
C U F O NSM

The Computer UFO Network

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**Adobe Portable Document Format Version of
high-resolution images of fine text pages only from
Federal Bureau of Investigation file on Philip J. Klass**

February 2, 2006

This file contains the releasable portions of the FBI files on Philip Julian Klass provided to CUFON by Washington, DC area researcher Michael Ravnitzky. Some pages were not released and some material in the released pages has also been redacted. The decision to withhold material on the grounds of the b1 exemption (classified national security information) has been appealed.

Philip Julian Klass born on November 8, 1919 at Des Moines, Iowa and died August 9, 2005 Merritt Island, Florida at the age of 86. Klass had a Bachelor degree in electrical engineering from Iowa State University (1941) and worked as an aviation electronics engineer for General Electric. He joined Aviation Week, (later Aviation Week & Space Technology [AW&ST]) in 1952 and served as a senior editor of AW&ST for thirty-four years. Klass was a fellow of the Institute of Electrical and Electronics Engineers and was also a member of the American Association for the Advancement of Science, the Aviation/Space Writers Association, the National Press Club, the National Aviation Club, and a fellow (founding member) of The Committee for the Scientific Investigation of Claims of the Paranormal (CSICOP). Among the several books he wrote are *UFOs -- Identified* (1968), *The Real Roswell Crashed-saucer Coverup* (1997), and *UFO Abductions: A Dangerous Game* (1989), and *Bringing UFOs Down to Earth* (1997).

The FBI file makes reference to (and contains part of) some material mailed in 1976 to “The Bell Labs, Murray Hill, New Jersey,” bearing the return address “Philip J. Klass, Box 6030, Dallas, Texas 75222.” As noted by the FBI, the many pages of fine printed material are a rambling mish-mash. One of several speculative possibilities is this material was created and sent in Phil’s name in an attempt to discredit him. No conclusion or statement from Mr. Klass regarding this material is contained in the FBI file. The whole content of the FBI file as released is available in a separate PDF file: http://www.cufon.org/cufon/Klass_FBI.pdf.

“Uncle Phil” as he was known among his fans and detractors never failed to engender controversy and polarize strong feelings which ranged from high praise to downright hate. Mr. Klass was the leading skeptic of the extraterrestrial origins of UFOs, but one who frequently engaged in distasteful *ad hominem* (personal) attacks.

Below are a few links to web sites about Phil Klass. These are but a few of many. Just put “Phil Klass.” or “Philip Klass” in any web search engine and you will be rewarded with many hits.

http://en.wikipedia.org/wiki/Philip_J._Klass
<http://www.csicop.org/klassfiles/Home.html>
<http://www.csicop.org/remembrance.html>
<http://www.nicap.dabsol.co.uk/klassvufo.htm>

Also suggest a search for “Klass” in the Archive of the UFO Updates list here:

<http://www.virtuallystrange.net/ufo/updates/>

- Jim Klotz - CUFON SYSOP
- Dale Goudie - Information Director

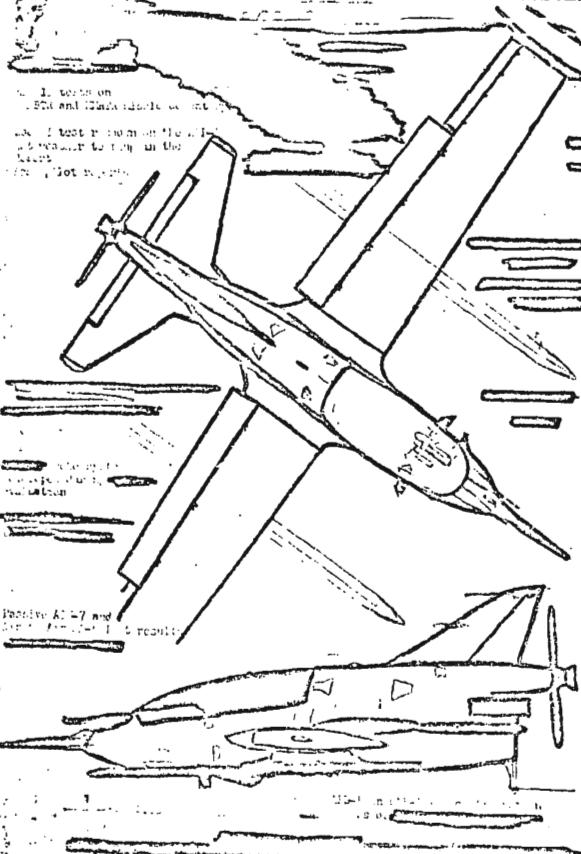
~~SECRET~~

PHASE II TEST REPORT ARD-1

(C-25) [REDACTED] .MOB

I. 1. work on
APD-5A models are being tested in C
APD and Climax models at M
we I test them on the air
at rearward to try in the
heat
in the hot regions.

The only problems are coming from the engine, namely the cooling system.
Several modifications are currently being made on the oil cooling system and
some simplification of the engine intake systems. The counterbalanced by ~~the~~
~~fuel-part~~ volkwagen engines are not producing as much horsepower as expected.
The dual flywheel car models ~~are~~ have ~~more~~ horsepower instead of the
planned ~~less~~ horsepower. The very high temperatures (50 degrees F on the deck)
are presenting quite a problem for our powerplant engineers. The present
cooling system can handle up to about 500 gallons of water before water
injection is absolutely required. NASA engineers are increasing the water
tint tanks and increasing the amount of water injection to the engines. The
Tops now hold 50 gallons of water and 50 gallons of special fuel apiece. Plans
call for 50 gallons of water plus 50 gallons in the special tanks. This special
fuel increases the engine horsepower from ~~about~~ to ~~about~~ and given about
minutes of augmented thrust. At temperatures below ~~40~~ occurring in the ~~ice~~
produce their rated ~~less~~ horsepower and ~~more~~ horsepower at ~~40~~ F.



ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 11-28-2005 BY 60309/AUC/TAM/DCG/BN

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1-2 [REDACTED] 55861 [REDACTED]

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PHASE II TESTING NEARS COMPLETION ON [REDACTED] BLACK BODY AND [REDACTED] KIRK RADAR TAII DEFECTOR MISSILE DEFEAT SYSTEMS.

[C-1] [V7] Final testing of missile defeat system
Live firings of AIM-9L gave
SAC and AFMTC at Nellis AFB showed acceptable miss distances among
the F-104, F-4, F-100, B-57, B-52 aircraft plus other equipped with
proto-type [redacted] body kill reflectors. Though some shrapnel damage
was reported, no aircraft was damaged hit is less than
percent. The maximum range of the system is 10 miles and a
minimum of 1000 feet altitude is required to kill projectiles from
a distance of 10 miles with a given probability of kill.
The tail warning radar system incorporated into the HPRF
angle off less than 30 degrees the effectiveness of the NBSR system degrades
greatly. The tail warning radar system incorporated into the HPRF
system will give timely seat fighter warnings of any aircraft in a
threatening firing range. A small adjustable missile range parameter
allows each threat missile to be evaluated and gives a time warning and a
hard-turn/or break light and tone to the pilot.

(C-1) (b) (5) (A) (1) LIVE FIRING TESTS OF FIM-92B dogfight, SA-2, SA-6 and IMPROVED FIM-92E STATES PLACED A MIG-21 and a ~~U.S.~~ AIRCRAFT FIGHTER IN THE WMRK PHOTOCOPY SYSTEM SHOWED FACILELY MISS DISTANCES WITH THE ALMOST HAVING ON THE TRAILING ANTENNA. Antenna trailing lengths were varied from ~~to~~ ~~to~~ feet. The longer distances will be required only for low and ~~to~~ ~~to~~ feet off head on MIG-21 AWACS intercept runs. Acceptable miss in angle off for F-15/F/A KIF-7 need on manlike photo in ~~address~~ for a ~~successful~~ plus probability. Aspect angles of ~~30~~ degrees down to minimum launch angle of 10 degrees yields a ~~10~~ percent miss probability. Present dogfight and ground-attack configuration modes calls for a tail antenna of from ~~10~~ to ~~15~~ meters in length. Production of the WMRK system ~~is~~ producing about ~~100~~ units per month. Production can be kept at ~~100~~ units per month by adding ~~100~~ per unit including tail warning and other equipment. Final cost ~~is~~ about \$~~100~~ per unit including tail warning and other equipment.

~~ple radar warning display unit etc.~~
~~(C) [REDACTED] MH7) LOW COST MARK SYSTEM IS BEING~~
~~LOOKED AT FOR USE IN GOWA ADD-5 CONFIGURATIONS. The present design unit~~
~~the low cost unit is about 10 pounds and it runs off of the 12 volt battery~~
~~unit in the ADD-5. It is proposed that a few ADD-5s will fly over~~
~~[REDACTED] misaligned as the main force is vectored~~
~~in on the sides like this. There is some argument whether the low~~
~~MARK system [REDACTED] is required considering the [REDACTED] state~~
~~that an ADD-5 with [REDACTED] space blankets trailing the back was not~~
~~sufficient to negate all [REDACTED] note. All ADD-5s will have the~~
~~MARK-4 four point integrated radar warning system. A [REDACTED] flight of ADD-5s~~
~~flies a [REDACTED] against an ADD-5 using the [REDACTED] radar as a [REDACTED]~~
~~sight bore sight illuminator showed guidance on the [REDACTED] space blankets~~
~~FINAL TESTS WOULD INVOLVE SPRAYING BOTH ADD-5s using both line [REDACTED]~~
~~and the low cost MH7 over an ADD-5 and MH7-20 with the final production~~
~~SWITCH position hypothesis [REDACTED] conducted~~

turns of the A3M-7C against the A3M-7. The A3M-7's armament consists presently being conducted in the form of G-1400 and G-1400 aircraft; the VASh-7 possibly raising these and the A3M-7 into the A3M-7C aircraft that are now being produced especially aiming missile 1M-12 born in the process.

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[REDACTED]

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(C-2 [REDACTED] M 107) TACTICS ARE BEING DEVELOPED AT THE [REDACTED] BOMBER
SQUADRON CENTER using the proposed AIM-7 in conjunction with the [REDACTED] and the
VTA systems under final test. [REDACTED]
[REDACTED] CLASS One fighters (equipped with Knobline, NAMM, and Passive AIM-7
missiles) will run through [REDACTED] fighter screens. Close arming will be
necessary to obtain the required [REDACTED] minimum missile crossing angle.
In one pass the lead in [REDACTED] the Class One interceptors moving at about
[REDACTED] Mach. The F-4 and F-105 aircraft [REDACTED] that will be re-
quired to perform a [REDACTED] to [REDACTED] degree turn.

...in or on the AWACS using the PHAM rear gunner's seat. The AIM-7s, A-6s, and 20mm cannons (C-3, C-4, M-33) MULTIPLE FREQUENCY JAMMING SYSTEM COM...THE P.E.D. JET, BUT BACK TO THE DRAWING BOARDS. Three aircraft have been doing combat tests with the MR-Deviated. The system causes the normal UHF range and selection and transmission band confirmation now. In multiple frequencies, the frequency selection is done by varying certain frequencies to obtain open. The system is not yet fully developed. It is hoped to tell that the frequency is being jammed, if you see the effect of but have a garbled radio. Such argument still exists about the problem to be encountered in the EM environment and several other alternatives are under study. Regardless, the option proved effective in jamming standard UHF radars. A requirement exists to make sure that no more than one jammer works any one frequency. Fights involving multiple frequencies of interceptors showed that one enemy fighter could hold his radio on transmit and eventually all the others would lock on to his frequency. Corrections are being made to an effective radio jamming system in combat situations or on AWACS. Note that the AWACS is not yet operational. Many believe that a single ship can on the AWACS will take care of all the interceptors. This is especially true if the AWACS is not yet operational.

it along with many of the F-15 and F-4 aircraft around it, especially comical
the ~~the~~ wide range of the AAAG-6.
(C-2) ~~the~~ ~~the~~ V 109) AND 6 MEANS PRODUCTION STAGES. Even though first flight
production and Phase three testing isn't complete, ~~the~~, ~~the~~ and ~~the~~ are
beginning production. ~~the~~ expects to be turning out ~~the~~ month by the end
of ~~the~~ and over ~~the~~ month by the end of ~~the~~. ~~the~~ isn't sayin'
but it is rumored that they hope to be able to add another ~~the~~ of those
which is the financial equivalent of ~~the~~ ~~the~~. A more ~~the~~ will result

~~Source~~ feel that it will require about 10 months to get
the ~~airframe~~ launcher rail tests.
~~Source~~ from a Syrian MIG-21, an ~~avionics~~ N-017 and a
main missile weapon about 1300 lbs including relay mounted launcher rails,
fuzed with ~~long-range~~ delayed initiation sets is almost 1 mile with
passive guidance. ~~Source~~ AWACS estimated at the outer boundary of
the 176 pound high explosive warhead would take care of the AWACS very well.
The ~~up~~ shot should be ~~reconnaissance~~.

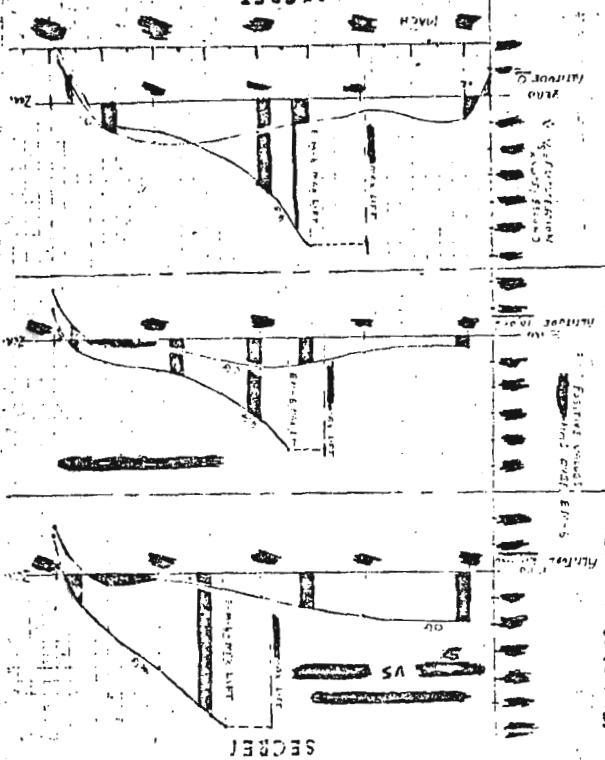
Aircraft using either the active or passive modes.

(C) The newly formed Condonized Advanced Fighter Weapons School is very happy with the C-5 training techniques presently undergoing testing and evaluation here. The deep hypnosis learning techniques have reduced the time required to train pilots from 6 months to one month. Much helpful work has been initiated through

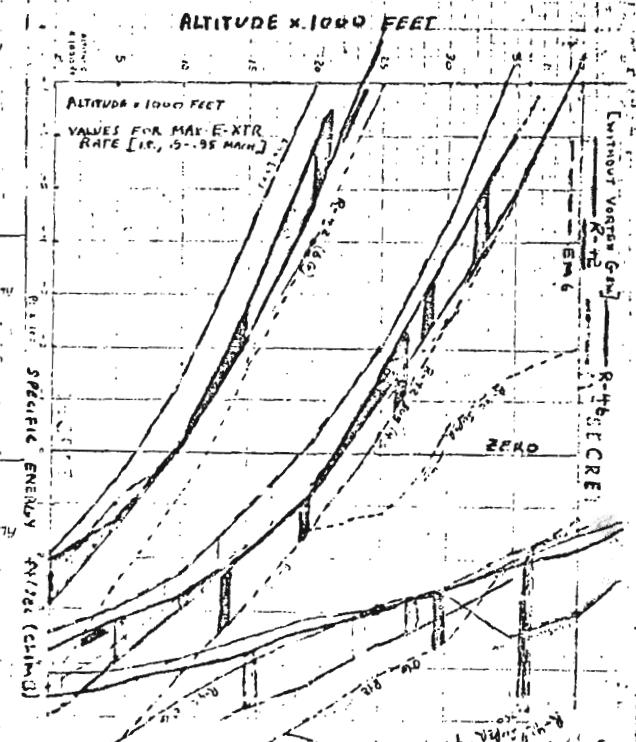
recently combined flights of MiG-21's and F-4's. All aircraft are now under active control by the machine. The USAF pilots are putting in good time at the laser energy metering differentials using limited threat weapons for fine tuning configurations. The use of passive ALR, photo healing on the

RELATIVE ACCELERATION ~~SECTION~~ E-M-6

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HELIICOPTER DEVELOPMENT: The most advanced helicopters, each unit averaging from three to five hundred thousand dollars.... which in the financial equivalent of from ~~ten~~ to ~~one~~ ~~ten~~ AED 50 (depending on models and optional systems). With up to ~~10~~ miles per hour, ~~10~~ hundred speeds and ~~10~~ mph possible with afterburner rockets, the helicopter force could be destroyed in minutes. The aircraft is silent in flight, for both night and day equipment and sensors are built in the cockpit.

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figured at above 75 percent using bombing scores on simulated moving navy targets. Vortex generators will allow this high-angle turn-at-low speed release patterns by class one ~~W~~ fighters after the first priority of enemy air resolution is completed.

ANDE BOAT BOMB SYSTEM
will soon come to destroying NAVY
air power. It will drop bombs with either con-
ventional bombs dropped slick from low altitudes with delayed fuses or
depth charges which will burst later when once the
torpedo with delayed fuse is
dropped which back-up technique will present some risk to the
about 10 feet or less above the targets for release. The delayed
fuse will confine the blast to lower decks, reduce the fragmentation and
the bottom but out of the boats. U. S. dive-bombers will be pulling out from
as fast as the target is minimum pull. Bombs will be
dropped from

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C-2 Engine Works Number 2741HAWK inc/
X-107, 100% ready HD-5110/1111; Engine Development throughout
The following is a history on the above paper given at
the time of the original engine development.

The following is a history on the above paper given at
the time of the original engine development.

With the surprising move-up of the X-107 from
the second to the first flight after the third activate time of ten hours and the
second flight after the fifth activate time of five hours.

S.C. has gone to two standard engines. The Small Block Chevy/estimated 2741HAWK inc/
and the Small Block Chevy/estimated 2741HAWK inc/
new building both .307 cu in and 350 cu in small blocks. Since U.S. scrap
yards/actually used blocks are preferred because of block shrinkage.
and wear on cranks is not considered after a journal regrind and polish/
New rods, Chev production LT-1 1970 spec, standard 327/750 Pordge-true
Hi-comp/final comp approx 10.8 to 11.1 spec/all engines four-bolt mains,
all new super-hi fuel bolts/Corvette Oil pump/pump/filter/mtd LT-1
short block spec/oil pan/barrel/Heads used 2.02 intake/ new valves/
ported/work time one hour per head/tom in and around valve entrance
and in combustion chamber/all sharp edges removed/intake manifolds
are presently under testing/most likely center spread design with either
adjustable vortex generators in the plenum or Primary vortex
injection system/Carburetor likely Holley/750 to 1100/750 looks
best for low end torque reason/Header/custon one with seven-eighths
will be used for top end on some hi-power and blown engines but the
A-2 Army model header is smaller size for more low end torque for dirt
field takeoff/A-20 engine header built are 350 inch models, supply only
controlled by supply at auto racing yards/Engine interconnects for the
two inline Chevs [for A-2 and stretched Mustang] are being built but
torque of ~~more~~ power/because of move-up time all has been concentrated
on strait prop and simple reduction system (variable pitch prop
research postponed)/Spec'd call for a prop change time, one man/
presently two prop's in testing, a fixed low speed prop (good for
dirt field takeoff, slow speed/acceleration up to about 20 mph) and
Air Force model prop optimized for Inrange cruise, full internal gross
plus ~~be~~ external, speed range for XAV CW to clean half fuel
to 1000 mph Max speed expected, level 1000 max dive speed 1000 mph/
standard large radiator and G.M. Oil Cooler/hub ~~drive~~ drive
efficiency is lost with the simple fixed prop, but the much reduced
heat and higher reliability warrants/twin oil filters in parallel
with external oil cooler/cans under study; most probably Chev 350 hp
hydraulic drive considered. H. hotter with max hp around 5900
to 6200 RPM/can or Calif brand anti-pump up lifters/precedent dyno
power (with calculated prop power lost) indicates actual thrust
horsepower=1000 hp per cylinder/1000 rpm/engine built as of
now expect enough for the X-2 program for ten MAY plus
25% over for spares/engine reliability depends on rankets have
lead Probes and Overheat Warning Probes/air inlet/reheat rankets have
Valory/Radio Shack C.D. system, with cut out button/reheat probe from
the cockpit/W. wires, Packard 440 with external metal shielding//
TESTING use of modified Anti-fouling between the sparkplugs allows much
richer fuel running for exhaust valve cooling without fouling place for
all nitration carb modeling therefore no water injection required/a separate
fuel injection for Nitro/Alcohol yields hp in the 1000 range/
green () have A-2s, Point Seven-Five W. tanks and
Point Seven-Five Stretched Mustang also testing (greenline)/
I calculated and flight test data shows engines with special engines
average about 10 percent less in field//No major changes on GTO, AHD-5
Valkyrie engines have obtained super-charger units. All others using
mostly standard dual 10 CFM carburetors

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[C-4] [C-5] J-41R-21 J-41R-22

(C-5) [REDACTED] C-5 was asked to comment on the reasons for the latest IWAY move-up on 10/10/68. [REDACTED] /signature of the author

[REDACTED] has been moved ahead from [REDACTED] to the first set of 10 May, and then has recently been [REDACTED] of 10 MAY/[REDACTED]

of this communication covering certain C-4, C-5 and C-2 comms
therefore it is not the intention of C-5 to release a communiqué
at this time.

Also because of the unforeseen problems that took place due
to the use of some lower units (C-4, C-5) in the C-2
it might seem that the latest game-plan
should be to keep the C-2 unit as far away from the C-4 and C-5
as possible. This would be to prevent the C-2 unit from being used
as a "piggy-back" unit to take credit for the second project after C-4
The first project title "Cattle Prod" originated when one of C-4's
agents was able to hear on the radio about some local
farmers who were using a commercial cattle prod that
can shoot a large spark between 15 to 30 feet/V-109,
figured why not have a device using this same principle which had

are best explained by the ~~fact~~ projects that weighed the factors in the recent decisionist is very doubtful that any fine changes from them will occur due to almost total commitment of all

The following is a copy of a letter from the
Minister of Defense concerning the breaking of C-5

After C-2 had done working with the ~~radar~~ system, tests were conducted with a Kir-1 fitted with the following equipment. The radar dish was hooked up to a high-energy-variable frequency generator that is controlled by the ~~the~~ HARMONIC ENERGY AMPLIFICATION COMPUTER, and a tent "Cattle Prod" pod mounted on the center pylon/The "Cattle Prod" Pod (C.I.P.) weighs about ~~150~~ lbs as of our latest prototype model, but the original one was over ~~150~~ lbs. Just prior to shooting, a small ram-air turbine opens and powers a special generator mounted in the pod, without going into details, a very large amount of EM energy is stored up and then at the proper EM frequency, range, and time etc., the large spark is fired somewhat like a laser gun. About all C-6 will allow us to say about the device other than practical application data, is that the United Arab Command expects to have all ~~the~~ projected MiG-21 J/P two seat models to be equipped with the CIP weapons many of the MiG-21s will have the mounting of radar dishes etc. The trick from getting a large electric charge from the pod to the target is not just through plain wires, but through the ~~system~~ of the system from then on requiring the most important part of the system, the ~~the~~ HARMONIC LOGIC COMPUTER using ~~the~~ tensor-harmonic theory, the ~~the~~ computer starts a rotating field on the target and then rotates the pod that generates a ~~large~~ EM source that is released in maximum harmonic that is built up on the target, then the ~~computer~~ computer sends the information in the radar beam and controls a receptor to receive the feedback tunnel to get maximum ion excitation in the weapon beam. What C-2 pilots will end up with is their MiG-21 J/P model with a mounted pod about ~~the size of a~~ the size of a single ~~internal~~ external preflight requirement about ~~15~~ minutes, the only field problem is that the device requires about ~~10~~ liters of Nitrogen per day of heavy use. In the air, all the pilot does other than throw a few switches, is put the pipper on the target and squeeze the trigger.

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