

JIM

Forward, Introduction, or Whatever

In early 1994, while serving as the Director of Security and Special Program Oversight for the Secretary of the Air Force at the Pentagon, my office was tasked, along with other governmental agencies, to locate and make available any and all records to aid an inquiry that was to be conducted by the General Accounting Office (GAO) regarding what had become known in the popular literature as the "Roswell Incident." This alleged incident, which, as the story had developed, was the claim that a "flying disc" (later "flying saucer" or Unidentified Flying Object ({UFO})), had crashed near Roswell, New Mexico, in 1947, been secretly recovered by the forerunner of the US Air Force (the US Army Air Forces), and that fact had been made a highly classified secret and had subsequently been covered up by the USAF and other branches of the US government for the next 47 years. As the "Roswell Incident" developed over time, it expanded to include not only the recovery of an alien space ship, but also its alien occupants. Ultimately, the "Roswell Incident" became the subject of a number of books, television shows, and movies.

Since the Secretary of the Air Force, Dr. Sheila Widnall, took all requests from the GAO seriously, the Air Force was directed to cooperate fully with the inquiry, and find and make available for review all relevant documents. Her guidance was simple: find it, let them review it. If it is classified, declassify it. Hold nothing back, put this matter to rest once and for all.

My office was tasked with coordinating this effort for several simple reasons: My direct boss, the Administrative Assistant to the Secretary, was the overseer of all Air Force records systems, and he was also the Senior Security Official for the Air Force. As such, we had access to all records available created and maintained by the Air Force; had the clearances and security accesses to review them regardless of how classified they might be; and ~~was~~^{were} also in a position to have them swiftly declassified, if necessary.

In order to accomplish this formidable task, I turned to one of my subordinate elements, SAF/AAZD, the Security Declassification and Review Team, to bear the brunt of the in-depth research, and any declassification, if necessary; since that team of professional researchers was expert in both fields. SAF/AAZD already had under its belt the Southeast Asia

Declassification Review, wherein they reviewed and declassified millions of pages of Vietnam-era records, along with a similar effort for the POW/MIA records of that conflict; as well as records of the Gulf War Declassification project that followed that DESERT SHIELD/DESERT STORM. In short, there was no better group in the government to take on such a task of seeking out Roswell related records, wherever they might be.

Ultimately, the efforts of that group, my office staff, and scores of other USAF researchers was documented in our report to the Secretary in July, 1994, and subsequently published by the Government Printing Office in a rather lengthy document entitled *The Roswell Report: Fact vs Fiction in the New Mexico Desert*. This report found no evidence of "cover-up" duplicity, or other evil intentions by the USAF or any other government entity for that matter. It did conclude that the "Roswell Incident" was, in reality, a basic non-event, except for two days in 1947, and remained as such until the late 1970's when it was latently "discovered" and has since grown to be a legend that we characterized in 1994, as having reached "mythical, if not mystical" proportions over time. From a 1947 non-event, it, in effect, became "the story of the millennium". Sadly for true believers of both conspiracies and UFOs, what our research indicated was that the rather primitive debris recovered at the time was, with a high degree of certainty, remains of a project designed to detect suspected Soviet nuclear tests through a system of acoustic sensors on high altitude constant level balloon trains that were being conducted in New Mexico during that time: PROJECT MOGUL. Although MOGUL was at one time TOP SECRET, it had long since been declassified and relegated to the dusty archives of antiquity.

The reaction to our report at the time was predictable. The legitimate press mostly applauded our efforts for "coming clean" with the MOGUL story and finally providing an official, logical explanation. Also predictably, the pro-UFO proponents attacked back, with the usual cries of "government cover-up" (if only they could really understand how hard it is to keep anything classified in the military!), to new and novel theories that were developed to work the MOGUL realities into their own claims. The most unusual: That an alien space ship hit the MOGUL balloon train-causing both to crash! Also somewhat predictably, I, as the primary author of the report, was personally attacked, in articles, magazines, letters, hate phone calls, and, with today's modern technology, by the hate fax. Not only was my research, objectivity, loyalty, sanity, and parentage questioned by a small but vocal group of

individuals, it was even alleged that I really didn't exist; worked for the CIA; or had "disappeared" after having authored the report. Actually, I did disappear--on a normal transfer to assume duties as a commander of an Air Force Office of Special Investigations (AFOSI) Region. Contrary to the name, AFOSI spends its time investigating not UFOs, but such real world events as murder, rape, sabotage, terrorism, fraud, espionage, and other crimes--all committed to date by human beings.

As I submitted my report with the Secretary, I made the logical, and as it turned out, naive, conclusion that if the debris recovered was from a USAF project, and we did not put any space aliens on the balloon, then there were no "aliens" to be recovered. Apparently logic, as known to most persons, is lost on others. therefore the biggest complaint was that our report DIDN'T ADDRESS THE ISSUE OF THE RECOVERED ALIENS! (If you are confused, see the first sentence in this paragraph again). These persons were right--this issue was only mentioned in passing. This, therefore, became a "shortfall" in the report, logic notwithstanding.

The other issue of some concern to many well-meaning people was that we had not adequately explained why so many "average people"--meaning those who had merely reported observations and were not capitalizing on their stories-- had reported seeming unusual events by the Air Force, or things that they had reportedly observed in the deserts of New Mexico long ago. These claims were not specifically addressed in our original 1994 report.

In a further attempt to offer an explanation to some of the more credible and legitimate questions that were not specifically addressed in the original report, the Secretary once again turned to SAF/AAZD for the answer. The task this time fell squarely on the shoulders of my former number one researcher and bulldog assistant, Lieutenant (now Captain) James McAndrew. During my 1994 efforts, Captain McAndrew was my main reasearcher and one of the primary co-authors of that effort. He developed not only an encyclopedic knowledge of times, dates, places, and events; he also developed a network of archivists, researchers, and other professionals who could help him methodically, systematically, and most importantly for the bulk of our citizenry, logically, find information to address those specific claims that we did not discuss in the original report. Captain McAndrew accepted this challenge with the same dogged determination as he did in his original research for me. He has ferreted out discrete pieces of information--all

carefully documented, explained, and retrievable (contrary to the unverifiable claims of UFO authors who attributed their information to to “anonymous sources” and the use of pseudonyms by others “afraid of death by the government”). So, in this work, the reader can make his/her own analysis and check the same records and sources that Captain McAndrew used, if so inclined. Not the usual type of stuff seen in your normal, everyday government cover-up!

Why spend your, my, and his tax dollars on such an effort? doesn't such a Herculean effort in and of itself confirm that the USAF is really trying to obfuscate the issue to perpetuate the cover-up? Hardly. Quite frankly, the Secretary of the Air Force (who prior to being appointed by President Clinton to her current post had no military affiliation and was a civilian university professor and scientist) wanted to put this issue to rest and provide the citizens of the US with a truthful, well-researched answer to their questions on an issue that ultimately continually attacks the integrity of not only the US Air Force as an institution, but hundreds of current and former dedicated Air Force members, who over the last fifty years who have been unfairly vilified and have suffered in silence, hoping that someday simple logic would overcome emotion and rank sensationalism. We are not there yet, and probably never will be, at least to a small group of people. This report is, however, a continuation of our original effort, and again represents a government agency attempting to get honest, fact-based answers to questions raised by our fellow citizens.

So, while you won't find any UFOs or space aliens in the following pages, you will find great research and fascinating glimpses of aerospace history-- which helped, in its own way, make the United States Air Force the single greatest air power in history. Read, think, and decide for yourself.

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AUGUST, 1996

A handwritten signature in red ink that reads "Rich". The signature is fluid and cursive, with the "R" and "I" being particularly prominent.

INTRODUCTION

In July 1994 the Director, Security and Special Program Oversight, Office of the Secretary of the Air Force (SAF/AAZ), concluded an exhaustive search for records to provide the Air Force on response to the General Accounting Office (GAO) inquiry on what has become known as the “Roswell Incident”. The GAO initiated the inquiry at the request of New Mexico Congressman Stephen Schiff. The focus of the inquiry by the GAO was to determine if the U.S. Air Force possessed information on the alleged crash and recovery of an extraterrestrial vehicle and its alien occupants near Roswell, New Mexico in July 1947.

The July 1994 report concluded that the predecessor to the U.S. Air Force, the U. S. Army Air Forces, did indeed recover material near Roswell in July 1947. The 800 page report explained that what was recovered by the U.S. Army Air Forces in July 1947 was not the remnants of an extraterrestrial spacecraft and its alien crew but debris from an Army Air Forces research project. The July 1994 response explained in detail Army Air Forces involvement in the events that occurred in the summer of 1947. Records collected in this effort had been previously declassified and were made available to both the GAO and the general public.

The project identified was a formerly Top Secret Army Air Forces research effort code named Mogul. Mogul was an experimental attempt to detect Soviet nuclear explosions and missile launches. Mogul utilized acoustical sensors, radar reflecting targets and other devices attached to a train of weather balloons nearly 600 feet long. (Fig ?). Claims that the US Army Air Forces recovered “alien” materials were based on the misidentification of

the radar targets, an element of weather equipment, used on the long Mogul balloon train.

The oddly constructed radar target, recently introduced and never before used in New Mexico, was found by a local rancher at the height of the first US flying saucer wave, and was mistaken to be a flying disc (Fig?). However, when the “flying disc” is compared to a standard radar target used by Project Mogul, it is quite obvious that they were the same object (fig. 2).

Subsequent to the filing of the 1994 report, additional records were located that further explained events that were widely reported to be part of the 1947 “Roswell Incident”—the reports of “alien” bodies. Lack of an explanation for the “bodies” had been the most recurring public criticism of the July 1994 report. The reports of “bodies” were not explained because they played no part in 1947, the year the Roswell Incident is alleged to have taken place. The through search of Army Air Forces records form 1947 yeilded no information to suggest that the “Roswell” events that occured in 1947 were anything other than the retrieval of the Mogul equipment. The Roswell Incident as reported in 1947 contained only accounts of the misidentified portions of weather balloons, radar targets, and descriptions of other Mogul components. “Bodies” became part of the “Roswell” story during the 1970s and 1980s, and were based on anecdotal accounts of witnesses collected by UFO theorists as much as forty years after the alleged incident.

The anecdotal accounts that referred to bodies described large scale field operations conducted by the US military to recover a spaceship and “alien” crew. Other accounts alleged that the bodies, once recovered, had been transported to the hospital at Roswell Army Airfield, NM for autopsies and other processing.

When anecdotal descriptions of the “flying saucers”, “aliens”, and the unusual Air Force activities were critically examined, it was revealed that what was described were actual Air Force activities, with one exception—the dates when the events occurred. Failure to establish the proper time frame transformed a series of actual earthly activities into the extraterrestrial “event of the millennium”.

This report summarizes the subsequent research that has identified the historic Air Force projects and events that describe the alien bodies and craft in fine detail. In fact, several of the projects were the subject of a full length Twentieth Century Fox motion picture in 1956, with scenes that clearly portray the Roswell “aliens”. Conclusions of this subsequent research are:

- Air Force activities that occurred over a period of several years during the 1940s, 1950s, and possibly later, have been collected and misrepresented to have occurred in one or two days in July 1947.
- The “aliens” have been identified as anthropomorphic test dummies that were carried aloft by high altitude research balloons. The dummies were launched and recovered at off range locations in New Mexico by the USAF.
- The “unusual” activities of USAF personnel in the New Mexico desert were high altitude balloon launch and recovery operations. Military crews that always seemed to arrive shortly after a “crash” of a flying saucer and retrieved the “saucer” and crew, were accurate descriptions of balloon recovery personnel engaged in anthropomorphic dummy recoveries.

- Reports of aliens at the hospital at Roswell Army Air Field were two separate incidents.
 - The first incident has been identified as the processing of victims from a 1956 KC-97 accident in which 11 Air Force members lost their lives.
 - The second incident was a 1959 manned balloon accident in which a pilot was injured. The resultant injuries caused considerable swelling of the head; photographs of the injured pilot bear a striking resemblance to drawings of “aliens” with oversized heads.

While ardent supporters of the claim of extraterrestrial recovery and governmental cover up will undoubtedly attempt to refute the facts presented here, this report is thoroughly researched and supported by official files, technical reports, photographs, and interviews with the individuals who were involved in the events.

FLYING SAUCER CRASHES AND ALIEN BODIES

An explanation for the most puzzling, and intriguing, part of the complex series of events associated with the “Roswell Incident”, the part not explained in the July 1994 report to the Secretary of the Air Force, were the reports of “alien” bodies. The addition of the bodies to the Roswell tale added a fascinating dimension to the story since the original account contained only reports of mundane materials such as “tinfoil, paper, rubber, and

sticks”ⁱ. In a popular “Roswell” book, *Crash at Corona* the impotance of the bodies is related in this passage

“Crashed saucers are one thing, and could well turn out to be futuristic American or even foreign aircraft or missiles. But alien bodies are another matter entirely, and hardly subject to misinterpretation. Bodies are either people or they are not.ⁱⁱ”,

The reports of “bodies” were based solely on anecdotal accounts related many years after the events, no documentation was presented to validate these claims. While it is not the intent of this report to attempt to refute or explain all claims made in regard to the “Roswell Incident,” “Roswell” authors often attempt to prove their case by presenting large amounts of anecdotal testimony. However, close examination of the testimony revealed that much of it was second, third, or even fourth hand. Additionally, questionable methods of research appear to have been employed to gather portions of this testimony. Methods such as unrecorded interviews and deathbed statements, mystery witness testimony, use of pseudonyms, and other techniques that obviously could not be verified, were used to “document” portions of the most sensational testimony. One such example found in a popular “Roswell” book, *The Truth About the UFO Crash at Roswell*, by Kevin Randle and Donald Schmitt. A review of endnotes from this book revealed that the term “various” was used twenty times to characterize interviews, accounts, sources, eyewitnesses, and documents. Apparently this term was used in place of accepted standards that require the specific identification of sources to permit independent verification by the reader.

Another technique used to gather information was the active solicitation of witnesses through newspaper announcements, and the selectivity in the use this information. One such announcement appeared in the Socorro (NM) Defencor Chieftan in November, 1992 (fig.). Authors of the book, *Crash at Corona*, Stanton Friedman and Don Berliner, according to the page 1 article, made themselves available to persons that wished to provide information about a “crashed UFO.” Socorro, NM is situated at the northwest edge of the White Sands Missile Range, the largest military test range (approximately the size of the state of Connecticut) in the United States. A high volume of military test and evaluation activity, that included the launch and recovery of anthropomorphic dummies by high altitude balloon, were conducted at White Sands and the surrounding areas of New Mexico. In response to the newspaper announcement, the two scientists central to the actual explanation of “Roswell” events presented here and in the July 1994 report to the Secretary of the Air Force, Professor Charles B. Moore and Holloman AFB Balloon Branch Physical Science Administrator and Meteorologist B.D. Gildenberg, made themselves available for interview, in the case of Mr Gildenberg he was encouraged to meet with the authors at the suggestion of the the White Sands Missile Range Public Information Office. According to the Moore and Gildenberg, the authors summarily dismissed their explanations and then suggested that the distinguished scientists were unwitting participants in a cover up of the recovery of a flying saucer and alien crew. Irregular methods of documentation and selective use of information should lead one to ask *who* is perpetrating the cover-up?

The Bodies

The original “Roswell Incident” had only one crash site and no “bodies.” The site was approximately 75 miles northwest of the city of Roswell, the actual impact point of the Project Mogul balloon train in June, 1947 (fig.). In the 1970s and 1980s additional “witness” came forward with descriptions of two other “crash” sites. One site was approximately 40 miles northwest of Roswell and the other approximately 150 miles northwest of Roswell, in an area known as the Plains of San Agustin (Fig.). What distinguished these two sites from the original Mogul impact site was, in addition to the alleged wreckage of a “spaceship”, there were also accounts of alien “bodies”. But UFO theorists are in disagreement as to which location is the actual “crash” site. Accordingly, each crash site has its own group of proponents within UFO circles. These proponents of a chosen crash site present witnesses to support their particular scenario while denouncing witnesses of the other crash site. However, common to the scenarios of both crash sites, and the subject of general agreement among UFO theorists, is that the bodies were transported to Roswell Army Airfield where autopsies were performed. The bodies were then shipped to Wright Patterson AFB, or a host of other facilities (this is another area of disagreement among theorists), for further evaluation and or exploitation.

The theorists have attempted to explain the obvious contradiction multiple locations presents in the “crash” of only one alien “craft” with the introduction of complicated scenarios that border on the ridiculous. The scenarios become complicated because proponents of each crash site must also make allowances in their scenario to have “their” saucer at the location of the actual Mogul impact site. The Mogul impact site, seventy-five miles northwest of Roswell, NM, lends credibility, and more importantly, provides a

time reference, to the incredulous stories through the documented presence of the US Army Air Forces personnel in July 1947; personnel who were at the site to retrieve the Mogul balloon train—not a flying saucer.

The scenarios in general claim that a disabled “craft” momentarily touched down at the seventy-five miles northwest of Roswell, near Corona, NM, leaving behind parts of the ship (this material that has been subsequently identified as components of a Mogul balloon train) to create what is known as the “debris field”. The now damaged ship then arrived at its final “crash” site, dependent upon the scenario chosen, at either the location 40 miles northwest of Roswell or 150 miles northwest of Roswell on the Plains of San Agustin. A third hypothesis, presented by Karl Pflock, a longtime UFO enthusiast and writer, and husband of New Mexico Congressman Steven Schiff’s Chief of Staff, the Congressman who initiated the GAO inquiry, suggests a different sequence of events. Pflock hypothesises that the “vehicle carrying the hapless voyagers” collided in mid air with a Mogul balloon train after unsuccessfully attempting to avoid it with “violent evasive maneuversⁱⁱⁱ.” The subsequent crash of the Mogul balloon train and the flying saucer served to intermingle the Mogul wreckage with that of the extraterrestrial spacecraft. While this hypothesis eliminates the complication of two crash sites for one saucer, this unlikely scenario is usually disregarded by even the most ardent UFO enthusiasts. This scenario was found to have no basis in fact and will not be examined here. In addition to the disagreement in regard to crash sites, theorists are also in disagreement as to how many “aliens” there were, and their physical description.

Methodology

To untangle this collection of complicated scenarios and determine if there was any validity to the reports of “bodies,” researchers were faced with the task of sorting through the anecdotal testimony of literally hundreds of witnesses. However, a large portion of this testimony could be eliminated with certainty based on previously established facts. These facts were clearly presented in the July 1994 report to the Secretary of the Air Force.

These **facts** had been established:

- **The US Army Air Forces did not recover an extraterrestrial vehicle and alien crew.**

This was one of the conclusions of the July 1994 report to the Secretary of the Air Force. The July 1994 report was based on extensive research that included a thorough review of classified and unclassified materials held at record depositories and research facilities throughout the nation, hundreds of pages of documentation that detailed the actual events (documentation that included photographs), and interviews with participants who had been released from any security agreements they may have entered to allow them to discuss with Air Force researchers (or any other persons) information they possessed on this issue. These releases were issued at the expressed written consent of the Secretary of the Air Force. An example of the research that supports this conclusion is the official transcript of the USAF Scientific Advisory Board (SAB) Conference that was held in March 1948, the first meeting of the SAB *after* the “Roswell Incident” in July, 1947. During this meeting of the SAB

numerous classified and unclassified topics were discussed; the development of guided missiles, aeromedical research, Project RAND (satellite development), and experimental aircraft designs^{iv}. Also discussed was project SIGN, predecessor of Project Bluebook, the former USAF investigation of UFOs.

This discussion confirmed that reports of UFOs were taken seriously by the USAF^v. However, the discussion on the topic ends with a speaker, Col McCoy, a representative from the Air Technical Intelligence Command, the organization that conducted Project SIGN, who made the following statement, "I can't tell you how much we would give to have one of those [UFOs] crash in an area so that we could recover whatever they are.^{vi}" It is highly unlikely that the very organization tasked with the direction of Air Force scientific policy not only did not discuss the scientific "event of the millennium" (the recovery of a UFO), but actually expressed a continued interest in obtaining one eight months after the so called "Roswell Incident."

- **The reports of bodies were not associated with Project Mogul.**

The Project Mogul balloon train did not, was not designed to, nor was it capable of carrying passengers. The Mogul balloon train did not carry hazardous materials or explosives that could have caused injury, death, or mutilation to persons that came in contact with it to support claims of strange creatures characterized as "aliens."

- **The reports of the bodies did not occur in 1947.** This is based on extensive research conducted that examined US Army Air Forces activity in 1947. No

evidence was found to support the allegations that the US Army Air Forces was involved in any type of recovery operations, other than the retrieval of the remains of the Mogul balloon train, in July, 1947. Research and development projects, aircraft crashes, errant missiles, and nuclear accidents were also researched with the same results.

With the application of these documented facts to the anecdotal accounts, the hundreds of witnesses were now reduced to a few. Eliminated were accounts that described materials known to be part of the Project Mogul balloon train and accounts of transportation of these materials. The accounts that remained, not surprisingly, supported the three primary "Roswell" scenarios; the crash sites 40 miles northwest and 150 miles northwest of Roswell, NM, and the reports of bodies at the hospital at Roswell Army Airfield, NM.

In addition to the facts the **assumptions** were made:

- Due to the great detail provided by the accounts and similarities of some of the accounts, it was likely that *something* did occur.
- Due to the similarities of descriptions of the two "crash" sites and the considerable distance between them it was likely that more than one event, but a similar event, was responsible for these accounts.
- Since the account of the bodies at the Roswell Army Air Field was not significantly similar to the reports at the crash sites, it was likely that this account was not related to the crash site accounts.

Application was now made of both the facts and assumptions to the accounts of the bodies to determine if there was a “common thread” that connected any of the stories together. If similarities were found the next process was to determine if they were related to an actual event. And finally, if there was an actual event(s), was this a US Government or US Air Force activity?

Common Threads

Upon careful examination of the testimony presented by UFO theorists to “prove” the existence of alien bodies in their particular scenario, it was quickly revealed that the primary witnesses for the two separate “crashed saucer” locations did indeed contain portions of testimony that were common to both scenarios.

General Similarities

The testimony presented for both crash sites generally followed the same sequence of events. The witnesses were, for various reasons, in a rural and isolated area in New Mexico. In the course of their movements in this rural area they came upon a crashed vehicle assumed to be from outer space. The witness proceeds to the area of the crash to investigate and observes odd looking beings that apparently were the crewmembers of the vehicle. Soon thereafter, a convoy of military vehicles arrives at the site. The military personnel then were alleged to have instructed the civilians to leave the area and forget what they saw. As the witness is leaving the area the military personnel commence a recovery operation.

Detailed Similarities

In addition to the general similarities in the testimony, there also existed a substantial amount of similar detailed descriptions of the aliens, and the military vehicles and procedures allegedly used to recover them. The first obvious similarity was the independent use by witnesses at the two different crash sites of the phrases "I thought they were were plastic dolls" and "it was either dummies or bodies or something" to characterize the "aliens." Additional similarities in regard to the appearance were, "they had four fingers" and "they didn't have a little finger", "completely bald" and "hairless", "one piece suits...a shiny silverish gray color" and "metallic suits." The time frame for the event was another area of similarity as it was characterized by two witnesses as "Around 1950" and "I don't recall the date". Also the term "wrecker" was used to describe one of the alleged recovery vehicles present at both crash sites.

When the general and specific similarities were combined, a profile of the type of event or activity that was likely to have been observed was established. The profile is as follows:

- An activity that took place "around 1950"
- An activity that took place in two areas of rural New Mexico
- An activity that included a type of aerial vehicle
- An activity that utilized dolls or dummies that
 - had four fingers
 - were bald
 - wore one piece shiny suits
- An activity that utilized equipment that needed to be recovered with
 - an assortment of vehicles that included a "wrecker"

Based on this profile research was begun to identify an event or activity with these characteristics. Due to the location of the two alleged events, attention was focused on the White Sands Missile Range and the adjacent Holloman AFB, NM. The primary aerial vehicles that were being tested and operated at these facilities were aircraft, missiles, and balloons. The operations of each of these vehicles was researched. Missiles were soon discounted as there was no reason to put a dummy or doll in a missile. The remaining vehicles, aircraft and balloons seemed just as unlikely. However, research revealed the role dummies played in the testing of aircraft emergency escape systems and that during the 1950s Holloman AFB had been a primary location for this testing. Dummies were often used to test and qualify aircraft ejection systems but the tests were conducted over the instrumented portions of the White Sands Missile Range, many miles from the alleged crash sites. The only vehicle left was the high altitude research balloon, and as was learned from the previous research of the project Mogul balloon flights, trajectories of high altitude balloons were sometimes unpredictable and did not always remain over the test range.

USAF High Altitude Balloon Operations

The USAF began high altitude balloon operations in New Mexico at Holloman AFB on June 4, 1947. The very first high altitude research balloon, that consisted of oddly constructed and newly developed equipment, that was launched for Project Mogul, was also the first of several actual events that became what is now known as the “Roswell Incident.” Since the first launch in 1947 to the present the USAF’s Holloman AFB Balloon Branch conducted approximately 2,500 high altitude research balloon flights.