

"JERICHO HORN" CONFIDENTIAL

ORIGINAL CL BY <u>23979</u>	REV DATE <u>09/78</u>	BY <u>010925</u>
<input type="checkbox"/> DECL <input checked="" type="checkbox"/> REVW ON <u>28/6</u>	DDG <u>2</u>	TYPE <u>30</u>
EXT BYND 6 YRS BY <u>30/1/8</u>	ORIG COMP <u>056</u>	OPI <u>56</u>
REASON <u>30/2</u>	ORIG CLASS <u>4</u>	PAGES <u>8</u>
	JUST <u>22</u>	NEXT REV <u>20/0</u>
		AUTH: HR 70-2

SCREAMER PROJECT 8 MAY 1958  
RETEL - [redacted]

25X1

REQUEST FEASIBILITY OF SIREN OR SCREAMER TYPE NOISE MAKER FOR PSYCHOLOGICAL WARFARE SIMILAR TO THAT USED ON STUKA DIVE BOMBER.

- 1- AIRCRAFT - P-51 MUSTANG
- 2- SPEED ~~200~~ 280-300 MPH - 300 FT ALTITUDE
- 3- JIM WILL TRY TO SECURE INFO SPECS & DWG'S ON STUKA ITEM
- 4- WILL CALL [redacted]
- 5- AIR DRAG NOT A PROBLEM.

25X1

9 MAY 1958

RETEL - [redacted]

25X1

1- DAN SAYS IT CAN BE DONE, BUT IF PROGRAM IS TO BE A FRESH START CONSIDERABLE TIME & MONEY ARE INVOLVED

2- HE & [redacted] WILL TALK WITH [redacted]

25X1

25X1

C.I. 100  
108101  
(circled stamp)

SINCE HE DID SOME ORIGINAL WORK DURING THE WAR. [redacted] WILL

25X1

BE UNWITTING. CONFIDENTIAL

MAY ANN

INFO -

AIR TECHNICAL INTELLIGENCE CENTER

WRIGHT-PATERSON - AFB

JUNKERS JU-87

OR

[Redacted]

OCR

25X1

AIR TECH DID HAVE A JU-87

MAY NOW BE IN AIR MUSEUM OR

ARMY ARCHIVES.

[Redacted]

25X1

9 MAY

[Redacted]

25X1

HAS LOCATED HENNING VON CIRKE WHO DESIGNED & BUILT SCREAMER IS A PAPER CLIP AT WRIGHT PATERSON & WILL

GIVE THEM HIS NOTES & DWGS. EST

6 WKS @ 3000 = POSSIBLE GSA.

[Redacted]

25X1

WILL CONTACT.

RETEL

[Redacted]

1500 9 MAY 1958

25X1

PROCEED WITH PROGRAM MAKE SCREAMER

REQUEST TO FOLLOW. RUSH ALL INFO.

0930/

25X1

12 MAY 1958

RETEL TO

IN ABSENCE OF

25X1

1 - INFORMED [REDACTED] TO PROCEED WITH  
SUBMITTING PROPOSAL AT ALL POSSIBLE  
SPEED FOR MFG OF ONE "JERICHO  
HORN" AND 4 "JERICHO HORNS".

25X1

2 - PROPOSAL TO BE SENT TO [REDACTED]  
[REDACTED] HOME TO EXPIDITE

25X1

25X1

3 - MONEY'S TO BE GSA TASK "M"

4 - WAS INFORMED BY [REDACTED] THAT

25X1

[REDACTED] REPRESENTATIVE HAD NOT PICKED  
UP DESIGN NOTES & DWG'S FROM  
HENNING VON GIRKE AT WRIGHT  
PATTERSON AS YET.

25X1

12 MAY 1958

25X1

STUKA PROJECT

REF. CONFERENCE WITH [REDACTED]

CI ROOM 1028 "K" BLDG 1430/12 MAY

1- [REDACTED] WAS ENGAGED IN EVALUATION 25X1

OF THE "STUKA" SYSTEM AS WELL AS THE DEVELOPMENT OF A NEW TYPE SOUND DEVICE FOR PSYCHOLOGICAL WARFARE. REF NATIONAL

DEFENSE RESEARCH BOARD PROJECT 1723-1<sup>(?)</sup>

"NAVAL AIR SOUND GENERATOR" NASG. THIS PROJECT ABANDONED IN 1944. CONTRACTOR: CHRYSLER CORP. DYNAMIC LABORATORY.

2- [REDACTED] OF THE OPINION, WHICH 25X1

HE HAS PERSONAL AS WELL AS TECHNICAL KNOWLEDGE, THAT THE "STUKA" WHISTLE CONTRIBUTED NOTHING TO THE AWESOME NOISE ATTRIBUTED TO THE "STUKA" JUBT DIVE BUMBER. THE "STUKA" POSSEDED SHORT EXHAUST STACKS, AND IN CONJUNCTION WITH A FLAT PITCH PROP DURING DIVE TO INCREASE ENGINE RPM CREATED THE FEARSOME NOISE.

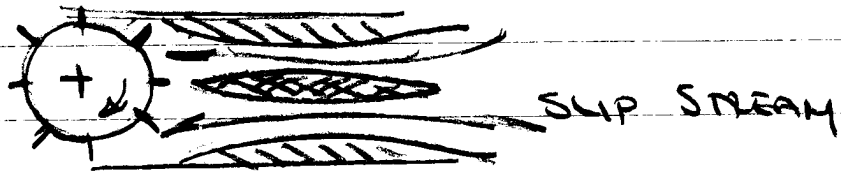
-2-

3 -

SAID THAT THE

25X1

CHRYSLER CORP. DEVELOPED A SOUND GENERATOR SUPERIOR TO THE GERMANS BUT OPERATIONAL USE OF IT RENDERED THE AIRCRAFT COMPLETELY UNSTABLE. FOUR SMALL ROTAR TYPE WERE USED ON THE GRUMMAN HELLCAT, BUT WERE DISCARDED AS NOT CONTRIBUTABLE ENOUGH TO BE OF SIGNIFICANT VALUE.



4.

SUGGESTS USE OF RADIAL

25X1

ENGINE TYPE AIRCRAFT, SHORT LARGE STACKS, & FLAT PITCH PROP OR CONTRA-ROTATION FLAT PITCH PROPELLER AIRCRAFT. IS VERY DOUBTFUL WHISTLE WILL BE OF VALUE.

"JERICHO HORN"

1630/  
12 MAY

VISIT TO SMITHSONIAN INSTITUTE:

AERONAUTICS SECTION

PAUL GARBER - ASS'T DIRECTOR

REASON FOR VISIT:

INFORMATION RECEIVED FROM RESEARCH BRANCH LOGISTICS LIBRARY INDICATED THAT A "JERICHO HORN" WAS RETAINED BY SMITHSONIAN BUT NOT ON PUBLIC DISPLAY. VISUAL INSPECTION ANTICIPATED.

RESULTS:

THE SMITHSONIAN DOES NOT HAVE A "JERICHO HORN" AS INFORMED. HOWEVER MR. PAUL GARBER, ASS'T DIRECTOR OF AERONAUTICS SECTION, ASSURED THAT A COMPLETE "STUKA" JU87 DIVE BOMBER WAS ON DISPLAY AT THE CHICAGO MUSEUM OF SCIENCE & INDUSTRY - CURATOR OF TRANSPORTATION.

ACTION:

WILL CALL  & INFORM THAT AIRCRAFT IS ON DISPLAY IN CHICAGO.

25X1

1000/  
13 MAY

25X1

RETEL TO

- 1- WILL GO TO CHICAGO MUSEUM TO OBSERVE "JELICHO HORN"
- 2- WILL TRY TO BORROW HORN FOR EVALUATION & PHYSICAL DIMENSIONING
- 3- WILL LOOK INTO ATTACHMENT & METHOD OF CUT OFF.
- 4- WILL CONTACT [REDACTED] TO GET PARAMETERS FOR DW'G BOARD STUDY.
- 5- URGENCY OF PROGRAM STRESSED.

25X1

CONFIDENTIAL ED 187

"JERICHO HORN"

5/21

25X1

REF: PROPOSAL FIM [REDACTED]  
DATED 15 MAY 1958

RETEL TO [REDACTED]

25X1

1. DELIVERED DATE - 6 WKS FROM P.O. DATE,
2. [REDACTED] WILL GO TO WRIGHT PATTERSON [REDACTED] TO SEE VON GIGLKE AS TO DESIGN ASPECTS AND MOUNTING PROCEDURE. I.E. OPTIMUM POSITION & METHOD OF ATTACHMENT TO P-51 MUSTANG. WILL ALSO DETERMINE MEANS OF CUT OUT.
3. [REDACTED] HAS EXHUST SYSTEM TO SIMULATE VELOCITIES OF 150 MPH (APPROX) FOR INITIAL TESTING.
4. WILL OR CAN SECURE AN AIRCRAFT FOR 1 HR FLIGHT (#100 \*\*) FOR FLIGHT TEST'S
5. WILL MAKE DWG'S, SPECS, PHOTOS & SUPPLY TO US FOR RETENTION.
6. PLACING MORE THAN ONE WHISTLE ON AIRCRAFT INCREASES SOUND OUTPUT ONLY 3db / WHISTLE ADDED.

25X1

25X1

6/2

- 1 - CALLED [REDACTED] & RELEASED CONTRACT. WILL USE AT-11 (TWIN ENGINE ONLY 3db UP) FOR TEST THINKS CAN SQUEEZE INTO PRESENT QUOTE - WIND TUNNEL AT UNIV. ILL. FOR STATIC - INFORMED 300FT AT 270-300MPH.

25X1

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