

THE "LOANED" AIRCRAFT WAS ACQUIRED IN 1945 FROM THE AIR TECHNICAL SERVICES COMMAND (ATSC, NOW AEDC, AIR FORCE SYSTEMS COMMAND). THE "S" AIRCRAFT WAS DESIGNED FROM A AERODYNE RECOVERED IN 1941 THAT CRASHED IN SOUTHWESTERN MISSOURI AND ONE CAPTURED IN 1942 IN LOUISIANA. RE-CONSTRUCTION COMMENCED IN 1945 WITH THE ASSISTANCE OF GERMAN SCIENTISTS AT WRIGHT FIELD. PROPULSION PROGRAMS TRIED TO DUPLICATE THE ATOMIC POWER PLANT FOUND ON THE AERODYNE CAPTURED IN LOUISIANA AND INTEGRATED THE MAGNETIC DRIVE SYSTEM DEVELOPED BY TESLA. THE AAF HOPED TO INTRODUCE THIS CRAFT IN WAR, BUT RESOURCES AND MONEY WAS NOT AVAILABLE. FUNDING WAS NOT AVAILABLE TO R&D UNTIL 1946, WHEN LEMAY TOOK OVER THE PROJECT. THE S CRAFT COULD TAKE OFF VERTICALLY AND REACH ALTITUDES AS HIGH AS 90,000 FEET AT SUPERSONIC SPEEDS. THE CONTROLS WERE ELECTRONIC FLY BY WIRE AND THE PILOT LOOKED AT PROJECTION OF SYMBOLS ON A TRANSPARENT SCREEN. THE CRAFT WAS SO COMPLICATED THAT TEST PILOTS HAD GREAT DIFFICULTY IN HIGH PERFORMANCE AT VERY HIGH ALTITUDES. SEVERAL TEST PILOTS WERE KILLED AS A RESULT OF DECOMPRESSION AND EJECTION. CAPSULE OR ESCAPE CYLINDERS WERE NOT DESIGNED FOR HIGH ALTITUDE EJECTIONS. AS A RESULT, ONE "S" CRAFT WAS LOST. THE MATERIALS USED IN THE CONSTRUCTION BY HUGHES AIRCRAFT COMPANY FAILED TO PROTECT THE TEST PILOTS IN MAXIMUM THROTTLE SETTINGS AND EXPOSED THEM TO HIGH DOSE OF RADIATION WHICH RESULTED IN SERIOUS ILLNESS AND DEATH. TEST FLIGHTS CONTINUED OVER THE WSPG IN EARLY 1947 AT KIRTLAND AAF, AND AT ALAMOGORDO AAF TULAROSA RANGE WITH BETTER RESULTS TO FLIGHT PERFORMANCE, BUT EXPOSURE TO THE RADIATION FROM THE ATOMIC ENGINE CONTINUED. IN 1947, THE "S" CRAFT WAS MODIFIED TO CARRY ATOMIC WEAPONS OVER LONG DISTANCES. BUT HIGH ALTITUDE FLIGHT SIMULATIONS AND PILOT SURVIVABILITY WAS STILL A PROBLEM. BELL AIRCRAFT WAS GIVEN THE CONTRACT FOR A ROCKET-POWERED AIRCRAFT TEST BED TO RECORD FLIGHT DATA AT SUPERSONIC SPEEDS AS A PROBLEM SOLVING LABORATORY. DATA COLLECTED FROM X-1 AIRCRAFT WAS UTILIZED FOR DESIGN MODIFICATION OF "S" CRAFT AERODYNAMIC TESTS AT LANGLEY. RADIATION PROBLEMS PROMPTED A CHANGE IN THINKING IN THE TEST PILOT PROGRAM PROMPTED A NEW PILOT "MODEL" EXPERIMENT USING ALTERNATE CHOICE OF SUBJECTS WAS APPROVED. THIS R&D PROGRAM WAS KEPT SECRET FROM OTHER COMMANDS AND SERVICES, AND WAS GIVEN SPECIAL STATUS EQUAL TO THE SECURITY OF THE ATOMIC BOMB PROGRAM. AT LEAST A DOZEN "S" CRAFT WERE BUILT AND TEST FLOWN. THREE WERE LOST DUE TO MECHANICAL FAILURE AND PILOT ERROR. TWO MORE "S" CRAFT WERE LOST ALONG WITH FIVE FATALITIES, THAT CAUSED THE AAF TO CANCEL THE PROJECT INDEFINITELY. ALL SIMILAR "WING" AIRCRAFT PROJECTED FOR SERVICE IN AAF WERE LIKEWISE CANCELLED IN 1949 AT THE RECOMMENDATION OF GENERAL LEMAY. FUTURE ATOMIC-POWERED AIRCRAFT WERE "PILOTLESS" AND WOULD BE CONTROLLED REMOTELY. THE AF WOULD NOT RESUME TESTING OF "LOANED" AERODYNES UNTIL PILOT SAFETY ISSUES WERE SATISFIED AND A MORE SECURE TEST RANGE COULD BE USED FOR AEROSPACE R&D PROGRAMS. AREA 51 IS BUT ONE SUCH RANGE AMONG THE SECRET TEST SITES NOW IN OPERATION. A SPECIAL RECOVERY AND SECURITY UNIT CALLED S.T.U.D.S., WAS CREATED IN THE LATE 1980'S TO FACILITATE THE SERVICING OF NEWER "S" CRAFT FLIGHT TEST OPERATIONS. EFFORTS TO CONCEAL THE TRUE NATURE OF FLIGHT OPERATIONS WERE SUCCESSFUL IN THAT THE AF DEvised A COVER INTELLIGENCE PROJECT CALLED BLUE BOOK. PROJECT BLUE BOOK, AS A COVER PROJECT, WAS CONTROLLED BY THE CIA TO PROTECT AF TEST FLIGHT OPERATIONS FROM SPECULATION BY THE PUBLIC, AND CONVINCE THE SOVIETS THAT USAF HAD NO AIRCRAFT CAPABLE OF FLIGHT CHARACTERISTICS AND MANEUVERS AS OBSERVED AND REPORTED TO BLUE BOOK, AND THE USAF UFO PROGRAM. IN 1958, PROJECT UFO AND MOON DUST WERE ACTIVATED WHEN USA INTERPLANETARY PHENOMENON UNIT OPERATIONS CEASED AND CIC RESPONSIBILITY FOR UFO SECURITY WAS TRANSFERRED TO USAFOSI.

RECONSTRUCTED DRAWING OF A UNIDENTIFIED AERODYNE FOUND ON
JULY 5 1947, SOUTH OF SOCORRO, NEW MEXICO, BY MILITARY AND
CIVILIAN MEMBERS OF THE ARMED FORCES SPECIAL WEAPONS PROJECT.



APPROXIMATELY 100 FEET IN LENGTH
WIDTH OF CHIME IN AFT PORTION WAS APPROXIMATELY 60 FEET
CHIME RAN THE LENGTH OF AERODYNE
SKIN WAS SMOOTH. NO RIVETS, BOLTS, SEAMS, OR WELDS. LIKE PLASTIC.
NO CANOPY, WINDOWS. NO DOORS, INTAKES, EXHAUST.
MATERIAL WAS NOT INERT.
PROPULSION BELIEVED TO BE ATOMIC.
SILVER-GRAY IN COLOR WITH DARK CHIME SURFACES.
SADDLE SHAPE IN AFT SECTION AND SPEAR SHAPED NOSE.
NO LANDING GEAR WAS OBSERVED. EMBEDDED IN DESERT SAND. NOT DAMAGED..
TRANSPORTED TO ALAMOGORDO ARMY AIR FIELD.

DRAWING APPROVED BY
THOMAS CANTWHEEL
1-30-96

Thomas Cantwheel

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