



MSI PATCH SHEET

Montague, R.M



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NOTE - Most of this file
is missing.
Wm - 2/22/95

1300 Madison Ave.
Succinore, Ca. 94540

Dear Mr. Graham,

Sorry to have taken so long to answer your letter but another matter surfaced that had to be addressed.

About Gen. Montague. During 1947 he was not at Sandia, Col. Frolich was the C.O. of the military contingent on the base into 1947. Col. Doreland then succeeded Col. Frolich.

Then came Gen. Montague, but not before late 1948-70. The General was the C.O. of the Armed Forces Special Weapons Training Command.

The only purpose of this command was to select officers of the different military branches to be trained as Wapones.

The training was performed by the University of Cal. which operated and manned the tech. area on the base.

From this you can see that General Montague was at Roswell Air Base in 1947. No remains of the crashed U.F.O. was brought to Sandia.

I have yet to be convinced that U.F.O.'s have come from outer space. The factors of distance, time and

the necessary speed to achieve this feat are hard to accept even though there have been reported sightings of UFO's ever since Biblical times. For these I have no explanation.

From 1946 on is a different matter. I had not heard of the incident at Roswell until I received your package. When I read the characteristics of the metal I recognized it immediately for what it was - Titanium. Its color is like that of polished steel. It is tough and very difficult to bend or form. The metal presses of the 1947 era could not put out enough foot pounds to do the job. Forming and bending was done with explosive charges. This metal was completely new in 1947 so it is small wonder that the rancher could not dent the metal sheet or that anyone at Roswell would recognize it for what it was.

When I read your papers about the incident I immediately recalled a radio broadcast that I heard one night in 1947. During the week before this night there had been a rash of UFO sightings and many people were very jittery. The broadcaster was ^{Edward J.} George Morrow.

He said this - "I have been taken to a secret military base and I have seen the flying saucers. They are wonderful and they are ours." As it happened no one believed him. It was regarded as a ploy by the military to quiet people's nerves. To lend credence to this supposition was the fact that there was no follow-up by the news media, either in print or broadcast and from the military there was no denial. I wondered, at the time, why Morrow would consent to doing such a broadcast. Now I believe his story.

About those radioelectric markings on the recovered part of the craft. I now feel they were purposely added to steer finders away from the fact that the craft was of "Earthly" origin in the event a crash occurred.

As for the panel that was set up to investigate U.F.O.'s I feel their findings were correct although they neglected to add that the crafts were a research and development project of the U.S. military. To maintain the secrecy of the Project the public was subjected to a flood of misdirection & disinformation to perpetuate the tales

that these UFO's came from outer space.

I have been doing some thinking about these craft and I feel now that I can make a fairly accurate guess as to their origin and the base from which they fly.

I do not think you will find any answers in that room in New Jersey. You will need to look elsewhere and what you find will be entirely different from what you have been guessing these many years.

Let's move on to the Moon Project. You may recall seeing the Moon Lander, Eagle, resting on the moon surface.

In my opinion what you saw was a naked saucer. In the environment of the moon no ^(streamlining) fairing was needed. But think for a minute of what the Eagle was required to accomplish. Lift off from the moon and overtake the Moon Orbiter which was

circling the moon at approx. 21,000 M.P.H.

Then if you will, think of the type of training that Armstrong and Aldrin would have to undergo in order to gain the confidence to perform the return trip to the Moon Orbiter. In the earth's atmosphere the Eagle or one like it would have fairing (streamlining) and to an observer it would be a UFO. I imagine the

Docking maneuvers would consist of time on a simulator. The actual flying experience could not be achieved in a hanger. Yet I have seen nothing in print that tells how these two men were trained. Such a story would reveal many things.

In my opinion the achievement of the Eagle was based on nearly twenty years of research and development with this type of craft.

There is a bottom line however. How was the military & NASA able to keep this project a secret these many years. It is still a secret and the greatest mystery of our time.

I have told you what little I know and I wish you luck in the pursuit of the elusive U.F.O.

Sincerely
James L. Rowe

P.S. During our tele. phone conversation I said I would give you the address of Geo. Marquardt. He was the B-29 pilot of the wing plane to Geo Tibbet on the mission to Hiroshima.

His home phone # 801-266-5156. I am not sure of his home address but it could be 642 Springhill Dr. Murray (a suburb of Salt Lake City) 84161.

Geo was at Fort Meade in 1947

EXTRACT FROM "DAY LOG" OF SECRETARY OF WAR ROBERT P. PATTERSON

Original on file at U.S. Library of Congress, Manuscript Division, Washington, D.C.

File: Patterson, Robt. P./Secy. of War: Personal Papers.

1947: July 10th, 2:40 P.M.

Leslie R. Groves to present Genl. Robert M. Montague who is to command a special atomic energy project at Albuquerque, N.M.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 1606TH AIR BASE WING (MAC)
KIRTLAND AIR FORCE BASE, NEW MEXICO 87117-5000

26 June 1986

Lee M. Graham
526 W. Maple
Monrovia, CA 91016

Dear Mr Graham:

I have received your latest enclosures dealing with Gen. Montague, UFOs, AFSWO, F-19, etc.. I can only reply briefly since, as I previously mentioned, summer is the peak of my writing period, and I simply cannot spare the time. One observation may be pertinent, however. Historical research is a complicated activity and basing much such activity on 1947 press releases is not much of a basis for spending a whole lot of time. I thought many of these questions that still bother you were answered in my Kirtland history I sent you, and to tell the truth, I think they are. It is very difficult sometimes to have a clear picture of the organizations and people that were involved in such activities as the weapons projects that have taken place at Sandia and Kirtland over the past forty years, yet it is necessary in order to know what one is talking about. I have myself worked for the last thirty years on this base as first an engineer, then a special weapons officer in the Navy, and now as an historian for the Air Force. I am an aeronautical engineer and plied that trade for Sandia Corporation, then was a pilot and weapons officer, then after getting my PhD in military history went to work as the base historian. Even so, it is hard to know everything in its proper order. My brief history of the base was, however, an attempt to put things in that order, without being too long and unreadable. At Sandia I knew Les Rowe slightly, and as an avid model builder and aircraft buff myself, also know John Andrews. I am mystified as to what connection there might be between the so-called "stealth" F-19, if such a thing exists, and old flying saucer stories, but that is your business. There is no mystery, however, about the organizations I wrote about, nor any plots, nor any contradictions that I can see. To specifically answer the points you recently raised:

AFSWP was the military organization on Sandia base, as I wrote, beginning in 1947, and eventually evolved into DASA, and today's DNA. Its role was and is as described. As I noted, it was in the assembly business only a very short time, whereafter that was handled by LA's Z Division. Les Rowe, like all the other military assembly guys, got out of the army and continued similar work as a civilian for Z Division, which later became Sandia Corporation. Your reference to enclosure E, p 99, does not at all refer to stockpiling, but rather to developmental activities, which was a civilian function. Rowe probably would never have known Gen Montague, since the civilian assembly and developmental operations at Sandia Base at that time were in no way directly connected with the military weapons oversight functions that Montague and AFSWP would have been involved with. No, Rowe is not mistaken, and no, I am not mistaken. Besides my own history, there are several other histories of the Manhattan Proj, LASA, AEC, etc., which may be referred to on these matters. To answer your final question, I have never seen or heard of any documentation whatsoever, by anyone reputable, dealing with "flying saucers" near here, or anywhere else for that matter. Certainly I cannot repudiate something for which there is no evidence, i.e. that Montague was doing anything except administering AFSWPs Field Command operations in the military special weapons field. Sincerely,

Dr Don E. Alberts
Chief, History Division