6 Dec 48 thru 6 Jan 49

Kirtland AFB, N. M.

Brilliant green light, beginning or ending with a red or orange flash. Has red trailing lights. Round shape. Size ½ diameter of full moon. Horizontal flight path. Speed 7½ miles per second. Altitude between 5 and 10 miles. No sound.

UNCLASSIFIED

INCLOSURE NO. 1 TO INVESTIGATIVE REPORT #24-8, 17th DISTRICT OSI.

Report on incident of 1948, December 12, 9h. 2m. ± 30s., seen from Starvation Peak (Bernal), New Mexico. (Approximately 15 miles south and 4 miles west of Las Vegas, New Mexico.

The report of this incident should be prefaced with a statement of the fact that beginning on evening of December 9th, and as a direct result of the conference held on afternoon of December 9th with 2/A Melvin E. Neef, the writer began systematic observations of the Geminid meteor shower, the only one of the recognized annual meteor showers active at this time. In spite of the quite unusual nature of the observation reported to me by 2/A Neef (and of similar observations made known to me at the conference called by Col. Doyle Rees on December 11th), I felt certain that the observed phenomena somehow must be connected with the Geminid meteors which reach their maximum activity between December 10th and 12th, but are frequently seen in considerable numbers as early as December 3 - 4. However, visual observations made between the evening of December 9th and the morning of December 12th only served to confirm a statement made on December 9th to 2/A Neef, viz., that the Geminids are not one of the showers producing numbers of extremely bright fireballs (of also Fletcher Watson, Between the Planets, Harvard Books on Action Series, p. 136 (1941)), and that I did not recall ever having seen a green Geminid fireball although bluish and bluish white Geminid had occasionally been noted. This latter impression was checked after my observations of December 9 - 12 were completed by an analysis of the colors assigned to all meteors both Geminid and non-Geminid that I have observed during periods of Geminid activity since December 1, 1945. A total of 414 such meteors had color reported and none of these were tabulated as either green or greenish.

With the above preface, I proceed to an account of the incident of December 12. Shortly before 9 on the evening of this date a staff car driven by Lt. Allan Clark of Sandia Base left Las Vegas headed for Santa Fe. Clark had as passengers Major C. L. Phillips and the undersigned. Phillips was in the back seat and I was in the right front seat. Just before reaching Bernal, New Mexico, the car passed through a cut and came out on a down slope facing approximately westward. On emerging from this cut a clear view to the right toward the north and northwest was afforded. I was watching the sky as I had been since darkness fell and my attention was directed to an area about 13° west of N-Cygni when, by indirect vision I became aware of a very bright green ball (apparent angular diameter 5') to the right of the area in the center of my field of view, moving from east to west very low on the horizon. Jerking my eyes to the right and pointing with my right hand I shouted, "Look", four times. (The fact that I point and repeated the word 4 times has been checked by both of my companions and reenactment of my motions and speech, timed by an Elgin AF stopwatch within 3s after the moment of appearance of the green ball, furnished measures of the duration of this fireball, ranging from 2.1 seconds to 2.3 seconds.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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THE UNIVERSITY OF NEW MEXICO
ALBUQUERQUE

Institute of Meteoritics

December 20, 1948

To: Lt. Colonel Doyle Rees, Commanding Officer
District No. 17
Office of Special Investigations

From: Lincoln LaPaz, Director
Institute of Meteoritics

Subject: Anomalous luminous phenomena (continuation)

In accordance with your request, the present report has been prepared in order to summarize results obtained by investigations carried out in the interval, December 13-20.

1. The Observational Data. As far as can be determined, the first incident of the sort reported by many observers on December 5 occurred as early as 1948, January 1, (see copy of [redacted]ng's letter, under date of January 7, to Mr. Al Schroeder), the second such incident, and one presenting much more striking resemblance to the December 5 - December 13 incidents, occurred on August 4, 1948, (see letter of October 22, written by J[redacted] to Dr. J. Hugh Pruett, Regional Director for the American Meteor Society, University of Oregon). Beginning on December 5 there was a sudden outburst of anomalous luminous appearances. The table given below lists date, hour of observation, name of observer; and, in parentheses, point of observation for each of the occurrences so far uncovered by investigations carried out under the general supervision of your office and the Institute of Meteoritics.

December 5:

7:30 p.m., [redacted] (Las Vegas, N.M.)
9:05 p.m., Captain A. Goade, Pilot, and Major R. M. Carter, Co-Pilot (Near Las Vegas, N.M.)
9:15 p.m., Mr. & Mrs. [redacted] (Las Vegas, N.M.)
9:15 - 9:30 p.m., Mr. [redacted] (Las Vegas, N.M.)
9:15 p.m., Rev. & Mrs. C. H. Wallace (Near Lucy, N.M.)
9:27 p.m., Captain Goade and Major Carter (Near Albuquerque, N.M.)
9:35 p.m., Mr. [redacted], Pilot, and Co-Pilot [redacted] (Las Vegas, N.M.)
10:00 - 10:15 p.m., Mrs. [redacted] (Near Las Vegas, N.M.)
10:20 p.m., Sgt. and Mrs. [redacted] (Near Lucy, N.M.)
10:20 p.m., Mr. [redacted] (Temporary Santa Fe RR Station ONAVA, N.M.)
11:15 p.m., [redacted] Hirst (Near Las Vegas, N.M.)

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IN[redacted]NO 223

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223

UNCLASSIFIED

KRFB 3571

UNCLASSIFIED

To: Colonel Doyle Rees December 20, 1948

December 6:

10:55 p.m., Mr. [redacted] Security Section, Sandia Base, Albuquerque, N.M. (Sandia Base)

December 7:

9:45 p.m., Inspector J. Catterman, AEC Security Service, Los Alamos, N.M. (Los Alamos)

December 8:

6:33 p.m., Capt. John J. Stahl, Jr., Capt. Melvin E. Neef, Special Agents, OSI, Kirtland Field, N.M. (Near Las Vegas, N.M.)

December 12:

9h 2m plus or minus 30s p.m., Major C. L. Phillips, AF - CAP Liaison Officer, Kirtland Field; Lt. Allen Clark, Intelligence Officer, N. Mex. Wing CAP; Dr. Lincoln LaPaz, Director, Institute of Meteoritics, University of New Mexico (Near Starvation Peak, N.M.); and Inspectors Jeffers and McKnigan, AEC Security Service (Los Alamos, N.M.)

December 13:

9:30 p.m., Mr. & Mrs. [redacted], Las Vegas, N.M.

10:15 p.m., [redacted] (From 20 miles east of Las Vegas on Highway 65).

December 14:

1:00 a.m., Mr. [redacted] (Wagon Mound, N.M.)

2. The Real Path of the Only Green Fireball so Far Observed at Two Separate Stations. Among the numerous observations so far made, there is only one pair of corresponding observations i.e., those made simultaneously by different groups of observers at widely separated stations. The only such observations are those obtained on the night of December 12 by one group of observers near Starvation Peak (Bernal, New Mexico - see report on incident of 1948, December 12, 9h 2m plus or minus 30s), and a second pair of observers stationed within the Los Alamos reservation. By graphic reduction of the simultaneously made observations, the following facts have been determined: The green fireball of December 12, 9h 2m plus or minus 30s appeared very near a point with the coordinates latitude 35° 50', longitude 106° 40' and disappeared near a point with the coordinates latitude

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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To: Colonel Boyle Rees December 20, 1945

35° 45', longitude 107° 5', traversing a nearly or exactly horizontal path with a length of very nearly twenty-five (25) miles at an altitude above the surface of the earth of approximately 8 to 10 miles, depending on the estimate of angular altitude employed in the reduction; the velocity with respect to the earth works out at between 8 and 12 miles a second, depending on the duration estimate used. It should be observed that the above results are obtained under the assumption that the points of appearance and disappearance of the fireball were seen simultaneously by both the Bernal and Los Alamos groups. In case this assumption is not fulfilled, the real path could very easily be no more than 10 to 12 miles long, the velocity with respect to the earth then working out at between 3 and 5 miles a second. While there is thus considerable uncertainty because of the lack of confirming azimuth observations from a third station, the concordance in the five (5) different estimates of angular elevation make it most unlikely that the linear height of the fireball was much less than 8 miles and much more than 10 miles. It is interesting to observe that the backward extension of the 25-mile path first given passes almost centrally across the Los Alamos reservation.

3. Significant Differences Between the Fireballs Observed in the Interval December 5-13 and Typical Meteors.

3.1 The horizontal nature of the paths of most of the December fireballs is most unusual. Genuine meteors are rarely observed to move in horizontal paths.

3.2 Again the very low height of the December fireball discussed in section 2 above sets it off in sharp contrast from the genuine meteors for which heights of the order of 40 or more miles are normally observed.

3.3 The velocity determined for the fireball of December 12 is much less than the velocities determined from typical meteors (and yet is considerably greater than the speeds of the V-2 Rockets or jet planes or of conventional flares).

3.4 In the case of meteorites that penetrate to as low levels as that determined for the fireball of December 12, the observed luminous phenomena are always accompanied by very violent noises. No noises whatever have been observed in connection with the various December fireballs so far investigated.

3.5 Genuine meteors normally show remarkable variations in brightness, beginning as fine thin hair lines, which are scarcely visible to the observer, and then brightening up to flash out near the end of their paths. In the case of the December fireballs most of the observers have reported that the green balls appeared almost instantly at their full brightness.

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INCIDENT # 223

KAFB 3571

To: Colonel Doyle Rees December 20, 1948

3.6 In the case of geniune meteors the paths are directed toward all points of the compass with equal frequency. On the contrary in the case of the green fireballs, plots of admissible approach sectors show that there is a very pronounced tendency for the paths to come in from the north half of the sky.

3.7 The three groups of anomalous greenish luminous phenomena show a curious association with well known meteor showers, although none of these meteor showers normally produce extremely bright green fireballs, such as those recently observed. For example, the observation mentioned by Mr. Honig appeared near the maximum of the Quadrantid shower of early January, Mr. [redacted] observation of August was near the time of the Perseid shower and the December observations all fell in the interval covered by the Geminid shower. This relationship might indicate an attempt to render the green fireballs less conspicuous by causing them to appear only when there is considerable meteoric activity.

3.8 As noted in an earlier communication, the remarkably vivid green color reported for most of the December fireballs is rarely observed in the case of geniune meteors. By laboratory test this peculiar color seems to be identical with that given off by copper salts in the blowpipe flame. If this identification is correct, the wavelength of the radiation from the green fireballs is near $\lambda = 5218\,\text{Å}$.

3.9 The duration estimates of between 2 and 3 seconds reported for the green fireballs are considerably longer than those (0.4 - 0.5 seconds) for the ordinary visual meteors, but shorter than the duration estimates invariably reported in the case of a geniune meteorite fall (5 to 30 seconds or even longer).

3.10 For none of the green fireballs has a train of sparks or a dust cloud been reported. This contrasts sharply with the behavior noted in case of meteoric fireballs—particularly those that penetrate to the very low levels where the green fireball of December 12 was observed.

4. On the basis of the various differences to which attention is called in section 3, the writer remains of the opinion that the fireball of December 12 was definitely non-meteoric and that in all probability the same is true of most, if not all, the other bright green fireballs, which the OSI has had under investigation.

DOWNGRADED AT [redacted]
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DOD DIR 5200.10

INCIDENT NO 223 [redacted] UNCLASSIFIED

[redacted]

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THE UNIVERSITY OF NEW MEXICO
ALBUQUERQUE

Institute of Meteoritics

December 20, 1948

To: Lt. Colonel Doyle Rees, Commanding Officer
District No. 17
Office of Special Investigations

From: Lincoln LaPaz, Director
Institute of Meteoritics

Subject: Anomalous luminous phenomena (continuation)

In accordance with your request, the present report has been prepared in order to summarize results obtained by investigations carried out in the interval, December 13-20.

1. The Observational Data. As far as can be determined, the first incident of the sort reported by many observers on December 5 occurred as early as 1948, January 1, (see copy of [redacted]'s letter, under date of January 7, to Mr. Al Schreeder), the second such incident, and one presenting much more striking resemblance to the December 5 - December 13 incidents, occurred on August 4, 1945, (see letter of October 22, written by [redacted] to Dr. J. Hugh Pruett, Regional Director for the American Meteor Society, University of Oregon). Beginning on December 5 there was a sudden outburst of anomalous luminous appearances. The table given below lists date, hour of observation, name of observer; and, in parentheses, point of observation for each of the occurrences so far uncovered by investigations carried out under the general supervision of your office and the Institute of Meteoritics.

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KAFB 3571

[redacted]

To: Colonel Doyle Rees

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December 20, 1948

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10:55 p.m., Mr. [redacted], Security Section, Sandia Base, Albuquerque, N.M. (Sandia Base)

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9:45 p.m., Inspector J. Cotterman, AEC Security Service, Los Alamos, N.M. (Los Alamos)

December 8:

224

6:33 p.m., Capt. John J. Stehl, Jr., Capt. Melvin E. Neef, Special Agents, OSI, Kirtland Field, N.M. (Near Las Vegas, N.M.)

December 12:

227

9h 2m plus or minus 30s p.m., Major C. L. Phillips, AF - CAP Liaison Officer, Kirtland Field; Lt. Allen Clark, Intelligence Officer, N. Mex. Wing CAP; Dr. Lincoln LaPaz, Director, Institute of Meteoritics, University of New Mexico (Near Starvation Peak, N.M.); and Inspectors Jeffers and McGuigan, AEC Security Service (Los Alamos, N.M.)

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[redacted]

[redacted]

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[redacted]

[redacted]

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Basis: Ltr fr 17th Dist OSI, KAFB, to CO, KAFB, dtd 22 Dec 48, Subj: Unknown (Aerial Phenomena).

CO 1st Ind HAG:jb
HEADQUARTERS, Kirtland Air Force Base, Kirtland Field, N. Mex, 24 Dec 48

TO : Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio.

Forwarded for your information in connection with the report of investigation forwarded from this Headquarters on 14 December 1948 by 1st Ind, to letter, same subject as above, dated 13 December.

1 Incl: n/c (1 cy w/d)

HAROLD A. GUNN
Colonel, USAF
Commanding

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INCIDENT NO 223.

[redacted]

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
17th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AFB, KIRTLAND FIELD, NEW MEXICO

ACM/SLJ/mfw
22 December 1948

File No: 24-8

SUBJECT: UNKNOWN (Aerial Phenomena)

TO: Commanding Officer
Kirtland Air Force Base
Kirtland Field, New Mexico

1. Reference is made to Report of Investigation, this office, dated 13 December 1948, subject same as above, four copies of which was forwarded your headquarters by letter of transmittal this office, dated 13 December 1948.

2. Attached for your information are four copies of Report of Investigation, this office, dated 22 December 1948, subject same as above.

3. This office has been informed by OSI Headquarters that Headquarters, Air Materiel Command, has been designated as the headquarters responsible for coordination of this investigation, therefore, it is requested that two copies of the inclosed report be forwarded Headquarters, Air Materiel Command, at the earliest practicable date.

4. This is a supplemental report. Since the submission of the initial report several additional sightings of the unidentified aerial phenomena have been reported. Investigation is continuing and subsequent reports will be forwarded your headquarters.

FOR THE DISTRICT COMMANDER:

A. C. Murrelle, II

1 Incl
Rpt of Invest re Subj (quad)

A. C. MURRELLE, II
Captain, USAF
Acting Deputy District Commander

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INCIDENT # 233

KAFB 3571

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Texas, to Williams Air Force Base, Arizona. Aircraft and crew departed for Mather Air Force Base, California, before an interview could be conducted.

AT SANTA FE, NEW MEXICO

13. On 3 December 1948, Captain K. K. MILLER, New Mexico State Police, State Police Headquarters, Highway 85, Santa Fe, New Mexico, was interviewed reference possible previous reports concerning unusual aerial phenomena, flares, lights in the sky, etc. Captain MILLER stated no reports had been received by his office from any of the State Police stationed throughout the state of New Mexico.

NOTE: Captain MILLER stated that he would report any incidents of this type to the State Police Office in Albuquerque and request that they contact the Office of Special Investigations, Kirtland Air Force Base, Kirtland Field, New Mexico.

14. On 3 December 1948, Mr. K. D. FLOCK, Forest Supervisor, Santa Fe National Forest, Federal Court House Building, Santa Fe, New Mexico, was interviewed reference possible previous reports concerning unusual aerial phenomena, flares, lights in the sky, etc. Mr. FLOCK stated that he had received no reports of incidents of these types during the current year; however, in the summer of 1947, a woman named [redacted] Santa Fe, New Mexico, had reported unusual aerial manifestations to him on numerous occasions. Mrs. [redacted], a writer, and her husband were prospecting throughout the State of New Mexico, and on at least five different occasions, during a period of five to six weeks, Mrs. [redacted] had visited Mr. FLOCK and reported having observed objects which she described as being "cigar-shaped with a glowing tip" in the sky. No information was available as to the altitude, size, speed, or frequency of these objects. Mrs. [redacted] stated that she had personally observed these objects from Tierra Amarilla, New Mexico, to Los Alamos, New Mexico. Mrs. [redacted] is believed to have contacted the military security personnel at Los Alamos Atomic Energy Commission (LAAC) installation, and also to have contacted the Governor of New Mexico reference her observations. It is not believed that Mrs. [redacted] is now residing at Santa Fe.

15. Mr. FLOCK stated that he had alerted his Forest Rangers to watch for unusual lights or objects in the sky, but to date had received no reports from them. Mr. FLOCK recommended that WILLIAM REAYNARD, Forest Ranger, Las Vegas, be contacted for a report of possible activities of this nature in the Las Vegas area.

NOTE: Mr. FLOCK was unusually cooperative and security-conscious. Mr. FLOCK stated that he would discreetly alert his Rangers again and have them report to him all incidents of this nature immediately. These reports will be transmitted in turn to the Office of Special Investigations, Kirtland Air Force Base, Kirtland Field, New Mexico. Mr. FLOCK stated also that he would be glad to cooperate by permitting members of the Office of Special Investigations to make use of temporarily inactive fire towers, or ranger stations, upon request.

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-3	DATE 22 Dec 48
REPORT MADE BY JACK L. BOLING	
REPORT MADE AT DO #17, Kirtland AFB	
PERIOD 13-20 December 1948	
OFFICE OF ORIGIN DO #17, Kirtland AFB	
STATUS PENDING	

TITLE

UNKNOWN
(Aerial Phenomena)

CHARACTER

SPECIAL INQUIRY

REFERENCE

Report of S/A Haffziger, dated 13 Dec 48, DO #17, Kirtland AFB

SYNOPSIS

Investigation requested by District Commander, 17th District OSI.

Details of this report consist of report submitted by [redacted]. The writer acted as an observer only during this phase of the investigation.

Additional sightings of unexplained celestial phenomena were reported in this period. Accurate transit bearings were obtained where possible. Actual flight path plotted from north to south, with minor deviation. General data for all sightings appears to coincide. No known meteoric phenomena would give data coincident with that reported from observations.

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KAFB 3571

[redacted]

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-8

UNCLASSIFIED

DATE: 23 December 1948

REPORT MADE BY: SHERIDAN W. CAVITT

REPORT MADE AT: DO #17, Kirtland AFB

PERIOD: 16 and 22 December 1948

OFFICE OF ORIGIN: DO #17, Kirtland AFB

STATUS: REFERRED UPON COMPLETION

TITLE

UNKNOWN
(Aerial Phenomena)

CHARACTER

Special Inquiry

REFERENCE

Report of Special Agent CHARLES NAFTZIGER, JR., DO #17, Kirtland AFB, File No. 24-8, dated 13 December 1948.

SYNOPSIS

On 16 December 1948, Mr. EARL WILLIAMS, Chief Dispatcher, Walker AFB, Roswell, New Mexico, was interviewed and it was found that no maneuvers involving aerial flares or similar signaling devices have been held by the 509th Bomb Group (M), Walker AFB. The only Walker AFB plane known to have approached anywhere near the vicinities cited in referenced report was a B-29 type aircraft piloted by 1st Lt. HEARTY FITCHKO, 393rd Bomb Squadron, 509th Bomb Group, on 5 November 1948. Lt. FITCHKO stated that his flight on 5 November was from Roswell, New Mexico, to Wendover AFB, Utah, and that the path of this flight was at approximately 30,000 feet and over the Albuquerque area. FITCHKO further disclaims shooting any flares at any time during this flight. Colonel JOHN D. RYAN, Commanding Officer, 509th Bomb Group, stated that no maneuvers had been held lately by the 509th Bomb Group. Major P. K. CARLTON, 509th Bomb Group S-3, stated that a check of the 509th Group Log of Missions indicated no recent maneuvers by the 509th Bomb Group other than a group mission to Dayton, Ohio, on 9 December 1948. None of the planes participating in this maneuver would have passed over or near the area in which the aerial phenomena have been sighted. None of the above interviewees had received reports of unusual flares or other aerial phenomena.

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DOYLE RICE
Lt. Colonel, USAF
DISTRICT COMMANDER

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FILE STAMP

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23 JULY 48

16—36438-1 U. S. GOVERNMENT PRINTING OFFICE

[redacted]

[redacted]

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DETAILS:

AT WALKER AFB, ROSWELL, NEW MEXICO

1. On 16 December 1948, Mr. EARL WILLIAMS, Chief Dispatcher, Walker AFB, Roswell, New Mexico, was interviewed with reference to possible maneuvers by planes of the 509th Bomb Group or Walker AFB Base Flight Section between 1 November 1948 and 16 December 1948. WILLIAMS, after reviewing the Walker AFB Dispatch Records, stated no maneuvers have been held by the 509th Bomb Group which would entail the use of aerial flares or other similar signaling devices. During the period mentioned above, only one (1) Walker AFB plane is known to have been in the general vicinity of Las Vegas, Los Alamos, Santa Fe, or the Sandia Mountains. This plane, B-29 #6401, was piloted by 1st Lt. HEARTY FITCHKO, 393rd Bomb Squadron, 509th Bomb Group, Walker AFB, and was on a bombing mission from Roswell to Wendover AFB, Utah. Take-off was made at 0326 hours, 5 November 1948, and the path of this flight would have normally been over Albuquerque. WILLIAMS stated that there have been no reports by either 509th Bomb Group or Base Flight pilots or crew members of unusual lights or flares in the sky.

2. On 22 December 1948, 1st Lt. HEARTY FITCHKO, AO 680624, 393rd Bomb Squadron, 509th Bomb Group, Walker AFB, was interviewed regarding his flight from Roswell, New Mexico, to Wendover AFB, Utah, on 5 November 1948. FITCHKO stated: I took off in B-29 #6401 at approximately 0330 hours on a routine bombing mission to Wendover AFB. At about 0430 hours, my position was approximately 20,000 feet and over Albuquerque. The only flares aboard were red ones which, when fired, indicate trouble. There were no flares of any kind used on this mission and I would have known if one was shot, for the flare chute is in the navigator's compartment. This compartment is the only place where a flare can be released when the plane is pressurized as we were on this mission. I saw nothing unusual nor did anyone on my crew report seeing any flares or anything unusual during this mission. I questioned my crew on this date (22 December 1948) and received negative answers as to the sighting of anything unusual on the above mentioned flight.

3. Colonel JOHN D. RYAN, AO 21117, Commanding Officer, 509th Bomb Group, Walker AFB, Roswell, New Mexico, was interviewed on 22 December 1948 regarding any maneuvers or flights by planes of the 509th Bomb Group which would entail the use of aerial flares or lights. Colonel RYAN stated: To his knowledge, no 509th planes have used flares of any kind during the past several months. No one has reported to Colonel RYAN the sighting of unusual flares or lights in the sky.

4. On 22 December 1948, Major PAUL K. CARLTON, AO 35912, S-3, 509th Bomb Group, Walker AFB, Roswell, New Mexico, was interviewed. Regarding maneuvers or the use of aerial flares by the 509th Bomb Group,

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Major CARLTON stated a check of the 509th Group Log of Missions indicates that the 509th Bomb Group flew a mission to Dayton, Ohio, on 9 December 1948. This mission, however, did not pass anywhere close to Albuquerque, Los Alamos, Las Vegas, or the Sandia Mountains. No flares have been scheduled for use by the 509th planes since June or July 1948, at which time the Group was flying missions over cities in the Pacific northwest. CARLTON'S office has received no reports regarding the sighting of flares or other unusual phenomena in the skies.

REFERRED UPON COMPLETION

[redacted]

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[redacted]

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452.1 AKADB 16 December 1948

SUBJECT: Aerial Incidents

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: M.C.I.

1. Reference is made to letter, Intelligence Division, CSGID 452.1, 25 March 1948, subject, "Unconventional Aircraft," and to Control No. A-1917.

2. Attached Summary of Information, same subject as above, this Headquarters, dated 16 December 1948, is forwarded for your information and any action deemed necessary.

FOR THE COMMANDING GENERAL:

1 Incl
As stated

EUSTIS L. POLAND
Colonel, GSC
AC of S, G-2

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SUMMARY OF INFORMATION

DATE: 16 December 1948

PREPARING OFFICE: Office of the AC of S, G-2, Headquarters Fourth Army, Fort Sam Houston, Texas

SUBJECT: Aerial Incidents

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

OF SOURCE:		OF INFORMATION:	
COMPLETELY RELIABLE	A	CONFIRMED BY OTHER SOURCES	1
USUALLY RELIABLE	B	PROBABLY TRUE	2
FAIRLY RELIABLE	C	POSSIBLY TRUE	3
NOT USUALLY RELIABLE	D	DOUBTFULLY TRUE	4
UNRELIABLE	E	IMPROBABLE	5
RELIABILITY UNKNOWN	F	TRUTH CANNOT BE JUDGED	6

SUMMARY OF INFORMATION

The following information was received from the Office of the Fourth Army Intelligence Officer, Sandia Base, Albuquerque, New Mexico:

"A military plane flying east to west on 5 December 1948 reported to Kirtland Field tower at 2130 as follows: (1) A green flare was seen west of Las Vegas, New Mexico, at approximately 2100 hours. Height of flare estimated at 500 feet. Plane was flying at 18,000 feet. (2) A similar green flare was seen on east slope of Sandia Range at approximately 2127 hours as plane was approaching Kirtland Field. (B-2)

"A commercial plane, Flight 65, Pioneer Airlines, 5 December 1948 reported seeing a light green flare west of Las Vegas, New Mexico, at approximately 2200 hours. The pilot stated the flare looked like a Very Pistol flare only much higher, about 500 feet. The flare seemed to have a trail as on a rocket. (B-2)

"Operations officer Kirtland Field reports unusual incidents of two commercial planes and one military plane flying over Sandia Range on 5 December 1948, with landing lights full on far beyond the usual or necessary need for lights. The commercial planes were flying east to west, and the military plane from west to east. The time was not given except that it was in the early night period. The military plane contacted by radio said he was just checking his lights. The commercial planes were not contacted. (B-2)

"No planes, civil or military, are reported down or lost in this area. No military units are known to be in this area. The local CAA was advised of the situation at once." (B-2)

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
17TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AFB, KIRTLAND FIELD, NEW MEXICO

SLJ/mfw
13 January 1949

File NO: 24-8

SUBJECT: Unknown, Aerial Phenomena

TO: Commanding Officer
Kirtland Air Force Base
Kirtland Field, New Mexico

1. Reference is made to Report of Investigation, this office, dated 13 December 1948; Report of Investigation, this office, dated 17 December 1948; Report of Investigation, this office, dated 23 December 1948; and Report of Investigation, this office dated 4 January 1949, copies of which have been forwarded your headquarters.

2. Attached for your information are four copies of Report of Investigation, 10th District OSI, dated 5 January 1949, subject same as above. It is requested that two copies of the inclosed report be forwarded to Air Materiel Headquarters which has been designated as the headquarters responsible for coordination of this investigation.

3. This is a supplemental report. Investigation is continuing and subsequent reports will be forwarded for your review and such action as you may consider appropriate when the investigation is completed.

FOR THE DISTRICT COMMANDER:

1 Incl
Rpt of Investigation re Subj
(Quad)

STUART L. JACKSON
1st Lt, USAF
Operations Officer

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DOCUMENTING [redacted]

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Basic: Ltr fr 17th Dist OSI, KAFB, to CO, KAFB, dtd 24 Jan 49, Subj: "Unknown (Aerial Phenomena)."

AG 1st Ind OMN:jb
HEADQUARTERS, Kirtland AF Base, Kirtland Field, N. Mex., 31 Jan 1949.

TO : Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio.

Forwarded for your information in connection with the report of investigation forwarded from this Headquarters on 14 December 1948 by 1st Ind to letter same subject as above.

FOR THE COMMANDING OFFICER:

Oliver M. Noland

OLIVER M. NOLAND
Captain, USAF
Adjutant

1 Incl: n/c (1 cy w/d)

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[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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THE INSPECTOR GENERAL USAF
17th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AFB, KIRTLAND FIELD, NEW MEXICO

DR/MEN/mfw
24 January 1949

File No: 24-8

SUBJECT: Unknown (Aerial Phenomena)

TO: Commanding Officer
Kirtland Air Force Base
Kirtland Field, N. M.

1. Reference is made to Reports of Investigation, this office, dated 13 December 1948, 17 December 1948, 23 December 1948 and 4 January 1949, subject and file number as above.

2. Attached for your information are four (4) copies of Report of Investigation, this office, file and subject as above, dated 19 January 1949. It is requested that two (2) copies of inclosed report be forwarded Headquarters Air Materiel Command, which has been designated as the headquarters responsible for the coordination of this investigation.

3. Investigation to date has not produced any positive information as to the nature or source of these manifestations. No additional sightings have been reported since 6 January 1949.

4. Report of certain unexplained sound phenomena is included in inclosed report as possibly having a connection with the subject under investigation.

5. This is a supplemental report. Investigation is continuing and subsequent reports will be submitted as further events transpire.

Doyle Rees
DOYLE REES
Lt Col, USAF
District Commander

1 Incl
Rpt of Invest re Subj (quad)

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-9

DATE 5 January 1949

REPORT MADE BY
James J. Teachnor

REPORT MADE AT
Hq 10th OSI Dist., Kelly AFB, Kelly Fld, Te[illegible]

PERIOD
30 December 48, 3 January 49

OFFICE OF ORIGIN
DO #17

STATUS
R U C

TITLE

UNKNOWN
(Aerial Phenomena)

CHARACTER
Special Inquiry

REFERENCE
Case Report 24-8, DO #17

SYNOPSIS

Major Roger M. Carter, AO 40767 and Captain A. Goade, AO 55483 stated that: On 5 December 1948, flying at 10,000 feet on a heading of 245° magnetic, 25 miles North East of Albuquerque, New Mexico observed an intense green light at approximately 106° 27' West, 35° 04' North, length of observation two seconds. Weather at time was clear and cold with no moon. Description of light varies with individual observer.

[redacted] undeveloped lead for DO #17 is subject on G-2 Section, Hq 4th Army. File reflects that Merchant associates with known Communists and is considered dangerous.

Headquarters 4th Army is in receipt of letter from Director of Intelligence, Headquarters General Staff, Washington advising them to expect reports of such incidents as above during this period of the year. All such reports to be forwarded to AMC, Wright-Patterson Air Force Base.

Biggs Air Force Base has not conducted any maneuvers with flares.

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DO #17	2
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APPROVED

ROBERT E. HANCE
Captain, USAF
Acting DISTRICT COMMANDER

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AT LAS VEGAS, NEW MEXICO

1. On 8 December 1948, Mr. Matt O'BRIEN, Chief of Police, Sixth and University, Las Vegas, New Mexico, was interviewed reference reports of unusual aerial phenomenon. Chief O'BRIEN stated that he had received no reports of this nature and added that this was the first he had heard of possible occurrences in the vicinity of Las Vegas. Chief O'BRIEN recommended that HOLAND UTZ, State Police, on duty in Las Vegas, be contacted.

2. On 8 December 1948, Patrolman HOLAND UTZ, New Mexico State Police, San Miguel County Court House (Old Town), Las Vegas, New Mexico, was interviewed reference reports on unusual aerial phenomenon. Mr. UTZ stated he had received no reports of this nature and added that only on one occasion had he overheard a conversation about aerial flares in the neighborhood of Las Vegas. This conversation occurred during a meeting of several enforcement agents and Mr. UTZ stated he had no idea who had mentioned the subject. Mr. UTZ stated if he received reports of this type he would report same to the proper Federal agency. Mr. UTZ said that possibly a man named 'HOUSE' who was flying a plane locally and doing advertising with a loud speaker attached to the plane could throw some light on the flares claimed to have been seen in the vicinity of Las Vegas.

3. On 8 December 1948, Mrs JOSEPH MARSHALL, Office Manager, Las Vegas Flying Service, Watson Airport, East County Road, Las Vegas, New Mexico, was interviewed reference reports of flares observed at night in the vicinity of Las Vegas. Mrs. MARSHALL stated that she was the wife of JOSEPH MARSHALL, Owner of Las Vegas Flying Service. Mrs. MARSHALL stated that business was unusually slow at the Watson Airport, due to the near-abolishment of training of student pilots under the G.I. Bill. No flying is conducted at night from this air field. Mrs. MARSHALL added that possibly information could be obtained from the local newspaper office and added that she had heard no reports on flares in the Las Vegas area.

NOTE: Contact was not made with the local newspaper due to a desire of keeping publicity about this investigation to a minimum.

4. On 8 December 1948, Mr. J. D. MILLER, Chief Aircraft Communicator, Department of Commerce, Civil Aeronautics Administration (hereinafter referred to as C.A.A.), Box 1029, Municipal Airport, Las Vegas, New Mexico, was interviewed reference possible previous reports of unusual aerial phenomenon. Mr. MILLER stated he had heard of no incident prior to this interview and added that he was very much interested in events of this nature. Mr. MILLER stated he had received no information from any aircraft on 5 December 1948. A check of the C.A.A. records for this date verified this statement. Mr. MILLER stated that beginning immediately he would alert his Aircraft Communicators to report promptly incidents of this nature to him. These reports would in turn be reported to the Office of Special Investigations, Kirtland AFB, Kirtland Field, New Mexico. If the reports appear to necessitate immediate investigative action, a report will be made to a Special agent residing in Las Vegas. Mr. MILLER requested that four of

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DETAILS:

AT SAN ANTONIO, TEXAS

1. This is a joint investigation of Special Agents Hiram W. Johnson, Reuben Strickland and the writer.

2. M/S R. G. Walton, AF 6299736, Randolph Air Force Base, interviewed 4 January 49 stated that he did not see a flare or light on the night of 5 December 1948.

Carter
223 B

3. Major Roger M. Carter, AO-40767, A-3, Air Training Command, Randolph Air Force Base, interviewed 3 January 49 by Special Agents Hiram W. Johnson, Rueben Strickland and the writer stated in substance: That on 5 December 1948, at approximately 2200 hours, C.S.T., while flying a C-47 aircraft at 10,000 feet on a magnetic heading of 247°, indicating 158 M.P.H. about twenty-five miles North East of Albuquerque he observed an intense green light. This light was approximately 500 feet above the plane and some two to five miles to the right. It appeared to be slightly east of Sandia Peak, 35° 64' North, 106° 27' West. Carter stated that he was looking at the peak mentioned when he first noticed the light. The impression gained was that of an ultra violet light being turned on. The light seemed to grow in intensity and then die out. The color was more green than blue. Estimated length of observation was from one to two seconds. No movement pertaining to the light was noted. The weather at the time was described as being a clear, cold and dark night.

Carter further stated that he was listening to the radio beam at the time and did not notice any radio interference.

4. Captain A. Goade, AO 55483, A-3, Flying Division, Air Training Command, Randolph Air Force Base was interviewed by Special Agents Hiram W. Johnson, Reuben Strickland and the writer on 30 December 48. Goade stated in substance that at approximately 2135 hours on December 5, 1948 while flying a heading of 230° magnetic, 15 miles North East of Albuquerque, he observed an intense green light estimated at 1½ to 2 miles off the right wing of the airplane. The estimated location of the light would be 35° 09' North, 106° 27 West.

At the time of the observation Goade was flying co-pilot, in the right seat of a C-47 aircraft, altitude 10°, 500 feet. The light appeared to be 500 to a 1000 feet higher than the aircraft. Visibility was estimated at 30 to 40 miles, no overcast, no moon. Speed of the aircraft was 155-160 indicated.

Goade stated that the length of the observation was from 5-15 seconds and he gained the impression of a round green light, accompanied by sparks and a fading tail. The object seemed to describe a parabolic curve in relation to the earth.

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Captain Goade is a veteran of combat flying in the ETO and when pressed for a comparison of the intensity of the light described it as being more intense than the flare normally used in night photography or bombing. Goade stated that he had never seen anything similar to the phenomena noted and could offer no comparison.

5. On 3 January 1949 the files of the G-2 Section, Fourth Army, were checked. It was revealed that Madeline G. Merchant is the subject of an extensive file. The essence of the file is that Merchant has been active over a period of two years compiling facts on all reported aerial phenomena and writing letters to various Army area commanders regarding same. Further Merchant is known to correspond with Communist Front organizations and is considered dangerous.

6. Captain James C. Biddle, Executive Officer, Fourth Army CIC Detachment, Fort Sam Houston, Texas interviewed 3 January 1949 stated in substance that the Fourth Army is in receipt of a letter from the Director of Intelligence, Headquarters General Staff, Washington, D.C. advising them to expect reports of aerial phenomena during this period of the year and to report same to AMC, Wright-Patterson Air Force Base.

AT EL PASO, TEXAS

7. On 30 December 1948 it was ascertained that Biggs Air Force Base did not conduct any maneuvers involving flares.

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INCIDENT NO. 223

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HEADQUARTERS FOURTH ARMY
FORT SAM HOUSTON, TEXAS

3

452.1 AKADB 17 January 1949

SUBJECT: Unconventional Aircraft (Control Number A-1917)

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: M.C.I.

Attached Summary of Information, subject as above, dated 13 January 1949, is forwarded for your information.

FOR THE COMMANDING GENERAL:

Eustis L Poland

1 Incl
As stated

EUSTIS L. POLAND
Colonel, GSC
AC of S, G-2

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[redacted]

HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

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FILE NO.	DATE
24-8	19 Jan 49

REPORT MADE BY: JACK L. BOLING

REPORT MADE AT: DO #17, KIRTLAND AFB

PERIOD: 6, 7, 17, 13 January 1949

OFFICE OF ORIGIN: DO #17, Kirtland AFB

STATUS: PENDING

TITLE

UNKNOWN
(Aerial Phenomena)

CHARACTER

SPECIAL INQUIRY

REFERENCE

Reports of Investigation, DO #17, dated 13 and 22 Dec 48 and 4 Jan 49

SYNOPSIS

Additional sighting on 5 December reported from Albuquerque. Sighting on 6 January 1949 reported from Los Alamos. Report of sighting from Kirtland Air Force Base, differing in several features from the usual received from Sandia Security. Unusual, unexplained sounds reported from Los Alamos. Sounds apparently originated in sky over station. No aircraft known to have been in area.

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Doyle Reed
DOYLE REED
Lt Col, USAF
DISTRICT COMMANDER

AFCSI FORM 4
23 JULY 48

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DETAILS:

AT KIRTLAND AIR FORCE BASE:

1. On 18 January 1949 Dr. LINCOLN LA PAZ provided a letter from one [redacted], student at the University of New Mexico, relevant to an observation of 5 December 1948. The information contained in this letter is summarized below:

At about 2000 hours, 5 December 1948, while walking along the west side of Varsity Village, a University housing area, [redacted] saw a bright green "meteorite". The color was a brilliant green, as in a traffic signal or a neon tube. There was a definite area to the object; ie., it was not merely a point of light. The size was very hard to determine, but was estimated at one third that of Venus when that planet is visible in the daytime. McNERNEY discounted any claim of accuracy as to the size, however, saying that he could not definitely say. The object appeared in the western sky, vertically to about five degrees. There was a definite corona or halo effect, but no sparks or trail were produced. The sky was hazy and there was some cloud cover at the time of the sighting, but McNERNEY did not recall the extent of the cloudiness. No stars were visible in the part of the sky where the "meteor" was observed.

NOTE: No other report of observation for 5 December gives a time element of 2000 hours. McNERNEY will be contacted by Dr. LA PAZ in an effort to obtain precise measurement of his observational angles.

2. A report of observation by Inspector EARL WILLIS, AESS, was provided by Lt. Col. JOHN A. CARROLL, Chief Inspector, AESS, Los Alamos, New Mexico on 17 January 1949. This report provided the following data:

Date: 6 January 1949	Color: Brilliant green
Time: 0310	Elevation: 3 to 5 degrees
Direction: Azimuth 30 degrees	Trajectory: Flat
Speed: Slower than a meteor	OP: Station 101

The object was visible for about two seconds, low in the sky to the northwest. It moved in a straight line at a high speed. It looked like a bright green incandescent light. No estimate of size could be made. Direction of movement was east to west, flew on a level course, disappearing behind the mountainous horizon to the west. (Inclosure 1)

3. On 7 January 1949 the Chief, Physical Security Branch, Sandia Base, New Mexico, (MATHEW J. DOYLE), forwarded a report of observation by Pfc. MEREDITH J. EVERITT, ASN 38 552 954, 8450th M.P. Group. EVERITT reported that on 6 January 1949, while guarding an aircraft near the Ordnance Area, Kirtland Air Force Base, he had observed a bright object travelling across the sky. The time was approximately 1730, and the sky was clear, providing a light blue background. The object was diamond shaped, about two feet long, bright white in color, and moving at a high rate of speed. Altitude was estimated at 1500 to 2000 feet, and distance travelled was estimated at 500 feet. There was no smoke or trail. Two other persons with EVERITT did not see the object. (Inclosure 2)

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NOTE: Estimates such as "two feet long", and "1500 feet high" are not to be accepted as factual, due to the lack of any object for comparison.

4. Dr. LA RA transmitted a report to the District Commander, 17th District Office of Special Investigations, on 6 January 1949 relative to certain unexplained sound phenomena observed at Los Alamos. Pertinent summary of this report follows:

Anomalous sounds were heard at four different Security Stations at Los Alamos on the night of 30 December 1948. Three of these stations were visited in company with the AEC Inspectors who had heard the sounds. At Station 340 Inspectors [redacted], and [redacted] were questioned. [redacted] and [redacted] said that at approximately 2010, 30 December 1948 they heard a sound as of a truck laboring up the hill. The sound was so definite that they went out to inspect the truck, but found the roadway empty. Timing of their movements indicates that the duration of the sound was some seven seconds. Then at about 2020, the sound was heard again and they went out to check with the same results. Timing of this set of movements gave a duration of eight and one-half seconds. This repitition of the occurrence made quite an impression on the inspectors and they discussed the matter for about a half-hour. Then a "Bogey" alarm was given over the communications net by Headquarters. [redacted] had left just before the alarm came in and his place was taken by [redacted]. The noise was heard again at 2050 by [redacted] and [redacted]. This time it was definitely an aerial noise. Both men said that an airplane motor came close to being the same type of sound, but neither would state definitely that the sound was wholly similar to that of an aircraft. Timing of movements showed a probable duration of 10 to 15 seconds for the aerial sounds. Azimuth and elevation readings were taken for each estimated position of the sound.

At Station 390, Inspector [redacted] was interviewed relative to the sounds reported by him. [redacted] said that he had not heard the sounds reported at 2010, 2020, or 2050, but that about ten or fifteen minutes after the "Bogey" warning he and Inspector [redacted] had heard a sound like heavy wagons on the roadway, and later a sound like the whistle noise made by some airplanes in flight. The time measurements were inconclusive. Azimuth and elevation readings were taken of the estimated position of the sound.

Inspectors [redacted] and [redacted] were interrogated at Station 350. According to [redacted], at approximately 2010 on 30 December he heard a noise which he believed to be the motor of a 140 horsepower Cub airplane. The sound lasted about 6 minutes. At about 2020 he heard the same noise again, this time for about two or three minutes. At about 2050 the same noise was heard. The "Bogey" alarm was then sounded by headquarters, and [redacted] believes that his reports of the sounds were responsible for the alarm. [redacted] thought that the first noise sounded like a light tank coming along the road. Azimuth and elevation readings were taken of the positions as indicated by [redacted].

Inspector [redacted] who had been at Station 350 at 2010 was interviewed by telephone. [redacted] said that the noise sounded like a Cub type aircraft orbitting directly overhead, then moving off to the northeast and resuming an orbit at very low altitude. Total time given by [redacted] was 65 minutes.

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In his summary of the above interviews Dr. LI PAZ finds that the sounds were unlike normal aircraft sounds, that a Cub could not have operated at the altitude needed to conform with the figures given by the transit readings, that no heavy machinery or tanks had been operating, and two other Inspectors had heard similar sounds on the morning of 31 December at about 0540.

Calculations based on the transit readings indicate that the sound originated at a point with coordinates 106 degrees 17 minutes, 35 degrees 52 minutes.

5. AACS at Kirtland Air Force Base was checked by the writer and so far as their records show no aircraft were near Los Alamos during the times of the sound observations.

AT WALKER AIR FORCE BASE:

6. AACS at Walker Air Force Base was checked by Special Agent SHERIDAN W. CAVITT, and reported that no aircraft were shown near Los Alamos by their log during the critical times.

INCLOSURES

FOR FULL DISTRIBUTION:

1. Copy of report from Lt. EARLE D. HIGHTOWER, Operations Officer, Protective Force, AESS, Los Alamos, New Mexico, to Lt. Col. JOHN A. CARROLL, Chief Inspector, re sighting by Inspector EARL WILLIS, dated 7 January 1949. (Duplicate.)

2. Copy of report from MATTHEW J. DOYLE, Chief, Physical Security Branch, Sandia Base, New Mexico, to Director, Intelligence and Security Division, re sighting by Pfc MERIDETH J. EVERITT, Hq 8450th MP Group, dated 7 January 1949. (Duplicate.)

3. Copy of letter, Dr. LINCOLN LA PAZ, to Lt. Col. DOYLE REES, re sound phenomena at Los Alamos, New Mexico, dated 6 January 1949. (~~Duplicate.~~)

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DOD DIR 5200.10

KAFB 3626

UNCLASSIFIED

UNDEVELOPED LEADS

DISTRICT OFFICE NO. 17, KIRTLAND AFB

1. Will report on new sightings as they are made.

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Incident #223 -- Sandia Base, New Mexico -- 6 December 1948

See report on incident #223 for detailed statement.

Again, it is more probable that the object seen is related to the "New Mexico green flashes" than that it was a fireball.

DECLASSIFIED

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

TO : Commanding General
Air Material Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXO-3

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

his six Aircraft Communicators, on duty at time of interview, be interviewed collectively and informed briefly of the type of reports desired and the necessity for reporting such incidents immediately to Mr. MILLER.

5. On 8 December 1948, Mr. JOHN J. [redacted], Mr. K. C. FRANCIS, Mr. C. T. RICH, and Mr. ROY W. TOLLIVER, Aircraft Communicators, C.A.A. Municipal Airport, Las Vegas, New Mexico, were interviewed collectively and informed of the investigation being conducted relative to unusual aerial phenomena. None of these men had received previous reports of this nature. All of these men agreed to maintain this information on a discreet basis and to handle the information as being highly classified. Permission was granted to these four communicators to brief the two communicators absent at this time reference the information desired. The two men absent were listed as Mr. DUTH L. [redacted] and Mr. ROBERT L. [redacted]. The four communicators interviewed stated that the only night flying at Municipal Airport, Las Vegas, was by the two commercial airlines located there; Pioneer Airlines and Continental Airlines. It was pointed out that a Mr. LLOYD [redacted], Owner-Manager of a flying school located on Municipal Airport was not licensed to make night flights and was not authorized to permit his students to fly at night. It was further noted that Mr. WOODROW [redacted], owner of a Piper Super Cruiser used for advertising purposes in the vicinity of Las Vegas, was not licensed to fly at night.

6. On 8 December 1948, Mr. BILLY R. WATSON, Manager, Pioneer Airlines, Municipal Airport, Las Vegas, New Mexico, was interviewed reference reports on unusual aerial phenomenon. Mr. WATSON was interviewed in his home, 816 Fourth Street, Las Vegas, New Mexico, and stated that with the exception of a report from one of his Pioneer pilots (Mr. [redacted]) he had heard of no unusual incidents regarding flares or lights in the sky in and around the Las Vegas area. Mr. WATSON stated that he would stay on the alert in an attempt to gather any future information from pilots or crew members of Pioneer Airlines, but added that he did not feel like confiding in his two assistants, since they were very youthful and would undoubtedly disclose information regarding this investigation. Mr. WATSON stated that a Mr. J. R. McGOVERN, home address, 1001 Sixth Street, Las Vegas, Manager of Continental Airlines was presently out of town but was due to return on Friday, 10 December 1948. Mr. WATSON, upon being requested to do so, stated he would discreetly brief Mr. McGOVERN as to the nature of reports desired, and would impress Mr. McGOVERN as to the confidential classification of this investigation. Mr. WATSON concluded by stating that any information he obtained, and information obtained by Mr. McGOVERN, would be reported to Mr. MILLER of C.A.A. for subsequent transmittal to the proper investigative agency.

7. On 8 December 1948, Mr. WILLIAM BRAINARD, Ranger, Santa Fe National Forest Service, Federal Post Office Building, Las Vegas, New Mexico, was interviewed reference possible previous reports or unusual aerial phenomenon. Mr. BRAINARD stated that at no time in the past since his assignment to Las Vegas in February 1948 had he received any report or observed any incident regarding occurrences of this nature. Mr. BRAINARD said he would report any future incidents of this type to Mr. PLACK in Santa Fe, for subsequent transmittal to the investigative agency concerned.

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G Dee

No. 226: Sighted one hour after release at Albuquerque; same green flare appearance as in previous five or six cases, and moving into the wind from East to West. No balloon.

[redacted]

UNCLASSIFIED

Lt. Colonel John A. Carroll, Chief Inspector 7 January 1949
Atomic Energy Commission Security Service

Lt. Earle D. Hightower, Operations Officer, Protective Force, AESS

OBSERVATION OF PHENOMENA

TIME: 0310

DATE: 6 January 1949

DIRECTION: Azimuth of 30°

ELEVATION: Estimated 3° to 5°

TRAJECTORY: Flat

COLOR: Brilliant Green

POINT OF OBSERVATION: Security Station 101 (Patrol 406 passing thru 101)

OBSERVER: [redacted]

SPEED: Slower than a meteorite

STATEMENT BY OBSERVER:

"The object was seen for a period of approximately two seconds, low in the sky to the northwest from a point just inside gate 101. It moved in a straight line at a high rate of speed. It appeared as a bright green incandescent light. No surmise could be made accurately as to its actual size or altitude. Direction of movement was East to West. Object apparently disappeared behind mountainous western horizon. Course appeared to be level without apparent angle of descent."

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

[redacted]

INCL. #1

[redacted]

COPY

UNCLASSIFIED

TO: Director, Intelligence & Security Division 7 January 1949

FROM: Chief, Physical Security Branch

SUBJECT: Reported Observation of Unidentified Light or Flare Moving Across the Sky on 6 January 1949

1. On 7 January 1949, the writer interviewed Pfc. Meredith J. Everitt, ASN 38552934, Headquarters, 3450th M.P. Group, concerning the unidentified light or flare which he had reportedly seen moving across the sky.

2. Pfc. Everitt advised that on 6 January 1949 he was guarding a C-97 airplane at the landing strip, located adjacent to the Ordnance Area, when at approximately 1730 hours he noticed a bright object travelling across the sky, from the Southeast towards the Northwest. He related that the object was diamond shaped, approximately two feet long, and appeared to be much brighter in its center than at the edges. He estimated that the object was approximately 1500 to 2000 feet in the air and travelled approximately 500 feet, horizontal to the earth's surface, before he lost sight of it. Pfc. Everitt was unable to estimate the speed of the object but stated that he has seen low flying jet planes, and that this object travelled much faster than the jets that he has observed. There was no smoke or other vaporous material visible to Pfc. Everitt around or following the object.

3. At the time Pfc. Everitt witnessed the object, he stated that the sky was clear, furnishing a light blue background, and that the object appeared to be a bright white light, with no other apparent visible color.

4. Standing guard with Pfc. Everitt were Sgt. Richart Woleslegos and Cpl. Wilson, and according to Pfc. Everitt, neither of the other men saw the object. Everitt explained that he called to Sgt. Woleslegos, who was standing at the other end of the plane, and told him to look at the object in the sky, but by that time it had disappeared.

5. Pfc. Everitt stated that he attended Flight School, under the G.I. Bill of Rights in Houston, Texas, during the year 1947, and that he has had some experience in observing aircraft.

/s/ MATTHEW J. DOYLE
Chief, Physical Security Branch
Intelligence & Security Division

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

242

[redacted] UNCLASSIFIED

Lt. Colonel John A. Carroll, Chief Inspector 7 January 1949
Atomic Energy Commission Security Service

Lt. Earle D. Hightower, Operations Officer, Protective Force, AESS

OBSERVATION OF PHENOMENA

TIME: 0310

DATE: 6 January 1949

DIRECTION: Azimuth of 30°

ELEVATION: Estimated 3° to 5°

TRAJECTORY: Flat

COLOR: Brilliant Green

POINT OF OBSERVATION: Security Station 101 (Patrol 406 passing thru 101)

OBSERVER: Inspector [redacted]

SPEED: Slower than a meteorite

STATEMENT BY OBSERVER:

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DOD DIR 5200.10

[redacted]

[redacted]

C O P Y

UNCLASSIFIED

TO: Director, Intelligence & Security Division 7 January 1949

FROM: Chief, Physical Security Branch

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5. Pfc. Everitt stated that he attended Flight School, under the G.I. Bill of Rights in Houston, Texas, during the year 1947, and that he has had some experience in observing aircraft.

/s/ MATTHEW J. DOYLE
Chief, Physical Security Branch
Intelligence & Security Division

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[redacted]

UNCLASSIFIED

INCL #2

[1949]

1 - 31 JANUARY SIGHTINGS

DATE	LOCATION	OBSERVER	EVALUATION
1949	Dillon, Montana (CASE MISSING)	Civilian	
Jan 46-49	Frankfort, Germany (NO CARDS)	Military	Other: (MISSILES
1	Jackson, Mississippi	[redacted]	INSUFFICIENT DAT
4	Hickam Field, Hawaii	[redacted]	UNIDENTIFIED
5	45.38N-140.38E (Pacific)(CASE MISSING)	Military	Probable (AIRCRA
6	Kirtland AFB, Los Alamos, New Mexico	[redacted]	Astro (METEOR)
16	Bourbon County, Kentucky	[redacted]	1. Photo: (MEGAT
		[redacted]OTCS)	2. Visual: Other
18	Indian House Lake, Canada	Not Reported	Astro (METEOR)
20	San Antonio, Texas	[redacted]	Astro (METEOR)
23	Tillamook, Oregon	[redacted]	AIRCRAFT
24	Bermuda	Multiple	Astro (AURORA BO
25	Nakagori Village, Japan (CASE MISSING)		
27	Cortex, Florida	[redacted]	UNIDENTIFIED
30	Texas, New Mexico, Arizona	Multiple	Astro (FIREBALL)
31	Orlando, Tampa, Florida	Multiple	AIRCRAFT

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

DATE	LOCATION	SOURCES	OBSERVER
Jan 49		Fireball Schedule for January	
Jan 49		Newspaper Clipping	

[redacted]

[redacted]

[redacted]

[redacted]

1 - 31 JAN

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AT LAS VEGAS, NEW MEXICO

This is a joint investigation conducted by Special Agents JOHN J. STAHL, Jr. and MELVIN E. MAY.

At 1745 on 8 December 1948, [redacted] and [redacted], both rated pilots, took off from Kirtland Air Force Base, Albuquerque, New Mexico, in a T-7 type aircraft. At 1833 while flying at an indicated altitude of 11,500 feet, mean sea level, approximately 5,000 feet above terrain, a strange phenomenon was observed. The exact position of the aircraft at the time of the observation was 35° 31' North - 104° 51' West, approximately twenty (20) miles east of the Las Vegas, New Mexico, radio range station. At the time of the observation the aircraft was flying on a compass course of 300°, the indicated air-speed was one hundred sixty (160) miles per hour and the ground speed was approximately one hundred ninety miles per hour. [redacted] was flying as pilot and seated on the left side of the cockpit. [redacted] was flying as co-pilot and was seated on the right side of the cockpit. [redacted] first observed the phenomenon and a split second later [redacted] saw it. At an estimated altitude of 2,000 feet higher than the airplane or 13,500 feet above mean sea level a brilliant green light was observed coming toward the airplane at a rapid rate of speed from approximately 30° to the left of course, from 60° ENE, to 240° WSW. The object was similar in appearance to a burning green flare of common use in the Air Forces. However, the light was much more intense and the object appeared to be considerably larger than a normal flare. No estimate can be made of the distance or the size of the object since no other object was visible upon which to base a comparison. The object was definitely larger and more brilliant than a shooting star, meteor or flare. The trajectory of the object when first sighted was almost flat and parallel to the earth. The phenomenon last approximately two (2) seconds at the end of which the object ceased to burn out. The trajectory then dropped off rapidly and a trail of glowing fragments reddish orange in color was observed falling toward the ground. The fragments were visible for less than a second before disappearing. The phenomenon was of such intensity as to be visible from the very moment it ignited and was observed a split second later. It was not possible for the phenomenon to have been visible for longer than a split second before observation.

Weather at flight altitude was as follows: Ceiling unlimited, visibility, a minimum of seventy-five (75) miles, the wind, 30 miles per hour from 310° . The moon, in the first half, was approximately half way to its zenith and south, or to the right of course. The 1615 weather observation at Las Vegas, New Mexico, was clear, 30 miles visibility, temperature 30°, dew point 17° , the wind from the NE at 6 miles per hour, the altimeter setting 30.06 inches of mercury. After the occurrence the aircraft remained in the same vicinity for approximately one and one-half hours but no further phenomena were observed.

On 9 December 1948, [redacted] accompanied by a crew chief took off from Kirtland Air Force Base at 1635 and flew to the area where the phenomenon had been observed the previous evening. A careful search of the terrain, both where the phenomenon was observed and in the direction from

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[redacted]

which it had appeared, was made. The terrain is barren and rough, and scarred by numerous dry washes and shallow canyons. Two or three widely separated buildings, apparently small ranch houses were noticed in the area. It appears that the land may be used for limited cattle raising. There are no indications of cultivation. The aircraft remained in the vicinity for several hours after sunset but no further phenomenon was observed. The weather conditions at flight altitude were high scattered cirrus clouds above 25,000 feet and visibility in excess of 40 miles.

On 11 December 1948, Mr. [redacted], Sandia Base, gave Special Agent [redacted] the following statement:

Statement

At approximately 2255 the evening of 5 December 1948, I observed a definite greenish flare in the sky almost directly overhead at Sandia Base. At the time of the flare I was driving west on D Street and had made the Stop sign at the Main Street. The flare appeared in the upper right hand corner of the windshield of the car slightly to the northwest.

The flare was approximately one-third the diameter of the moon and a slight arch caused falling from east to west. The flaming tail appeared during this arch. The entire phenomenon lasted possibly two to three seconds after which it vanished.

[redacted]
A.E.C. Security
Sandia Base

ENCLOSURES

FOR CO, KIRTLAND AFB:
Signed statement of Dr. LINCOLN LA PAZ dated at Albuquerque, New Mexico, 13 December 1948.

FOR CSI, HQ., WASHINGTON, D.C.:
Signed statement of Dr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

FOR DO #10, KELLY AFB:
Signed statement of Dr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

FOR HILLMAN AFB DET:
Signed statement of Dr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

FOR WALKER AFB DET:
Signed statement of Dr. LINCOLN LA PAZ, dated at Albuquerque, New Mexico, 13 December 1948.

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DOD DIR 5200.10

[redacted]

[redacted]

UNDEVELOPED LEADS

DISTRICT OFFICE #27, KIRTLAND AFB

AT SANTA FE, NEW MEXICO

Will interview Mrs. [redacted], reference reports made by her to Mr. FLOCK, Forest Supervisor, Santa Fe National Forest, during the summer of 1947. Any recent activities concerning aerial phenomenon observed by Mrs. MERCHANT will be obtained.

AT LOS ALAMOS, NEW MEXICO

Will interview the Chief of the Security Section, Los Alamos Atomic Energy Commission installation reference reports made to that organization by Mrs. [redacted] in 1947 and possibly in 1948. Will further ascertain from the Chief of Security if any other reports of unusual aerial phenomenon have been reported to the Los Alamos Atomic Energy Commission installation.

AT WALKER AIR FORCE BASE

Will determine if that base has been engaged in any maneuvers involving the use of any aerial flares or similar devices.

AT HOLLOMAN AIR FORCE BASE

Will determine if that base has been engaged in any maneuvers involving the use of any aerial flares or similar devices.

DISTRICT OFFICE #10, SAN ANTONIO, TEXAS

AT SAN ANTONIO, TEXAS

Will interview Captain [redacted], Major [redacted] and M/Sgt [redacted] concerning the flares, meteors or phenomenon observed by them at Las Vegas and on the western slope of the Sandia Mountains, New Mexico, on 5 December 1948, while enroute from Lowry AFB, Denver, Colorado, to Williams AFB, Chandler, Arizona.

AT EL PASO, TEXAS

Will determine whether or not Biggs AFB has been engaged in aerial maneuvers involving the use of aerial flares or similar devices.

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- PENDING -

[redacted]

UNCLASSIFIED

[redacted]

INCLOSURE NO. 1 TO INVESTIGATIVE REPORT #24-8, 17th DISTRICT OSI.

Report on incident of 1948, December 12, 9h. 2m. ± 30s., seen from Starvation Peak (Bernal), New Mexico. (Approximately 15 miles south and 4 miles west of Las Vegas, New Mexico.

The report of this incident should be prefaced with a statement of the fact that beginning on evening of December 9th, and as a direct result of the conference held on afternoon of December 9th with S/A Melvin N. Neef, the writer began systematic observations of the Geminid meteor shower, the only one of the recognized annual meteor showers active at this time. In spite of the quite unusual nature of the observation reported to me by [redacted] (and of similar observations made known to me at the conference called by Col. Doyle Rees on December 11th), I felt certain that the observed phenomena somehow must be connected with the Geminid meteors which reach their maximum activity between December 10th and 12th, but are frequently seen in considerable numbers as early as December 3 - 4. However, visual observations made between the evening of December 9th and the morning of December 12th only served to confirm a statement made on December 9th to S/A Neef, viz., that the Geminids are not one of the showers producing numbers of extremely bright fireballs (of also Fletcher Watson, Between the Planets, Harvard Books on Astron Series, p. 136 (1941)), and that I did not recall ever having seen a green Geminid fireball although bluish and bluish white Geminid had occasionally been noted. This latter impression was checked after my observations of December 9 - 12 were completed by an analysis of the colors assigned to all meteors both Geminid and non-Geminid that I have observed during periods of Geminid activity since December 1, 1945. A total of 414 such meteors had color reported and none of these were tabulated as either green or greenish.

With the above preface, I proceed to an account of the incident of December 12. Shortly before 9 on the evening of this date a staff car driven by Lt. [redacted] of Sandia Base left Las Vegas headed for Santa Fe. Clark had as passengers Major [redacted] and the undersigned. [redacted] was in the back seat and I was in the right front seat. Just before reaching Bernal, New Mexico, the car passed through a cut and came out on a down slope facing approximately westward. On emerging from this cut a clear view to the right toward the north and northwest was afforded. I was watching the sky as I had been since darkness fell and my attention was directed to an area about 15° west of L-Cygni when, by indirect vision I became aware of a very bright green ball (apparent angular diameter 5°) to the right of the area in the center of my field of view, moving from east to west very low on the horizon. Jerking my eyes to the right and pointing with my right hand I shouted, "Look", four times. (The fact that I point and repeated the word 4 times has been checked by both of my companions and remembrance of my actions and speech, timed by an Elgin AF stopwatch within 2s after the moment of appearance of the green ball, furnished measures of the duration of this fireball, ranging from 2.1 seconds to 2.3 seconds.

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Incl. No. 1 to Investigative Report #24-8 (Cont)

The path of the green ball was almost exactly horizontal (Altitude estimated as only 3 or 4 degrees) until just a tenth of a second or so before it disappeared. During the last one or two tenths of a second of its visibility a slight but definite curvature downward developed in its path. From the very beginning the ball was very bright. Immediate comparison with Sirius (at a much greater altitude than the green fireball) indicates that during all but the last one or two tenths of a second of the fireball's visibility it was at least of apparent magnitude -4 (minus four). Just as curvature in its path developed the magnitude of the fireball rose slightly and it broke up into three or four smaller, but still bright green fragments which disappeared almost instantly.

[redacted] stopped the car the moment the fireball disappeared, spun it around and drove back into the cut; then turned and parked at the exact point where I first yelled "Look". Here the time as read immediately from a watch I had set at noon on December 12 with the master clock in the Santa Fe RR Station at Las Vegas, New Mexico, was 9h. 3m. as nearly as could be determined. Assuming that [redacted]'s manuvers with the car took between half a minute and a minute and a half the actual time of appearance was between 9h. 1m. 30s. and 9h. 2m. 30s. I believe the earlier of these times is the more probable.

At the point where [redacted] stopped, an arrow was scratched in the shoulder of the roadway directed toward the point where the green fireball disappeared and white rocks were used to border this arrow. While performing this operation and for many minutes thereafter we stood outside the car and listened for meteoritic detonations or ramblings, but absolutely nothing was heard. (There was no appreciable interference from traffic noise.)

At approximately 9:50 p.m., we reentered the staff car and drove first to Santa Fe (where we futily attempted to get in touch with night guards on duty at New Mexico State Prison in the hope of obtaining an additional line of sight to the point where the green ball had disappeared); and then to Los Alamos where I reported to Col. Carroll and other security officials what we had observed. Through their aid it was determined that what was unquestionably the same green ball seen by us had also been observed by at least two of the night guards at Los Alamos.

During the entire night of the 12th, meteors of all magnitudes from the first to the fifth and of various colors (with white and yellow predominating and with no evidence of green) were occasionally seen emanating from the Geminid radiant. This radiant was well above the horizon even at the time of the Starvation Peak incident. Consequently, the apparent paths of the meteors from the radiant appeared as luminous arcs of great circles diverging from the radiant point and passing downward to intersect the horizon under angles always large and for the most part approaching 90°, in value. In the sharpest contrast, the path of the bright green fireball seen from near Starvation Peak was very nearly

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[redacted]

Incl No. 1 to Investigative Report #2[redacted]-5 (Cont)

Not exactly, parallel to the horizon. This green fireball certainly did not emanate from the Geminid radiant.

Subject to discovery that a new (non-Geminid) meteoric radiant emitting numerous very bright fireballs of a vivid green color (deeper and richer than the green of the beacon at the New Municipal Airport south of Santa Fe, New Mexico) has suddenly become active during the first half of December, I am now convinced the various "green Flare" incidents reported to the O.S.I. are not meteoric in nature.

This is a written statement given by [redacted] in his own words.

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DOD DIR 5200.10

[redacted]

BASIC: Ltr fr 17th Dist OSI, KAFB, to CO, KAFB, dtd 13 Dec 48
Subj: Unknown (Aerial Phenomenon)

CO 1st Ind HAG:rt
HEADQUARTERS, Kirtland Air Force Base, Kirtland Field, N. Mex., 14 Dec 48

TO: Commanding General, AMC, Wright-Patterson AF Base, Dayton, Ohio

1. Basic communication and inclosures (renumbered) forwarded for your information and for such action as you deem necessary.

2. Attention is particularly invited to the report of Dr. Lincoln La Paz, Inclosure No. 2, and to his letter to the District Commanding Officer of Office of Special Investigations, dated 13 December 1948, Inclosure No. 3.

3. The undersigned concurs in the recommendations enumerated in Paragraph 4 of Inclosure No. 3; we are locally placing into effect the first and second recommendations enumerated therein.

3 Incls:
1-Rpt of Investigation # 24-8 (12 pgs)
2-Incl 1 to Rpt #24-8 (3 Pgs)
3-Incl letter fr Dr. LaPaz to CO 17th Dist OSI dtd 13 Dec 48 (2 pgs)

HAROLD A. GUNN
Colonel, USAF
Commanding

[redacted]

[redacted]

[redacted]

THE UNIVERSITY OF NEW MEXICO
ALBUQUERQUE

Institute of Meteoritics

December 13, 1948

To: Lt. Colonel Doyle Hess, Commanding Officer
District No. 17
Office of Special Investigations

From: Lincoln LaPaz, Director
Institute of Meteoritics

Subject: Anomalous luminous phenomena

Pursuant to conversations with Captain Neff under date of December 8, I should like to review the various luminous incidents which have been brought to my attention either as Director of the Institute of Meteoritics, University of New Mexico, or as Director of the Southwest section of the American Meteor Society; or through official channels such as those more specifically described hereinafter. After reviewing these instances, certain recommendations for more detailed investigations of the phenomena in question will be made in accordance with your request.

1. The writer's experience in observation of meteoritic phenomena dates from 1914 when he began as an observing member of the American Meteor Society. In addition to my own experience, I am able to rely also on that of many other specialists in this field. On the basis of all available observational evidence, it can be stated that an extraordinarily large number of fireballs has been reported recently, not only to the agencies that I direct but to other groups carrying out meteoritic studies. In spite of well organized and persistent field searches conducted, not only by the Institute of Meteoritics but also by other organizations, there has been only one case in which the actual recovery of fallen meteorites served to confirm the supposed meteoritic origin of an observed 'fireball.'

2. In addition to the evidence set forth in the preceding paragraph, the undersigned has on several occasions been requested by agencies, both military and otherwise, to express an opinion upon, or to actively investigate the occurrence of luminous phenomena, supposedly of meteoritic nature, but of such remarkable character that this explanation cannot be accepted without confirmation. In this connection, I should like to call attention to Colonel W. R. Illingsman's letters to me under date of 23 June and 20 July 1948 and Dr. H. D. Landsberg's letter to me under date of 30 March 1948, copies of which are enclosed herewith.

3. The incidents referred to in the above paragraphs, considered in connection with the special inquiry of the Office of Special Investigations under date of 10 December 1948, are of such puzzling nature, and may conceivably be of such serious import that I should like to make certain recommendations for a systematic study of all such incidents.

Encl #3

KAFB 3557

4. First, it is recommended that orders be issued directing all U.S.A.F. night guards and other persons on night duty on the ground or in the air to immediately report any luminous phenomena which they may observe and which they have any reason to believe are not the result of an ordinary meteor (shooting star) fall. The same orders should be issued to those members of the service on duty by day with the qualifications that they do not report luminous objects directly traceable to reflections from meteorological balloons, or from the metal surfaces of airplanes.

Second, it is recommended that steps be taken to secure a similar report from the Security guards on duty at Sandia Base, Kirtland Air Base, Los Alamos, and at other installations throughout New Mexico. In this connection, I should like to note that the Institute has received excellent cooperation from the New Mexico Wing of the Civil Air Patrol, from Forest Rangers, and from night guards at the New Mexico Proving Ground.

Third, it is recommended that the Institute of Meteoritics be given official authorization to make public in newspapers and over radio-networks requests for observations of "fireballs." Such authorizations would seem to be necessary since requests of the nature alluded to, transmitted through Dr. Ward Fenley, Director of the University of New Mexico News Bureau to newspapers throughout New Mexico, in connection with the Las Vegas incident of 1020 PM, on the night of 5 December 1945, were not published, apparently because of pressure from other agencies also investigating this occurrence.

Fourth, it is recommended finally that where sufficient observations have been obtained to permit a determination of the probable area of fall, under the supposition that the incident under investigation is actually meteoritic in nature, a thorough-going field search be conducted in this area in the hope of recovering fallen meteorites and of thus establishing once and for all the true nature of the incident. In this connection, some provision should be made for putting into the area of fall radio-equipped vehicles, planes and ground searchers. Our experience, even in the difficult Four Corners area is that with these groups cooperating, an exhaustive search of an area of large size can be speedily completed.

In conclusion, I should like to point out that the staff of the Institute of Meteoritics is eager to cooperate in all such investigations as have been suggested above, subject only to authorization to do so from the President of the University of New Mexico. Such authorization will unquestionably be forthcoming, provided only an official request for Institute of Meteoritics participation in investigations specified to be of importance to the national defense is made of President Tom L. Popejoy.

/s/ Lincoln La Paz

Incident #223, a-e -- New Mexico -- 5 December 1948

Since several separate sightings are encompassed by incident #223 to 223e, it must be regarded as a composite incident, occurring during one night but referring to several distinct phenomena. The reports in #223 appear in turn to be a part of a larger series of incidents, all concerned with the "green meteors" or "green flashes" which have appeared in and near New Mexico, and the present statement applies to some degree to all of them.

In his letter of December 29, 1948, to Lieutenant Colonel Rees of the OSI, my colleague Dr. Lincoln LaPaz has summarized thoroughly the nature of these incidents and, particularly, has noted the reasons why the objects concerned cannot be dismissed as ordinary meteoric phenomena. Dr. LaPaz is an extremely able man in the field of meteoritics and an enthusiastic, almost to the point of extravagance, investigator and worker. On the basis of the description at hand, I concur in his conclusions. Dr. LaPaz, who is "on location" and has observed at least one of these objects at first hand, should be fully supported in a continued investigation. Apart from the unusual appearance of the objects, the pattern of incidents is particularly striking. It would be exceedingly unlikely that so many meteors would appear in that small sector of the Southwest and nowhere else; if they did, they would not have consistently horizontal paths and

- more -

head in a consistent direction. These points alone are sufficient to dismiss the meteoric hypothesis. It is entirely possible that, among the many incidents reported, one or two of the objects may have been fireballs, thus serving to confuse the issue, but a blanket explanation of that sort is improbable.

I would suggest that Dr. Jack Workman, Director of the New Mexico School of Mines, be contacted. He is conducting highly classified experiments in very high velocity projectiles and may be in a position to offer a worthwhile opinion. High velocity experiments, probably in connection with preliminary trials in the production of artificial meteors or artificial satellites, may prove to be the explanation of these incidents. Such experiments would not be conducted at any of the recognized air bases so far contacted.

Note: It has come to my attention since the writing of the above that Dr. Lafaz, in the March issue of Popular Astronomy (LVII, 3, p. 136) refers to "the spectacular meteoric display of 1948 December 9" in northeastern New Mexico. It would seem an unusual coincidence that the sightings reported in this incident occurred on the same evening and yet were entirely apart from it. The apparent contradiction is puzzling.

Incident #223, a-e -- New Mexico -- 5 December 1948

Since several separate sightings are encompassed by incident #223 to 223e, it must be regarded as a composite incident, occurring during one night but referring to several distinct phenomena. The reports in #223 appear in turn to be a part of a larger series of incidents, all concerned with the "green meteors" or "green flashes" which have appeared in and near New Mexico, and the present statement applies to some degree to all of them.

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- more -

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

TO : Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXO-3

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

No. 223: Definitely not a scheduled release balloon since it was seen to rise from the ground one hour before release time at Albuquerque and was seen by various persons as late as four hours after its original sighting. Seventeen individuals saw and reported this object as definitely a green flare. All commercial and governmental airfields were questioned concerning balloon releases with no success.

INCIDENT NO. 223a

1. Date of Observation 5 Dec 48 Date of Interview 6 Dec 48
2. Exact time (local) 2135 hours
3. Place of Observation west of Las Vegas, N. M.
4. Position of observer air
5. What attracted attention to object : Object appeared to be coming straight to ship
6. Number of objects 1
7. Apparent size N/S
8. Color of object pale green (first rpt) bright white changing to orange (interview with S/A NEEF)
9. Shape round - similar to Very Pistol flare
10. Altitude 500 feet
11. Direction from observer
12. Distance from observer N/S
13. Direction of flight of object(s) N/S
14. Time in sight few seconds
15. Speed N/S
16. Sound and dor N/S
17. Trail pale green trail (not mentioned in 2d rpt)
18. Luminosity like shooting star
19. Projections N/S
20. Maneuvers appeared to be coming straight at the ship - then trailed off to the ground
21. Manner of disappearance
22. Effect on clouds N/S
23. Additional information concerning object
24. Weather conditions ~~xxxxx~~ Visibility 30-40 miles - no overcast - no moon

(over)

Name and addre s of observer: Capt [redacted] Pioneer Airlines
#Pioneer Air Flight #63

Occupation and hobbies: pilot

Comments of Interrogator relative to intelligence and character of observer(s):

First Report

[redacted]: At 2320 hours 5 Dec 48 Capt [redacted] pilot of Pioneer Flight #63, reported by telephone to Kirtland AF Base Control Tower stating that he had seen a green light just west of Las Vegas at approximately 2135 hours. Pilot at first believed the light was a shooting star, but upon questioning thought it was too near the ground. He also thought that it could have been a Very Pistol flare only it appeared much higher - about 500 ft. When he first observed the light it seemed to be coming straight toward the plane. Capt [redacted] attempted to swerve to avoid the light; however, it then trailed off to the ground. The light was pale green and had a pale green trail like that on a rocket.

See Report #223.

Second Report

Later, Capt [redacted] and his co-pilot [redacted] were interviewed by S/A Melvin E. Neef, at Pioneer Airline Operations, Kirtland AF Base, Kirtland Fld., N. M. [redacted] and [redacted] advised that at 2135 hours 5 Dec 48 as they were approaching Las Vegas, N. M., in a C-47 type plane at an altitude of 9,000 ft (compass heading of 272°), they observed directly ahead and slightly above their altitude in the vicinity of Montezuma Mission, a phenomenon which first appeared as a bright white flash - then an object came into view which was described as being a whitish orange color. It first appeared to be coming directly toward their plane then arched downward and disappeared from sight. The light was only in sight for a few seconds and no estimate could be made of size or distance.

NOTE: There is a decided discrepancy in the color of the object as indicated in the above reports

INCIDENT NO. 223 B

1. Date of Observation 5 Dec 1948 Date of Interview 3 Jan 49
2. Exact time (local) 2200 C. S. T.
3. Place of Observation 35° 64' N, 106° 27' W - slightly east of Sandia Peak
4. Position of observer Air - about 25 miles NE of Albuquerque at 10,000 ft on magnetic heading of 247°. 153 mph airspeed
5. What attracted attention to object(s) by light
6. Number of objects 1
7. Apparent size N/S
8. Color of object intense green light
9. Shape like ultra violet light - more green than blue
10. Altitude N/S
11. Direction from observer 10,500 feet - 500 ft above plane
12. Distance from observer to right of observer
13. Direction of flight of object(s) 2 to 5 miles in front of observer
14. Time in sight no movement noticed
15. Speed 1 to 2 seconds
16. Sound and Odor
17. Trail N/S
18. Luminosity N/S
19. Projections
20. Maneuvers like ultra violet light being turned on - seemed to grow in intensity and then died out
21. Manner of disappearance
22. Effect on clouds Died out
23. Additional information concerning object
24. Weather conditions Clear, cold and a dark night

over)

[redacted]

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COPY

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

THE INSPECTOR GENERAL USAF
17th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
KIRTLAND AFB, KIRTLAND FIELD, NEW MEXICO

DR/mfw
13 December 1948

SUBJECT: UNKNOWN (Aerial Phenomenon)

TO : Commanding Officer
Kirtland Air Force Base
Kirtland Field, New Mexico

1. The attached report is forwarded as a matter of information and whatever action the Commanding Officer may deem advisable.

2. It is recommended that two (2) copies of the enclosed report be forwarded by the most expedious means to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio.

DOYLE REES
Lt Col, USAF
District Commander

1 Incl:
Rpt of Invest re subj

DOWNGRADED AT 3 YEAR INTERVALS:
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

cy mada 14 Dec 48
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UNCLASSIFIED

[redacted]

KAFB 3557

Incident: 223 B

Name and address of observer: Major [redacted]
Air Trng Cmd, Randolph AF Base

Occupation and hobbies: pilot

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE SUMMARY: Major [redacted], Training Command, Randolph AF Base, when interviewed 3 Jan 49 by Special Agents H. W. Johnson & R. Strickland, stated in substance that on 5 Dec 48 at approx 2200 hours CST while flying a C-47 aircraft at 10,000 ft on a magnetic heading of 247°, indicated airspeed 158 mph, about 25 miles North East of Albuquerque he observed an intense green light. This light was approximately 500 feet above the plane and some 2 to 5 miles to the right. It appeared to be slightly east of Sandia Peak, 35° 64' N, 106° 27' West. [redacted] was looking at Sandia Peak when he first noticed the light. The impression was that of an ultra violet light being turned on. The light seemed to grow in intensity and then die out. The color was more green than blue. Estimated length of observation was from one to 2 seconds. No movement pertaining to the light was noted. The weather at the time was described as being a clear, cold and dark night.

INCIDENT NO. 2230

1. Date of Observation 5 Dec 48 Date of Interview 6 Dec 1948
2. Exact time (local) 2135 hours
3. Place of Observation Montezuma Mission on approach to Las Vegas, N. M.
4. Position of observer Plane from 9,000 ft compass heading of 272°
5. What attracted attention to object : - bright white flash of light
6. Number of objects 1
7. Apparent size
8. Color of object whitish orange color
9. Shape
10. Altitude slightly above 9,000 ft (a little above the plane)
11. Direction from observer directly ahead of plane
12. Distance from observer
13. Direction of flight of object(s) East then arched downward
14. Time in sight few seconds
15. Speed
16. Sound and/or
17. Trail
18. Luminosity
19. Projections
20. Maneuvers Came directly toward plane then arched downward
21. Manner of disappearance
22. Effect on clouds
23. Additional information concerning object
24. Weather conditions Clear, cold and a dark night

over

Name and addre s of observer: [redacted]

Occupation and hobbies: Co-Pilot, Pioneer Flight #63

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE SUMMARY: On 6 December 1948 [redacted] Capt & Pilot [redacted]H, Co-Pilot and [redacted] Flight Hostess, all civilians, Pioneer Flight #63, were interviewed by S/A MELVIN E NEEF The interview was conducted at Pioneer Airline Operations, Kirtland AF Base, Kirtland Fld., N. M. [redacted] and [redacted] advised that at 2135 hours 5 Dec 1948 they were approaching Las Vegas, N. M., in a C-47 type plane at an altitude of 9,000 feet with a compass heading of 272°. Directly ahead and slightly above their altitude in the vicinity of the Montezuma Mission they observed a phenomenon which first appeared as a bright white flash. Then an object came into view which was described as being a whitish orange color. This object at first appeared to be coming directly toward their airplane, then arched downward and disappeared from sight. It was in view for only a few seconds and no estimate could be made of the size or distance of the object. Both [redacted] and [redacted]H were of the opinion that it would have been impossible for anyone in the passenger compartment to have observed the phenomenon. Miss [redacted] did not observe the object.

NOTE: It is to be noted that there is a discrepancy in the color of Capt [redacted]s initial report and that obtained by interview.

INCIDENT NO. ~~223~~D

1. Date of Observation ~~5 Dec~~ Date of Interview ~~31 Jan~~ 1949
2. Exact time (local)
3. Place of Observation **Vicinity of Blanca, Colorado**
4. Position of observer **ground**
5. What attracted attention to object & -
6. Number of objects **1**
7. Apparent size
8. Color of object **Green**
9. Shape **Fireball**
10. Altitude
11. Direction from observer
12. Distance from observer
13. Direction of flight of object(s) **West**
14. Time in sight
15. Speed **fast rate of speed**
16. Sound and/or
17. Trail
18. Luminosity
19. Projections
20. Maneuvers **Moved horizontally**
21. Manner of disappearance **Did not fall but went out in midair.**
22. Effect on clouds
23. Additional information concerning object
24. Weather conditions

(over)

Incident: 223D

Name and address of observer: Mr [redacted]t

Occupation and hobbies: 315 Barfield Building, Amarillo, Texas

Comments of Interrogator relative to intelligence and character of observer(s): To the interviewing agent [redacted]r appeared above-average in intelligence.

NARRATIVE SUMMARY: On 5 December 1948 while traveling on U. S. Highway 160, in the vicinity of Blanca, Colorado, a fireball was observed. Moving horizontally and westerly at a very fast rate of speed, it appeared to be a bright green. [redacted] stated that the fireball seemed closer than the one he had seen on 12 Sept 48 (Incident 247) and it appeared more brilliant than the previous one. This fireball did not fall but "went out in midair." See also Incident 227.

INCIDENT NO. 223E

1. Date of Observation 5 Dec 1948 Date of Interview _____

2. Exact time (local) 2000 hours

3. Place of Observation Varsity Village, Univ. N. Mex., Albuquerque, N. M.

4. Position of observer ground

5. What attracted attention to object :-

6. Number of objects 1

7. Apparent size 1/3 that of Venus

8. Color of object brilliant green

9. Shape

10. Altitude about 5° in western sky

11. Direction from observer

12. Distance from observer

13. Direction of flight of object(s)

14. Time in sight

15. Speed

16. Sound and/or

17. Trail None - altho there was a definite corona or halo effect

18. Luminosity

19. Projections

20. Maneuvers

21. Manner of disappearance

22. Effect on clouds

23. Additional information concerning object

24. Weather conditions stars
hazy - no ~~xxxxx~~ visible at time in the part of the sky where "meteor" was observed.

(over)

1 1/2
2 42

Name and addre s of observer: [redacted] Student at the Univ of New Mexico

Occupation and hobbies: Student

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE SUMMARY: At about 2000 hours, 5 Dec 1948 while walking along the west side of Varsity Village, [redacted] saw a bright green "meteorite". The color was a brilliant green as in a traffic signal or neon tube. There was a definite area to the objedt; i. e., it was not merely a point of light. The size was very hard to determine but was estimated at 1/3 that of Venus when that planet is visible in the daytime. However, [redacted] discounted any claim of accuracy as to size. The object appeared in the western sky vertically to about 5°. There was a definite corona or halo effect but no sparks or trail were produced. The sky was hazy and there was some cloud cover at the time of the sighting but [redacted] did not recall the extent of the cloudiness. No stars were visible in the part of the sky where the "meteor" was observed.

NOTE: No other report of observation for 5 Dec gives a time element of 2000 hours. [redacted] will be contacted by Dr LA PAZ in an effort to obtain precise measurement of his observational angles.

See Incident 242 for details

INCIDENT SUMMARY SHEET

Incident No. 223

1. Date and Time of Observation: 5 December 1948 2105 hours & 2127 hours

2. Where Sighted: West of Las Vegas, N. M. (2105) 35° 09N - 106° 27 W
East slope of Sandia Mountains - near Albuquerque, N. M. (2135)

3. Observer's Position: Air while flying at 15,000 ft on 230° heading
(i. e., ground, air, control tower, etc.) at 155-160 mph

4. Name and Address of Observer: Captain [redacted] Flying Div
Randolph AF Base, Texas

5. Occupation and/or hobbies: pilot

6. Attention Attracted by: light

7. Number of Object(s) Seen: 1

8. Size of Object(s): N/S

9. Color of Object(s): green (more intense than flare)

10. Shape (Sketch if Possible) round light

11. Nature of Luminosity: Like flare
(directed beam of light?)

12. Altitude of Object: 11,000 - 12,000 ft (500-1000 ft higher than plane)
(estimated)

13. Estimated Distance of Object from Observer: 1-1/2 to 2 miles to right

14. Estimated Speed of Object: N/S

15. Time in Sight: 5-15 seconds

16. Tactics: Appeared to describe a parabolic curve in relation to earth

17. Sound Made by Object(s): N/S

18. Direction of Flight of Object(s) N/S

19. Apparent Construction: like flare

20. Effect on Clouds: N/S

21. Exhaust Trail (Color of): Sparks and fading trail

22. Manner of Disappearance: N/S

23. Weather Conditions at Time of Sighting: Visibility 30-40 miles no overcast - no moon

24. Peculiarities Noted:

25. Summary of Incident: (over)
(See attached page)

Incident 223

At 2130 hours 5 Dec 1948, Capt [redacted], flying a C-47 AF #9921 enroute from Lowry AF Base, Denver, Colorado, to Williams AF Base, Chandler, Arizona, reported his position to the Control Tower, Kirtland AF Base, as being approximately 10 miles east of Albuquerque. Capt [redacted] stated he had seen a green flare arise from the ground to an altitude of approximately 500 ft on the east slope of the Sandia Mountains at about 2127 hours. He was flying at 18,000 ft. Stated he had just seen the same type flares at approximately 2105 hours just west of Las Vegas, New Mexico.

Other sightings of this or similar flare are as follows:

Dec 5, 1948

7:30 p. m. [redacted] (Las Vegas, N. M.)
9:05 P. M. (Capt [redacted]) west of Las Vegas, N. M.
9:15 P. M. Mr & Mrs [redacted] (Las Vegas, N. M.)
9:15 - 9:30 P.M. Mr [redacted] (Las Vegas, N. M.)
9:15 P. M. Rev & Mrs [redacted] (Near Lucy, N. M.)
9:27 P. M. Capt [redacted] & Major [redacted] (Near Albuquerque, N. M.)
9:35 P. M. Mr [redacted], Pilot and Co-Pilot [redacted] (Las Vegas, N. M.)
10:00 - 10:15 P. M. Mrs [redacted] (Near Las Vegas, N. M.)
10:20 P. M. Sgt & Mrs [redacted] (Near Levy, N. M.)
10:20 P. M. Mr [redacted] (Temporary Santa Fe RR Station ONAVA, N. M.)
11:15 P. M. [redacted] (Near Las Vegas, N. M.)

NOTE: Inquiry of local airfields both commercial and governmental unearthed no applicable explanation of this phenomena. Holloman AF Base performs no research work at night and on Sundays involving the use of any lighting device or flares such as described.

[redacted]

Incident #224 -- near Las Vegas, New Mexico -- 8 December 1943

See report on incident #223 for detailed statement.

The present incident, if it were an isolated one, would be suggestive of a fireball, but, in view of significant differences and the general pattern of other related incidents, that explanation is improbable.

[redacted]

[redacted]

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO.	DATE
24-3	13 Dec 48

REPORT MADE BY: CHARLES HAFFNER, Jr.

REPORT MADE AT: DO #17, Kirtland AFB

PERIOD: 6 - 9 December 1948

OFFICE OF ORIGIN: DO #17, Kirtland AFB

STATUS: PENDING

TITLE

UNKNOWN

(Aerial Phenomena)

CHARACTER

SPECIAL INQUIRY

REFERENCE

None, this is an initial report.

SYNOPSIS

Investigation requested by District Commander, 17th District OSI.

Telephonic report received from Security Officer at Kirtland Air Force Base, Kirtland Field, New Mexico, on 6 December 1948, advised that an Air Force Pilot had observed an unidentified object similar to a green flare on 5 December 1948, at 2105 hours, west of Las Vegas, New Mexico, and again at 2127 hours on the east slope of the Sandia Mountains near Albuquerque, New Mexico. A commercial pilot reported a similar incident at 2135 hours west of Las Vegas, New Mexico.

Pilot of C-47, AF-9921, is identified as Captain [redacted]. Captain Pilot of Pioneer Flight No. 63 is identified as Mr. [redacted]

New Mexico State Police, Santa Fe, New Mexico, were contacted and had no information to offer reference unusual aerial phenomena.

Mr. K. D. FLOCK, Forest Supervisor, Santa Fe National Forest, Santa Fe, New Mexico, stated he has received no reports of incidents of this type during the current year. However, in the summer of 1947 a Mrs. [redacted] had made numerous reports to him concerning unusual aerial manifestations in the area from Tierra Amarilla to Los Alamos, New Mexico.

DISTRIBUTION

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Tolliman AFB Det (1 Incl) 1
Walker AFB Det (1 Incl) 1
File 2

ACTION COPY FORWARDED TO

CO, Kirtland AF Base

APPROVED

Doyle Rees

DOYLE REES

FILE STAMP

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

SUBJECT: Unidentified Flying Objects

TO : Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXO-3

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3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

8 Dec

No. 224: Described exactly as that in No. 223, only at an altitude of 13,500 Feet Mean Sea Level, 7,000 feet above the earth. Seen 2 1/2 hours after scheduled balloon release time. Wind at levels from 10,000 to 15,000 was WNW while flare was reported as travelling at very high speed in a WSW direction. Very accurate observation made by two F.S.I. agents. Definitely not a weather balloon.

CASE #19 (contd)

Incident #224 -- near L^A's Vegas, New Mexico -- 8 December 1948

See report on incident #223 for detailed statement.

The present incident, if it were an isolated one, would be suggestive of a fireball, but, in view of significant differences and the general pattern of other related incidents, that explanation is improbable.

Incident #227 -- near Bernal, New Mexico -- 12 December 1948

There is nothing that the present investigator can add to the detailed analysis given by the observer of this incident, [redacted].

See report on incident #223 for discussion.

HEADQUARTERS
AIR WEATHER SERVICE
Andrews Air Force Base
Washington 25, D. C.

In Reply
Refer To: AWS DSS

11 May 1949

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Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: MCIAXO-3

1. Reference is made to letter from your headquarters, MCIAXS, dated 9 March 1949, subject "Unidentified Flying Objects," and first indorsement thereto by this headquarters, dated 31 March 1949.

2. The incident summaries 173 through 233 have been checked against routine weather-balloon ascents made by the Air Force, Navy and Weather Bureau. Comments based on this review are inclosed.

3. It is recommended that the "Guide To Investigation Of Unidentified Aerial Objects" be changed as follows: Item 13, "Direction of Flight of Object," should be clarified so that vertical and horizontal motions are distinguished if possible, and so that motion is specified as the direction towards which the object appears to move. "Relative to Radar Settings" should include a statement of the type of radar set used.

FOR THE CHIEF, AIR WEATHER SERVICE

/s/ W. A. West
W. A. WEST
Lt. Col., USAF
Adjutant General

2 Incls:
1 - Incident Summaries
2 - Comments 173 thru 233

12 Dec

No. 227: Read report of incident; definitely not a weather balloon. Serves also as guide to interpreting Incidents 223, 224, 225, and 226.

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INCIDENT SUMMARY SHEET

Incident No. 227

1. Date and Time of Observation: 12 Dec 1948 Approx 9:00 1 m. 30 s & 9:00 2 m. 30s.
2. Where Sighted: Near Bernal, New Mexico
3. Observer's Position: ground - right front seat of car
   (i. e., ground, air, control tower, etc.)
4. Name and Address of Observer: [redacted]
   University of New Mexico
5. Occupation and/or hobbies: Astronomer
6. Attention Attracted by: indirect vision
7. Number of Object(s) Seen: 1
8. Size of Object(s): Apparent angular diameter 5'
9. Color of Object(s): very bright green
10. Shape (Sketch if Possible) ball
11. Nature of Luminosity:
    (directed beam of light?)
12. Altitude of Object: 8 to 10 miles altitude
    (estimated)
13. Estimated Distance of Object from Observer: N/S
14. Estimated Speed of Object: Either 8 to 12 miles or 3 to 6 miles per second depending on the duration estimate used
15. Time in Sight: 2.1 to 2.3 seconds
16. Tactics: Observed almost exact horizontal flight until a 1/10th second before disappearance when a slight but definite curvature downward was noticed.
17. Sound Made by Object(s): none noticed
18. Direction of Flight of Object(s) east to west - very low on the horizon
19. Apparent Construction: "fireball"
20. Effect on Clouds: N/S
21. Exhaust Trail (Color of): No trail noticed
22. Manner of Disappearance: Exploded into four smaller bright green fragments which quickly disappeared
23. Weather Conditions at Time of Sighting: Clear
24. Peculiarities Noted: See "Significant Differences Between the Fireballs Observed in the Interval 5-13 Dec and Typical Meteors" [redacted]
25. Summary of Incident: (over)

(See attached page)

INCIDENT NO. 227 A

1. Date of Observation 12 Dec 1948 Date of Interview 31 Jan 1949
2. Exact time (local)
3. Place of Observation Monte Vista, Colorado
4. Position of observer ground
5. What attracted attention to object &
6. Number of objects 1
7. Apparent size
8. Color of object green
9. Shape fireball
10. Altitude
11. Direction from observer
12. Distance from observer
13. Direction of flight of object(s)
14. Time in sight
15. Speed
16. Sound and color
17. Trail
18. Luminosity
19. Projections
20. Maneuvers
21. Manner of disappearance
22. Effect on clouds
23. Additional information concerning object Object again had the appearance of a bright green falling star
24. Weather conditions

(over)

Name and address of observer: Mr [redacted]
Amarillo, Texas

Occupation and hobbies: N/S

Comments of Interrogator relative to intelligence and character of observer(s): To the interviewing agent [redacted] appeared above-average in intelligence. Agent did not believe the sightings were figments of [redacted] imagination.

MARGINAL SUMMARY: Mr [redacted] who had previously seen fireballs on 12 Sept 1948 (Incident 247), and again on 5 Dec 1948 (Incident 223D) again witnessed phenomenon on 12 Dec 1948 in the company of a Mr [redacted] St Louis Valley Cooperative, Monte Vista, Colorado. Fireball was seen in the vicinity of Monte Vista, Colorado and again had the appearance of a bright green falling star. [redacted] described the phenomena to the best of his ability but was unable to give concrete details regarding size, shape, location, etc.

also advised that no fur ns be known to investigators were being held by the National Guard or the Roswell Army Air Field.

[redacted] Colonel [redacted] did not request any of these incidents, but upon receiving information of similar occurrences being observed, did volunteer the information contained in his report.

7. On 9 December 1947, Dr. [redacted], Director, Institute of Technology, University of New Mexico, Albuquerque, New Mexico, was interviewed in his office by [redacted]. Dr. [redacted] advised that he was technical director, [redacted] and is already associated in [redacted] Research and Development Board, Washington, D. C. In connection with this project he has a security clearance by the Air Material Command, Wright-Patterson Air Force Base, Ohio.

8. Dr. [redacted] explained the interview and stated that these phenomena being investigated could not be explained or be considered as natural. He advised, in view of the unexplained rumors, [redacted] that the occurrences at Los Alamos, New Mexico, and the proclaimed saucers fell in [redacted], that had not been explained, that the present phenomena should be investigated and an attempt be made to identify them.

9. On 13 December 1947, [redacted] gave a statement concerning an incident, which he witnessed at 9:00 P.M., on 12 December 1947. Dr. [redacted]'s statement is enclosed as Encl. No. 1.

10. On 11 December 1947, Major WILLIAM P. [redacted], 4th Army Liaison Intelligence Officer, Fort Sam Houston, San Antonio, advised S/A N. C. [redacted], that there were no maneuvers in this area, and no experiments involving the use of rockets or flares.

11. On 12 December 1947, Col. HAROLD A. [redacted], Base Commander, Kirtland Air Force Base, Kirtland Field, New Mexico, was interviewed by S/A MELVIN H. [redacted]. Col. [redacted] advised that he knows of no aerial maneuvers, and feels that in the event that there were, he would be so advised.

AT CHANDLER, ARIZONA

12. On 7 December 1947, S/A [redacted], received from Williams Air Force Base, Chandler, Arizona, [redacted] The co-pilot was AT-9981, was piloted by Captain [redacted] and the flight engineer determined to be Major [redacted] (believe in Ivy contents). All of the above personnel were reported to be permanently stationed at Randolph Air Force Base, San Antonio, Texas, and were enroute from San Antonio,

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SYNOPSIS (Continued)

Chief MATT O'BRIEN, Chief of Police, Las Vegas, New Mexico, stated he had received no prior reports of unusual occurrences of this type.

Patrolman HOLAND UTZ, New Mexico State Police, Las Vegas, New Mexico, stated he had heard a rumor concerning aerial fliers in the neighborhood of Las Vegas.

Mrs. JOSEPH MARSHALL, Office Manager, Las Vegas Flying Service, Las Vegas, New Mexico, stated no night flying conducted from Watson Airport, Las Vegas, and she had heard no rumors concerning aerial flares.

Mr. J. D. MILLER, Chief Aircraft Communicator, CAA Municipal Airport, Las Vegas, New Mexico, stated he had heard of no incident of this nature and, in particular, had received no information from any aircraft on 5 December 1948.

Mr. JOHN J. HENNAN, Mr. K. C. FRANCIS, Mr. C. T. RICH, and Mr. ROY V. TOLLIVER, Aircraft Communicators, CAA, Las Vegas, New Mexico, all stated no previous reports or knowledge of unusual aerial phenomena. These individuals were alerted to report future incidents to the proper investigative agency.

Mr. BILLIE R. WATSON, Manager Pioneer Air Lines, Las Vegas, New Mexico, stated he had heard only a rumor from one of his pilots and knew of no unusual incidents regarding flares or lights in the Las Vegas area. Mr. WATSON stated he would report future incidents to Mr. MILLER of CAA.

Mr. WILLIAM BRAINARD, Manager, Las Vegas, New Mexico, stated he had no knowledge of any incidents of this type and will submit any future reports to Mr. HOCK in Santa Fe.

[redacted] and [redacted] observed an intense green light in the sky at approximately 13,500 feet altitude near Las Vegas, New Mexico, on 3 December 1948. Agents were unable to identify this object and could not estimate distance or size, since no other object was visible on which to base the comparison.

Col. [redacted], stated he has observed an unusual phenomena, bright, white in color, similar to a miniature sun somewhat larger, larger than a basketball, on three (3) different occasions in the vicinity of Vaughn, New Mexico. First observation was made late in 1947; second observation on 3 or 4 November 1948; third observation on 25 November 1948.

Dr. LINCOLN LA PAZ, Director, Institute of Meteoritics, University of New Mexico, stated that phenomena being investigated could not be explained by him, nor could they be considered as meteors. Dr. LA PAZ

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[redacted]

Dr [redacted] attention was direction to an area about 15° west of X-Cygni when by indirect vision he became aware of a very bright green ball (apparent angular diameter 5') to the right of the area in his center field of view which was moving from east to west very low on the horizon. Shouting "Look" to his companions (Maj [redacted] Officer, Kirtland Fld., Lt Allan Clark, Intel Officer, N. Mex. Wing CAP, and Inspectors [redacted] and [redacted] (Los Alamos, N. M.) who then timed duration of fireball which ranged from 2.1 seconds to 2.3 sec. The path of the green ball was almost exactly horizontal (altitude estimated as only 3 or 4 degrees) until just a tenth of a second or so before it disappeared. During the last one or two tenths of a second of its visibility a slight but definite curvature downward developed in its path. From the very beginning the ball was very bright. Immediate comparison with Serius (at a much greater altitude than the green fireball) indicates that during all but the last one or two tenths of a second of the fireball's visibility it was at least of apparent magnitude -4 (minus four). Just as curvature in its path developed, the magnitude of the fireball rose slightly and it broke up into three or four smaller but still bright green fragments which disappeared almost instantly. Although Lt [redacted] stopped the car the moment the fireball disappeared and the occupants then stood outside the car and listened for meteoritic detonations or rumblings, nothing was heard. Two night guards at Los Alamos had also witnessed the phenomena simultaneously. The green fireball of December 12th, 9 h 2m plus or minus 30s appeared very near a point with the coordinates latitude 35° 50' longitude 106° 40' and disappeared near a point with the coordinates latitude 35° 45', longitude 107° 5', traversing a nearly or exactly horizontal path with a length of very nearly twenty-five (25) miles at an altitude above the surface of the earth of approximately 8 to 10 miles, depending on the estimate of angular altitude employed in the reduction. The velocity with respect to the earth works out at between 8 to 12 miles a second - depending on the duration estimate used.
It should be observed that the above results are obtained under the assumption that the points of appearance and disappearance of the fireball were seen simultaneously by both the Bernal and Los Alamos groups. In case this assumption is not fulfilled, the real path could very easily be no more than 10 to 12 miles long, the velocity with respect to the earth then working out at between 3 and 6 miles a second. While there is thus considerable uncertainty because of the lack of confirming azimuth observations from a third station, the concordance in the five (5) different estimates of angular elevation make it most unlikely that the linear height of the fireball was much less than 8 miles and much more than 10 miles. It is interesting to observe that the backward extension of the 25-mile path first given passes almost centrally across the Los Alamos reservation.

During the entire night of the 12th, meteors of all magnitudes from the first to the fifth and of various colors (with white and yellow predominating and with no evidence of green were occasionally seen emanating from the Geminid radiant. This radiant was well above the horizon even at the time of the Starvation Peak incident. (near Bernal, N. M.) Consequently, the apparent paths of the meteors from the radiant appeared as

luminous arcs of great circles diverging from the radiant point and passing downward to intersect the horizon under angles always large and for the most part approaching 90° in value. In sharpest contract, the path of the bright green fireball seen from near Starvation Peak was very nearly, if not exactly, parallel to the horizon. This green fireball certainly did not emanate from the Geminid radiant.

Subject to discovery that a new (non-Geminid) meteoric radiant emitting numerous very bright fireballs of a vivid green color (deeper and richer than the green of the beacon at the New Municipal Airport south of Santa Fe, New Mexico) has suddenly become active during the first half of December, I am now convinced the various "green Flare" incidents reported to the O. S. I. are not meteoric in nature. See Incidents: 225, 226, 223, 223a, 224, 230

Significant Differences Between the Fireballs Observed in the Intervall December 5-13 and Typical Meteors:

a. The horizontal nature of the paths of most of the December fireballs is most unusual. Genuine meteors are rarely observed to move in horizontal paths.

b. The very low height of the December fireball discussed in Section 2 above sets it off in sharp contrast from the genuine meteors for which heights of the order of 40 or more miles are normally observed.

c. The velocity determined for the fireball of December 12 is much less than the velocities determined from typical meteors (and yet is considerably greater than the speeds of the V-2 Rockets or jet planes or of conventional flares).

d. In the case of meteorites that penetrate to as low levels as that determined for the fireball of December 12, the observed luminous phenomena are always accompanied by very violent noises. No noises whatever have been observed in connection with the various December fireballs so far investigated.

e. Genuine meteors normally show remarkable variations in brightness beginning as fine thin hair lines, which are scarcely visible to the observer and then brightening up to flash out near the end of their paths. In the case of the December fireballs, most of the observers have reported that the green balls appeared almost instantly at their full brightness.

f. In the case of genuine meteors the paths are directed toward all points of the compass with equal frequency. On the contrary in the case of the green fireballs, plots of admissible approach sectors show that there is a very pronounced tendency for the paths to come in from the north half of the sky.

g. The three groups of anomalous greenish luminous phenomena show a curious association with well known meteor showers, although none

of these meteor showers normally produce extremely bright green fireballs such as those recently observed. For example, the observation mentioned by Mr Monnig (Incident 231) appeared near the maximum of the Quadrantid shower of early January. Mr [redacted] observation of August was near the time of the Persid shower (Incident 230) and the December observations (223, 223a 224, 226, 227, all fell in the interval covered by the Geminid shower. This relationship might indicate an attempt to render the green fireballs less conspicuous by causing them to appear only when there is considerable meteoric activity.

h. As noted in an earlier communication the remarkably vivid green color reported for most of the December fireballs is rarely observed in the case of genuine meteors. By laboratory test this peculiar color seems to be identical with that given off by copper salts in the blowpipe flame. If this identification is correct, the wavelength of the radiation from the green fireballs is near $\lambda = 5218$ A.

i. The duration estimates of between 2 and 3 seconds reported for the green fireballs are considerably longer than those (0.4 - 0.5 seconds) for the ordinary visual meteors, but shorter than the duration estimates invariably reported in the case of a genuine meteorite fall (5 to 30 seconds or even longer).

j. None of the green fireballs seem to have a train of sparks or a dust cloud following. This contrasts sharply with the behavior noted in case of meteoric fireballs - particularly those that penetrate to the very low levels where the green fireball of December 12 was observed.

NOTE: Inquiry at Holloman AF Base, Alamagordo, N. M., revealed that research work at night and on Sundays does not involve the use of any lighting device or flares such as described in the various reports submitted.

See Incident 223 [redacted] 239 for further details

12 DEC 1948 NEW MEXICO AREA

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Basis: Ltr fr 17th Dist OSI, KAFB, to CO, KAFB, dtd 11 Jan 49, Subj: Unknown (Aerial Phenomena).

AG 1st Ind CMGJB
HEADQUARTERS, Kirtland Air Force Base, Kirtland Fld., N. Mex., 14 Jan 49

TO : Commanding General, AMC, Wright-Patterson AFB, Dayton, Ohio.

Forwarded for your information in connection with the report of investigation forwarded from this Headquarters on 14 December 1948 by 1st Ind to letter same subject as above.

FOR THE COMMANDING OFFICER:

OLIVER W. NOLAND
Captain, USAF
Ass't Adjutant

1 Incl: n/c (1 cy w/d)

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-8	DATE 4 Jan 49
REPORT MADE BY: JACK L. BOLING	
REPORT MADE AT: DO #17, Kirtland AFB, N. M.	
PERIOD: 22-24, 29 December 1948	
OFFICE OF ORIGIN: DO #17, Kirtland AFB, N. M.	
STATUS: PENDING	

TITLE

UNKNOWN

(Aerial Phenomena)

CHARACTER

SPECIAL INQUIRY

REFERENCE Report, S/A NAFTZIGER, 17th District OSI, 13 Dec 48 - Report, S/A BOLING, 17th District OSI, 22 Dec 48.

SYNOPSIS

Additional sightings of "fireballs" reported from Phoenix, Arizona, and Hood River, Oregon. Negative check for reports made south and east of Albuquerque. Concurrent sightings reported from Los Alamos, New Mexico; bearings obtained and ground track plotted. Negative check made with observer on duty at night at Navy Project, Las Cruces, New Mexico. Report made by Dr. LA PAZ giving his findings.

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Lt Col, USAF
DISTRICT COMMANDER

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KAFB 3609

DETAILS:

1. This is a joint investigation by the writer, S/A MELVIN E. [redacted], EDGAR J. BETHART, and ROBERT R. JOHNS.

AT ALBUQUERQUE, NEW MEXICO

2. Letter from Miss [redacted] to Dr. J. HUGH PRUETT, Professor of Astronomy, University of Oregon, dated 3 November 1948, was provided by Dr. LINCOLN LA PAZ. This letter indicates that Miss [redacted] saw a "very strange star or fireball" on the night of 24 October 1948 over Phoenix, Arizona. Description extracted from letter follows:

Color: Green
Course: East to west, with erratic side motions
Speed: Very slow (estimated 75 minutes to cross sky)
Remarks: Seemed to be affected in course and brilliance by stars; moved off course to north and south in zig-zag; faded as it went further west, then flared up and disappeared.

3. Lead sheets were transmitted to Williams Air Force Base Detachment, 17th District OSI, for interview with Miss [redacted] to develope precise details as to course and elevation. (Inclosure #1)

4. Letter from [redacted], Hood River, Oregon, to Dr. PRUETT, undated, was provided by Dr. LA PAZ. This letter refers to the sighting of a blue-white flash of light, accompanied by a loud noise, at 1930 hours, 11 December 1948. A summary of the letter from [redacted] follows:

At approximately 1930, a brilliant blue-white flash of light was seen from Hood River, Oregon, about five miles south and slightly east. This is nearly directly over Pine Grove, a small Oregon town. Most witnesses said that it might have been lightning, but did not look like any lightning that they had ever seen. It looked more like the rapid burning of a flare. A loud noise, like thunder, accompanied the flash. One witness said that the light moved to the northwest, but no others saw the movement. The center of the flash seemed to be round and white, something like a fluorescent light, or a searchlight, and was concentrated. The weather was cold, with light rain and snow; no lightning or thunder was observed. Radio interference was strong at the time of the flash and for a few seconds later. (Inclosure #2)

5. Lead sheets were transmitted to 20th District OSI for interviews directed toward getting more details from [redacted] and obtaining further statements.

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his findings and conclusions on the latest sightings. This report provided Special Agent NEEF, 30 December 1948. (Inclosures #5 and #6)

9. Report of Inspector [redacted], relative to sighting of fireball on 28 December was provided Special Agent NEEF by [redacted]. This report indicates that at [redacted] on December 28th, [redacted] saw a white light, like a falling star, consequently at a vertical path. It was not falling as fast as a falling star, so [redacted] continued to watch. After several seconds, at an estimated altitude of 6000 feet, the object disappeared with a greenish flash, lighting up a small cloud between itself and [redacted]. Direction of travel was apparently north to south, with perhaps a slight deviation. (Inclosure #7)

AT LAS CRUCES, NEW MEXICO

10. Special Agents EDGAR J. BETHANY and ROBERT R. JOHNS interviewed Mr. PHILLIP S. CARROLL, Las Cruces Auto Court, Las Cruces, New Mexico, on 23 December 1948. CARROLL is connected with Navy Project Task D, Nord 8555, which requires that he and his associate, RICHARD E. McCROSKEY maintain a watch on the skies for about 95% of the time at night. CARROLL denied seeing any unusual phenomena during the period 1-15 December. Arrangements were made for photographs of the night sky taken in connection with CARROLL's work to be furnished 17th District ONI.

Inclosures for Complete Distribution:

1. Letter from [redacted] to Dr. Pruett
2. Letter from [redacted] to Dr. Pruett
3. Report of Inspector [redacted]
4. Report of Inspector [redacted]
5. Report of Mr. [redacted]
6. Report of Dr. [redacted]
7. Report of Inspector [redacted]

- PENDING -

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6. The writer made inquiries in the following New Mexico towns on 22, 23 and 24 December, with negative results: Belen, Scholle, Abo, Mountainair, Willard, Encino, Vaughn, Pastura, Santa Rosa, Dilia, and Palma. Several persons contacted had heard of the phenomena near Las Vegas, New Mexico, but no one had seen or heard of any celestial phenomena in the area covered, which lies south of Las Vegas and south and east of Albuquerque.

AT LOS ALAMOS, NEW MEXICO

7. The following two reports were furnished Special Agent MELVIN E. NEFF by Lieut. EARLE D. HIGHTOWER, Atomic Energy Security Service (AESS). Reporting individuals were on jeep patrol and made simultaneous sightings while seated in their jeep. Transit readings were made by Dr. LA PAZ from the position of sighting by [redacted].

Report by Inspector [redacted], AESS:

At about 2054, 20 December 1948, in company with Inspector [redacted], a falling light was observed at a great height moving toward the earth at a 45-degree angle; this angle decreased as the light fell, until it disappeared on about a 20-degree angle. When first seen the light appeared to be white, but later seemed to be broken, and to have a flat red core, with the broken parts being red; the light trail seemed to be white. It seemed to fly as though under control, and finally disappeared behind Point Eagle. (Inclosure #3)

Report by Inspector [redacted], AESS:

At 2054, 20 December 1948, the object described below was seen. It travelled from west to east, maybe a little south. It was in an almost flat trajectory and its decline was at about 20 degrees to the horizon. The angle of elevation was some 30 degrees. It moved at a high speed, finally disappearing behind Point Eagle. Total time of visibility was about one and one-half seconds. The object was an intense blue-white light about the size of a basketball with a faint light trail behind it. Two smaller objects about the size of a baseball, the same color and intensity as the main body, trailed in tandem, at intervals of about three times the diameter of the main body. The size of the main body was about one-fourth the size of the moon. (Inclosure #4)

8. Statements from Lieut. [redacted], AESS (oral), and Mr. [redacted] (written), Physical Security Section, Los Alamos, were obtained by Special Agent NEFF and Dr. LA PAZ on 29 December 1948. [redacted] reported concurrent sighting of the phenomena observed by [redacted]. Description as to color, speed, trajectory, and distance, as well as time, agreed with report by [redacted] above. Transit readings were made by Dr. LA PAZ from location of sighting by [redacted] and [redacted]. A report was prepared by Dr. LINCOLN LA PAZ, meteoriticist, University of New Mexico, who has cooperated in this investigation, giving

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INCLOSURE #6

The University of New Mexico

Albuquerque

Institute of Meteoritics December 30, 1948

To: Lt. Colonel Doyle Rees, Commanding Officer
District No. 17
Office of Special Investigations

From: Lincoln LaPaz, Director
Institute of Meteoritics

Subject; Anomalous luminous phenomena (Third Report)

In the second report of this series, a description was given of the real path through the atmosphere of the green fireball of 1948, December 12, $9^h\ 2^m$ (plus or minus 30^s). On the basis of corresponding observations made from one station near Starvation Peak, New Mexico, and a second station near Los Alamos, New Mexico, this fireball was found to have appeared near a point with the coordinates: latitude 35° 50' N, longitude 106° , 40' W, and to have disappeared near a point with the coordinates: latitude 35° 45' N, longitnde 107° 05' W, traversing an almost horizontal path, at an elevation of about 10 miles above sea level, with a length of about 25 miles, at a velocity of approximately 10 miles per second. (The minimum path length consistent with the observations was found to be about 11 miles, the corresponding velocity then falling between 3 and 6 miles per second, depending on the duration adopted.)

On the basis of corresponding observations of the greenish-white fireball of 1948, December 20, $8^h\ 54^m$ p.m. made by two pairs of Los Alamos observers, it has now become possible to work out another approximate real path. As will be apparent from the original accounts of the observations made by AESS Inspectors [redacted], and Physical Security Inspector [redacted], the fireball of 1948, December 20 was observed under less favorable conditions than the green fireball seen by five persons on the night of December 12. However, on the basis of the original accounts of the observers named above, of sketches supplied by these four individuals on December 29 and of transit observations made by Captain [redacted] and the undersigned on the same date at the points of observation (viz., 35° 48' .9, 106° 18' .4 for [redacted] and 35° 55' ,106° 23' .7 for [redacted] and [redacted], it has been possible to establish reasonable concordance between various points on the fireball path as seen by the two groups of observers. Because of the very short baseline (only 8 miles long) between the two points of observation and the difficult conditions under which the fireball of December 20 was observed, it is my opinion that the real path derived from the December 20 observations deserves considerably less weight than that obtained from the December 12 observations.

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[redacted]

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It is found that the fireball doubly observed by Messrs. [redacted] appeared at a height of at least 10 miles and descended at an angle of about 45° to the vertical (according to [redacted] estimate) to a point C at an elevation of only 2.3 miles above the horizontal plane through the point from which [redacted] observed. As the fireball approached the point C, its path levelled off and from C to its point of disappearance, E, the fireball followed a nearly horizontal path approximately 7.5 miles long moving with a velocity of between 3.75 and 7.5 miles per second, depending on the duration estimate adopted. The coordinates of the projection of C on the earth are 35° 56' N, 106° 30' W, and those of the projection of E are 35° 57' N, 106° 23' W. The forward extension of the fireball's brace on the earth, as determined by the above projections, passes some six miles to the north of the town of Los Alamos.

It should be noted that the descending branch of the path of the fireball was observed by Inspector Truett alone, but he was absolutely certain that his observation of this portion of the path was correct. It should also be noted that no sound was heard, although the distance from the observers to the fireball and from the fireball to the earth could have been only a few miles at most. I have no hesitancy in testifying that an object possessing the real path and the other peculiarities observed by Messrs. [redacted] was not a falling meteorite.

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[redacted]

[redacted]

SYNOPSIS (Continued)

mentioned three (3) previous anomalus incidents, the Memphis, Tennessee, Incident of 7 May 1948; the Texas Observers' Incident of 1948, 7 January, and the very remarkable "fireball" fall of 1948, 31 May, 3:42 a.m., MST, across the Los Alamos reservation which was probably meteoritic, but from which no meteorites have been secured in spite of careful search. Dr. LINCOLN LA PAZ personally witnessed the occurrence of a similar incident on 12 December 1948, at Las Vegas, N. M. A statement by Dr. LA PAZ is inclosed.

Col. HAROLD A. GUNN, Base Commanding Officer, Kirtland Air Force Base, Kirtland Field, New Mexico, advised that he knew of no maneuvers being conducted within this area.

Major WILLIAM P. GODSON, 4th Army Intelligence Liaison, Sandia Base, Albuquerque, New Mexico, advised that he knew of no maneuvers being conducted within this area.

Mr. [redacted], EEC Security, Sandia Base, observed a green flare directly over Sandia Base at 2255 hours, 6 December 1948.

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[redacted]

[redacted]

Incident #241, a, b -- Los Alamos, New Mexico -- 20 December 1948

Dr. LaPaz, who has interviewed the various observers of this incident, has stated that the object seen was not a falling meteorite. He had access to more detailed information than is contained in the typed reports offered here, and he is an expert in these matters.

It should be noted, however, that the reports available to this investigator show many contradictions concerning the color and trajectory of the object: One observer gives the angle of fall as 45°; another states that the trajectory was horizontal. Most observers indicate a bluish-white light; only one mentions the color green, which is so predominant in the New Mexico "green flashes."

It is not at all certain that the object observed here belongs to the "green flash" family of incidents.

[redacted]

Incident: 241

Name and address of observer: **Buford G. Truett**

Occupation and hobbies: **Atomic Energy Security Service Inspector**

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE SUMMARY: At about 2054, 20 December 1948, in company with Inspector [redacted], a falling light was observed at a great height moving toward the earth at a 45° angle; this angle decreased as the light fell until it disappeared on about a 20° angle. When first seen the light appeared to be white, but later seemed to be broken, and to have a flat red core, with the broken parts being red; the light trail seemed to be white. Its form seemed to grow more concrete and seemed to be something besides just a white unbroken moving light. It appeared to have a flat base leaving a broken red trail on each side. It was now nearer the earth. The angle of glide appeared to be 20° and reminded Truett of an airplane in flight. It seemed to fly thru the air as if controlled and did not fall straight to the earth as an uncontrolled object normally would. It was moving very very swiftly. It finally disappeared behind Point Eagle.

See Incident 239 for Details

INCIDENT NO. 241a

1. Date of Observation 20 Dec 48 Date of Interview 29 Dec 1948
2. Exact time (local) 2054
3. Place of Observation Los Alamos, N. M.
4. Position of observer ground 35° 55'; 106° 23' ~~37~~ .7
5. What attracted attention to object & -: Attention called to object by Inspector [redacted]
6. Number of objects 1
7. Apparent size basketball - 1/4 the size of the moon
8. Color of object intense /blue-white light
9. Shape
10. Altitude
11. Direction from observer
12. Distance from observer
13. Direction of flight of object(s) West to East, possibly a trifle to the south
14. Time in sight 1-1/2 seconds
15. Speed very fast rate of speed
16. Sound and dor No sound
17. Trail faint trail of light behind it
18. Luminosity
19. Projections
20. Maneuvers traveled in an almost flat trajectory and its decline formed an angle with the horizon of approx 20°
21. Manner of disappearance Behind a mountain directly to the northeast of Pt Eagle at a 20° angle
22. Effect on clouds
23. Additional information concerning object Two objects the sige of a basebal separated from the main body and followed it at even intervals of distance
24. Weather conditions Cold with snow and rain

(over)

Name and addre s of observer: [redacted]

Occupation and hobbies: Atomic Energy Security Service Inspector

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE SUMMARY: Inspector [redacted], AESS, in the company of Inspector [redacted] AESS, who called his attention to the phenomenon, describes his experience as follows:

"At 2054, 20 Dec 43, we saw the object described below making a path thru the sky. It was travelling in an almost flat trajectory and its decline formed an angle with the horizon of approximately 20°. The angle of elevation from our point of observation was approximately thirty°. The object was moving at a very fast rate of speed and disappeared behind the mountain directly to the northeast of Pt Eagle. Total time of visibility was about one and one-half seconds.

Description:

An intense blue-white light about the size of a basketball. As the object traversed the sky, there was a faint trail of light behind it, and two objects the size of a baseball separated from the main body. These objects were of the same color and intensity as the main body, and trailed behind it diractly in its path at even intervals of distance equal to approximately three times the diameter of the main body. The size of the main body was approximately one quarter the size of the moon

INCIDENT NO. 241b

1. Date of Observation 20 Dec 48 Date of Interview 29 Dec 1948
2. Exact time (local) 2053
3. Place of Observation Route 4 - north of Bandelier cut-off - Los Alamos
4. Position of observer 35° 48'.9 106° 18'.4 ground
5. What attracted attention to object & -
6. Number of objects 1
7. Apparent size
8. Color of object Intense blue-white light
9. Shape
10. Altitude
11. Direction from observer
12. Distance from observer
13. Direction of flight of object(s) West to East, possibly a trifle to the south
14. Time in sight ~~km/hr~~ N/S
15. Speed very fast rate of speed
16. Sound and/or No sound
17. Trail
18. Luminosity
19. Projections
20. Maneuvers traveled in an almost flat trajectory and its decline forming an angle with the horizon of approx 20°
21. Manner of disappearance
22. Effect on clouds
23. Additional information concerning object
24. Weather conditions Cold with snow and rain

(over)

Name and address of observer: [redacted]

Occupation and hobbies: AE&S Inspector

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE SUMMARY: An oral statement was made to Special Agent Neef and Dr La Paz on 29 Dec 1948. Inspector [redacted] accompanied Inspector [redacted]. See [redacted] statement #2410. Both descriptions agreed with that of Inspector Wilson as to color, speed, trajectory and distance. Sightings were made concurrently.

INCIDENT NO. ~~2413~~ 2410

1. Date of Observation 20 Dec 48 Date of Interview ~~29 Dec 1948~~
2. Exact time (local) 2053
3. Place of Observation Route 4 - north of Bandelier cut-off - Los Alamos 35° 48' .9, 106° 18' .4
4. Position of observer ground
5. What attracted attention to object : -
6. Number of objects 1
7. Apparent size Tennis ball
8. Color of object white with greenish tail
9. Shape ball of light
10. Altitude Questionable
11. Direction from observer
12. Distance from observer
13. Direction of flight of object(s) Southwest to Northeast
14. Time in sight 2 seconds
15. Speed Slower than a meteorite - approx 1500 mph
16. Sound and/or No sound
17. Trail Small conical-shaped tail of a pale greenish color of gaseous nature
18. Luminosity glaring white light similar to color of white-hot steel in a smelting furnace
19. Projections
20. Maneuvers Level course
21. Manner of disappearance disappeared from view behind the tops of trees
22. Effect on clouds
23. Additional information concerning object Appeared to maintain /Controlled flight
24. Weather conditions Cold with snow and rain

(over)

Name and address of observer: [redacted] Jr

Occupation and hobbies: Inspector Atomic Energy Security Service
Los Alamos, N. M.

Comments of Interrogator relative to intelligence and character of observer(s):

NARRATIVE SUMMARY: At approximately 2053, December 20, 1948 while driving over State Route #4, toward the South Gate (Station 390), AESS Inspector [redacted] observed what appeared to be at first glance a meteorite travelling from left to right, at right angles to the direction he was moving. The object seemed almost the size of a tennis ball and was a glaring white similar to the color of white-hot steel in a smelting furnace. The ball had a small conical shaped tail that appeared to be pale greenish in color and this tail was not as clearly defined as the ball itself but seemed to be of a gaseous nature.

The object appeared to be travelling on a controlled, level course and was visible approximately a second and a half, disappearing from view behind the trees that bordered the road. As he made a sharp right turn on the road the object again was visible for approximately a second and this time was considerably farther away. During this interval he observed a small light to the right of the object which appeared to be travelling with it. This smaller light was similar in appearance to a running light on an airplane and seemed reddish in color. The object and accompanying light disappeared from view behind the tops of more trees and he was unable to catch another glimpse of it.

Inasmuch as this event occurred at night and due to the terrain over which he was travelling it was difficult to state the exact direction in which the object was travelling. In addition, since he had no way of determining the actual size it was equally difficult to judge the altitude of the object.

Statement (oral) to Special Agent NEEF and Dr La Paz on 29 Dec 48 was made by AESS Inspector [redacted] who accompanied [redacted] Description of [redacted] agreed with that of the concurrant sighting by [redacted] as to color, speed, trajectory and distance as well as time.

20 Dec '48 Los Alamos N.M.

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Basis: Ltr fr 17th Dist OSI, KAFB, to CO, KAFB, dtd 11 Jan 49, Subj: Unknown (Aerial Phenomena).

AC 1st Ind CNW:jb
HEADQUARTERS, Kirtland Air Force Base, Kirtland Fld., N. Mex., 14 Jan 49

TO : Commanding General, AMC, Wright-Patterson AFB, Dayton, Ohio.

Forwarded for your information in connection with the report of investigation forwarded from this Headquarters on 14 December 1948 by 1st Ind to letter same subject as above.

FOR THE COMMANDING OFFICER:

1 Incl: n/c (1 cy w/d)

OLIVER M. NOLAND
Captain, USAF
Ass't Adjutant

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237

6. The writer made inquiries in the following New Mexico towns on 22, 23 and 24 December, with negative results: Belen, Scholle, Abo, Mountainair, Willard, Encino, Vaughn, Pastura, Santa Rosa, Dilia, and Palma. Several persons contacted had heard of the phenomena near Las Vegas, New Mexico, but no one had seen or heard of any celestial phenomena in the area covered, which lies south of Las Vegas and south and east of Albuquerque.

AT LOS ALAMOS, NEW MEXICO

7. The following two reports were furnished Special Agent MELVIN E. NEEF by Lieut. EARLE D. HIGHTOWER, Atomic Energy Security Service (AESS). Reporting individuals were on jeep patrol and made simultaneous sightings while seated in their jeep. Transit readings were made by Dr. LA PAZ from the position of sighting by [redacted].

Report by Inspector BUFORD G. TRUETT, AESS:

At about 2054, 20 December 1948, in company with Inspector W. D. WILSON, a falling light was observed at a great height moving toward the earth at a 45-degree angle; this angle decreased as the light fell, until it disappeared on about a 20-degree angle. When first seen the light appeared to be white, but later seemed to be broken, and to have a flat red core, with the broken parts being red; the light trail seemed to be white. It seemed to fly as though under control, and finally disappeared behind Point Eagle. (Inclosure #3)

Report by Inspector WILLIAM D. WILSON, AESS:

At 2054, 20 December 1948, the object described below was seen. It travelled from west to east, maybe a little south. It was in an almost flat trajectory and its decline was at about 20 degrees to the horizon. The angle of elevation was some 30 degrees. It moved at a high speed, finally disappearing behind Point Eagle. Total time of visibility was about one and one-half seconds. The object was an intense blue-white light about the size of a basketball with a faint light trail behind it. Two smaller objects about the size of a baseball, the same color and intensity as the main body, trailed in tandem, at intervals of about three times the diameter of the main body. The size of the main body was about one-fourth the size of the moon. (Inclosure #4)

8. Statements from Lieut. CLIFFORD E. STRANG, AESS (oral), and Mr. [redacted] (written), Physical Security Section, Los Alamos, were obtained by Special Agent NEEF and Dr. LA PAZ on 29 December 1948. STRANG and SKIPPER reported concurrent sighting of the phenomena observed by TRUETT and WILSON. Description as to color, speed, trajectory, and distance, as well as time, agreed with report by WILSON above. Transit readings were made by Dr. LA PAZ from location of sighting by STRANG and SKIPPER. A report was prepared by Dr. LINCOLN LA PAZ, meteoriticist, University of New Mexico, who has cooperated in this investigation, giving

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[redacted]

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DETAILS:

AT ALBUQUERQUE, NEW MEXICO

1. This investigation predicated upon verbal request District Commander, 17th District Office of Special Investigations (IG) USAF, Kirtland Air Force Base, Kirtland Field, New Mexico.

2. This is a joint investigation of Special Agents JOHN J. STAHL, Jr., HERMAN E. MUNROE, MELVIN E. REEF, and the writer.

3. On 6 December 1948, Captain JOSEPH HANLEN, Security Officer, Kirtland Air Force Base, Kirtland Field, New Mexico, reported the following incidents:

As 2130 hours, 5 December 1948, a C-47, Number AF-9921, enroute from Lowry Air Force Base, Denver, Colorado, to Williams Air Force Base, Chandler, Arizona, reported his position to the Control Tower, Kirtland Air Force Base, as being approximately ten (10) miles east of Albuquerque. Pilot stated that he had seen a green flare arise from the ground to an altitude of approximately five hundred (500) feet on the east slope of the Sandia Mountains. This incident occurred at about 2127 hours. Pilot stated that he had seen the same type of flare at approximately 2105 hours just west of Las Vegas, New Mexico. No other information was offered by this pilot.

At 2300 hours, 5 December 1948, the Control Tower, Kirtland Air Force Base, contacted Pioneer Air Flight #63, which had just completed a flight from Tucumcari, New Mexico, to Las Vegas, to Santa Fe, to Albuquerque, New Mexico. Captain of this flight stated he had seen a green light just west of Las Vegas at approximately 2115 hours. Pilot stated he had believed the light to be a shooting star at first, but, upon questioning, stated the opinion that the light was too near the ground to have been a shooting star. Pilot suggested that the light could have been a Very Pistol flare.

At 2320 hours, 5 December 1948, Captain [redacted], pilot of Pioneer Flight #63, reported by telephone to Kirtland Air Force Base Control Tower, stating that when he first saw the light it appeared to be coming straight toward his airplane and added that he had attempted to jerk the airplane from its course to avoid the light. [redacted] said that the light appeared to be coming straight to the ship, then trailed off to the ground. The light was pale green and had a pale green trail. Captain [redacted] said he was hesitant about reporting such incidents since they are generally not accepted.

4. On 6 December 1948, [redacted], Captain and Pilot, [redacted], Co-pilot, and [redacted], Flight Engineer, all

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[redacted]

his findings and conclusions on the latest sightings. This report provided Special Agent NEFF, 30 December 1948. (Inclosures #5 and #6)

9. Report of Inspector [redacted], AESS, relative to sighting of fireball on 28 December was provided Special Agent NEFF by Lieut. HIGHTOWER, AESS. This report indicates that at 0431, 28 December 1948, HARDIE saw a white light, like a falling star, descending in a vertical path. It was not falling as fast as a falling star, so [redacted] continued to watch. After several seconds, at an estimated altitude of 6000 feet, the object disappeared with a greenish flash, lighting up a small cloud between itself and [redacted]. Direction of travel was apparently north to south, with perhaps a slight deviation. (Inclosure #7)

AT LAS CRUCES, NEW MEXICO

10. Special Agents EDGAR J. BETHART and ROBERT R. JOHNS interviewed Mr. [redacted], Las Cruces, New Mexico, on 23 December 1948. [redacted] is connected with Navy Project Task D, [redacted] which requires that he and his associate , [redacted] maintain a watch on the skies for about 95% of the time at night. [redacted] denied seeing any unusual phenomena during the period 1-15 December. Arrangements were made for photographs of the night sky taken in connection with [redacted] work to be furnished 17th District OSI.

Inclosures for Complete Distribution:

1. Letter from [redacted] to Dr. Pruett
2. Letter from [redacted] to Dr. Pruett
3. Report of [redacted]
4. Report of [redacted]
5. Report of [redacted]
6. Report of [redacted]
7. Report of [redacted]

- PENDING -

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SUMMARY OF INFORMATION

DATE: 13 Jan 49

PREPARING OFFICE: Office of the AC of S, G-2, Headquarters, Fourth Army, Fort Sam Houston, Texas

SUBJECT: Unconventional Aircraft

(Control Number A-1917)

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

OF SOURCE:		OF INFORMATION:	
COMPLETELY RELIABLE	A	CONFIRMED BY OTHER SOURCES	1
USUALLY RELIABLE	B	PROBABLY TRUE	2
FAIRLY RELIABLE	C	POSSIBLY TRUE	3
NOT USUALLY RELIABLE	D	DOUBTFULLY TRUE	4
UNRELIABLE	E	IMPROBABLE	5
RELIABILITY UNKNOWN	F	TRUTH CANNOT BE JUDGED	6

SUMMARY OF INFORMATION

(G-2 NOTE: This report is a supplement to report, this headquarters, subject as above, dated 3 January 1949.)

1. Following is a list of sightings of unidentified lights over New Mexico subsequent to 27 December 1948:

a. Los Alamos, 20 Dec 48, 2054 hours. Falling light from 45 degree angle, decreasing to 20 degree angle. Observed by four security inspectors at Los Alamos AEC project.

b. Los Alamos, 28 Dec 48, 0431 hours. Descending vertical light much slower than falling star. Disintegrated in greenish flash lighting up cloud area between observer and light. Observed by security inspector, Los Alamos AEC project.

c. Los Alamos, 30 Dec 48, 2010 and 2100 hours. High speed motor sound directly over Los Alamos and above overcast. Sound heard for seven seconds (timed) and repeated 10 minutes later. Heard again at 2100 hours for 8.2 seconds (timed). Positive determination that no vehicles on approaching highways and no planes overhead. Checked and observed by Los Alamos security inspectors.

d. Sandia Base, 6 Jan 49, 1730 hours. Brightly lighted object from southeast to northwest. Diamond shape, two feet long. Altitude 1500 to 2000 feet. Speed - faster than a jet plane. No smoke or vapor trail. No sound. Observed by Sandia Base sentry who claims experience in aircraft observation.

2. Dr. LaPAZ, Meteorologist at the University of New Mexico, personally interviewed all persons who have made observations. He has made transit sightings to determine altitudes and angles of flight. He has made a report to the O.S.I. of the U.S.A.F., closing with this remark, "I have no hesitancy in testifying that an object possessing the real path and other peculiarities observed by Messrs. [redacted], [redacted] and [redacted] was not a falling meteorite."

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INCLOSURE #3

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TO: Captain J. P. Shea
FROM: Inspector [redacted]
SUBJECT: Observations

This report is being made in writing at the request of Lt. [redacted]

241

It will be divided into three parts: 1. Observations, 2. Recommendations, 3. A map indicating the point of my observations. The third part of this report will not be submitted now, but will be given later when a map is available to make this map accurate.

Inspector [redacted] and myself, being on patrol for the Reconnaissance Section AESS, arrived at Point Eagle 2050, December 20, 1948. We had driven up the road as far as it extended and was safe under the circumstances, and were sitting in the jeep with it headed in the general direction of the road at this point. The direction in which we were headed as well as all directions in this report will be referred to with some degree of accuracy from the map which will be submitted later to make this report complete.

As I was sitting in the jeep I observed a falling light in the sky at approximately 2054. At first it appeared to be a white light moving at about 45 degrees to the earth. It seemed to first be at a great height and to approach the earth at a continuing decreasing angle until it went out of my vision at about a twenty degree angle behind Point Eagle. I called the attention of Inspector [redacted] to this falling light and he too observed it and has also been requested to make a report on his observations. I continued to observe this phenomenon. According to my first observations it appeared to be a white light, clear and unbroken, falling very visibly through the night. However, as I observed this light more closely it changed in appearance. It seemed now to be broken instead of a clear stream. Its color basicly changed also. It now seemed to have a red flat core, its broken parts were red, its stream of light laft seemed however to be white. Its form seemed to grow more concrete and seemed to be something besides just a white unbroken Moving light. It seemed to have a flat base, leaving a broken red trail on each side. Where it had appeared at a great height it was now nearer the earth. Where its angle of glide had been 45 degrees, it now appeared to have an angle of twenty degrees glide, and reminded me very much of an airplane in flight. It seemed to fly through the air as if controlled and not to fall straight to the earth as an uncontrolled object normally would. It was moving very very swiftly. It finally disappeared behind Point Eagle.

At 2056 Headquarters was notified of our observations and the angle of movement of this light. We were told to stand by and later to 10-21 Headquarters. We returned to Station 340 to make the call, found there [redacted] of Physical Security who had also observed the same things we did from a different Point. [redacted] was there also. We made verbal reports to them as well as to you. We returned to Headquarters to find a suitable map to make

[redacted]

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our observations more accurate from a descriptive point and to make a written report of our observations.

These are my recommendations. It is my understanding and has been my observation that this light is of concern to the Security Service. Attempts have been made to observe it more closely. As a means of observing this more closely, of finding out what it is, and what happens to it, I would suggest that attempts be made to observe it from the air and from the land. To observe it from the air I would suggest these means. These suggestions are made with the impressions that this thing has been observed before about the same times and probably can be observed again. First the Air Forces of the Department of Defense have excellent Photographic Planes. These are fast and make good photographs. These could operate safely at night. This thing if of any importance to the defense of our country would necessitate no small means of detection but should enlist all our resources for its proper observations and understanding. Also the Air Forces have small observing planes that might be used. The Civil Air Patrol might be used. Certainly some attempts should be used to observe and find out about this thing from the air. It appears in the air. It disappears in the air. It might damage some of our Atomic Installations eventually if it is not a natural thing and man controlled. Also attempts should be made by our own personnel to observe this thing. Patrol 405 of the Reconnaissance section could be at this Point Eagle about the expected time of appearance each night. It might even be important enough to place other patrols at points of observations until this thing is understood and known about. Also in future attempts to observe this thing radio silence should be observed under all conditions by participating personnel until the thing is sighted. However, it might be better if nothing is said over the radio in the future about it. Radio conversation, if this thing is man controlled, may give a clue to those controlling it that attempts are being made to observe it and may make difficult a discovery or an understanding of its nature. The use of radar may also aid in its discovery.

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INCLOSURE #4

OFFICE MEMORANDUM UNITED STATES GOVERNMENT

Date: 20 December 1948

TO: Captain Shea

FROM: Inspector [redacted]

241a

SUBJECT: Object seen on 405 Patrol

From 2050 to 2100 this date Inspector [redacted] and myself were at Pt. Eagle in the regular performance of the 405 patrol.

At 2054 we saw the object described below making a path thru the sky. The direction of travel was from West to East, possibly a trifle Southerly. The object was travelling in an almost flat trajectory and its decline formed an angle with the horizon of approximately twenty degrees. The angle of elevation from our point of observation was approximately thirty degrees. The object was moving at a very fast rate of speed and disappeared behind the mountain directly to the northeast of Ft. Eagle. Total time of visibility was about one and one-half seconds.

Description:

An intense blue-white light about the size of a basketball. As the object traversed the sky, there was a faint trail of light behind it, and two objects the size of a baseball separated from the main body. These objects were of the same color and intensity as the main body, and trailed behind it directly in its path at even intervals of distance equal to approximately three times the diameter of the main body. The size of the main body was approximately one quarter the size of the moon.

/S/ [redacted]
Security Inspector

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[redacted]

INCLOSURE

239

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INCLOSURE #5

B. O. Wells, Director of Security

December 30, 1948

[redacted].

TIME: 2053

DATE: December 20, 1948

DIRECTION: Approximately southwest to northeast

SPEED: Slower than a meteorite (approximately 1500 m.p.h.)

COLOR: White, with a pale greenish tail

ALTITUDE: Questionable

POINT OF OBSERVATION: Route 4 - north of Bandelier cut-off

OBSERVER: [redacted].

STATEMENT BY OBSERVER:

At approximately 2053, December 20, 1948, while driving over State Route #4 toward the South Gate (Station 390), I observed what appeared to be, at first glance, a meteorite travelling from left to right, at right angles to the direction I was moving. However, the object seemed almost the size of a tennis ball and was colored a glaring white, similar to the color of white-hot steel in a smelting furnace. The ball had a small, conical shaped tail that appeared to be pale greenish in color, and this tail was not as clearly defined as the ball itself, seeming to be of a gaseous nature.

The object appeared to be travelling on a controlled, level course and was visible approximately a second and a half, disappearing from view behind the trees that bordered the road. As I made a sharp right turn on the road, the object was again visible for approximately a second, and this time it was considerably farther away. However, during this short second period I observed a small light to the right of the object, which appeared to be travelling with it. This smaller light was similar in appearance to a running light on an airplane, and it seemed to be reddish in color. The object and accompanying light disappeared from view behind the tops of more trees, and I was unable to catch another glimpse of it.

Inasmuch as this event occurred at night, and due to the terrain I was travelling over, it is difficult to state the exact direction in which the object was travelling. In addition, due to the above first mentioned condition, as well as having no idea as to the size of the object itself, it is equally difficult to judge the altitude of the object.

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[redacted]

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INCLOSURE #6

The University of New Mexico

Albuquerque

Institute of Meteoritics

December 30, 1948

To: Lt. Colonel Doyle Rees, Commanding Officer
District No. 17
Office of Special Investigations

From: Lincoln LaPaz, Director
Institute of Meteoritics

Subject: Anomalous luminous phenomena (Third Report)

In the second report of this series, a description was given of the real path through the atmosphere of the green fireball of 1948, December 12, $9^h\ 2^m$ (plus or minus 30^s). On the basis of corresponding observations made from one station near Starvation Peak, New Mexico, and a second station near Los Alamos, New Mexico, this fireball was found to have appeared near a point with the coordinates: latitude 35° 50' N, longitude 106° , 50' W, and to have disappeared near a point with the coordinates: latitude 35° 45' N, longitude 107° 05' W, traversing an almost horizontal path, at an elevation of about 10 miles above sea level, with a length of about 25 miles, at a velocity of approximately 10 miles per second. (The minimum path length consistent with the observations was found to be about 11 miles, the corresponding velocity then falling between 3 and 6 miles per second, depending on the duration adopted.)

2-7

On the basis of corresponding observations of the greenish-white fireball of 1948, December 20, $8^h\ 54^m$ p.m. made by two pairs of Los Alamos observers, it has now become possible to work out another approximate real path. As will be apparent from the original accounts of the observations made by AEC Inspectors [redacted], and Physical Security Inspector [redacted], the fireball of 1948, December 20 was observed under less favorable conditions than the green fireball seen by five persons on the night of December 12. However, on the basis of the original accounts of the observers named above, of azimuths supplied by these four individuals on December 27 and of transit observations made by Captain [redacted] and the undersigned on the same date at the points of observation (viz., 35° 48' .9, 106° 18' .4 for [redacted] and 35° 35' ,106° 23' .7 for [redacted] and [redacted]), it has been possible to establish reasonable concordance between various points on the fireball path as seen by the two groups of observers. Because of the very short baseline (approximately [redacted] between points of observation and the difficult conditions [redacted] December 20 was observed, it is my opinion that the real path derived from the December 20 observations deserves considerably less weight than that obtained from the December 12 observations.

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It is found that the fireball doubly observed by Messrs. [redacted], [redacted], [redacted], and [redacted] appeared at a height of at least 10 miles and descended at an angle of about 45° to the vertical (according to Truett's estimate) to a point C at an elevation of only 2.3 miles above the horizontal plane through the point from which [redacted] and [redacted] observed. As the fireball approached the point C, its path levelled off and from C to its point of disappearance, E, the fireball followed a nearly horizontal path approximately 7.5 miles long moving with a velocity of between 3.75 and 7.5 miles per second, depending on the duration estimate adopted. The coordinates of the projection of C on the earth are 35° 56' N, 106° 30' W, and those of the projection of E are 35° 57' N, 106° 23' W. The forward extension of the fireball's trace on the earth, as determined by the above projections, passes some six miles to the north of the town of Los Alamos.

It should be noted that the descending branch of the path of the fireball was observed by Inspector [redacted] alone, but he was absolutely certain that his observation of this portion of the path was correct. It should also be noted that no sound was heard, although the distance from the observers to the fireball and from the fireball to the earth could have been only a few miles at most. I have no hesitancy in testifying that an object possessing the real path and the other peculiarities observed by Messrs. [redacted], [redacted], [redacted], and [redacted] was not a falling meteorite.

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Incident #243 -- Los Alamos, New Mexico -- 28 December 1948

The object described here seems to belong to the mysterious family of "New Mexico green flashes." See report on incident #223 for detailed discussion.

It can be said, however, that, if this is regarded as an isolated incident, the description is not very different from that of a fireball. It is the occurrence of these incidents in a seemingly definite pattern that argues very strongly against the meteoric hypothesis.

[redacted]

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INCLOSURE #7

OFFICE MEMORANDUM

UNITED STATES GOVERNMENT

Date: 12/28/48

TO: Lt. E. D. Hightower

FROM: Insp. [redacted]

SUBJECT: Unknown Object

243

At approximately 0431, this date, while looking east from Station 108 towards Station 101 I noticed high in the sky what appeared to be a falling star, white in color, descending in a vertical path. My attention remained with the object when I noticed the rate of descent seemed to be slower than that of a falling star. After watching it lose altitude for several seconds, I saw it suddenly disappear with a greenish-tinged flash which momentarily illuminated a small cloud between the object and myself.

The object may also have been traveling east or west to some extent since I could not estimate that angle; however the object descended in a perfectly straight line with reference to North and South. At the time of the flash the object was a good distance east of Station 101 and at an estimated altitude of six thousand feet.

/S/ [redacted]

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

JDH

c/c Capt. R. I. Dowd, Duty Officer

UNCLASSIFIED

[redacted]

234

civilians, Pioneer Flight #3, were interviewed by S/A MELVIN B. HENRY. This interview was conducted at Pioneer Airline Operations, Kirtland Air Force Base, Kirtland Field, New Mexico. VAN LLOYD and SMITH advised that at 2135 hours, 5 December 1948, they were approaching Las Vegas, New Mexico, in a C-47 type airplane at an altitude of 9,000 feet, with a compass heading of 272 degrees. They observed directly ahead and slightly above their altitude, in the vicinity of the Pentagonna Mission, a phenomena which first appeared as a bright white flash, then an object came into view which was described as being a whitish, orange color. This object at first appeared to be coming directly toward their airplane, then arched downward and disappeared from sight. This object was in view for only a few seconds and no estimate could be made of the size or distance of the object. Both VAN LLOYD and SMITH were of the opinion that it would have been impossible for anyone in the passenger compartment to have observed this phenomena. Miss CONNER stated that she did not observe this object and added that to the best of her knowledge all of the passengers were asleep.

NOTE: It is to be noted that there is a discrepancy in the color of Capt. VAN LLOYD's initial report and that obtained by interview.

5. On 9 December 1948, Colonel WILLIAM P. HAYES, Infantry, Civilian Component Affairs Officer, New Mexico Military District, was interviewed in his office, Building T-25, Kirtland Air Force Base, Kirtland Field, New Mexico. This interview was conducted by S/A JOHN J. STAHL, Jr., S/A MELVIN B. HENRY, and the writer. Colonel HAYES advised that he had first observed an unusual aerial phenomena during the latter part of 1947. This occurred in the vicinity of Vaughn, New Mexico. The phenomena appeared to be approximately four or five hundred feet above the ground when first observed and descending slowly and steadily in a vertical manner toward the earth. The object appeared to be slightly larger than a basketball, bright white in color, like a miniature sun. Upon reaching a point approximately two hundred feet above the surface of the earth, the object appeared to explode although no noise was apparent. Colonel HAYES stopped his automobile and got out to watch the object. At this time the explosion, or disintegration, appeared to be taking place some forty to sixty yards distant, and still no noise was noticed. At this time the fragments assumed a fiery red color and descended toward earth like numerous sparks, being extinguished before reaching the ground. Colonel HAYES stated that he was on Highway 60 at this time, near a railroad and separated from the vicinity where the fragments were landing by a fence. Colonel HAYES did not cross the fence or investigate further.

6. Colonel HAYES advised that on either 3 or 4 November 1948, and again on 25 November 1948, he observed two similar phenomena as described previously. These observations were in the same vicinity of the original phenomena on Highway 60, near Vaughn, New Mexico. All three of these incidents occurred at approximately 2200 hours. Col. HAYES

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SUMMARY OF INFORMATION

PREPARING OFFICE

[illegible] 1 [illegible]

SUBJECT

Unconventional Aircraft

(Project Saucer 4-1317)

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION OF SOURCE

COMPLETELY RELIABLE	A
USUALLY RELIABLE	B
FAIRLY RELIABLE	C
NOT USUALLY RELIABLE	D
UNRELIABLE	E
RELIABILITY UNKNOWN	F

SUMMARY OF INFORMATION

(CAZ NOTE: This report is a supplement to report, [illegible] subsequent to 17 December 1948:

a. Los Alamos, 20 Dec 48. 2030 hours. Falling light [illegible] descending at 30 degree angle. Observed by four security [illegible] Alamos Project.

b. Los Alamos, 20 Dec 48. 0642 hours. Ascending vertically [illegible] slower than falling star. Disintegrated in greenish flash [illegible] between one mile and 15,000 feet. Observed by security inspector, Los Alamos Project.

c. Los Alamos, 30 Dec 48. 2230 and 2300 hours. Light [illegible] over the Alamos and above overcast. Joined formation [illegible] approximately 15 minutes later. Search again at 2300 hours for 5.2 [illegible] negative. Information that no vehicles on approaching highways [illegible] overhead. Checked and observed by Los Alamos security inspectors.

d. Kirtland Base, 6 Jan 49. 1730 hours. Brightly lighted [illegible] northwest to northwest. Diamond shape, two feet long. Altitude 1500 [illegible] faster than a jet plane. No smoke or vapor trail. No sound. [illegible] Base entity who claims experience in aircraft observation.

2. Dr. I. Pal, Meteorologist at the University of New Mexico, [illegible] talked all persons who have made observations. He has made dynamic [illegible] to determine altitudes and angles of flight. He has made a report to the [illegible] U.S.A.F., closing with this remark, "I have no hesitancy in testifying that [illegible] object possessing the usual path and other peculiarities observed by [illegible] and [illegible] was not a figment of imagination."

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Basis: Ltr fr 17th Dist OSI, KAFB, to CO, KAFB, dtd 11 Jan 49, Subj: Unknown (Aerial Phenomena).

AG 1st Ind OMH:jb
HEADQUARTERS, Kirtland Air Force Base, Kirtland Fld., N. Mex., 14 Jan 49

TO : Commanding General, AMC, Wright-Patterson AFB, Dayton, Ohio.

Forwarded for your information in connection with the report of investigation forwarded from this Headquarters on 14 December 1948 by 1st Ind to letter same subject as above.

FOR THE COMMANDING OFFICER:

OLIVER M. NOLAND
Captain, USAF
Ass't Adjutant

1 Incl: n/c (1 cy w/d)

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[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

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THE INSPECTOR GENERAL USAF
17th DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
Kirtland AFB, Kirtland Field, New Mexico

DR/mfw
11 January 1949

File No: 24-8

SUBJECT: Unknown, Aerial Phenomena

TO: Commanding Officer
Kirtland Air Force Base
Kirtland Field, N. M.

1. Reference is made to Report of Investigation, this office, dated 13 December 1948; Report of Investigation, this office, dated 17 December 1948; and Report of Investigation, this office, dated 23 December 1948, subject same as above, copies of which have been forwarded your headquarters.

2. Attached for your information are four copies of Report of Investigation, this office, dated 4 January 1949, subject same as above. It is requested that two copies of the inclosed report be forwarded to Air Materiel Command Headquarters which has been designated as the headquarters responsible for coordination of this investigation.

3. Investigation to date has not produced any positive information regarding the source or nature of the unidentified aerial phenomena, additional sightings of which continue to be reported. Dr. Lincoln LaPaz, Director of the Institute of Meteoritics, University of New Mexico, is firmly of the opinion that the reported phenomena are not of meteoritic origin.

4. This is a supplemental report. Investigation is continuing and subsequent reports will be forwarded for your review and such action as you may consider appropriate when the investigation is completed.

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DOD DIR 5200.10

Doyle Rees

DOYLE REES
Lt Col, USAF
District Commander

1 Incl
Rpt of Invest re Subj (quad)

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[redacted]

223

223

KAFB 3609

COPY

[redacted]

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THE UNIVERSITY OF NEW MEXICO
Albuquerque

Institute of Meteoritics

January 6, 1949

To: Lt. Colonel Doyle Rees, Commanding Officer
District No. 17
Office of Special Investigations

From: Lincoln LaPaz, Director
Institute of Meteoritics

Subject: Report of Anomalous Sounds Observed by AESS personnel at Los Alamos on 1948, December 30

1. On 1949, January 5, Major C. L. Phillips., USAF, and the undersigned under the guidance of Lt. Earl D. Hightower, AESS, visited three of the four stations at which anomalous sounds were heard during the night of 1948, December 30. In the present preliminary report, a summary of the pertinent facts is given and, on the basis of azimuth and elevation readings taken at the three stations where sounds were heard simultaneously, an approximate determination is made of the location of the sound source in space.

2. At Station 340 statements were obtained from AESS Inspectors [redacted] and [redacted]. According to [redacted] and [redacted], at approximately 2010 on December 30 they both heard what they first thought was a truck laboring up the highway below their station. The sound was so definite that they arose and went to the door to make the customary inspection, only to find that the roadway was empty. The sound terminated within a second or two after they opened the door and stepped outside. Repetition of their motions and conversation timed with a stop-watch showed that the sound endured approximately 7 seconds. About 10 minutes later, at approximately 2020, the same incident occurred again, both men rising from their chairs, opening the door, and stepping outside only to discover that the roadway was again empty. A stop-watch determination for this case gave a duration for the sount of 8.5 seconds. This second repetition of the unusual sound made a considerable impression on the inspectors involved and the matter was under discussion during the half hour that elapsed before a bogey alarm came in over communications at approximately 2050. By this time, [redacted] had left Station 340 and the third observation was made by [redacted]. According to these inspectors, the noise heard at approximately 2030 was definitely an aerial noise in contrast to the noises heard at 2010 and 2020. Neither man was willing to identify the noise as certainly originating from an airplane, although both agreed that the sound of a plane motor probably came closest to representing what they heard. A stopwatch determination indicated a duration of 10-15 seconds for the aerial noise. Because the inspectors felt that they made more accurate determinations of position for the second and third incidents than for the first, azimuth and elevation readings were taken only for the occurrences at 2020 and 2050. According to [redacted], the azimuth of the sound heard at 2020 was 430 27' and the elevation -30 30'; according to [redacted],

[redacted]

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DOD DIR 5200.10

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these quantities were 38° 40' and -8°. According to [redacted], the azimuth of the sound heard at 2050 was 99° 48' and the elevation +8° 30'; according to Hodges, these quantities were 101° 46' and +14° 30'.

3. At Station 390 a statement was obtained from AESS Inspector [redacted] (his companion on the night of December 30, Inspector [redacted], also heard the anomalous sounds, but Inspector [redacted] was not available for interrogation on January 5). According to Inspector [redacted], none of the sounds observed at Station 340 at 2010, 2020, and 2050 were heard at Station 390, but some 10 to 15 minutes after the bogey warning at 2050, both he and Putnam heard what first sounded like the rumbling of heavy wagons on a roadway and what later sounded like the whistling noise made by some airplanes while in flight. The duration of the sound as determined by a stop-watch measurement of [redacted]' actions in going outside, returning to the communications set, and again going outside, was 45 seconds. However, [redacted] reported that he listened to the sound probably for a minute or more after he went outdoors the second time. According to [redacted], the azimuth of the sound heard at 2100-2105 was 42° 00' and the elevation +5° 15'.

4. At Station 350 statements were obtained from AESS Inspectors [redacted] and [redacted]. According to Inspector Wellborn, at approximately 2010 on December 30, he heard a noise in the sky which he believed to be the motor noise of a 140 H.P. Cub. The duration of his first observation of the noise was estimated at about 6 minutes; at about 2020 he made a second observation of the same noise, the duration this time being only about 2-3 minutes. (So definite was the impression that the observed noise originated in an airplane flying over the prohibited area that a complete blackout was executed both during the first observation and the second in the hope that the lights on the plane would be observable. However, no visual contact whatever was established with the source of the noise.) At approximately 2050 a third observation of the same noise was made and so definite was the impression that an airplane was responsible that on this occasion a bogey warning was transmitted to all stations. It is the understanding of both Wellborn and Ross that information transmitted by them to Headquarters was responsible for issuance of the bogey warning. The duration of the third sound was estimated to have been approximately 2-3 minutes. Inspector [redacted] confirmed all of the statements made by Inspector [redacted] with this qualifications: That [redacted] first interpretation of the noise heard at 2010 was that it came from a light tank cruising on the high road coming into Station 350 from the north. The incongruity of confusing the noises of the heavier (225 H.P.) motor of a tank and the lighter (75 H.P.-140 H.P.) motor of a [redacted] type plane had been the subject of discussions between Inspectors [redacted] born and [redacted] and they had resolved the issue by noting that even the light motor of a [redacted] would be laboring heavily in the high altitude where the night flight of December 30 is believed to have taken place. According to Inspector [redacted], the azimuth of the sound heard at 2010 was 308° 20' and the elevation 22° 30'; the azimuth of the sound heard at 2020 was 320° 30' and the elevation 22° 30'; and the azimuth of the sound heard at 2050 was 334°,20' and the elevation 22° 30'. Since Inspector [redacted] had had experience in the use of a transit, it is believed that these are unusually accurate azimuth determinations. Since it would not have been feasible to have set up the transit in the position occupied by Inspector [redacted] at the time he observed the sounds on December 30, no azimuth-elevation readings were made by him.

[redacted]

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5. In addition to the men personally interviewed at Stations 340, 350, and 380, a telephone conversation was held with Inspector [redacted]th, who had also heard the anomalous noises at Station 350. According to [redacted] he first heard the noise (identified as the airplane motor of a Cub) at approximately 2010, at which time the noise to him seemed to be almost directly overhead at Station 350. The plane (noise) seemed to orbit this position for approximately 2 minutes, and then the plane (noise) slowly receded toward the northeast and continued to orbit at very low elevation in this direction for approximately another 38 minutes.

6. On the basis of all the interviews held, the following summarizing statements can be made:

6.1. Each man interrogated was asked if at any other time during his experience he had heard such noises as were heard on the night of December 30. Without exception, all answers to this question were in the negative.

6.2. Although six of the seven observers interrogated, in one way or another, associated the anomalous sounds with airplane noises, under questioning each man admitted that in certain respects the noises heard were unlike any plane noises he had ever heard. It was quite apparent that the men were attempting to describe very unusual sounds in terms of those aerial noises with which, as former Air Force flyers, they were best acquainted.

6.3. Since Weather Bureau reports indicate that the under surface of the overcast blanketing the Los Alamos area was at an elevation of approximately 13,000 feet, the identification of the noises observed with motor noises of a Cub type plane is obviously impossible. This impossibility had already occurred to all of the men interviewed, although they had estimated the under surface of the overcast to lie at a height of not more than 11,000-12,000 feet.

6.4. The existence of the overcast at once suggests the possibility that the noises observed were really surface noises originating in the operation of heavy machinery and reflected from the overlying cloud layer in such fashion as to simulate sounds of aerial origin. Lt. Hightower states that this possibility has been exhaustively investigated and is definitely ruled out. No heavy machines and none of the tanks stationed in the Los Alamos area were in operation during the interval when the noises were heard.

6.5. Another possibility which occurred to nearly everyone who heard the noises was that instead of originating in a low-flying Cub type plane, the sounds had their origin in a heavier motored plane flying above the overcast and presumably lost. This hypothesis is regarded as inacceptable for several reasons. In the first place, careful investigation has failed to reveal than any plane of the sort described was actually in flight over the Los Alamos area. In the second place, no radio distress signals or

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[redacted]

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other attempts by the crew of the hypothetical lost plane to make a position location were observed. And finally, two AESS Inspectors (who had no knowledge of the anomalous sounds observed earlier on the night of December 30) reported precisely the same sort of anomalous sounds as heard at Station 370 at 0640 on the early morning of December 31. These sounds were heard for several minutes and were reported to have receded slowly toward the southeast.

7. If we assume that Stations 340 and 350 observed the same sound sources at 2010 and 2020, then these sources are found to project into points lying near the paved highway which leads up the mountain side to Station 340. On the basis of the elevation determinations made at Station 340, it is furthermore found that the first source would be about 400 feet lower in elevation than Station 340 and the second source approximately 1350 feet lower than this station. These differences in elevation would again seem to suggest that the sound sources may have been situated on or near the paved highway. However, the very careful observations made by an experienced transit man, Inspector [redacted] at Station 350, are entirely incompatible with the assumption that the sound source heard at 2020 was only some 1350 feet lower than Station 340. Actually, [redacted]s 2020 observation shows that this sound source was at an elevation of more than 11,000 feet above the horizontal plane through Station 350. It must therefore, have been approximately 10,000 feet ABOVE, not below, Station 340. This impossibly large discrepancy shows that our initial assumption is unacceptable and it therefore seems impossible to establish a concordance between observations made at Stations 340 and 350 PRIOR to the bogey warning, i.e., during the time when the observers at Station 340 heard the sound only from within their observation hut in contrast to the observers at Station 350, who made their observations in the open air. Had the observers inside the house at Station 340 actually heard a sound emanating from a source located high above them, in accordance with the condition imposed by [redacted]s open-air observation, what they heard might well have been so distorted by the structural materials surrounding them and by their predisposition to assign all noises to highway traffic sources that they would have been led to report such negative elevations as were measured for them at Station 340 on January 5.

8. In sharp contrast to the discordance noted in the observations preceding the bogey warning at 2050, the open-air observations made at and immediately following this warning show a quite satisfactory concordance. In fact, if we assume that all three stations, 340, 350, and 390 were listening to the same sound source at 2050 and shortly thereafter, then the actual elevation above sea level of this sound source as computed from the angular elevation observed at Station 340 is 11,230 feet, at Station 350 is 12,215 and at Station 390 is 10,196 feet. If we pair Stations 340 and 350, the projection of the sound source on the surface of the earth has approximately the coordinates 106° 17' 35° 52'; while if we pair Stations 390 and 350, the coordinates of the projection of the sound source on the earth differ from the above by less than one-half minute in longitude and by less than a minute and a half in latitude. In view of the nature of the noise observed

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and the delay between the time of obervation and the time when transit measurements were made, it is felt that such a discrepancy in the projections is not surprising.

9. Unless some as yet undiscovered surface source of sound, which might have produced by reflection from the overcast such apparently aerial noises as were observed at Stations 340, 350, and 390 is uncovered, the facts set forth above would seem to prove that on December 30 between the hours of 2000 and 2100 some sound producing source was in motion in or possibly beyond the overcast above the Los Alamos area. Whether this could have been a conventional airplane or not must be decided by those who have access to experience and information not at the command of the undersigned.

(signed) LINCOLN LA PAZ
490106

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DOD DIR 5200.10

[redacted]

242

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SUMMARY OF INFORMATION

DATE

FIELD UNIT OFFICE

Office of the AC of S, G-2, Headquarters [illegible], Fort [illegible]

SUBJECT

Unidentified Aircraft

(Control Number A-1911)

CODE FOR USE IN INDIVIDUAL PARAGRAPH EVALUATION

OF SOURCE:

COMPLETELY RELIABLE . . . . A
USUALLY RELIABLE . . . . . B
FAIRLY RELIABLE C
NOT USUALLY RELIABLE . . . . D
UNRELIABLE . . . . . E
RELIABILITY UNKNOWN . . . . F

SUMMARY OF INFORMATION

(C-2 NOTE: This report is a supplement to report, this headquarters, [illegible] as above, dated 3 January 1949.)

1. Following is a list of sightings of unidentified lights over [illegible] subsequent to 27 December 1948:

a. Los Alamos, 20 Dec 48, 2030 hours. Falling light from [illegible], descending to 25 degree angle. Observed by four security [illegible] Alamos PD projects.

b. Los Alamos, 22 Dec 48, 0400 hours. Ascending vertical [illegible] higher than a wing span. Disintegrated in greenish flash light [illegible] between engine and light. Observed by security inspectors, Los Alamos [illegible]

c. Los Alamos, 30 Dec 48, 0130 to 0200 hours. Disappeared over the Los Alamos area above treeline. Seen moved for several [illegible] and repeated in minutes later. Heard again at 0200 hours for 8.2 seconds. Positive determination that no vehicles on approaching highways could be observed. Observed and observed by Los Alamos security inspectors.

d. Kendia Base, 6 Jan 49, 1730 hours. Brightly lighted object [illegible] northeast to northwest. Diamond shape, two feet long. Altitude [illegible] closed - faster than a jet plane. No smoke or vapor trail. No sound. [illegible] Kendia Base sentry who claims experience in aircraft observation.

2. Dr. LIPAZ, Meteorologist at the University of New Mexico, [illegible] with all persons who have made observations. He has made [illegible] to determine altitudes and angles of flight. He has made a report to the [illegible] of the U.S.A.F., dealing with this report, I have no hesitancy in testifying that [illegible] object proceeding the real path and other peculiarities observed by [illegible]

[redacted]

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C O P Y

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THE UNIVERSITY OF NEW MEXICO
Albuquerque

January 6, 1949

Institute of Meteoritics

To: Lt. Colonel Doyle Rees, Commanding Officer
District No. 17
Office of Special Investigations

From: Lincoln LaPaz, Director
Institute of Meteoritics

Subject: Report of Anomalous Sounds Observed by AESS personnel at Los Alamos on 1948, December 30

1. On 1949, January 5, Major C. L. Phillips., USAF, and the undersigned under the guidance of Lt. Earl D. Hightower, AESS, visited three of the four stations at which anomalous sounds were heard during the night of 1948, December 30. In the present preliminary report, a summary of the pertinent facts is given and, on the basis of azimuth and elevation readings taken at the three stations where sounds were heard simultaneously, an approximate determination is made of the location of the sound source in space.

2. At Station 340 statements were obtained from AESS Inspectors [redacted], [redacted] and [redacted]. According to [redacted] and [redacted], at approximately 2010 on December 30 they both heard what they first thought was a truck laboring up the highway below their station. The sound was so definite that they arose and went to the door to make the customary inspection, only to find that the roadway was empty. The sound terminated within a second or two after they opened the door and stepped outside. Repetition of their motions and conversation timed with a stop-watch showed that the sound endured approximately 7 seconds. About 10 minutes later, at approximately 2020, the same incident occurred again, both men rising from their chairs, opening the door, and stepping outside only to discover that the roadway was again empty. A stop-watch determination for this case gave a duration for the sound of 8.5 seconds. This second repetition of the unusual sound made a considerable impression on the inspectors involved and the matter was under discussion during the half hour that elapsed before a bogey alarm came in over communications at approximately 2050. By this time, [redacted] had left Station 340 and the third observation was made by [redacted] and [redacted]. According to these inspectors, the noise heard at approximately 2050 was definitely an aerial noise in contrast to the noises heard at 2010 and 2020. Neither man was willing to identify the noise as certainly originating from an airplane, although both agreed that the sound of a plane motor probably came closest to representing what they heard. A stopwatch determination indicated a duration of 10-15 seconds for the aerial noise. Because the inspectors felt that they made more accurate determinations of position for the second and third incidents than for the first, azimuth and elevation readings were taken only for the occurrences at 2020 and 2050. According to [redacted], the azimuth of the sound heard at 2020 was 45° 27' and the elevation -90° 30'; according to [redacted]

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[redacted]

also advised that as far as he knew no maneuvers were being held by the National Guard or the Reserve Units in New Mexico.

NOTE: Colonel HAYES did not report any of these incidents, but upon receiving information of similar occurrences having been observed, did volunteer the information contained in this report.

7. On 9 December 1948, Dr. LINCOLN LA PAZ, Director, Institute of Meteorities, University of New Mexico, Albuquerque, New Mexico, was interviewed in his office by Special Agent MELVIN E. HENRY. Dr. LA PAZ produced his credentials which indicated that during the 2nd World War he was Technical Director, Operations Analysis Section, Hq., 2nd Air Force, and is closely associated in an official capacity with Dr. H. H. LANDSBERG, Executive Director, Committee on Geophysics and Geography, Research and Development Board, Pentagon, Washington, D. C. In connection with this capacity he has a secret and a top secret clearance by the Air Material Command, Wright-Patterson Air Force Base, Ohio.

8. Dr. LA PAZ explained the behavior of meteors and stated that these phenomena being investigated could not be explained or be considered as meteors. He advised, in view of the unexplained Memphis, Tennessee, incident, the occurrence at Los Alamos, New Mexico, and the proclaimed meteorites fall in Russia, that has not been explained, that the present phenomena should be investigated and an attempt be made to identify them.

9. On 13 December 1948, Dr. LA PAZ gave a statement concerning an incident, which he witnessed at 9:03 p.m., on 12 December 1948. Dr. LA PAZ's statement is inclosed as Incl. No. 1.

10. On 11 December 1948, Major WILLIAM P. GODBOI, 4th Army Liaison Intelligence Officer, Sandia Base, New Mexico, advised S/A H. C. HENRY, that there were no maneuvers in this area, and no experiments involving the use of rockets or flares.

11. On 12 December 1948, Col. HAROLD A. GUNN, Base Commander, Kirtland Air Force Base, Kirtland Field, New Mexico, was interviewed by S/A MELVIN E. HENRY. Col. GUNN advised that he knows of no aerial maneuvers, and feels that in the event that there were, he would be so advised.

AT CHANDLER, ARIZONA

12. On 7 December 1948, S/A HERMAN E. HUNTER, reported from Williams Air Force Base, Chandler, Arizona, that Air Force C-47, Number AF-9921, was piloted by Captain A. GOADE, AO-55463. The co-pilot was determined to be Major R. H. CARTER, AO-40757, and the Flight Engineer was M/Sgt. L. C. WALTON, AF-299736 - (unknown in its entirety). All of the above personnel were reported to be permanently stationed at Randolph Air Force Base, San Antonio, Texas, and were enroute from San Antonio,

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DOD DIR 5200.10

[redacted]

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these quantities were 38° 40' and -9°. According to Pierce, the azimuth of the sound heard at 2050 was 99° 48' and the elevation +8° 30'; according to [redacted], these quantities were 101° 46' and +14° 30'.

3. At Station 390 a statement was obtained from AESS Inspector Herbert Myers (his companion on the night of December 30, Inspector [redacted], also heard the anomalous sounds, but Inspector [redacted] was not available for interrogation on January 5). According to Inspector [redacted] none of the sounds observed at Station 340 at 2010, 2020, and 2050 were heard at Station 390, but some 10 to 15 minutes after the bogey warning at 2050, both he and [redacted] heard what first sounded like the rumbling of heavy wagons on a roadway and what later sounded like the whistling noise made by some airplanes while in flight. The duration of the sound as determined by a stop-watch measurement of Myers' actions in going outside, returning to the communications set, and again going outside, was 45 seconds. However, [redacted] reported that he listened to the sound probably for a minute or more after he went outdoors the second time. According to Myers, the azimuth of the sound heard at 2100-2105 was 42° 00' and the elevation +5° 15'.

4. At Station 350 statements were obtained from AESS Inspectors [redacted] and [redacted]. According to Inspector [redacted], at approximately 2010 on December 30, he heard a noise in the sky which he believed to be the motor noise of a 140 H.P. Cub. The duration of his first observation of the noise was estimated at about 6 minutes; at about 2020 he made a second observation of the same noise, the duration this time being only about 2-3 minutes. (So definite was the impression that the observed noise originated in an airplane flying over the prohibited area that a complete blackout was executed both during the first observation and the second in the hope that the lights on the plane would be observable. However, no visual contact whatever was established with the source of the noise.) At approximately 2050 a third observation of the same noise was made and so definite was the impression that an airplane was responsible that on this occasion a bogey warning was transmitted to all stations. It is the understanding of both [redacted] and [redacted] that information transmitted by them to Headquarters was responsible for issuance of the bogey warning. The duration of the third sound was estimated to have been approximately 2-3 minutes. Inspector [redacted] confirmed all of the statements made by Inspector [redacted] with this qualification: That [redacted] first interpretation of the noise heard at 2010 was that it came from a light tank cruising on the high road coming into Station 350 from the north. The incongruity of confusing the noises of the heavier (225 H.P.) motor of a tank and the lighter (75 H.P.-140 H.P.) motor of a Cub type plane had been the subject of discussions between Inspectors [redacted] and [redacted] and they had resolved the issue by noting that even the light motor of a Cub would be laboring heavily in the high altitude where the night flight of December 30 is believed to have taken place. According to Inspector [redacted] the azimuth of the sound heard at 2010 was 304° 20' and the elevation 22° 30'; the azimuth of the sound heard at 2020 was 270° 00' and the elevation 22° 30', and the azimuth of the sound heard at 2050 was 334° 30' and the elevation 22° 30'. Since Inspector [redacted] had had experience in the use of a transit, it is believed that these are unusually accurate azimuth determinations. Since it would not have been feasible to have set up the transit in the position occupied by Inspector [redacted] at the time he observed the sounds on December 30, no azimuth-elevation readings were made by him.

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5. In addition to the men personally interviewed at Stations 340, 350, and 390, a telephone conversation was held with Inspector [redacted] who had also heard the anomalous noises at Station 350. According to [redacted] he first heard the noise (identified as the airplane motor of a Cub) at approximately 2010, at which time the noise to him seemed to be almost directly overhead at Station 350. The plane (noise) seemed to orbit this position for approximately 2 minutes, and then the plane (noise) slowly receded toward the northeast and continued to orbit at very low elevation in this direction for approximately another 38 minutes.

6. On the basis of all the interviews held, the following summarizing statements can be made:

6.1. Each man interrogated was asked if at any other time during his experience he had heard such noises as were heard on the night of December 30. Without exception, all answers to this question were in the negative.

6.2. Although six of the seven observers interrogated, in one way or another, associated the anomalous sounds with airplane noises, under questioning each man admitted that in certain respects the noises heard were unlike any plane noises he had ever heard. It was quite apparent that the men were attempting to describe very unusual sounds in terms of those aerial noises with which, as former Air Force flyers, they were best acquainted.

6.3. Since Weather Bureau reports indicate that the under surface of the overcast blanketing the Los Alamos area was at an elevation of approximately 13,000 feet, the identification of the noises observed with motor noises of a Cub type plane is obviously impossible. This impossibility had already occurred to all of the men interviewed, although they had estimated the under surface of the overcast to lie at a height of not more than 11,000-12,000 feet.

6.4. The existence of the overcast at once suggests the possibility that the noises observed were really surface noises originating in the operation of heavy machinery and reflected from the overlying cloud layer in such fashion as to simulate sounds of aerial origin. Lt. Hightower states that this possibility has been exhaustively investigated and is definitely ruled out. No heavy machines and none of the tanks stationed in the Los Alamos area were in operation during the interval when the noises were heard.

6.5. Another possibility which occurred to nearly everyone who heard the noises was that instead of originating in a low-flying Cub type plane, the sounds had their origin in a heavier motored plane flying above the overcast and presumably lost. This hypothesis is regarded as inacceptable for several reasons. In the first place, careful investigation has failed to reveal that any plane of the sort described was actually in flight over the Los Alamos area. In the second place, no radio distress signals or

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other attempts by the crew of the hypothetical lost plane to make a position location were observed. And finally, two AESS Inspectors (who had no knowledge of the anomalous sounds observed earlier on the night of December 30) reported precisely the same sort of anomalous sounds as heard at Station 370 at 0540 on the early morning of December 31. These sounds were heard for several minutes and were reported to have receded slowly toward the southeast.

7. If we assume that Stations 340 and 350 observed the same sound sources at 2010 and 2020, then these sources are found to project into points lying near the paved highway which leads up the mountain side to Station 340. On the basis of the elevation determinations made at Station 340, it is furthermore found that the first source would be about 400 feet lower in elevation than Station 340 and the second source approximately 1350 feet lower than this station. These differences in elevation would again seem to suggest that the sound sources may have been situated on or near the paved highway. However, the very careful observations made by an experienced transit man, Inspector [redacted] at Station 350, are entirely incompatible with the assumption that the sound source heard at 2020 was only some 1350 feet lower than Station 340. Actually, [redacted]s 2020 observation shows that this sound source was at an elevation of more than 11,000 feet above the horizontal plane through Station 350. It must therefore, have been approximately 10,000 feet ABOVE, not below, Station 340. This impossibly large discrepancy shows that our initial assumption is unacceptable and it therefore seems impossible to establish a concordance between observations made at Stations 340 and 350 PRIOR to the bogey warning, i.e., during the time when the observers at Station 340 heard the sound only from within their observation hut in contrast to the observers at Station 350, who made their observations in the open air. Had the observers inside the house at Station 340 actually heard a sound eminating from a source located high above them, in accordance with the condition imposed by [redacted]s open-air observation, what they heard might well have been so distorted by the structural materials surrounding them and by their predisposition to assign all noises to highway traffic sources that they would have been led to report such negative elevations as were measured for them at Station 340 on January 5.

8. In sharp contrast to the discordance noted in the observations preceding the bogey warning at 2050, the open-air observations made at and immediately following this warning show a quite satisfactory concordance. In fact, if we assume that all three stations, 340, 350, and 390 were listening to the same sound source at 2050 and shortly thereafter, then the actual elevation above sea level of this sound source as computed from the angular elevation observed at Station 340 is 11,280 feet, at Station 350 is 12,013 and at Station 390 is 10,196 feet. If we pair Stations 340 and 350, the projection of the sound source on the surface of the earth has approximately the coordinates 106° 17' 35° 52'; while if we pair stations 390 and 350, the coordinates of the projection of the sound source on the earth differ from the above by less than one-half minute in longitude and by less than a minute and a half in latitude. In view of the nature of the noise observed

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and the delay between the time of observation and the time when transit measurements were made, it is felt that such a discrepancy in the projections is not surprising.

9. Unless some as yet undiscovered surface source of sound, which might have produced by reflection from the overcast such apparently aerial noises as were observed at Stations 340, 350, and 390 is uncovered, the facts set forth above would seem to prove that on December 30 between the hours of 2000 and 2100 some sound producing source was in motion in or possibly beyond the overcast above the Los Alamos area. Whether this could have been a conventional airplane or not must be decided by those who have access to experience and information not at the command of the undersigned.

(signed) LINCOLN LA PAZ
490108

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-3

DATE 4 Jan 49

REPORT MADE BY JACK L. BOLING

REPORT MADE AT DO #17, Kirtland AFB, N. M.

PERIOD 22-24, 29 December 1948

OFFICE OF ORIGIN DO #17, Kirtland AFB, N. M.

STATUS PENDING

TITLE

UNKNOWN

(Aerial Phenomena)

CHARACTER

SPECIAL INQUIRY

REFERENCE Report, S/A MAFFIGER, 17th District OSI, 13 Dec 48 - Report, S/A BOLING, 17th District OSI, 22 Dec 48.

SYNOPSIS

Additional sightings of "fireballs" reported from Phoenix, Arizona, and Hood River, Oregon. Negative check for reports made south and east of Albuquerque. Concurrent sightings reported from Los Alamos, New Mexico; bearings obtained and ground track plotted. Negative check made with observer on duty at night at Navy Project, Las Cruces, New Mexico. Report made by Dr. LA PAZ giving his findings.

[redacted]

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KAFB 3609

DETAILS:

1. This is a joint investigation by the writer, S/A MELVIN E. NEFF, EDGAR J. BETHART, and ROBERT R. JOHNS.

AT ALBUQUERQUE, NEW MEXICO

2. Letter from Miss [redacted] to Dr. J. HUGH PRUETT, Professor of Astronomy, University of Oregon, dated 3 November 1948, was provided by Dr. LINCOLN LA PAZ. This letter indicates that Miss [redacted] saw a "very strange star or fireball" on the night of 24 October 1948 over Phoenix, Arizona. Description extracted from letter follows:

> Color: Green
> Course: East to west, with erratic side motions
> Speed: Very slow (estimated 75 minutes to cross sky)
> Remarks: Seemed to be affected in course and brilliance by stars; moved off course to north and south in zig-zag; faded as it went further west, then flared up and disappeared.

3. Lead sheets were transmitted to Williams Air Force Base Detachment, 17th District OSI, for interview with Miss [redacted] to develope precise details as to course and elevation. (Inclosure #1)

4. Letter from [redacted], Hood River, Oregon, to Dr. PRUETT, undated, was provided by Dr. LA PAZ. This letter refers to the sighting of a blue-white flash of light, accompanied by a loud noise, at 1930 hours, 11 December 1948. A summary of the letter from [redacted] follows:

> At approximately 1930, a brilliant blue-white flash of light was seen from Hood River, Oregon, about five miles south and slightly east. This is nearly directly over Pine Grove, a small Oregon town. Most witnesses said that it might have been lightning, but did not look like any lightning that they had ever seen. It looked more like the rapid burning of a flare. A loud noise, like thunder, accompanied the flash. One witness said that the light moved to the northwest, but no others saw the movement. The center of the flash seemed to be round and white, something like a fluorescent light, or a searchlight, and was concentrated. The weather was cold, with light rain and snow; no lightning or thunder was observed. Radio interference was strong at the time of the flash and for a few seconds later. (Inclosure #2)

5. Lead sheets were transmitted to 20th District OSI for interviews directed toward getting more details from [redacted] and obtaining further statements.

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6. The writer made inquiries in the following New Mexico towns on 22, 23 and 24 December, with negative results: Belen, Scholle, Abo, Mountainair, Willard, Encino, Vaughn, Pastura, Santa Rosa, Dilia, and Palma. Several persons contacted had heard of the phenomena near Las Vegas, New Mexico, but no one had seen or heard of any celestial phenomena in the area covered, which lies south of Las Vegas and south and east of Albuquerque.

AT LOS ALAMOS, NEW MEXICO

7. The following two reports were furnished Special Agent MELVIN E. NEEF by Lieut. EARLE D. HIGHTOWER, Atomic Energy Security Service (AESS). Reporting individuals were on jeep patrol and made simultaneous sightings while seated in their jeep. Transit readings were made by Dr. LA PAZ from the position of sighting by [redacted]N AND [redacted].

Report by Inspector [redacted], AESS:

At about 2054, 20 December 1948, in company with Inspector [redacted], a falling light was observed at a great height moving toward the earth at a 45-degree angle; this angle decreased as the light fell, until it disappeared on about a 20-degree angle. When first seen the light appeared to be white, but later seemed to be broken, and to have a flat red core, with the broken parts being red; the light trail seemed to be white. It seemed to fly as though under control, and finally disappeared behind Point Eagle. (Inclosure #3)

Report by Inspector [redacted], AESS:

At 2054, 20 December 1948, the object described below was seen. It travelled from west to east, maybe a little south. It was in an almost flat trajectory and its decline was at about 20 degrees to the horizon. The angle of elevation was some 30 degrees. It moved at a high speed, finally disappearing behind Point Eagle. Total time of visibility was about one and one-half seconds. The object was an intense blue-white light about the size of a basketball with a faint light trail behind it. Two smaller objects about the size of a baseball, the same color and intensity as the main body, trailed in tandem, at intervals of about three times the diameter of the main body. The size of the main body was about one-fourth the size of the moon. (Inclosure #4)

3. Statements from Lieut. [redacted] AESS (ord), and Mr. [redacted] (written), Physical Security Section, Los Alamos, were obtained by Special Agent NEEF and Dr. LA PAZ on 29 December 1948. [redacted] and [redacted] reported concurrent sighting of the phenomena observed by [redacted] and [redacted] Description as to color, speed, trajectory, and distance, as well as time, agreed with report by [redacted] above. Transit readings were made by Dr. LA PAZ from location of sighting by [redacted] and [redacted] A report was prepared by Dr. [redacted], Mathematician, University of [redacted], who has cooperated in this investigation, [redacted]

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his findings and conclusions on the latest sightings. This report provided Special Agent NEEF, 30 December 1948. (Inclosures #5 and #6)

9. Report of Inspector [redacted], AESS, relative to sighting of fireball on 28 December was provided Special Agent NEEF by Lieut. WINGFIELD, AESS. This report indicates that at 0431, 28 December 1948, [redacted] saw a white light, like a falling star, descending in a vertical path. It was not falling as fast as a falling star, so [redacted] continued to watch. After several seconds, at an estimated altitude of 6000 feet, the object disappeared with a greenish flash, lighting up a small cloud between itself and [redacted]. Direction of travel was apparently north to south, with perhaps a slight deviation. (Inclosure #7)

AT LAS CRUCES, NEW MEXICO

10. Special Agents EDGAR J. BETHART and ROBERT R. JOHNS interviewed Mr. [redacted], Las Cruces, New Mexico, on 23 December 1948. [redacted] is connected with Navy Project Task D, Nord 8555, which requires that he and his associates, RICHARD E. McCROSKEY maintain a watch on the skies for about 95% of the time at night. [redacted] denied seeing any unusual phenomena during the period 1-15 December. Arrangements were made for photographs of the night sky taken in connection with [redacted] work to be furnished 17th District OSI.

Inclosures for Complete Distribution:

1. Letter from [redacted]n to Dr. Pruett
2. Letter fro[redacted] to Dr. Pruett
3. Report of Inspector [redacted]
4. Report of Inspector [redacted]
5. Report of [redacted]
6. Report of [redacted]
7. Report of Inspector [redacted]

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HEADQUARTERS UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-8

DATE 17 December 1948

REPORT MADE BY
EDGAR J. BETHART

REPORT MADE AT
DO #17, Kirtland AFB

PERIOD
17 December 1948

OFFICE OF ORIGIN
DO #17, Kirtland AFB

STATUS
SUPERVISED UPON COMPLETION

TITLE

UNKNOWN
(Aerial Phenomena)

CHARACTER

SPECIAL INQUIRY

REFERENCE

Report of Special Agent CHARLES NAFFZIGER, JR. dated 13 December 1948.

SYNOPSIS

This investigation was originally requested by District Commander, 17th District OSI.

Colonel PAUL F. HELMICK, Base Commander, Holloman AFB, stated that Holloman AFB was not engaged in any maneuvers involving the use of any aerial flares or similar devices.

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23 JULY 48

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DETAILS:

1. This investigation was originally requested by the District Commander, District #17, Kirtland Air Force Base, Kirtland Field, New Mexico.

AT ALAMOGORDO, NEW MEXICO

2. On 17 December 1948, the writer interviewed Colonel PAUL F. HELMICK, AO-21601, Base Commander, Holloman Air Force Base, Alamogordo, New Mexico, in his office, Headquarters Building, Holloman Air Force Base, New Mexico. HELMICK advised that Holloman Air Force Base did not do research work at night nor on Sundays, nor would the work involve the use of any lighting device or flare such as described in the report of Special Agent CHARLES NAFFZIGER, JR. Helmick added that he had been contacted by agents of the Federal Bureau of Investigation in relation to the same matter in their pursuance of the same investigation.

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