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Appendix I

LUBBOCK, TEXAS - 25 August 1951

I. DESCRIPTION OF THE INCIDENT

The first of a series of sightings related to this incident occurred the evening of 25 August 1951 at approximately 2130 GMT. Four Texas Technical College professors were sitting in the backyard of one of the professor's homes observing telescopes in conjunction with a study of micrometeorites being carried out by the college. At 21:30 they observed a group of lights pass overhead from E to S. The lights had about the same intensity as high cirrus clouds on a no-moon night. The altitude was not determined but they traveled at a high rate of speed. The pattern of the lights was almost a perfect semi-circle containing 20 to 30 individual lights. Later in the evening a similar incident was observed and during a period of about three weeks a total of approximately twelve (12) such flights were observed by these men.

A group of men included:

- a. The Head of the Astronomical Service Department
1. Professor of Geology, has Ph.D.
- c. Professor of Physics, has Ph.D.
- d. Professor of Chemical Engineering, has Ph.D.

Including the above four men, the following have observed the incidents:

- a. Professor of Mathematics, has Ph.D.
- b. Graduate student working on Ph.D.

In addition, a Professor of Astronomy was consulted on the incident, but he did not observe any of these flights.

The above mentioned men took a personal interest in the phenomena and undertook a study of the objects. Attempts were made to obtain an altitude measurement by laying out a measured base line perpendicular to the usual flight path of the object and placing angle measuring devices at the end of the base line. However, all their attempts failed because the objects did not appear as the lights the observers were waiting for them.

From the series of observations, the following facts were obtained:

- a. The angular velocity of the object was very nearly 30° of arc per second.
- b. There was no sound that could be attributed to the object.
- c. The flight path of the object was from E to S in the majority of the flights although some were NE to SW.
- d. On several nights there were two or three flights.

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