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could easily be made for quickly mounting this equipment in an airplane capable of ascending above the 40,000-foot level, which could take off soon after an event of the July 24th kind, and fly a pattern that would include with reasonable certainty some of the material originating at the meteor trajectory. A quick approximate determination of the trajectory would be required, of course, and if winds aloft were of considerable strength it would be necessary to make due allowance for them in planning the flight.

NOTE ADDED ON AUGUST 10, 1949:

As this report was being finished, an attempt was made at an airplane collection following the event of August 6. The collecting equipment was installed in a B-25 from Kirtland Field and on the afternoon of August 8, a flight was made which it was hoped might intercept some of the meteoritic material.

An interval of 41 hours had passed before the take-off, and the maximum altitude reached was 23,000 feet. A rough attempt was made to include air that was under the trajectory, but distances of several hundred miles were involved. A few copper indications were obtained, but they seemed definitely to be associated with material of surface origin. No nickel or cobalt indications were found. An elaborate study, which may require more upper air data than is available, should be made before it is decided whether or not the flight did actually include air that should have borne particles from the meteor trajectory.

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