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Man and Wife Report Disk Seen The intelligence office of the 49th Bombardment group at Roswell Army Air Field announced at noon today, that the field has come into possession of a flying saucer. According to information released by the department, over authority of Maj. Marcel, intelligence officer, the disk was recovered on a ranch in the Roswell vicinity, after an unidentified rancher had notified Sheriff Geo. Wilcox, here, that he had found the instrument on his premises. Major Marcel and a detail from his department went to the ranch and recovered the disk, it was stated. After the intelligence officer here had inspected the instrument it was flown to higher headquarters. Dan Wilmot apparently were the only persons in Roswell who seen what they thought was a flying disk. They were sitting on their porch at South Penn. It was in sight less than a minute, perhaps 40 or 50 seconds, Wilmot estimated. Wilmot said that it appeared to him to be about 1, feet high and going fast. He estimated between 100 and 150 miles per hour. In appearance it looked oval in shape like two inverted saucers, faced mouth to mouth, or like two old type washbowls placed, together in the same fashion. The entire body glowed as though light were showing through from inside, though not like it would inside, though not like it would be if a light were merely underneath. From where he stood Wilmot said that the object looked to be about 5 feet in size, and making allowance for the distance it was from town he figured that it must have been 15 to 20 feet in diameter, though this was just a guess. Wilmot said that he heard no sound but that Mrs. Wilmot said she heard a swishing sound for a very short time. The object came into view from the southeast and disappeared over the treetops in the general vicinity of six mile hill. Wilmot, who is one of the most respected and reliable citizens in town, kept the story to himself hoping that someone else would come out and tell about having seen one, but finally today decided that he would go ahead and tell about it. The announcement that the RAAF was in possession of one came only a few minutes after he decided to release the details of what he had seen. Some quote General Ramey while others quote "informed" sources, including senators in Washington. Reports are military officials toured news media offices in Roswell, Albuquerque, and Santa Fe retrieving original copies of the press release sent out the day before by RAAF that revealed the Army had a "flying disk" in their possession. A wire recording interview was also confiscated. Lincoln La Paz was recruited by the U. Army Counter-Intelligence Corps to determine the speed, direction, and trajectory of the craft prior to its impact which was especially interesting in the fact that the party line was telling the public the object was nothing more than a mere slow moving wind blown weather device La Paz kept running into what has been described as a "sea of reluctant witnesses. To get around the "reluctant witness" problem La Paz interviewed a fairly large number of spanish speaking people in and around the general Roswell-Corona area, especially along the suspected flight path, a group that was somehow collectively overlooked by the powers that be. Interesting as well, on July 10th, , La Paz, who had thousands and thousands of hours of scientific time observing celestial objects, reported seeing a huge elliptical-shaped object flying in the sky near Fort Sumner, New Mexico, while driving by car with his wife and children. He saw a luminous unknown object sort of oscillating beneath the clouds. Its brightness was stronger than the planet Jupiter and its shape regular and elliptical. The nature of this object was unknown to the astronomer. It reappeared and "projected against the dark clouds gave the strongest impression of self-luminosity. Its horizontal speed ranged between 100 and 150 miles per hour and its vertical rise between 100 and 150 miles per hour. House of Representatives, July 29, , Case Please note the change in stories by the next-day July 9th issue of the paper with the large headline at the top and the small headline partway down, below, that reads: For the complete text of the smaller article with much more background information and additional insights into the crash and reasons for the sudden erupt changes in the story, please click the link:

**Chapter 2 : Call Of Duty: Black Ops 4 Multiplayer Beta Dates Announced For PS4, Xbox One, And PC - G**

*PT-1 Communications, Inc. was formerly known as Phone Time, Inc. and changed its name to PT-1 Communications, Inc. in October The company was founded in and is based in Flushing, New York.*

What followed was the largest warship preservation effort in history. Senator David Walsh D-MA , an expert on naval affairs, calculated in September that this would require total manning of , men. The post-WWII mothballing effort was a juggling act between the need to get men back to civilian life, and the need for their services to lay up the fleet. When the Japanese emperor made his surrender announcement in August , the total manpower of the US Navy hovered around 3,, plus another , non-active reservists, female WAVEs, and recruits still in training. By 1 September , the process would be essentially completed with 3,, WWII veterans mustered out, leaving about , on active duty in January including new sailors recruited in the meantime. In November Congress set a target of 1, active-duty warships to be in service at the end of This was to include WWII-veteran warships and vessels built in the meantime. This would avoid block obsolescence problems entire generations of ships simultaneously wearing out down the road, and would also avoid bankrupting shipyards. Determining active vs reserve While WWII was still raging, a small office of the US Navy quietly began planning what the postwar battle fleet might look like. This was kept hidden as not to seem arrogant or callous to the American public. The team estimated the US Navy would finish the war with a surplus of battleships, cruisers, submarines, and convoy escorts, a parity of aircraft carriers, and a shortage of destroyers and amphibious ships. For carriers, destroyers, and landing craft, the terrible kamikaze poundings during the Okinawa invasion were projected to be much worse as Japan would obviously throw everything at the final invasion fleet. All would be placed into reserve or discarded outright. The two North Carolina class ships were selected, even though they were older than the four South Dakota class, as mothballing all four South Dakotas would remove an entire block of training and spare parts requirements from the active fleet. Battleships are tremendously expensive to operate in peacetime and even this modest plan unraveled. Both North Carolina class ships went into reserve in None of these ships was ever reactivated. Capable of operating upcoming jets, the Essex class large aircraft carriers were considered war-winners and formed the core of the active-duty peacetime navy. Especially in the case of the CVEs, their primary task had been escorting convoys against u-boat wolfpacks in the Atlantic, and there was simply no real role for them in the late US Navy. Many of these ships were later pulled out of mothballs for conversion into ASW carriers or aircraft transports. Three were later transferred abroad. The unused USS Tinian sat in reserve for a quarter-century before being scrapped in , never having done anything. With the postwar Des Moines class already started, most went into reserve in the late s. USS Augusta never returned to service and was later scrapped after 13 years in mothballs. The two Alaska class battlecruisers were a separate issue. The American concept of battlecruisers differed from the rest of the world. By , their intended prey had already been sunk and their core mission vanished. They went into reserve in It would have looked bad to not get return on the taxpayer investment, even if only as a reserve asset. Neither was ever reactivated and both were scrapped in The photo above shows USS Alaska prior to decommissioning, with her seaplanes already moved ashore. The Gearing class was the best destroyer design of WWII and quite possibly the best all-around warship class in the world in Wood would form the core of the peacetime escorts and continued in active duty. Above is the medium landing ship LSM in reserve. With less ships overall, there were less ships per auxiliary to support and the number of auxiliaries, both in active service and reserve, was trimmed. Little was done to preserve surplus WWII naval warplanes. This was for naught anyways, as by the time the Korean War started in , helicopters had replaced catapult planes aboard cruisers and battleships. Determining reserve vs scrapped Once the ships desired for active-duty retention had been identified; the remainder had to be split up between those destined for reserve and those to just be discarded. Some choices were easy. With a surplus of modern types, the US Navy had no need for wartime-emergency obsolete holdovers. Above is a graph showing the overall fleet disposition in This includes all the smaller types, such as landing craft, subchasers, convoy escorts, tugs, barges, and the such. The remaining New York, Nevada, and Pennsylvania class battleships were also all quickly decommissioned

and disposed of, as they would have no role in any future war. The atomic bomb picked the battleship up like a toy and piledrived it vertically into the seafloor. The Sims class destroyers is an interesting example of the rationale used when deciding which ships would be mothballed vs discarded. These destroyers gave excellent service throughout WWII and were always in the thick of battle. By the Okinawa campaign, seven of the twelve Sims class still survived. The US Navy anticipated massive destroyer losses during the planned invasion of Japan, and to that end, it was decided to modernize the remaining seven for service in the invasion and then in the postwar fleet. The plan was to refit three and then rotate out the other four Sims for their refits. WWII ended while work on the first three was underway. Now with a surplus, not shortage, of destroyers; the US Navy decided to discard the entire Sims class even though there was nothing wrong with them. The three in refit were given a stop-work order. The other four were expended as nuclear targets at Bikini. This shows how the Sims class would have been similar in ability to a Fletcher class alongside had the project continued. Instead USS Roe was scrapped. A distinguishing trait was a watertight hangar for a smallboat; when USS Dolphin was being designed there was concern that unrestricted submarine warfare might later be classified as a war crime. To that end USS Dolphin was intended to surface, dispatch the smallboat to the target ship, and politely offer them the opportunity to surrender before firing torpedoes. After the savagery of WWII that now seems naive, but was the thinking of that time. A submarine like this had no future and there was no point in keeping USS Dolphin in reserve. But there was a limit to how much could be supported in reserve. Some vessels did not make the cut and were scrapped. The little 1, ton nameless drydock YFD had only been completed in . Another example, above, was USS Zane. Of the civilian yachts and fishing trawlers emergency-requisitioned at the height of the u-boat attacks, many were returned to their owners even before WWII ended. Chevrons or not, many civilian owners were unhappy at the condition their watercraft were returned in. Scrapping For warships in the discard category, usable spare parts were stripped off. Generally in a destroyer there was about 40 tons of recoverable steel, 1 ton of copper wiring, 1 ton of brass, and 3 tons of lead. In November , Congress shortlisted nine which would be retained or even expanded for the postwar fleet. This expensive plan never came to fruition. As time passed and things were re-evaluated, most of these bases dwindled. The two in Alaska and one in the Canal Zone remained but in greatly-reduced scope and importance. Iwo Jima was never a key postwar base and was later abandoned. Congress mandated retention of other WWII forward naval bases in lay-up status; in view of a possible future need. None of these played any major role ever again. Truk was quickly abandoned, Tern Island naval airstrip was destroyed by a tsunami in , and the others played very minor roles in the Cold War. Eniwetok was used as the staging area for nuclear tests but otherwise unimportant. Midway was reactivated during the Korean and Vietnam Wars, finally being disestablished in and permanently abandoned in . The Army-Navy Liquidation Commission was established to ensure this directive was obeyed. Navy ashore equipment was divided into three categories: Unwanted by any branch of the military and uneconomical to ship back to the USA. Gear in this category was to be first offered for sale to allied foreign navies, then to local civilian authorities, and finally, abandoned. A case in point was Ulithi. The US Navy estimated the total ashore equipment recovered filled the equivalent of six full freighters. Lend-Lease returns Almost none of the ships lend-leased to the Allies were retained in reserve. Many had foreign equipment installed and for some, the US Navy lacked a full bibliography of their maintenance records. All are encased in plastic to protect them from seaspray. HMS Reaper decommissioned shortly thereafter. The cruiser was immediately decommissioned and immediately offered as scrap. However for about 36 hours while the paperwork went up the chain of command, USS Milwaukee was briefly, at least on paper, the senior active-duty cruiser in the US Navy. Each had a number of reserve anchorages. For example the Groton, CT facility was almost exclusively submarines, while the Charleston, SC location had a surplus of destroyers. At each location, mothballed ships were formed into divisions. Each division numbered four to twelve ships, and was always of the same type and if possible the same class. The divisions were to be operated as follows: For secondary combatants like light cruisers, destroyers, frigates, LSTs, submarines, escort carriers, minesweepers, etc; only one ship in the division would have a skeleton crew, responsible for all the vessels in the division. By the time of the Korean War, the idea was unraveling and in the mids was abandoned.

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### Chapter 3 : Hank Williams Jr. - The Early Years Pt. 2: Original Classic Hits, Vol. 14 - blog.quintoapp.com M

*NOTE: In contrast to the above article which appeared in the Tuesday, July 8th paper, on the VERY NEXT DAY, that is, Wednesday morning July 9th, the paper reported that the "flying disk" found near Roswell: was NOT a disc or saucer, but instead a weather balloon or weather device.*

### Chapter 4 : Minotaur-class cruiser () - Wikipedia

*It turns out that, in July , Rickett drove to the crash-site with Cavitt, who was Rickett's superior. Even Cavitt admitted that the two were on-site - together - at the Foster Ranch, as we shall see in part-2 of this article.*

### Chapter 5 : ROSWELL DAILY RECORD: Tuesday, July 8,

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### Chapter 6 : Mothballing the US Navy after WWII: pt.1 " wwiafterwwii

*BURROUGHS BULLETINS ORIGINAL SERIES Part I Volumes 1 - 25 Burroughs Bulletin #1 Date: July Page count: 4 pages. Edgar Rice Burroughs Encyclopedia Part 1.*

### Chapter 7 : Catalog Record: The Department of State bulletin | Hathi Trust Digital Library

*War of the Worlds, Pt. 1 is the second solo album by Symphony X guitarist Michael Romeo, released on 27 July It is his first solo album in over two decades (since 's The Dark Chapter) and his first release since 's Underworld with Symphony X.*

### Chapter 8 : Cinderella () pt. 1 - Video Dailymotion

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### Chapter 9 : War of the Worlds, Pt. 1 - Wikipedia

*The Popular Magazine (July ), Rider Haggard, Ayesha; or, The Return of She, Pt. 7/8 The Popular Magazine (Aug. ), Rider Haggard, Ayesha; or, The Return of She, Pt. 8/8 November*