PROJECT 10073 RECORD CARD

1. DATE 17 August 1949	2. LOCATION Glen Burnie, Md.	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☒ Other HOAX ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local GMT N/A	4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☒ Yes ☐ No	6. SOURCE CIV	
7. LENGTH OF OBSERVATION N/A	8. NUMBER OF OBJECTS 2	9. COURSE N/A

10. BRIEF SUMMARY OF SIGHTING

Source rptd two strange obj's resembling discs, under construction by the "Gray Goose Corporation."

11. COMMENTS

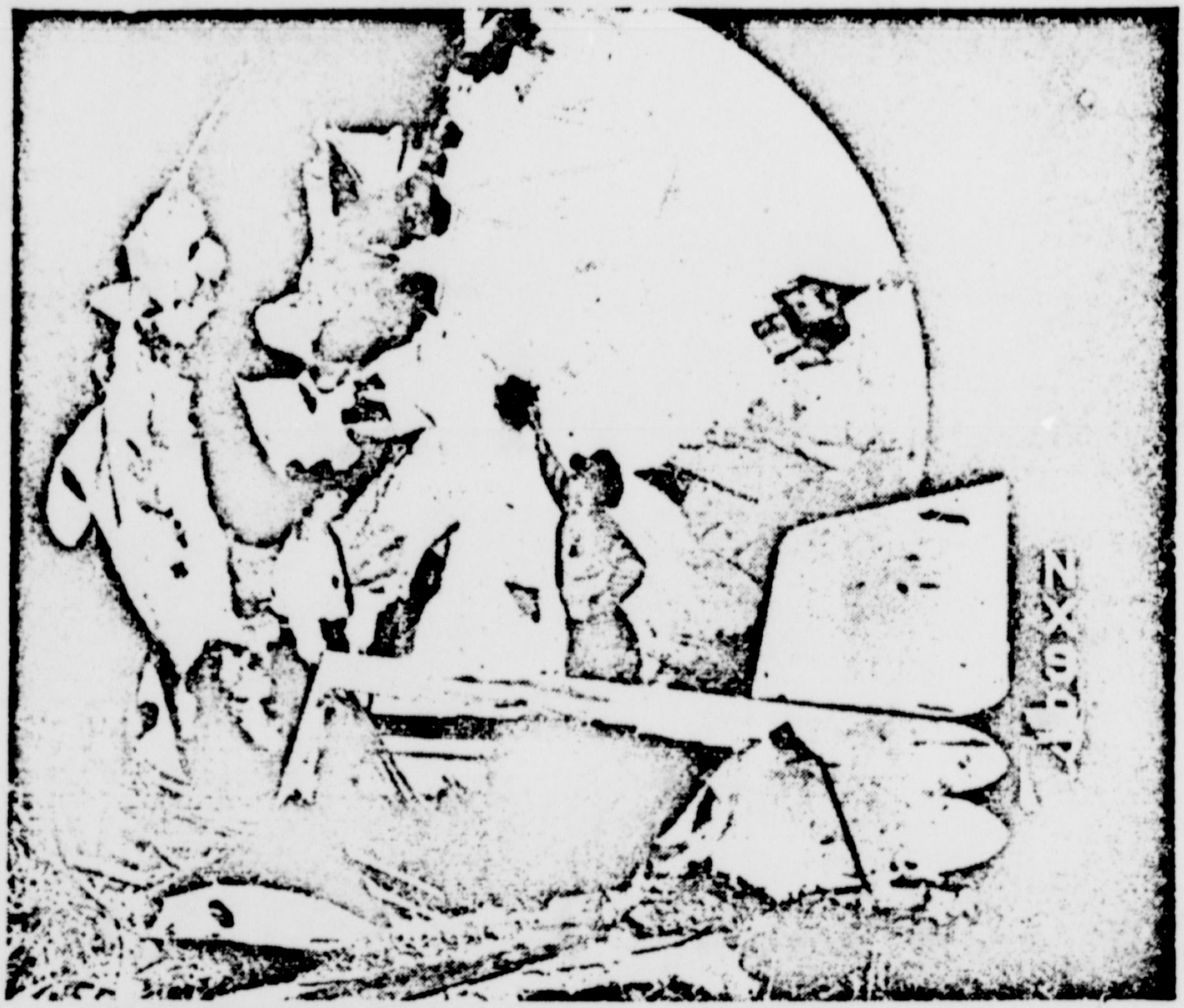
Complete investigation is in the case file.

Hoax

ATIC FORM 329 (REV 26 SEP 52)

NEW YORK WORLD-TELEGRAM 20 AUG 49

Not a Ghost Rider of the Sky



State police inspect a mysterious aircraft found in an abandoned tobacco shed at Marlet Park, Md. At first, an Air Force spokesman said the big gadget, made of tubular steel and fabric and named the Gray Goose, was "a definite prototype" of the flying saucer. Later, however, the Air Force announced that the Maryland craft had no connection with the saucer.

Acme Telephoto.

Rusting Skeletons No Flying Saucers

Air Force Rejects Find in Maryland

By the United Press.

WASHINGTON, Aug. 20.—After thinking it over for a day, the Air Force decided today that two strange old craft found in a Maryland barn "have absolutely no connection with the reported phenomena of flying saucers."

Several official spokemen for the Air Force had hemmed and hawed about the discovery since the experimental craft were found.

One had said they were definite prototypes (ancestors) of the flying saucer. Another later toned that down considerably.

Then shortly after noon today the Air Force released this bare statement:

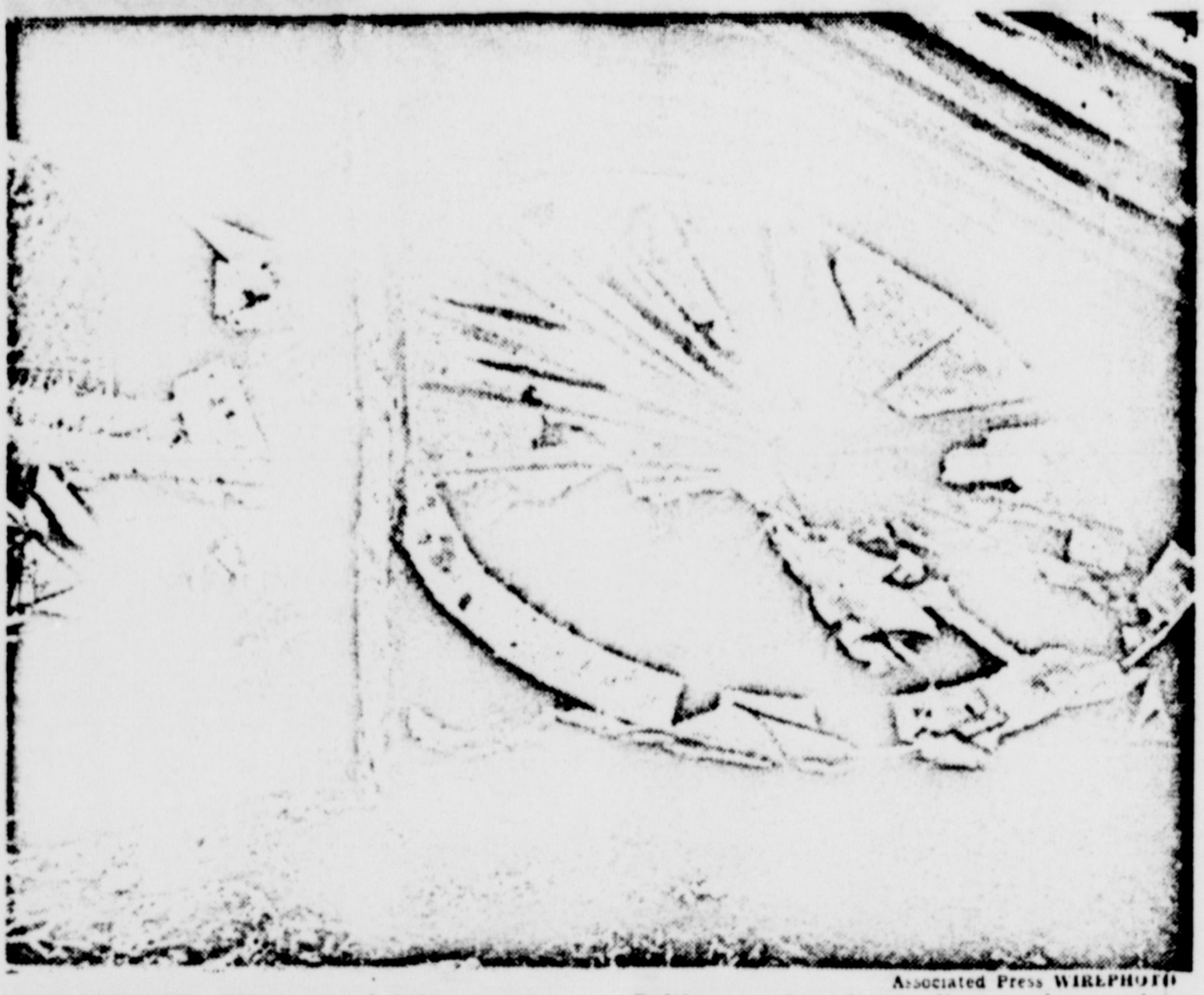
"The Air Force states that the two experimental aircraft, found near Baltimore, Md., yesterday have absolutely no connection with the reported phenomena of the flying saucers."

Thus the Air Force again stated its skeptical attitude as to whether there really ever had been any such things.

The eccentric inventor of the rotting, rusting abandoned experimental aircraft discovered yesterday was Jonathan E. Caldwell. He disappeared from Maryland nine years ago. No one has been able to discover where he went.

WASHINGTON POST, 2 AUG 49

Broken 'Saucer . . .'



Associated Press WIREPHOTO

OLD SPINNER—This tattered flying contraption—which may have been the original "flying saucer"—rests in a barn, 11 miles south of Baltimore, where it was discovered yesterday. The large disc reportedly went round and round and was supposed to lift the fuselage

WASHINGTON POST, 20 AUGUST 1949

First 'Saucer' Is Located By Air Force

The battered remnants of what may have been the original "flying saucer" and possibly the first successful helicopter were uncovered in a Maryland tobacco shed yesterday.

Attached to their discovery by State police is the story of a 60-year-old inventor who was enjoined from selling stock for the "Grey Goose Airways" and disappeared some 10 years ago.

Air Force investigators were assisted by Maryland police in locating the two rickety craft on the Lewis Pumphrey farm about 11 miles south of Baltimore near Glen Burnie.

The Associated Press quoted the Air Force last night as saying there is "a good chance" that the craft are "prototypes" of mysterious "flying saucers" that pilots have reported seeing from time to time.

The Air Force said Bolling Field had been advised that "some flying discs have been located in Maryland," and that Army special agents made an investigation.

The first plane was described as looking like a helicopter. It had a device on top resembling two huge saucers, 16 feet in diameter, covered with airplane cloth.

Its fuselage, less than 16 feet long, had no wings and was powered by a nine-cylinder radial engine.

The other craft resembled a large wooden tub or round cheese-box 14 feet in diameter, made of plywood and with an engine and cockpit inside.

It had four blades extending around the top and four around the bottom. They rotated in opposite directions, according to the Air Force description.

John W. Ganz of Harundale, chief repairman at the Glen Burnie Airport, wasn't surprised to hear the two machines had been found. In fact, he helped inventor Jonathan E. Caldwell build them, he said.

Ganz said he couldn't enlighten Air Force investigators on the whereabouts of Caldwell. He said he understood the Securities and Exchange Commission was interested in Caldwell's stock deals about 1940. Ganz said he last saw Caldwell about 1939, when the inventor disappeared.

In 1936 or 1937, Caldwell staged

See SAUCERS, Page 2, Column 1.

SEATTLE POST-INTELLIGENCER
20 AUG 49
SEATTLE, SATURDAY, AUGUST 20, 1949

Real Flying Saucers Found At Last--Inventor Missing

DADDY OF DISKS—This tattered old contraption, found by Maryland state police Friday in a barn near Baltimore, is all that's left of a 10-year-old flying experiment. The big disk went 'round and 'round and was designed to lift the fuselage at left, like a helicopter and look like the flying saucers of two years ago. The inventor, Jonathan Caldwell, dropped out of sight eight years ago.
—(Associated Press Wirephoto.)

Air Force Official Says Improved Models Are Now Being Sent Up Into Sky

BALTIMORE, Aug. 19. — (AP) — The Baltimore Sun tonight quoted an air force officer as saying that two battered old aircraft found near here are — "definitely the prototype of the flying saucer."

The Sun quoted the air forces official as saying that he believed greatly improved models of the two planes found in an abandoned barn are flying now, and are the source of the flying saucer reports of two years ago.

State police found the old machines, now largely a collection of junk, in the barn near Glen Burnie, about 11 miles south of Baltimore.

Their inventor, Jonathan E. Caldwell, dropped out of sight about 1911.

NEW PLANES—

The official declined the use of his name, the Sun said, but declared air force authorities had given him permission to make a statement concerning the Glen Burnie discovery.

The officer explained that the air force uses the term "prototype," to denote the first model from which an airplane develops.

The Sun went on to quote him as saying:

"I, personally, think the inventor went to some other part of the country and that he—or someone else — developed new planes along these lines and is sending them up."

An aircraft mechanic who worked with Caldwell on the strange craft back in 1936 and 1937 declared Caldwell was 10 years ahead of his times in developing the planes.

One of the planes had a small fuselage something like a conventional plane, with a rotating disc and propeller blades above it.

The other looked like a big, round cheesebox. It had propellers above and below, and seated four.

STOCK TROUBLE—

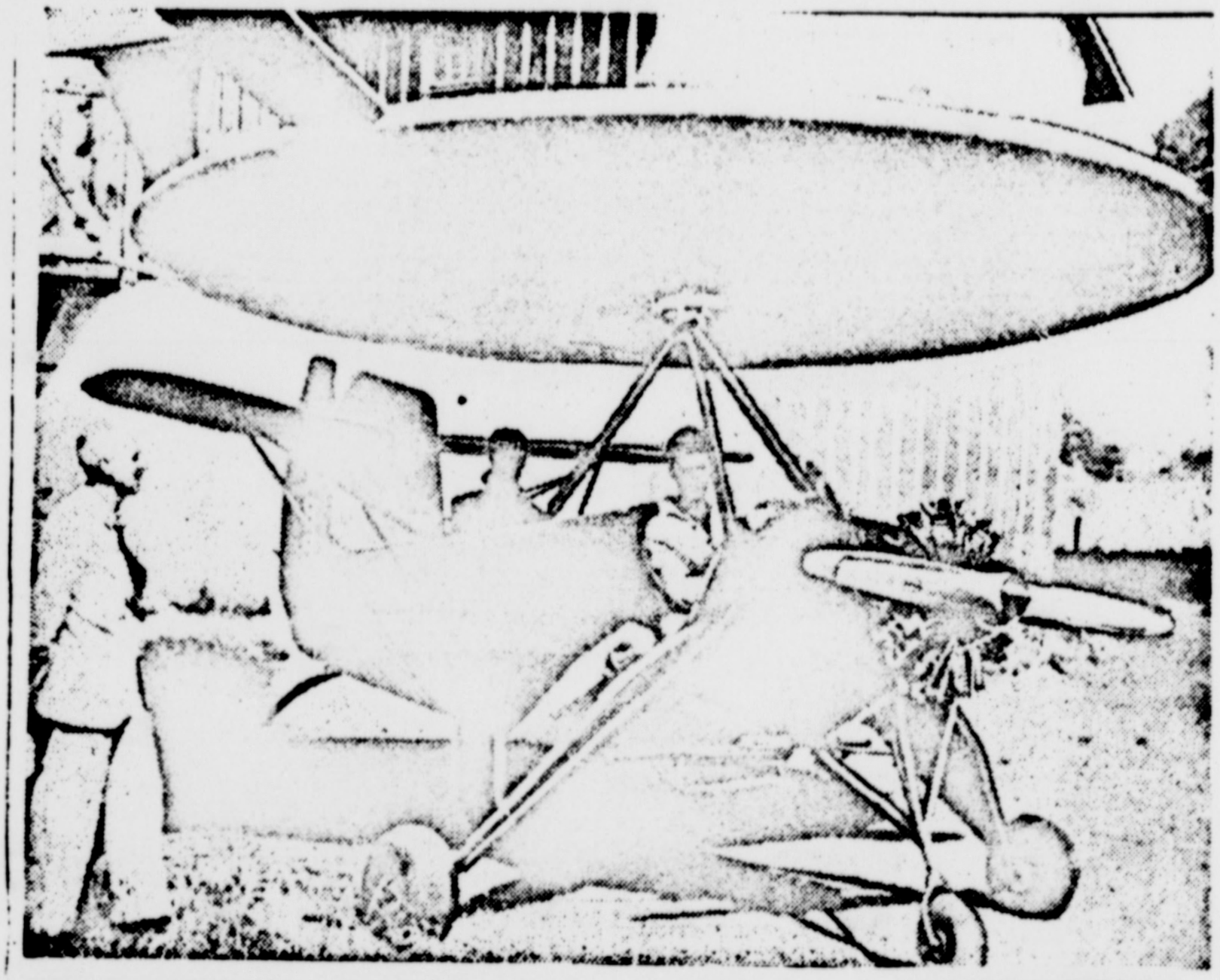
Caldwell made a splurge with them back in 1939 and 1940. The one with the disc made a demonstration hop in Washington, but crash landed.

Caldwell got into legal difficulties in Maryland, New Jersey and New York about the same time for selling stock in two corporations he set up to develop his inventions.

Two officers from the air force inspector general's special investigating staff brought about discovery of the old planes, now falling apart.

WASHINGTON POST 21 AUG 49

~~Air Force~~ Now Decides Odd Maryland Relics Leave Flying Saucer Mystery Where It Was



Associated Press WIREPHOTO

FLYING (SAUCER) MACHINE—Inventor Jonathan E. Caldwell (left) is shown with his rotor plane in this 1940 photograph. Remains of the airplane were found near Glen Burnie, Md. Officials call it the "granddaddy" of "flying saucers." Other two men in the picture are unidentified

The two-year old flying saucer mystery is still a mystery. The discovery Friday of a "saucer"-rotored helicopter and a flying tub didn't solve it at all, the Air Force said yesterday.

Widespread interest in the two 10-year-old tattered brainchildren of a Maryland stock promoter was originally triggered by an enthusiastic Air Force investigator on the scene, who called them "definite prototypes" of flying saucers.

Yesterday however, the Air Force admitted that it was no closer to solution of the origin of the whirling discs than it was last April, when it issued its last statement.

It said yesterday that "the two experimental aircraft found near Baltimore, Md., have absolutely no connection with the reported phenomena of 'flying saucers'."

In its statement of last April, the Air Force said: "Many of the reported instances have been definitely determined to be meteorological balloons, or natural celestial phenomena. However, there are some instance reported by reliable and competent observers which are still unexplained."

Following a policy of investigating all reports, Bolling Field investigators, together with Maryland State police, traced a tip to the Glen Burnie, Md., farm where the rotting machines were found.

The inventor, one Jonathan E. Caldwell, had disappeared 10 years ago after he had been enjoined from selling stock in the "Grey Goose Airways." He was 60 years old at the time.

An airport repairman, John W. Ganz, told the investigators he helped Caldwell build the contraptions.

Air Force belief in the possibility that Caldwell's machines were original models for the flying saucers went far enough to cause a Nation-wide alert to be sent out for the inventor, a United Press dispatch said.

The news agency said investigators wanted to find out if Caldwell had built better models in the past 10 years.

WASHINGTON POST 21 AUG 49

Air Force Dc :es 'Saucer' Story

WASHINGTON, Aug. 20.—(I. N.S.)—The air force today exploded the theory that two disc-shaped planes found in a Maryland tobacco barn were the pilot models of the "flying saucers" reported to have been seen two years ago.

In a terse, one-sentence statement, the service contradicted the claim of one of its officers that the missing inventor of the weird craft may have gone into seclusion to perfect the awesome "saucers." The announcement declared:

"Air force states that the two experimental aircraft found near Baltimore yesterday have absolutely no connection with the reported phenomena of flying saucers."

An intensive, nation-wide search was under way, meanwhile, for Jonathan Caldwell, the inventor, who disappeared in 1941.

Seattle Post Intelligencer
Aug 21, 1949

FT. WORTH STAR TEL~~EGR~~
AUG. 25, 49

Latest 'Flying Saucer' Mystery Clue Dissolved

LAS VEGAS, Nev., Aug. 25 (AP). The mysterious flying saucers are still a mystery.

Latest clue to their origin dissolved Wednesday when a woman lawyer said her client, one Jonathan Caldwell, had nothing to do with the things.

Caldwell had been identified as the inventor of two disk-like aircraft models found last week in a tool shed near Marley, Md., He's out of town right now, but his attorney, Emilie Wanderer, said he dropped the project and left Maryland years ago because he couldn't obtain financing.

His current interest? It's the "roto-wing," a new invention that looks something like a flying harvesting machine.

DAYTON JOURNAL HERALD 20 AUG 49

Air Force Finds Odd Planes; Hint "Flying Saucers" Type

WASHINGTON, Aug. 19.—(UP)—The United States air force, in co-operation with Maryland state police, has found two weird-looking "flying saucer" type aircraft in an abandoned tool shed at Marley Park, Md., it was disclosed tonight.

The contraptions, which an air force spokesman said give the appearance of "flying discs" and one of which is reported to have flown, were discovered by the air force office of special investigation which for years has been probing into the "flying saucer" mystery, with few tangible results.

Capt. Claudius Belk, head of the Baltimore, Md., detachment of the fourth office of special investigation district, and Special Agent A. Von Maucher found the craft.

Built Before War

The air force said the contraptions were built before the war by a Jonathan Caldwell, who has since disappeared. But the investigators located a mechanic, as yet unidentified, who said he had helped Caldwell build the craft and that one was flown.

The air force conceded that one of them may have "gone aloft" but qualified that by saying that neither craft could possibly have made a "successful flight."

It said the craft were in such dilapidated condition that neither could have flown recently enough to have been the "flying saucers" which reportedly were seen in various regions over the past several years.

But officials said they were interested in finding Caldwell to learn what he has been doing, and for whom, since he built the unique machines. They hinted that, perhaps, he might be turning out an improved model now and on a larger scale.

One of the craft looks somethink like a helicopter. It has two "saucers" which are set together with the rims touching. The "saucers" have a diameter of about 16 feet, and whirl about on a shaft coming out of the fuselage.

Has Single Propeller

Emerging from the edge of the saucers are blades three feet long. The craft has no wings, but does have a single propeller. Both the propeller and the "saucers" are run by a nine-cylinder radial engine.

The mechanic said this craft was flown nine year ago, officials said.

The second machine is a large, round, plywood tub, 14 feet in diameter. Around both the top and bottom edges of the tub are four seven-foot blades which rotate in opposite directions.

L A TIMES 3 SEP 49

Flying Disc Model Flown Successfully

A prototype model of a "flying disk aircraft" has been developed in Glendale and flown successfully with wire controls, it was learned yesterday.

Dr. E. W. Kay, 228 S Kenwood St. said the flying model is about five feet in diameter and weighs 11 pounds 3 ounces.

The prototype will rise and descend vertically and also hover, he claims. Of all-metal construction, it utilizes a small model engine and propeller for horizontal thrust and an ordinary fin.

Stationary Cockpit

The larger portion of the disk spins about the stationary cockpit section, the inventor explained, adding:

"For security reasons, details of construction cannot be revealed at present, but there are special automatic devices for auxiliary lifts."

Kay emphasized that his particular disk has not been tried in free flight and can not have been responsible for any reports of "flying saucers."

WASHINGTON POST 3 SEP 49

Maryland Plane No Flying Saucer

Las Vegas, Nev., Sept. 2 (P.— "Flying saucers? Not my airplane!"

The man who invented and built a disk-type plane found wrecked and abandoned in a Glen Burnie, Md., barn two weeks ago says it has "absolutely no relation whatever" to any flying saucers that may have been seen in this country from time to time.

An Air Force officer who looked at the Glen Burnie "what-is-it?" expressed belief it is definitely the prototype of the "flying saucer."

"Shucks, I gave that thing up in 1939," Jonathan E. Caldwell, 66-year-old Manhattan Beach, Calif., building contractor and inventor, who formerly lived in Glen Burnie, told a newsman here. "If the Air Force wants to know anything about it they're welcome to whatever I know."

Caldwell said the plane was test-flown by Willard Driggers in 1939, that it was granted an experimental license by the Commerce Department. He said it was powered by a seven-cylinder engine in the nose, was propeller driven and the disk was a safety factor.

Caldwell is working in a small shop here, trying to perfect another radical plane that involves a rotor wing and a safety factor he described as the "cyclogiro," discovered 17 years ago by Dr. Adolph Rohrbach of Berlin.

Caldwell says his plane has been test flown at Oxnard, Calif. It has the conventional type fuselage, but the wings look like water wheels. They are 8 feet in diameter, have six vanes. On either side along the longitudinal area of the fuselage are the two rotor wings, 20 feet long.

DAYTON JOURNAL HERALD 3 SEP 49

Shucks! Flying Saucer Ideas Ridiculed By Plane Inventor

LAS VEGAS, Nev., Sept. 2.— (AP)—"Flying saucers? Not my airplane!"

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Caldwell says his plane has been test-flown at Oxnard, Calif., has the conventional type fuselage. But the wings look like water wheels. They are eight feet in diameter, have six vanes. On either side along the longitudinal area of the fuselage are the two rotor wings, 20 feet long.

There are 160 feet of wing surface. Each of the wing vanes has a 16-foot core. The craft is powered by a jeep engine.

"This new baby of mine has three and a half times more vertical lift per horsepower than the conventional helicopter," Caldwell said. "I am going to fly it again in two or three days. It can hover three feet off the ground."

AIR FORCE DISOWNS 'FLYING DISK' FINDS

Says Old Maryland Machines Have No Relation at All to 'Saucer' Phenomena

NEW YORK TIMES 1949

WASHINGTON, Aug. 20 (AP)—The secret of where flying saucers might come from is still a secret, so far as the United States Air Force is concerned. It decided today that the two experimental aircraft found in a Maryland barn "have absolutely no connection with the reported phenomena of flying saucers."

Less than twenty-four hours earlier, however, an Air Force spokesman had said there was a "good chance" that the two weird devices found near Glen Burnie, Md. might be prototypes, or forerunners, of the flying saucers or discs.

Then, today, the Air Force ruled them out of the picture.

The experimental craft, one of which had a rotating disk and propeller blades, and the other a tublike contraption, apparently were devised by Jonathan E. Caldwell. He disappeared in the winter of 1940 from the Maryland farm where he had been conducting experiments, and has not been heard from since.

In New Orleans, an engineer who worked on the project with Mr. Caldwell said tonight that lack of funds had prevented development of the aircraft. J. Owen Evans reported he had handled aerodynamic problems for Mr. Caldwell in Washington from 1936 to 1939. One machine was a disk type, the other had rotating cylinders for wings.

One model with two rotating cylinders and a 125-horsepower engine got wind tunnel tests under the direction of Dr. Louis Crook of Catholic University and made short flights at heights of about six feet, Mr. Evans said. The second model also flew a little, although a test pilot was afraid of it and refused to take it up.

"He (Caldwell) tried to interest the Army in his project but got nowhere," Mr. Evans said. "He definitely intended it for eventual military developments.

"He was always promoting stock in his companies, and at one time I understand he was only $5,000 short of successful development."

Machines in Poor Order

The two machines, when found, were covered with dust and much deteriorated. Close scrutiny of them was made by special agents for the Air Force.

The Air Force never has formally conceded that there is such a thing as a flying saucer, despite the stir that such reports have aroused in the country. Hence, its statement last night that the two devices found in Maryland might be the forerunner of the sky-streaking disk aroused quite a lot of comment. But today's disclaimer dampened that.

It has been more than two years since the first report of "flying saucers' came from the Midwest.

Since then they have been reported over various parts of the country. Chasing one of them, a National Guard pilot was killed last year in Kentucky.

Although it does not officially recognize the existence of the "saucers," the Air Force makes full investigations of each report. Most of them, the Air Force has said, could be explained away most likely as astronomical phenomena.

NEW YORK TIMES 20 AUGUST 1949

Odd Machines Not Linked With 'Saucers'

WASHINGTON, Aug. 20.—(AP)—The Air Force said today that two old machines found in a Maryland tobacco shed yesterday "have absolutely no connection with the reported phenomena of flying saucers."

The announcement ended speculation that the contraptions may have been early experimental models of the strange objects that have been reported whizzing through the air from time to time.

Special agents made an investigation after Bolling Field here was advised that "some flying discs had been located in Maryland." State police found the relics in a shed near Glen Burnie, Md., about 11 miles south of Baltimore.

Air Force officials at first expressed belief they may have been "prototypes," of early models, of flying saucers.

Today, however, the Air Force officially disclaimed any such view. It took the position unofficially that it could not recognize anything as a "prototype" of something that has not been proved to exist.

Some "flying saucer" reports—which have come in from coast to coast—have been traced to weather balloons and natural phenomena, and others have remained unexplained.

One of the machines found in Maryland looked like a rude helicopter, with two big circular devices on top. The other resembled a large wooden tub, with an engine and cockpit inside.

Their inventor, Jonathan E. Caldwell, has long disappeared, but his strange devices have just come to light after enduring dust and decay for a decade.

Baltimore Sunday Aug. 21, 1949

JUST OLD CONTRAPTIONS #4011

'Flying Saucers' Find Proves False Alarm

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L.A. Times - Aug. 21, 1949

CONFIDENTIAL

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS
REPORT OF INVESTIGATION

UNCLASSIFIED

FILE NO.	DATE
24-93	22 August 1949

REPORT MADE BY
CLAUDIUS E. BELK - slo

REPORT MADE AT
D.O.#4, BOLLING AIR FORCE BASE

PERIOD
18, 19, 20 August 1949

OFFICE OF ORIGIN
DO #4

STATUS
PENDING

TITLE

JONATHAN E. CALDWELL
GRAY GOOSE CORPORATION
ROTOR-PLANE COMPANY

CHARACTER
SPECIAL INQUIRY (Unconventional Aircraft Models)

REFERENCE
Ltr. Hqs. OSI, file #33-0, dtd. 19 May 49; pending rpt. S/A REDDISH, DO #4, file #33-144, dtd 15 June 49; closing rpt. S/A C.E. BELK, DO #4, file #33-144, dtd. 19 Aug 49

SYNOPSIS

This investigation predicated upon letter from Hqs. OSI, file #33-0, dated 19 May 1949, to investigate a request of one S[redacted]F. [redacted], Baltimore, Maryland, who desired to turn some information over to "a high Air Force Official." [redacted] stated that he had purchased stock in a company that he believed was making the flying disc. This stock was purchased from a Mr. JONATHAN E. CALDWELL, Glen Burnie, Maryland. All efforts to obtain documented evidence from [redacted] failed. [redacted] had written a similar letter to the Baltimore Field Office of the Federal Bureau of Investigation. Permission was received from the Baltimore Field Office, FBI, to proceed with the investigation. With the assistance of the Maryland State Police, two experimental models, the "Gray Goose" and the "Rotor-plane", were found in a barn on the old Lypton Farm near Glen Burnie, Maryland, late on the afternoon of 17 August 1949. Photographs and an artist's sketch were obtained and several interviews were conducted 18 August 1949. Arrangements were made to move the "Gray Goose" by the Maryland State Police on 19 August 1949, and a telephonic report of the entire investigation was made to Colonel CARPENTER by Major JOSEPH J. DeRAAD at about 0930, 19 August 1949.

* PENDING *

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
1. OSI	3	C.G., Air Materiel Command ATTN: MCIAXS - - - - - - - - - Director of Special Investigations Headquarters USAF Washington 25, D. C.	UNCLASSIFIED
D#4,	2		
DO	4		
(forwarding to the C.G. Air Materiel Command ATTN: MCIAXS)		APPROVED KIRBY M. GILLETTE LT. COLONEL, USAF DISTRICT COMMANDER	

OSI FORM 4
JULY 1948

CONFIDENTIAL

9-1078, AF

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DETAILS

This investigation was predicated upon information received during the investigation of 4th District Case No. 33-144, "UNKNOWN SUBJECT." Case No. 33-144 was predicated upon a letter from Headquarters, OSI, File No. 33-0, dated 19 May 1949, inclosing a letter from Mr. [redacted] Baltimore 18, Maryland. Mr. [redacted] expressed a desire to give certain information to a high-ranking official of the Air Force. On 7 June 1949, Mr. [redacted] advised Special Agent ADELBERT C. von MAUCHER that in approximately 1934 he purchased one-hundred (100) shares of stock from a Mr. JONATHAN E. CALDWELL, who alleged to be a representative of the Gray Goose Corporation. Specifications of the aircraft to be built by the Gray Goose Corporation strongly resembled objects reported as flying disks in the newspapers in recent months, and Mr. [redacted] felt it his duty to report the incident to the proper authorities. All attempts to obtain documentive evidence from Mr. [redacted] have proved futile. A trip from Baltimore, Maryland, to Salisbury, Maryland, was involved, and Mr. [redacted] continually fails to keep appointments for the trip to Salisbury.

Mr. [redacted] contacted the Baltimore Field Office of the FBI at approximately the same time this matter was reported to Headquarters, USAF. The Baltimore Field Office is not conducting an investigation and has authorized the Detachment Commander, Baltimore Detachment, 4th District, OSI, to proceed as he sees fit in this investigation. A check of the indices of the Baltimore Field Office revealed that one JONATHAN E. CALDWELL actively engaged in the Glen Burnie area in 1938, selling stock for the building of an unorthodox-type aircraft. Large numbers of citizens in Glen Burnie and Anne Arundel County are known to have purchased sizeable quantities of the stock. No record of [redacted] is available in the FBI Field Office.

On 17 August 1949, Mr. HERBERT C. ESTEP, Postmaster, and Mr. George ROGERS, Assistant Postmaster, Glen Burnie, Maryland, were interviewed in their office. They revealed that the last known address of CALDWELL was c/o General Delivery, Washington, D. C., and in approximately 1940 he moved from that address and left no forwarding address. It was further revealed that CALDWELL rented P.O. Box #98, Glen Burnie, Maryland, in the name of "Rotoplane Company." Mail forwarded to the Washington address has been returned stamped "moved - left no forwarding address."

On 17 August 1949, Special Agent von MAUCHER contacted Trooper JOHN J. HARBAUGH, Badge 105, Car 13, Maryland State Police, Anne Arundel County, Maryland, concerning any information which he might have in reference to JONATHAN E. CALDWELL and the building of the Gray Goose in the Glen Burnie area. Trooper HARBAUGH advised that CALDWELL had resided on the old Lypton Farm, now owned by Mr. LEWIS PUMPHREY, real estate dealer, in Glen Burnie,

 UNCLASSIFIED

CONFIDENTIAL

Maryland. Trooper HARBAUGH described PUMPHREY as a "shrewd operator", and advised that the exact nature of the investigation be withheld from PUMPHREY, and that all contact with this individual be maintained on a local plane. Trooper HARBAUGH explained that, due to the economic factor involved in the Gray Goose Corporation, any interest shown by Headquarters, Air Force, in the matter might jeopardize the actual recovery of existing models.

Mr. PUMPHREY stated, in substance, that CALDWELL lived on the old Lypton Farm in 1938, and used several outbuildings on the farm as work shops for the building of some type of flying disks. CALDWELL sold stock to numerous people in the Glen Burnie area in this project. CALDWELL departed hurriedly during the night, leaving several pieces of aircraft equipment in the outhouses on the farm. CALDWELL owed PUMPHREY about $600.00 rent. PUMPHREY sued for and obtained possession of furniture which CALDWELL left. This furniture was sold to settle the debt. PUMPHREY stated that he was not interested in any of the "junk" which CALDWELL left behind and that Trooper HARBAUGH was welcome to it if he would remove it from his property.

Special Agent von MAUCHER, accompanied by Trooper HARBAUGH, located two models in a tobacco shed on the Lypton Farm. Both of these models were in bad state of repair, but it was obvious from examination that these objects had been used in some type of aeronautical experiment. Due to the lateness of the hour and the circumstances surrounding the situation, no effort was made to protect these items at this time.

On 18 August 1949, Trooper HARBAUGH was contacted and arrangements were made to photograph and sketch both aircraft models on the Lypton Farm. The old Lypton Farm is located 200 yards north of the Old Annapolis Road, near Marley Park, Anne Arundel County, Maryland. Mr. [redacted] now lives on this farm. Mr. [redacted] was interviewed concerning the plane models in the tobacco shed, and stated, in substance, that the objects had been there during the five years that he had lived on the farm; that they were no concern of his and he had paid no attention to them. He knew nothing about the models that would contribute to this investigation.

Two models were found in the tobacco shed on the Lypton Farm. One model, an auto-giro type plane, had been manufactured by the Gray Goose Company. CALDWELL sold stock in this model, completed the experimental model and is reported to have flown the model for from five to ten minutes and reached an altitude of approximately 50 ft. The other model was built by the Rotor-Plane Company and did not reach the flying stage in its development before CALDWELL mysteriously vanished. It is believed that the Gray Goose was licensed under CAA Experimental No. NX99Y. The following is a physical description of the Gray Goose:

The Gray Goose had an overall length of approximately 14 ft., with a rather conventional-type fuselage. A 9-cylinder, 45 horsepower French engine (Somerson?) was mounted on a conventional front fuselage engine mount, driving a conventional two-blade wooden propeller. The model had no wings, but possibly had stabilizing airfoils located in the general wing position. The fuselage was a single cockpit, tricycle landing gear affair, with a high square vertical stabilizer and arced rudder. A spring steel tail skid was mounted to the rear bottom of the fuselage, and some type of horizontal stabilizers were attached to the fuselage near the conventional position. These horizontal stabilizers appeared to be mounted away from the fuselage on an "A"-type frame, and one informant stated that the inventor had "some type of a crazy rig as far as ailerons were concerned." The cockpit contained an altimeter, a tachometer, an oil pressure guage, a fuel pressure guage and three blank instrument spaces. The plane was controlled by means of a stick and rudder pedals. The fuselage construction consisted of three-quarter inch welded steel tubing, covered with aircraft fabric. Mounted on a tripod above the fuselage was a disk, approximately 14 ft. in diameter. This disk resembled two dinner plates face to face, with a winder cord of 12" and an outer cord of 5". The disk was built of reinforced plywood, stripped with aluminum on the edges and covered with aircraft fabric. A center revolving axle was controlled by an expander-type brake. Four airfoil blades, approximately 3 ft. in length and 12" in width were attached to the cardinal points of the disks. Present condition indicates that these blades could be controlled, therefore making it possible to change the pitch. The blades were of airfoil-type construction with a cord of 3" on the leading edge and 3/4" on the trailing edge. The leading edge was stripped with copper and the blade was constructed of polished hardwood. From present appearances, the disk was free rotating and was given its momentum by prop blast and forward thrust. The engine had been removed from the fuselage and was no longer on the premises.

The rotor-plane was in a bad condition and was not immediately identified as being a second model. Very little of this model is now available for study. The model, as it exists today, consists of a plywood and steel reinforced cylinder, approximately 14 ft. in diameter and 3 ft. in depth. Six airfoil blades of the same type as were used on the Gray Goose were also found. These blades are approximately 8 ft. in length. Two bands, 10" in width with a roller device attached, were also found.

On 18 August 1949, Mr. [redacted] and Mrs. [redacted], owners and managers [redacted] Glen Burnie, Maryland, were interviewed concerning CALDWELL. The Glen Burnie Airport

is located about two miles from the old Lypton Farm, where CALDWELL developed the aircraft models. Mr. [redacted] stated that he had been approached by Mr. CALDWELL sometime about 1939 concerning hanger space and the use of his shops in the development of the models. Mr. [redacted] stated that he was interested in the idea until Mr. CALDWELL stated that he desired to pay for the services with stock in the company. Mr. [redacted] stated that he took one look at the model that CALDWELL was building on the Lypton Farm, and told him that he did not want to have anything to do with it. Mr. [redacted] stated that he knew nothing else about the matter, but he believed that one of his mechanics, a Mr. JOHN W. [redacted], had worked for CALDWELL during the building of the models on the Lypton Farm.

On 18 August 1949, Mr. [redacted], a mechanic employed by The Standard Air Service Corporation, was interviewed at the Glen Burnie Airport, and stated in substance that he had worked with Mr. CALDWELL for several months on the Rotor-plane and the Gray Goose. Mr. [redacted] stated that he was told by CALDWELL that the Gray Goose flew in the Washington, D. C. area for about 15 minutes and reached a height of about 50 feet. Mr. GANZ said that most of his work had been done on the rotor-plane, which he attempted to test fly because "everyone else was afraid to". The rotor-plane was powered by a 1938 (?) Chevrolet engine and failed to lift itself off of the ground during tests. Mr. [redacted] stated that the vibration was awful and he expected the thing to fly apart at any time. CALDWELL had a small model of the rotor-plane powered by a 1/4 h.p. electric motor that would lift 14 pounds several feet off of a table. Mr. [redacted] described the model as a beautiful job of construction. [redacted] stated that CALDWELL left in a hurry during the night, leaving the models behind, but the small working model of the rotor-plane has not been seen since CALDWELL disappeared.

Mr. and Mrs. [redacted] and Mr. [redacted] were cautioned by Special Agents BELK and von MAUCHER, as well as Trooper HARBAUGH, who was present during the interview, that the investigation was of a classified nature and they were not to talk about the investigation to anyone.

Mr. [redacted], residing on the Lypton Farm, was interviewed on 18 August 1949 and stated that an aircraft engine had been attached to the Gray Goose until about a year ago. At that time two white men, about twenty years of age, came to the Lypton Farm in a 1933 Chevrolet and removed the engine, fuel and oil tanks and all of the fuel lines and wiring from the Gray Goose. He knew nothing else that would contribute to this investigation.

On 18 August 1949, Mr. [redacted], caretaker on the Lypton Farm, was interviewed for the second time, and stated that he had no knowledge of the removal of the engine, but two young men had come to his house about a year ago and said that they were interested in removing the fuselage of the Gray Goose. After examining it they decided that it

was not worth taking away, and left empty-handed. [redacted] remembered that the engine was missing at this time, but stated that he knew nothing about it.

AGENT'S NOTE: [redacted] and was very reluctant to talk to this Agent. He continually made the statement, "I don't know nothing, I always mind my own business, and this thing is no business of mine, or my kids'."

On 18 August 1949, Mr. [redacted] was confronted with the alleged information that the engine to the Gray Goose had been repaired in the shop of his Glen Burnie Airport within the past year by Trooper HARBAUGH. Although Mr. [redacted] had denied in a previous interview any knowledge of the engine, he suddenly remembered that a Mr. LOUIS S. GREENWELL, a student of [redacted]s, had approached him to buy an aircraft engine. Mr. [redacted] stated that GREENWELL was employed by the Glen Burnie Post Office.

AGENT'S NOTE: During this entire investigation, Mr. [redacted]

On 18 August 1949, Mr. [redacted] Carrier, was interviewed at the Glen Burnie Post Office, and stated that he had removed the engine, fuel tanks and wiring from the Grey Goose about a year ago, with the permission of Mr [redacted], and now had the engine in his basement. The engine was completely disassembled. Trooper HARBAUGH instructed [redacted] to reassemble the engine and bring it to his house as soon as possible.

On 18 August 1949, Mr. [redacted]E, 924 Wilmont Court, Baltimore 2, Maryland, was contacted concerning an artist's conception of flying discs reported seen by him on 29 June 1949. The 4th District, OSI, conducted an investigation of this incident and rendered a Pending Report, dated 18 July 1949, under Case #24-78. Special Agent BELK described the Glen Burnie models to [redacted]E and he made a drawing of both models from this description. A photograph of this drawing is enclosed as an exhibit.

On 19 August 1949, a detail of five (5) men and driver, accompanied by Special Agent von MAUCHLR, proceeded from Camp Holabird, Baltimore, Maryland, to Elvaton Crossing, Maryland, in an Army truck, 1-1/2 ton, 2 x 4, loaned to the Baltimore Detachment, 4th OSI District by the Camp Holabird Motor Pool. The truck departed from Camp Holabird at approximately 1230 and arrived at the home of State Trooper JOHN J. HARBAUGH, Maryland State Police, near Glen Burnie, Maryland, at 1330 hours. The detail, accompanied by Trooper HARBAUGH, went to the tobacco shed on the Lypton Farm and loaded and removed the "Gray Goose" to a place in the rear of the garage at the home of Trooper HARBAUGH. HARBAUGH had received permission to remove the objects from the property by Mr. [redacted], owner.

The detail consisted of the following EM: Sgt. 1cl [redacted]; Sgt. [redacted]; Sgt. [redacted]; Sgt. [redacted]; and Pfc. [redacted]. The driver was Pvt. [redacted].

After the trusk was unloaded a reporter from the Baltimore Evening Sun approached Special Agent [redacted]ER and attempted to obtain a statement concerning the objects. Von MAUCHER explained to the reporter, who identified himself as one [redacted]R, that he had no statement to make and referred the reporter to Captain BLK, at the 4th OSI District Office. Trooper HARBAUGH made a similar statement.

On 19 August 1949, Special Agent von MAUCHER interviewed [redacted] and [redacted], sons of Mr. [redacted], who live on the Lypton Farm, and these individuals stated in substance that they had known [redacted] from Washington who had invented the plane that had been stored in the tobacco shed on the farm on which they were living for the past number of years. The [redacted] were living in the area in 1940 when [redacted] was at the Lypton Farm. [redacted] was driving a 1931 Chrysler, with District of Columbia license. The [redacted] stated that [redacted] remained on the Lypton Farm for about eight (8) months, and then left very suddenly. [redacted]L's son was in his early twenty's, tall, brown curly hair, dressed well, and was called "Junior" by his parents. A mechanic who is believed to have worked with [redacted]LL during the entire project was known as "[redacted]".

On 19 August 1949, Maryland State Trooper JOHN J. HARBAUGH stated that he had received information that a mechanic called [redacted], who is reported to have worked with HARBAUGH, may be one MELVIN BURROWS, now believed to be residing in Herald Harbors, Silver Springs, Maryland.

On 19 August 1949, at 0930, a telephonic report of this entire investigation was made by Major JOSEPH J. DeRAAD, Executive Officer, 4th OSI District, to Colonel CARPENTER, Deputy Director, Headquarters, OSI.

INCLOSURES

FOR C.G., AIR MATERIEL COMMAND, W-P AFB, ATTN.: MC 1AXS

1. Exhibit A - File folder containing fifteen (15) photographs, with identifying data.

FOR HEADQUARTERS, OSI

1. Exhibit A - File folder containing fifteen (15) photographs, with identifying data.

- PENDING -

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JONATHAN E. CALDWELL
GRAY GOOSE CORPORATION
ROTOR-PLANE COMPANY

UNCLASSIFIED File #24-93

EXHIBIT "A"

Fifteen (15) photographs, with identifying data
(All photographs taken by S/A von MAUCHER)

FOR C.G., AIR MATERIEL COMMAND, W-P AFB,
ATTN: MCIAXS

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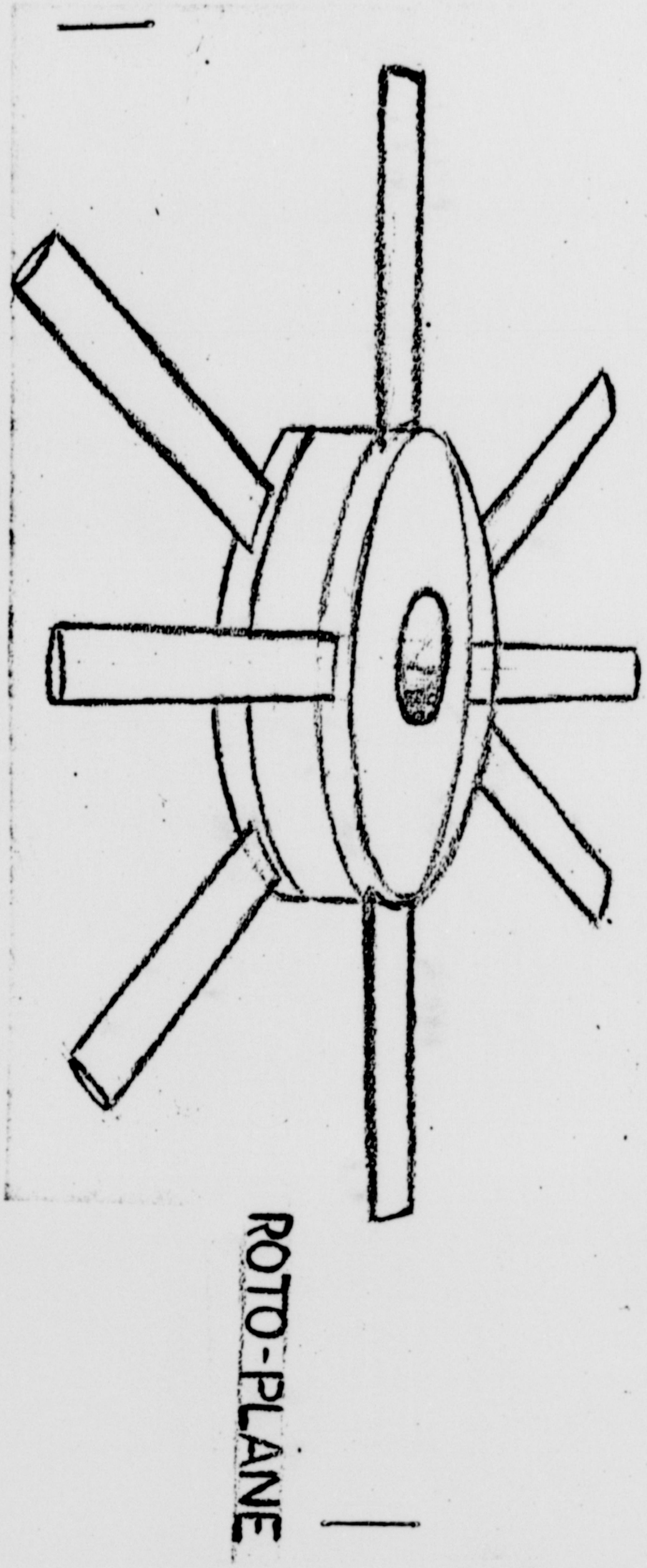

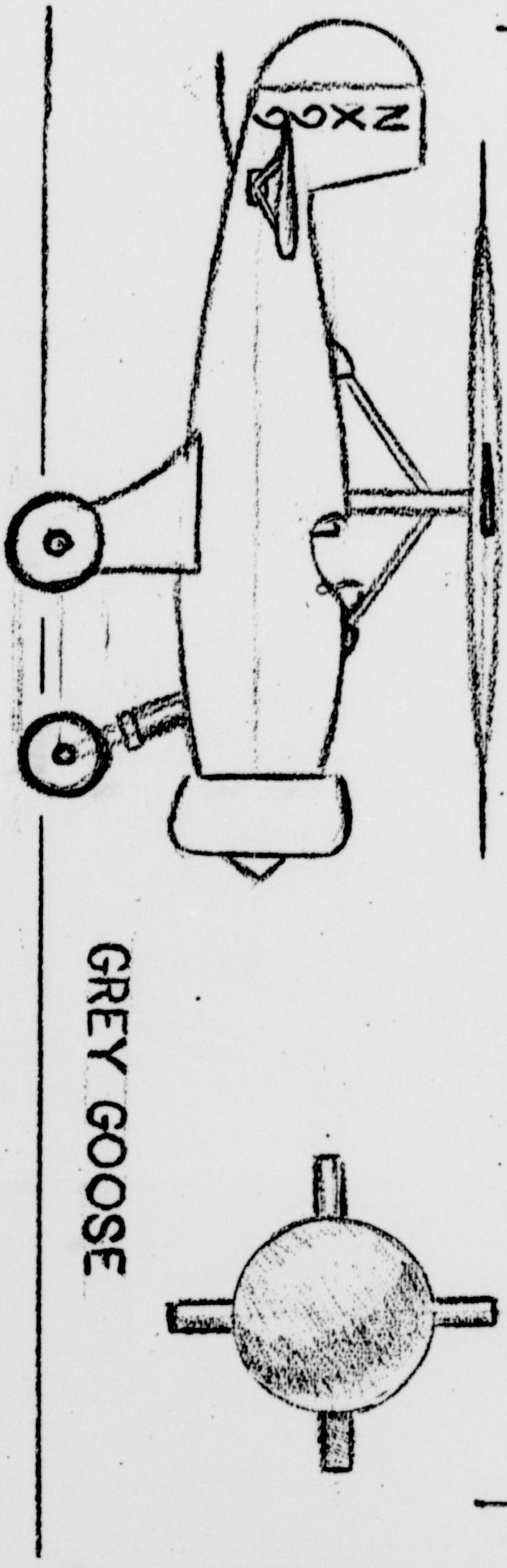

24-93 Photo No. 1 - Artist Conception drawn by Mr. George Rolfe, Baltimore, Maryland from a description furnished by S/A C. E. Belk, 18 August 1949.

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24-93 "Grey GOOSE"
Photos No. 2,3,4

Tailassembly and part of disc.

Fuselage showing cockpit and part of disc.

Disc showing tripod mounting and brake drum.

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24-93 "Grey Goose"
Photos No. 5,6,7.

Disc showing tripod mounting, brake drum and interior plywood ribbing.
Rotor-plane and bands in background.
Landing assembly (gear) at extreme left.

Side view of fuselage.

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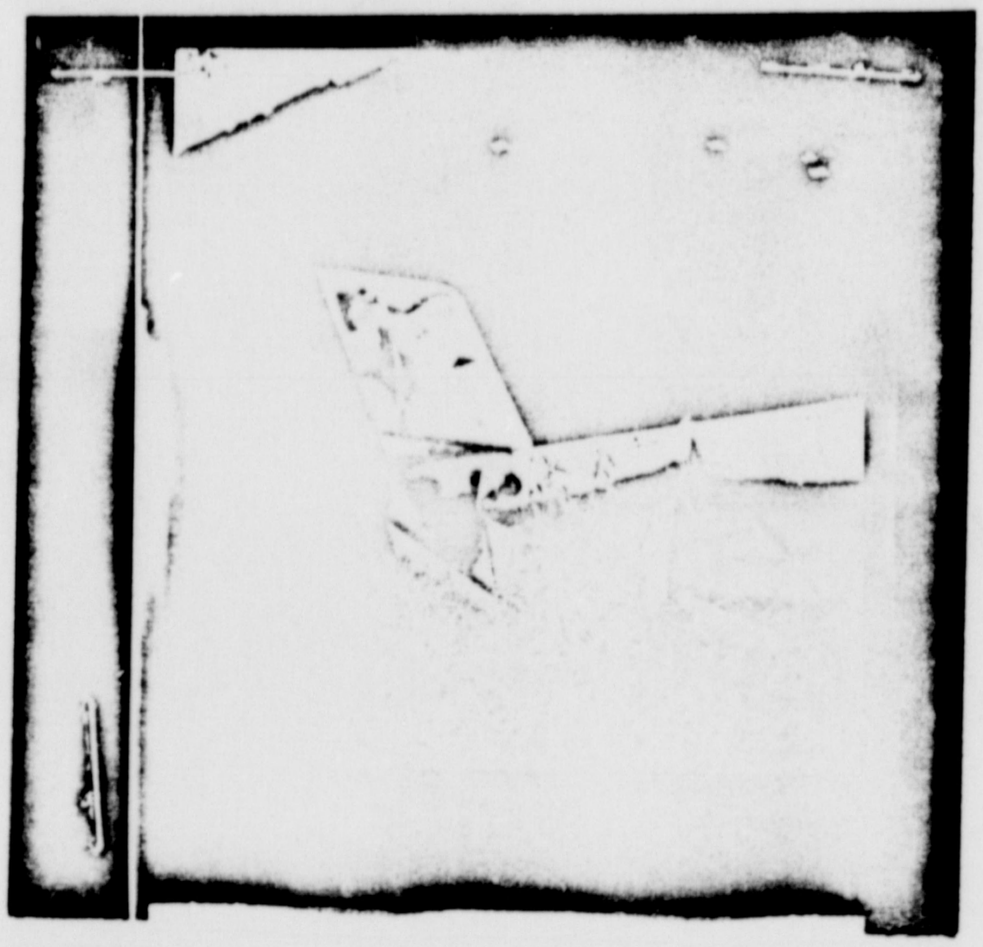
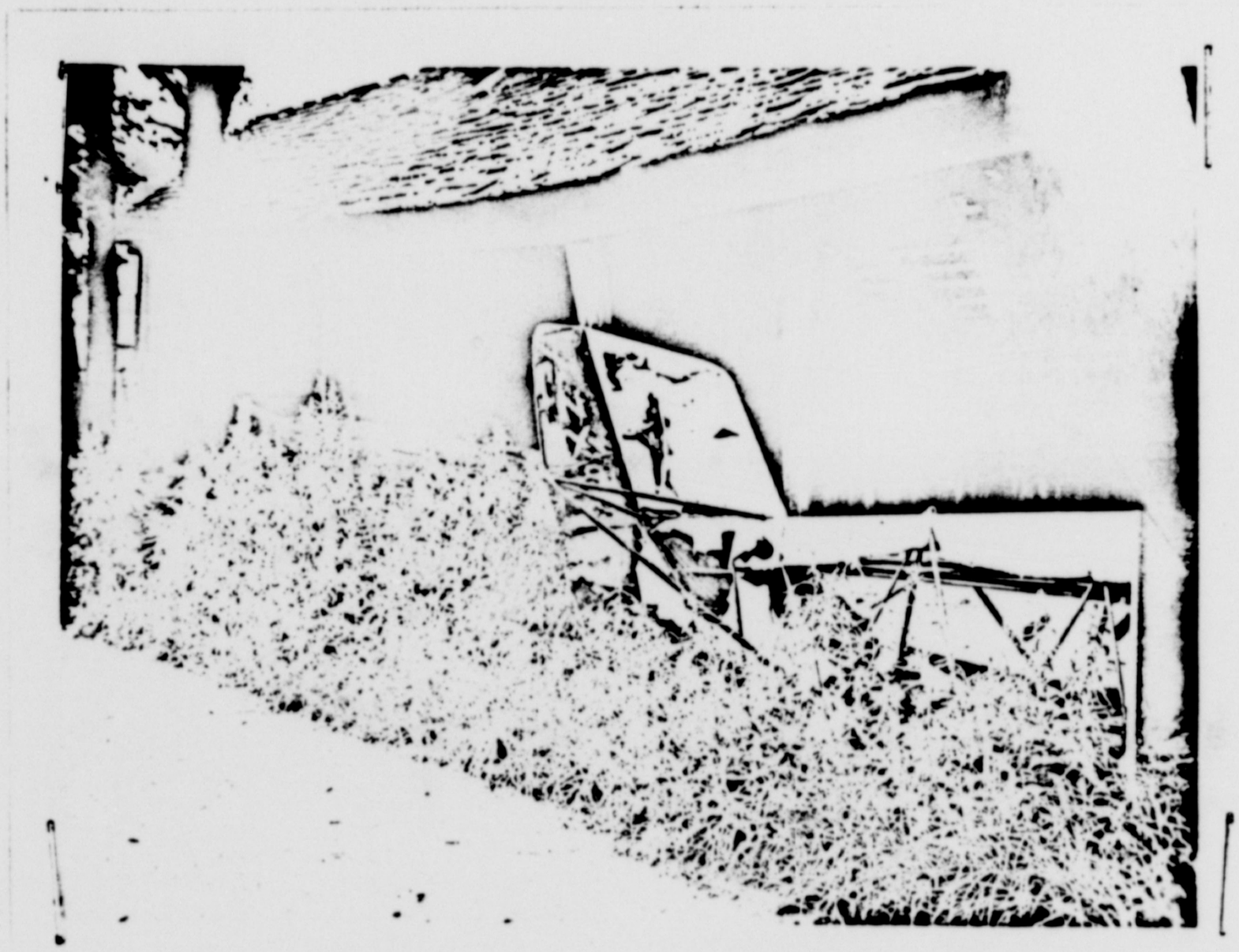
2l4-93 "Grey Goose"
Photos No. 8,9.



View of tail assembly
Note CAA No.NX 99Y



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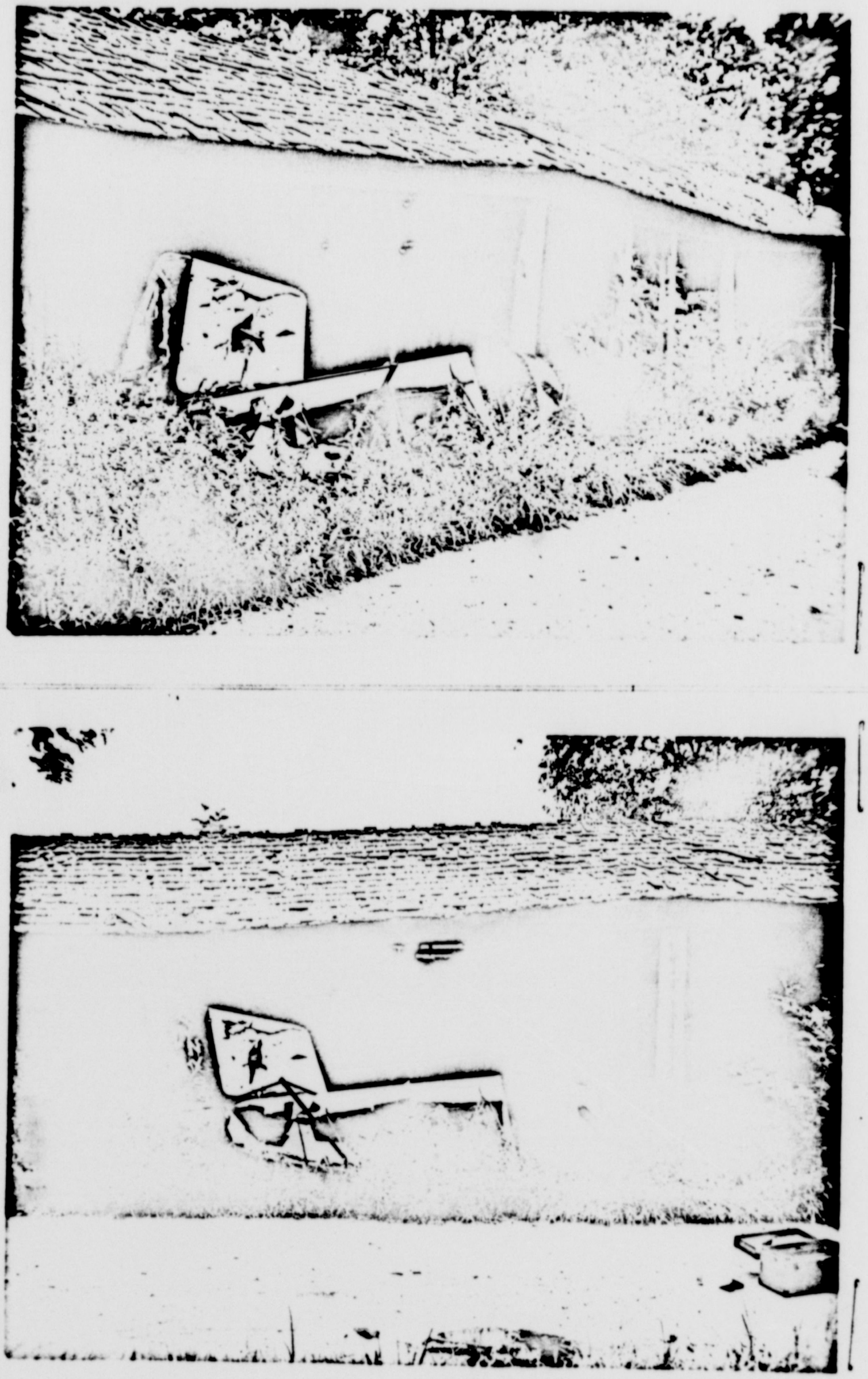
24-93 "Grey Goose"
Photos No. 10,11.



Full view of fuselage.

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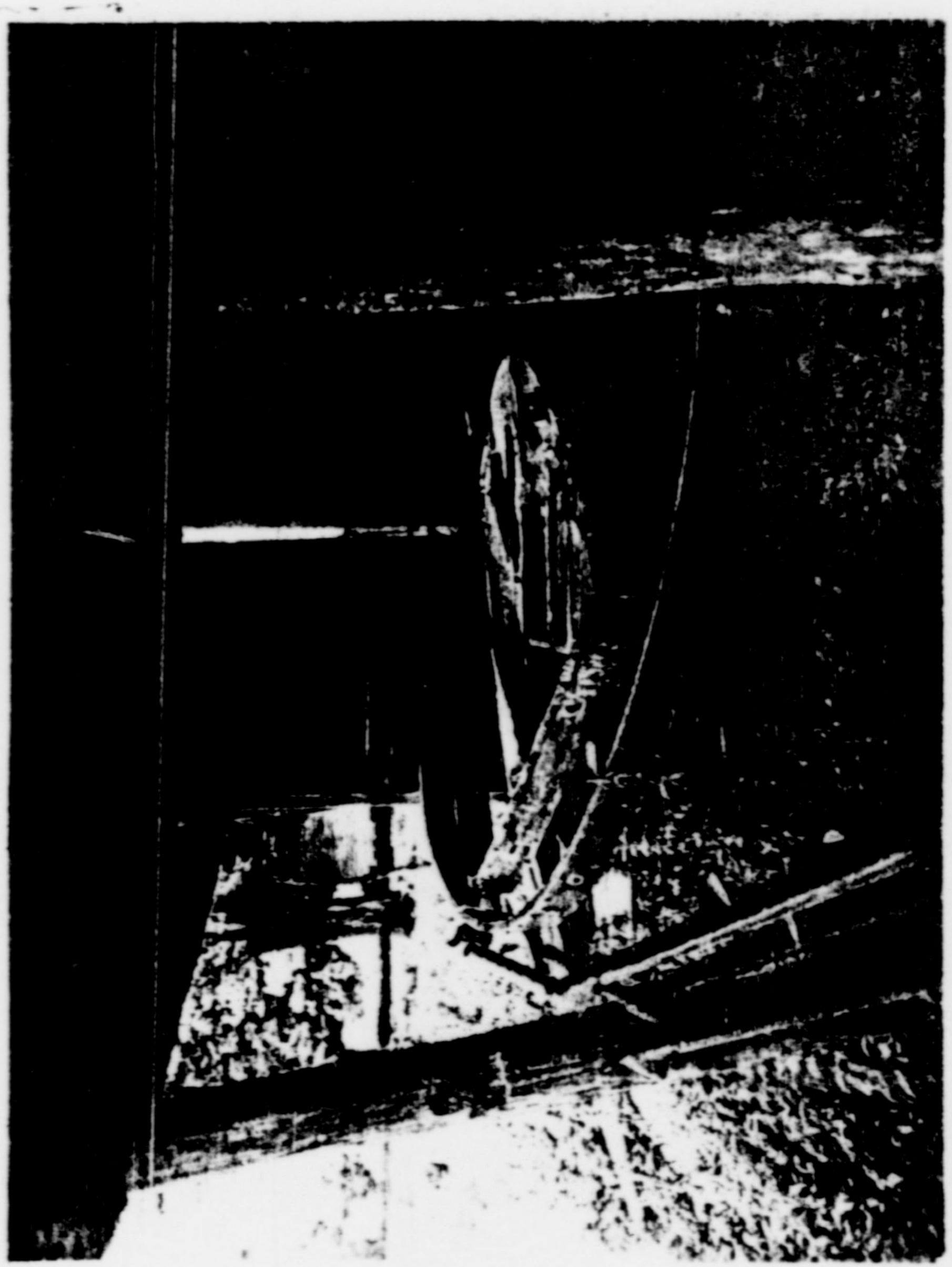

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24-93 "Grey Goos
Photos No. 12,13.

Disc with fuselage
and cockpit on right.

Disc with rotor plane
in background.

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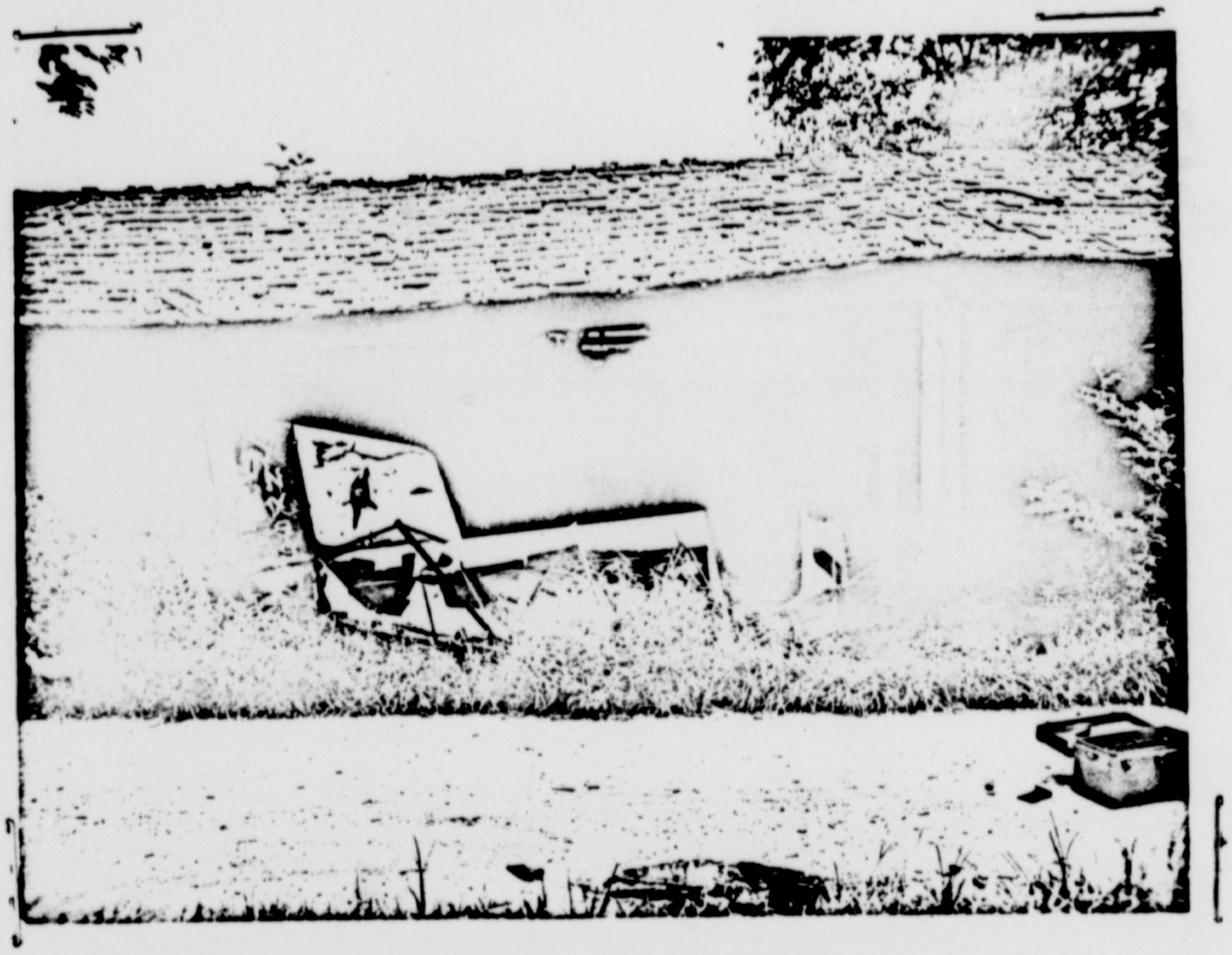
24-93 "Grey Goose"
Photos No. 14,15.



Side view of fuselage showing engine mount.

View of rotor plane.

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HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION	FILE NO. 24-93	DATE 25 August 1949
	REPORT MADE BY CLAUDIUS E. BELK - slo	
TITLE JONATHAN E. CALDWELL GRAY GOOSE CORPORATION ROTOR-PLANE COMPANY	REPORT MADE AT D.O.#4, BOLLING AIR FORCE BASE	
	PERIOD 22, 23 August 1949	
	OFFICE OF ORIGIN DO #4	
	STATUS PENDING	

CHARACTER

Special Inquiry (Unconventional Aircraft Models)

REFERENCE

Pending rpt. S/A C. E. BELK, DO #4, dtd 22 August 49, file #24-93

SYNOPSIS

Mr. STEWART F. SMITH, original informant, obtained and turned over to the Agents of 4th District, OSI, all information in his possession at Salisbury, Maryland. A check of the files of Civil Aeronautics Authority revealed the issuance of three experimental licenses to Gray Goose, Inc. A check of the files of the Attorney General, State of Maryland, revealed the existence of a considerable file against the Gray Goose Airways, Inc. and Rotor-Plane Company, and the issuance of restrainer letters. Mr. WILLARD E. DRIGGER and Professor LEWIS CROOKS, pilot and aero-dynamic adviser, respectively, were interviewed concerning CALDWELL's activities. Present whereabouts of CALDWELL have been determined, but no action will be taken until requested by AMC.

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

PENDING

DISTRIBUTION		ACTION COPY FORWARDED TO	FILE STAMP
Hqs. OSI	2	CG, Air Materiel Command ATTN: MCIAXS	
DO#4,	2	Director of Special Investigations Headquarters USAF Washington 25, D. C.	
DO #5 (for forwarding to C.G., Air Materiel Command ATTN: MCIAXS	4	APPROVED Kirby M. Gillette KIRBY M. GILLETTE LT. COLONEL, USAF DISTRICT COMMANDER	UNCLASSIFIED

AFCSI FORM 4
23 JULY 1948

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9-1078, AF

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DETAILS

On 20 August 1949, Mr. [redacted]) contacted Special Agent von MAUCHER and offered to make the trip to Salisbury, Maryland, on 22 August 1949, and make available all information in his possession concerning Gray Goose Airways. Mr. [redacted] was the original informant in this case, but he refused to cooperate with agents of the Baltimore Detachment, 4th OSI District, until newspaper publicity was given the story.

On 22 August 1949, Mr. [redacted] was accompanied to Salisbury, Maryland, by Special Agent MARCEL D'HOOGE. Mr. [redacted] turned over about twenty-five (25) items of data, including newspaper accounts, stock certificates, photographs, personal correspondence between [redacted] and himself, and promotion brochures. Photostatic copies of items of data pertinent to this investigation will be forwarded at a later date.

Mr. [redacted] stated in substance that he felt quite certain that Mr. [redacted] had no intention of defrauding any of the individuals concerned in the Gray Goose Corporation, and expressed the thought that Mr. [redacted] actually "had something" in his ideas and just bad luck and lack of funds had caused the failure of his project. Mr. [redacted] expressed complete confidence in [redacted]'s ability and expressed the hope that some day [redacted] would perfect one of his experimental-type airplanes and be able to pay off all of his contracted debts.

Information developed previously in this investigation indicated that fabrication of the rotor-plane took place in a carpenter shop somewhere on Barre Street, Baltimore, Maryland. On 22 August 1949, Special Agent OTTO D. SUNDSTAD interviewed Mr. REUBEN SILBERMAN, 510 W. Barre Street. Mr. SILBERMAN recalled that a carpenter by the name of WALTER V. DOWLING had resided at 508 Barre Street. Mr. SILBERMAN stated that DOWLING had an office in the basement of his home and a work-shop in the garage at the rear of the building. Mr. SILBERMAN believes that DOWLING is dead, and further stated that DOWLING moved from 510 W. Barre Street about ten years ago to a location at Edmonston Avenue and Rolling Road, Baltimore, Maryland. DOWLING had a son who assisted him in his work, and it is believed that the son now resides in Edmonston Village, Baltimore, Maryland.

On 22 August 1949, Sgt. HENRY W. COCKREL and Pvt. ANTHONY BUTNER, Baltimore Police Department, Southern District, were interviewed by Special Agent SUNSTAD in reference to a carpenter shop located on S. Barre Street. Both officers stated that they had been working in the area a number of years and had never heard of a carpenter shop in that area.

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On 22 August 1949, Mr. H. CLEVELAND LOGUE, 301 American Building, East Baltimore Street, Baltimore, Maryland, was interviewed by Special Agent SUNDSTAD in his office, and stated that he purchased fifty (50) shares of stock in the Gray Goose Airways, Inc. on 6 March 1936 from Mr. JONATHAN E. CALDWELL for the sum of $5.00. Mr. LOGUE stated that he purchased the stock directly from CALDWELL and that CALDWELL impressed him as having a genuine interest in his invention. In his opionion CALDWELL was definitely not a "con" man.

On 22 August, Special Agent EDWARD S. LEONARD interviewed Mr. EDWARD F. DODD, Chief of the Aircraft Records Branch, Civil Aeronautics Authority, Washington, D. C. Mr. DODD made available to this agent three files of the CAA dealing with the Gray Goose Airways, Inc. A check of the first file revealed that on 15 January 1936 the Gray Goose Airways, Inc., 1103 Vermont Ave., Room 302, Washington, D. C., filed claim for license for a glider-type aircraft, powered by a Harley Davidson motorcycle engine; no propeller was utilized on this glider. The idea was to use the engine merely as a motivating device on the ground. CAA granted License No. 4308 to JONATHAN E. CALDWELL, President, Gray Goose Airways, Inc. for experimental purposes on this model. The file further revealed that Mr. JERRY J. KOPECKY, 49 Collins Ave., Spring Valley, New York, purchased 150 shares of stock, at 10¢ per share, on 29 December 1932. The device was housed in a barn on Bell-Ans property at Orangeburg, New York. Pathe News took pictures of the flight in 1933. Mr. KOPECKY stated in a letter to the CAA that he believed CALDWELL was residing in Pearl River, New York, in 1934-1935.

CAA License No. 355V was granted to the Gray Goose, Inc., 3201 S. Columbine Street, P.O. Box 132, Denver, Colorado, for the construction of a single-place monoplane, powered by water cooled, 60 vhp, Ford Model A engine. This plane was built in 1930. Mr. WILLIAM B. TUTLE, former auditor for the Denver-Rio Grande Railroad, was listed as president of Gray Goose, Inc., JONATHAN E. CALDWELL, Secretary, and OLIVE CALDWELL, Vice-President.

License No. 99Y was issued to Gray Goose Airways, Inc., 1225 New York Ave., Washington, D. C., for the manufacture of a disk rotor-plane, powered by a Model 9-AD, Specification No. 105040, 40 horsepower engine, manufactured by the Societe de Monteurs, Syste: Canton-Unne, Billancourt, France. Propeller blades for the aircraft were fixed-wood type AKL-25, manufactured by the Aero-Marine Klemm Company. A letter in this file indicated that a SARA McLAUGLIN, 925 Chestnut Street, Philadelphia, Pennsylvania, had purchased 428 shares of stock in the airplane at 10¢ per share. This file also contained a letter dated 3 September 1947 from Mr. E. G. VANDERLIP, Patent Engineer, Piasecki Heliocopter Company, requesting information from the CAA as to who now had control and had invented the disk rotor-heliocopter.

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Mr. A. A. Vollmecke, Chief of Airplane Equipment Branch, Civil Aeronautics Authority, suggested that this office contact a Professor CROOKS, Catholic University, Washington, D. C., who is an aero-dynamic engineer and is very interested in peculiar type aircraft. He also suggested that this office contact a Mr. DRIGGERS, Hanger No. 5, Washington National Airport, CAA Maintenance Group. Mr. VOLLMECKE believes that Mr. DRIGGERS, a mechanical engineer, worked with CALDWELL during the experimental stages of the No. 99Y.

On 22 August 1949, the files of the Office of the Attorney General, State of Maryland, Baltimore, Maryland, were examined by Special Agent A. von MAUCHER. The following is a list of items contained in this file:

Stenographic Record in the Matter: Rotor-Planes, Inc. and Gray Goose Airways, Inc., before the Attorney General of Maryland, Thursday, February 8, 1940 (this stenographic record contains 120 pages of testimony);

A number of promotion brochures;

Statement of Assets and Liabilities of the Rotor-Plane Company;

Complete lists of all stockholders in Rotor-Plane, Inc.;

Copies of Enjoiner Order dated 13 May 1940;

A number of personal letters from stockholders;

Correspondence between the Attorney General and Mr. MARTIN F. O'DONAHUE, Tower Building, Washington, D. C., Attorney, Rotor-Planes, Inc.;

Copy of summons issued to JONATHAN E. CALDWELL by the Assistant Attorney General, State of Maryland;

Report of Assistant Attorney General ROBERT E. CLAPP, Jr., dated 8 February 1940, in the matter of Rotor-Plane, Inc. and Gray Goose Airways, Inc.;

Memorandum dated 6 October 1936 concerning stock sale, dictated by Mr. GANZ, Office of Attorney General, State of Maryland.

Due to the volume of information available in this file, photostatic copies are not being made. This file is available in the Office of the Attorney General, Baltimore, Maryland, and this gentleman has voluntarily made this file available to agents of the Office of Special Investigations at any time for photostating. True copies of items believed to be pertinent to this investigation at this time are being forwarded with this report as inclosures.

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On 22 August 1949, Special Agent A. von MAUCHER interviewed Mr. ROBERT E. CLAPP, JR., Attorney, in his office, 117 Court Street, Frederick, Maryland, with reference to CALDWELL. Mr. CLAPP stated that during his tenure of office as Assistant Attorney General, one JONATHAN E. CALDWELL, Geln Burnie, Maryland, was subpoenaed to appear in CLAPP's office in connection with activities of Gray Goose Airways, Inc. and Rotor-Planes, Inc., to determine whether fraudulent stock sales of these corporations were being made in violation of the Blue Sky Laws (Art. 32A of the Annotated Code of Maryland). The result of this hearing was the issuance of a restrainer against both corporations and CALDWELL, forbidding sale of stock in Maryland. Personally, CLAPP stated that CALDWELL impressed him as "a sincere individual who had no knowledge of corporate finance, and no particular knowledge of corporation law." "I felt then that CALDWELL was sincere in his conviction that he had something to offer the aviation industry, and he was not in any way a 'confidence man' or a 'slick operator', but rather a 'babe in the woods' type, whose only interest was in the development and production of his aircraft", CLAPP continued, "and could see nothing wrong in just selling more stock when he needed more money. I don't believe that there was any criminal intent or intent to defraud, but his methods of operation were irregular". CLAPP was shown a picture of CALDWELL, and asked if he could identify him. In reply, he stated that "If I had read nothing in the newspapers I could only say that I had seen him somewhere before, but in view of what has happened I can state that it resembles the individual I knew as CALDWELL in 1940".

On 22 August 1949, Special Agents C. E. BELK and EDWARD S. LEONARD interviewed Mr. WILLIAM E. DRIGGERS, 1530 Olive Street, N.E., Washington, D. C. MR. DRIGGERS is presently employed by CAA Maintenance Group, Hanger 5, Washington National Airport. Mr. DRIGGERS stated that his first contact with CALDWELL was brought about by a recommendation from Fairchild Aircraft Corporation, Hagerstown, Maryland. CALDWELL had requested information from Hagerstown concerning a mechanical engineer in the Washington area that could give him assistance in the development of an airplane. In 1937, DRIGGERS began working for CALDWELL on a cyclo-gyro. CALDWELL built two incomplete models of this airplane and gave it a great deal of publicity. Stock to finance this aircraft was sold in the name of the Gray Goose Airways. DRIGGERS stated that CALDWELL told him that he had sold over a quarter of a million dollars of the stock in this company. CALDWELL had previously carried on his experiments in New York and New Jersey, but had been forced to move to Maryland due to an enjoiner issued by the Attorney General's of those states. CALDWELL suddenly lost interest in the cyclo-gyro and stopped all construction on this plane. The cyclo-gyro was being constructed in a barn near Brown's Corner, Takoma Park, Maryland. CALDWELL opened a shop at 923 Kenilworth Avenue, and began construction of the Gray

Goose Heliocopter immediately. When this plane was nearing flight test, it was discovered that Patent No. 2108839, owned by Mr. EDWARD B. WILFORD, Philadelphia, Pennsylvania, covered the circular disk type heliocopter. CALDWELL made a trip to Philadelphia and took the matter up with WILFORD. WILFORD granted permission for CALDWELL to continue building the plane. CALDWELL owns U. S. Patent Nos. 1,640,645 and 1,747,585, dealing with construction of this airplane. Mr. DRIGGERS stated that CALDWELL had no engineering or mechanical ability, but possessed an inventive genius for thinking up new ideas, and it was only after a great deal of persistence on the part of DRIGGERS that CALDWELL engaged the help of Professor LEWIS CROCKS, Head, Department of Aeronautics, Catholic University, Washington, D.C. Dr. CROOKS tested the circular airfoil for the Gray Goose Corporation and reported that the airfoil possessed an exceptionally large lift coefficiency. Mr. DRIGGERS further stated that he was the pilot that tested this airplane on 8 March 1939 on the old Benning Race Track. The test resulted in damage to one of the landing gears after a flight of about one minute, during which time the plane rose to a height of approximately forty (40) ft. above the ground. The test report of DRIGGERS is attached as an exhibit hereto. DRIGGERS further stated that immediately after the first test, CALDWELL's interest in the disk rotor cooled considerably. He allowed the rent to lapse on the warehouse where the plane was being built and failed to pay him (DRIGGERS) for contracted wages. On 12 May 1939, U. S. Marshal JOHN D. COLTOYS sold the entire contents of CALDWELL's shop at public auction. Mr. H. C. WALKER, owner of the warehouse, purchased the equipment, which included the disk rotor model. Mr. DRIGGERS further stated that CALDWELL owed WALKER approximately $1,000.00 back rent. Several months later, CALDWELL purchased the plane model and all of his tools from WALKER for $500.00. It was necessary for DRIGGERS to institute suit against CALDWELL in order to collect his wages. In the meantime, CALDWELL had moved to Glen Burnie, Maryland, and resumed his activities. About this time, the Gray Goose Company was declared bankrupt and stock was re-issued in the name of Rotor-Plane, Inc. Mr. DRIGGERS made available to the agents of the 4th OSI District all data and written material which he possessed. Photostats of pertinent data will be forwarded with a later report.

On 23 August 1949, the records of the University of Maryland were checked by Special Agent EDWARD S. LEONARD, and revealed that CARL DAVIS CALDWELL attended the University of Maryland from 20 September 1937 to 28 January 1938. Reason for voluntary withdrawal was stated as ill health and financial trouble. The birth date of CARL CALDWELL was listed as 17 July 1917, Lewiston, Montana. CALDWELL previously attended Roosevelt High School, Washington, D. C., and graduated from that institution in January 1937. Address at time of matriculation from the College of Engineering, University of Maryland, was

given as 4205 Military Road, N.W., Washington, D. C. Occupation of father was listed as manager of Gray Goose Airways, Inc. No further correspondence has been maintained with SUBJECT by the University of Maryland. There is no record of further educational institutions attended.

On 23 August 1949, copies of newspaper articles appearing in the 15 March 1940 issue of the"Baltimore Sun"and photostatic slicks of newspaper pictures were obtained from the City Editor,"Baltimore Evening Sun", Baltimore, Maryland, by Special Agent A. von MAUCHER. The following description of the CALDWELL heliocopter was obtained from the files of the "Baltimore Sun":

"THE CALDWELL HELICOPTER"

"The Caldwell helicopter is the product of many years of research and experiment, to introduce a cheap safe and convenient general utility aircraft of rotating wing type, capable of taking off and landing in a small yard or on the flat roof of a building.

"A laboratory model was first constructed and equipped with an electric motor. It lifts more than 52 lbs. vertically, per horse power. Using this as basis for formula, a Ford V8 motor should lift approximately two tons.

"Its great simplicity of structure and design, mechanical movements and controls, sets it entirely apart from either German or French machines already flying. Mass production should make it much cheaper to build than an automobile.

"Two sets of rotors revolve in opposite directions around the body of the ship. They are power driven in ascent and aerodynamically driven in descent. Natural forces alone will drive the rotors fast enough to lower the ship slower than a parachute. When natural forces can be relied upon for safe landing power, flying then will become the safest of all forms of transportation.

"Directional control is attained by changing the angle of the blades of one set of rotors with respect to the other set. Forward and reverse motion is accomplished with a tilting mechanism. Slippage takes place toward the lower side. By this method the advancing blades are riding down grade and the retreating blades are gaining altitude. Birds have always used this principle of flight. It is nature's swiftest and cheapest transportation method.

"The bottom of the helicopter is water tight. It is designed to take off and land on both land and water. We believe it will be as easy and safe to operate as an automobile and that anyone accustomed to driving a car shoul[illegible] it in a few hours.

"By using a V8 Ford Motor or its equivalent for a power plant, it should have a speed around one hundred miles per hour and a four or five passenger ship should sell for less than the lower priced automobiles."

On 24 August 1949, Special Agent BELK interviewed Dr. LOUIS H. CROOKS, Head of the Department of Aeronautics, Catholic University. Professor CROOKS stated that a complete report of disk airfoils was on file in a NACA article published in 1929 under the title "Low Aspect Ratio Wing." An airplane very similar to CALDWELL's disk rotor helicopter had been built in 1931 by a Mr. NEMETH, Chicago, Illinois. This plane, powered by 125 horsepower engine, has made many successful flights and is still flying. Professor CROOKS stated that CALDWELL's idea was not new, that he was not an inventor in the true sense of the word; and that he possessed no engineering knowledge. CROOKS further stated that he explained the above information to CALDWELL and told him that he was working on an old idea. Professor CROOKS stated that in exhaustive wind tunnel tests that have been conducted during the past twenty years the lift ratio of the circular airfoil has always proved very high. However, aircraft models utilizing this type of wing have not been able to overcome the problem of lateral control.

Mr. JONATHAN E. CALDWELL is located at 1456 9th Street, Manhattan Beach, California, and is believed to be actively engaged in stock selling for aircraft building in the vicinity of Las Vegas, Nevada. CALDWELL is not being contacted unless instructions are received from Air Materiel Command to do so.

INCLOSURES

FOR HEADQUARTERS, OSI

1. Attorney General of Maryland Restrainer Order, Gray Goose Airways, Inc. (in dup)
2. Attorney General of Maryland's Memoranda, re Gray Goose Airways, Inc., dated 6 October 1936 (in dup)
3. Ltr. Better Business Bureau, Baltimore, Maryland, dated 13 April 1939 (in duplicate)
4. Ltr. Law Offices, Martin F. O'Donoghue, dated 1 August 1939 (in dup)
5. Summons, JONATHAN E. CALDWELL, issued by Assistant Attorney General, State of Maryland (in dup)
6. Copy of newspaper article, Fort Chester, N. Y. (in dup.)
7. Report of Disc-rotor airplane test flight, 8 March 1939 (in dup)
8. Ltr. WILLARD A. DRIGGERS, dated 22 May 1939 (in dup)
9. Ltr. WILLARD A. DRIGGERS, dated 16 May 1939 (in dup)
10. Ltr. JOHN W. LOEBER, dated 10 May 1939 (in dup)

Incls. for Hqs., OSI (cont'd)

11. Ltr. of JOHN W. LOEBER, dated 19 April 1939 (in dup)
12. Attorney Authorization WILLARD A. DRIGGERS, dated 15 April 1939 (in dup)
13. Ltr. JOHN W. LOEBER, dated 13 April 1939 (in dup)

FOR C.G., AIR MATERIEL COMMAND

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DISTRICT OFFICE NO. 4, BALTIMORE DETACHMENT

AT BALTIMORE, MARYLAND

1. Photostatic copies of data obtained from Mr. STEWART F. SMITH will be obtained and forwarded at a later date.

2. Will interview persons in the vicinity of Edmonston Village, Baltimore, Maryland, in an attempt to locate Mr. WALTER V. DOWLING and/or his son, and obtain information concerning the fabrication of the rotor-plane.

3. Will forward photostatic copies of information made available by Mr. WILLARD E. DRIGGERS.

4. Will obtain copies of all newspapers carrying this story published after 20 August 1949, and forward copies of this story as soon as possible.

5. Will obtain slick photographs of all newspaper pictures, especially pictures of CALDWELL and pictures of the models.

DISTRICT OFFICE NO. 4, Baltimore Detachment

AT GLEN BURNIE, MARYLAND

1. Will continue investigation and interviews in this area of persons who are acquainted with or have knowledge of CALDWELL's activities.

2. Will continue liaison, Maryland State Police, and retain custody of models.

DISTRICT OFFICE NO. 4, BOLLING AFB

AT WASHINGTON, D. C.

1. Will conduct national agency checks on CALDWELL.

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IN THE MATTER OF	:	BEFORE THE
GRAY GOOSE AIRWAYS, INC.	:	ATTORNEY GENERAL
and ROTOR PLANES, INC.	:	OF
	:	MARYLAND
	:	
	:	

UPON investigation into the facts and circumstances under which Gray Goose Airways, Inc. and Rotor Planes, Inc., their officers, agents, employees and salesmen have been selling, transferring and endeavoring to sell and transfer to residents of the State of Maryland, the shares of stock of Gray Goose Airways, Inc., and Rotor Planes, Inc., it is apparent that the methods embodied in selling, transferring and endeavoring to sell and transfer said shares to residents of Maryland are fraudulent within the meaning of Section 12 of Article 32A of the Annotated Code of Maryland (1935 Supp.), as amended by Chapter 348 of the Acts of the Regular Session of the General Assembly of 1937.

IT IS THEREUPON ORDERED, this 13th. day of March, 1940, by William C. Walsh, Attorney General of Maryland, that Gray Goose Airways, Inc. and Rotor Planes, Inc., and all of their officers, agents, employees and salesmen, and Jonathan E. Caldwell, Secretary-Treasurer and General Manager of both Corporations, from and after the date of this Order shall cease and desist from the sale or transfer or the

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or the offering for sale or transfer any of the shares of stock of the Gray Goose Airways, Inc. and Rotor Planes, Inc., and from making within the State of Maryland any representations whatsoever in connection with the issue, sale, exchange or disposition of any of the shares of the stock of Gray Goose Airways, Inc. and Rotor Planes, Inc. to any person, firm or corporation whatsoever for the purpose of inducing such person, firm or corporation, or any other person, firm or corporation to acquire by purchase or exchange, or to contract to buy or exchange in any manner whatsoever, any of the shares of stock of the said Gray Goose Airways, Inc. and Rotor Planes, Inc.

/s/ William C. Walsh
Attorney General.

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October 6, 1936 (12.30 p.m.)

MEMORANDA DICTATED BY MR. GANS While Mr. Test and another gentlemen were in his office this morning.

RE: GRAY GOOSE AIR WAYS, INC.

March 20, 1936: William Curry, Chief of Police, Annapolis, Maryland, apprehended OLIVE E. CALDWELL, whose address is given as 1101 Vermont Avenue, N.W., Washington, D. C., for selling shares of stock in the above corporation to CHARLES ALBANOS and GEORGE PAPPAS (Main Street, Annapolis, Md.)

The following appears from memorandum of an interview with JONATHAN E. CALDWELL and CARL H. DAVIS had in Room 631 (or 621-?) of the Securities and Exchange Commission on April 13, 1936, by Mr. W. M. Malone, Attorney in Charge Washington Field Section:-

Caldwell stated that he had been enjoined in the State of New York - February, 1934, from sale of this stock; and, previous to that action, in New Jersey during 1932 he was called before the Attorney General and agreed to stop selling the securities in the Gray Goose Airways, Inc. During the years 1928 --- 1930 he was in Denver, Colorado, and was a licensed dealer in that State.

Since leaving New York in 1932, he has been making sales in Virginia, Maryland and West Virginia, - some sales having been made in West Virginia during 1936. These securities

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were not qualified in Virginia or West Virginia and, during the early part of 1936, while selling in Annapolis, Maryland, he was informed by the Chief of Police that he could make no further sales in that city without complying with the provisions of the City Ordinance.

Since 1933 he has sold to approximately 500 or 600 people, which sales netted the corporation between $3,000. and $4,000.

The majority of his sales were made by personal contact, and there was no mail campaign used in the distribution.

CARL H. DAVIS, salesman for the Corporation, began selling approximately six months ago and has sold to seven or eight friends who live in the District of Columbia. Mr. Davis lived in Los Angeles, Calif., from 1910 until 1935 and was in the publishing business in that city,- connected with the National Publishing Co., Ltd., A California corporation, of which he was Secretary and Treaurer. During 1928 and 1929 he was connected with the Interstate Publishing and Manufacturing Co. of Pasadena, Calif.

The stock is also being sold by JUDGE KEENAN, a retired lawyer, living at 1508 Rhode Island Ave., N.W., who has made six or seven sales.

Mr. Caldwell stated that, if any further information was desired by the Commission, it could be secured from his office.

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In another interview with Mr. J. E. CALDWELL had by Mr. Malone on April 6, 1936, Caldwell stated that 51% of the capital stock of the GRAY GOOSE AIRWAYS, INC. had been voted to him in consideration of two mechanical patents, for which patent applications were granted in 1928 and 1930. Since that time he has been engaged in the sale of corporate stock and has sold approximately 2,000,000. shares. This stock is of the par value of 10¢ and the Corporation is capitalized for 10,000,000 shares. The entire proceeds of the sales go to the corporation and are used to pay expenses in the development of an air-plane. Although he has been working on this air-plane for the past six or seven years, he has not met with much success and up the the present time has only succeeded in getting the rear wheel a few inches off the ground.

Mr. Caldwell's wife, OLIVE E. CALDWELL, is President and receives $1,000. per year. Mr. J. E. Caldwell is Secretary and Treasurer, and receives $1,200. per year. He says he makes the following representations to prospective purchasers:-

That the stock is based on an invention, which invention is used in the development of an air-plane designed to fly on the Byrd principle of flight; and that the stock is worth nothing or from $10. to $1,000. per share, depending upon his success in developing the air-plane.

Caldwell's technical experience and schooling consists of a high-school education and two years study in the School of Mechanical Engineering at Oregon State College, Corvallis, Oregon.

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I examined photostat of Consent Order passed at SPECIAL TERM, PART II, SUPREME COURT, STATE OF NEW YORK, BOROUGH OF BROOKLYN, on the 28th day of February, 1934, which provided:-

"ORDERED, ADJUDGED AND DECREED that the above named defendants (Gray Goose Air-ways, Inc., Olive E. Caldwell and Jonathan E. Caldwell), as brokers, dealers, owners, partners (dormant, limited or otherwise), agents, stockholders, directors or officers of the corporate defendant or any other person, firm or corporation, be permanently enjoined and restrained from the issuance, sale, promotion, negotiation, advertisement and distribution of any stocks, bonds, notes, evidences of interest of indebtedness or other securities of any person, firm or corporation in or from the State of New York and from any act in aid or furtherance of the same."

The order was passed on the affidavit of Bernard Austin, Assistant Attorney General, and on the consent of the defendants.

HWG:CK

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BETTER BUSINESS BUREAU OF BALTIMORE, INC.

908 Maryland Trust Bldg.

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April 13, 1939

Judge William C. Walsh,
Attorney General of Maryland
Baltimore Trust Bldg.,
Baltimore, Md.

Dear Judge:

Re: Gray Goose Airways

Mr. William A. Driggers, of 1530 Olive St., N.E., Wash., D. C., was in my office on April 3, and informed that J. E. Caldwell, the prime mover and secretary-treasurer, and general manager of the subject is located at Old Frederick Road and Ingleside Avenue, lately from which place he is attempting to sell stock to the citizens of Maryland. According to Mr. Driggers' statement, he has already sold some shares to Sergt. Johnson, initials not given, who is stationed at the Aviation Base at Aberdeen, Md.

He also stated that a Carl H. Davis, who is a brother of Mrs. Caldwell, is selling stock. As we understand it, this has been a stock jobbing proposition for a number of years, and I find in my files on November 25, 1936, we wrote to Mr. O'Conor, the then Attorney General, copy of which letter is probably in your file; but received no reply.

We find from our records that this matter might bear a little investigation under our Blue Sky Act.

The writer will be glad to assist in any way.

Very truly yours

/s/ R. W. Test

RWT/k

Managing Director

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Law Offices
MARTIN F. O'DONOGHUE
Tower Building
Washington, D. C.

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August 1, 1939

Honorable Robert E. Clapp, Jr.,
Assistant Attorney General
1901 Baltimore Trust Building
Baltimore, Maryland.

Dear Sir:-

As attorney for the Rotor-Planes, Inc., I wish to advise you that I am now in the process of gathering the necessary information which you requested in your letter of May 27, 1939. I will have this information in your office not later than Friday, August 4, 1939.

The matter of Rotor-Planes, Inc. has been taken up by the Securities Exchange Commission, and I am now in the process of furnishing information to the Washington Field Office. Mr. Duncan, the attorney in charge of the matter, has been dealing with me on this question.

Rotor-Planes, Inc. is a Maryland corporation and has taken over all the assets and assumed all of the liabilities of the Gray Goose, Inc., a Nevada corporation, under a contract of merger. I am now securing the approval of the Securities Exchange Commission on this merger agreement.

The information which you desire has been delayed being sent you due to the fact that I have been out of my office a great deal during the last two months.

Thanking you for this courtesy, I am

Yours very truly,

/s/ Martin F. O'Donoghue

/t/ MARTIN F. O'DONOGHUE

MFO'D:am

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Mr. Jonathan E. Caldwell,
General Manager,
Rotor-Planes, Inc.
Glen Burnie, Md.

TAKE NOTICE:-

You are hereby summoned to appear at this office, 1901 Baltimore Trust Building, on Thursday, February 8th, 1940, at 10 A.M. to answer such questions as may be propounded to you concerning the sale to citizens of this State of the stock of Rotor-Planes, Inc., and Gray Goose Airways, Inc., and to bring with you a full and complete detailed statement of the assets and liabilities of said companies, and also a complete list showing the names and addresses of residents of Maryland who have purchased or subscribed for the purchase of stock of these corporations. You are also required to bring with you copies of any and all literature used in the offer of sale or sale of these stocks.

/s/ Robert E. Clapp, Jr.
Asst. Attorney General.

REC:McS.

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Copy of Newspaper Article

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ODD PLANE TEST NEARS

PORT CHESTER, N. Y. -- A new type airplane, designed to rise vertically from the ground and remain virtually motionless at any place the pilot chooses, has been built by two inventors from France working secretly in a secluded barn near Ridge Street here. Work on the odd craft, which has no wings, has been completed and a test flight is planned soon.

The plane looks like six ferris wheels clustered around an engine and mounted on a lightweight automobile chasis. In a preview to visitors who hurdled a high barbed wire fence on which were posted signs to keep away, the inventors reluctantly demonstrated how the huge wheels would turn at a speed of 200 revolutions a minute and perhaps lift the plane skyward. By shifting a lever, the plane would move forward, backward or sideways, the inventors said.

The "ferris wheels" extended from the engine in every direction and attached to each are three blades to serve as dippers in the air. With each downward thrust they are expected to lift the plane. As the blades pass upward their pitch is changed to cause them to slip through the air. Bicycle chains serve to transmit power. In a brief test, the inventors said, they had to struggle to hold the plane on the ground.

The craft is about 20 feet high and 25 feet wide and long. It is made of wood, steel, aluminum and canvas. The power plant is a 98-horsepower Wright engine.

Henri van Zandt, one of the inventors, said he received the inspiration 12 years ago while watching a ferris wheel in Paris, where he was a manufacturer. Louis Chequet, the other inventor, became interested later.

Mr. Van Zandt said a miniature model of the plane was demonstrated in Washington. The advantages of his craft would be many, he contended. Farmers could fly at low levels and spray their crops, he explained. Motion picture camera men could remain motionless over a scene and ordinary citizens could go on Sunday jaunts at altitudes of 10 to 100 feet.

Mr. Chequet was born in France and Mr. Van Zandt has lived there most of his life although he is an American citizen. They came to this country about four years ago to file patents on their inventions and to build the plane. The work was begun at Richmond Hill, Queens, and was transferred to Port Chester six months ago.

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Report concerning Disc-rotor airplane
bearing C.A.A. registration NX-99Y.
Gray Goose Airways, Inc.,
Washington, D. C.

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Date: March 8, 1939. Time: 3:00-5:30 PM. Place: old Benning Race Track.

On Wednesday afternoon March 8, a series of taxiing tests were undertaken with a view to determining the directional stability of the new tricycle landing gear which had just been installed, and other handling characteristics of the airplane on the ground. The afternoon was bright and sunny with a gentle breeze from the Northwest, and conditions favorable.

A series of runs was made both up and down wind, at various speeds. The nose-wheel proved to be stable at speeds approaching 20 miles per hour, but at low speeds was less stable. A pair of cables and springs were then attached to the nose-wheel fork in such a manner as to tend to hold the wheel in a fore-and-aft line, and the taxiing tests were continued with the following results:

There was a noticeable improvement in the directional stability of the nose-wheel at the lower speeds, and no discernible difference in stability at the higher speeds. A run was then made at a speed assumed to be near that necessary for take-off, and the pilot and undersigned witnesses all agree that the airplane left the ground at least a foot and a half and flew for some distance. It settled back to the ground easily as the throttle was closed, and gave no indication of the lack of control which was discovered on the next attempt.

In the meanwhile the breeze had shifted to the Southwest, and the next run was made in an opposite direction to those previous. The pilot had no thought of taking the airplane into the air more than a foot or two and did not even fasten his belt. While taxiing at about 35 miles an hour the airplane suddenly left the ground, ascended at a very steep angle to a height of approximately 25 feet, fell off in a left turn and struck the ground. The left side landing gear leg received the full force of the fall, and collapsed. One rotor vane also struck the ground, and there was other minor damage.
In this involuntary take-off the airplane ballooned upward with startling rapidity, and efforts to correct its attitude by usual disposition of the controls were unavailing. The disc-rotor which was unlocked during these tests, began to rotate during the fall, according to the witnesses. The pilot was impressed by the slowness of the fall and the not-too-violent impact with the ground.

Conclusions.

1. The airplane has an abundence of lift.
2. The airplane has ample horsepower.
3. The airplane lacks both lateral and longitudenal control and is therefore unsafe until these faults are corrected.

Recommendations

1. An accurate model of the present airplane should be put through complete and comprehensive tests in a reputable wind-tunnel to ascertain the travel of the center of pressure, the direction and magnitude of lift and drag forces and vectors, the necessary area and placing of the elevators, and a more practical means of lateral control.

Willard A. Driggers Private #17927

Witness

Witness

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Notary Public.

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530 Olive Street, N. E.
Washington, D. C.
May 22, 1939

Mr. John W. Loeber, Att'y. at Law.
809 Calvert Building,
Baltimore, Maryland.

Dear Mr. Loeber:

With further reference to the whereabouts of Gray Goose Airways, I have uncovered the following information.

From a stockholder in Aberdeen, Maryland, I learned that Caldwells are now operating under the name "Rotor Planes, Inc." The new set-up is supposed to be incorporated under the laws of Maryland, and is supposed to be taking over the assets of Gray Goose Airways, Inc. Stockholders in the latter are being asked to forward money to have their stock transferred into the new company. The details of this transition are set forth in a 3-page circular letter, accompanied by an artists' conception of Mr. Caldwells' most revolutionary flying machine, and a paper to be signed and returned with money if the victim wishes his stock registered in the new company. It would seem that Caldwells are carefully selecting the stockholders whom they wish to know of the change; I am a stockholder but have not received any such notice.

"Rotor Planes, Inc." have taken box 98 at the Post Office at Glen Burnie, Maryland. I made extensive investigations at Glen Burnie this date and find that Caldwells have taken a farm house and barn for their headquarters, about three miles south of Glen Burnie on the old Annapolis Road, State Route #3.

I trust this information will enable you to proceed.

Very truly yours,

Willard A. Driggers.

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C O P Y

1530 Olive Street, N.E.,
Washington, D. C.
May 16, 1939

Mr. John W. Loeber, Atty. at Law,
809 Calvert Building,
Baltimore, Maryland.

Dear Mr. Loeber:

This is to acknowledge your letter of May 10 stating that Gray Goose Airways had departed from their location in Catonsville. I made the same discovery the day before your letter was received, and a large portion of my time since then has been spent in endeavoring to locate them.

The house which Caldwell rented at 4205 Military Road N.W. is now vacant. I contacted the owner (at 3615 Cumberland Street, N.W.) and was informed that the Caldwells moved out May 1st. and left no forwarding address. This party (name not ascertained) stated that a letter had since been received from Mrs. Caldwell promising a meeting in the near future. I gathered that Caldwells skipped, owing some rent.

I went to the City Post Office and tried to ascertain if a forwarding address had been left, either for the company lock-box (#652) or their personal mail, but this information was denied me. I then went to the office of the Postal Inspector and related the whole story. An assistant to the Chief Clerk there stated that if you would write in as my attorney requesting this information, there is a possibility it would be made available to you.

I also went to the Securities and Exchange Commission and acquainted them with the latest developments.

The office of the company at 1225 New York Avenue N.W. has been moved from the fifth to the third floor, but I believe this is maintained only as a "front". There are no signs of life about.

Some time ago I traced the identity of their mechanic, one Marcus Armistead, through auto tag numbers, finding that he resided at 1435 Morse Street N.E. I called at this address, but the mother-in-law professed ignorance of the whereabouts of Gray Goose Airways. Knowing that Armistead spent the week-ends in Washington, I shadowed this man Sunday night and Monday morning as he left for work. I followed him nearly to Baltimore when he turned off to the right going down thru Glen Burnie and finally into Annapolis. I lost him at a traffic light in Annapolis at the intersection of King George, East, and Randall

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Streets. This man gave no indication that he was aware of being followed: however, it occurs to me that he took a strange route if Annapolis or that section was his ultimate destination. Will try again next week if we do not learn something in the interim.

The building they occupied in Catonsville is rented thru Chas. H. Steffey, 336 North Charles Street, Baltimore. There is a possibility Steffey knows where his late tenants have gone.

None of the stockholders in this area have any knowledge of their whereabouts. Every act of this outfit indicates that they are out to beat the public; if we catch up with them again would suggest that no leniency be shown.

Gray Goose account used to be in the MacLachlen Banking Corp., 10th and G. Streets, N.W. The airplanes, engines, tools, materials, etc. which they abandoned in the old shop at 923 Kenilworth Ave., N.E. was sold at public auction last Friday under orders of the U. S. Marshal, to apply on the rent claim of H. C. Walker and Son, owners of the building.

I shall continue my search for these people and will advise you of any facts uncovered. Meanwhile if you have any suggestions I would be pleased to have the benefit of same.

Very truly yours,

Willard A. Driggers

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DICKERSON, NICE & SOKOL
ATTORNEYS AT LAW

Telephones Plaza (2168
(2169

Max Sokol C. Milton Dickerson
Deeley K. Nice Edwin J. Dickerson
**

John W. Loeber
William F. Blake

809-819 CALVERT BUILDING
BALTIMORE, MD.

May 10th, 1939

Mr. Williard A. Driggers
1530 Olive Street, N.E.
Washington, D. C.

Dear Mr. Driggers:

Information has come to me that the Gray Goose Airways, Inc. has vanished from their location at Ingleside Avenue and Old Frederick Road.

I am endeavoring to have my investigator locate their whereabouts.

If you have any information for me, please let me have it at once.

The $50.00 payment was the total received by me to date.

Very truly yours,

/s/ John W. Loeber

JWL/s

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DICKERSON, NICE & SOKOL
Attorneys at Law

809-819 CALVERT BUILDING
BALTIMORE, MD.

April 19, 1939

Mr. Willard A. Driggers,
1530 Olive Street, N.E.,
Washington, D. C.

Dear Mr. DRIGGERS:

Mrs. Olive Caldwell came to my office and offered to pay your claim provided you would accept instalments of about fifty dollars each extending over a period of thirty days. This offer was made after much discussion about you owing rent for storage space in Washington and a few other minor details. She explained at some length the relative features of the entire matter. I was, however, successful in getting a payment of fifty dollars in cash from her and I am enclosing my check to you in the amount of Thirty Dollars which amount represents her payment, less my fee.

I am of the opinion she will return. I hope I am correct. If she does not, however, I will enter suit before the local Justice of the Peace as the payment had reduced the amount so as to bring it within the jurisdiction of the local civil court.

Yours very truly

/s/ John W. Loeber

/t/ John W. Loeber.

JWL:X
Encl.

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April 15, 1939

I, the undersigned, Willard A. Driggers, do hereby employ John W. Loeber, 809 Calvert Building, Baltimore, Maryland, as my lawful attorney in the matter of my claim against the Gray Goose Airways, Inc., in the amount of $149.63 and I hereby agree to pay my said attorney as his fee, 40% of any and all amounts of money paid to me in settlement of this claim against the Gray Goose Airways as his fee for services rendered.

/s/ Willard A. Driggers

Witness:

/s/ Agnes M. Driggers

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DICKERSON, NICE & SOKOL
ATTORNEYS AT LAW

809-819 CALVERT BUILDING
Baltimore, Md.

April 13, 1939

Mr. Willard A. Driggers,
1530 Olive Street, N.E.
Washington, D. C.

Dear Mr. Driggers:

I am enclosing herewith an agreement providing for my fee, should I be successful in collecting your claim against the Gray Goose Airways, Inc. Please execute the original and return to me, retaining the copy for your file.

If I do not hear from the Caldwell's on or before April 15, I am prepared to enter suit and secure a judgment at least by May 1 so that execution may be had immediately upon the judgment.

I will keep you advised.

Yours very truly,

/s/ John W. Loeber

/t/ John W. Loeber

JWL:X
ENC.

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[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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5D-OSI/JEM/fmn

THE INSPECTOR GENERAL, USAF
5TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WRIGHT-PATTERSON AIR FORCE BASE, DAYTON, OHIO

IN REPLY REFER TO: 5D 24-21

31 August 1949

SUBJECT: PROJECT GRUDGE - JONOTHON E. CALDWELL, GRAY GOOSE CORPORATION, ROTOR-PLANE COMPANY
SPECIAL INQUIRY

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXS

1. Inclosed as a matter pertaining to your office are two reports of investigation, subject as above, dated 22 and 25 August 1949.

2. This investigation is pending and subsequent reports will be forwarded upon receipt in this District Office.

JEROME M. BRAUN
Acting District Commander

2 Incls
1. R/I dtd 22 Aug 49 (dup)
2. R/I dtd 25 Aug 49 (dup)

Hoat

17 Oct 49

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[redacted]

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