Analytical Report

SUBJECT: Flying Saucer

IDS: Commanding General
Air Material Command
Wright Field
Dayton, Ohio
AT&IS AC/45-K
Brig. Gen. C.F. Cabell
Headquarters, Army Air Forces
Washington, D.C.

1. As requested by your letter of 16 July 1947 this office has
produced its conclusions on the manufactory, function and possible origin
of the above referred subject. On-site preliminary study data provided
by personnel of R-2 and R-3, search and recovery team of the AFOS, "Ferret
Clip" personnel, select personnel of the Army Air Forces Scientific Adviser
Group and personnel of the Atomic Energy Commission Advisory Committee
were utilized in the construction of our analyses.

2. The analyses of the Office of Research and Development are:

a. Aerodynamic and design evaluation studies performed by
the Aircraft, Power Plant and Propeller Laboratories of Engineering Divisi-
R-2 personnel, has concluded that some motion has resulted in a range of flight
developments in which the present ideas are entirely obsolete.

b. A notable advance in reducing drag and high-lift, wing
load is evident in the "clawed up" refinement in the extreme. The absence
of riveting and surface over-lapping indicates a "simplistic" concept that
contrasts our technology to break the "careful and well-considered compro-
mises in respect to weight, aerodynamic refinement, and design."  

c. The designers have managed to effect Burmick's theorem
that allows the "total pressure in a flow" to be lost at all points; we can-
line this to the concept of "conservation of energy" and thus regain
friction losses, which would dissipate heat.

d. The structural design of the circular wing is similar to the
Hyper 230 series with the exception to the wing plan form and thickness r.wav-
requirements. The perimeter drag appears to be controlled by the refinement
the design and the elimination of protrusions. The increased drag losses with
the circular span inversely with the low aspect-ratio of the wing.

e. The fuselage/ball appears to fall into the complex type
in concept by manifesting excellent hydrodynamic characteristics of low

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"porpoising" tendencies. Conventional surface controls are absent in the wing and cabin portions of the recovered sections though what appears to be tabs or flaps are identified. However there are no vertical or horizontal stabilizers on the craft. There are no fore-and-aft positions of the wing relative to the fuselage/mill. Wing incidence seems to be pre-selected via an in-flight trim computer to reduce drag attitude when the wing is at the angle of attack required at high speed and provide stability to lift the weight of the craft.

Basic ltr fr NMD, to CC, AMC, ATTN RD, IAIC, WASH, DC, AC/AS-2, MAJIC EYES, subj "Flying Saucers".

1. A general description of the craft is presented:

1. Metallic skin of a high polished finish. A comparison of AISI 3112 steels indicates that the metals used to construct the craft exceed structure, chemical composition and mechanical properties currently under development. Metal specimens were subjected to AISI 3470, AISI 1140, AISI 1140, AISI 4140, AISI 5140, AISI 6060, AISI 65100, and AISI K3, L10 and L17 machining tests with negative results.

2. Craft designed for high altitude flight. Automatic exhaust orifices were identified. A gyro-controlled wing stabilizer apparently maintains craft in a hover mode.

3. Power plant may consist of a spherical reactor (hydrogen isotope type) connected to propulsion motors.

4. 100 ft. in diameter with central section approximately 30 ft. Central cabin may have three flight decks: top level for flight controls, central section for equipment and lower section for power plant and landing gear. Circular wing may have rotating section and adjustable leading edge.

5. Top (dome) may have the ability to recoat into central section for high performance operations. Observation blisters are retract to provide observation top and bottom of wing.

6. Construction is based on a 6:1 ratio.

7. Flight instruments and controls are activated by optical wave guide fibers similar to glass rods except they are flexible and have a plastic cladding wrap. All functions may be operated by touch sensitive or texture sensing stimuli. Instruments are covered by a plastic plate and seem to be color coded.

8. Craft may have all weather navigation capability to allow 'blind flying'. Possible television viewing used.
Research and Development
Laboratory

Analytical Report

IHXAD-2B/AO

2 September

SUBJECT Flying Saucer

TO: Commanding General
Air Materiel Command
Wright Field
Dayton, Ohio
ATTN: AC/A3-g
Brig. Gen. C. P. Cabell
Headquarters, Army Air Forces
Washington 25, D. C.

1. As requested by your letter of 16 July 1947 this office has
produced its conclusions on the manufacture, function and possible origin
of the above referenced subject. On-site preliminary study data provided
by personnel of T-2 and T-3, search and recovery team of the AFSWP, 'Paper
Clip' personnel, select personnel of the Army Air Forces Scientific Advisory
Group and personnel of the Atomic Energy Commission Advisory Committee was
utilized in the construction of our analysis.

2. The analyses of the Office of Research and Development are:

   a. Aerodynamics and design evaluation studies performed by
      the Aircraft, Power Plant and Propeller Laboratories of Engineering Division
      T-3 personnel, has concluded that some nation has reached a stage of flight
development in which the present ideas are entirely obsolete.

   b. A notable advance in reducing drag and high-lift, wing
load is evident in the "cleaned up" refinement in the extreme. The absence
of riveting and surface over-lapping indicates a "simplistic" concept that
confronts our technology to match the "careful and well-considered compro-
mises in respect to weight, aerodynamic refinement, and design."

   c. The designers have managed to offset Bernoulli's theorem
that allows the "total pressure in a flow" to be less at all points; we can
liken this to the concept of 'conservation of energy' and their negating
friction losses, which would dissipate heat.

   d. The airfoil design of the circular wing is similar to the
NACA 230 series with the exception to the wing plan form and thickness range
requirements. The parasite drag appears to be controlled by the refinement
of the design and elimination of protuberances. The induced drag lessens with
the circular span inversely with the low aspect-ratio of the wing.

   e. The fuselage/hull appears to fall into the seaplane type
in concept by manifesting excellent hydrodynamic characteristics of low
"porpoising" tendencies. Conventional surface controls are absent in the wing and cabin portions of the recovered sections though what appears to be tabs or flaps are identified. Because there are no vertical or horizontal stabilizers on the craft, there are no fore-and-aft positions of the wing relative to the fuselage/hull. Wing incidence seems to be pre-selected via an in-flight trim computer to reduce drag attitude when the wing is at the angle of attack required at high speed and provide stability to lift the weight of the craft.

Basic ltr fr R&D, to CG, AMC, ATTN HQ, AAF, WASH. D.C., AC/AS-2, MAJIC EYES, subj "Flying Saucer".

f. A general description of the craft is presented:

(1) Metallic skin of a high polished finish. A comparison of AISI H1112 steels indicates that the metals used to construct the craft exceed structure, chemical composition and mechanical properties currently under development. Metal specimens were subjected to AISI 8620, AISI 3140, AISI 4140, AISI E4340, AISI 5140, AISI 8640, AISI E52100, and AISI 430, 410 and 347 machining tests with negative results.

(2) Craft designed for high altitude flight. Automatic exhaust orifices were identified. A gyro-controlled wing stabilizer apparently maintains craft in a hover mode.

(3) Power plant may consist of a spherical reactor (hydrogen isotope type) connected to propulsion motors.

(4) 100 ft. in diameter with central section approximately 30 ft. Central cabin may have three flight decks: top level for flight control; central section for equipment and lower section for power plant and landing gear. Circular wing may have rotating section and adjustable leading edge.

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(8) Craft may have all weather navigation capability to allow 'blind flying'. Possible television viewing used.
MAJIC EYES ONLY is the most authoritative and comprehensive chronicle ever published on the subject of worldwide UFO crashes and subsequent military retrieval efforts from 1897 to the present. The author guides the reader through 74 UFO crash incidents supported by compelling evidence in the form of official documents, eyewitness accounts, and in some cases physical evidence.

Since 1984, multiple sources have leaked, revealed or discovered some 3,500 pages of UFO documents, hundreds classified Top Secret and linked to Majestic-12. These MJ-12 documents, coupled with the Leonard Stringfield data and strong investigations by other case experts, provide a powerful core of UFO crash incidents.

The idea that major governments have covered up the true nature of the UFO phenomenon for more than half a century through unprecedented secrecy, deception and intimidation strikes many reasonable citizens as preposterous. Yet, this book provides a wealth of evidence, including declassified and leaked government documents and credible eyewitness testimony, that supports the uncomfortable truth of this “preposterous” notion.