

THE FIRST ROSWELL

Evidence For A Crash Retrieval In Cape Girardeau Missouri In 1941

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This paper will review the primary and secondary sources and evidence for the reality of an extraterrestrial spacecraft crash-retrieval in Cape Girardeau, Missouri in the spring of 1941. It draws upon the new Majestic and Interplanetary Phenomenon Unit intelligence documents that support the hypothesis of an extraterrestrial crash and reviews the authenticity results for each. Furthermore, suggestive and supporting authentic documents interconnect to these new ones and ultimately advance the reasonable conclusion that according to both the paper trail and witnesses this is the "First Roswell." Close attention is paid to the primary witness, Reverend Huffman, and related testimony of granddaughter Charlette Mann. Historical research in the area has identified other witnesses and likely participants in the event. Specifics of police, fire, photographers, coroners and military commanders that likely should have been at the scene are analyzed and tested for accuracy. Other sources are analyzed for validity and contrasted with known historical facts, pinning down the date and location of the event.

The evidence for this case begins when Leo Stringfield, in his book UFO Crash/Retrievals: The Inner Sanctum, Status Report VI shares an astounding letter from Charlette Mann. In the letter, the granddaughter of Reverend William Huffman, a traveling Baptist minister that had moved to Cape Girardeau and started ministering at the Red Star Baptist church in early 1941, according to church records. Charlette's letter recounted the deathbed confession of her grandmother who during the course of several days described the unusual event that Reverend Huffman attended late one early spring night just 10-15 miles by car outside of Cape Girardeau. The quick summary of the event was that when Huffman arrived at the scene, there were police, fire, FBI and photographers already there and he was asked to provide blessings to the three dead occupants of the craft. During this process he observed the command module with hieroglyphic writing inside and prayed over each of these non-human entities.

When the military arrived everyone was sworn to secrecy, yet upon returning home to 1530 Main Street he choose to share this story with his wife and family. With this intriguing story and later personally meeting Charlette I became convinced that here was a credible witness and bizarre story that was in dire need of validation.

That confirmation came from many sources in last few years, with the freshly revealed Majestic documents from Tim Cooper and others that clearly point to a UFO crash retrieval in Missouri in 1941. Below is a table of information sources that have been unused to investigate this case; they vary in credibility and scope but all provided valuable data for the reality of this historic event.



Information Sources

- Charlette Mann
- Public classified documents
- Leaked classified documents
- Archives, libraries & photography
- Stan Friedman finds Walter Fisk
- Several intuitives
- Living and anonymous source(s)
- Onsite investigations
- Contract researchers

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THE PRIMARY WITNESSES

Reverend William Huffman, pictured below, had a unique specialty in the Baptist church: he had the gift of raising money for the church. He was a specialist that spent about four years in a location to build churches, their attendance, fellowship and cash flow. He would connect with local leaders to improve the exposure and participation at the church. Personally, he was a horticulturist and despite the stern look in his picture he had a good deal of charm and innate salesmanship.



Reverend William Huffman



- Offered blessings for three dead aliens in a field outside of Cape Girardeau at night in 1941. The police, military and civilians were there.
- Minister at Red Star Baptist Church, starting July 31, 1941
- Friend gave him picture of Alien a few weeks after the event.

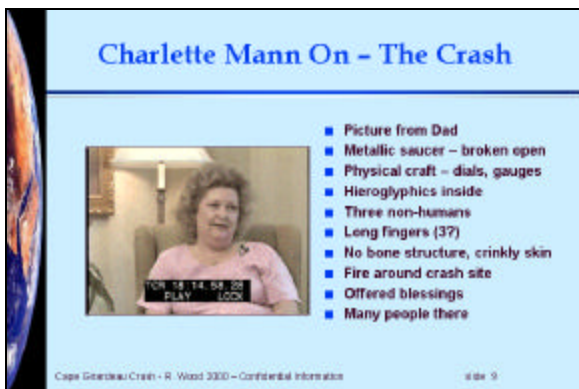
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Upon returning from his escorted trip to the crash site, he proceeded to tell his wife and sons what had just happened in the woods a short drive outside of town. It was this retelling of the events that night to his wife

Floy that Charlette would hear in 1984 from her grandmother over the course of several days as she was dying of cancer. It is important to note that this is not the only time Charlette was exposed to this story. During her childhood she heard bits and pieces during conversations of her father and uncle and when Floy was dying pressed her to fill in the specific details as to what really happened that spring evening in 1941. It took a fair amount of pleading with her grandmother initially to convince her to violate the commitment she had made to her husband not to speak of it. Eventually, Charlette succeeded in extracting the story. She kept after the story for several days clarifying with her grandmother until Charlette was confident that she completely understood what had happened and the details.

One of the most intriguing aspects is that after the crash event a member of his congregation, believed to be Garland D. Fronabarger, gave reverend Huffman a picture of the dead non-human creature. This will be discussed later in the paper.

The following is part of the story in Charlette's own words as recorded for Wood & Wood LLC's upcoming television documentary:



“I saw the picture originally from my dad who had gotten it from my grandfather who was a Baptist minister in Cape Girardeau Missouri in the Spring

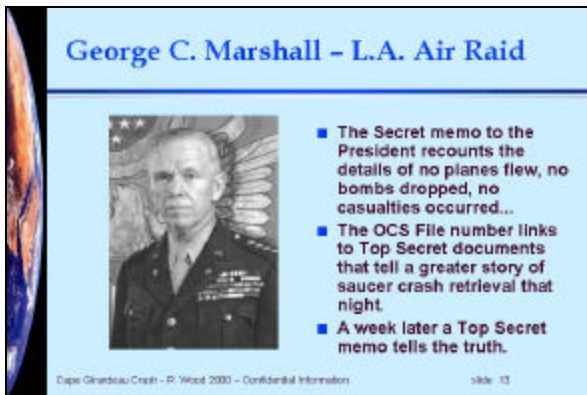
of '41. I saw that [picture] and asked my grandmother at a later time she was at my home fatally ill with cancer so we had a frank discussion. She said that grandfather was called out in the spring of 1941 in the evening around 9:00-9:30, that someone had been called out to a plane crash outside of town and would he be willing to go to minister to people there which he did. Upon arrival it was a very different situation. It was not a conventional aircraft, as we know it. He described it as a saucer that was metallic in color, no seams, did not look like anything he had seen. It had been broken open in one portion, and so he could walk up and see that. In looking in he saw a small metal chair, gauges and dials and things he had never seen. However, what impressed him most was around the inside there were inscriptions and writings, which he said he did not recognize, but were similar to Egyptian hieroglyphics. There were 3 entities, or non-human people, lying on the ground. Two were just outside the saucer, and a third one was further out. His understanding was that perhaps that third one was not dead on impact. There had been mention of a ball of fire, yet there was fire around the crash site, but none of the entities had been burned and so father did pray over them, giving them last rites. There were many people there, fire people, photographers, and so they lifted up one, and two men on either side stood him up and they stretched his arms out, they had him up under the armpits and out here. As I recall from the picture I saw, he was about 4 feet tall, appeared to have no bone structure, soft looking. He had a suit on, or we assume it was a suit, it could have been his skin, and hat looked like crinkled, soft aluminum foil. I recall it had very long hands, very long fingers, and I think there were three but I cannot swear to that.”

Other living supporting witnesses include Charlette Mann's sister who confirms her story in a notarized sworn affidavit and the living brother of the Cape Girardeau County sheriff in 1941, Clarence R. Schade. These witness and the others that were there, should have been there or likely would have known about this crash event will be examined later. Now

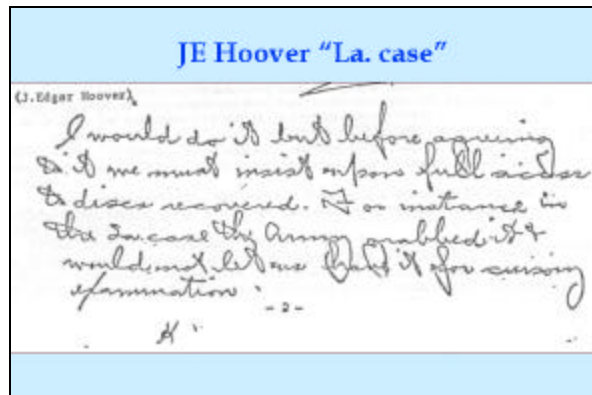
let us turn our attention to other key validating sources for this crash recovery event in 1941 – the military intelligence documents.

THE DOCUMENTS TRAIL

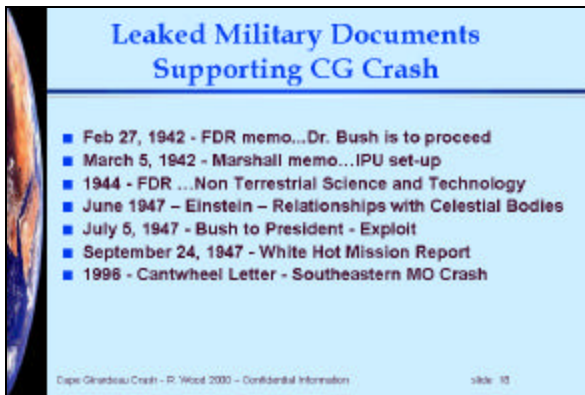
Are there public authentic documents that support and corroborate the hypothesis of before Roswell crash retrieval events? The first public evidence of this is the February 1942 “L.A. Air Raid”. In this case for a couple of hours a slow moving craft was illuminated with spotlights, 1430 rounds of ammunition were fired, many clear direct hits, according to witnesses of the disk shaped object. George C. Marshall (GCM) then writes a secret memo to the President about this event. However, what is fascinating is that this memo sets up the authentication of a leaked top secret memo that tells a different story of crash recoveries.



J. Edgar Hoover (JEH) also weighs in on notion of crashes before Roswell with his handwritten statement at the end of a declassified memo requesting involvement with UFO cases by the Air Force, by saying: “I would do it but before agreeing to it we must insist on full access to disks recovered. For instance in the La. Case the Army grabbed it and would not let us have it for cursory examination.”



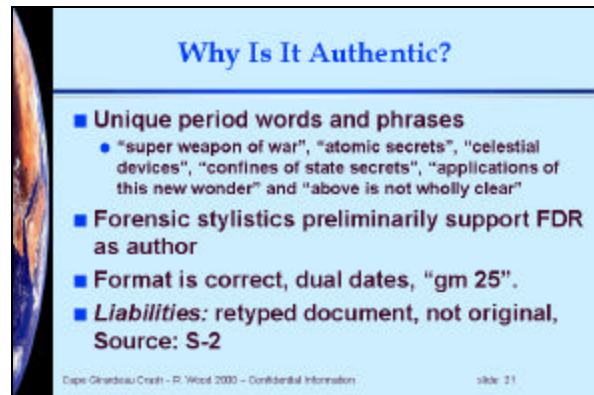
The critical debate is what does “La. Case” mean? Is it Los Angeles because of the air raid, Los Alamos because that is where Roswell wreckage was taken, or Louisiana? Odds favor Louisiana, because this is the right mailing format for the time – La.; JEH was very good about his capitalization and initials because I reviewed his handwritten notes on about a dozen documents confirming this. Counterintelligence Corps agent Cantwell, from the Tim Cooper documents, talks about a “captured disk in Louisiana in 1942. Critics point to a small time hoax case in July of 1947 as the reason for this comment, but logic dictates that JEH would not have bothered to make any comment on a known hoax or even consider using it as policy leverage with the Air Force. Hence, more evidence for pre-Roswell crash events. Yet the most stunning evidence for pre-Roswell events comes from of leaked military and presidential intelligence documents.



Leaked Military Documents Supporting CG Crash

- Feb 27, 1942 - FDR memo...Dr. Bush is to proceed
- March 5, 1942 - Marshall memo...IPU set-up
- 1944 - FDR ...Non Terrestrial Science and Technology
- June 1947 - Einstein - Relationships with Celestial Bodies
- July 5, 1947 - Bush to President - Exploit
- September 24, 1947 - White Hot Mission Report
- 1996 - Cantwheel Letter - Southeastern MO Crash

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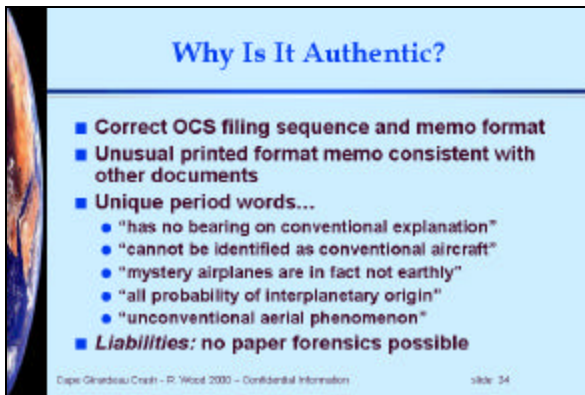
Why Is It Authentic?

- **Unique period words and phrases**
 - "super weapon of war", "atomic secrets", "celestial devices", "confines of state secrets", "applications of this new wonder" and "above is not wholly clear"
- **Forensic stylistics preliminarily support FDR as author**
- **Format is correct, dual dates, "gm 25".**
- **Liabilities: retyped document, not original, Source: S-2**

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Seven leaked documents from three sources since 1994 provide both direct and indirect support for a crash retrieval event that Reverend Huffman recounts. It is clear from the first memo that president Franklin D. Roosevelt (FDR) writes to GCM on February 27, 1942, "I have considered the disposition of the material in possession of the Army that may be of great significance toward the development of a super weapon of War"...Consultation with Dr. Bush and other scientists on the issue of finding practical uses for the atomic secrets learned from study of celestial devices..." Just days after the L.A. air raid and related saucer crash retrievals it would be impossible for the president to have "considered the disposition" of the material collected at that L.A. event; therefore, he must be referring to an earlier crash. Which brings us to that ever-nagging question: how do we know that these fantastic statements and documents are authentic?

The key evidence for authenticity is format and language, with liabilities primarily the document origin. Although not discussed here, the logic for faking such documents is extremely weak and is discussed in another paper titled "Psychological Warfare and the Majestic Documents." However, another document that is even more supportive of the pre-Roswell hypothesis and has fewer liabilities is the Top Secret memo from Marshall to the President dated just one week after the Los Angeles air raid on March 5, 1942. It discusses the creation of the a special unit ultimately to become the Interplanetary Phenomena Unit (IPU) and the crash retrievals of two more saucers: one by the Army in the San Bernardino Mountains, east of Los Angeles, and the other salvaged by the Navy off the southern California coast, presumably because of anti-aircraft fire. Again the questions must turn to why is this document authentic?



Why Is It Authentic?

- Correct OCS filing sequence and memo format
- Unusual printed format memo consistent with other documents
- Unique period words...
 - "has no bearing on conventional explanation"
 - "cannot be identified as conventional aircraft"
 - "mystery airplanes are in fact not earthly"
 - "all probability of interplanetary origin"
 - "unconventional aerial phenomenon"
- **Liabilities: no paper forensics possible**

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Why Is It Authentic?

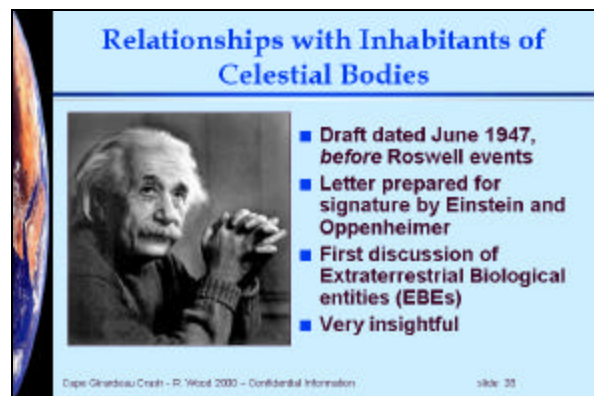
- Rare Double Top Secret Stamp
- FDR language matching
 - "super weapons of war"
 - "of such wonders"
- **Liabilities: no paper forensics possible or confirmation of such a committee**

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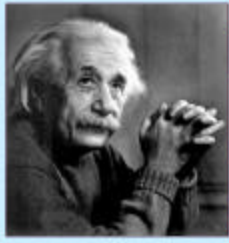
What impresses me besides the visual appearance of the document, showing a clear carbon smudge (that can be seen at www.majesticdocuments.com), is the fact that just two weeks later Marshall's offices switches from the Office of Chief of Staff (OCS) filing system and memo numbering to the war department system. So, besides the proper Marshall word usage and format it has the correct filing numbers that link it to the Los Angeles air raid. The downside is that it is not original paper.

Next we come to a memo addressed to the Non-Terrestrial Science and Technology Committee, on White House stationary dated February 22, 1944, which is stamped Double Top Secret and signed by FDR. This memo says that before we can exploit these "super weapons of war" we need to win the war first. It goes on to say that when we have won the war the USA must assume its destiny; there will be a time when surplus funds will be available; and finally, FDR commends the committee for its work. Why is it authentic?

These previous three documents are new and arrived in the summer of 2000. Yet, other Majestic documents that arrived at Tim Cooper's mailbox and through his personal contact with Thomas Cy Cantwell and daughter Salina also provide evidence for pre-Roswell crash events. For instance, the Oppenheimer-Einstein draft memo dated simply June 1947 has the first discussion of extraterrestrial biological entities (EBEs) in the UFO literature.



Relationships with Inhabitants of Celestial Bodies



- Draft dated June 1947, before Roswell events
- Letter prepared for signature by Einstein and Oppenheimer
- First discussion of Extraterrestrial Biological entities (EBEs)
- Very insightful

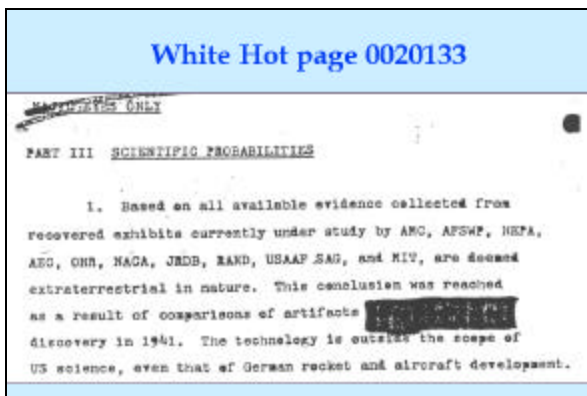
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Critics have attacked this document because of misspelling of celestial, yet at the same time discounted the very real possibility that it was dictated to a secretary and that the document is only a draft copy. Powerful compelling evidence in favor of authenticity is the unique language used, words such as "supranational,"

“res-nullius,” and “Pentateuch” have been verified at the Princeton archives. Even the language style of this draft and other Einstein’s authentic writings shows that characteristic laconic phrasing defined by concise language use and parenthetical comma usage.

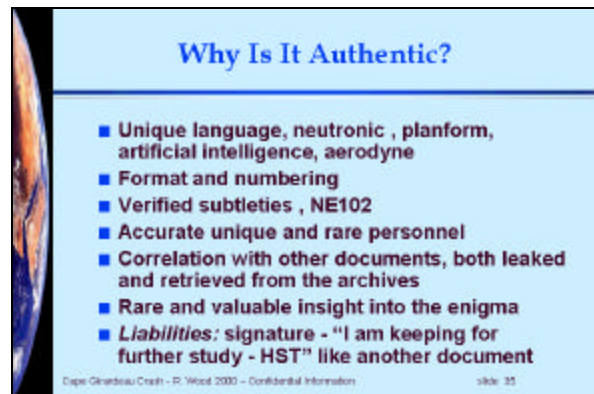
THE 1941 RECOVERY CASE

In the MAJIC Eyes Only presidential briefing dated September 24, 1947 (Mission Assessment of Recovered Lenticular Aerodyne Objects – White Hot Intelligence Estimate) two sections directly cite the 1941 recovery case. The first is in “Part III — Scientific Probabilities” and the second in “Part V — National Security Structure.” Part III states: “Based on all available evidence collected from the recovered exhibits currently under study by AMC, AFSWP, NEPA, AEC, ONR, NACA, JRDB, RAND, USAAF SAG and MIT, are deemed extraterrestrial in nature. This conclusion was reached as a result of comparisons of artifacts *from the Missouri* discovery in 1941. The technology is outside the scope of US Science, even that of German rocket and aircraft development.”



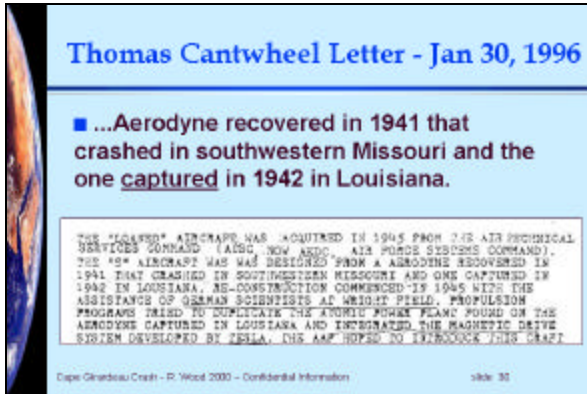
The *from the Missouri* logically fits into the space provided and is consistent with supporting testimony, although I’m sure that

other words would fit and make sense. The fact that in Part V the author laments the lack of a unified intelligence effort I think is noteworthy and a very valid argument for authenticity. It is just another subtlety that is hard to create out of whole cloth and insert seamlessly. Here is what was said, “In the early months of 1942, up until present, intrusions of unidentified aircraft have occasionally been documented, but there has been no serious investigations by the intelligence arm of the Government. Even the recovery case of 1941 did not create a unified intelligence effort to exploit possible technological gains with the exception of the Manhattan Project.” So why is this document genuine?



Besides the unique period language, what moved it to the 95% confidence level for authenticity was my research into the personnel on the mission. During the process of tabulating President Truman’s White House switchboard traffic for who called whom, when, and how often, I came across the name of Captain Charles Buchanan. He was the only Captain ever mentioned in the 1947 phone records and — wouldn’t you know it — General Carter calls Captain Buchanan on July 7, 1947 at 4:44pm. So, is this just a coincidence? I don’t think so.

In a letter dated January 30, 1996 our mysterious documents provider, Cantwell, writes a short sentence about an “aerodyne recovered in 1941 that crashed in southwestern Missouri and the one captured in 1942 in Louisiana.



Note the adjective southwestern rather than the presumably correct southeastern. Is this just an innocent statement of a 90-year-old man misremembering or mistyping or misdirecting us from the true event? Note that other Cantwell statements have provided valid information in the past like the correlation with JEH’s Louisiana recovered disk.

WHO WAS AT THE CRASH SITE?

To answer this question fairly takes considerable time; there are the direct comments of Huffman and then the logical extensions that flow from the Huffman statements. This section will break out the officials at the site, those with a clear responsibility to be there, the military personnel that came to recover the craft and take control, the civilians that were asked by the officials to come to the site and finally, the people that would have logically heard about this event through both their official and

unofficial communications. Let’s begin again with Charlette’s testimony as to who was at the crash site:

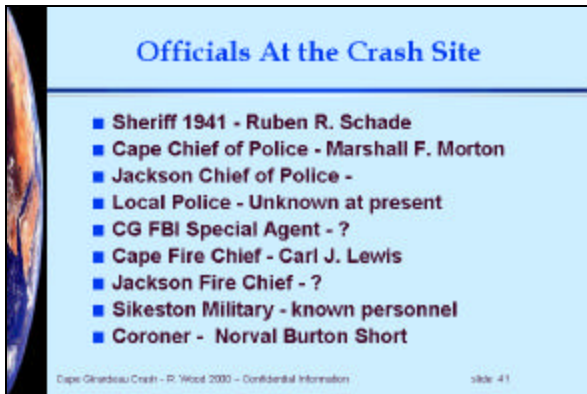


“My grandfather upon arrival, said there were already several people there on the scene, two that he assumed were local photographers, fire people, and so not long after they arrived, military just showed up, surrounded the area, took them off in groups separately, and spoke to each of them. Grandfather didn’t know what was said to the others, but he was told ‘this didn’t happen, you didn’t see this, this is national security, it is never to be talked about again.’ My grandfather was an honorable man, being a preacher, that’s all that needed to be said to him. And so he came home and told the story to my dad, who was there, and my grandmother and my uncle. Now my mother was expecting at the time, so she was off in the bedroom. My sister was born May 3^d 1941, so we are assuming this was the middle to the last of April. And he never spoke of it again. But about two weeks later, one of the men who had a personal camera that he had put in his shirt pocket, approached grandfather and said I think someone needs a copy of this. I have one and I would like you to keep one. So that’s how it came about that grandfather had the picture to begin with. But he never spoke of it again. The other people seem to be very intimidated and very frightened and paranoid.”

Given Charlette’s testimony of police officers, plainclothes people, and military men,

the most appropriate officials would be the County sheriff, Cape Girardeau or Jackson Missouri police departments and associated fire departments along with the FBI and coroner.

near as powerful as the Huffman – Mann testimony, I give it partial credit for being a sincere recollection, especially given the wording he used, “little people” rather than ET, alien, or non-human.

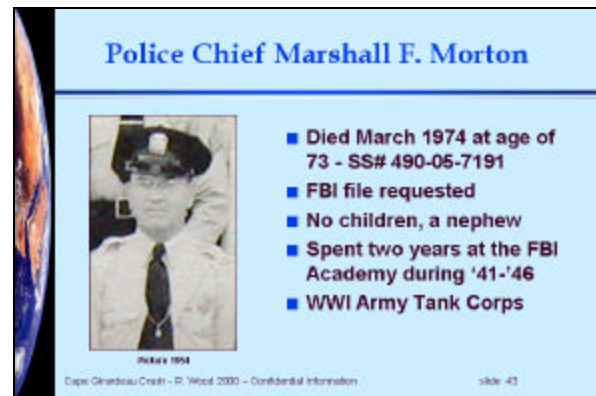


Officials At the Crash Site

- Sheriff 1941 - Ruben R. Schade
- Cape Chief of Police - Marshall F. Morton
- Jackson Chief of Police -
- Local Police - Unknown at present
- CG FBI Special Agent - ?
- Cape Fire Chief - Carl J. Lewis
- Jackson Fire Chief - ?
- Sikeston Military - known personnel
- Coroner - Norval Burton Short

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Since this event happened outside of the town limits the county sheriff would have been the responsible party, Ruben Reinhold Schade.

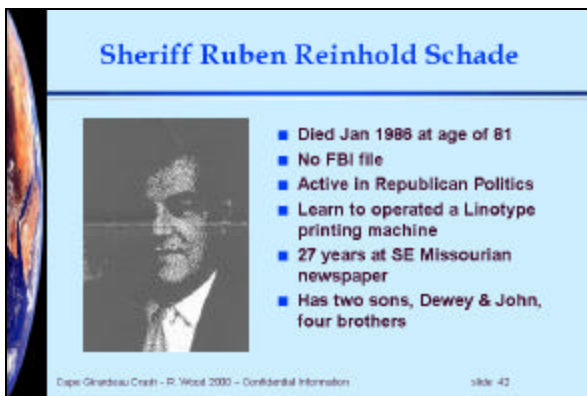


Police Chief Marshall F. Morton




- Died March 1974 at age of 73 - SS# 490-05-7191
- FBI file requested
- No children, a nephew
- Spent two years at the FBI Academy during '41-'46
- WWI Army Tank Corps

Police 1951 Cape Girardeau Crash - R. Wood 2000 - Confidential Information slide 43



Sheriff Ruben Reinhold Schade



- Died Jan 1986 at age of 81
- No FBI file
- Active in Republican Politics
- Learn to operated a Linotype printing machine
- 27 years at SE Missourian newspaper
- Has two sons, Dewey & John, four brothers


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What is interesting about Morton is that after this event is that he was selected to attend the FBI academy in Quantico, Virginia and spent two years there on and off between 1941 and 1946. Does this appointment seem logical for a very small Midwest town?

Potentially just weeks before this UFO crash event outside of Cape Girardeau the FBI opened an office, ostensibly a satellite from St Louis, with Special Agent G. B. Norris making the announcement. The agent assigned to this field office is unknown a present.

After his employment at the sheriff's department, he went to work for the Southeastern Missourian newspaper. His children have been contacted along with his brother Clarence R. Schade. The brother provided a supportive but not definitive statement when interviewed “yes, I heard of a space ship with ‘little people’ back a long time ago but never believed it.” Although nowhere

Cape Girardeau Opens FBI Office



- SEM on March 11, 1941 opens FBI office in CG allegedly to investigate reports of sabotage and espionage.
- Reports to be funneled directly to FBI or CG Police.
- G. B. Norris Special Agent in Charge of St. Louis made announcement.
- Or could it be that the alleged "crash of January 41" triggered a program to keep track of the witnesses?

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contingency of British flight instructors working through a private corporation and not on the direct military payroll. It was logical that these soldiers and officers would have been called to initially examine and ultimately manage the transportation and removal of the wreckage back to the base. Besides military guards and truck drivers, most likely the commander, medical officer and intelligence officer would have either visited the site or seen the wreckage first hand.

The Fire Department under the direction of Chief Carl James Lewis is potentially one of the most useful sources of information. The Fire Department kept detailed notes on the fires it went to including date time, location, durations, causes and damage estimates. Thanks to the outstanding research of my on-site historical research assistant, Margaret, we found and secured photocopies of the entire 1941 fire logbook.

Likely Military At Crash Site

- 1942 - 309th AAFSTD At Sikeston
 - Capt. Harold J. Shelden, Jr. - Commander
 - 1st Lt. Lucas L. Digiglia - Medical Corps
 - 2nd Lt. James E. Lightle - Intelligence Officer
 - Dispatcher would likely have taken the call - Thomas W. Mathis
 - Military Transportation and Logistics

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Cape Fire Chief - Carl James Lewis - '41



- Died Nov 1983 at age of 74
- No children, survived by four brothers
- Spent 34 years as Fire Chief
- Wrote first electrical code for city of CG
- Chain of command was through the Mayor and City Council
- No FBI File

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I have photographs of many of these individuals and a short history of the 309th's activities. At the time of this writing, further details and unit histories are being researched at the National Archives and the St. Louis National Personnel Records Center. Ideally, this will pin down precisely the people who would have been responsible. The next mission will be to find them or their living children.

The testimony has the military coming to swear everyone to secrecy and take away the evidence. Where did they come from? Just a short fifty miles away was the Sikeston military base. This was not a random base at the time but was the "top gun" flight-training base before the war started. Hundreds of pilots were trained there and there was a large

Allegedly, there were three dead non-human bodies and they would have needed to be removed. How would that have been done? Little caskets like in the Roswell case or field body bags on stretchers? It could go either way, but I find it interesting that one of the local funeral homes at the time is named Cracraft-Miller. Cape police officer John Cracraft was likely involved because everyone

on the force would know about his family connection, especially the coroner.

Who Handled the Bodies?



- Police Officer John Cracraft - 1954
- Likely called on to arrange for caskets for aliens in 1941
- Either he owned or his father owned Cracraft-Miller funeral home, which is still in business today!

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It is logical to believe that if this event is real, that many others would have heard about it over the years or in secretive conversations or wild tales. Below is a list of logical candidates. Each person and related family is being researched.

Who Likely Heard About It?

- Cape Mayor - Hinkle Statler
- Jackson Mayor – Charles H. Sander
- Funeral Home - Cracraft-Miller Inc.,
- Other CG & Jackson police officers
- Other county sheriff dept. employees
- Other firefighters
- Other Photographers
- County & police dispatchers
- Sikeston military commanders

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Huffman stated via Charlette that in addition to military personnel there were photographers at the scene. One of the most likely candidates was Garland F. Fronabarger – “Frony” according to his obituary. He was a photographer for six decades, many of them with the Southeastern Missourian newspaper. In 1941 he supported the paper via contract work and was out in the community applying

his profession. He had a reputation as a great photographer and surprisingly he was a good friend of Harry Truman, then Senator Truman. Besides being a Baptist and logically attending Reverend Huffman’s church he was known for his color photography of roses — one of Huffman’s horticultural passions.

THE ALIEN PHOTOPGRAPH

A genuine alien photograph would be outstanding supporting evidence for this case and when I first heard of this photo from Charlette I knew resolving this aspect of the case was critical. To review, a few weeks after the event a photographer that was at the scene approached Huffman and gave him a copy of this photograph as recreated below, depicting two police officers with a dead alien being held between them.

The Alien Photograph



- Given to Huffman a few weeks after incident by unknown person – Fronabarger?
- Charlette saw the picture ~20 times.
- Was given to Walter Fisk by Guy Huffman (Charlette’s father).

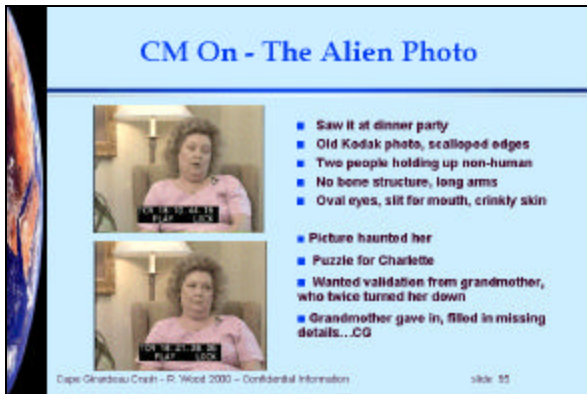
Recreation

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In a videotaped interview, Charlette retells the story of the alien photograph and how she came to be aware of it:

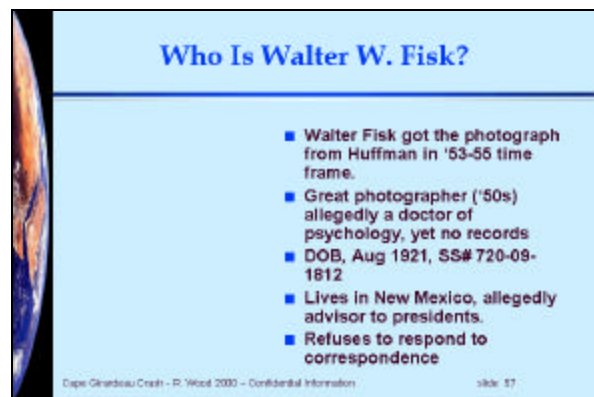
“Well, the first awareness that I had of it is actually a picture that my father had and it was at a dinner party. And I had heard rumors, and bits and pieces over conversations, but it was a picture, an old picture, because it had... it was like the old Kodak, with the little lines and scallops around it. There

were two men holding up a non-human, is the best way I can describe it, little entity, a little person, who appeared to be about 4 feet tall. They had him under the armpits with arms outstretched on either side of him. And he was... it was difficult to tell if it was his skin or a suit. It looked as if he had no bone structure, very, very long arms. I vaguely remember three fingers, but I couldn't swear to that. He had the oval eyes this way, a slit for a mouth and it looked like two little dots where ears should be, and his skin looked as if it were soft, crinkly aluminum foil, not that thick. I remember at the time it making a large impression on me, because of the eyes, so I can't tell you what his feet were like because I didn't see that."



“Well, it never actually left me, that picture haunted me. And I had heard bits... just as a child, bits and pieces of this puzzle, for me it was a puzzle. And to hear things from my father was one thing, but it was very important I had validation from a more solid place. So when my grandmother became ill and came to our home while she took chemotherapy, I approached her to speak of it. And two times she turned me down. She said your grandfather said we would never speak of this again, so I won't. And finally in desperation, I said grandmother this is something that is important for me, and grandfather is gone and it's been a long time. So then she sat down and she filled in all the details, the missing things, as to Cape Grardeau being the town, the year, in spring, she said light jackets, but not hot. So all of the pieces then fell in part, together.”

Charlette's father, Guy Huffman, had told the crash retrieval story and had offered the photograph as proof to a photographer friend of his in the 1953–1955 timeframe. The photographer's name was Walter Wayne Fisk. Stan Friedman, also recognizing the importance of this photo, tracked Fisk down in New Mexico and spoke with him on the telephone, where a strange tale emerged. Fisk stated he had a doctorate in psychology, yet Friedman was unable to verify his claim along with Fisk's statement that he was an advisor to presidents. Fisk has repeatedly refused to answer or respond to phone calls or letters written by Charlette Mann. Is this the response of a forthcoming man?



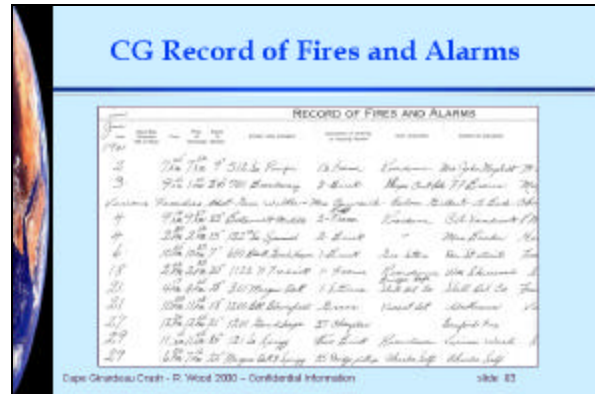
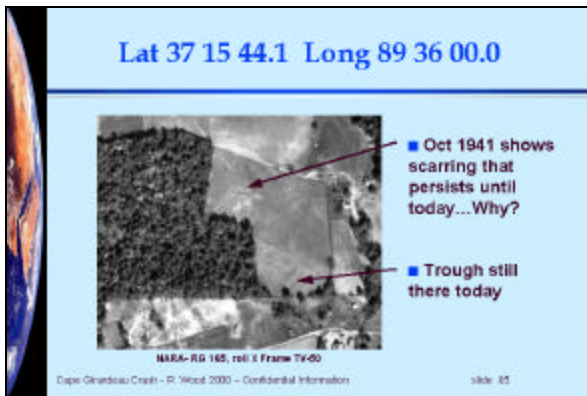
Fisk will eventually be broken of his silence and we will get an answer as to what happened to the photo or we will get a no comment statement or similar brush off. Either way this will move the case forward.

WHEN AND WHERE DID IT CRASH?

Now we come to the really hard questions. When may be easier than where, but as of this writing solid progress has been made on both questions. We know from Charlette's testimony that Huffman was driven about 10-15 miles outside of town and then had to walk

about a quarter mile or so off the road into an open field where a fire was burning. Given these basic parameters, the search area has narrowed to about five square miles, actually areas adjacent to roads at the time. Historical aerial photography is available for October 1941 and provides a complete stereoscopic overflight of the area as shown. One area looks promising.

10–15 miles out of town). On April 22, from 11:59 pm to 4:35 am at the Blattner brothers residence out highway 61, again the correct area. It will take a review of the historical aerial photography to verify these fires.



This target area was visited in August 2000 with metal detectors; however nothing was recovered of significance. Other locations, identified by dowsers in the aerial photography have not yet been visited at the time of this writing.

Charlette’s testimony is that it happened one April 1941 evening because her mother was pregnant with her sister who was born on May 3rd of 1941.

The Fire Department records for Cape Girardeau are very precise. Although there is no clear stunning match with Charlette’s story, there are several good candidates. According to the story, the Fire Department was on site, but which one: Jackson, or Cape, or both? If they were sworn to secrecy by the military, would they write the event down in their logbook or would they record it accurately? At present, all I have is the Cape fire logbook for 1941. An examination of fires in the evening for late March and April show only a few possible matches. On March 30th, from 6:22 pm to 6:58 pm in Houck Woods (actually Louis Houck who lived in the correct area —

At this time the precise location and date is unconfirmed, further research with police, military records, and fire call logs is planned along with aerial photography and ground surveys. Although of speculative value without confirmation, remote viewer Joe McMoneagle of Intuitive Intelligence Applications provided data purporting that there are small pieces of wreckage still at the crash site that are recoverable. Annette Martin, another well-known psychic sleuth confirmed much of the Huffman–Mann story and provided new checkable data.

IS THIS CASE REAL?

After working on this case for about two years and talking with Charlette Mann on numerous occasions either briefly on the phone, over dinner, or in front of a television camera, her

story, demeanor, and integrity provided no hints of deception or confabulation. I, like Leo Stringfield ten years earlier, came to the conclusion that she is a very sincere woman with a quality case worthy of a dedicated effort at validation. The story does not hinge on Charlette's testimony alone; there are the low level stories from credible people that loosely support the event, like Clarence Schade. Then there is the deliberate silence of Wayne Fisk, the last person to have handled the alleged alien photograph. Adding more weight to the validity of the story is the highly believable and likely authentic leaked military and presidential documents that support a crash retrieval in 1941. It is the totality of these facts that lead me to think it is reasonable to conclude that there was a crash event as described by Reverend Huffman's wife to Charlette Mann.

The conclusions and implications are more predicable and are widely supported outside of this specific case. Namely, ET's are real; certain factions of the government have been hiding this fact since at least 1941; and the involvement has been a matter of grave concern to several presidents. The recovered technology from this crash was funneled into the Manhattan project and has not been obviously used for the benefit of society. No doctorates of alien exobiology awarded or gravity control companies. Ironically, it may not be society that benefits from this event but the city of Cape Girardeau as tourists flock to visit the site and learn more about a special time and place in history: the "First Roswell."

The final resolution to this case is still in the future. It may come in the form of physical evidence, bits of wreckage, new witnesses, historical aerial photography, soil samples, or archival research. All these fronts are being

actively worked and there is every reason to predict success.

YOU CAN HELP BY

1. Looking for witnesses, stories, documents, or leads that support this case.
2. Accessing historical FBI personnel records.
3. Accessing historical Cape Girardeau or Jackson, MO police records and call logs.

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