# Statement of Sgt. Robert Slusher[[1]](#footnote-1)

(1)  My name is Robert A. Slusher.</DIV> <DIV align=left>

</DIV><DIV align=left>(2)  My address is XXXXXXXXXXXXXXX</DIV> <DIV align=left>

</DIV><DIV align=left>(3)  I am retired.

(4)  I was stationed at the Roswell Army Air Field from 1946 - 1952.  On July 9, 1947, I boarded a B-29 which taxied to the bomb area on the base to get a crate, which we loaded into the forward bomb bay.  Four armed MPs guarded the crate, which was approximately four feet high, five feet wide, and 12 feet long. We departed Roswell at approximately 4:00 PM for Fort Worth [later Carswell AFB].  Maj. Edgar Skelley was the flight operations officer.</DIV> <DIV align=left>

</DIV><DIV align=left>(5)  The flight to Ft. Worth was at a low level, about 4-5,000 feet.  Usually, we flew at 25,000 feet, and the cabin is pressurized.  We had to fly at a low level because of the MPs in the bomb bay.</DIV> <DIV align=left>

</DIV><DIV align=left>(6)  On arrival at Fort Worth we were met by six people, including three MPs.  They took possession of the crate.  The crate was loaded on to a flatbed weapons carrier and hauled off.   Their MPs accompanied the crate.  One officer present was a major, the other a 1st lieutenant.  The sixth person was an undertaker who had been a classmate of a crewman on our flight, Lt. Felix Martucci.  Major Marcel came up to our plane in a jeep and got on board.  We were at Fort Worth about 30 minutes before returning to Roswell.</DIV> <DIV align=left>

</DIV><DIV align=left>(7)  The return flight was about 20,000 feet, and the cabin was pressurized.  After returning to Roswell, we realized that what was in the crate was classified.  There were rumors that they had carried debris from a crash.  Whether there were any bodies, I don't know.  The crate had been specially made; it had no markings.</DIV> <DIV align=left>

</DIV><DIV align=left>(8)  We brought Maj. Jesse Marcel back on the flight.  Capt. Frederick Ewing was the pilot; the copilot was Lt. Edgar Izard. Sgt. David Tyner\* (\*SUB Eng. Lt. Elmer Landry flew on this flight); the navigator was James Eubanks; others involved were T/Sgt. Arthur Osepchook and Corp. Thaddeus D. Love. The MPs also came back with us.</DIV> <DIV align=left>

</DIV><DIV align=left>(9)  The flight was unusual in that we flew there, dropped the cargo and returned immediately.  It was a hurried flight; normally we knew the day before there  would be a flight.  The round trip took approximately three hours 15 minutes.  It was still light when we returned to Roswell.  Lt. Martucci said, "We made history."</DIV> <DIV align=left>

</DIV><DIV align=left>(10)  I have not been paid or given anything of value to make this statement, which is the truth to the best of my recollection.</DIV> <DIV align=left>

</DIV><DIV align=left>(signed) R. A. Slusher</DIV> <DIV align=left>May 23, 1993</DIV> <DIV align=left>

</DIV><DIV align=left>Signature witnessed by:</DIV> <DIV align=left>Karl T. Pflock</DIV> May 23, 19<DIV align=left>19193</DIV> <DIV align=left>

1. *Roswell in Perspective* by Karl T. Pflock, 1994, Fund for UFO Research (FUFOR). [↑](#footnote-ref-1)