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Summary

Flight path followed in the transportation of the objects of interest from the intermediate (depot-like) location to the proposed destination is not straight, but curving north-westerly with many minor deviations, "like" contour or NOE flight. The origin point for this leg is suggestive of a large warehouse/hangar sort of area involving a large, flat-roofed building in a setting quite similar to a structure on the edge of McCarran Airport in Las Vegas. Surrounding terrain is arid, spotted by little bushes, ground is light colored, sandy, dusty, rocky, slightly undulating, possibly with small gullies throughout area. There may indeed be a large flat area nearby suggesting an aircraft landing area or airport-like setting. Object are moved to the intermediate area by surface transportation over a route that crosses a wide river bed sort of area that has a "desert" sort of stream in it--perhaps a braided stream similar to the Platte--whose bed is gravely, debris strewn, and subject to flash-flooding during certain times of the year. Its banks drop off, but no very far in places; in other places they are more like cliffs or canyon walls. Objects are moved to intermediate area from an urban area a long ways away approximately to the north--hundreds of miles or kilometers. The objects are not manufactured in this country but arrive from a considerable distance aboard cargo jets.

The primary site of interest consists of a "central" "admin/c3" site which is responsible for one-to-several sites where the objects-of-interest are located or "remoted." The site being perceived seems to be the one being relied on. Another site somewhat NE is apparently regarded as "in reserve." A few other composite sites are located throughout a large geographic area, but they are too far removed to be of use in current situation. Indeed, one site SE of site of interest has equipment but seems able only to partially function. The site of interest is still being "put together"--some objects to the south about half again as far as those that will soon be in place to the north are already in place. The northern objects will be located "something like" 2-2.5 km north from central c3/admin area.

V I E N E R 0 0 3

8718'

3 NOV '87

SG1J

3 NOV 87
F. Meade, m.l.

SG1J

0934

S2

A2

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JAL

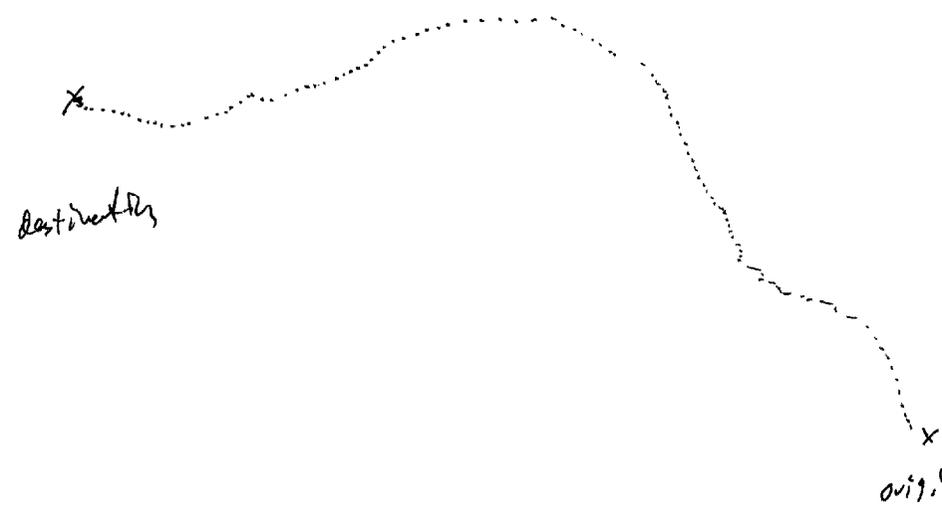
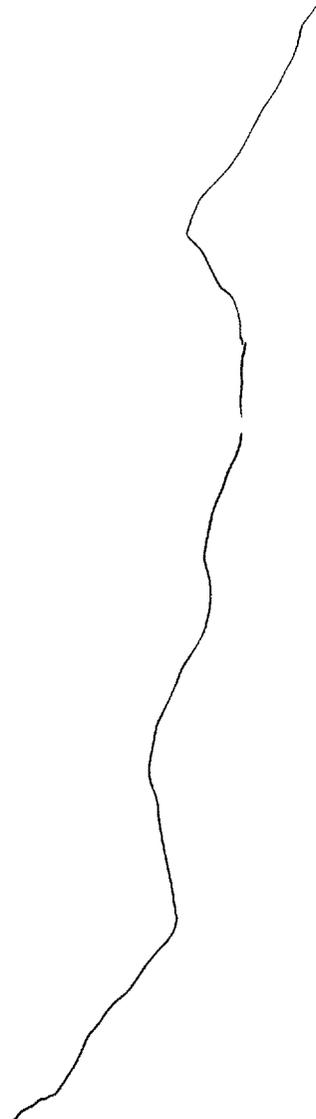
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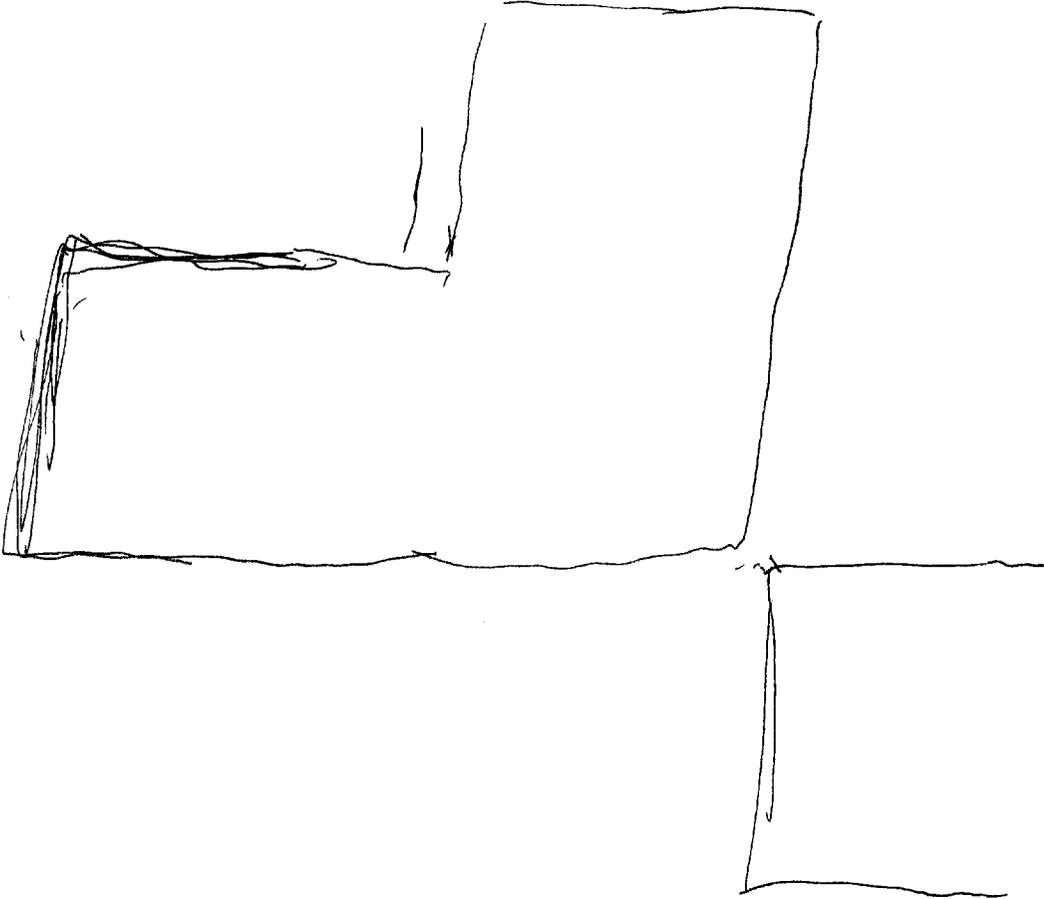
S2/2 flight path not straight, but ~~was~~ curved w/ many minor deviations
- "like" contour or NOE flight.

S2/2 orig. point is suggestive of large warehouse/hangar-like area reminds me of large, flat topped, rectangular structure on edge of McCarran Airport in Las Vegas - surrounds fence is arid, spotted by little bushes; ground is light colored, sandy, dusty, rocky slightly undulating poss. All small gullies across area. May be large flat area near by suggesting aircraft landing area or airport-like setting.

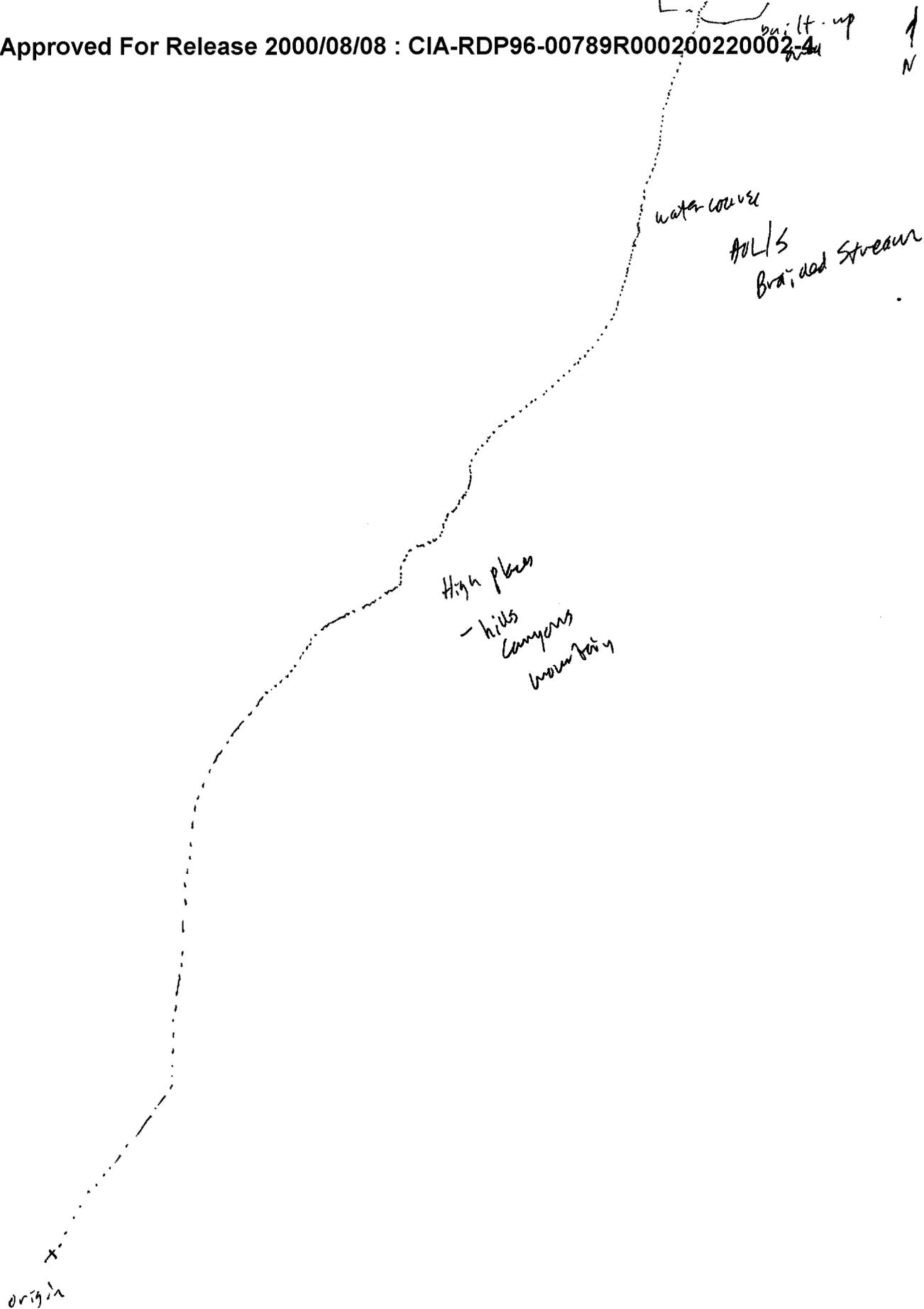
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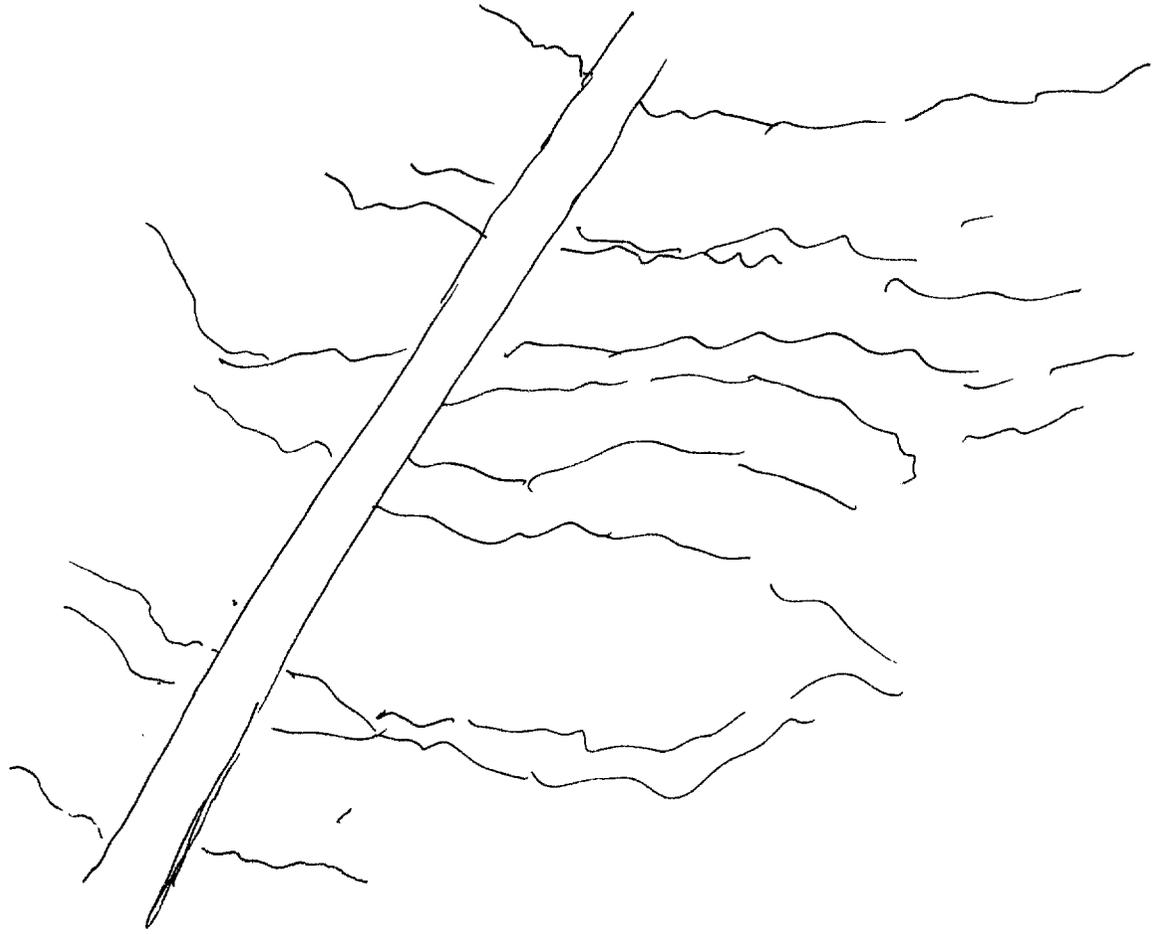
2





built up
N 2





1/2 "like" desert South of V, ver-
 water in it, perhaps in various
 streams. Bank drop off, but
 not far in places. Other place

for volume of water
 were, bed is very wide.

very, debris - stream. Subject to
 erosion

52

D AZ FI T I ADL #6

S+1/2 Only one "admin/C3" site necessary for one-to-several "Object" sites. "Like" office switchboard where several phones interconnect at one "patch board."

S+1/2 Primary site being currently processed seems to be the one being relayed. Other site NE is "reserve" so to speak.

Primary site is still being "put together" - it's not up + ready yet, but some essential objects are already in place.

1007

1
N



another "object site"
a little bit further ↓

