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July 21, 1996

Working Table of Contents for Roswell Report

Introduction

Part I: Flying Saucer Crashes and Alien Bodies

Part II: Bodies at Roswell Army Air Field

Conclusion

Appendix A: Comparison of Crash Site Accounts to Air Force Activities

Appendix B: Signed Sworn Statements of Witnesses

(An addition to this may be a listing of the “sidebar” discussions we talked about.)

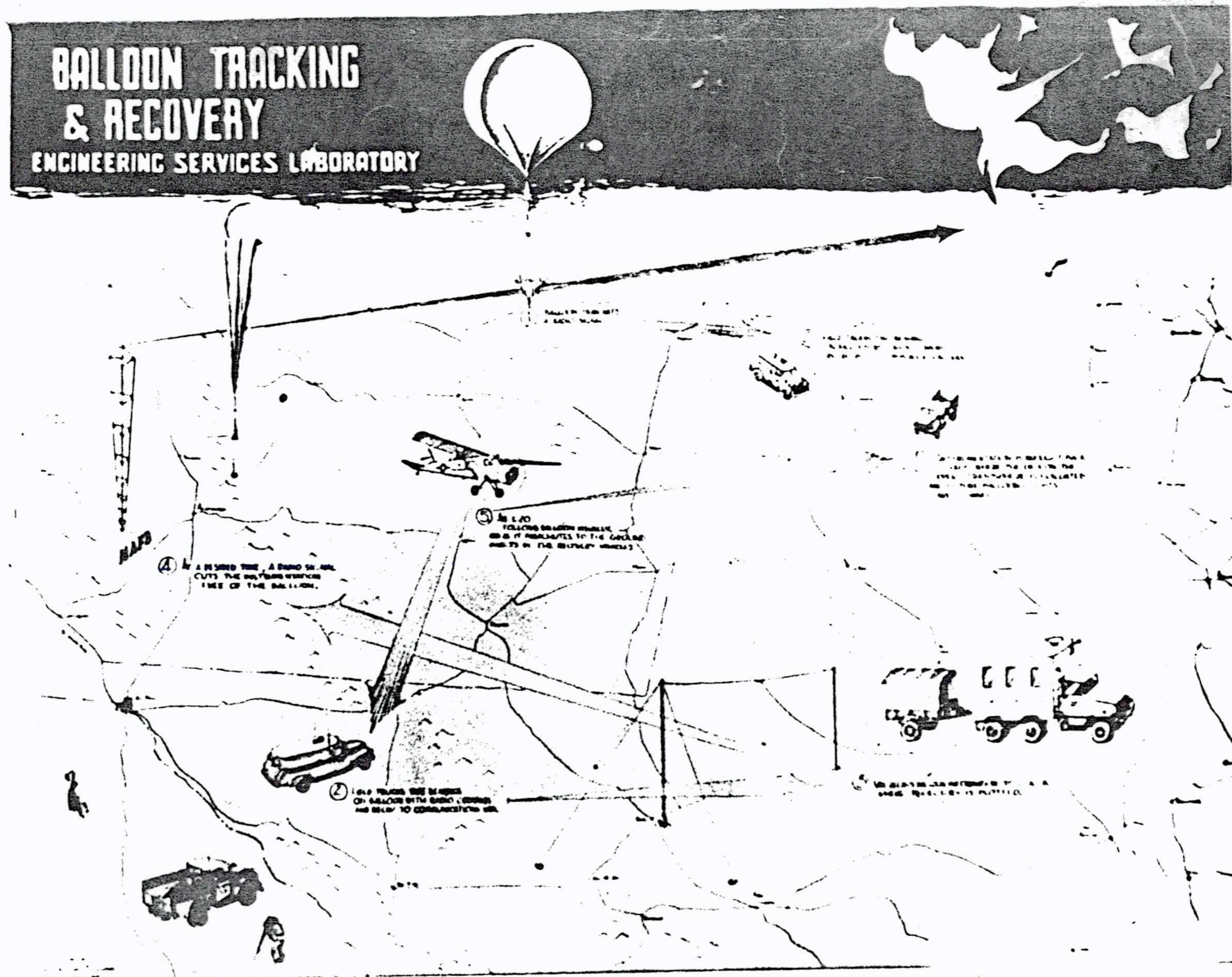


Illustration of a Tracking and Recovery Operation: About 1955

July 21, 1996

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5/8/96
To Graphics**DRAFT**
INTRODUCTION

Figures 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 respond to a General Accounting Office (GAO) inquiry of an event that had become popularly known as the “Roswell Incident.” The focus of the GAO probe, initiated at the request of New Mexico Congressman Stephen Schiff, was to determine if the US Air Force or any other US government agency possessed information on the alleged crash and recovery of an extraterrestrial vehicle and its alien occupants near Roswell, New Mexico in July 1947.

1-2 In recent years, the “Roswell Incident” has been the subject of intense domestic and international media attention. This attention has resulted in countless newspaper and magazine articles, books, a full length motion picture, and even a hoaxed film purported to be a US government “alien autopsy.” In Roswell, NM, two “museums” have also emerged attempting to benefit from the media attention generated by the “Roswell Incident.”

The July 1994 Air Force report concluded that the predecessor to the US Air Force, the US Army Air Forces, did indeed recover material near Roswell, NM in July 1947.

3 The 800 page report methodically explains that what was recovered by the Army Air Forces were not the remnants of an extraterrestrial spacecraft and its alien crew, but debris from a classified Army Air Forces research project. The records of this project, long since declassified and publicly available, were collected, provided to GAO, and published in one volume for ease of access for the general public.

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Subsequent to the 1994 report, continuing research uncovered additional records which further explains the claims of “bodies” associated with the “Roswell Incident.” These claims were not extensively discussed in the July 1994 report because there were not any “bodies” connected with the 1947 Army Air Forces recovery of debris near Roswell, NM. A thorough search of Army Air Forces records from 1947 did not yield any information that suggested the “Roswell” events were anything other than the retrieval of experimental US Army Air Forces equipment.¹

4 The 1994 report determined that a formerly Top Secret Army Air Forces research project, code named MOGUL, was responsible for the 1947 events.² Project MOGUL was an experimental attempt to acoustically detect suspected Soviet nuclear weapons explosions and missile launches.³ MOGUL utilized acoustical sensors, radar reflecting targets, and other devices attached to a train of weather balloons over 600 feet long. Claims that the US Army Air Forces recovered a “flying disc” in 1947 were based primarily on the lack of identification of the radar targets, an element of weather equipment adapted for use on the long MOGUL balloon train. The oddly constructed radar targets were found by a New Mexico rancher during the height of the first US flying saucer wave in 1947.⁴ The 5 rancher brought the remnants of the balloons and radar targets to the local sheriff after he allegedly learned of the broadcast reports of “flying discs.” However, following some initial confusion at Roswell Army Airfield, the “flying disc” was soon identified by Army 6 Air Forces officials as a standard radar target.⁵

7-8 From its origins in July 1947, the “Roswell Incident” contained only accounts of debris—there was never any mention or claims of bodies. The “bodies” became part of

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the Roswell story during the late 1970s, with additional claims made during the 1980s, and 1990s. These claims were usually based on anecdotal accounts of second- and third-hand witnesses collected by UFO proponents as much as 40 years after the alleged incident. The same anecdotal accounts that referred to “bodies” also described massive field operations conducted by the US military to recover crash debris from a supposed extraterrestrial spaceship. The claims also contended that the “bodies,” once recovered, were first transported to the base hospital at Roswell Army Airfield, NM for autopsy, and then to Wright Field, Ohio (now Wright-Patterson AFB), for additional processing and storage.

For this report, these anecdotal claims and descriptions of the “flying saucers,” “aliens,” and seemingly unusual Air Force activities in New Mexico are critically examined. Surprisingly, this in-depth examination revealed that these claims, in most instances, were reasonably accurate descriptions of Air Force activities with one major exception—the alleged observations of “bodies” did not occur in 1947. The failure to establish accurate dates of events, in some instances by more than a decade, and linking them with the 1947 Project MOGUL debris recovery, eventually transformed a series of explainable earthly activities into what UFO proponents describe as the extraterrestrial “event of the millennium.”

This report discusses the results of further research that identifies the likely sources of the “alien” claims. Contrary to the allegations that the Air Force engaged in a cover-up and possesses some deep, dark secret, some of the accounts of “bodies” appear to be misperceptions or *misrepresentations* of unclassified and widely publicized historic Air

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Force scientific achievements. However, other descriptions of “bodies” appear to be attempts by persons seeking profit or notoriety to exploit actual incidents in which Air Force members were killed or injured in the line of duty.

The conclusions of this additional research are:

- Air Force activities that occurred over a period of many years have been consolidated and are now represented as if they occurred in two or three days in July 1947.
- The “aliens” were actually anthropomorphic test dummies that were carried aloft by USAF high altitude balloons for scientific research.
- The “unusual” military activities in the New Mexico desert were high altitude research balloon launch and recovery operations. The reports of military units that always seemed to arrive shortly after the “crash” of a flying saucer and retrieved the “saucer” and “crew,” were actually accurate descriptions of USAF personnel engaged in anthropomorphic dummy recovery operations.
- Claims of “bodies” at the Roswell Army Air Field hospital were most likely a combination of at least three separate incidents.
 - A 1949 B-29 aircraft accident in which seven Air Force members lost their lives.
 - A 1956 KC-97 aircraft accident in which 11 Air Force members lost their lives; and
 - A 1959 manned balloon mishap in which two Air Force pilots were injured.

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Those who assert claims of extraterrestrial recoveries and never-ending governmental conspiracy theories and cover-ups will undoubtedly attempt to refute the facts presented here. However, this report is based on thorough research and is supported by official files, technical reports, photographs, and interviews with individuals who were involved in these events.

Flying Saucer Crashes and Alien Bodies

The most puzzling, and intriguing, element of the complex series of events now known as the “Roswell Incident,” were the alleged sightings of “alien” bodies. From 1947 until the late 1970s the “Roswell Incident” was essentially a non-story the reports that existed contained only descriptions of mundane materials that originated from the Project MOGUL balloon train—“tinfoil, paper, rubber, and sticks.”⁶ Not a very impressive extraterrestrial spaceship by any standard. The addition of “bodies” to the “Roswell” story added a significant, attention grabbing, new dimension. The “bodies” turned what, for many years, was just another “flying saucer” sighting, into what many UFO theorists believe is the “best case” for extraterrestrial visitation of Earth.⁷ The conclusion that objects recovered by the US Air Force in the New Mexico desert that *appeared* to be bodies must be extraterrestrial “aliens,” was primarily responsible for the resurgence of interest in the “Roswell Incident.” The importance of “bodies” and the assumptions made as to their origin is illustrated in a passage from a popular book: “*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.*”⁸

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While it is not the intent of this report to dispel all the claims of “alien” bodies made in regard to the “Roswell Incident,” it should be noted that proponents have attempted to “prove” what they allege is a government cover-up by presenting large amounts of undocumented and anecdotal testimony. Additionally, questionable methods of research appear to have been employed to gather or support portions of this testimony. Methods such as unrecorded interviews, deathbed statements, mystery witness testimony, use of pseudonyms, and other non-standard techniques were often used to “document” the most sensational portions of the testimony. One example was found in a best selling book, *The Truth About the UFO Crash at Roswell*, by Kevin Randle and Donald Schmitt. A review of the end notes revealed that the term “various” was used 22 times without further explanation to characterize interviews, accounts, sources, eyewitnesses, and documents (e.g. various interviews, various accounts, etc.).⁹ Also found in the endnotes of this book and used to “document” sensational claims were simplistic statements such as; “The source does not want to be identified because he doesn’t want any trouble.”¹⁰ Apparently literary license was substituted for accepted source citations which require specific identification of sources to permit independent verification by the reader.

Another technique used by some authors was to solicit cooperating witnesses through newspaper announcements. For example, one such solicitation appeared in the Socorro (NM) *Defencor Chieftan* on November 4, 1992, on behalf of authors of the book, *Crash at Corona*, Don Berliner and Stanton Friedman. This request solicited persons to provide

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information about the supposed “crashes” of alien spacecraft in the Socorro, NM area.*

In response to the newspaper announcement, the two scientists central to the actual explanation of “Roswell” events, Professor Charles B. Moore and retired Holloman AFB

10 Balloon Branch Physical Science Administrator and Meteorologist Bernard D.

11 Gildenberg, came forward with pertinent information.¹¹ According to Moore and Gildenberg, when they met with the authors, their explanations for the “incident” were summarily dismissed because their information didn’t conform to the authors pre-existent theories. The authors even went so far as to suggest that these distinguished scientists were participants in a multifaceted government cover-up to conceal the truth about the “Roswell Incident.”

Since many of the “Roswell” accounts and allegations were collected by irregular methods and are not specifically documented, the series of events as alleged by UFO theorists has become very complex and requires clarification. Therefore, the following section will briefly examine some of the more confusing elements of the “Roswell” stories—the multiple crash sites and complex scenarios—in order to facilitate an objective analysis of actual events.

The Crash Sites

12 From 1947 until the late 1970s, the “Roswell Incident,” was confined to one “crash site.”

The original “crash site,” on the Foster ranch approximately 75 miles northwest of the

* Socorro, NM is situated at the northwest boundary of the White Sands Missile Range, the largest military test range in the United States. Since the 1940s, White Sands Missile Range and the surrounding areas of New Mexico have been the site of a high volume of military test and evaluation activity, including the launch and recovery of anthropomorphic dummies by high altitude balloons.

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city of Roswell, was the actual landing site of a Project MOGUL balloon train in June 1947.¹² This MOGUL landing site is referred to in popular “Roswell” literature as the “debris field.” At first, in the 1970s, and then the 1980s, and 1990s, additional witnesses came forward with claims and descriptions of two other alleged “crash sites.” One site was supposedly north of Roswell (exactly how far north is a subject of contention among different UFO theorists). The other site was alleged to have been approximately 175 miles northwest of Roswell, in an area of New Mexico known as the San Agustin Plains. What distinguished the two “new” crash sites from the original “debris field” were the new accounts of alien “bodies.” Accordingly, both of the new “crash sites” now have proponents within UFO circles proclaiming theirs to be the “real” site while denouncing the other site and its associated witnesses.

Regardless of the dispute over which location is “real,” an element common to both theories was that, once recovered, the bodies were supposedly transported to the hospital at Roswell Army Airfield, NM for autopsy. Also common to both theories is that the bodies were shipped from Roswell AAF to another facility, usually Wright-Patterson AFB, Ohio (or a host of other facilities—this is another area of further disagreement among UFO theorists) for further evaluation and ultimate deep-freeze storage.

UFO enthusiasts have attempted to explain the obvious contradiction of multiple impact sites involving only one “alien” craft through the introduction of complicated scenarios that often border on the ridiculous. These scenarios have become increasingly convoluted since the proponents of each crash site must make allowances to have “their” flying saucer at the correct time and place—the actual MOGUL balloon train landing site

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in early July, 1947—in order to “fit” with the rest of the story. The actual Project MOGUL landing site, 75 miles northwest of Roswell, NM, lends credibility, and more importantly establishes a *time frame* for the other accounts that include reports of “bodies.” Flying saucer enthusiasts use the documented presence of US Army Air Forces personnel at the MOGUL site in July 1947, who were there to retrieve the MOGUL balloon train, to provide the nucleus of additional, unrelated, and much later accounts that include reports of “bodies.”

It must be emphasized that the claims of the “bodies” only became part of the “Roswell Incident” when they were erroneously linked in time to the retrieval of Project MOGUL components in July 1947.

The Scenarios

In general the “Roswell Incident” scenarios claim that a disabled alien craft momentarily touched down at the site 75 miles northwest of Roswell, leaving behind parts of the spaceship (material that has been subsequently identified as components of a MOGUL balloon train) to create the “debris field.” The scenarios further contend that the damaged “craft” again became airborne and flew to its final “crash” site, at either 1) the location north of Roswell or 2) 175 miles northwest of Roswell on the San Agustin Plains.

Another scenario, presented by Karl Pflock, a longtime flying saucer enthusiast, 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 hypothesizes that the “vehicle carrying the hapless voyagers” collided in mid-air

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with a MOGUL balloon train after unsuccessful “violent evasive maneuvers.”¹³ The subsequent “crash” of the MOGUL balloon train and the flying saucer serve to intermingle the MOGUL wreckage with that of the extraterrestrial spacecraft. This explains the presence of known MOGUL materials at the flying saucer crash site.¹⁴ While this hypothesis eliminates the complication of two crash sites for one “saucer,” this unlikely event is disregarded by the most ardent UFO enthusiasts. This scenario was not found to be even loosely based in fact and will not be examined here. In addition to the dispute over which location is the actual “crash site,” the scenarios also diverge as to how many “aliens” there were, their physical description, and the size and description of the extraterrestrial “craft.”

Research Methodology

To attempt to untangle this collection of complicated assertions and determine if there was *any* validity to the reports of “bodies,” USAF researchers faced the task of sorting through and examining anecdotal testimony of hundreds of witnesses. A large number of the accounts were eliminated by applying previously established facts to the testimony.

The July 1994 report to the Secretary of the Air Force clearly presented and documented these facts:

- The US Army Air Forces did not recover an extraterrestrial vehicle and alien crew. This conclusion was based on extensive research that included a thorough review of both classified and unclassified materials at record depositories, archives, libraries, and research facilities throughout the nation. Of the millions of pages of material reviewed, there was no mention of any

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activities that even tangentially suggested such an event. Additionally, former and retired Air Force members and civilian contract scientists were located and released from any possible nondisclosure agreements they may have entered into regarding past classified activities. This release allowed them to freely discuss with Air Force researchers, or any other persons, information related to this issue. These releases were issued at the express written direction of the Secretary of the Air Force. These interviews yielded no information supporting extraterrestrial claims or any other unusual activities.

- The reports of “bodies” were not associated with Project MOGUL. The MOGUL balloon train did not, was not designed to, nor was it capable of carrying passengers. It did not carry hazardous materials that would have caused injury, death, or mutilation to persons to whom may have came in contact with any of it’s components.
- Actual events, if any, that inspired reports of “bodies,” did not occur in 1947. Based on extensive research which examined US Army Air Forces activity in 1947, no evidence was found to support allegations that the Army Air Forces were involved in any type of recovery operations, other than the retrieval of the MOGUL balloon train in the Roswell area in July 1947. Examination of research and development projects, aircraft crashes, errant missiles, and possible nuclear accidents yielded no information to support a 1947 claim.

In light of these documented facts, the hundreds of anecdotal accounts were reduced to a few. Eliminated were accounts that were likely descriptions of materials known to be

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Careful examination of the testimony revealed that primary witnesses of the two “crashed saucer” locations contained descriptions common to both. These areas of commonality contained both general and detailed characteristics. However, before continuing, the accounts were carefully examined to determine if the testimony related by individual witnesses were of their own experiences and not a recitation of descriptions given by other persons. While many aspects of the remaining accounts were judged to be similar, other aspects were found to be significantly different. The accounts on which the following analysis is based, were determined to, most likely, been independently obtained by the witnesses.

General Similarities

The testimony presented for both crash sites generally followed the same sequence of events. The witnesses were in a rural and isolated area of New Mexico. In the course of their movements in this area they came upon a crashed aerial vehicle. The witnesses then proceeded to the area of the crash to investigate and at some distance away they observed strange looking “beings” that appeared to be the crewmembers of the vehicle. Soon thereafter, a convoy of military vehicles and soldiers arrived at the site. Military personnel allegedly instructed the civilians to leave the area and forget what they had seen. As the witnesses left the area the military personnel commenced with a recovery operation of the crashed aerial vehicle and “crew.”

Detailed Similarities

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In addition to general similarities in the testimonies, there also existed a substantial amount of similar detailed descriptions of the “aliens,” the military vehicles, and procedures allegedly used to recover them.

The first obvious similarity were the descriptions of the “aliens.” Descriptions given by witnesses of two different “crash sites” were: “I thought they were plastic dolls”¹⁵ and “they were using dummies in those damned things.”¹⁶ Additional similarities were also noted. One witness described the hands of the “aliens” as “they had four fingers”¹⁷ and another witness described them as “they didn’t have a little finger.”¹⁸ One witness described the heads of the aliens as “completely bald”¹⁹ while another witness described them as “hairless.”²⁰ The uniforms of the “aliens” were independently described by one witness as “one- piece suits...a shiny silverish-gray color”²¹ and by another witness as “one-piece and gray in color.”²² The date of this event was not precisely known. One witness recalled that it may have occurred “Around 1950”²³ and another stated “I don’t recall the date.”²⁴ Witnesses of different sites also used the terms “wrecker,”²⁵ and “six by six,”²⁶ when they described the military vehicles present at the different recovery sites. One witness described seeing a “medium sized Jeep/truck”²⁷ and another witness described seeing a “weapons carrier”²⁸ (a weapons carrier is a mid-sized Jeep-type truck). When the general and specific similarities were combined, a profile emerged of the event or activity that might have been observed. The profile, which contains elements common to at least two, and in some cases all of the accounts, established a set of criteria used to determine what the witnesses may have observed. The profile is as follows:

- An activity that if viewed from a distance would appear unusual.

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- An activity in which the exact date is not known.
- An activity that took place in two areas of rural New Mexico.
- An activity that involved a type of aerial vehicle with dolls or dummies that had four fingers, were bald, and wore one piece gray suits.
- An activity that required recovery by numerous military personnel and an assortment of vehicles that included a “wrecker,” a “six by six,” and a “weapons carrier.”

Based on this profile, research was begun to identify events or activities with these characteristics. Due to the location of the “crash sites,” attention was focused on Roswell, AAF (renamed Walker AFB in 1948), White Sands Missile Range, and Holloman AFB, NM. The aerial vehicles assigned or under development at these facilities were aircraft, missiles, and high altitude balloons. The operational characteristics and areas where these vehicles were flown were researched to determine if they played a role in the events described by the witnesses.

Missiles

Missiles were determined not to be responsible for the accounts for several reasons. The areas where the alleged crashes took place were, in all likelihood, too far from the White Sands Missile Range.* Missiles were equipped with a self-destruct mechanism that was activated if it strayed off-course or off of the White Sands Missile Range. There was never a program that required a dummy or doll to be placed inside a missile. However,

* From September 1961 until March 1965 12 Atlas F intercontinental ballistic missiles (ICBMs) were deployed by the 579th Strategic Missile Squadron in areas surrounding Walker AFB, NM. These missiles were determined not to have been involved in the “Roswell Incident.”

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missiles were launched from White Sands carrying small monkeys and other animals aloft for scientific research. The trajectories and impact sites for all of these flights were known. None of them landed near either of the two “crash” sites.” Missiles carrying chimpanzees were not launched at White Sands Missile Range or Holloman AFB, NM.²⁹

Aircraft

Aircraft seemed just as unlikely as missiles to be responsible for the extraterrestrial claims as outlined in the profile. Though, additional research revealed the significant role dummies played in the test and evaluation of aircraft emergency escape systems. However, aircraft flights demanded strict adherence to established flight profiles over the instrumented portions of the White Sands Missile Range, many miles from the alleged “crash sites.” Dummies used on the high-speed track remained in the immediate vicinity of the track facilities at Holloman AFB. This geographical impossibility ruled out dummies ejected from aircraft and those used on the high speed track as a cause of “alien” sightings at the two “crash sites.”

High Altitude Research Balloons

The only vehicle not yet evaluated as a possible source of the accounts were high altitude research balloons. Previous reviews of early research balloon flight records revealed that trajectories of high altitude balloons were, at times, unpredictable and did not usually remain over the White Sands Missile Range.³⁰ It was also known that many of the scientific payloads required recovery so the data collected during flight could be returned to the laboratory for analysis. These characteristics seemed to fit at least some of the research profile, however, atmospheric sampling apparatus or weather instruments, the

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typical payload of many high altitude balloons, could hardly have been mistaken for space “aliens.” But a careful examination of the instruments carried aloft by the high altitude balloons revealed that one unique project used a device that could very likely be mistaken for an alien—it was called an anthropomorphic dummy.

An anthropomorphic dummy is a human substitute equipped with a variety of instrumentation to measure effects of environments and situations deemed too hazardous for a human. These abstractly human dummies were first used at Holloman AFB in May 1950 and on a continuous basis since then.³¹ In the 1950s anthropomorphic dummies were not widely exposed outside of scientific research circles and could have easily been mistaken for something they were not. Today anthropomorphic dummies, better known as crash test dummies, are easily identifiable and are even the “stars” of their own automotive safety advertising campaign. However, during the 1950s when the USAF suspended and dropped the odd looking test devices from high altitude balloons in its program to study high altitude human free fall characteristics, public awareness and stardom were still decades away. It seems likely that someone who unexpectedly observed these dummies at a distance, would believe they had seen something unusual. In retrospect, when interviewed over 40 years later, accurately report that they had seen something *very unusual*.

With the introduction of anthropomorphic dummies as a possible explanation for the reports of bodies, an additional element of the research profile appeared to be satisfied. However, specific information that described the locations, methods and procedures used to employ the dummies, were required before any definitive conclusions could be drawn.

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To gather this detailed information, research efforts were concentrated on high altitude balloon operations and the specific projects that utilized balloon borne anthropomorphic dummies.

High Altitude Balloon Dummy Drops

16 → From 1953 to 1959 anthropomorphic dummies were used by the USAF Aero Medical

Laboratory as part of the high altitude aircraft escape projects HIGH DIVE and

17-18 EXCELSIOR.³² The object of these studies was to devise a method to return a pilot to earth by parachute, if forced to eject from an aircraft at extreme altitudes.³³ Anthropomorphic

dummies were transported to altitudes up to 98,000 feet by high altitude balloons. The

dummies were then released for a period of free fall while body movements and escape

equipment performance were recorded by a variety of instrumentation.³⁴ Forty- five high

19 altitude balloons flights carrying 78 anthropomorphic dummies were launched and

recovered throughout New Mexico between June 1954 and February 1959. Due to

prevailing wind conditions, operational factors, and ruggedness of the terrain, the

majority of dummies impacted outside the confines of military reservations in eastern

New Mexico, near Roswell, and in areas surrounding the Tularosa Valley in south central

New Mexico. As can be seen many of these launch and recovery locations were in the

areas where the “crashed saucer” and “space aliens” were allegedly observed.

Following the series of dummy tests, a human subject, test pilot Capt Joseph W. Kittinger

20 Jr., now a retired Colonel, made three “bailouts” from high altitude balloons. The highest

one from 102,800 feet is still the highest parachute jump ever accomplished. These

projects were unclassified and widely publicized in numerous newspaper, magazine, and

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television reports including a feature article in *National Geographic*.³⁵ High Dive and Excelsior along with other projects were even the basis for a full length, 1956, Twentieth Century Fox motion picture, *On the Threshold of Space* (see opposite page). Since free fall tests from these unprecedeted altitudes were extremely hazardous, they could not be accomplished by a human until a rigorous testing program using anthropomorphic dummies was completed.

Anthropomorphic Dummies

21-22 The anthropomorphic dummies used for these tests were developed under contract by the USAF to realistically represent a human. This request was originated by Maj John P. Stapp, now a retired Colonel, who conducted a series of landmark experiments at Muroc (now Edwards) AFB, Calif. to measure the effects of acceleration and deceleration during high speed aircraft ejections.³⁶ Since 1946, Colonel Stapp used a simpler model of the anthropomorphic dummy.³⁷ These early dummies met only basic requirements and their outward appearance was not similar to that of a human.³⁸ Consequently, a more accurate external appearance was required to provide for the proper fit of helmets, oxygen masks, and other equipment used during the tests. The solution was to develop an improved, more life-like anthropomorphic dummy.

23 The first improved anthropomorphic dummy was developed in 1949 by Sierra Engineering of Sierra Madre, Calif. and was known as "Sierra Sam."³⁹ In 1952 another company, Alderson Research Laboratories of New York, NY, began manufacturing its own model of an anthropomorphic dummy and was awarded a USAF contract that same

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25 year.⁴⁰ Dummies manufactured by both companies replicated a ninety-fifth percentile adult male, weighed 200 hundred pounds and were six feet tall.

27 The dummies were outfitted with standard equipment of a USAF aircrew member. This equipment consisted of a one-piece flightsuit, olive drab, gray (witnesses had described "aliens" in gray one-piece suits), or fuchsia in color, boots, and a parachute pack.⁴¹ The dummies were also fitted with an instrumentation kit that contained accelerometers, pressure transducers, an oscilloscope, and a camera to record movements of the dummy during free fall.⁴²

28 For the majority of the tests, dummies were flown to altitudes between 30,000 and 98,000 feet attached to a specially designed rack suspended below a high altitude balloon. On several flights the dummies were mounted in the door of an experimental high altitude balloon gondola.⁴³ Upon reaching the desired altitude, the dummies were released and free fell for several minutes before deployment of the main parachute.

29 Recoveries of the test dummies were accomplished by personnel from the Holloman AFB Balloon Branch.⁴⁴ Typically, eight to twelve civilian and military recovery personnel arrived at the site of an anthropomorphic dummy landing as soon as possible following impact. The recovery crews operated a variety of aircraft and vehicles including a "wrecker," a "six by six," and a "weapons carrier"—the exact vehicles described by the witnesses as having been present at both "crashed saucer" locations.⁴⁵

33-35 To expedite the recoveries the crews were prepositioned with their vehicles along a north-south paved highway in the area where impact was expected.⁴⁶ On a typical flight the dummies were separated from the balloon by radio command and descended by

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parachute.⁴⁷ Prompt recovery of the dummies, which usually involved extensive ground

and air searches, was essential to enable researchers to evaluate information collected by

the instrumentation and cameras. To assist the recovery personnel a variety of methods

were used to enhance the visibility of the dummies; smoke grenades, pigment powder,

and brightly colored parachute canopies.⁴⁸ Also, recovery notices promising a \$25

reward were taped to an exposed portion of a dummy and local newspapers and radio

stations were contacted when equipment was lost.⁴⁹ Despite these efforts, the dummies

were not always recovered immediately; one was not found for nearly three years and

several were not recovered at all.⁵⁰ When found, the dummies and their instrumentation

were often damaged from impact. Damage to the dummies included loss of heads, arms,

legs and fingers. Dummies with missing fingers appears to satisfy another element of the

research profile—"aliens" with only four fingers.

What may have contributed to a misunderstanding if the dummies were viewed by

persons unfamiliar with their intended use, were the methods used by Holloman AFB

personnel to transport them. The dummies were sometimes transported to and from off

range locations in wooden shipping containers, similar to caskets, to prevent damage to

the fragile instruments mounted in and on the dummy.⁵¹ Also, canvas military stretchers

and hospital gurneys were used, a procedure recommended by a dummy manufacturer, to

move the dummies in the laboratory or retrieve dummies in the field after a test.⁵² The

first 10 dummy drops also utilized black or silver insulation bags, similar to "body bags"

in which the dummies were placed for flight to guard against equipment failure at low

ambient temperatures of the upper atmosphere.⁵³

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On one occasion northwest of Roswell, a local woman unfamiliar with the test activities arrived at a dummy landing site prior to the arrival of the recovery personnel.⁵⁴ The woman saw what appeared to be a human embedded head first in a snowbank and became hysterical. The woman screamed, "He's dead!, he's dead!"⁵⁵ The recovery technicians quickly calmed the woman and assured her it was just a dummy!

It now appeared that anthropomorphic dummies dropped by high altitude balloons satisfied the requirements of the research profile and were responsible for at least some of the reports of 'aliens.' However, the review of high altitude balloons operations revealed what appeared to be explanations for some other sightings of odd objects in the deserts and skies of New Mexico.

High Altitude Balloon Operations at Holloman AFB, NM

44
Since 1947 USAF research organizations at Holloman AFB, NM have launched and recovered approximately 2,500 high altitude balloons. Research revealed that the Air Force organization that conducted most of these activities, the Holloman Balloon Branch, launched a wide range of sophisticated, and from most perspectives—odd looking—equipment, into the stratosphere above New Mexico. Much of this equipment was experimental and represented, for that era, the latest in "space age" technologies. Payloads transported by high altitude balloons ranged from simple radio transmitters to anthropomorphic dummies to sophisticated satellite components and NASA interplanetary space probes. Many of these payloads, some of which weighed over 10 tons, were not what someone would typically envision as being associated with a balloon. Appendix B contains photographic examples of some of these odd-looking scientific

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payloads. Also, the giant balloons, with volumes of up to 40 million cubic feet, large enough to fit many large airliners with room to spare, could cause persons to speculate as to its purpose. This speculation, especially in the late 1940s and 1950s, often resulted in reports of flying saucers; so often in fact, early balloon recovery crews often augmented their crude tracking methods with newspaper, broadcast radio, and police reports of these sightings (see Appendix A).⁵⁶

45-
47 An example of an unusual payload that someone would not likely associate with a balloon, were two NASA qualification trials of the Voyager and Viking space probes.⁵⁷

48 Both of these spacecraft looked remarkably similar to the classic dome-shaped “flying saucer.” During the late 1960s and early 1970s, a total of eight of the UFO lookalikes were launched by the Balloon Branch from the former Roswell Army Airfield (now Roswell Industrial Air Center), NM.⁵⁸ The spacecraft were transported by USAF balloons to altitudes above 100,000 feet and released for a period of self propelled, supersonic, free flight prior to landing on the White Sands Missile Range.⁵⁹ While the origins of the “Roswell” scenarios cannot be specifically traced to these vehicles, their appearance, and the fact that they were launched exclusively from the original “Roswell

49 Incident” location, leaves an impression that perhaps these odd balloon payloads may have played some role in the unclear and distorted stories of at least some of the “Roswell” “witnesses.” However, another test by the Holloman Balloon Branch with low altitude tethered balloon flights may have inspired at least one account of an “alien” craft.

50 In the book *The Truth About the UFO Crash at Roswell*, the authors published a drawing of a crashed alien spaceship allegedly given to them by an anonymous witness. When

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this drawing is compared to a photograph of an experimental tethered balloon flown at Holloman AFB in March 1965, the similarities are undeniable. The tethered balloon and the NASA space probes are just two examples of the uncommon technologies that were flown in New Mexico by the Holloman Balloon Branch. If this equipment was observed by unknowledgable persons, it could easily have contributed to the “Roswell Incident.”

51 In several accounts, unsubstantiated allegations have been made that military personnel who retrieved equipment from rural areas of New Mexico, intimidated and threatened civilians. Contrary to these charges, Balloon Branch personnel enjoyed good relations with the local community and often solicited their assistance in the area of a balloon or

52 payload landing.⁶⁰ In the flat, featureless desert areas of southeastern New Mexico, near Roswell, the parachutes of the payloads, the balloons themselves, and circling chase

53 aircraft often drew a crowd of curious onlookers from the local community.⁶¹ In fact, so many civilians were often present at balloon or payload landing sites, the scene was

54 described by longtime civilian Balloon Branch recovery supervisor, Robert Blankenship, as being like the “circus coming to town.”⁶² Without the cooperation of local persons

55 many recoveries would not have been possible. Allegations that civilians were threatened or told to “forget what they saw” are profoundly inaccurate. Threats, intimidation or other types of misconduct by Balloon Branch personnel would have served no purpose nor would they have aided in accomplishment of the recovery mission. Relations with

56 local citizens were good, recoveries were often coordinated in advance with local officials, and Balloon Branch personnel and equipment were a common sight to residents in areas with high incidences of balloon operations.⁶³

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In a few instances, however, situations arose when persons not familiar with the procedures and equipment used by the Balloon Branch misunderstood their activities. Such misunderstandings occurred several times during the 1970s and 1980s when recovery crews not only attracted the attention of local citizens while coordinating balloon recoveries, but they also drew the attention of agents of the Drug Enforcement Administration!⁶⁴ Checks with the local sheriff revealed that the trucks and circling aircraft in the desert near Roswell were part of a balloon recovery mission, and not a drug smuggling operation.⁶⁵ Apparently, even to federal agents, balloon recoveries appeared to be something suspicious!

Comparison of Testimony to Actual USAF Projects

It now appeared that anthropomorphic dummies flown by USAF high altitude balloons satisfied the requirements of the research profile;

- An activity that if viewed from a distance would appear unusual.
- An activity in which the exact date was not known.
- An activity that took place in two areas of rural New Mexico.
- An activity that involved a type of aerial vehicle with dolls or dummies that had four fingers, were bald, and wore one piece gray suits.
- An activity that required recovery by numerous military personnel and an assortment of vehicles that included a “wrecker,” a “six by six,” and a “weapons carrier.”

The final step was a specific point-by-point comparison of Air Force projects HIGH DIVE and EXCELSIOR to determine if these projects were in fact, responsible for the accounts.

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This comparison is found in Appendix ? and is augmented by photographs whenever possible. The photographs and accompanying explanations of Air Force activities, clearly illustrate the extensive similarities between the descriptions provided by the witnesses and the equipment and methods employed by these USAF projects.

Interim Conclusions

When the claims offered by UFO theorists to “prove” that an extraterrestrial spaceship and crew crashed and were recovered by the US Air Force are compared to documented USAF activities, it is logically certain that the two “crashes” were actually descriptions of the launch, or recovery, of a high altitude balloon with an anthropomorphic dummy payload. This conclusion was based on the remarkable similarities and independent corroboration between the witnesses that described *both* of the “crash sites.” The extensive, detailed descriptions by witnesses, too numerous to be coincidental, were the equipment, vehicles, procedures, and personnel of the Air Force research organizations who conducted the scientific experiments HIGH DIVE and EXCELSIOR.

Though it is clear anthropomorphic dummies were responsible for these accounts, the specific locations of the events described was difficult, if not impossible, to determine since the witnesses were not specific. The sole witness to the “crash site” north of Roswell, was not certain of the actual location as evidenced by a change in his testimony that “moved” the site many miles from its original location.⁶⁶ However, since the witness reportedly lived or worked in the Roswell, Artesia, and Carlsbad, NM areas during the period when the dummies were used, it is likely he described one or more of the nine documented dummy recoveries in areas near there.

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Reports of the other “crash” site, allegedly 175 miles northwest of Roswell on the San Agustin Plains, is likely based on descriptions of more than one launch and recovery of anthropomorphic dummies. Since one witness, Gerald Anderson, described procedures consistent with the launch *and* recovery of high altitude balloons it is likely that he witnessed both of these activities, with at least one that included an anthropomorphic dummy payload. The two other second-hand witnesses to this “crash” could have related descriptions from any of the dummy launch or landing sites. However, the second-hand witnesses repeatedly described the impact location of the “flying saucer” as on the “San Agustin Plains.” It appears these witnesses, in the 30 or more years since they were told the story by the original eyewitness, who reportedly traveled extensively throughout New Mexico, they may have confused San Agustin Plains with San Agustin Pass or San Agustin Peak, an area in the San Agustin Mountains of New Mexico. As can be seen these areas are just outside the boundary of the White Sands Missile Range and the adjacent Jornada Test Range. Numerous anthropomorphic dummy balloon flights terminated and were recovered in this area. Furthermore, if the civilians witnessed dummy landings on either the White Sands Missile Range or the Jornada Test Range, both hazardous military test areas and restricted US Government reservations, then this explains why they may have been told to leave the landing site. In the popular “Roswell” scenarios, witnesses were allegedly instructed by military personnel to leave the area because they witnessed something of a highly classified nature. This would be unlikely since the witnesses described projects that utilized anthropomorphic dummies which were

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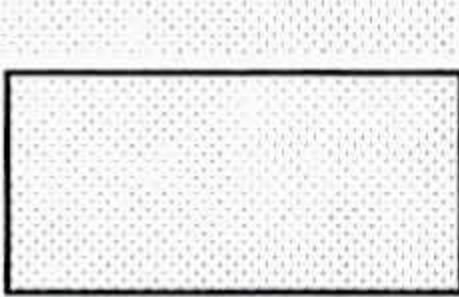
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unclassified. It is likely, however, that if the witnesses ventured onto one of these ranges they were instructed to leave, it was not for classified activities, but for their own safety. These conclusions are supported by official files, technical reports, extensive photographic documentation, and the recollections of numerous former, and retired, Air Force members and civilian employees who conducted Projects HIGH DIVE and EXCELSIOR. The descriptions examined here, provided by UFO enthusiasts, were so remarkably—and redundantly—similar to these USAF projects that the only reasonable conclusion can be that the witnesses described these activities.

Table 1

Comparison of Testimony to Actual Air Force Equipment, Vehicles, and Procedures
Used to Launch and Recover Anthropomorphic Dummies

 - shaded areas indicates corroboration between witnesses.

 - boxed shaded areas indicates corroboration between witnesses at different “crash” sites.

“Crash” Site No. 1 - Site north of Roswell, NM

“Crash” Site No. 2 - Site 175 miles northwest of Roswell, NM

Descriptions Provided By “Crashed Saucer” Witnesses	Comparison to Actual Air Force Activities	“Crash” Site	Source
The “Aliens”			
1. “They was using dummies in those damned things.” ⁶⁷	Reference to anthropomorphic dummies (figs. 11, 31-33, 45).	1	Ragsdale
2. “I thought they were plastic dolls” ⁶⁸	Reference to anthropomorphic dummies that had plastic skin (figs. 11, 31-33, 45).	2	Anderson

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Descriptions Provided By "Crashed Saucer" Witnesses	Comparison to Actual Air Force Activities	"Crash" Site	Source
3. "I'm sure that was bodies...either bodies or dummies." ⁶⁹	Reference to anthropomorphic dummies (figs. 11, 31-33, 45).	1	Ragsdale
4. "it was either dummies or bodies or something laying there." ⁷⁰	Reference to anthropomorphic dummies (figs. 11, 31-33, 45).	1	Ragsdale
5. " his eyes was open, staring blankly" ⁷¹	Reference to anthropomorphic dummy (figs. 11, 31-33, 45).	2	Anderson
6. "not exactly like human beings...similar, but not exactly." ⁷²	Reference to anthropomorphic dummies (figs. 11, 31-33, 45).	2	Maltais
7. "didn't look like human beings" ⁷³	Reference to anthropomorphic dummies (figs. 11, 31-33, 45).	2	Knight
8. "they didn't have a little finger" ⁷⁴	Reference to Alderson Laboratories dummy that were reused many times and were often damaged but remained in service (figs. 46 and 53).	2	Anderson
9. "they had four fingers" ⁷⁵	Corroboration of description # 8. See above.	2	Maltais
10. [the beings were] "three and a half to four feet tall" ⁷⁶	Likely description of anthropomorphic dummy missing legs after fall from altitude.	2	Maltais
11. [the being were] "four foot tall, four and a half feet tall." ⁷⁷	Corroboration of description #10. See above.	2	Anderson
12. "they weren't over four or five foot long at the most." ⁷⁸	Corroboration of description #10. See above.	1	Ragsdale
13. "Their skin coloration...[was] a bluish tinted milky white" ⁷⁹	Probable description of a "Sierra Sam" dummy with pale white "skin" (fig. 32).	2	Anderson
14. "their heads were hairless" ⁸⁰	Anthropomorphic dummies did not have hair on their heads (figs. 31, 52,	2	Maltais

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Descriptions Provided By "Crashed Saucer" Witnesses	Comparison to Actual Air Force Activities	"Crash" Site	Source
	53).	2	
15. "no hair...completely bald" ⁸¹	Corroboration of description # 15. See above.	2	Anderson
16. "no visible ears... just a rise there and then a hole" ⁸²	Dummies had ears that were molded to their heads with openings for placement of instruments (fig. 54).	2	Anderson
17. "The hands were not covered" ⁸³	Reference to Alderson dummy which did not have gloves on hands (figs. 46, 53, 55).	2	Maltais
18. "they were all wearing one piece suits...a shiny silverish gray color" ⁸⁴	Reference to gray flight suits worn by the dummies for some of the tests (fig 52.).	2	Anderson
19. "Their clothing seemed to be one piece and gray in color." ⁸⁵	Corroboration of description #19. See above.	2	Maltais
20. "It's uniform was torn in a couple spots...their uniforms were in pretty sad shape." ⁸⁶	Dummy uniforms were often "second hand," rips and other defects were common but they remained in service (figs. 46, 53).	2	Anderson
21. "They looked like they had some sort of bandages on 'em...over his [the crewmember's] arm." ⁸⁷	References to tape and nylon webbing used to prevent arms and legs of dummy from flailing. Tape was also used to secure the removable back plate of head (fig. 11, 35, 55, 57).	2	Anderson
22 [bandages] "around his midsection and partially over his shoulder" ⁸⁸	Reference to parachute harness that had chest and shoulder straps (figs. 11, 35, 55, 57).	2	Anderson
23. "It [the crewmember] felt dead when I touched it, it was very cold." ⁸⁹	Description of a high altitude balloon payload that was cold soaked at sub	2	Anderson

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Descriptions Provided By "Crashed Saucer" Witnesses	Comparison to Actual Air Force Activities	"Crash" Site	Source
The "Craft"	zero temperatures of the upper atmosphere.		
24. "it was a dirigible, a blimp that had crashed" ⁹⁰	Reference to a partially inflated or deflated high altitude balloon (figs. 34, 56).	2	Anderson
25. " a flying saucer that had burst open" ⁹¹	Reference to the dummy suspension rack that did not have sides (figs. 34, 46, 57).	2	Maltais
26. "clusters of thread like material in the form of a cable" ⁹²	Numerous cables and wires were used in the dummy instrumentation kits and balloon control package (figs. 34, 46, 57).	2	Anderson
27. "others of those [cables] went from one kind of package of components to another kind of package" ⁹³	Both balloon control package and dummy instrumentation kits were connected by cables (figs. 34, 47, 57).	2	Anderson
28 "some kind of container, a metal box" ⁹⁴	Reference to balloon control package or dummy instrumentation kit. (fig. 53)	2	Anderson
29. "it was ice cold, it felt like it just came out of a freezer" ⁹⁵	Condition of a balloon payload after it has been "cold soaked" in the upper atmosphere at temperatures far below zero.	2	Anderson
Vehicles			
30. a "jeplike truck that had a bunch of radios in it and two big antennas....There was a guy sittin' in there wearin' earphones and he was talking on the radio." ⁹⁶	Reference to a modified M-37 3/4 ton utility truck, commonly referred to as a weapons carrier, unique to the Balloon Branch. One of the primary vehicles used by recovery crews. Balloons were tracked by direction finding gear and required a radio operator to wear headphones (figs. 20,	2	Anderson

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Descriptions Provided By "Crashed Saucer" Witnesses	Comparison to Actual Air Force Activities	"Crash" Site	Source
	50).		
31. "weapons carriers" ⁹⁷	Corroboration of description #32. See above (figs. 20, 50).	1	Ragsdale
32. "six by six Army trucks" ⁹⁸	Reference to M-35 2 1/2 ton cargo truck used to transport dummies and suspension racks for launch and recoveries (fig. 48, 49).	1	Ragsdale
33. "six by [six]....military truck with a canvas.. wagon type...thing over it" ⁹⁹	Corroboration of description #33. See above (Fig. 48).	2	Anderson
34. "wreckers"[with] cranes on 'em" ¹⁰⁰	reference to M-246 wrecker used to launch and recover anthropomorphic dummy payloads (figs. 47, 56).	2	Anderson
35. "a wrecker" ¹⁰¹	Corroboration of description # 35. See above (figs 47, 56).	1	Ragsdale
36. "there was military ambulances" ¹⁰²	Reference to a converted M-43 ambulances used as balloon recovery communications vehicles (figs. 27, 51, 58).	2	Anderson
37. "the pick-up" ¹⁰³	Pick-up trucks were often used to recover anthropomorphic dummies (figs. 51, 62).	1	Ragsdale
38. "tankers, like, maybe had fuel or water in 'em" ¹⁰⁴	reference to M-49 fuel trucks used to refuel aircraft or helium trailer used to inflate balloon. (fig. 56, 62).	2	Anderson
39. "a military car" ¹⁰⁵	A variety of military and civilian cars were often used for balloon recoveries and launches. (fig. 51).	2	Anderson

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Descriptions Provided By "Crashed Saucer" Witnesses	Comparison to Actual Air Force Activities	"Crash" Site	Source
40. '47 Ford car" ¹⁰⁶	Corroboration of description #38. See above.	1	Ragsdale
41. "there was a jeep that was pulling a trailer with a motor on it, like a generator." ¹⁰⁷	Reference to 1 ½ ton trailer and MB-19 15 Kilowatt diesel generator that were used at balloon launch and recovery locations (fig. 51, 59).	2	Anderson
Aircraft			
42. "observation aircraft...high winged aircraft" ¹⁰⁸	Reference to an L-20 aircraft, primary "chase" aircraft used for balloon recovery in the mid 1950s (fig. 60).	2	Anderson
43. "C-47 sit-in there"[on the road] ¹⁰⁹	C-47 aircraft were often used on dummy launch and recovery operations (fig. 61).	2	Anderson
Procedures			
44. "The federal government could have been doing something because they didn't want anyone to know what this was...they was using dummies in those damned things...they could use remote control" ¹¹⁰	Reference to balloon borne anthropomorphic dummies that were dropped by remote control by balloon controllers at Holloman AFB.	1	Ragsdale
45. "they took everybody's name and everything" ¹¹¹	Procedure used by balloon Branch to ensure payment of \$25 reward and to settle claims of property damage	2	Anderson
46. "they cleaned everything all up...I mean they cleaned everything" ¹¹²	Balloon Branch personnel were required to remove as much debris as possible from balloon and payload landing areas to avoid complaints and legal actions.	1	Ragsdale
47. "they had the road barricaded off" ¹¹³	Procedure used for aircraft operations.	2	Anderson
48. "they had the road sealed off" ¹¹⁴	Corroboration of	1	Ragsdale

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Descriptions Provided By "Crashed Saucer" Witnesses	Comparison to Actual Air Force Activities	"Crash" Site	Source
	description #47. See above.		
49. "airplanes sitting there they had landed on the highway" ¹¹⁵	Established procedure to refuel an aircraft, launch a balloon from an isolated location or recover a small payload near a rural road.	2	Anderson
50. "there was airplanes in the sky"[over the crash site]. ¹¹⁶	Reference to balloon "chase" aircraft used to direct ground recovery crews to balloon impact site.	2	Anderson
51. "stretching out cables of some kind...they were stretching stuff out on the ground, dragging stuff out of trucks" ¹¹⁷	Reference to balloon inflation procedure that required the balloon and ground cloth to be removed from a vehicle and laid on the ground (fig. 62).	2	Anderson

The next section will examine the accounts of "aliens" at the hospital at Roswell Army Airfield. As previously determined, due to the lack of general or detailed similarities with testimony of the two "crash" sites, this account is not related to the reports of the two crashes.

¹ Headquarters United States Air Force, *The Roswell Report Fact vs Fiction in the New Mexico Desert* (Washington D.C.: Government Printing Office, 1995), 20-22.

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²ibid., 25-29.

³ ibid., 25.

⁴ Ted Bloecher, *Report of the UFO Wave of 1947* (Washington D.C.: author, 1967), I-13-14.

⁵ Combined History, 509th Bomb Group and Roswell Army Airfield, 1 July-31 July 1947, 39.

⁶ *Roswell Daily Record*, July 9, 1947, 1.

⁷ need source

⁸ Don Berliner and Stanton T. Friedman, *Crash at Corona* (New York: Paragon House, 1992), 14.

⁹ Kevin D. Randle and Donald R. Schmitt, *The Truth About the UFO Crash at Roswell* (New York: Avon Books, 1994), 270-273, 275-280.

¹⁰ ibid., 284.

¹¹ Don Berliner, *A Rebuttal of the Air Force Project Mogul Explanation for the 1947 Roswell, New Mexico, UFO Crash* (Mount Ranier, MD: The Fund for UFO Research, November 1995), 2.

¹² Headquarters United States Air Force, *The Roswell Report Fact vs Fiction in the New Mexico Desert* (Washington D.C.: US Government Printing Office, 1995), Attachment 32, *Synopsis of Balloon Research Findings*, by 1st Lt James McAndrew, 9.

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¹³ Karl T. Pflock, *Roswell in Perspective* (Washington, D.C.: Fund for UFO Research, 1994), 116.

¹⁴ *ibid.*

¹⁵ Video, *Recollections of Roswell*, Gerald Anderson interview (Washington, D.C.: Fund for UFO Research, 1993) (hereafter *Recollections of Roswell*).

¹⁶ James Ragsdale, transcript of interview with Donald R. Schmitt, January 26, 1994.

¹⁷ *Recollections of Roswell*, Maltais interview.

¹⁸ *ibid.*, Anderson interview.

¹⁹ *ibid.*

²⁰ *ibid.*, Maltais interview.

²¹ *ibid.*

²² Charles Berlitz and William L. Moore, *The Roswell Incident* (New York: Berkley, 1980), 61.

²³ *ibid.*

²⁴ *Recollections of Roswell*, Knight interview.

²⁵ Ragsdale and *Recollections of Roswell*, Anderson interview.

²⁶ *ibid.*

²⁷ *Recollections of Roswell*, Anderson interview.

²⁸ Ragsdale.

²⁹ Need source

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³⁰ Research Division, College of Engineering, New York University, *Technical Report*

No. 93.02, Constant Level Balloons, Section 3, Summary of Flights, July 15, 1949.

³¹ Capt Vincent Mazza and Capt Richard V. Wheeler, *High Altitude Bailouts*, MCREXD-695-66M (Wright-Patterson AFB, OH: USAF Air Materiel Command, September 18, 1950), 10-11.

³² 1st Lt Raymond A. Madson, *High Altitude Balloon Dummy Drops, Part I. The Unstabilized Dummy Drops*, WADC Technical Report 57-477, (Wright Patterson AFB, OH: Wright Air Development Center, Oct 1957) (hereafter *High Altitude Balloon Dummy Drops Part I*), 27, and 1st Lt Raymond A. Madson, *High Altitude Balloon Dummy Drops, II. The Stabilized Dummy Drops*, WADC Technical Report 57-477 (II) (Wright Patterson AFB, OH: Aeronautical Systems Division, Air Force Systems Command, August 1961) (hereafter *High Altitude Balloon Dummy Drops Part II*), 18.

³³ *High Altitude Balloon Dummy Drops Part I*, 1.

³⁴ *High Altitude Balloon Dummy Drops Part I*, 3-6, and *High Altitude Balloon Dummy Drops Part II*, 18.

³⁵ Capt Joseph W. Kittinger, Jr, "The Long, Lonely Leap," *National Geographic* 118, no. 6 (December 1960): 854-873.

³⁶ Maj John P. Stapp, *Human Tolerance to Linear Deceleration, Part I. Preliminary Survey of the Aft Facing Seated Position*, Air Force Technical Report 5915, (Wright Patterson AFB, OH: Wright Air Development Center, 1949) and Maj John P. Stapp, *Part II. The Aft Facing Position and the Development of a Crash Harness*, Air Force

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Technical Report 5915 (Wright Patterson AFB, OH: Wright Air Development Center, 1951).

³⁷ *ibid.*

³⁸ H.T.E Hertzberg, *The Anthropology of Anthropomorphic Dummies*, AMRL-TR-69-61 (Wright Patterson AFB, OH: Aerospace Medical Research Laboratory, February 1970), 3.

³⁹ H.L. Daulton, Vice President and Secretary-Treasurer, Sierra Engineering Company, to W.A. Daler, Headquarters Air Materiel Command, letter, subject: Proposal, Purchase Request No. 301200, September 16, 1954.

⁴⁰ Joseph Smrcka, Senior Design Development Engineer, First Technology Safety Systems, “Dummies-Past and Present,” 1995, 2.

⁴¹ Madson and *High Altitude Balloon Dummy Drops, Part I*, 16.

⁴² *High Altitude Balloon Dummy Drops, Part I*, 5.

⁴³ *High Altitude Balloon Dummy Drops, Part II*, 11-12.

⁴⁴ *High Altitude Balloon Dummy Drops, Part I*, 17.

⁴⁵ Memorandum, subject: Balloon Tracking and Recovery Equipment, n.d., National Archives and Records Administration, Accession No. 342-67B-2133, box 65/249, file 2, “Biophysics Branch-Escape Section, High Altitude Escape Studies, 7218-71719.”

⁴⁶ Balloon Tracking and Recovery Equipment, n.d., and Robert Blankenship, Balloon Branch Recovery Supervisor, telephone interview with 1st Lt James McAndrew, July 14, 1995, and Bernard D. Gildenberg, *Meteorological Aspects of Constant-Level Balloon*

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Operations in the Southwestern United States (hereafter *Meteorological Aspects of Constant-Level Balloon Operations in the Southwestern United States*), AFCRL-66-706 (L.G. Hanscom Field, Bedford, MA: Air Force Cambridge Research Laboratories, October 1966), 27.

⁴⁷ *Contributions of Balloon Operations to Research and Development at the Air Force Missile Development Center, 1947-1958*, 90.

⁴⁸ *High Altitude Balloon Dummy Drops, Part I*, 16.

⁴⁹ *ibid.*, 17.

⁵⁰ *High Altitude Balloon Dummy Drops, Part II*, 6.

⁵¹ Alderson Research Laboratories, Inc., “Instructions for Operation and Maintenance, Model F-95 Anthropomorphic Test Dummies,” May 3, 1956, 1, and Glenn Richards, Balloon Branch Instrumentation Specialist, telephone interview with Capt James McAndrew, September 5, 1995.

⁵² Alderson Research Laboratories, Inc., “Instructions for Operation and Maintenance, Model F-95 Anthropomorphic Test Dummies,” May 3, 1956, 1, and Ronald G. Hansen, Lt Col USAR, (ret), Balloon Recovery Helicopter Pilot, telephone interview with 1st Lt James McAndrew, May 1, 1995.

⁵³ *High Altitude Balloon Dummy Drops, Part I*, 7-8.

⁵⁴ Blankenship.

⁵⁵ *ibid.*

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⁵⁶ Historical Branch, Office of Information Services, Air Force Missile Development Center, *Contributions of Balloon Operations to Research and Development at the Air Force Missile Development Center Holloman AFB, N. Mex. 1947-1958* (Holloman AFB, NM: Air Research and Development Command, 1958) (hereafter *Contributions of Balloon Operations to Research and Development at the Air Force Missile Development Center, 1947-1958*), 73, and Bernard D. Gildenberg, Balloon Branch Meteorologist and Engineer, interview with 1st Lt James McAndrew, May 28, 1995.

⁵⁷ Martin Merrietta, "Viking '75, Balloon Launched Decelerator test Program Post Flight Report BLDT Vehicle AV-3," TR 3720293, 1972, IV-I and Edward J. Kirschner, *Aerospace Balloons; From Montgolfiere to Space* (Blue Ridge Summit, PA: Aero Publishers, 1985), 64-66.

⁵⁸ *ibid.*

⁵⁹ *ibid.*

⁶⁰ *ibid.*

⁶¹ *ibid.*

⁶² *ibid.*

⁶³ *ibid.*

⁶⁴ Joseph Longshore, Balloon Branch Supervisor, telephone interview with Capt James McAndrew, August 16, 1995.

⁶⁵ *ibid.*

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⁶⁶ Signed sworn statement of James Ragsdale in, Ragsdale Productions Inc., *The Jim Ragsdale Story: A Closer Look at the Roswell Incident* (Hall Poorbough Press, Inc., 1996), 10-11, and signed sworn statement of James Ragsdale in Karl T. Pflock, *Roswell in Perspective* (Washington, D.C.: Fund for UFO Research, 1994), 167.

⁶⁷ Ragsdale.

⁶⁸ *Recollections of Roswell*, Anderson interview.

⁶⁹ Ragsdale.

⁷⁰ *ibid.*

⁷¹ Berliner and Friedman, 92.

⁷² *Recollections of Roswell*, Maltais interview.

⁷³ *ibid.*, Knight interview.

⁷⁴ *ibid.*, Anderson interview.

⁷⁵ *ibid.*, Maltais interview.

⁷⁶ *ibid.*

⁷⁷ *ibid.*, Anderson interview.

⁷⁸ Ragsdale.

⁷⁹ *Recollections of Roswell*, Anderson interview.

⁸⁰ *ibid.*, Maltais interview.

⁸¹ *ibid.*, Anderson interview.

⁸² *ibid.*

⁸³ *ibid.*, Maltais interview.

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⁸⁴ *ibid.*, Anderson interview.

⁸⁵ Charles Berlitz and William L. Moore, *The Roswell Incident* (New York: Berkley, 1980), 61.

⁸⁶ Berliner and Friedman, 92.

⁸⁷ *ibid.*, 91.

⁸⁸ *ibid.*

⁸⁹ *ibid.*, 92.

⁹⁰ *ibid.*, 91.

⁹¹ *Recollections of Roswell*, Maltais interview.

⁹² Berliner and Friedman, 93.

⁹³ *ibid.*, 93-94.

⁹⁴ *ibid.*, 92.

⁹⁵ *Recollections of Roswell*, Anderson interview.

⁹⁶ Berliner and Friedman, 106.

⁹⁷ Ragsdale.

⁹⁸ *ibid.*

⁹⁹ *Recollections of Roswell*, Anderson interview.

¹⁰⁰ *ibid.*

¹⁰¹ Ragsdale.

¹⁰² *Recollections of Roswell*, Anderson interview.

¹⁰³ Ragsdale.

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¹⁰⁴ *Recollections of Roswell*, Anderson interview.

¹⁰⁵ *ibid.*

¹⁰⁶ Ragsdale.

¹⁰⁷ Berliner and Friedman, 107.

¹⁰⁸ *Recollections of Roswell*, Anderson interview.

¹⁰⁹ *ibid.*

¹¹⁰ Ragsdale.

¹¹¹ Berliner and Friedman, 106.

¹¹² Ragsdale.

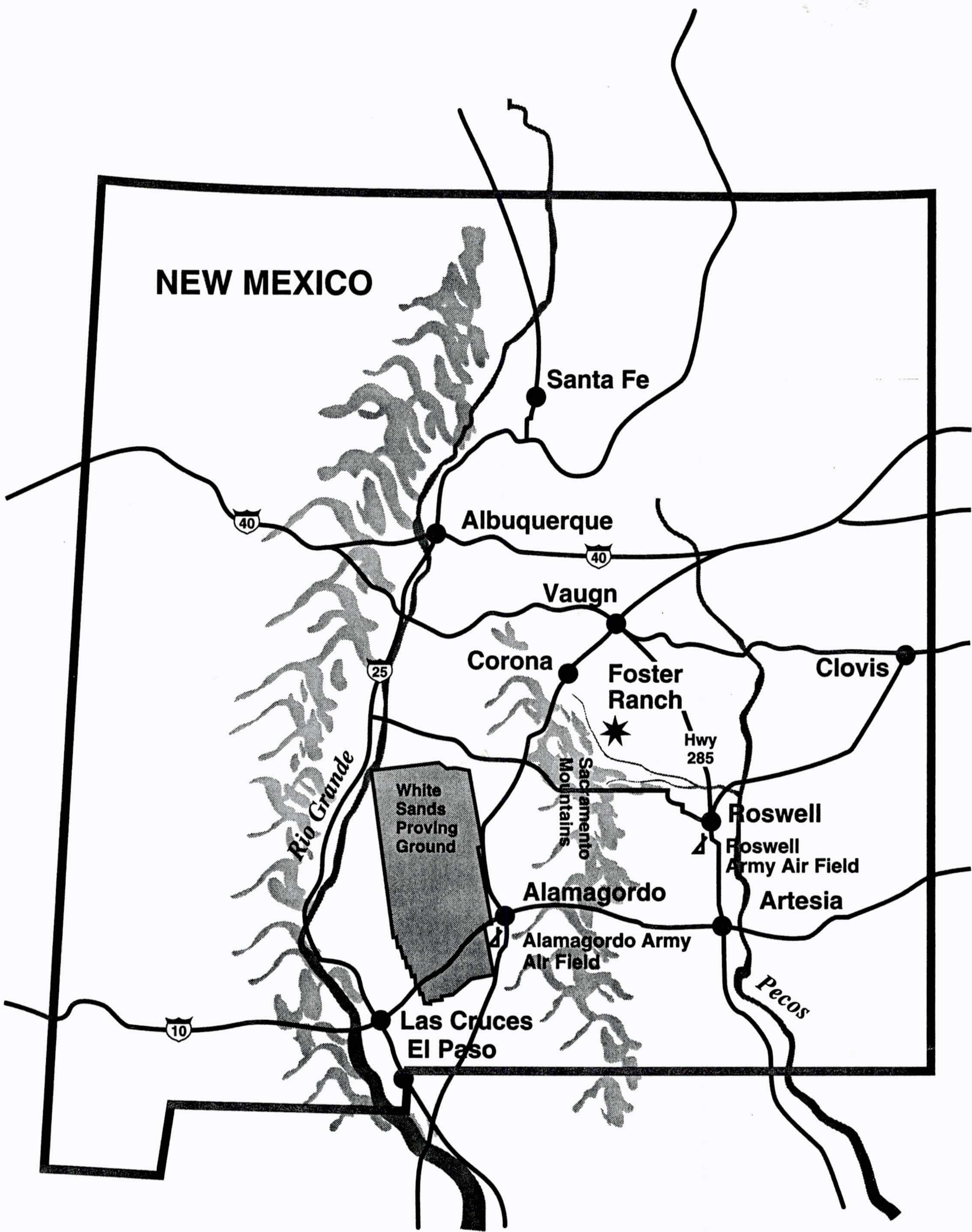
¹¹³ *Recollections of Roswell*, Anderson interview.

¹¹⁴ Ragsdale.

¹¹⁵ *Recollections of Roswell*, Anderson interview.

¹¹⁶ *ibid.*

¹¹⁷ Berliner and Friedman, 107.



NEW MEXICO





DEPARTMENT OF THE AIR FORCE

WASHINGTON, DC

Office of the Secretary

27 January 1997

MEMORANDUM FOR AIR FORCE GRAPHICS

FROM: SAF/AAZD

SUBJECT: Edits-Roswell Book

Upon review of the most recent version of the Roswell book the following changes are required. Suspense is 31 Jan 97. Additionally, the index will require changes based on the movement of words caused by adjustments for orphans and widows. **I will require an electronic copy of the new file (on Zip disk in PC format) containing the index after these changes have been made to make manual changes to the index.**

All changes are flagged with red tabs. Most changes are minor such as deletion or addition of single spaces or addition or deletion of commas. The larger changes are:

1. Replace Section One Notes, Section Two Notes, Chart in Appendix A, Appendix B, and Appendix C with the electronic files provided with this memo (see sample). The version I was given for review contained incorrect earlier versions of these items.
2. The cover.

Center author's name and organization as shown below:

Captain James McAndrew
Headquarters United States Air Force

3. Back of front cover. Place the following caption in the lower left quadrant:
(Reference the inside cover of the AF History publication *With Courage, The U.S. Army Air Forces in World War II* for an example.)

The Cover

A solarized image taken from a U.S. Air Force motion picture of experiments conducted for Project HIGH DIVE. This image, unsolarized, appears on page 34 (Figure 37). Cover design by Lori Crane, computer graphics by SSgt. Pat Morrow.

4. The artwork that separates the sidebar discussions from the main text appears stretched and in some cases made of dashes. These problems are flagged and circled.
5. Table of Contents. Page numbers require changes as indicated.
6. Pages 11, 24, 68, and 156. Maps require changes as indicated on each map.
7. Page 15. Insert explanatory note at bottom of page as indicated.
8. Pages 18 and 36. Figure 15 and figures 42 and 43 are blurry. It is important that these images be clear.
9. Page 47. Fig. 58 needs to be moved above “Balloon and Payload Recoveries.”
10. Page 58. Replace text as indicated.
11. Page 60. Replace text as indicated.
12. Page 84. Replace text as indicated.
13. Page 85. Heading “Descriptions of Other Air Force Members” is an orphan and should be moved to the top of page 86.
14. Page 87. Move fig. 5 as indicated.
15. Page 89. Insert new text as indicated.
16. Page 114. Move caption of fig. 21 in line with the image.

Thank you for your assistance. If you require any further information I may be reached at (703) 604-4788.



JAMES McANDREW, Capt, USAFR
Declassification and Review Officer