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PHOTO LOG RECORD

Incident #71

ATIC NO. -----

DATE OF INFO 8 or 9 Oct 47

AF NO. -----

LOCATION Las Vegas, Nevada

REPORT NO. -----

SOURCE Ex AF Pilot and others'

DATE OF REPORT -----

DATE IN TO ATIC -----

TIME OF SIGHTING -----

COLOR -----

SHAPE Object w/ vapor trail

SPEED 700-800 mph

SIZE -----

ALTITUDE -----

COURSE East-circled to west

LENGTH OF TIME OBSERVED -----

NO. IN GROUP 1

TYPE OF OBSERVATION visual ground

SOUND none

MANEUVERS ----

PHOTOS -----

SKETCHES -----

Temporary ATIC Form 329
(2 Jan 52)

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Aircraft
W/ Vapor Trail

With 194 incidents thus eliminated, there remain thirty-four which contain some evidence but have no apparent ready explanation. This statement is true only under the assumption that the evidence is accepted as reliable and accurate. When psychological and physiological factors are taken into consideration, all of these incidents can be explained rationally, as pointed out by Rand Corporation and Mr. Fitts of Air Materiel Command Aero-Medical Laboratory (see Appendix "D" and "G").

Air Materiel Command Aero-Medical Laboratory (Mr. Paul M. [illegible]

212 Incidents considered)

There are sufficient psychological explanations for the reports of unidentified flying objects to provide plausible explanations for reports not otherwise explainable. Those errors in identifying real stimuli result chiefly from inability to estimate speed, distance, and size.

All of the remaining 34 incidents are treated in detail in this report. These incidents form no pattern in regard to area of sighting, type of object, or manner of performance. There are indications, however, that some sightings were influenced by earlier reports, probably would not have been considered unusual or reported had there been no publicity.

APPENDIX H

Project Grudge

Summary of AMC Evaluation of Remaining Reports

VII. Summary of AMC Evaluation of Remaining Reports

The remaining unexplained incidents (see Appendix "I") exhibited few common characteristics. Two of them, by statements of the reporters, would not have been made had the witnesses not read of the Mt. Rainier incident (Incident No. 17). Most were distributed without pattern throughout the United States. A few were outside the U. S. No two descriptions of appearance or performance were exactly alike. The reported sightings occurred at various times of day and year.

APPENDIX I

In the following section of this report, each remaining unexplained incident is considered separately. It is not the intent to generally discredit the character of observers, but each case has undesirable elements, and these cannot be disregarded. The numerical designation is merely the categorical order of the incident in the project files.

1, 10, 17, 21, 29, 35, 37, 40, 51, 58, 62, 64, 68, 71, 75, 76, 77, 79, 84,

111, 122, 134, 135, 151, 152, 154, 162, 168, 176, 183, 186, 193, 207, 215, 216,

Incident No. 71 — 8 or 9 October 1947, daytime, Las Vegas, Nevada. An Air Force Reserve pilot reported observing a trail appearing high in the sky at an estimated speed of 400-1000 MPH. The object producing the trail was not visible. The trail was white as a cloud, and dissipated in fifteen to twenty minutes. The object proceeded in a straight line, then it made an approximately 180° turn of radius five to fifteen miles, and proceeded away toward the direction of first appearance. The weather was described as "almost cloudless."

AMC Opinion: It is difficult to understand why this individual attached any importance to this sighting, and why he did not conclude that the trail was caused by exactly what it appears to have been; that is, an ordinary aircraft flying normally at an altitude too high for itself to be visible, but in the best altitude range to form vapor trails 20,000 - 45,000 feet.

[redacted]

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Incident #71 -- Las Vegas, Nevada -- 8 or 9 October 1947
(Supercedes interim report of 2/10/49)

In everything except the course flown, the description given here answers to that of a fireball. The course indicated in this incident, however, appears almost fatal to such a hypothesis. No fireball on record, to this investigator's knowledge, has been known to turn back on itself. Daytime fireballs have been observed, however, that were invisible save for a marked white cloudlike trail.

Most fireballs pursue essentially straight courses, and, in fact, apparent deviations are often caused by illusions of perspective and of a spherical sky. Real deviations are caused by effects of the meteor's encounter with the atmosphere. To execute a curved trajectory would require highly extraordinary circumstances indeed, and a meteoric explanation for this incident must be regarded as most improbable.

It is more likely that some sort of aircraft was under observation.

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[redacted]

[redacted]