

SPKINS

MIM-622, Part 2

March 1, 1955

To: E. P. Wheaton, A-250
From: W. B. Klemperer, A-250
Subject: UNCONVENTIONAL PROPULSION SCHEMES
Copies to: H. Aurand, A-250; R. Demoret, A-250; J. B. Edwards, A-250;
S. Kleinhans, A-250; T. A. Kvaas, A-250; H. Luskin, A-250;
C. C. Martin, A-215; G. M. Files

Reference: MIM-622, December 20, 1954 (Declassified)

Our studies of the possible merits or significance of occasionally appearing publications concerning Unconventional Propulsion Schemes have been casually continued since writing the first memorandum (MIM-622) about their progress to mid December 1954.

Between that time and the end of February 1955, twenty more papers on pertinent topics have been obtained and read. They are reviewed in the appended Astronautical Literature Review pages, serial 026 to 045. The content of most of them falls into similar categories as those reviewed before, under serial numbers 001 to 025.

Several more occasions were had to talk personally to people about the subject. Two of such interviews are abstracted, one with Dr. C. B. Millikan and the other with Captain W. T. Sperry of American Airlines who encountered an UFO in flight in 1950.

We have also looked at a few typical "Flying Saucer" books but found none of them of technical significance thus far. Brief reviews of six of them are appended. A print of a color film tracking two Unidentified Foreign Objects near Missoula, Montana, was obtained. It is now being analysed by Iconolog techniques.

Correspondence was exchanged with Aviation Studies (International) Limited, 20-31 Cheval Place, Knightsbridge, London SW 7, England, who describe themselves as Management Consultants and who prepare and distribute the Aviation Reports discussing technical, commercial and political developments in the world of aviation, as mentioned in paragraph 1. Reference was made by us particularly to the article "Gravitic Steps" in their issue No. 357 of 19 Nov. 1954 (p. 531) in which veiled intimations were made of promising experimental results with a test rig; specific questions concerning details of these alleged experiments were submitted to the editor of the British publication. An answer dated 4 February 1955 was promptly received. In this reply, signed by R. G. Worcester (Director of Aviation Studies (International) Limited) we were referred to "an unclassified report on Project Winterhaven

CASE #087

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CONTEXT FROM ORIGINAL DOCUMENT

(PUBLIC DOMAIN) - 1955 — “Mrs. G” working in the Foreign Materials Division at WPAFB in the 1940s and 1950s developed cancer and before her death claimed in 1955 she was assigned to catalog all incoming UAP material, approximately 1,000 items, including items from the interior of a recovered UAP brought to the base; all items were photographed and tagged. Mrs. G. Also witnessed the transfer of two dead humanoids, 4-5 feet tall, larger heads and slanted eyes.

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Retrievals of the Third Kind presented at MUFON 1978, Leon Stringfield, p19

(PUBLIC DOMAIN) - 1 March 1955 — Documents provided by former Douglas Aircraft engineer William Tompkins suggest Douglas was studying “unconventional” propulsion systems based in part on collection of UAP materials in the open source. Tompkins claims that he worked in a secret Douglas think tank called Advanced Design, tasked with helping the US Navy develop a secret space fleet using antigravity technology.

Tompkins claims he was helped by “Nordic” UAP occupants, while the USAF and RAND Corporation were working together with “Reptilian” UAP occupants to create a competing secret space

fleet. Tompkins also claims before the end of WWII, Nazi Germany had aligned itself with “Reptilian” UAP occupants and a secret Navy project out of Naval Air Station San Diego attempted to learn about secret Nazi antigravity programs. Tompkins provides no evidence for these claims, but does provide evidence he worked at Douglas and Naval Air Station San Diego.