2

PROJECT RECORD FILED

Incident #214

ATIC NO. ------

DATE OF INFO 6 Jan 49

AF NO. ------

LOCATION Kirtland AFB, N.Mex

REPORT NO. ------

SOURCE Airman

DATE OF REPORT ------

DATE IN TO ATIC ------

TIME OF SIGHTING 1730 mst

COLOR bright white

SHAPE diamond

SPEED faster then jet — Estimated x, Measured

SIZE 2' long

ALTITUDE 1500'-2000' — Estimated x, Measured

COURSE NW

LENGTH OF TIME OBSERVED ------

NO. IN GROUP one

TYPE OF OBSERVATION ground

SOUND ------

MANEUVERS horizontal flight

PHOTOS ------ SKETCHES ------

Temporary ATIC Form 329
(2 Jan 52)

[redacted]

Astro (meteor)

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Incident #242 -- Los Alamos, New Mexico -- 6 January 1949

The information offered concerning this incident is meager, and there was only one observer. According to the description, a brilliant green incandescent light was seen low on the horizon for about two seconds; speed was "high" but slower than that of a meteor. In view of this scanty evidence, no definite conclusion can be drawn.

If it were not for the fact that the incident appears to belong in the family of New Mexico "green flashes," the object could be considered to have been a slow meteor, even though the time of night of the sighting does not favor that hypothesis. It is much more probable, however, that this incident falls into the pattern of those dealt with in detail in the report on incident #223. See that report for further discussion.

RETURN TO:
Director
Aerospace Studies Inst
Air University
Maxwell AFB, Alabama

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Dr HYNEK'S EVALUATIONS EXTRACTED FROM PROJECT GRUDGE REPORT.

INCIDENT INDEX

1. Astronomical

a. High probability:
#26, 27, 30, 31, 32, 33, 34, 48, 49, 59, 60, 66, 69, 70, 94, 95, 96, 97, 98, 101, 102, 103, 104, 116, 119, 132, 136, 140, 147, 148, 158, 174, 184, 185, 187, 197, 203, 204, 208, 216, 219, 238.

b. Fair or low probability:
#19, 20, 23, 24, 28, 35, 36, 46, 50, 63, 67, 80, 82, 93, 100, 112, 120, 121, 129, 130, 144, 153, 165, 166, 167, 175, 192, 199, 202, 205, 220, 230, 240.

2. Non-astronomical but suggestive of other explanations

a. Balloons or ordinary aircraft:
#3, 11, 22, 41, 42, 53, 54, 73, 81, 83, 91, 92, 113, 114, 115, 126, 131, 138, 141, 145, 155, 156, 157, 159, 160, 161, 163, 169, 171, 173, 178, 180, 182, 188, 190, 194, 195, 196, 198, 200, 201, 209, 210, 217, 222, 235, 237, 239.

b. Rockets, flares or falling bodies:
#4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 25, 56, 65, 78, 106, 107, 108, 109, 133, 170, 211, 218.

c. Miscellaneous (reflections, auroral streamers, birds, etc.):
#39, 89, 123, 124, 128, 146, 164, 181, 189, 214, 221, 231, 234.

3. Non-astronomical, with no explanation evident

a. Lack of evidence precludes explanation:
#38, 44, 45, 47, 55, 57, 72, 86, 87, 88, 90, 99, 110, 117, 118, 125, 127, 137, 139, 149, 150, 177, 179, 191, 206, 212, 213, 229, 232, 233.

b. Evidence offered suggests no explanation:
#1, 2, 10, 17, 21, 29, 37, 40, 51, 52, 58, 61, 62, 64, 68, 71, 75, 76, 77, 79, 84, 105, 111, 122, 135, 151, 152, 154, 162, 168, 172, 176, 183, 186, 193, 207, 215, 223, 224, 225, 226, 227, 236, 241, 242, 243, 244, 134.

UNCLASSIFIED INCIDENT NO. 244

1. Date of Observation 6 Jan 49 Date of Interview 7 Jan 49
2. Exact time (local) 1730
3. Place of Observation Kirtland AF Base, Albuquerque, N. M.
4. Position of observer Ground near Ordnance Area
5. What attracted attention to object -
6. Number of objects 1
7. Apparent size 2 feet long
8. Color of object bright white light
9. Shape diamond shaped
10. Altitude 1500 to 2000 feet
11. Direction from observer
12. Distance from observer
13. Direction of flight of object(s) Southeast to Northwest
14. Time in sight
15. Speed Much faster than jet aircraft
16. Sound and/or
17. Trail None
18. Luminosity Bright white light
19. Projections
20. Maneuvers Horizontal flight for 500 feet
21. Manner of disappearance
22. Effect on clouds
23. Additional information concerning object Object appeared much brighter in center than at edges
24. Weather conditions

(over)

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Incident: 244

Name and address of observer: PFC MEREDITH J. EVERITT, Hq 8450th M. P. Gp

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Occupation and hobbies: PFC M. P. Gp

Comments of Interrogator relative to intelligence and character of observer(s): **Pfc Everitt stated that he attended Flight School during the year 1947 and that he has had some experience in observing aircraft.**

NARRATIVE SUMMARY: **At approximately 1730 hours 6 Jan 1949 Pfc Everitt stated that he noticed a bright object travelling across the sky from the Southeast towards the Northwest. He stated that the object was diamond shaped, approximately 2 feet long and appeared much brighter in the center than at the edges. He estimated the object was 1500 to 2000 feet in the air and traveled approximately 500 feet horizontal to the earth's surface before he lost sight of it. There was no smoke or other vaporous material visible around or following the object. The object traveled much faster than the jets he had observed**

See Incident 243 for details

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C O P Y

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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 38552954, Headquarters, 8450th 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 Woleslegoe and Cpl. Wilson, and according to Pfc, Everitt, neither of the other men saw the object. Everitt explained that he called to Sgt. Woleslegoe, 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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Incl #2

MC IAXS

MC IAXS/GWT/mr

[redacted]
Hayne, Louisiana

Dear Mrs. [redacted]

Receipt of your letter dated 12 July is respectfully acknowledged by this Headquarters.

We assure you your correspondence will be treated in the strictest confidence.

Your contribution has been made a matter of record and will be incorporated into our present study of unidentified aerial phenomena.

Your action in writing this Headquarters regarding this matter is appreciated.

Yours very truly,

W. R. CLINGERMAN
Colonel, USAF
Chief, Analysis Division
Intelligence Department

FILE COPY

Technical Intelligence Div.
Air Material Com. Hdqtrs.
Dayton, Ohio

Rayne, La.
July 12 '49

Gentlemen,

At the risk of being ridicule
I have finally decided to inform
you of that which my sister and I
saw about 8 P.M. 24 July 24, 1948.

First let me say that I am a
Public school teacher in this, my
home town, where I have lived most o
my fifty-nine years. Practically everyone
in Rayne knows me and my sister,
[redacted] retired teacher. I refer
you to Messrs. Paul Fremaux, and
Paul Braud of the Rayne State Bank.

Although my sister's vision is very
poor now, it was not so bad at the
time of which I write. That evening
she and I were seated on our East porch
from which we often watch the airplanes
traveling East or West.

There are two parallel routes, the most northerly being a little north of our house. It was on this northerly route that we heard and saw coming swiftly from the east, a large cubicle, box-like thing without wings. We had a good view of it as it rose beneath, lit by a deep red glow. Of course my view was only the south side of the object. I saw through the house to a door opening on the west, and saw it disappear in the distance as it continued its westerly course. There was a flare or tail of light streaming out behind it.

A puzzling thing was the irregularity of form and windows, i.e. no right angles, but outlines as a child might draw them. We did not observe its rear construction. I cannot say whether it was very large in the ground, for I immense size, but I do know that the size of a single window appeared larger than the planes that cross high above by night.

It seemed to run more smoothly than an airplane — practically purred.

On the following morning we heard over the radio about the experience of Pilots Chiles and Whitted. Their description tallied with ours with one exception. They saw the windows lit by a white light, whereas we saw them red.

I read Sidney Shalett's article about "Flying Saucers" in Saturday Evening Post of May 7, 1947.

My reason for writing you is because this flying object was met coming Southwest of Montgomery Alabama at 2:45 A.M., and passed over Rayne, Louisiana at approximately 8 P.M. of the same day. Disregarding the fact that they might have been two of them, where did it visit during the intervening hours? Might it not have a hide-out somewhere along its route, and travel only at night?

Sincerely Yours,

[redacted]

Mrs. [redacted]

Rayne, La.

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[redacted]

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

REPORT OF INVESTIGATION

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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APPROVED

Doyle Rees

DOYLE REES
Lt Col, USAF
DISTRICT COMMANDER

FILE STAMP

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242

AFOSI FORM 4
23 JULY 48

18—58438-1 U. S. GOVERNMENT PRINTING OFFICE

DETAILS:

AT KIRTLAND AIR FORCE BASE: UNCLASSIFIED

1. On 18 January 1949 Dr. [redacted] provided a letter from one [redacted]EY, 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. [redacted] 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 [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 December 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.

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. [redacted], 8450th M.P. Group. [redacted] 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 [redacted] did not see the object. (Inclosure 2)

[redacted]

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[redacted]

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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 BAZ 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 AESS Inspectors who had heard the sounds. At Station 340 Inspectors [redacted], and [redacted] were questioned. HODGES and KRUG 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 380, 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 30 minutes.

[redacted]

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In his summary of the above interviews Dr. LA 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 HULL DISTRIBUTION:

1. Copy of report from Lt. EARLE D. HIGHTOWER, Operations Officer, Protective Force, AEES, Los Alamos, New Mexico, to Lt. Col. JOHN A. CARROLL, Chief Inspector, re sighting by Inspector [redacted], 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 [redacted] 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.)

[redacted]

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UNDEVELOPED LEADS

DISTRICT OFFICE NO. 17, KIRTLAND AFB

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

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[redacted]

242

[redacted] (A)

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

Lt. [redacted] 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 Earl Willis

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."

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[redacted]

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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. [redacted] Headquarters, 8450th M.P. Group, concerning the unidentified light or flare which he had reportedly seen moving across the sky.

2. Pfc. [redacted] 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. [redacted] around or following the object.

3. At the time Pfc. [redacted] 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. [redacted] were Sgt. Richart Wolesiegee and Cpl. Wilson, and according to Pfc. Everitt, neither of the other men saw the object. Everitt explained that he called to Sgt. Wolesiegee, 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. [redacted] 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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[redacted]

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these quantities were 38° 40' and -8°. According to Pierce, 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 [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 8 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 Ross' 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 Hellborn, 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 Ross 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 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 Cut 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 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] 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 12,213 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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INCIDENT NO. 242

1. Date of Observation 6 January 1949 Date of Interview _____
2. Exact time (local) 0310
3. Place of Observation Security Station 101 (Patrol 406 passing thru 101) Los Alamos, N. M.
4. Position of observer Ground
5. What attracted attention to object & -
6. Number of objects 1
7. Apparent size
8. Color of object Brilliant green incandescent light
9. Shape
10. Altitude 3 to 5 ° - low in the sky
11. Direction from observer
12. Distance from observer
13. Direction of flight of object(s) East to West
14. Time in sight 2 seconds
15. Speed (Slower than meteor) high speed
16. Sound and/or
17. Trail
18. Luminosity Like incandescent light
19. Projections
20. Maneuvers Level flight
21. Manner of disappearance Behind mountains on western horizon
22. Effect on clouds
23. Additional information concerning object
24. Weather conditions

(over)

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Incident: 242

Name and address of observer: [redacted] AESS, Los Alamos, N. M.

Occupation and hobbies: AESS Inspector

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

NARRATIVE SUMMARY: An object which appeared as a bright green incandescent light was seen for a period of approximately two seconds low in the sky to the northwest. at 0310 6 Jan 1949. The speed was slower than that of a meteor. It moved in a straight line at a high rate of speed. No surmise could be made accurately as to its actual size or altitude. Direction of movement was East to West. Course appeared level without apparent angle of descent. It disappeared behind the mountainous western horizon.

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

7 January 1949

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)

OBSERVERS: Inspector Earl Willis

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."

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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INCL #1

SUMMARY OF INFORMATION

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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 degrees 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 C.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 [redacted], [redacted], and [redacted] was not a falling meteorite."

DISTRIBUTION: D/F; G/S; G-3; Intel 7; FBI; File

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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/AMEN/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

1 Incl
Rpt of Invest re Subj (quad)

DOYLE REES
Lt Col, USAF
District Commander

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KAFB 3626

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[redacted]

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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] 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] 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 Hodges, the azimuth of the sound heard at 2020 was +3° 27' and the elevation -9° 30'; according to [redacted]

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[redacted]

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