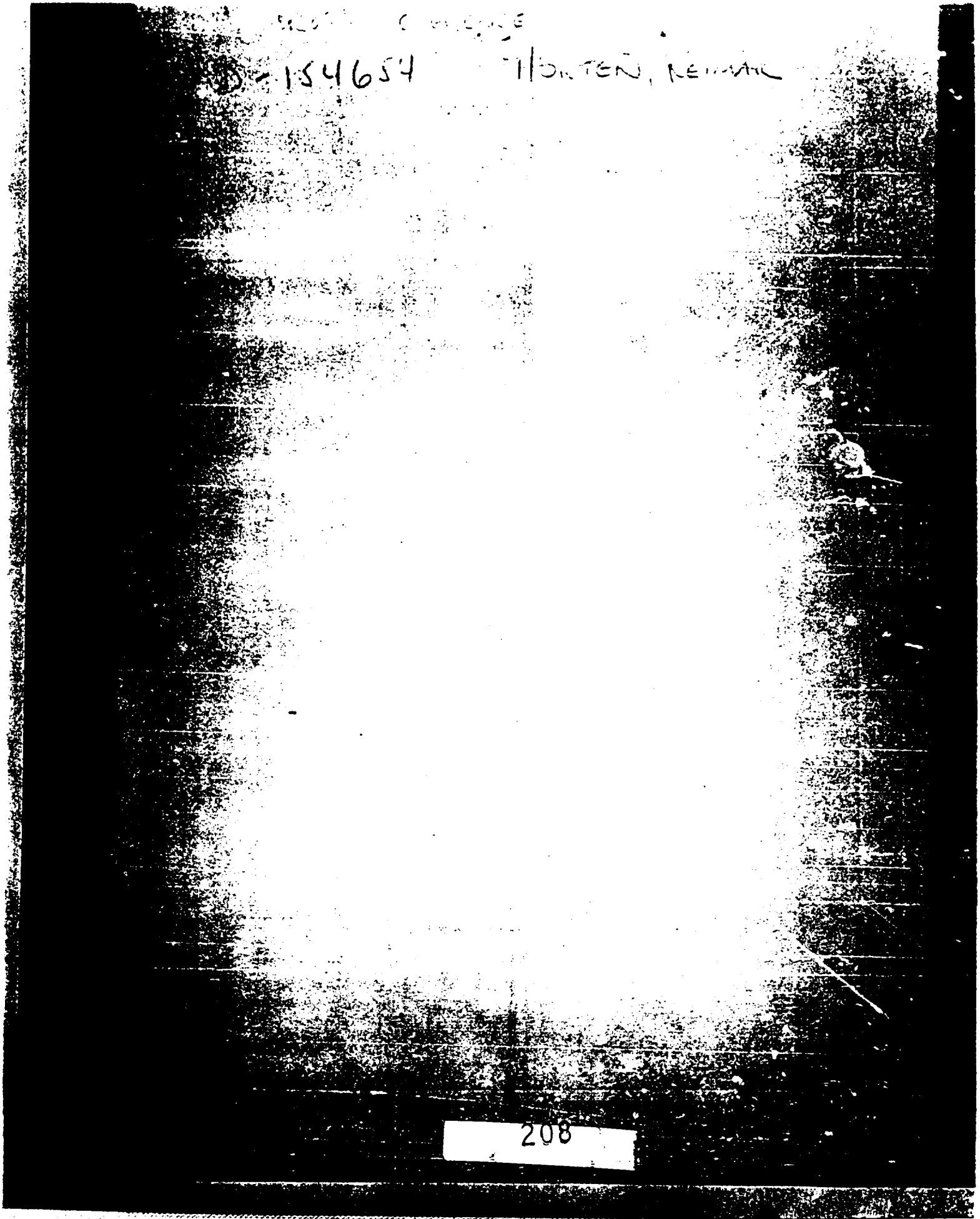
	Abteilung Branch	Von — bis from — to	Höchster Dienstgrad oder Titel Highest rank or title
Angehörige der Polizei Police service			
Beamte Civil servant			
Wehrdienst Military service			
Wehrdienst: Genaue Angabe der Gattung und Einheit erforderlich. Military service: be specificgive No and Unit.			

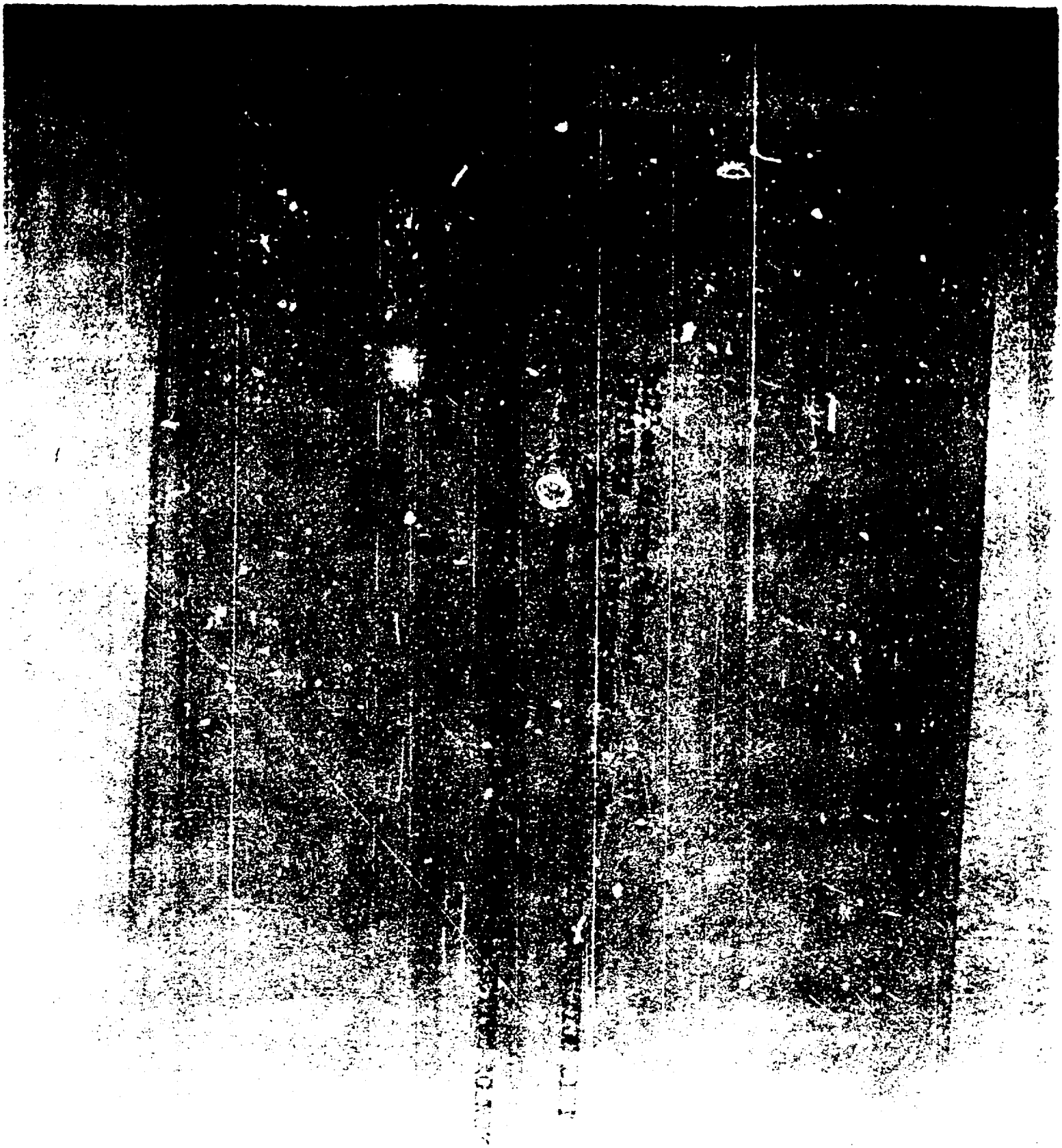
Sind Sie im Besitz der alliierten Entlassungspapiere (Kontroll Form No. 2)
Do you possess Allied Release Form (Control Form No 2)

Ich erkläre hiermit an Eides Statt, daß ich alle Fragen voll und ganz beantwortet, und daß ich die vorstehenden Angaben [illegible] getreu gemacht habe. Ich bin mir bewußt, daß falsche Angaben strengstens bestraft werden.

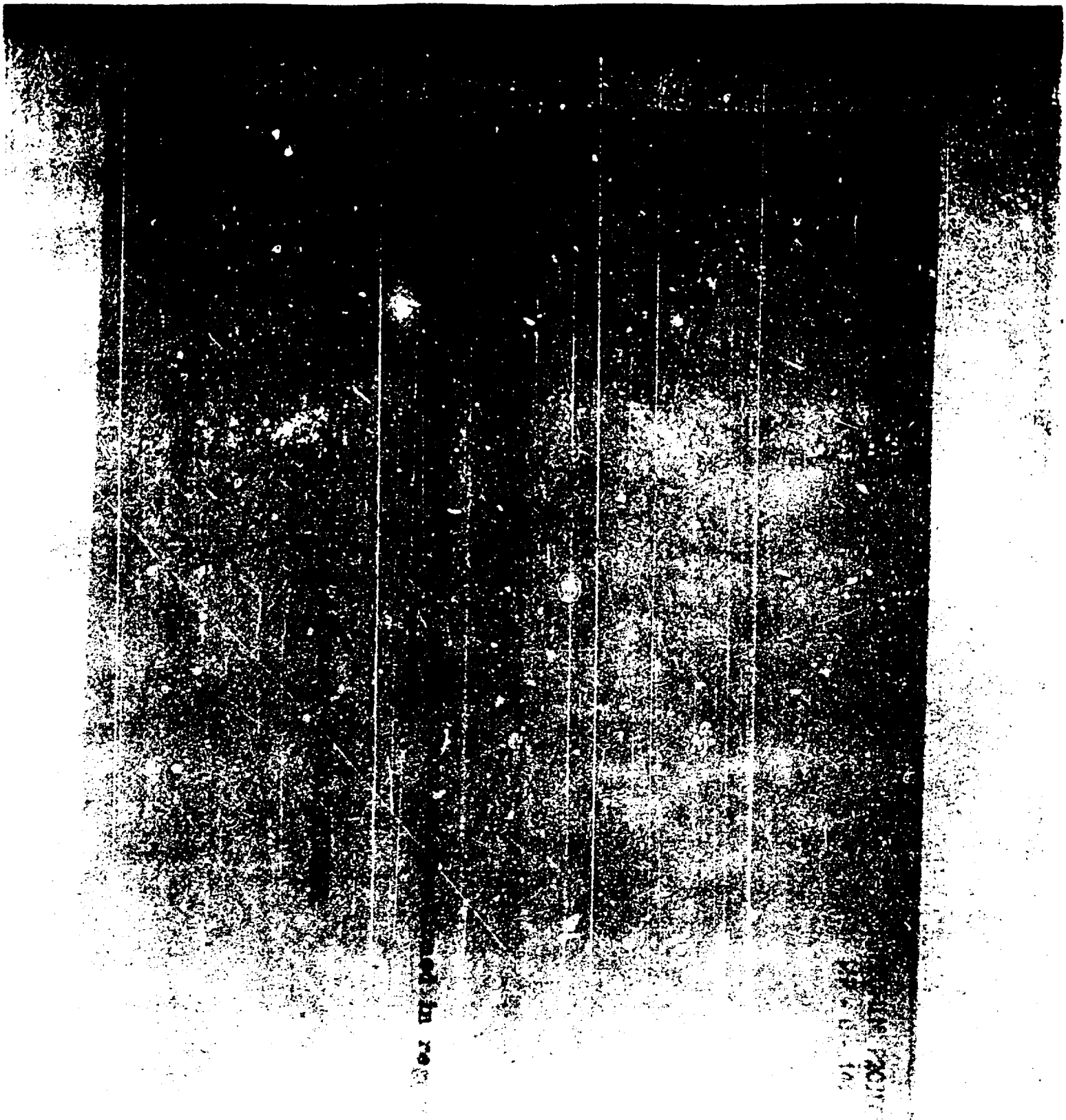
Datum: 1[illegible] 1946 Zeuge: Unterschrift: [illegible]
Witness Signature

207


208



[illegible] is believed to be in the British Zone of Occupation [illegible] instructor, address unknown.



[illegible], Walter _____ Aliases _____

[illegible] _____ 3. File No. [illegible]

[illegible] Landshut Goettinge _____

[illegible] _____

[illegible] of birth: _____

[illegible] Weight: _____ Hair: _____ Eyes: _____ Scars: _____

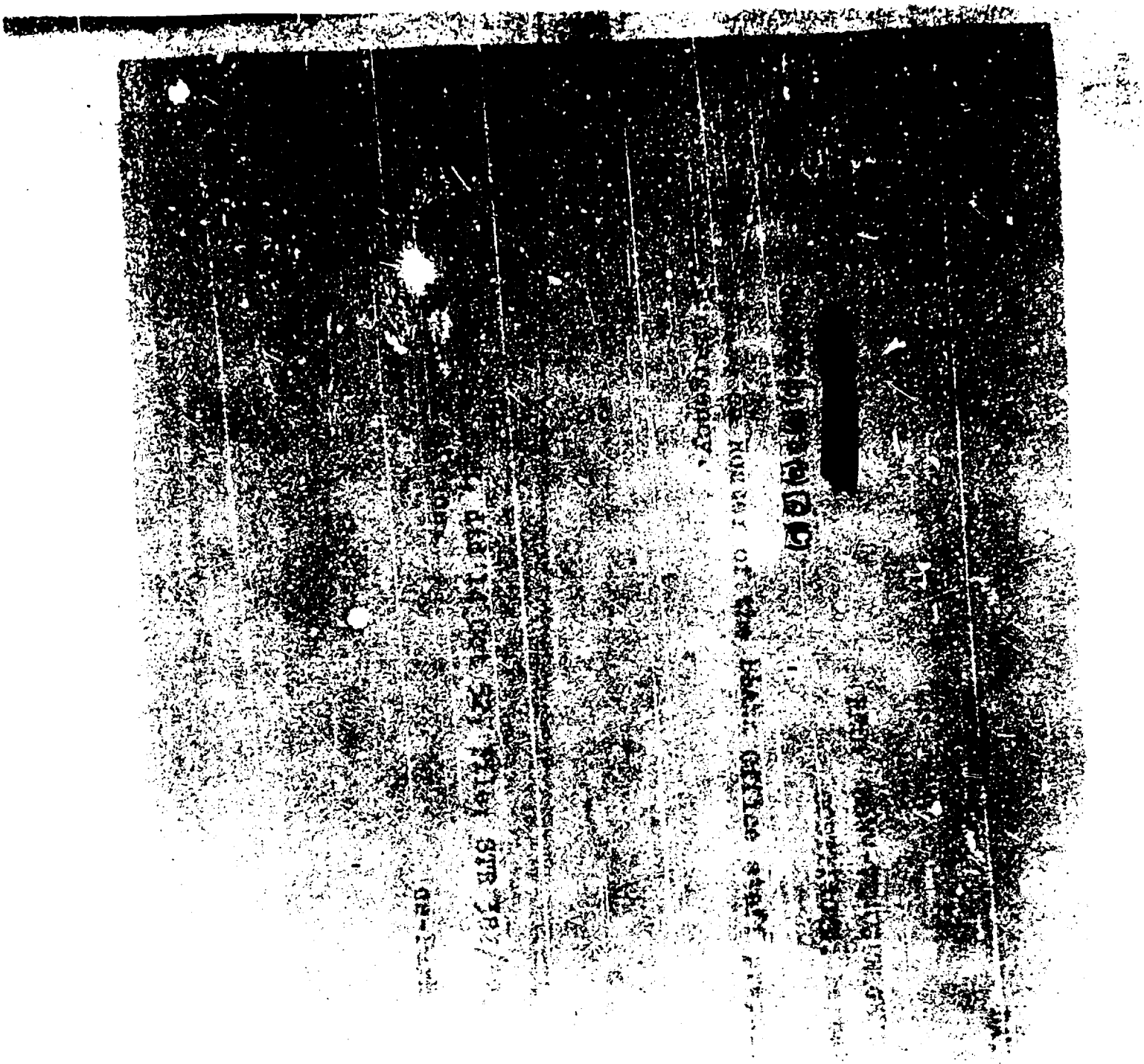
_____ 9. Marital status: M [ ] S [ ] M [ ] 10. Sex: M [ ]

_____ 12. Citizenship: _____ 13. MG Reg. No.: _____

[illegible] _____

[illegible] For Suspects: Any details of the case and of action taken which will assist in identification [illegible] files on the case. Cross-reference to names of associated individuals. 2. For Informants [illegible] contacted. Estimated reliability. Cross reference to suspects or cases reported by the Informant.)

[illegible] ROLOGAAS V-1577 28 Oct 47
V-1577 6 Jan 48
V-1577 12 Mar 48



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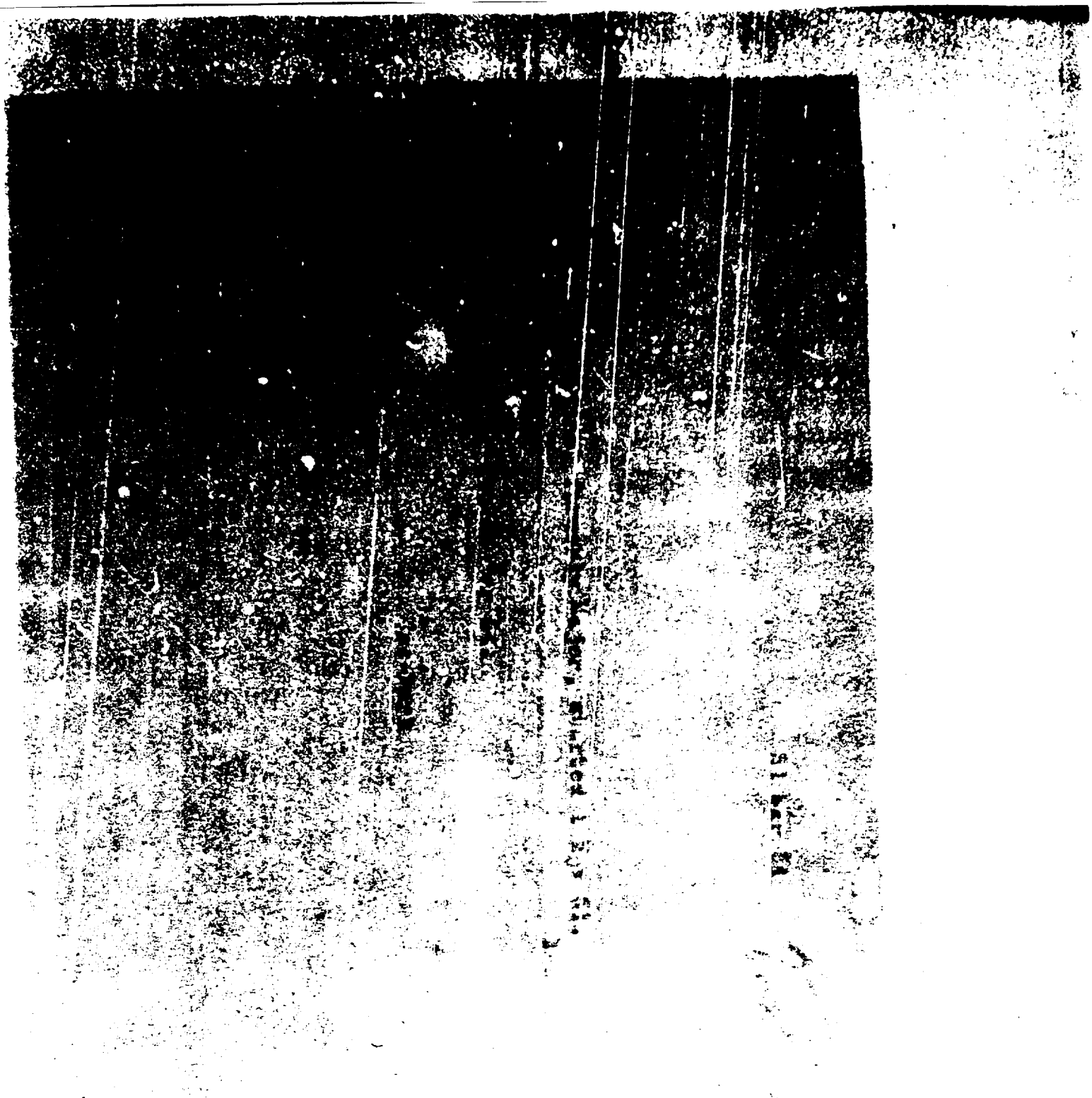
... 39 A

... listed on the US-UK Combined Allocation List of Jan ...

... JOINT INTELLIGENCE OBJECTIVES AGENCY, dtd Jan ...



9/4/5/4
new card

HORTEN, Walter

[illegible]ttingen, Herzbergerlandst[illegible], [illegible]

[illegible]less Aircraft Design

[illegible]rman

[illegible]56654......Subj: Horten, Rei[illegible]

SECURITY CLASSIFICATION

DOSSIER SEEKING REQUEST

FROM: Gulb/ln DATE: 4 Jan 57 COMMENT NO.

1. [illegible] a dossier on the below listed SUBJECT be opened.

D 385 474 (163)

a. SUBJECT: [illegible] Walter Max (Conf)
(w/classification)

b. DOB [redacted] c. POB [redacted]

d. [illegible]: 5USC552 (b) (6) & (b) (7) (C)

e. DOC: see inside

f. NAT: g. POL:

h. OTHER: Security screening for access to COSMIC material

2. INVESTIGATIVE CLASSIFICATION:

3. RETURN TO:
Sgt Mansfield, ln div

Walter E Imes
(Signature of Case Officer)

Walter E Imes pfc
(Name and Rank Typed)

TO: FROM: Chief, [illegible] SUBJECT NO. 2

The above SUBJECT has been assigned case [illegible] all correspondence regarding this SUBJECT will [illegible] number.

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DD FORM 96

218

[redacted]

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AUTH PARA 1-603 DOD 5200.1R

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R/Rs Coord with Miss Seitz/CK/Mansfield/28 Jan 57/1D.

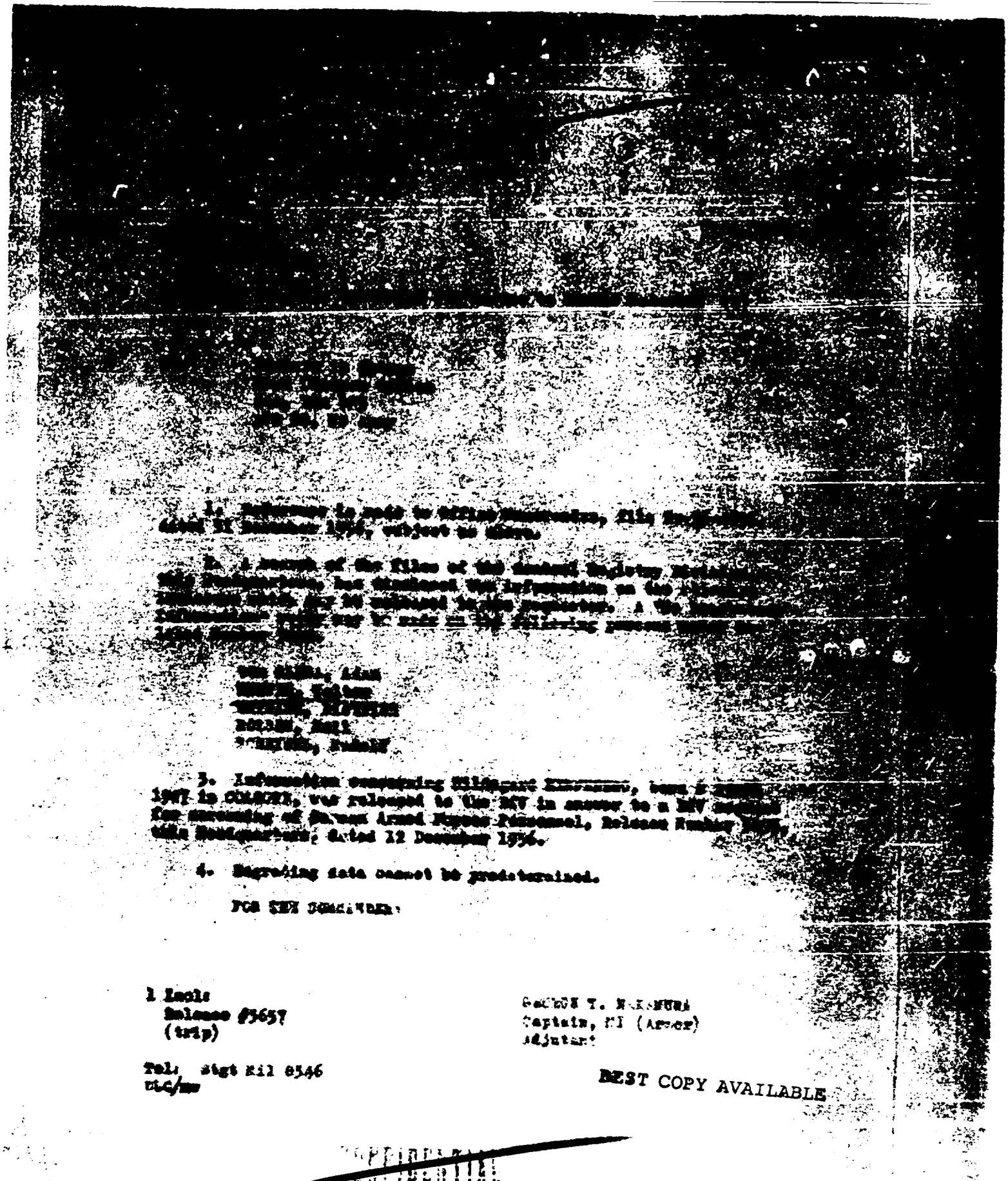
[redacted]

[illegible]

1. Reference is made to Office Memorandum, file [illegible], dated 11 December 1956, subject as above.

2. A search of the files of the Central Registry [illegible] this Headquarters, has disclosed the information on the [illegible] which may be released to the requester. A [illegible] may be made on the following persons [illegible]

[illegible], Adam
[illegible], Walter
[illegible], [illegible]
[illegible], [illegible]
[illegible], Rudolf



3. Information concerning Hildegard [illegible], born [illegible] 1907 in COLOGNE, was released to the BfV in answer to a BfV [illegible] for screening of German Armed Forces Personnel, Release Number [illegible], this Headquarters, dated 12 December 1956.

4. Regrading data cannot be predetermined.

FOR THE COMMANDER:

1 Incl:
Release #5657
(trip)

[illegible] T. [illegible]
Captain, MI (Armor)
Adjutant

Tel: Stgt Mil 8546
[illegible]

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~~CONFIDENTIAL~~

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Howard

29/1[illegible]

PRIORITY	TYPE MSG (Check) BOOK	ROUTINE	SPECIAL	ACCOUNTING SYMBOL	CRM. OR REFERENCE NO.	CLASSIFICATION
			X	DA	O-2284	

TO: 430TH CIC GROUP

TO: LO OCA MEHLEM

FROM CICLD FOR CICLOM PD

F-19769

REF YOUR REQ ZERO DASH TWO TWO EIGHT FOUR PD FOL INFO MAY BE REL TO REQ CLN NO DEROGATORY INFO EXISTS ON ADAM VON GLIGA [redacted] CRM CODE NR 18 RELEASE NR THREE THREE ONE THREE PD PARA INFO DOES EXIST ON WALTER HORTEN AND MAY BE REL TO REQ UNDER RELEASE NR THREE THREE ONE ONE AS FOL CLN BORN ON [redacted] [redacted] CRM HORTEN RESIDES AT GOETTINGEN CRM LERBERGER LANDSTR THREE NINE A AND BONN CRM VENUSBERGWEG ONE TWO PD ACTIVE DURING ONE NINE THREE ZEROSS IN THE DEV AND CONS OF AIRCRAFT CRM PARTICULARLY GLIDERS PD SUBJ LATER REC MIL TRAINING AS PILOT FOR FIGHTER PLANES CRM AFTER WHICH HE ALLEGEDLY WAS ORDERED BY THE GER AIR MIN TO STUDY AIRPLANE CONS AT THE INSTITUTE OF TECHNOLOGY IN BERLIN PD FOL WAR AS A TECHNICAL ADVISER TO THE CO IN CHARGE OF FIGHTER GROUPS CRM HORTEN WAS DISCHARGED FROM MIL SER IN [illegible] NINE FOUR TWO WITH RANK OF MAJOR PARA [illegible] PARA THREE PD SUBJ WAS A MEMBER OF THE NSDAP IN [illegible] ONE PER [illegible]

(b) (7) (a) & (b) (d) 2553(3)(B)

CATEGORY B ENCRYPTION-PHYSICALLY REMOVE ALL INTERNAL REFERENCES BY DATE, BASIS CLASSIFIED REFERENCE IF THE DATE AND GROUP IS QUOTED.

DATE [illegible] TIME [illegible]

MONTH

WRITER

SYMBOL CICLD D-345474

TYPED NAME AND TITLE (Signature, if required) WILLIAM L. COLE[illegible], Maj, AC (CIC C)

PHONE 8546 PAGE NR 1 NR OF PAGES 2

SECURITY CLASSIFICATION CONFIDENTIAL

RELEASER

SIGNATURE

TYPED (or stamped) NAME AND TITLE [illegible]

DD FORM 173

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221

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CONTINUATION SHEET

SECURITY CLASSIFICATION [redacted]

GROUP

TO EIGHT MAY ONE NINE THREE FOUR CMM WHEN HE LEFT THE PARTY PAREN BRAVO DASH TWO PAREN PD FOL WWII HORTEN WORKED AS AN INDEPENDENT ENGR PAREN FOXTROT DASH THREE PAREN PD A MEMBER OF THE BLANK OFFICE SINCE ONE NOV ONE NINE FIVE ONE CMM SUBJ WAS LISTED IN AUG ONE NINE FIVE FOUR AS AN EMPLOYEE OF ABTEILUNG II OF THE BLANK OFFICE PAREN BRAVO DASH TWO PAREN PD

- -

X/R: No coord necessary/Sgt Howard/LD/28 Dec 56.

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SYMBOL	PAGE NO	NO OF PAGES	SECURITY CLASSIFICATION	INITIALS
CICLD			[redacted]	

DD FORM 173-1

[redacted] REQUEST BFV REQ FOR CR CHECK ON FOL 2 PERSONS WHO ARE

BEING RECRUITED TO DEPART FOR US WITH GENERAL KAMMHUBER EARLY IN JAN 57:

RN-3311

[redacted] BORN [redacted] ADDRESS BONN, WEBERSTR 3.

ADAM VON GLIGA, BORN [redacted], ADDRESS BONN/

DUISDORF, BERGSTR 13 CARE OF BUETTGENBACH. NDI RN 3313

BOTH PERSONS ARE BEING SCREENED UNDER COSMIC PROGRAM. UPON REC

OF TRANSLATION OF SUBJ PERS QUESTIONNAIRES, THESE WILL BE FWD YOU IN

ROUTINE COSMIC PROGRAM.

PLEASE ADVISE RESULTS OF CR CHECK BY PRIORITY CABLE.

BV 56-4680.

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AUTH PARA 1-603 DOD 5200.1R

REGRADING D.T. CANNOT BE DETERMINED

CLASSIFICATION [redacted]

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WD FORM 173
28 NOV 56 PREVIOUS EDITIONS OBSOLETE

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CORPS GROUP

COMB CLERK

TOO [illegible]
TOR [illegible]

ROUTINE

AC-PARAPHRASE NOT [illegible] EXCEPT PRIOR TO [illegible] ENCRYPTION-PHYSICALLY [illegible] MOVE ALL INTERNAL REFERENCES BY DATE-TIME GROUP [illegible] TO DECLASSIFICATION-NO UNCLASSIFIED REFERENCE IF THE DATE TIME GROUP IS QUOTED.

[illegible] for subsequent [illegible] January 1955.

REF NR: 0-2221

OPR FROM CICLOM FOR CICLD.

SUBJ IS URGENT EMB AIR ATTACHE REQ FOR RESULTS OF OR CHECK ON FOL GER AIR FORCE OFFICERS GOING TO US ON VIP TOUR:

D 385 474 (163)
WALTER HORTEN, BORN [redacted]

D-392591 (204)
WERNER LEUCHTENBERG, BORN [redacted]

AIR ATTACHE REQ ONLY THAT INFO SUBSEQUENT TO JAN 55.

PLEASE ADVISE ASAP.

BV 56-4352.

M/R: Coord not nec, 9/12/56, by [illegible]

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(7) 0-385 474
0-392 591

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WB FORM 173
16 MAY 1956

[redacted]

PAGES
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[redacted]

5USC552 (b) (6) & (b) (7)(C)

[illegible]	[illegible]	Address	From	To	Address

10. Occupation

11. Present Employers Name and Address

12. Reason for Registry Check

13. Any Presently Known Derogatory Information

14. Other Information

Return to DO 12

TO BE COMPLETED BY THE [illegible]

Results of Registry Check:

Date _____

a. No Record

b. No Derogatory Information

c. Cannot Identify

d. No Additional Information

e. [illegible] _____

is available

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REGRADING DATA CANNOT [illegible]

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[redacted] dated January 1948 indicates that SUBJECT [redacted] Konstruktionsbüro [redacted] Sonderbergweg 12. He was active during the 1920's in the development and construction of aircraft, particularly gliders. [redacted] received military training as a pilot for fighter planes, after which he allegedly was ordered by the German Air Ministry to study airplane construction at the Institute of Technology in BERLIN. Following service as a technical advisor to the Commanding General in charge of fighter groups, SUBJECT was discharged from the military service in 1943 with the rank of major. (B-3) SUBJECT was a member of the NSDAP from 1 February 1933 until 8 May 1934, when he left the party. (B-6) Following World War II SUBJECT worked as an independent engineer. (B-2) A member of the BLANK Office since 1 November 1951, SUBJECT was listed in August 1954 as an employee of Abteilung II of the BLANK Office. (B-2) In February 1948 it was reported that since the age of twelve Walter HORTEN has been active in the field of flying. In 1922 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. Upon completion of several flights, the HORTEN I was awarded a prize in the 1934 Rhoen gliding contest. Since then, all HORTEN aircraft have been 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, SUBJECT was ordered by the German Air Ministry to study airplane construction at the Institute of Technology, BERLIN. In 1942 he was technical advisor 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. He was finally discharged from the military with the rank of major in 1943, and by order of the Air Ministry continued his development work in the field of flying wings.

Of the two HORTEN brothers Walter was the more politically minded. He had good contacts in the German Air Ministry and used them to obtain official support for his development projects. It was reported that he intended to accept an offer from the French to work under contract in PARIS. (B-3) SUBJECT was of the opinion, in 1948, that the Soviets may have been able to build a flying plane of the HORTEN type, but his brother Reimar was very doubtful of the Soviets' ability to do so. Reimar pointed out the fact that even if a great number of German specialists in the field of flying-wings were in the employ of the Russians, the Russians could not have built the HORTEN VIII, which is the sire of the HORTENJET SE 49, within two years. (B-2) SUBJECT's opinion was that sufficient German types of flying wings existed either in the developing or designing stages when the Russians occupied Germany, and these types may have enabled the Russians to produce the flying saucer. Furthermore, he believes that since there is a possibility that a number of 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 saucer. He pointed out that the glider of parabolic design flown by a Russian pilot in 1935-1936 at the Rhoen competitive race may have been developed into the flying saucer. In the event the Russians further developed this glider or after the war installed into it jet units of the Junkers type, the result may be the flying saucer. How much information the Russians obtained on the American flying-wing program, he could not say. He stated, however, that the Northrop developments must certainly be known to the Russians through American publications and the very detailed studies made in the Swiss periodical "Inter Avia." It is SUBJECT's opinion that the blueprints to the HORTEN IX may have been found by Russian troops at the Gotha Railroad Car Factory, if they were not previously taken by the American troops while they occupied the area. Installations for the construction of the HORTEN IX, as well as parts, may still have been in GOTHA at the time the plant was taken over by the Russians and after it was evacuated by the Americans. (B-2) In December 1948 SUBJECT was listed on the Joint Chiefs of Staff, Joint Intelligence Objective Agency, [redacted] Combined Allocation List, as amended. (B-1)

[redacted]

DOWNGRADING DATA CANNOT BE DETERMINED

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ON 29 JULY 1996
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DOD 5200.1R

[redacted]

ABB/WLP/jrj

21 January 1955

D-385474

Headquarters, 66th CIC Group, USAREUR, APO 154, U.S. Army

HORTEN, Walter

The following information on SUBJECT, a known or reported employee of the BLANK Office, has been extracted from the files of Central Registry:

Born on 13 November 1913 in BONN, HORTEN resides at GOETTINGEN, Herberger Landstrasse 39a and BONN, Venusbergweg 12. Active during the 1930s in the development and construction of aircraft, particularly gliders, SUBJECT later received military training as a pilot for fighter planes, after which he allegedly was ordered by the German Air Ministry to study airplane construction at the Institute of Technology in BERLIN. Following service as a technical adviser to the Commanding General in charge of fighter groups, HORTEN was discharged from military service in 1942 with the rank of Major. (F-3) SUBJECT was a member of the NSDAP from 1 February 1933 to 8 May 1934, when he left the party. (H-2)

Following World War II HORTEN worked as an independent engineer. (F-3) A member of the BLANK Office since 1 November 1951, SUBJECT was listed in August 1954 as an employee of Abteilung II of the BLANK Office. (H-2)

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AUTH PARA 1-603 DOD 5200.1R

[illegible] FROM [illegible]

SUBJ IS WALTER HORTEN RPT HORTEN CMM UNCLE SUGAR DASH UNCLE KING COMBINED ALLOCATION LIST PD AMERICAN CONSULATE GENERAL CMM FRANKFURT CMM REQUESTED CHECK OUR FILES PD INFOR ON FILE CLN SUBJ STATED PREFERENCE TO WORK FOR UNCLE SUGAR BUT AS LAST RESORT WOULD ACCEPT EMPLOYMENT WITH SOVIETS PD REQUEST THIS HQS BE ADVISED IF INFO CAN BE TRANSMITTED TO AMERICAN CONSULATE GENERAL PD

Answered by phone from [illegible] 26 May 48 RH

PARAPHRASE NOT REQUIRED. Consult Cryptocenter before declassifying

NO UNCLASSIFIED REPLY OR REFERENCE IF DATE-TIME GROUP IS QUOTED

N/A: American Consulate General, FRANKFURT, requested a routine CR check on Walter HORTEN, listed on the US-UK Combined Allocation List. Presumably this check is in connection with a visa to the US. [illegible] to USFA 20 May 48, states that [illegible] has admitted contact with Soviets but states that he would prefer to work for the US but as a last resort will accept employment by the Russians. S-2 being queried as to whether or not this info can be transmitted to American Consulate General. HOWARD

[illegible] 1 of 1

RICHARD R. HOWARD, CWO/[illegible]

[illegible], Infantry

[illegible] 7472 S-2

DD 173

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ON 29 JULY 1996
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DOD 5200.1R

American Consulate General
Frankfurt-on-the-Main, Germany
11 Bockenheimer Anlage

[redacted] Officer, [redacted] CIC Det.

[redacted] FOR:

Date: 19 Febr 1954

[redacted] Christian Name: Walter

[redacted]	Town: [redacted]	County Court:
	District:	
	Street:	State:
	County: [redacted]	

Marital Status: single — married — widowed — divorced

First and Family Name of Present and Previous Spouse: 154654

Father's Name: | Mother's Name:

Profession: engineer (Ingenieur)

Present and Last Residence:

Street and Number:

Nationality:	Home Town:	Home County:

Signed: American Vice Consul

5USC552 (b) (6) & (b) (7) (C)

Information:

5USC552 (b) (6) & (b) (7) (C)

On 26 March 1954, the above listed name was checked against the files of Central Registry, 66th CIC Group; the following information was disclosed:

Walter HORTEN, born [redacted] A trace dated May 1948 on one Walter HORTEN (date and place of birth not indicated), residing in May 1952 at GOETTINGEN, Herzbergerlandstrasse 39a, whose field of work was Tailless Aircraft Design, indicates that SUBJECT admitted contacts with the Russians and states that he would prefer to work for the United States, but as a last resort would accept employment by the Russians. (F-6)

(SECRET)

Remarks:

M/R: Coordinated with [illegible] HOWARD who in turn coordinated info with Miss BETTS, Chief Clerk, JIOA, G2 in HEIDELBERG, [illegible].

Checked by

Date request received

Date answer transmitted

[redacted]

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

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229

15-4654

HICOG BIOG BRANCH BDC CHECKS

COPY

DATE OF REQUEST: 17 Dec 53
DATE OF ANSWER: 8 Jan 54

HORTEN, Walter [redacted] 5USC552 (b) (6) & (b) (7) (C)
DOB: [redacted]
RES: BONN-Venusberg 12 & GOETTINGEN, Herberger Landstrasse 39a

Available ~~NDMC~~ BDC Information:

HORTEN, Walter
Born: [redacted] 5USC552 (b) (6) & (b) (7) (C)
Occ: Schueler
Member of the NSDAP since 1 Feb 1933
Left the party on 6 May 1934
NSDAP Master File

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EUROPEAN COMMAND

MESSAGE CONTROL

MESSAGE

SECRET

PRIORITY

TO : UNITED STATES FORCES IN AUSTRIA, FOR DIRECTOR OF INTELLIGENCE

FROM :

FROM : HEADQUARTERS EUROPEAN COMMAND SIGNED HUMMER

REF NO : S-3773 CITE: ECGID TOO: 200715Z

Reurad P-1771 of 12 May 1948 Walter HORTEN has admitted his contacts with the Russians. He states 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 HORTEN is complete this date and you will be furnished with information copies. No action will be taken by this office to assist HORTEN in obtaining private employment in the UNITED STATES pending instructions from WASHINGTON.

REGRADED UNCLASSIFIED
ON 29 JULY 1996
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DOD 5200.1R

P-1771 SMC IN 2708 12 MAY 48 DD/INT

ORIGINATOR : DD/INT AUTHENTICATION : Merillat MOSES
Lt Col AGC

INFORMATION : AG RECORDS

20 MAY 48 0755Z RH/fvm REF NO: S-3773 TOO: 200715Z

SECRET

COPY NO.

THIS MESSAGE MAY BE HANDLED AS CORRESPONDENCE OF LIKE CLASSIFICATION WITHOUT PARAPHRASE 5 per par 51 i and 60 a (4) AR 380—5

EXTRACTS ON HORTEN, WALTER FROM D-154654

Ref, IR-1, 4 Feb 1948
Prepared by [redacted] Capt, AC
Sources Walter Horthers and Edwin Leiber

Walter HORTEN is of the opinion that the Soviets may have been able to build a flying wing of the Horten VIII or flying saucer type, but his brother Reimar is very doubtful of the Soviets' ability to do so. Reimar points out the fact that even if a great number of German Specialists in the field of flying wings are in the employ of the Russians, the Russians could not have built the Horten VIII, which is the size of the Northrop XB 49, within two years. (B-2)

Report No. R-STI-12-48
Feb-March, 1948
Info taken from page 8
Source: Walter HORTEN
SUBJECT: Walter HORTEN'S Background in Aircraft Research

Since the age of twelve, Walter HORTEN has been active in the field of flying. In 1932, he started to develop and construct gliders of the flying-wingdesign. 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 actually 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. Since 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 Berlin 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, and by order of the Air Ministry continued his development work in the field of flying wings.

Of the two HORTEN brothers, Walter was the more politically minded. He had good contacts in the German Air Ministry and used them to obtain official support for his development projects. (Concerning technical information asked of him during interrogation, he was unable to furnish specific data or valuable facts.) He stated that the last contact he had with the problem of flying-wings was during his interrogation in England. Walter HORTEN is now living in GOTTINGEN as an independent engineer, but intends to accept an offer from the French to work under contract in PARIS. (B-2)

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EXTRACTS ON HORTEN, WALTER FROM D-154654

[illegible]-12-48
[illegible], 1948
Info taken from page 10
Source: Walter HORTEN
SUBJECT: Walter HORTEN'S Opinions on Unconventional Aircraft

It is Walter HORTEN'S opinion that the blueprints of the Horten IX, may have been found by Russian troops at the Gotha Railroad Car Factory, if they were not taken privieuhly by American troops while they occupied the area. Installations for the construction of the Horten IX, as well as parts, may still have been in GOTHA at the time the plant was taken over by the Russians and after it was evacuated by the Americans. (B-2)

Info taken from page 11
(Same data as above)
SUBJECT: Walter HORTEN'S Opinions on Unconventional Aircraft

Walter Horten's opinion is that sufficient German types of flying wings existed either in the developing or designing stages when the Russians occupied Germany, and these types may have enabled the Russians to produce the flying saucer. Furthermore, he believes that since there is a possibility that a number of 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 saucer.

Walter HORTEN points out the possibility that the glider of parabolic design flown by a Russian pilot in 1925-1926 at the Rhoen competitive race may have been developed into the flying saucer. In the event the Russians further developed this glider, or, after the war, installed into it jet units of the Junkers or BMW type, the result may be the flying saucer.

How much information the Russians obtained on the American flying-wing program, HORTEN could not say. He states, however, that the Northrup developments must certainly be known to the Russians through American publications and the very detailed studies made in the Swiss periodical "Inter Avia". (B-2)

Prepared by R.F. Bergamini/CS

I. Surname (underscore first name used) | First name | Maiden name

HORTEN | Walter, Max

II. Former name in the event of a change of name n.a.

III. 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
[redacted]	[redacted]	[redacted]

VI. Nationality German

VII. Spouse (if divorced list the name of former spouse)

Surname	Maiden name	First name
HORTEN	von der GROEBEN	Ursine

VIII. Surname of father HORTEN

First name	Date, place and country of birth	Address
Max	7 May 1874 [illegible]	7 Jul 1945 deceased

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VIII cont.

Surname and maiden name of mother HORTEN nee Aus Der MAUEN

First name	Date, place and country of birth	Address
Elisabeth	6 Sep 1879 in Gelsenkirchen, Germany	Bonn, Venusbergweg 14

IX. Brothers and Sisters (Surname, first name and address)

HORTEN, Reimar — Villa Carlos Paz, Argentine
NICKEL, nee HORTEN, Gunhild — Marburg/Lahn, Erlenring 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

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XI. Employment with a foreign Government, an international or supra-national establishment, or a foreign agency - also in the Soviet Zone 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
1946	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

XIII. Remarks

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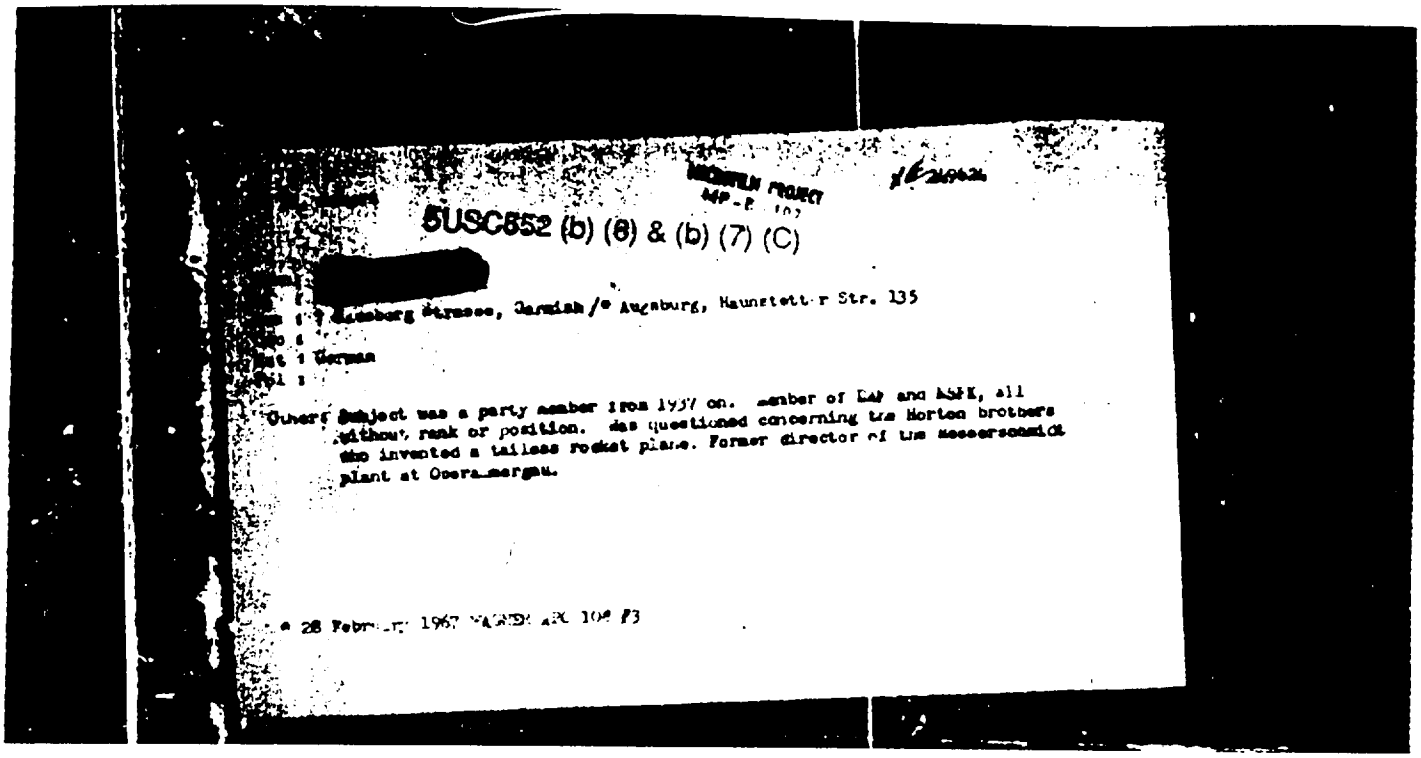

MICHIGAN PROJECT
MP-E 102

5USC552 (b) (6) & (b) (7) (C)

[redacted]

[illegible] Augsburg Strasse, Garmisch /* Augsburg, Haunstetter Str. 135

[illegible]

[illegible] German

[illegible]

Other: Subject was a party member from 1937 on. Member of [illegible] and [illegible], all without rank or position. Was questioned concerning the Horton brothers who invented a tailless rocket plane. Former director of the Messerschmidt plant at Oberammergau.

* 28 February 1967 [illegible] 104 F3

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[redacted]

[illegible] Hubert

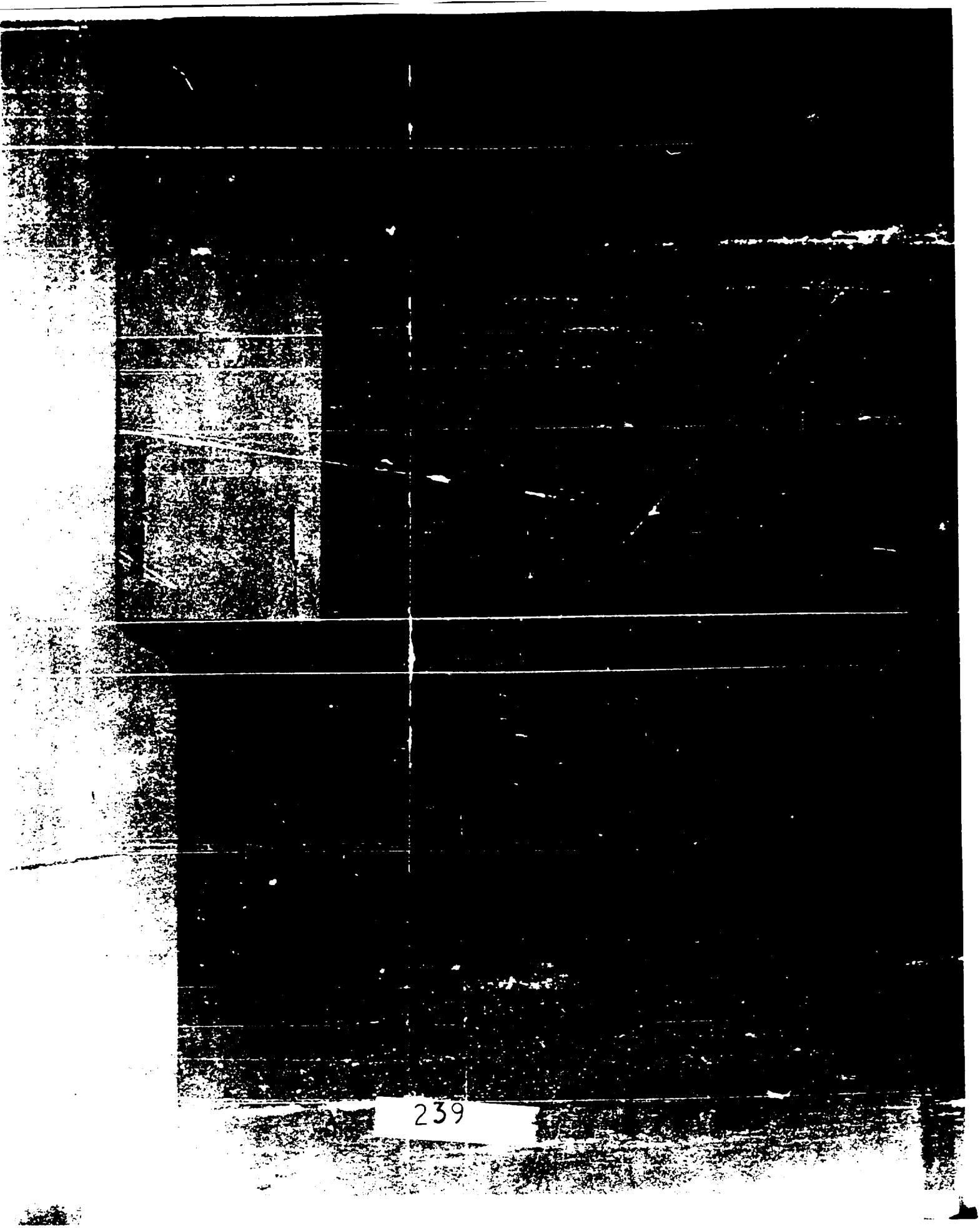
MICROFILM PROJECT
MP-B

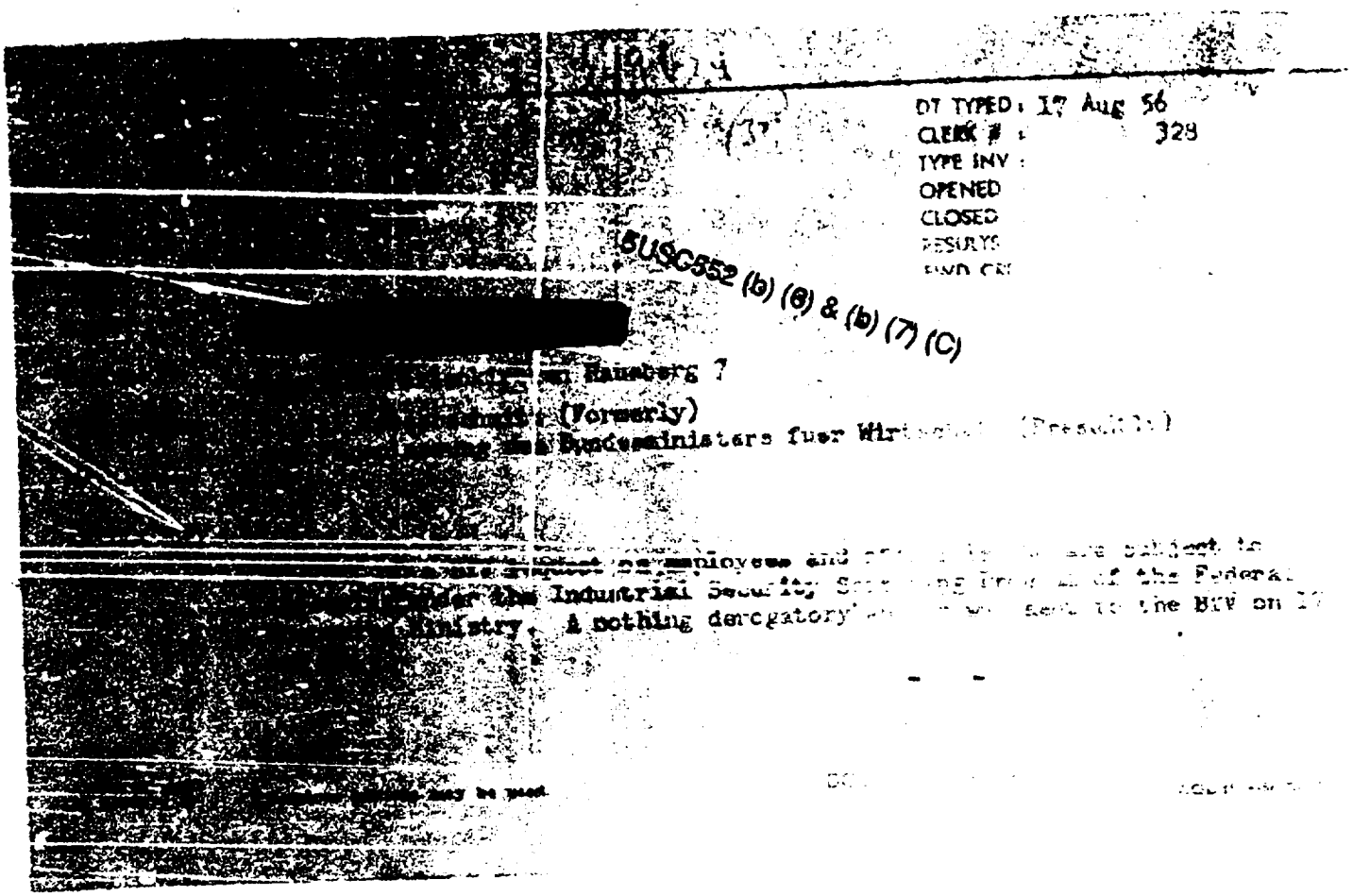
249624

Born: [redacted] 5USC552 (b) (6) & (b) (7)(C)
At: [redacted]
Re: Hausberg Strasse, Garmisch
Or:
Na: [illegible]rman
Po:

Other: Subject [illegible] a party member from 193[illegible] [illegible] member of [illegible] and ASPA, all without [illegible] or position. Was questioned concerning the Horton brothers who [illegible] a tailless rocket plane. Former director of the Messerschmidt plant [illegible].

238





DT TYPED: 17 Aug 56
CLERK #: 328
TYPE INV:
OPENED
CLOSED
RESULTS
FWD CR

5USC552 (b) (6) & (b) (7) (C)

[redacted]

[illegible] Hausberg 7

[illegible] (Formerly)

[illegible] Bundesministers fuer Wirt[illegible] (Presently)

[illegible] employees and [illegible] are subject to [illegible] under the Industrial Security [illegible] of the Federal [illegible] Ministry. A nothing derogatory [illegible] to the BfV on 17

[illegible] may be used.

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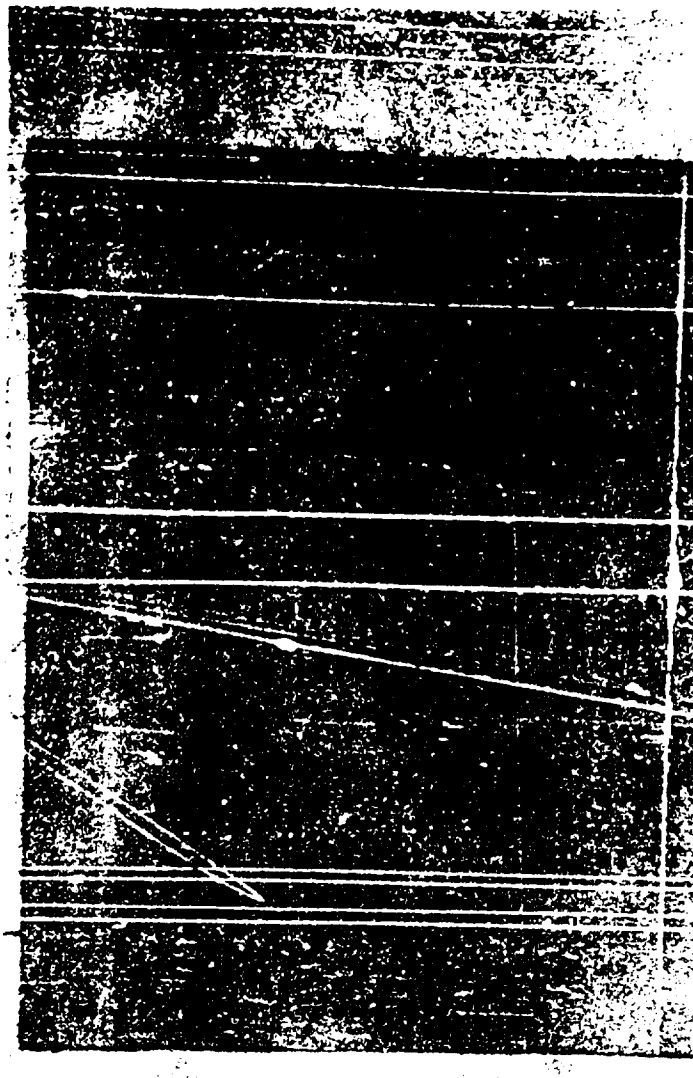
240



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[redacted] 5USC552 (b)(6) & (b)(7)(C)

[redacted] GARNISH
[redacted] nee WRIGHT, 4 children between

[redacted] member of DLF and NSFK, all
[redacted] questioned concerning the HORTON
[redacted] rocket plans.

[redacted]

[redacted] AVAILABLE

[illegible]

1 March 1948

[illegible] CHARGE:

[illegible]

[illegible] interrogation of one Walter ZIEGLER, [illegible] BAUER on 26 January 1948 at the [illegible] in ROSENHEIM (M48/Z22), with the following results.

[illegible] a. Personal data regarding Subject is as follows:

[illegible]	Hubert BAUER
[illegible]	None 5USC552 (b) (6) & (b) (7) (C)
[illegible] Birth:	[redacted]
[illegible]	7 Hausberg Strasse, GARMISCH. Telefon during office hours, GARMISCH 3570
[illegible]	High School 1908-1920, Engineer School at MITTWEIDA 1920-1923
[illegible]	Married to Margarethe nee [illegible], four (4) children between the ages of 4 and 17
[illegible]	1925-1925 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.
[illegible]	None. UK during the war.
[illegible]	Party member since 1937, member of [illegible] and NSFK, all without rank or position
[illegible]	No previous convictions

REGRADED [illegible]

15 Jan 57
(Date or Event)

[illegible] Subject [illegible] interviewed in regards to the HORTEN family, [illegible] he had [illegible] of the HORTEN brothers at a private dinner given [illegible] in AUGSBURG either before or during the first years of the war, but he does not remember which one. Subject [illegible] stated that he had at no time met any other member of the HORTEN family, neither on private nor on official [illegible] sions, [illegible]

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[redacted]

[redacted] their present activities or whereabouts [redacted] heard that the HORTEN brothers were [redacted] United States. He described the HORTEN [redacted], but could give no further details, [redacted] had never worked on any of the [redacted], Subject stated that he had not [redacted] experiments with, or developments of, [redacted] personally inclined to believe that [redacted] attempt to carry on the HORTEN experi- [redacted] had last met Walter [redacted] approxi- [redacted] he can not think of any one in Germany [redacted] reliable information concerning the [redacted] VOGT is already working in the United [redacted] KOCHEL (M46/T70) is of course known to [redacted] never been there, and he does not [redacted]

[redacted] of the interview, [redacted] re- [redacted] (6) months ago Subject was approached by [redacted] member of the Allied Reparation Commission [redacted] BERNAMMERGAU for the purpose of inspecting [redacted] loath to show Subject any legitimate [redacted] in everything concerning the former [redacted] Works, the number and names of the [redacted] departments in which they worked, etc. [redacted] to know what had [redacted] of the new inventions, [redacted] Subject stated [redacted] his answers.

[redacted] eighteen (18) months ago, Subject voluntarily [redacted] United States under the condition that his [redacted]; however, he has heard nothing concerning [redacted] the Field Information Agency, Technical, [redacted] made. Subject is anxious to leave Germany [redacted] for his inventions, both on the civilian and [redacted] However, he was emphatic on the point that he [redacted] Russians.

[redacted] Comments: Investigation closed.

[redacted]

EVALUATION: [illegible]-6

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[redacted] GEISER
Special Agent, CIC

[redacted]

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244

[redacted]

[redacted] Commission at BRUXELLES
[redacted] Agency, Technical

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AUTH PARA 1-603 DOD 5200.1R

[redacted]

1. Family Name: [redacted] D-2491 x 11 / 1

2. Given Name: Hubert 331

4. Middle Name: [redacted]

5. Date of Birth: [redacted]

6. Citizenship: Germany

7. [redacted]

8. Present Residence: Garmisch/Bav Hausbergstr 7 5USC552 (b) (6) & (b) (7) (C)

9. Previous Residences Since 1945 (Indicate Dates)

From	To	Address	From	To	Address
1945	present	Garmisch/Bav Hausbergstr 7			

10. Occupation: Eng.

11. Present Employers Name and Address: Fa. Messerschmitt Munich

12. Reason for Registry Name: Employment with USAFE

13. Any Presentation or Derogatory Information

14. Other Information

TO BE COMPLETED BY THE CIC

Results of Registry Name

Date

a. No Record

b. No Derogatory Information

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c. Cannot Identify

d. No Additional Information

e. The following counter intelligence information, Classified, TOP SECRET, SECRET, CONFIDENTIAL, dated _____ is available.

NOTHING DEROGATORY

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INITIAL

(If additional space is required use reverse side)

USAFE FORM 17 SEP 54 444 ~~FOR OFFICIAL USE ONLY~~ Air Force—USAFE

246

1. Family Name: [illegible] D-24[illegible]

3. Given Name: Robert 331

4. Maiden Name: [illegible]

5. Date of Birth: [redacted]

6. Citizenship: Germany

7. [redacted]

8. Present Residence: Garmisch/Bav Hausbergstr 7 5USC552 (b) (6) & (b) (7) (C)

9. Previous Residences Since 1945 (Indicate Dates)

From	To	Address	From	To	
1945	present	Garmisch/Bav Hausbergstr 7			

10. Occupation: Eng.

11. Present Employers Name and Address: Fa. Messerschmitt Munich

12. Reason for Registry Check: Employment with USAFE

13. Any Presently Known Derogatory Information

14. Other Information

TO BE COMPLETED BY THE CIC

Results of Registry Check: Date

a. No Record

b. No Derogatory Information BEST COPY AVAILABLE

c. Cannot Identify

d. No Additional Information

e. The following counter intelligence information, Classified, TOP SECRET, SECRET, CONFIDENTIAL, Amend is available.

NOTHING DEROGATORY

BEST COPY AVAILABLE

INITIAL

(If additional space is required use reverse side)

Ind 1

USAFE FORM 17 SEP 54 444 ~~FOR OFFICIAL USE ONLY~~

1. Family Name: [illegible]

2. Given Name: [illegible] 331

3. [illegible]

4. [illegible]

5. [illegible] | 6. Citizenship: Germany | 7. [illegible]

8. Present Residence: Garmisch/Bav Hausbergstr 7 5USC552 (b) (6) & (b) (7) (C)

9. Previous Residences Since 1945 (Indicate Dates)

From	To	Address	From	To	Address
1945	present	Garmisch/Bav Hausbergstr 7			

10. Occupation: Eng.

11. Present Employers Name and Address: Fa. Messerschmitt Munich

12. Reason for Registry Check: Employment with USAFE

13. Any Presently Known Derogatory Information

BEST COPY AVAILABLE

14. Other Information

BEST COPY AVAILABLE

TO BE COMPLETED BY THE CIC

Results of Registry Check:

Date _____

a. No Record

b. No

c. Can

d. Se

e. The

is available.

Incl 1

FORM USAFE 17 SEP 54

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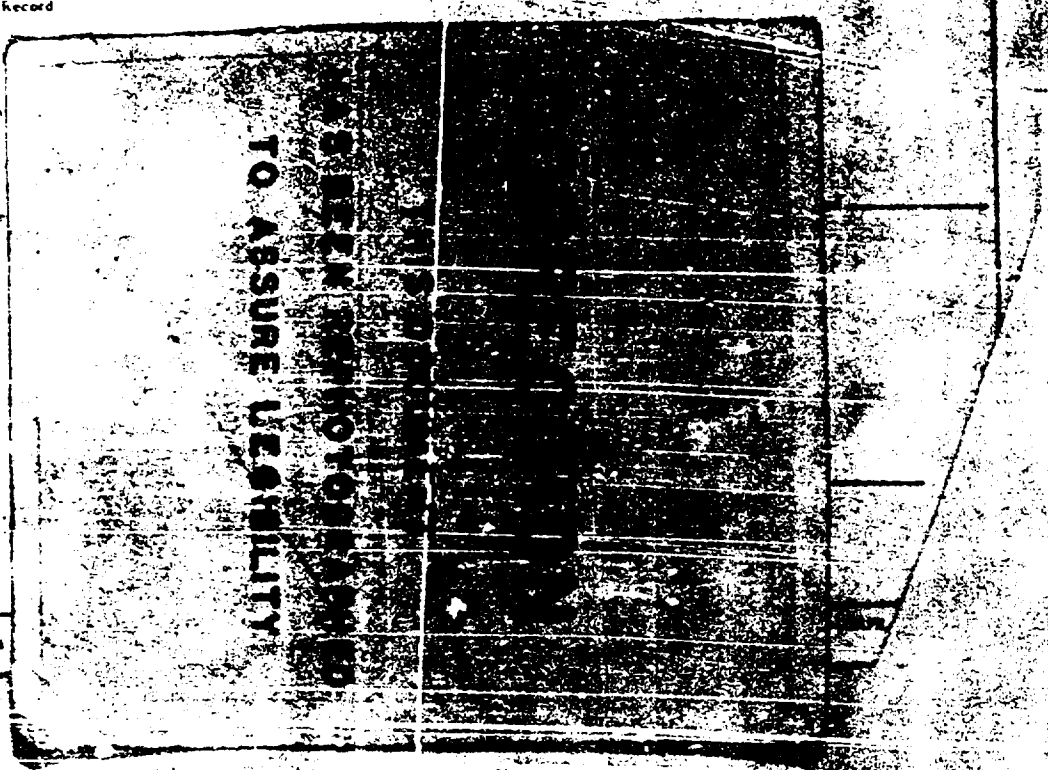

248

REQUEST FOR CENTRAL REGISTRY CHECK [illegible] 2 6 7 5 6 | DATE [illegible] Mar 57

[illegible] file

[illegible] | 4. [illegible] Name [illegible]

[illegible] | [illegible] | 7. [illegible]

[illegible] SCS52 (b) (6) & (b) (7) (C)

9. Previous Residences Since 1945 (Indicate Dates)

From	To	Address	From	To	Address
1945	[illegible]	[illegible]			

10. Occupation: [illegible]

11. Present Employers Name and Address: [illegible]

12. Reason for Registry Check: [illegible]

13. Any Personally Known [illegible]

14. Other Information

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TO BE COMPLETED BY THE CIC

Results of Registry Check:

Date _____

a. No Record

b. No Derogatory Information

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c. Cannot Identify

d. No Additional Information

e. The following counter intelligence information, Classified, TOP SECRET, SECRET, CONFIDENTIAL, dated _____ is available.

NOTHING DEROGATORY

INITIAL

249

Incl 1

(If additional space is required use reverse side)

FORM ... FOR OFFICIAL USE ONLY

BAUER, Hubert 240024

TERIAL MAY BE
ED FROM THIS
DOSIER

a permanent record re-
Central Registry 66th G.C.
, its retention in no case
uld exceed 10 days

BAUER, Hubert

5USC552 (b) (6) & (b) (7) (C)

Open Dossier

Born : [redacted]

Address : 7 Hausberg Strasse, GARMISH

Maritial Status: Married to Margarethe nee WEIGEL, 4 children b[illegible] the ages of 4 and 17.

SUBJECT was a party member since 1937, Member of DAF and NSFK, a[illegible] without rank or position and was questioned concerning the HORTO[illegible] brothers who invented a tailess rocket plane.

NEW DOSSIER # 249624

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Ref D 198239 Flying Saucers
Memo 1 March 1948

BAUER, Hubert,

251

Hausbergstr. 7 GARMISH

A german national and former director [illegible] at plant at Oberammergau who presently resides at Garmisch.

[illegible]

[illegible]

A [illegible] director of the Messerschmidt plant at [illegible] resides at Garmisch. Born [redacted] he is married, and has four [illegible] (b) (6) & (b) (7) (C), 15USC552 (b) (6) & (b) (7) (C) Subject [illegible] by Mr. [illegible] before Hrazdira contact-[illegible] school of the OBERAMMERGAU, the former Messerschmidt [illegible] division.

[illegible] agent so as to give him [illegible] story and [illegible] reluctant to give his name he is suspected [illegible] with another interested party.

[illegible] was employed by the MESSERSCHMIDT Comp. [illegible] he was transferred to the OBERAMM-[illegible] Messerschmidt as director in charge of operations. [illegible] Messerschmidt, Willy who was tech [illegible] engineering.

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[illegible]

252

[illegible]

	[illegible] & SUBJ[illegible]	SOURCE	CLASS	COPY
	[illegible]			
31/5/46	Scientific Questionnaire	[illegible]	[illegible]	
[illegible]	Personal Data Form	[illegible]	[illegible]	

[illegible] DATA FORM
[illegible] UND TECHNISCHES
[illegible] FORM

[illegible] B a u e r

[illegible] Address:
[illegible] Adresse: Augsburg' oder Garmisch-Partenkirchen

[illegible] Educational and Professional Qualifications:
[illegible] Bildungs und Berufsbeurteilungen

Ingenieur
Betriebsleiter der Messerschmitt A.-G.,
Augsburg

4. Publications:
4. Veröffentlichungen: ./.

5. Inventions and discoveries:
5. Erfindungen und Entdeckungen ./.

6. Comments:
6. Kommentar:

Sex männlich Age

Physical Condition gesund

Professional Specialty Flugzeug-Versuchsbau, neu Arbeitsverfahren und Spezialmaschine

	No. Infants under 5 yrs.	No. in Age Group 5 - 14 yrs.	No. in Age Group 14-18 yrs.	No. of Aged or Infirm	Total
Male	1				
Female	2	1	-		
Total					4

Are you and the dependents listed above capable of being moved by normal motor rail transport? yes yes ☐ no (Check one.)

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Remarks:

Are you willing to accept employment with adequate compensation, rations, and quarters leaving your dependents in present location?

In the United States: ☐ yes ☒ no Elsewhere in U. S. Zone of Germany: ☒ yes ☐ no

Biographical Information:	Institutions	Years	Degree
Academic degrees (technical high schools, universities, and advanced studies)	Maschinen-Ingenieur		
	Technische Mittelschule	2½	Ing.

Subsequent Scientific, Technical and Professional Activities:

Name of Agency	Position Held	Year
BAMAG Dessau	Vorrichtungs-Konstr.	2
Junkers Dessau	Flugzeug-Kontroll-Ing.	

(First Name)

[illegible] von neuen Pro[illegible]
[illegible] Verwendung von [illegible]
[illegible]konstruktionen im Flugzeugbau

[illegible] Publications to which you have contributed:

[illegible] und Spezialmaschine zum Kopieren von gewölbten Formen
[illegible]eichnung weg

[illegible]ished Manuscripts Completed or In Course of Preparation:

[illegible]nological Specialities or Accomplishments (Optical Lens Grinder, Photographic
[illegible]ory Technician, or Machinist, etc.)

[illegible]sation von schnellem Bau von Versuchsflugzeugen; Erfindung
[illegible]ung von neuen Produktionsmethoden, Spezialmaschinen usw. Ein
[illegible]hme auf Konstruktion in Bezug auf Produktion und wirtschaftl
Fertig

[illegible] Qualifications:

	Well	Some	None
[illegible] Technical English		ja	
[illegible] Technical English		ja	
Speak English		ja	

Additional Remarks: (Including other language qualifications)

Mit der Verwendung in den United States bin ich einverstanden, wenn die Familie mitgenommen werden kann.
Einige französische Sprachkenntnisse.

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256

Date Garmisch, den 31. Mai 1946.

Jauer Hubert

File 180728

5USC552 (b) (6) & (b) (7) (C)

Born : [redacted]
Address : 107 1/4 Kolbermoor Strasse, BAD AIBLING
Profession: Aircraft engineer, specialized in rockets

SUBJECT was questioned about the HORTON family and the tailess plane they invented.

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Ref D 198252 Flying Saucers
Memo 1 March 1948

257

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 MIDA.

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, "/s/ Ehud LOVETT, 1st Lt, CMP, DMGO, MG Det HQE3. 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-

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[illegible] of the work that ZIEGLER was doing. Upon [illegible] PHATTEN took with him a part of one of the rockets under construction; this part, in German, is called the Duze. Although Sir PHATTEN 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 Dr. OSTRECH, former colleague, German technician, now chief of jet propeller and rocket research at the firm, "Artistic Aeronautic Francaise, near Paris. In this letter, OSTRECH told ZIEGLER that he was saving a place for him in this factory as head research man for rockets. Also, in this letter, OSTRECH 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, OSTRECH'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 KLINKE, GENGE, and SCHELL, the latter being his former chief assistant. 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 GENGE and SCHELL had been transferred to laboratories in Russia, but KLINKE, strangely, is now employed by the Americans at the airplane repair shop at Oberphaffen, 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 KLINKE. On this occasion, KLINKE 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. KLINKE 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 KLINKE to report to this office according to orders he had been given. However, KLINKE did not report to this office and ZIEGLER forgot to report the

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OBERPHAFFENHOFEN

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[redacted] had contacted this agent.

[redacted]. Evaluation of this information is B-2. It is recommended that an investigation of KLINKE be instituted in order to determine the reasons for his peculiar appearance in the US Zone 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
13

Encl: Basic Communication and allied papers.
Encl: One French pass to Lindau and return.

Memo #2

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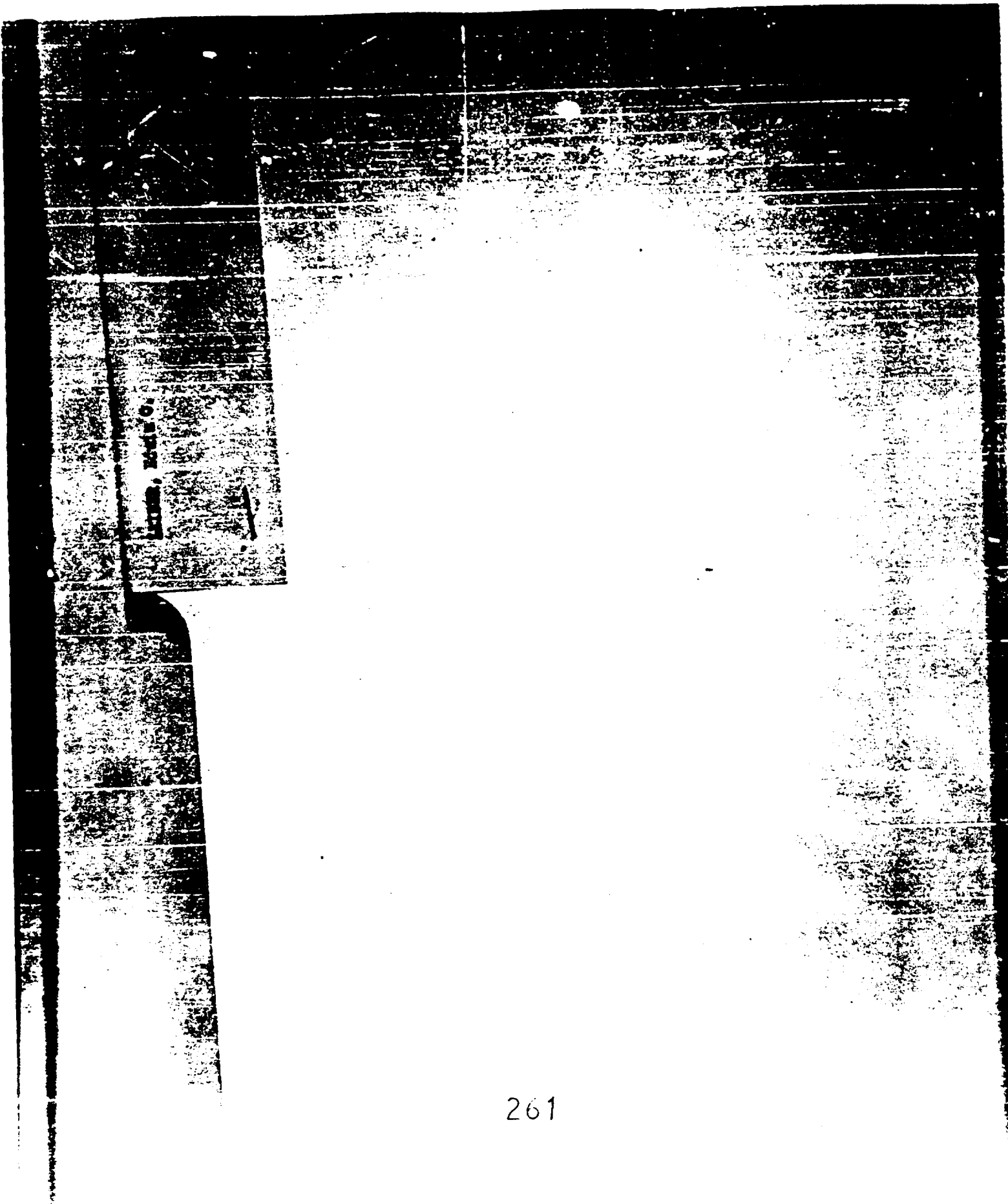

LEIBER, EGNIS

Born :
At :
Res : [illegible]/Main
Occ :
Nat :
P[illegible] :

Other: Gave out the information about the Norton Plant.

RD 154654 7707 ECIC IS-I 4 Feb 48 subj: REIMAR NORTON

LEIBER, Erwin

30 Apr 54

5USC552 (b) (6) & (b) (7) (C)

[redacted]

Frankfurt/M, Textorstr 59

Engineer, aeronautical

German

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RD-198239

SUBJ: EKI ON ALLEGED "FLYING SAUCERS", Reg III, ddd 47

DOSSIER CROSS REFERENCE SHEET

The following dossiers contain information relative to this dossier

DOSSIER NUMBER	3 Nov 47 SUBJECT
198239	EE 1's on alleged [illegible] Saucers.
154654	Horten, Reimer & Walter
187945	BERNARDY, Guido [illegible]mut
187848	Soviet Experiments Near Arctic Circle
202085	Flying Saucers from Denmark

[redacted]

D-211318
[illegible], Egon G.

file

16 February [illegible]

1	Hqs 570th CIC Det	Ops Br ATTN: Capt. Swearington	16 Feb 48

1. Attached [illegible], 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 [illegible] Brothers. Paragraph 3-h, referenced memorandum, indicates that Subject above was once employed in [illegible] (M51/[illegible]) in the airplane factory which produced airplane models for the [illegible] Brothers.

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DAVID G. [illegible]
Colonel FA
Commanding

1 Incl: a/s

GWO/[illegible]/7256

Regraded CONFIDENTIAL by authority of
26 Feb 57 by [illegible]
[illegible] Phillips 2d [illegible] USA

[redacted]

[illegible] Aircraft)

[illegible] 12-1, 4 Feb 1948.

[illegible] 14 May [illegible], 7707 ECIC.

[illegible] Aircraft (Flying Wing Aircraft)

[illegible] 1948, Erwin LEIBER, source of information contained in Part III [illegible] (see References), was visited by one of his former co-workers from the [illegible] Factory, GOTHA, Thuringia. This co-worker, an engineer [illegible] a school teacher in GOTHA and visited LEIBER while on a [illegible]

[illegible] LEIBER that several of the engineers from the now dismantled [illegible] Factory had been interrogated by Soviet authorities about the [illegible] 1) The whereabouts and present activities of [illegible] of sketches and blueprints for the Horten IX all-wing [illegible] Gotha RR Car Factory, under the designation Go 229; 3) The [illegible] and blueprints of the Gotha Go P 60, an all-wing night [illegible] The location of sketches for an all-wing fighter plane designed at the [illegible] German Metal Works, ERFURT.

[illegible] interrogation, it was shown by the Russian officers who [illegible] that they had some knowledge of a technical report [illegible] RR Car Factory and the Central German Metal Works [illegible] by American authorities. It is not clear to this head [illegible] whether the Russians know that the report originated from [illegible] or whether they were referring to articles on the same subject which have appeared in American publications such as "The Airplane Spotter", [illegible]

LEIBER is of the opinion that the Soviets have recently become interested in the development of the flying wing, because of the success of other nations in this field. He strongly believes that to date research on flying wings has been neglected by the Russians and that efforts will now be made by them to expedite research.

Distribution by originator: ECIC (8)
DD/ID (26)

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266

R. E. Hardy
R. M. [illegible]
Colonel Inf
Commanding Officer

APO 757

III-FR-6344

4 February

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, MUNICH, dated 28 October 1947, file D-192230, 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 10 November 1947, file and subject as above.

3. Synopsis of Present Investigation: Erwin LEIBER, former chief engineer of the Gotha Plant, GOTHA (M6)/JO6) was interviewed on 14 January 1948. LEIBER, born on [redacted], 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 1932 until 1933 LEIBER worked at the Flugzeugbau, KIEL (L54/C53). From 1933 to 1938 LEIBER worked for Messerschmidt, AUGSBURG (M49/XW), and from 1938 until 1942 at the Gothaer Waggonfabrik, GOTHA. From 1942 until the end of the war LEIBER worked at the Mitteldeutsche Mettelwerke Flugzeugbau, ERFURT (M51/J56). He was a member of the Lilienthal Institute for Aviation Research and adviser 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

5USC552 (b) (6) & (b) (7) (C)

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

Walter HORTEN, [illegible]strasse 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 30a, GOETTINGEN.

5. Agent's Comments and Conclusions: Arrangements have been made with Mr. OLIPHANT to have LEIBER interrogated further at the VVOC ECIC.

6. Recommendations:

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

b. Evaluation: F-6.

APPROVED:

MARVIN L. HISSINGER
Special Agent, CIC
Operations Officer

WILLIAM G. WALSH
Special Agent, CIC

WGW/vh

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IMP AND PERS INDEX:

HORTEN, Walter and Reimar
LEIBER, Egwin
LIPPISCH, Dr. Alexander

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Incl: 1 - Autobiography of LEIBER

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[redacted]

[redacted]

[redacted]

Name : [redacted] 5USC552 (b) (6) & (b) (7) (C)
Geburtsdatum : [redacted]
" ort :
Beruf : Ingenieur (Oberingenieur)
Anschrift : Frankfurt/Main, Texterstr. 80
Stand : verheiratet, 1 Kind
Beruf d. Vaters : Ingenieur und Leiter der Germania Flugzeugwerke (1914-19[illegible]) [illegible]
Schulbildung : Realgymnasium - Reife
Praktische Ausbildung : Feinmechanik 9 Jahre
Praktische Tätigkeit : Motoren.-und Apparatebau Motorenbau: Deutsche Luft Hansa
Theoretische Ausbildung : Abschluss einer Technischen Lehranstalt (Mittweida). Besuch einer Technischen Hochschule (Dresden) nicht abgeschlossen.

Uebersicht der beruflichen Tätigkeit:

1931: Arado-Flugzeugwerke, [illegible], konstruktive und staatliche Mitarbeit an den Typen Ar 64, Ar 65, Ar 66.

1933: Messerschmitt-Flugzeugbau, Augsburg, Seilentwurf und aerodynamische Gestaltung der Typen Me 108 und Me 109; Rumpf, Leitwerk, Fowler.-und Spaltklappen, Vorflügel, Interzepter.

1935: Gothaer-Waggonfabrik (Die Gothas), Flugzeugbau
Selbst. Entwurf der Versuchstypen: Go - 146 (Reise.-und Kurier)
Go - 149 (Übung.-Vorschule 109)
Go - 241 (Schulung und Reise)

Selbst. Entwurf der Grossserienflugzeuge:
Go - 150 (Reiseflugzeug)
Go - 242 (Grossraumlastensegler und Versuchstraeger fuer versch. Farbwerke, Raketenantriebe, Argusrohre u.s.w.)

Nurflügelflugzeuge: Go 147 in Zusammenarbeit mit DVL-Dr. Kupper 19[illegible]-19[illegible], 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 Nurflügelprojektes mit extrem grossen Klappentiefen der DVL-Dr. Kramer. Praktisch nicht ausgefuehrt.

[redacted]

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269

Industrieforschung von Leitwerken, Hochgeschw.-Flugzeugen, Aufgabenstellung und Entwicklung neuer rechnergesteuerter Raketen für Hochgeschwindigkeitsprojekte, bezw. Steifigkeitsuntersuchungen und deren Einfluss auf die Flugeigenschaften aerodynamische Formgebung und Gestaltung.

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

1943: Durch das R L M erfolgte die Verpflichtung zu den Mitteldeutschen Metallwerken (Flugzeugbau) Erfurt. Entwurf und Entwicklung des Einheitsjagdflugzeugs Ju - 430 zwecks Verwendung als Entwicklungs.-und Versuchsträger unter anderem unbemannter Start.-und Steuerflugkörper, jedoch in besonderem Hinblick auf Verwertung zur schnellsten Einsicht in die Flugmechanik der Sonder.-und Raketenantriebe in höheren Geschwindigkeitsbereichen, bezw. gretsam Koenen und verklarend deren Verwendung als Steuerungs.-und Leitorgane. Herausziehen des Festtreibstoffes als treibender Energiestoff (Einfluss durch Aufheizung, Verkleinerung des Schwerpunktbereiches). Vorgeklärt waren die Kopplungsverhältnisse Rollwerk-Rufe.

1944: Gemeinsame grosse Interesse und grundsätzliche Klärung dieses grossen Aufgabengebietes der Sonderraketenantriebe Forschung durch das R L M zur Zusammenarbeit mit Dr. Lippisch. Ein umfangreiches Forschungsprogramm der Raketenantriebe mit Festtreibstoff, später Kohlenstaubpressluftgerät, wurde festgelegt. In Parallelforschung die Ermittlung brauchbarer Energieformen für Hochgeschwindigkeit durch Schlagversuche mittels Pulverraketen.

Weiter erstreckten sich eigene Betrachtungen neben flugeigenschaftsmässige Anordnungen bezw. Grössen der Leitruder und Fuehlflaechen nach verschiedenen Messergebnissen, sowie Uebergang und Herausziehen des Raketenschubes bezw. deren Gasdynamik zur gezielten Flugsteuerung. Ermittlung der erforderlichen stofflichen Energiemengen (Impulsbetrachtungen) und volumetrische Betrachtungen im besonderen der Nurflügler.

1945: Eine geplante Aussprache mit Dr. Sobel ueber die durchzuführende Hochgeschwindigkeitsmessungen und betriebsfähigen Windkanalmodellen und Herstellung mit der Dynamit A.-G., Marburg - Krummel, kam nicht mehr zustande.

Zu einem gewissen persoenlichen Abschluss zu haben war eine Dissertation unter technische - physikalische Betrachtungen und eine Fixierung der aufgelaufenen Erfahrungen von Hochgeschwindigkeitsmessern bezw. Nurflüglern geplant, um damit die Wechselbeziehungen und Entwicklungsgrenzen der Hochgeschwindigkeitstriebwerke (Raketenantrieb) zu deuten.

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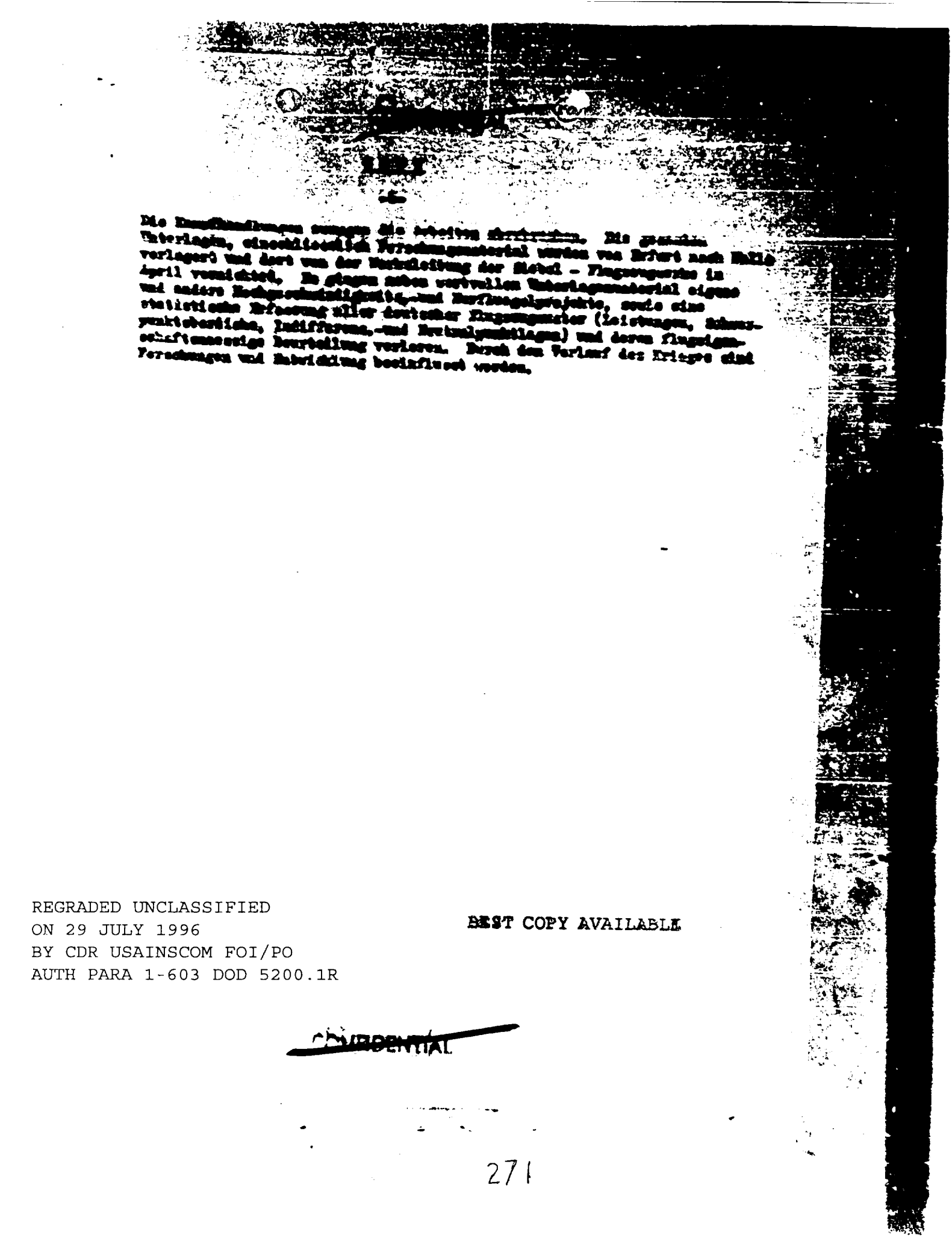

Die Kampfhandlungen zwangen die Arbeiten abzubrechen. Die gesamten Unterlagen, einschliesslich Forschungsmaterial wurden von Erfurt nach Halle verlagert und dort von der Werksleitung der Siebel - Flugzeugwerke in April vernichtet. Es gingen neben wertvollen Unterlagenmaterial eigene und andere Hochgeschwindigkeits-und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

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[redacted]

Extracted from Air [redacted], SAFO, Fortnightly Top Secret Intelligence Summary No. 25, dated 1 February 1948.

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 picture available at, and later to be disseminated by, the Air Ministry.

Classification Cancelled (or Changed) to [redacted] by Authority of [redacted] by [redacted] Date [illegible] AUG 1952 CUY C RITCHIE

RUSSIAN AIR FORCES - S.A.F. IN GERMANY

AIRFIELD CONSTRUCTION

8. The latest report on the work in [illegible] to convert SCHÖNEFELD/DIEPENSEE into the major Russian air terminal in Berlin states that the present aim is to complete the work on the actual airfield by the Spring of this year. [illegible],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 SCHÖNEFELD, the airfields at STRAUSBERG and SCHÖNWALDE continue to be used as transport bases, to judge from the number of Dakota-type aircraft reported on them. At STRAUSBERG on [illegible] Jan, there were [illegible] Dakotas, as well as 12 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 DRESDEN/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 [illegible] Dec, dropping paratroops over the neighboring manoeuvre area of KÖNIGSBRÜCK. Drops were made at three second intervals from a height of 200 metres.

11. The only mention of combined manoeuvres with the Red Army during the past month has come from the BAD FREIENWALDE area where the training of "a motorized tank spearhead with strong anti-tank and infantry protection and S.A.F. support" was reported to be taking place early in Jan.

ORDER OF BATTLE

12. Reporting on ZERBST airfield, a regular source states that it is occupied by two fighter units previously based at WITTSTOCK. He does not know the date of the move, but this report bears out earlier evidence that [illegible] Guards Fighter Division was transferred from WITTSTOCK to ZERBST [illegible] summer of 1947. Source gives the present Field Post Number of [illegible] as [illegible]. This may [illegible] latter [illegible] was furnished by two deserters, one of whom was at WITTSTOCK in [illegible] and the second at ZERBST in Oct.

[redacted]

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13. [illegible] at [illegible] comprise about 100 [illegible] or Yak-9 and 100 [illegible] would be consistent with two [illegible] being based there, [illegible] one is 3 Guards Fighter Division the other may be 4 Guards Fighter Division formerly at PERLEBERG. Both these units were identified as subordinate to 1 Guards Fighter Corps, which had its HQ at KYRITZ until about July of last year when it is believed to have been transferred to WITTENBERG.

14. A detailed report on KÖTHEN states that there were three different units there on 11 Jan, each commanded by a Lt. Col. They consisted of a Po-2 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 WITTENBERG, but the mixture of aircraft now reported there (including the Yak-9, 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 WITTENBERG remains the controlling headquarters.

BOMBER AIRFIELDS

16. The continued presence of Pe-2 and Pe-3 bomber aircraft at the three bomber bases of FINOW, ORANIENBURG and WERNEUCHEN has been confirmed during the second half of January. Continued dismantling of hangars is reported by one source to be taking place at WERNEUCHEN, but another source reports that four new permanent buildings have been erected in a newly planted orchard and that 83 petrol tanks, of a total capacity of 100,560 gallons, have been installed, although they have not yet been covered. Reports on the amount of flying taking place are somewhat conflicting, but in general it appears to be on a reduced scale, both here and at the fighter and ground attack airfields.

S.A.F. IN AUSTRIA AND HUNGARY

ORDER OF BATTLE CHANGES IN AUSTRIA

19. The Order of Battle of that part of the 2nd Air Army which is based in Austria was shown in Summary No 25 as comprising three bomber divisions in the VI Guards Bomber Corps and three fighter divisions in the VI Guards Fighter Corps. A re-examination by Air Intelligence, Austria, of all information available to them has indicated that the current strength may, in fact, be less.

20. The number of Tu-2 and Pe-2 aircraft observed at GOTZENDORF 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 202 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 47. In addition to the probable withdrawal of 202 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 each instead of four.

CIC 100
NO. 7-9037

21. A collation of all information on fighter airfields has led to the conclusion that the fighter strength is also lower than was hitherto believed. Either the 22nd or 23rd Guards Fighter Division is believed to have been [illegible]activated, but the 9th Guards Fighter Division has been identified again recently. If confirmed, this [illegible] Guards Fighter Corps

[illegible] (6) & (b) (7) (C)

NO

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[redacted]

2. Air [redacted] the S.A.F. [redacted] Servicing Battalions [redacted] (Air Technical Divisional and Air Depot Regiments).

TECHNICAL

KUIBYSHEV/VOLGA (50° 06' E: 53° 10' N)

2. 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 1947 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."

3. 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 MVD patrols. Source states that although aircraft production did not commence until the summer of 1947, the noise of jet engines under test was heard as early as January of that year.

4. A third former PW was employed at the "LENIN" factory. He stated that approximately 150 engines were produced each month, but these were conventional, propellor-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. In the autumn 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° 50' E: 41° 41' N)

5. 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 the inevitable guard. It is certain, however, that several aspects of the aircraft provide good intelligence material, and it is hoped to build up on this with the return of further PWs. from the TIFLIS factory.

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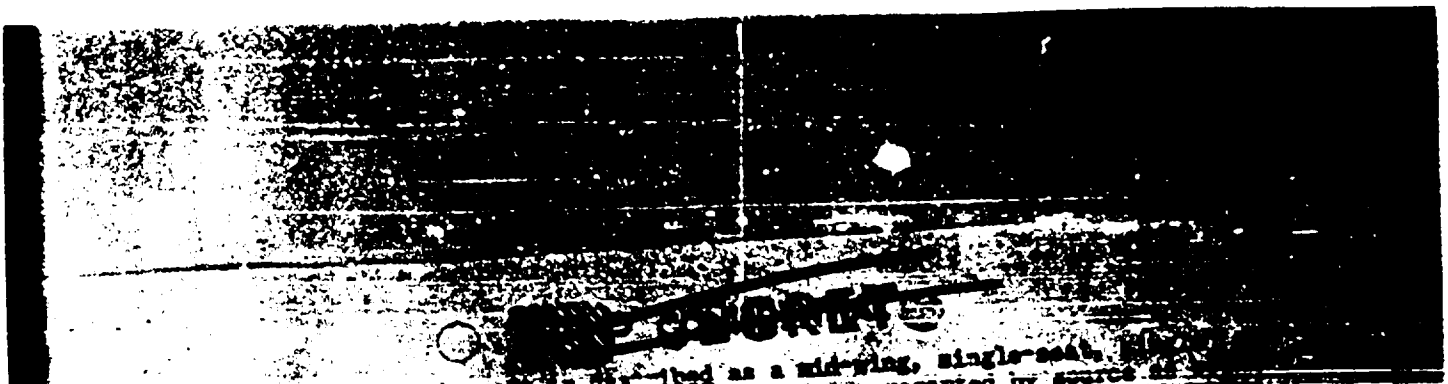

6. The [redacted] aircraft is described as a mid-wing, single-seat, [redacted] jet engined fighter. The fuselage length [redacted] represented by source as unusually long in proportion to the wing span. The power unit is installed in the font of the fuselage, with the exhaust tail-pipe protruding below 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 factors would 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 two 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 500/600 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	8 metres
Largest Diameter	1.10 - 1.20 metres	1.5 metres
Diameter of Intake	0.80 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 mushroom ("cone") 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
EUCOM REGION FRANKFURT
COUNTER INTELLIGENCE CORPS REGION III

APO 757

III-FR-6771

20 January

SUMMARY 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/K67).

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 (N51/R86). 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/J30) but returned to GOTHA several days later. He left GOTHA again on 5 November 1947 to return to FRANKFURT. At WARTHA (L51/H76) he was arrested by three (3) German policemen, taken from the train to Police Headquarters and then turned over to the Soviet authorities in RISENACH (L51/H78). 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 asked if he knew it was illegal to possess technical papers. Subject did not answer. Until this

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time Subject [illegible] reason for his arrest. This lasted approximately [illegible] minutes. The Lt. Colonel [illegible] life during the entire [illegible]

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 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 Ersatz 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 not 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) RM. 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. 5USC552 (b) (6) & (b) (7)

h. Egwin O. LEIBER was born [redacted]. he is 5'7½" tall, weight 135 lbs, black hair, brown eyes, mole on left side of nose. Subject worked in GOTHA for the Gotha Waagon Fabrik, Aircraft Section, from 1935 until 1940. He designed two (2) airplanes during this time, the GO 150 and the GO 245. From 1940 until 1945 Subject worked in ERFURT for a Special Aircraft Fabrik as chief of construction. LEIBER is at present living at 89 Textor Strasse, FRANKFURT.

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SRI, [illegible]

4. Undeveloped Leads: There are no undeveloped leads.

5. Agent's Exhibits and Documents: None.

6. Recommendations: It is recommended that REIBER be interviewed by G-2 Technical Intelligence.

Evaluation: F-2.

APPROVED:

MARVIN L. MISSINGER
Special Agent, CIC
Operations

WILLIAM G. WALSH
Special Agent, CIC

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IRP AND PERS INDEX

REIBER, Egwin O.
AVD
REIBER, Ilse
LIPPISCH, Dr. Alex
WRIGHT FIELD
GC 150
GC 243
Gotha Waggon Fabrik, Aircraft Section

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COUNTER INTELLIGENCE CORPS REGION III

APO 757

III-FM-6771

19 December 1947

MEMORANDUM FOR THE OFFICER IN CHARGE PERSONALITIES CARDED OUT

SUBJECT: Erwin O. LEIBER, (German Aircraft Engineer)

Re: Abduction from U.S. Zone

1. This agent learned from a confidential source that Erwin O. LEIBER, a former German Aircraft Engineer, was arrested at [redacted], a border crossing point between EISENACH (L51/H76) and [redacted] (L52/H69).

2. Interview with wife of Subject, Ilse LEIBER, at present living at Textor Strasse 69 in FRANKFURT (L51/M67), revealed the following information about Subject:

a. Subject's home prior to and during the war was in GOTHA(M51/J06). Subject came to FRANKFURT in July 1947 to work for the Chamber of Commerce, while his wife continued to live in GOTHA. Subject had made many previous business trips into the Russian Zone, always visiting his wife during such trips. On 1 October 1947 Leiber obtained an interzonal pass which was valid for the period from 3 October to 3 November 1947. Subject then left FRANKFURT on a business trip and visited his wife in GOTHA. Subject was last seen by his wife on 2 November 1947 when he left to return to FRANKFURT. On 11 November 1947 wife of Subject was arrested by German police in GOTHA, turned over to Russian authorities and interrogated by a Russian major. She was receiving 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 same day. However, she was told to remain in GOTHA. She disregarded the order to remain in GOTHA and went to [redacted] (L52/A[illegible]) and then came to FRANKFURT.

b. Subject was approached by CIAT 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 1936 until 1940. He designed two (2) airplanes during this time, the GC 150 and the GC 243. From 1940 until 1945 Subject worked in ERFURT (M51/J36) for a Special Aircraft Fabrik as chief of construction.

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MCIC, III-PW-6771, dtd 19 Dec 47, Subj: Erwin O. Leiber, German Aircraft Engineer, CONFID

3. Agent's Notes, Comments and Recommendations:

Evaluation of this report is F-2.

APPROVED:

Marvin L. Rissinger
MARVIN L. RISSINGER
Special Agent CIC
Operations

William G. Walsh
WILLIAM G. WALSH
Special Agent CIC

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for Albert F. Barry
CARL J. [illegible]
Special Agent, CIC
Operations Officer

[illegible] WILLIAM A/hg

5th Ind.

[illegible] Region Frankfurt, Counter Intelligence Corps
[illegible] CIC Detachment, APO 757, US Army, 4 February [illegible]

[illegible] Counter Intelligence Corps Region [illegible]
[illegible]ment, APO 307, US Army

[illegible] herewith in compliance with 3rd Ind. is SRI dated [illegible] Walter and Rainer HORTEN.

[illegible] received by this office reveals [illegible] recently been interrogated by ECIC at [illegible]

[illegible] unable to translate LEIBER's autobi[illegible] the excessive use of technical [illegible] given [illegible] competent [illegible]

[illegible] have been made with Mr. CLIFRANT of [illegible] LEIBER interrogated by ECIC.

William C. Hacker
WILLIAM C. HACKER
Special Agent, CIC
Commanding

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B/L: Ltr [illegible]

III-4748 [illegible] 2d Ind.

Headquarters, Counter Intelligence Corps Region III, 970th CIC Detachment, APO 757, U. S. Army, 4 December 1947

TO: Commanding Officer, 970th Counter Intelligence Corps Det., European Command, APO 757, U. S. Army. (Attn: Mr. OLIPHANT)

Forwarded in compliance with letter your headquarters referenced in paragraph 1 of basic communication.

FOR THE COMMANDING OFFICER:

Earl J. Kuehnert (RKB)
[illegible]
Special Agent, CIC
Operations Officer

Incl: 1. w/d
2. 1 cy SRI w/d

Tel: [illegible]

D-198239 3rd Ind.

Headquarters, 970th Counter Intelligence Corps Detachment, APO 757, US Army, 17 December 1947

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 Materiel Command is of the opinion that some sort of object, such as the flying saucer, did exist.

3. As to the HORTEN 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 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. They have also formerly been listed on the JIOA list.

4. It is requested that investigation be continued.

BY ORDER OF LIEUTENANT COLONEL INSKEEP:

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

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

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SID NO. 2302.0118

MIS NO.

REPORT NO. R-3-48 (STI-12a)

[redacted]

COUNTRY Soviet Zone and [illegible]

SUBJECT: Unconventional Aircraft (Flying Wing Aircraft)

WDGS – INTELLIGENCE REPORT

I. D. NO.

FROM: 7707 ECIC

REFERENCES: See References

EVALUATION: B-2

DATE OF INFORMATION: May 1948

INCL: None

PREPARED BY: M.S. Hilty, Capt, AC

DATE OF REPORT: 12 July 1948

SOURCE: Egwin LEIBER, Engineer

SUMMARY OR SID REPORT:

1. Supplementary report to STI-12, 14 May 48, 7707 ECIC.

2. Recent Soviet search for Egwin LEIBER, source of flying-wing information contained in STI-12; Soviet investigation re location of sketches and blueprints for Horten IX flying wing airplane and other all-wing airplanes designed by the Germans.

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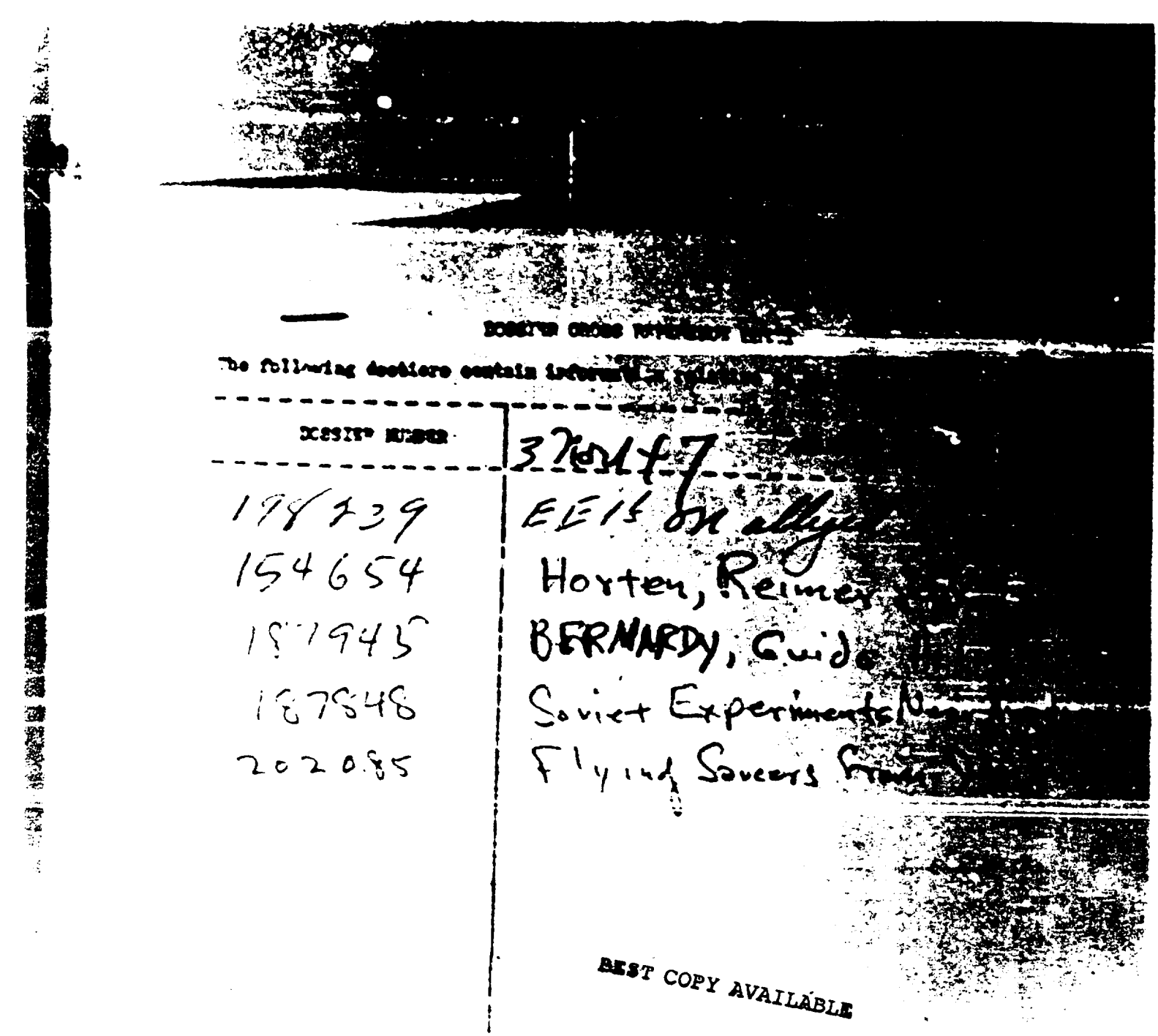
LEIBER, Ed

LEIBER, Edwin O. 211310



DOSSIER CROSS REFERENCE [illegible]

The following dossiers contain information relative [illegible]

DOSSIER NUMBER	3 Nov 47
198239	EE1s on alleg[illegible]
154654	Horten, Reimer [illegible]
187945	BERNARDY, Guido [illegible]
187848	Soviet Experiments [illegible]
202085	Flying Saucers [illegible]

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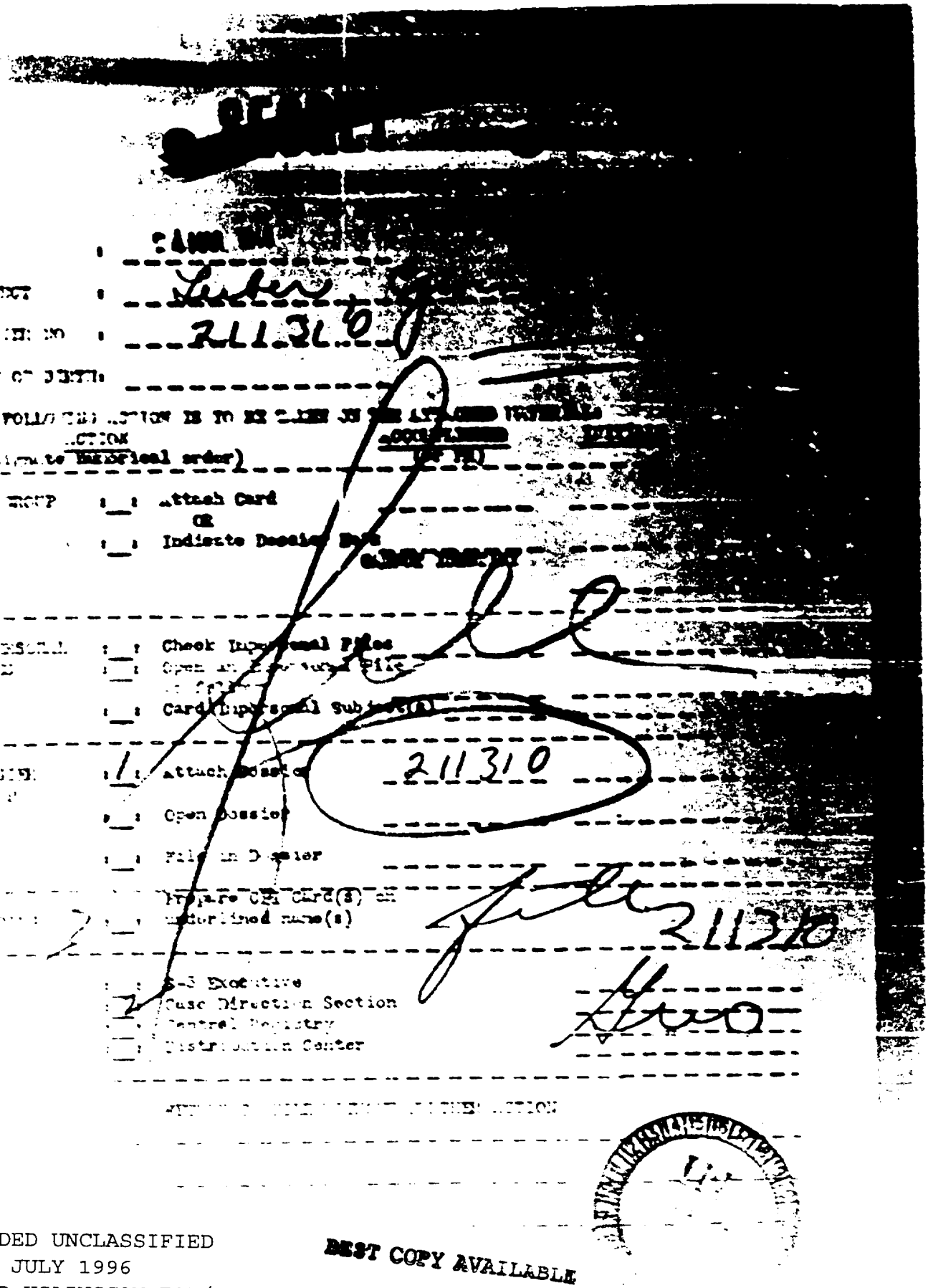

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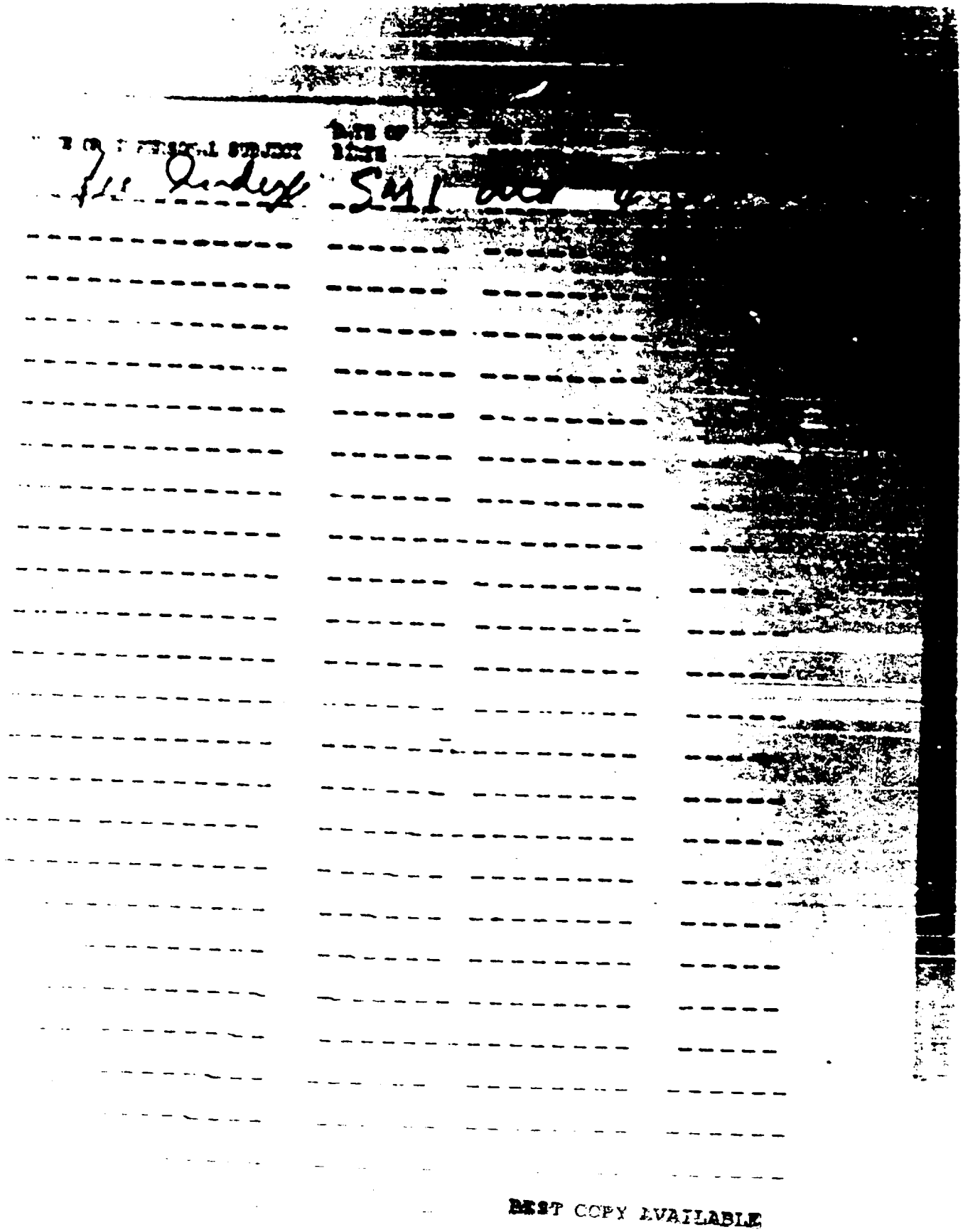

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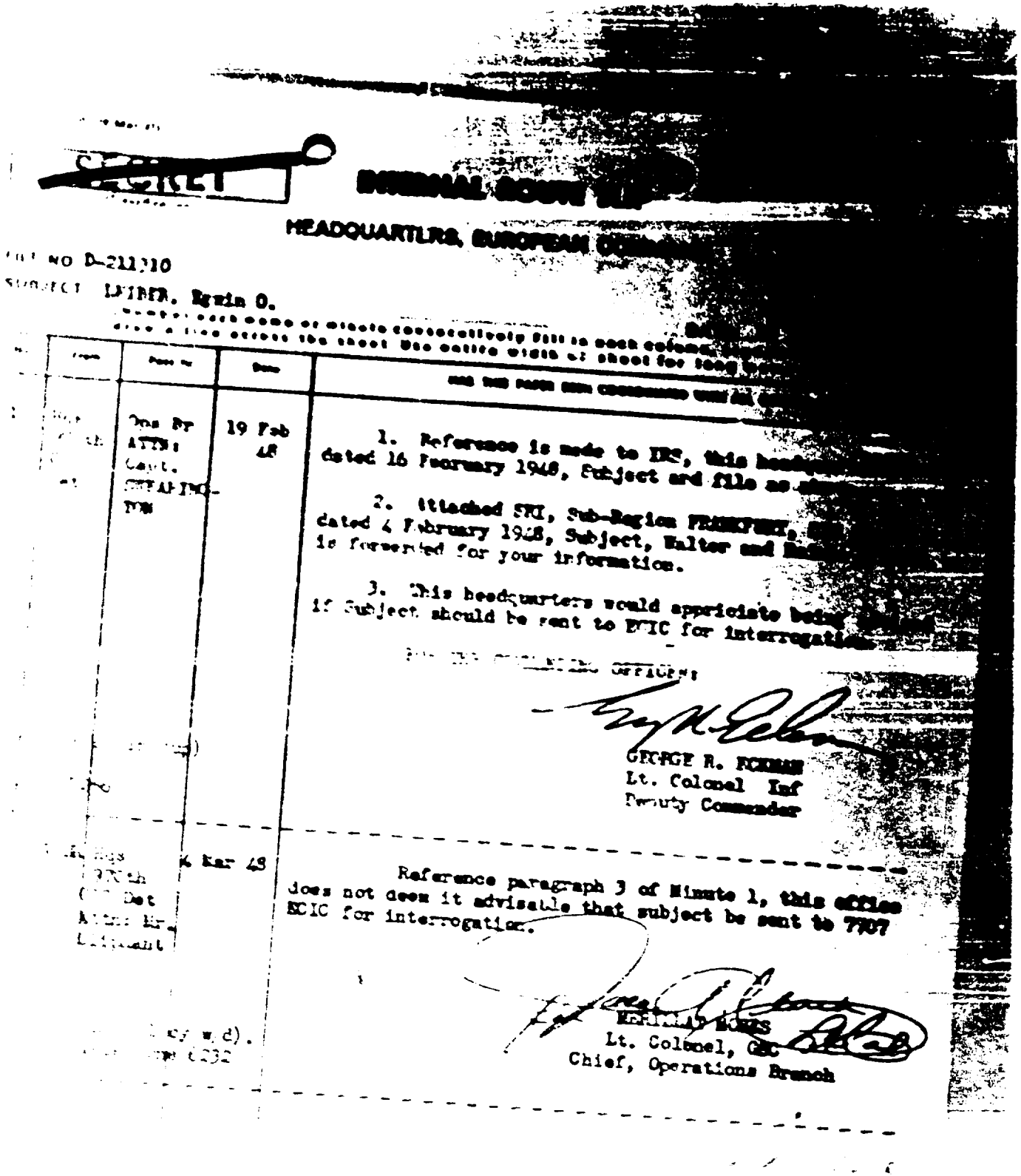

SECRET

INTERNAL ROUTE [illegible]

HEADQUARTERS, EUROPEAN [illegible]

FILE NO D-211310

SUBJECT LEIBER, Egwin O.

[illegible] each name or minute consecutively fill in each column [illegible] draw a line across the sheet. Use entire width of sheet for long [illegible]

From	Date	Date	[illegible]
[illegible]	Ops Br ATTN: Capt. [illegible]	19 Feb 48	1. Reference is made to IRS, this [illegible] dated 16 February 1948, Subject and file as [illegible] 2. Attached SRI, Sub-Region FRANKFURT, [illegible] dated 4 February 1948, Subject, Walter and [illegible] is forwarded for your information. 3. This headquarters would appreciate being [illegible] if Subject should be sent to ECIC for interrogation. [illegible] OFFICER: GEORGE R. ECKMAN Lt. Colonel Inf Deputy Commander
[illegible]	4 Mar 48		Reference paragraph 3 of Minute 1, this office does not deem it advisable that subject be sent to 7707 ECIC for interrogation. [illegible] Lt. Colonel, GSC Chief, Operations Branch

[illegible] 6232

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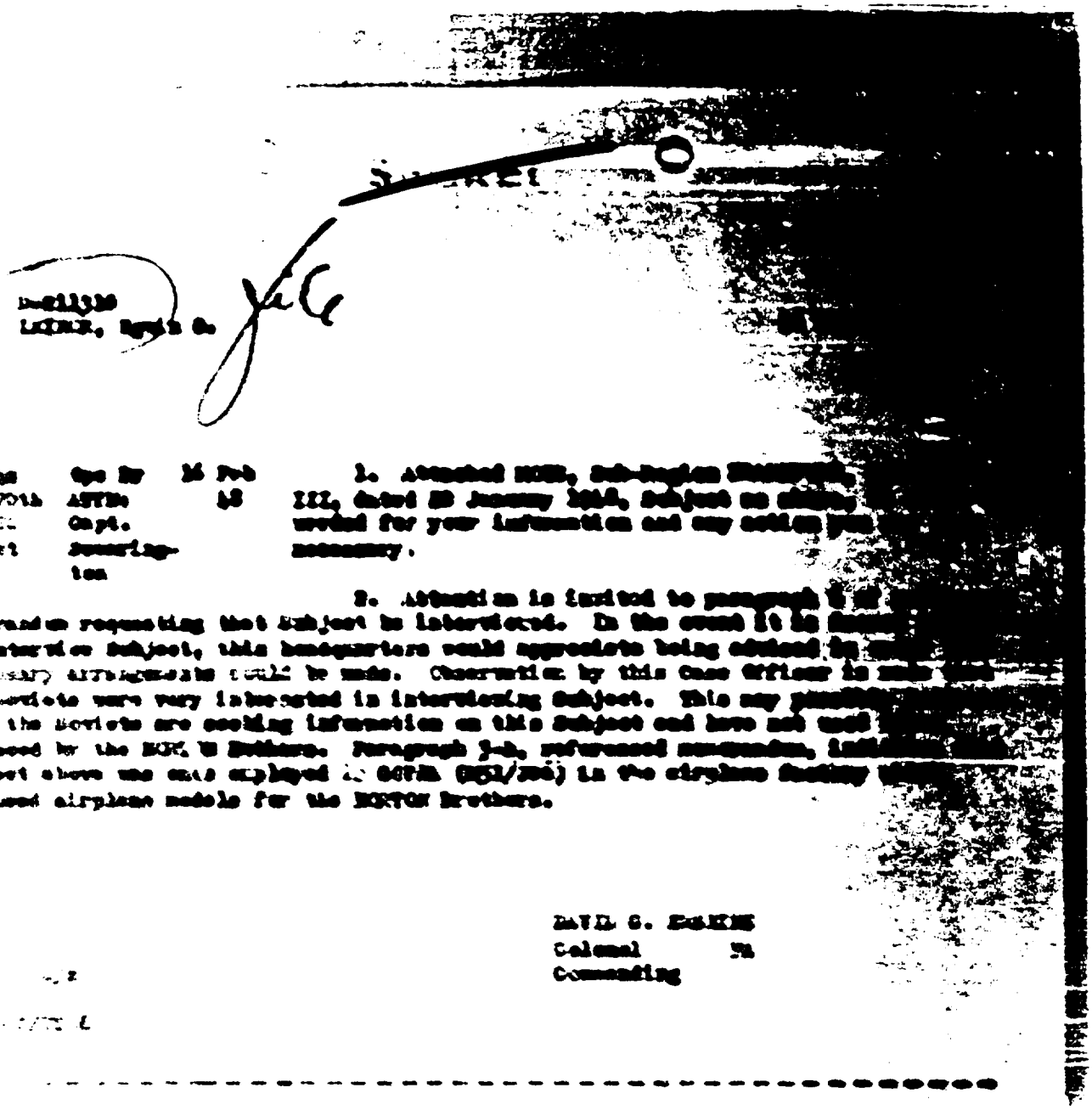
289



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REGISTERED MAIL

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NO. OF COPIES T-9037

DATE OF DOCUMENT 17 Feb '48

SOURCE DAFO

SHORT TITLE R.A.F.

SECRET

(Ltr. S/R Frankfurt, CIC REG. III, 29 Jan 48, Subject: [redacted])

III-FM-6771
III-661

1st Ind

Headquarters, CIC Region III, 970th CIC Detachment, APO 757, U.S. Army
4 February 1948

TO: Commanding Officer, Hqs. 970th CIC Det., EUCOM, APO 757, U.S. Army
(Attn: Mr. OLIPHANT)

1. Forwarded for your information.

2. Reference is made to MOIC, 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 SRI, 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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AUTH PARA 1-603 DOD 5200.1R 292

HEADQUARTERS
SUB-REGION FRANKFURT
COUNTER INTELLIGENCE CORPS REGION

APO

III-FM-6771

SUBJECT: Egwin O. LEIBER

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

1. Forwarded herewith for your information is SRI, dtd [illegible] Egwin C. LEIBER.

2. At present LEIBER is writing an autobiography wherein information is given concerning the HORTEN brothers, with whom he was closely associated. This autobiography will be forwarded your headquarters upon completion.

William J. [illegible]
for MAX ETKIN
Special Agent, CIC
Commanding

Incl: as stated (5 Copies)

Tel: 8400 Ffm
ABC/es

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295

[redacted]

III-FM-6771

SUMMARY REPORT OF INVESTIGATION

SUBJECT: Egwin S. [illegible] ([illegible])

Case Classification: [illegible]

1. Reason for Investigation:

Information was obtained that Egwin S. [illegible] from the US Zone, had been released by the [illegible]

2. Synopsis of Previous Investigation:

An interview with Ilse [illegible] had been arrested [illegible] 1947. Subject's wife was arrested on 11 November 1947 [illegible] husband's occupation. She was released the same day and told [illegible] (M51/J06). She disregarded the order and came to [illegible]

3. Synopsis of Present Investigation:

a. An interview with Subject revealed that he [illegible] ber 1947 to take a business trip to CHEMNITZ ([illegible]). [illegible] to visit his wife. After his arrival in GOTHA he noticed [illegible] being observed by German agents of the MVD. He left GOTHA [illegible] (M51/J36) but returned to GOTHA several days later. He left [illegible] 1947 to return to FRANKFURT. At WANDRA (L51/H76) he was arrested [illegible] policemen, taken from the train to Police Headquarters and then [illegible] Soviet authorities in EISENACH (L51/H76). There he was subjected [illegible] rogation of approximately twenty (20) minutes. Subject was then [illegible] automobile and placed in a MVD jail on Steinmuehlen Allee. Here [illegible] all his papers and personal belongings, including two (2) suitcases, [illegible] 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 [illegible] for a short autobiography (Lebenslauf), which he gave them. He was then

[illegible] pages

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[redacted]

294

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BY CDR USAINSCOM FOI/PO
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Secret

[illegible], III-FM-[illegible], dtd 20 Jan [illegible]

asked if he knew it was illegal [illegible]
Until this time Subject did [illegible]
lasted approximately [illegible]
the entire proceedings.

c. The following day, [illegible]
in detail, which required the [illegible]
Russian and Subject was required [illegible]
stood it.

d. Subject was again [illegible]
Lt. Colonel, this time in the [illegible]
when was a very good interpreter [illegible]
(2½) hours. The Lt. Colonel did not [illegible]
living in the US Zone, when his [illegible]
told that he would be assigned to [illegible]
of work his former associates were [illegible]
Subject mentioned several associates [illegible]
Russian Zone. He mentioned one [illegible]
DAYTON, Ohio. Subject was then [illegible]
worry about and that he would have everything [illegible]
family. Other questions were asked about [illegible]
time until his release he was not questioned again.

e. During the time he was held Subject was not [illegible]
He was kept in a small room without furniture in the cellar [illegible]
a daily ration he received two hundred fifty (250) grams of [illegible]
(½) of black Ersatz coffee and three fourth (3/4) liter of [illegible]
potatoes. In a period of six (6) weeks Subject lost fourteen [illegible]

f. On 20 December 1947 Subject was taken to the [illegible]
was told that he was going to be released. He was told to stay [illegible]
several technical specialists would soon visit him to decide [illegible]
assigned for work. Subject did no more than agree to wait. [illegible]
(6) pounds of pork, one (1) loaf of bread, ten (10) pounds of [illegible]
of sausage and two hundred (200) RM, whereupon he was released and [illegible]
home in an automobile.

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

5USC552 (b) (6) & (b) (7) (C)

h. [illegible] was born [redacted] he is 5'7½" tall,
[illegible] lbs, black hair, brown eyes, [illegible] left side of nose. Subject worked
[illegible] for the Gotha Waagon Fabrik, Aircraft Section, from 1935 until 1940. He
[illegible] airplanes during this time, the GC 150 and the GC 243. From 1940
[illegible] worked in [illegible] for a Special Aircraft Fabrik as chief of [illegible]
[illegible] at 89 Taxter Strasse, FRANKFURT.

295

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SRI, III-FM-6771, dtd 20 Jan [illegible]

4. Undeveloped Lands:

There are no undeveloped lands [illegible]

5. Agent's Notes and Comments:

None

6. Recommendations:

It is recommended that [illegible] be [illegible]

Evaluation: F-2.

APPROVED:

MARVIN L. [illegible]
Special Agent, [illegible]
Operations

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[illegible] AND PERS INDEX

[illegible], Egwin C.
[illegible]
[illegible], Ilse
[illegible], Dr. Alex
[illegible] FIELD
[illegible] 150
[illegible]
[illegible] Waggon Fabrik, Aircraft Section

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

[redacted]

III-FM-6771

SUBJECT: Erwin O. [redacted] (German Aircraft Engineer)

TO : Commanding Officer, Counter Intelligence Corps, [redacted]
970th CIC Detachment, APO 807, US Army

1. Forwarded for your information is MOIC, dtd 19 [redacted]

2. No further information was available re: [redacted], this office intends no further action unless advised otherwise.

[redacted]
MAX [redacted]
Special Agent
Commanding

Incl: as stated

Tel: 8400 Ffm.
ABC/es

III-661 1st Ind.

Headquarters, Counter Intelligence Corps Region III, 970th CIC Det., 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 MOIC, Sub-Region Frankfurt, subject as above, dated 19 December 1947.

FOR THE COMMANDING OFFICER:

[redacted] COPY AVAILABLE

CARL J. RUEHNERT
Special Agent, CIC
Operations Officer

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MOIC, III-FM-6771, dtd 19 Dec 47, Subj: [illegible]
Engineer, CONT'D

3. Agent's Notes, Comments and Recommendations:

Evaluation of this report is F-2.

APPROVED:

Marvin L. Rissinger
MARVIN L. RISSINGER
Special Agent CIC
Operations

William G. Walsh
WILLIAM G. WALSH
Special Agent CIC

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SECRET

(Ltr Hq region III, 3 Nov 47, re: Flying Saucers)

III-4748

6th Ind

Headquarters , CIC Region III, 970th CIC Detachment, APO 757, U.S.
11 February 1948

TO: Commanding Officer, Hqs. 970th CIC Det., EUCOM, APO 757, U.S.
(Attn: Mr. OLIPHANT)

1. Forwarded for your information.

2. Your attention is invited to the 5th Indorsement.

FOR THE COMMANDING OFFICER:

CARL J. KUEHNERT
Special Agent, CIC
S-3

1 Incl:
SRI, S/R Frankfurt, 4 Feb 48
Subj: Walter & Raimer HORTEN (4 copies, w/incl)

Tel: BAD NAUHEIM 2093, Mr. BURR/ob

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

Tel: BAD NAUHEIM 2003/Mr. WILL

III-FM-6344 6th Inf.

Headquarters, Sub-Region Frankfurt, Counter Intel
Region III, 970th CIC Detachment, APO 757, US

TO: Commanding Officer, Counter Intelligence Co
970th CIC Detachment, APO 807, US Army

1. Forwarded herewith in compliance with
4 February 1948, re-Walter and Raimar HORTEN.

2. Recent information received by this offic
Walter HORTEN has recently been interrogated by
(L51/M67). (A-1)

3. This office was unable to translate LEIBER'
(Inclosure 1) because of the excessive use of technic
Request this autobiography be given to a competent
for translation.

4. Arrangements have been made with Mr. OLIPHAN
970th CIC EUCOM to have LEIBER interrogated by ECIC.

William C. Lacker
WILLIAM C. LACKER
Special Agent, CIC
Commanding

Encl: As stated (5 copies)

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B/L: Ltr Hq [illegible]

III-4748

Headquarters, [illegible]
APO 757, U. S. Army, [illegible] 1947

TO: Commanding Officer, 970th Counter Intelligence [illegible]
Command, APO 757, U. S. Army. (Attn: Mr. [illegible])

Forwarded in compliance with letter your headquarters [illegible] paragraph 1 of basic communication.

FOR THE COMMANDING OFFICER:

Carl J. Kuehn
CARL J. KUEHN
Special Agent
Operations Officer

Incl: 1. w/d
2. 1 cy SRI w/d

Tel : BAD NAUHEIM 2093/Mr. WILLIAMS/hg

D-198239

3rd Ind.

Headquarters, 970th Counter Intelligence Corps Detachment 757, US Army, 17 December 1947

TO: Commanding Officer, CIC Region III, APO 807, US Army

1. Attention is directed to paragraph 5 of SRI addressed an inclosure by 1st indorsement hereof.

2. Records, this headquarters, do not disclose any information 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 HORTEN 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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~~SECRET~~

HEADQUARTERS
COUNTER INTELLIGENCE CORPS [illegible]
970TH COUNTER INTELLIGENCE CORPS [illegible]

III-4748

SUBJECT: Flying [illegible]

TO : Commanding [illegible]

1. Enclosed [illegible] above, dated 28 [illegible] for your information [illegible]

2. The files of this [illegible] personalities.

3. The following reports [illegible] ed:

a. [illegible] dated 3 [illegible]

b. [illegible], sub-Region [illegible] 6 August 1947.

BY ORDER OF THE COMMANDING OFFICER:

[illegible]
Special Agent [illegible]

Incl: as stated

Tel : BAD [illegible] 2093/Mr. WILLIAMS/hg

III-FM-6344 1st Ind.

Headquarters, Sub- Region Frankfurt, Counter Intelligence Region III, 970th CIC Detachment, APO 757, US Army, 21 [illegible]

TO: Commanding Officer, Counter Intelligence Corps, [illegible] 970th CIC Detachment, APO 807, US Army

1. Forwarded in compliance with basic communication [illegible] dtd 20 Nov 1947 re-Walter and Riemar HORTEN.

2. The S-3 has instructed the agent to contact any [illegible] aircraft engineers or test pilots which might appear in this area in [illegible]. Any positive information uncovered by this office will [illegible] your Headquarters.

[illegible]
[illegible] SHI a/s (5 copies)

MAX ETAIN
Special Agent, CIC
Commanding

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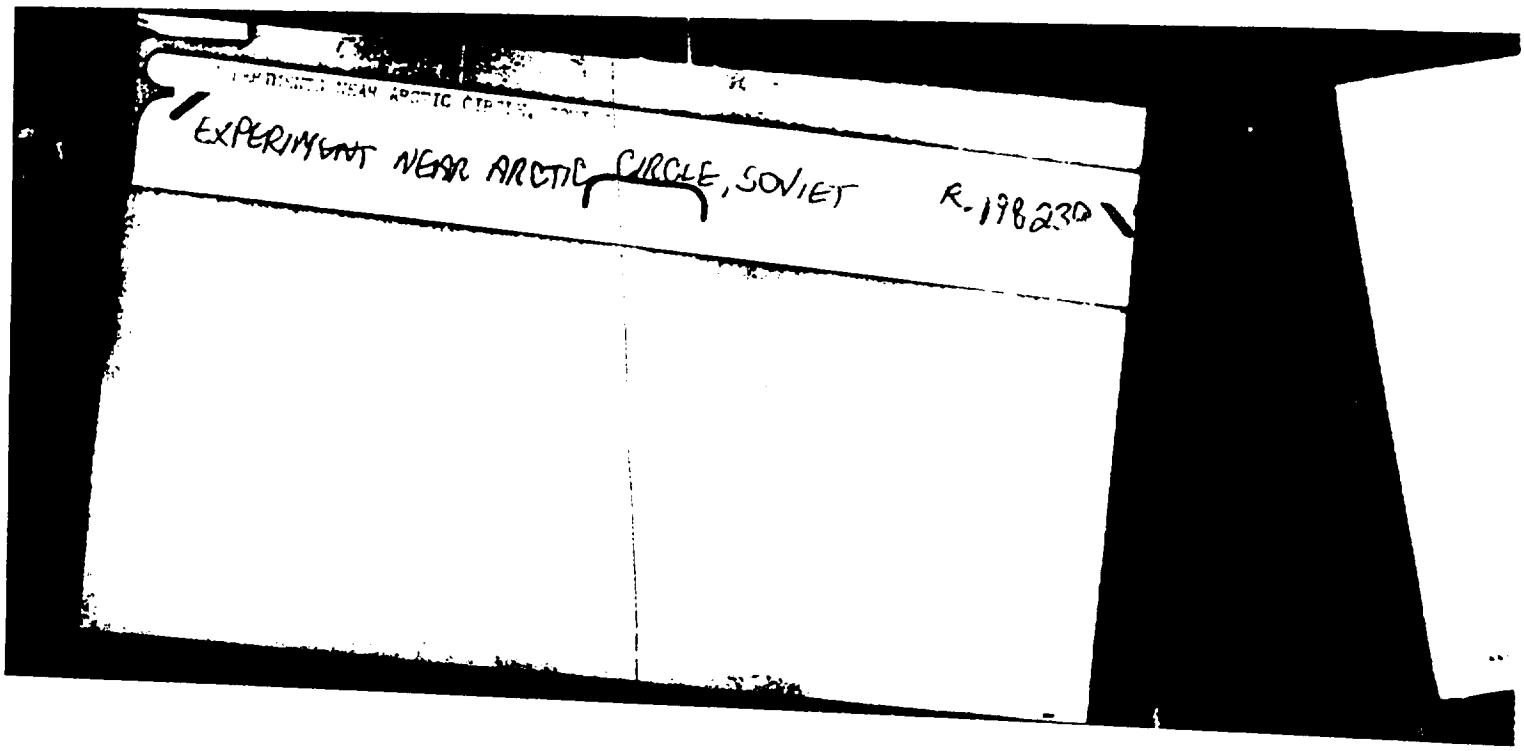
302


EXPERIMENT NEAR ARCTIC CIRCLE, SOVIET
R-198230

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: [redacted]

BIRTHPLACE: [redacted]

COUNTY: [redacted]

STATE: [redacted]

CITIZENSHIP: German

MILITARY SERVICE NUMBER: ROT 32385

DATE: 24.5.1945(?)

PRESENT ADDRESS: [redacted]

PERMANENT ADDRESS: [redacted]

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.

[redacted] 552 (b) (6) & (b) (7) (C)

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)

WICHTIG! BEANTWORTE JEDE FRAGE - DEUTSCHSCHRIFT.

Familienname	Vorname	2. oder 3. Vorname	Wohnort
HINTZE	Herbert Werner Georg		Rotenburg/Fulda

Geburtsdatum: [redacted] Geburtsort: [redacted] Landkreis: [redacted] Staat: [redacted]

Staatsangehörigkeit: Deutsch Militär Regierung Registrier Nummer: RA 32385 Datum: 4 6 1945

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 Aufenthaltes während der letzten 12 Jahre. Ständiger Aufenthalt Rotenburg/Fulda. Besuch der Schule bis zum Abitur. Während des Krieges Aufenthalt wechselnd!

Weiteres: (Wenn nötig, können weitere Angaben auf gesondertem Blatt beigefügt werden)

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307

...isation ...ation	Mitglied (Ja od... Member (yes ...	Von bis from to	Höchst... ...nmerse Stellung und Amt ...ank and position held
P	nein	-----	----------
	nein	-------	----------
	nein	-------	----------
...ler BDM	ja	1932-1938	----------
	nein	---------	----------
	nein	---------	----------
	ja	1.4.1939-Ausbruch des Krieges	

...anderen Organisationen, denen ich angehört habe:
...her organisation to which I have belonged

	Abteilung Branch	Von -- bis from -- to	Höchster Dienstgrad oder Titel Highest rank or title
...chörige der Polizei ...ervice			
...ate ...ernant			
...rdienst ...ry service	Luftwaffe	1.8.1939-8.5.1945.	Oberleutnant
...hdienst: ...ge Angabe der ...	Luftwaffe.:Fl.A.Rgt51,Stabskomp.Danzig-Langfuhr.LKS4 Königsberg. FFS 010 Fürstenwalde.Blindflugsch.7Insterburg.Gr.Kampffliegersch. Hörsching/Linz.KG 40.1/KG40,5.KG40 ,1,ZG1 als Flugzeugf.u.Kommandeur Staffelführer.		

...Entlassungspapiere (Kontroll Form No. 2) ja
...Form No 2)

...daß ich alle Fragen voll und ganz beantwortet, und daß ich die vorstehenden Angaben ... ...bewußt, daß falsche Angaben strengstens bestraft werden.

...Wagner, Heinrich

Zeuge: Rotenburg, Seewi... Unterschrift: [signature]

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308

RUSSIAN EXPERIMENTS NEAR THE ARCTIC CIRCLE

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DOSSIER CROSS REFERENCE SHEET

The following dossiers information relative to this dossier

DOSSIER NUMBER	SUBJECT
187945	BERNARDY, Guido Helmut
198239	EEI's on Alleged Flying Saucers
154654	HORTEN, Reimer & Walter
202085	Flying Saucers from Germ.

CONFIDENTIAL

HEADQUARTERS
COUNTER INTELLIGENCE CORPS
UNITED STATES FORCES, EUROPEAN THEATER
REGION I (STUTTGART)

SUB-REGION GOEPPINGEN
APO 154
22 July 1947

File No. I-G-792

SUBJECT: Russian Experiments near the Artic Circle

TO : CHIEF, COUNTER INTELLIGENCE CORPS, REGION I (STUTTGART), APO 154, U.S. ARMY.

[XX] FOR YOUR INFORMATION.

[ ] FOR APPROPRIATE ACTION.

[ ] FOR INVESTIGATION.

[ ] REPORTS OF INVESTIGATION TO BE SUBMITTED TO THIS OFFICE

[ ]

REGRADED UNCLASSIFIED
ON 29 JULY 1996
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DOD 5200.1R

32531

DISPATCHED
JUL 24 1947
GOEPPINGEN
CIC

CHARLES T. HERRING
SPECIAL AGENT, CIC
Operations Officer

TEL: 3901

Incl: MOIC re: subject

File: 1043

1ST IND

CHIEF, COUNTER INTELLIGENCE CORPS, REGION I (STUTTGART), APO 154, U.S. ARMY, 11 August 1947

GJZ/gpb

TO: Commanding Officer, 970th [illegible], [illegible], [illegible] 757, US Army

Forwarded.

FOR [illegible]:

Register No C-6512

Incl - n/c

Stuttgart Switch 19118
(Mr. Zogby)

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S-3 Work Sheet
(Do Not Detach)

Initiator of action EAL

DATE : 14-F-47

SUBJECT : Russian Experiments near the Artic Circle (If more than one see REVERSE SIDE)

DOSSIER NO: _____

DATE OF BIRTH: _____

THE FOLLOWING ACTION IS TO BE TAKEN ON THE ATTACHED MATERIAL

ACTION (Designate numerical order)		ACCOMPLISHED (or NR)	INITIALS
CPI GROUP	: __ : Attach card or : __ : Indicate Dossier No's.		
	CANNOT IDENTIFY		
IMPERSONAL FILES	: 1 : Check Impersonal Files		
	: __ : Open an Impersonal File as follows		
DOSSIER GROUP	: 2 : Attach Dossier		
	: __ : Open Dossier		
	: __ : File in Dossier		
CARDIEC	: __ : Prepare CPI Card(s) on underlined names(s) and/or Impersonal Subject(s)		
RETURN TO FILE WITHOUT FURTHER ACTION			
	: __ : S-3Executive		
	: 3 : Case Direction Section		
	: __ : Internal Desk		
	: __ : External Desk		
	: __ : Production Group		
	: __ : Central Registry		
	: __ : Central Registry Correspondence Section		
	: __ : Distribution Center		

REMARKS: _____

Standard Abbreviations: "XR"-Reference Dossier
"NR"-Was looked up and no record
"✓"-Card or Dossier attached or work accomplished

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CONFIDENTIAL

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

APO 154

File No. I-G-792

18 July 1947

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 NOVAJA ZEMLAJA (New Land)

2. Results of Investigative Activities

a. It is alleged that in the area of NOVAJA ZEMLAJA 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 ROENTGEN 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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AUTH PARA 1-603 DOD 5200.1R

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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 F-6

Edward B. Zimmerman Jr.
EDWARD B. ZIMMERMAN
Special Agent, CIC

Telephone: 3901

APPROVED:

Charles T. Herring
CHARLES T. HERRING
Special Agent, CIC
Operations Officer

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[illegible] contain information relative to the [illegible]

Soviet Experiments Near the Arctic Circle

EBE's on Allodged Flying Saucers

HORTEN, Reimar + Walter

Flying Saucers from Denmark

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S-3 Work Sheet
(Do Not Detach)

Initiator of action _____

DATE : _____

SUBJECT : BERNARDY, Guido, Helmut, Julius (If more than one see reverse side)

DOSSIER NO: _____

DATE OF BIRTH: _____

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

ACTION (Designate numerical order)		ACCOMPLISHED (or)	INITIALS
C.I GROUP	1 : Attach card or : Indicate Dossier No's		
		CANNOT IDENTIFY	
IMPERSONAL FILES	: Check Impersonal Files		
	: Open an Impersonal File as follows		
DOSSIER GROUP	2 : Attach Dossier		
	: Open Dossier		
	: File in Dossier	187945	
CARDING	: Prepare CPI Card(s) on underlined name(s) and/or Impersonal Subject(s)		

RETURN TO FILE WITHOUT FURTHER ACTION

: S-3 Executive
: Case Direction Section
3 : Central Registry
: Distribution Center
: American Field Files

REMARKS: _____

Standard Abbreviations: "X"--Reference Dossier
"R"--was "coke" up and no record
"✓"--Card or dossier attached or work accomplished

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317

[redacted]

[illegible] Det., [illegible] September 1947, re: BERNHARDY, Guido

[illegible] 1st Ind.

2 October 1947

[illegible] Intelligence Corps Region III, 970th CIC Detachment, [illegible] U.S. Army. 8 September 1947

[illegible] Sub-Region Frankfurt, CIC Region III, APO 757,

[illegible] action requested in basic communication.

[illegible] be returned with report of investigation.

[illegible] investigation to reach this office not later than 2

[illegible] OF THE COMMANDING OFFICER:

CARL J. KUEHNERT
Special Agent, CIC
Operations Officer

[illegible]093
[illegible]/mc

2nd Ind.

[illegible] Region Frankfurt, Counter Intelligence Corps [illegible] Intelligence Corps Detachment, APO 757, [illegible] 1947.

[illegible], Counter Intelligence Corps Region III, [illegible] Intelligence Corps Detachment, APO 807, US Army

[illegible] returned to BONN (K51/F53), Grunerweg 1, [illegible] Occupation Zone.

[illegible] is unable to conduct a background investigati[illegible] in FRANKFURT only a short time.

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MAX [illegible]
Special Agent, CIC
Commanding

[redacted]

318

(Cont'd) Initiator of action [illegible]

[illegible] Guido Helmut [illegible] than one see reverse side)

[illegible] TAKEN ON THE ATTACHED MATERIAL:

	ACCOMPLISHED (or NR)	INITIALS
[illegible] Card		
[illegible] Dossier No's	[illegible] IDENTIFY	[illegible]
Check Impersonal Files		
[illegible] Impersonal File [illegible]		
Attach Dossier		
[illegible] Dossier	[illegible]7995	
[illegible] Dossier		
[illegible] CPI Card(s) on [illegible] name(s) and/or [illegible] Subject(s)		
[illegible] TO FILE [illegible] ACTION		
[illegible] Executive		
[illegible] Direction Section		
[illegible] Registry		
[illegible] Center		
[illegible] Field Files		

[illegible] Dossier [illegible] record [illegible] Card or dossier [illegible] or [illegible] accomplished.

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319

S-3 Work Sheet
(Do Not Detach)

Initiator of action: CL

16-9-47

Bernhardy

(If more than one see reverse side)

187945 Guido

OF BIRTH:

FOLLOWING ACTION IS TO BE TAKEN ON THE ATTACHED MATERIAL:

ACTION (Designate numerical order)		ACCOMPLISHED (or NR)	INITIALS
GROUP	:__: Attach card or :__: Indicate Dossier No's	CANNOT IDENTIFY	
IMPERSONAL FILES	:__: Check Impersonal Files :__: Open an Impersonal File as follows		
	:1: Attach Dossier	187945	
	:__: Open Dossier		
	:__: File in Dossier		
CARDING	:__: Prepare GRI Card(s) on underlined name(s) and/or Impersonal Subject(s)		
	RETURN TO FILE WITHOUT FURTHER ACTION		
	:__: S-3 Executive		
	:2: Case Direction Section	Oli	SDM
	:__: Central Registry		
	:__: Distribution Center		
	:__: American Field Files		
	:__:		

REMARKS:

187945 Scott

Card Abbreviations: "R"—Reference Dossier
"R"—was looked up and no record
"I"—Card or Dossier attached or work accomplished

IN 16 SEP 1947 36028

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320

SECRET

[illegible] BERNHARDY, Guido

3rd Ind.

[illegible]telligence Corps Region III, 970th CIC Detachment, [illegible] September 1947

[illegible] Counter Intelligence Corps Det., European [illegible] Army. (Attn: Mr. OLIPHANT)

[illegible] compliance with basic communication.

[illegible] invited to preceding indorsement.

[illegible] OFFICER

IN 36028

for CARL J. KUENNERT
Special Agent, CIC
Operations Officer

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ON 29 JULY 1996
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SECRET

URGENT

Frankfurt, 7th Aug. 19[illegible]

To
General Lucius Clay
U.S.O. Headquarters

Concerning: Flying disk-shaped projektiles seen over the U.S.A., Italia, and Canada.

I am come here knowing for certain, that I have to do a difficult work, but knowing for certain, too, that I have taken over a great responsibility. That's why I am forced to go my way not being careful concerning all burden it gives to me.

1. During the war I was commanded to the 2nd A.d.V., and so I learned that professor Maurer was making experiments upon atom-energy for propelling bombs, not for developping atom-bombs. These experiments were made in order of the O.K.M. in the Crimea. They will have bombs to can be carried farthest to shoot them in farthest states. To the last of the war the Navy brought «Schwerwasser» 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 «REIHMAR», underground works for war materials. These works were situated in Kahla near the city of Jena, and they were ordered by the O.B.A., Gauleiter Sauckel, who was moreover the special commissioner of the Fuehrer for constructing most quickly flying aeroplanes (wreck-aeroplanes) and for getting back the control of air-filled space. So he had also to take care of constructing V-weapons, but that had nothing to do with the constructions of the «REIHMAR».

3. In these works I became acquainted with results

Draft #1

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of rocket's- and nozzle's- researches. Meanwhile you know them yourself. After getting discharged from the Navy before the capitulation, I didn't intend with my knowledges till a short time ago occurt the following:

Two gentlemen without special knowledges observed special mights to have connection with world beside us. They need only an individual thing, with which they write. They write not themselves, but it is written so that the pin writes itself. You will propose I would make you fool, and you will say it would be more than is fair, while you are working with all your might. But I say you: it is for me more than painful to give you my informations from such a position. But I have to do nothing but my duty, and I must not ask, wether it is disagreable for me or difficult. I have to say truth, that you can do what needs your own country and the world. I beg you for being nothing but neutral and so to verify the things I have to say you. I myself, too, I would not go to you till there were informations, that everyone gets culpable, who does not listen to them and does not give them ways. By the might of these gentlemen there were the following results:

1.) The experiments of professor Maurer have produced a new weapon, the most awful world has ever seen.
2.) In these experiments takes part the Fuehrer not being dead.
3.) All Europe and the U.S.A. are threatend with destruction, if the U.S.A. do not set to work. To induce you to do so I am come to you.

To 1:

The flying disk-shaped projectiles last time seen over the U.S.A., Japan and China are most dangerous projectiles. Professor Maurer together with professor Kleistow have finished the experiments and have constructed the flying disk-shaped projectiles in the last week, seen in several parts of the

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world, and which disappeared again. The fiery balls appearing some months ago over Northern lands and Switzerland were the same projectiles, but they were still constructed of false materials. There were written the following details of the flying disk-shaped projectiles:

1. The projectiles are shot off by including rockets like the manner of shooting off V1 and V2.
2. Velocity: 1900 km.
3. Largeness: 7½ x 3,45 m.
4. Regular borde for giving them direction: 50-60 000 km, so they go back to their shooting-off-base.
5. Distant control: 6000 km.
6. The projektiles now appearing are experimental projectiles. Heariness: 275 3/10 kg, if loaded: ½ kg more.
7. There were accuratly designed the shooting-off-bases.
8. Up to 27th 8,47 will never appear these projectiles, but 27th 8,4 new experimental projectiles will be to be seen over Texas City and Kansas.
9. Impulsing might=Schwerwasser-atom-might.
10. The projectiles were drawn in a close-fitting manner, and also was written the manner of the flying, of distent's control system of loading, and of impulsing.
11. Radius of extermination, if shot in fight on earth: 800 km.
12. " " " , if flying: 2 km.

To 2:

The Fuehrer is staying now in the shooting-off-base. His submarine, a special construction for him - I know, that a special-boat was constructed for him by the Navy -, can dive to 90 m. He will probably have been able to destroy all the world, if he had b

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willing to do so. The position of his boat was given in a cartographica manner.

Before long the Fuehrer's submarine has been laying between Ca Horn and Cape of the good hope. It was getting supplied by a foreign author ty by flying boats in such a manner, that two machines took with them the gas for the 3rd.

Beginning 24th 9, 47 there will be made new experiments in new shooting-off-bases, which were drawn also. These will be the first shooting off in water. There was given the place of planes, too.

To 3:

These flying disk-shaped projectiles will exterminate all Europe an in the U.S.A.:

New York, California, Texas, Wisconsin, and 9 other staats of the U.S.A. Only if the U.S.A. set to work immediately in a secret action the world and so America will be ~~distro~~ saved. Then wil be destroyed only a part o Germany by «Schitorit» with a radius of 250 km around Kassel. Th other parts of Europe including England wil be very wasted by fig actions. The U.S.A. will have destructions 100 km by 5. This will be made by a flying disk-shaped projectile ten times so small as regular. The «Schitorit»-bomb will be thrown by the U.S.A. There was noticed the time.

In support of this the following facts

To produce proof to you, that these writings of a world be side us say the truth, that it is giving facts men can not know, th were made the following notices of atom-bomb

1. The secret documents of atom-bomb had the name [illegible] This was made by the I.G. colours. Six atom-bombs were found in german [illegible]

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by the Americans only. They were constructed partly by Krupp, partly by Bloom and Voss.

2. The bomb, named by the U.S.A. «the great Atom-Bomb» (grosse), is made today in U.S.A. in two factories, the one in Ohio, the other in the state of New York. It is so big as an apple and has an effective range of 600 km now; it destroys all about 30cm over the earth. In the moment there were made atom-bomb experiments with V1 and V2.

3. For throwing atom-bomb there were constructed special aeroplanes in a factory of Ohio since summer 1946. The atom-bombs thrown on Japan were thrown in a simplified manner. Because the atom-bomb is so easy, there must be constructed a special mechanism to thrust out it. So the special planes don't have openings for throwing bombs as the bombing-planes, but they thrust out the atom-bomb by a condensed air mechanism for thrusting out it. The radioactive radiation brought about by the throwing is equal to the distructing radius of the bomb. It effects disorganisation of cells. The atom consist of radium. The special planes come to a high of 12 000 m. — The formula of «Schiterit» was noticed.

Consequences:

My own knowledges and experiences compel me to concur to these facts. I am not an outsider, I have made my studies at the university, and I do not give credence to any speak. I would go to see you myself, Sir, but they did not let me go to see you. So I was forced to write these informations given to the [redacted] C.I.C., 5th I, 47. Over and over I have asked for seeing you because there is no time to keep putting off that what needs. Over and ab.

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I can't give last informations of such importance, and all notices given to me to a lieutenant, but I am willing to say you, but only to you, all I know and to what I have pointed in the single reports. I will nothing but give you all things that you can prove them.

There are only eight men in all the world, who can write in the same manner as the two gentlemen I know. But only these two are able to come to the last things. They can do so since died a Japanese priest in Tokio, named Tokaiso, aged of 96, died 16th 7, 1947. It is in your power to rivise name and date, written us in the same manner as the other things. The two gentlemen are so willing as myself to give you their knowledges and to explore all what you will learn.

Please, Sir, do you think over this one:

Myself and also the two gentlemen are not put on oath on U.S.A.'s fabrication- or military-secrets, and we can serve things and authorities we will. But we feel us in duty of mankind and of God the Lord, and therefore I am come to you. So I will do indefatigable to attain the end determined to you. I do nothing in my own interests, on the contrary, what I do is opposite to all my personal interests and my daily duties. There was written, that you must be in way to catch the Fuehrer, Bohrmann, and the shooting-of-bases till beginning of next month, and that you, Sir, would send with me your Adjutant to fetch the two gentlemen for 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 would be past and would go away to help you and the world, if you will not see me in this week.

I have done more than my duty for mankind and for you,

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Now it's your turn to test my words and the faculties of the two gentlemen, and to act. Let you go for them, and you can see them yourself and their work. All responsibility for America and for the world is yours now, and never and never you will be able to say, that you not known nothing and that you not had been able to do what ~~had~~ would have saved the world. Now you are responsible for the fate of America and of the world, for life or death of hundreds of millions men.

I am of opinion to do for you more than too much. I will give you possibilities to catch ~~you~~ last knowledges 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 is to let go for them, and I think, that is little enough. Concerning the writting given to me I rest here in the «Bobstock-Bunker» till weekend, after this I am not more to see for you, and I will go other ways.

Now I will add something for you:

There was written, that one would make ridiculous my report. 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 take 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.

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I am thinking, they do not lay before you my report. I am an unknown man, and you are a General, and they are officers. But such sort of things I have to say, concerning the fate of all nations and all the world, can not be given to other authorities, they are belonging only to you. But it is as everywhere: there are instances, there are papers and acts. They see words on paper, but they are far from them, perhaps they have no time to work more quickly, too. But my time is as good as others's and it is not my duty to run after them or to any lieutenant or direction if I will help you, Sir. If I can not succed, you diserve fate, said to you to save the world, and you have been getting culpable before God and mankind. You must see yourself, that is written you each plane you will learn in each language you will. Then you will make use of them for the U.S.A.

What do you think of the worth of the formula of «Schitorit»? Shall I give them to others? I think, if anyone can make write the formula of «Schitorit», the things are more than earnest, all the more as so «Schitorit» is the only weapon, that can help America and the world.

There are made words enough. What you will not have although offered to you without any mental reservation, what would be so good as millions, if another could have such informations, that will then serve to other ends. Then I must be ashamed, that I did more for the U.S.A. than the Americans themselves. I risk in this matter my life for you, please, Sir, do you take it into consideration in all what you do. But I did it only for you, for the U.S.A. I am historian, and that's why I know for certain what I here to do, and why I am come only to you, and why I had the virtue to do things not for myself and not for the two gentlemen, but the history, and so for God and mankind.

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These things must rest unconditionally secret and only in the U.S.A.'s Headquarters. Do you know now, why I could not say not so much to another as to yourself! These informations must not come in no account in other hands as yours. Beside you are those, who will bring you down.

I finish my report with the last words of your dead president Franklin D. Roosevelt written to me:

«Cheer up, German man, do fight for Stars and Strips!»

Bonn, 14th Aug. 1947

They did not let me see you, and also they did nothing to help me to bring the two gentlemen to Frankfurt. On Friday there was agreed to go by motor-car together to fetch them. But on Saturday they gave me 100.- Reichsmark to go by train alone and to come back with the two gentlemen. If there were difficulties, they did only allow me «generously» to write them. They did not keep the agreement, and so I was forced by their own behaviour to write them the following:

«As already said you in Frankfurt it was impossible to get an admitting card for going by train to Frankfurt. Besides it was impossible to go by train, because one of the two gentlemen has nothing to put on to leave his daily working place. I 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 withdraw without any establishment to fetch the two gentlemen together with me by motor-car, our agreement, and to provide for the necessary dressings. You did let it to me as to find any way, it would 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 do anything for that.

... a situation, brought on by your own department, not at all

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willing, but unwilling to do any thing by yourself for these things being in your own interests, and for which I didn't shun any sacrifices and any [illegible], it was made me impossible to go back to you with the two gentle[illegible]. In our negotiations I have pointed emphatically to the terms, an[illegible] and ever I have said, that I myself did not shun any trouble for these things being in your own interests. But if you are not even to trin[illegible] any action for yourself and in duing your duty, and if the terms are not important to you, I am feeling myself not more in duty for you, and I will do my further actions as I have written to you.

Inclosed the 100.- RM (one hundred Reichsmark) given me to pay fo[illegible] 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 1600 calories to find these things and how to save the U.S.A. and the world. Supported by the faculties of the two genthemen 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 consequences 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 on to you. They call the two gentlemen unknown to them without culture and on a law level, because they have lost all their own by the war as myself. They send me away to fetch the two genthemen, but they do nothing to subdue the difficulties opposite to my coming back. So it was mad me impossible by your own men to fulfil my work in this manner and to return to them.

Am I risking my life to be treated as a liftboy? I am not beggar before America's door. I can't do now nothing but let yourself to do what you must and what you will. I myself, I have to fulfil my work in another manner now.

Bernard J.

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FORM G-1 111 JUNE 1946

CONFIDENTIAL INTERNAL ROUTE SLIP

(Classification)

HEADQUARTERS, U. S. FORCES, EUROPEAN THEATER

FILE NO: 333.8 (GID/OPS/IS)

SUBJECT: Request for Investigation of BERNARDY, Guido, Helmut, Julius.

DATE: 29 August 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	Ops Br	CIC	29 Aug. 47	Reference the attached letter from BERNARDY, Guido, Helmut, Julius of BONN, Grunmerweg 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. R. D. WEITHOFF Colonel, GSC Chief, Operations Branch 2 Incls: a/s TEL: 7426 Capt. SWEARINGEN
2	Hq 970th CIC Det	Ops Br	23 Sep 47	BERNARDY has returned to BONN (E51/P53), Grunerweg 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. IKERD Lt Col, Cavalry Commanding 2 Incls: n/c GMO/rec/telephone 7256

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ON 29 JULY 1996
BY CDR USAINSCOM FOI/PO
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R.A.A.
GEN REG
INT SEC

EES.E (GID/OPS/IS)
Request for Investigation of BERNARDY, Guido, Helmut, Julius. 29 August 1947

1	Ops Br	CIC	29 Aug. 47

Reference the attached letter from BERNARDY, Guido, Helmut, Julius of BONN, Grunnerweg 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.

R. D. [illegible]
Colonel, GSC
Chief, Operations Branch

2 Incls: a/s
TEL: 7484
Capt. SWARINGEN

M/R - Ltr written to Gen. CLAY by a BERNARDY, 7 Aug 47, in which the writer claims to have knowledge of the whereabouts of Adolf HITLER and Martin BORMAN. BERNARDY 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 24 September and after, more highly developed discs will destroy the US and part of GERMANY. These discs are presumed to be launched aboard HITLER's submarine which is located in the South Atlantic between Cape Horn and the Cape of Good Hope. Requests Amer authorities in GERMANY take immediate action to stop this. Coord w/Maj. WILSON, CIC.

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S-3 Work Sheet
(Do not Detach)

DATE: 15-8-47

Initiator of Action EJ

SUBJECT: Bernhardy, Guido, Heinz, Julius (If more than one see REVERSE SIDE)

DOSSIER NO:

DATE OF BIRTH: [redacted] 5USC552 (b) (6) & (b) (7) (C)

THE FOLLOWING ACTION IS TO BE TAKEN ON THE ATTACHED MATERIAL

ACTION (designate numerical Order)	ACCOMPLISHED (or NR)	INITIALS
CPI CARD: 1 :Attach card or :Indicate Dossier No's	CARD NOT IN FILE	Hfl
IMPERSONAL FILES: :Check Impersonal Files		
:Open an Impersonal File as follows		
DOSSIER GROUP: 2 :Attach Dossier		
:Open Dossier		
:File in Dossier		
CARDING: :Prepare CPI Card(S) on underlined name(s) and /or Impersonal Subject(S)		
4 REFER TO FILE WITHOUT FURTHER ACTION		
:S-3 Executive		
:Case Direction Section		
:Internal Desk		
:External Desk		
:Production Group		
:Central Registry		
:Central Registry Correspondence Section		
:Distribution Center		

REMARKS:

Standard Abbreviations "R" Reference Dossier
"NR" Has looked up and no record
"✓" Card or dossier attached or work accomplished.

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~~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:

[X] For your information. 1 copy of enclosed MOIC has been hand-carried to Headquarters 970th CIC, by Captain HOLLOCH.

[ ] For appropriate action.

[ ] For investigation.

[ ] For transmittal to:

William J. Hoyle
Executive Officer
for MAX ETKIN
SPECIAL AGENT, CIC
COMMANDING

1 Incl: MOIC, re subj, dtd 6 Aug 47 (quint)

Sol: 8400 Ffm

1 st Ind

Headquarters, Counter Intelligence Corps, Region III, APO 807, U. S. Army.

To:

REGRADED UNCLASSIFIED
ON 29 JULY 1996
BY CDR USAINSCOM FOI/PO
AUTH PARA 1-603 DOD 5200.1R

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~~Secret~~

~~SECRET~~

W/L: Hqs. CIC Region III, Sub-Region Frankfurt, dtd 6 Aug 47,
Subject: BERNHARDY, Guide

III-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)

Inclosed MOIC, Sub-Region Frankfurt, Subject as above, dated 6 August 1947, is forwarded for your information.

FOR THE COMMANDING OFFICER:

CARL J. KUEHNERT
Special Agent, CIC
Operations Officer

1 Incl: w/c
One copy of MOIC, withdrawn

Tel: Friedberg 2183/Mr. WILLIAMS/ob

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

~~SECRET~~

S-3 Work Sheet
(Do Not Detach)

Initiator of action EL

DATE : 2-9-47

SUBJECT : Bernardy, Guido Helmut (If more than one see REVERSE SIDE)

DOSSIER NO: _____

DATE OF BIRTH: _____

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

ACTION (Designate numerical order)		ACCOMPLISHED (or NR)	INITIALS
CPI GROUP	K : __ : Attach card or : __ : Indicate Dossier No's.	CANNOT IDENTIFY	
IMPERSONAL FILES	: __ : Check Impersonal Files : __ : Open an Impersonal File as follows		
DOSSIER GROUP	: 2 : Attach Dossier : __ : Open Dossier : __ : File in Dossier	1 8 2 9 15	
CARDING	: __ : Prepare CPI Card(s) on underlined name(s) and/or Impersonal Subject(s)		
	RETURN TO FILE WITHOUT FURTHER ACTION		
	: __ : S-3 Executive		
	: 3 : Case Direction Section		
	: 4 : Internal Desk		JLM
	: 1 : External Desk		
	: __ : Production Group		
	: __ : Central Registry		
	: __ : Central Registry Correspondence Section		
	: __ : Distribution Center		
	: __ : American Field Files		

REMARKS: _____

Standard Abbreviations: "R"--Reference Dossier
"NR"--Was Looked up and no record
"✓"--Card or dossier attached or work accomplished

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PROJECTS, USAF DETACHMENT 35

[redacted]

AKRON	BRANFORD	DANVILLE	GREENWICH	MEMPHIS	ROSWELL	VENICE
ATLANTA	BRIDGEPORT	DARBY	GUILFORD	MIDDLEPORT	SALEM	WALTHAM
AVALON	BUTTE	DEADWOOD	HUNTINGTON	MILWAUKEE	SALIDA	WASHINGTON
BAKER	CAMBRIDGE	DOTHAN	IDLEHOLE	MOLINE	SEATTLE	WATERBURY
BALTIMORE	CARLSBAD	DURANGO	LANCASTER	NEW YORK	SHERIDAN	WAUKEGAN
BANGOR	CARSON	ELKO	LA SALLE	PEORIA	SHOSHONE	WILTON
BAYONNE	CASPER	ERIE	LIBERTY	POMONA	SPOKANE	WOODBURY
BEAUMONT	CHATTANOOGA	GARY	LINCOLN	POTEAU	SPRAGUE	YORK
BERKELEY	CHESTER	GLOUCESTER	LOS ANGELES	PRINCETON	TOPEKA	
BILLINGS	CHICAGO	GRANDRAPIDS	MADISON	PROVO	TRINIDAD	
BOSTON	CODY	GREENCASTLE	MARION	RICHMOND	UTICA	
BOZEMAN	DALLAS	GREENVILLE	MARSHALL	ROCKFORD	WALLY	

3388

[redacted]

DECLASSIFIED
Authority: Executive Order 12958

Originating Agency Interests:
- Declassified in Full
- ~~Declassified in Part~~

Other Agency Interests Declassified?
- YES
- NO

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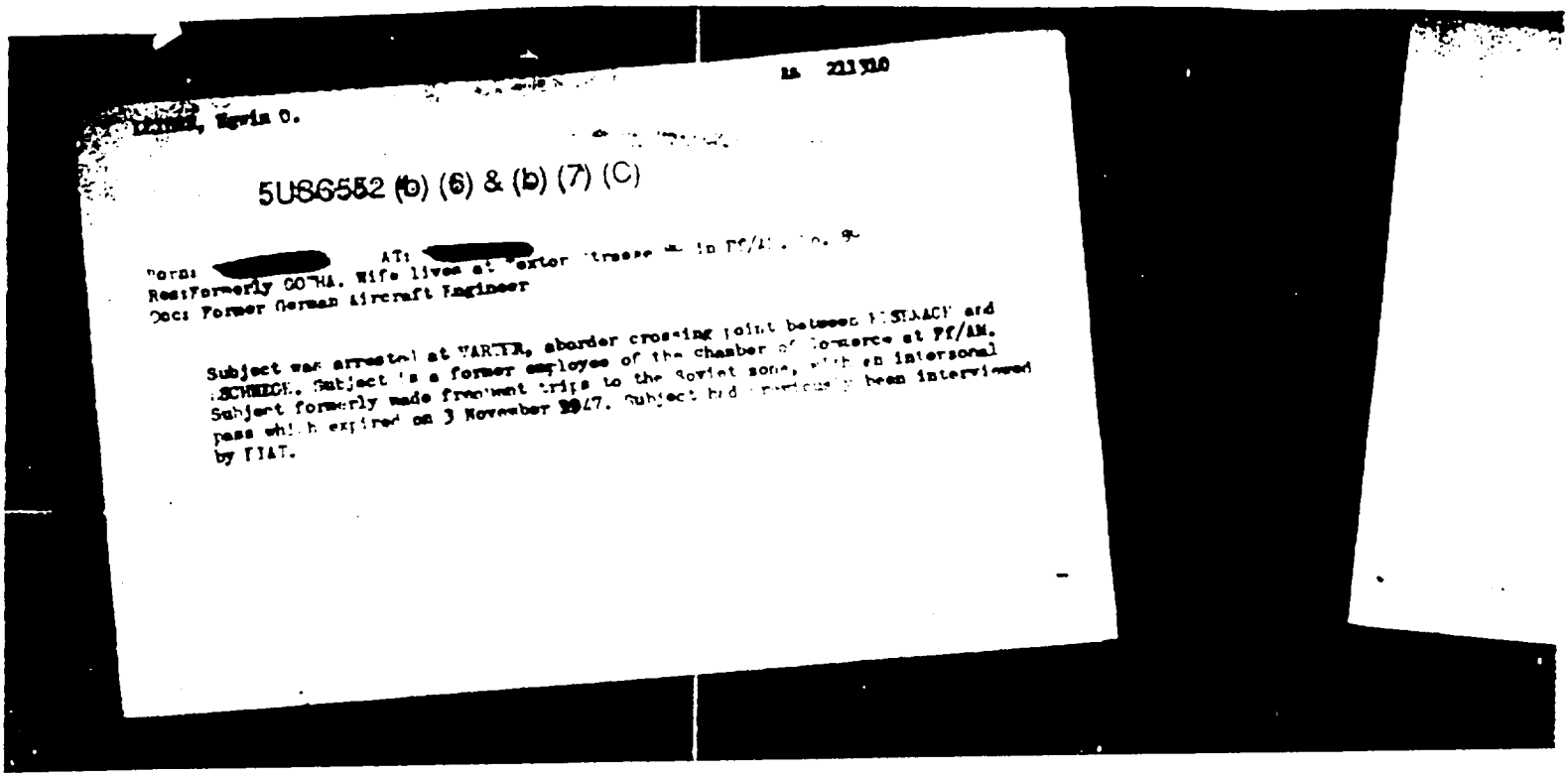

[illegible], Egwin O.

AA 211310

5U86552 (b) (6) & (b) (7) (C)

Born: [redacted] AT: [redacted]
Res: Formerly GOTHA. Wife lives at Vexton Strasse [illegible] in Ff/AM. No. [illegible]
Occ: Former German Aircraft Engineer

Subject was arrested at VARTER, aborder crossing point between [illegible] and [illegible]SCHNEGE. Subject is a former employee of the chamber of Commerce at Ff/AM. Subject formerly made frequent trips to the Soviet zone, with an intersonal pass which expired on 3 November 1947. Subject had previously been interviewed by FIAT.

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