

Ottawa 4, Ontario
September, 1967

The Honourable C.M. Drury
Chairman
Advisory Committee on
Scientific and Industrial Research
MacDonald Building
123 Slater Street
Ottawa, Ontario.

My dear Colleague:

UNIDENTIFIED FLYING OBJECTS (UFOs) - INVESTIGATIONS

A study conducted by this Headquarters has recommended that consideration be given to transferring the responsibility for investigating UFOs to the National Research Council where scientific research facilities and trained personnel are available for carrying out an objective investigation.

UFO reports which are referred to this Headquarters for investigation are studied by the Operations Staff who endeavour to classify the information into one of two categories, namely:

Category one - Information which would suggest the type of phenomena associated with fireballs and meteorites, or

Category two - Information which does not conform to the physical patterns usually associated with fireballs or meteorite activity.

Reports which are classified under category one are forwarded to the National Research Council Meteorite Centre for scientific study.

Reports which are classified under category two are either placed on file and annotated that no further action is required, or action is initiated to conduct a formal investigation of the report by a military officer. The investigations conducted to date have failed to disclose any evidence which would suggest that UFOs pose a threat to national security. However, a number of investigations suggest the possibility of UFOs exhibiting some unique scientific information or advanced technology which could possibly contribute to scientific or technical research. From information available on UFO activity it would appear that the primary interest lies in the field of scientific and technical research and to a lesser degree to one that poses a threat to national security.

It may be of interest to note that in the early 1950s scientific committees were set up in both Canada and the United States, under the defense auspices, to investigate UFO reports. Following several years of study, both committees were able to explain all but a very small percentage of the many thousands of sighting reports made. The American committee concluded its investigation by stating, "that the evidence presented on UFOs shows no indication that these phenomena constitute a direct physical threat to national security". Although not formally stated, the Canadian committee arrived at the same conclusions.

The increasing number of UFO reports being referred to official agencies is a clear indication that the general public is becoming more interested in unusual aerial objects which can be neither identified nor explained and are turning to governmental agencies for information. Recently, and probably due to the increasing concern of the general public, the United States Air Force has selected the University of Colorado, under the direction of Dr. E.O. Condon, physics professor, to conduct an independent investigation into UFOs. Many private citizens, many of whom are exceptionally well qualified, are either carrying out personal and independent research studies on UFOs, or have joined organizations established for this purpose. It would, therefore, seem advisable that a governmental scientific agency outside of DND be requested to undertake the investigation of UFOs.

Providing National Research Council would be prepared to accept the responsibility for investigating UFOs, this Headquarters would provide such assistance as may be mutually agreed with the understanding that DND would be kept advised on matters of significant importance which would suggest a threat to national security.

May the proposal contained herein receive your consideration and this Headquarters be advised accordingly.

Yours sincerely,

GERMAN language. Translated by I.T.

DIRECTORATE OF OPERATIONS
Headquarters
JUL 4 1952
Please don't put it away!
16-9-52

Translation of Letter #332

MENEHEK Power,
P.O. Box [redacted]
Mont Joli, P.Q.

Air Vice Commander,
Royal Canadian Air Force,
Ottawa, Ontario.

Gentlemen,

I am sorry if I send this letter to you, but I have something to tell you about the "Flying Saucers".

I am a German and my trade is AERONAUTICAL ENGINEER. Please don't think I look for a job in this trade. No, I just want to tell you, what happened about this plane before all is over.

I am sorry if I write in the German language below, my English grammar is too bad to tell you right. (The above part is written in the English language by [redacted] - The rest is in German. - Tr.)

I wish to emphasize once more that by writing this letter I do not seek employment or intend to make a name for myself in such an easy way. I wish to make this clear from the outset.

I think after all this tom-tom about these flying apparatuses it is time to say something about them and I therefore come to you. The noisy publicity accorded these objects must be known to you, and I want only to warn you about believing that these objects are emitted by the stars or that they are weather phenomena; if you did you would be on an entirely wrong track.

In 1944 I and a group of scientists and technicians worked on a flying vessel that resembled the "flying saucers". In order to be safe from aerial attacks and to be able to work undisturbed our group was transferred to Silesia. Our experiments were made with models, but they had to be conducted with the utmost haste, because this was "Hitler's secret weapon" according to the instructions of REICHSMARSHAL GOEHRING. We were under his direct command and our work separated us from the outside world. Even the letters to my wife had to be mailed to Berlin where they were censored.

In 1945 all was over. We decided to separate and reach the West in order to save at least something. Not all were successful. I learned later that the heads of our group, probably some results of experiments, also drawings, were taken. A colleague of mine who escaped at the last moment reported this to me.

And now - the apparatus itself;
After "WINDKANAL" (wind channel) there was built an experimental model of 3,6 meters wing span. The driving force for the experiments were rockets. Steering drive - remote control -, guiding was similar to the FX - bombs, which undoubtedly are known to you; also release-steering ("RELEISSTEUERUNG" in the original. - Tr.)

The results were astounding and exceeded all our expectations as far as flight and technique are concerned. It would take too long to describe everything in detail. You are assisted by a staff of scientists, and I can only suggest that you keep on working at this in order to avoid a situation where you think you are in the forefront of science only to find out that a certain country ("ERDENTEIL" - continent in the original - Tr.) is 10 years ahead. I am thinking of the jet pilots in Korea.

Please, do not think that I, an insignificant person, want to tell you what to do, - no - I only want to beg you not to be swayed by differing opinions about things which actually exist.

Some may perhaps say that this German wants us Canadians etc. But, please, gentlemen, the question is not: who has invented this thing first; what matters is - not to be the last and not to be confronted with accomplished facts in case of a decision.

I hope you understand me. Although it is not my duty to talk about it, but I think the fact that these things exist absolves me of any obligations of secrecy to the builder,, made at that time.

With friendly greetings and good wishes for success in your work,

Your


P.S. I am taking the liberty of informing also the "Air-vice Commander" of the U.S.A. Air Force.



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DIRECTORATE OF OPERATIONS
JUL 4 1968

INTERROGATION REPORT
FLYING SAUCERS

Purpose of Interrogation

1 The RCAF was informed by Mr. [REDACTED], an ex-RCAF officer, that a German immigrant, [REDACTED], residing at Cornwall, Ont, had knowledge of German Flying Saucers design and production. An interview was arranged and the report that follows has been divided into three parts covering three periods of interrogation.

FIRST PART

2 Interrogation by: S/L G.A. White
F/L H. Brooks
Mr. S. Shramshenko

3 Observer: G/C N.W. Timmerman
F/O H.P. Korntoff

4 Date of Interrogation: 21 June, 1952.

5 Place of Interrogation: AFHQ Ottawa.

6 Source - [REDACTED] (Ex-member of German Wehrmacht)

7 Subject - Alleged designer of Flying Saucers. (WELT SCHIFFE)

8 Background of Source

- (a) Place of Birth - Neunkuchen on Brand (Bavaria)
- (b) Date of Birth - 7 Nov 1927
- (c) Education - [REDACTED] commenced his formal education at the age of six and continued for eight years to the age of 14 when he entered a civilian flying school. Whilst attending the civilian flying school for a period of two years he studied draftsmanship, airframes, aero engines and theory of flight, etc. During this period he qualified on gliders obtaining 400 to 500 hours. Source also qualified as a pilot, flying approx 500 to 600 hours on Arados 32's and Klemm. [REDACTED] stated that the 5 to 600 hours on conventional aircraft were flown in a period of nine months.

Approx one year after entering the civilian flying school (Fliegeschorstkommantur A(e) 29/VH) source stated that he was interviewed by a captain named Muller who expressed interest in him. [REDACTED] was apparently a brilliant student. During the interview source noticed a book on unconventional weapons on the Captain's desk, and expressed a wish to peruse the document. He stated that Captain Muller was in charge of special projects at the school as well as being an intelligence officer. It developed that source was selected as one of twelve persons (ages 28 to 40) who began a study on aircraft design. During his training period the selected twelve were taught a secret code in order that they might communicate with one another on aircraft designs. Before leaving the school [REDACTED] stated that a flying saucer was designed.

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Pre Military Employment

9 Source had attained the age of sixteen by now and desired to serve on a war front. As he volunteered for the Arbeitdienst (labour battalion) Capt Muller was unable to retain him at the school to continue his research.

10 When source was with Arbeitdienst in Italy he was employed as a courier. During this time he communicated regularly by secret code with Capt Muller and gave his opinion and guidance to Capt Muller in the further design of the flying saucer.

11 Source remained with Arbeitdienst for six months when he volunteered for combat flying duties.

Military Service

12 At 16 1/2 years of age in 1944 source volunteered for Military service. He was accepted in the Wehrmacht and assigned to 275 Squadron based at Florence Italy. He was definite that he did not serve in the German Air Force. [redacted] further stated that 275 Squadron was equipped with ME 109 FW and that this squadron was employed in normal combat duties. He stated that the Sqdn aircrew were personnel who had been trained at the civilian flying schools and that the Sqdn was re-deployed every fourteen days to a new location. The uniforms worn by 275 Sqdn personnel was of a special design similar to those worn at German civilian flying schools. In Feb 1945 source was shot down over Milan after having destroyed three Thunderbolts and one Mustang. Source was slightly wounded and taken prisoner by the Americans. After a few days he escaped and returned to Herzogenaurach (approx 10 miles NW of Nurenborg), the same unit at which source received his flying training as referred in para 7 (c).

13 [redacted] reported to Capt Muller who was still in charge of special projects at the school and he remained there until the American captured Herzogenaurach in July 1945. During this time source stated that he continued to assist Capt Muller in the design of unconventional weapons.

14 Upon returning to the school source stated that he inquired of Capt Muller the progress made in the development of the flying saucer. Capt Muller informed him that the flying saucers were being assembled and tested at Stettin and at a location SE of Munich. It was the latter location that source stated that he visited accompanied by Capt Muller.

15 Source was unwilling to disclose the exact location of this assembly plant. He stated that it was an underground factory located under a mountain. This assembly plant employed approx 150 persons who were completely accommodated within the underground factory. Source stated that during his 4 1/2 hour visit he saw four flying saucers being assembled.

16 When the Americans overran the Herzogenaurach area Capt Muller and source were forewarned and attempted to escape with plans of the flying saucer by aircraft. Source stated that a soldier shot Capt Muller when he was leaving a building for the aircraft and attempted to gain possession of the documents. [redacted] then shot the private and the wounded Capt told source that he was dying and to destroy the documents. Source then destroyed the documents and was subsequently captured by the American.

17 Because of his age and association with a civilian flying school source stated that he was released immediately by the Americans.

Post War Employment

18 Source worked with his father and periodically with US Occupation Forces as a plumber at Neunkuchen on Brand until Oct 1951. In Nov. 1951 source arrived in Canada and has since been employed as a plumber at Cornwall, Ont.

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19 Source was married in 1950, and has one child. His family still in Bavaria.

20 During the interrogation source produced a design of a so-called flying saucer of his own. He stated at some length that his was much superior to that of the original German design. The plan shown was actually a conventional jet with a circular wing.

SECOND PART

21 Interrogation by: F/D H. Brooks
G/C NW Timmerman
S/L QA White

22 Observer: Mr. [REDACTED]

23 Date of Interrogation: 23 June 52

24 Place of Interrogation: AFHQ Ottawa

25 General - On 23 June 52, Mr. [REDACTED] contacted DAI and stated that Mr. [REDACTED] did not divulge all he knew of the flying saucer and that he had a number of drawings that pertained to the construction of the German flying saucer.

26 The plans shown and the explanation of the operation of the design indicated that a more authoritative opinion of its value was necessary. Arrangements were made for source to be interrogated by NRC officers.

27 During the period [REDACTED] produced a photograph of a mountain in which the underground factory was concealed. Source offered to guide RCAF representatives to the factory so that a copy of parts of a flying saucer may be obtained for research purposes. As previously stated source was unwilling to divulge the exact location of the factory. [REDACTED] was questioned as to why he did not offer this information to the Americans. Source felt that he was not fairly treated by the Americans during the occupation and preferred to hold the information for Canada.

THIRD PART

28 Interrogation by: Mr FR Thurston - Chief Structures Laboratory
Mr T Stephens - Chief Aero Dynamics Laboratory
Mr AH Hall - Asst Chief Structures Laboratory
Mr RA Tyler - Research Officer - Gas Dynamics

29 Observer: S/L QA White

30 Date of Interrogation: 23 June 52

31 Place of Interrogation: NRC, Montreal Road, Ottawa

32 General - The NRC officers were requested to review the diagrams presented by source and to determine by interrogation whether there was basis for believing that source did actually design, assist in designing or whether he had any technical knowledge of the alleged German flying saucer plans presented. Source was thoroughly questioned on all aspects of the design and technical detail of its performance. He stated that in addition to designing the flying saucer he also assisted in the design of the jet engines used in the flying saucer. Source was, however, unable to answer with any accuracy, questions pertaining to types of metals used, fuel used, how various parts of the aircraft operated and/or their size, etc. He was unable to answer many of the questions at all.

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The NRC officers concluded:

- (a) that source was a thorough liar,
- (b) that he was trying to bluff his way through the interrogation,
- (c) that he is technically unqualified to have such knowledge of aircraft structure or dynamics,
- (d) that on the information seen and heard it was impossible to determine whether the aircraft would or would-not fly,
- (e) that there was nothing new, technically or in design, in the plans produced or information heard from source,
- (f) that it is very doubtful whether source ever actually saw a German flying saucer.

CONCLUSION

34 It is self evident that [redacted] has tried to impress the RCAF with his alleged background and knowledge of flying saucers and aircraft design. There is no foundation for believing that [redacted] ever had anything more to do with official German aircraft designing than possibly submitting one of his own designs. It is very doubtful whether source ever saw a flying saucer, although it is possible that he visited one of the German underground factories. It is felt that source was endeavouring to (a) interest the RCAF in his own aircraft design and thereby obtain employment or (b) obtain a free passage back to Bavaria.

RECOMMENDATION

35 It is recommended that DAI advise source that although his information was of some interest, the RCAF does not intend to pursue the matter any further.

OTTAWA, Ontario.
14 December, 1954.

G/C D.M. Edwards,
VCAS/CPlans I/DAI,
Room 2536,
"A" Building,
Ottawa, Ontario.

Unidentified Flying Objects

1. Sightings of unidentified flying objects have been recorded in the Canadian Press since the turn of the century but it was not until about 1947 that the Services took more than casual notice of these sightings. Since that date, reports of sightings have been collected by various Government Departments on a voluntary submission basis. While these reports were reviewed the data presented never appeared to warrant a systematic and scientific analysis. In 1952, however, the sightings became so numerous that the Services agreed to take a really serious look at these phenomena. Accordingly, a Committee was formed under Defence Research Board auspices, the members representing the Services and a number of other Government Departments interested in the explanation of unusual phenomena observed in the sky. The terms of reference of this Committee were mainly advisory and no attempt was made to systematically collect data.

2. A sighting report form was prepared for the use of anyone interviewing the observer of an unidentified flying object. Instructions and notes concerning the use of this form were also prepared. An attempt was made to eliminate, as much as possible, the subjective element from the sightings. The majority of sightings reported have over-stressed irrelevant personal opinions rather than the straight-forward objective facts. Factors for assessing the reliability of any report were also suggested. To make possible the systematic recording of the most important facts of any sighting a form for card catalogue listing was designed, together with instructions for the filing of information from any sighting.